

<b>Subject:</b>	<b>Conway Street Industrial Area Masterplan</b>		
<b>Date of Meeting:</b>	<b>22 November 2018</b>		
<b>Report of:</b>	<b>Executive Director, Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Alan Buck</b>	<b>Tel. 01273 293451</b>
	<b>Email:</b>	<b>alan.buck@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>Goldsmid</b>		

**FOR GENERAL RELEASE**

**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The committee is being asked for approval for work to commence on the preparation of a Supplementary Planning Document (SPD) in the form of a masterplan focussed on the Conway Street Industrial Area, close to Hove Station.
- 1.2 It is the council's normal practice to seek committee approval to consult with stakeholders on Issues & Options prior to embarking work on an SPD, hence the purpose of this report.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee authorises the commencement of consultation with local stakeholders in respect of potential Issues and Options, to guide work on the production of a Supplementary Planning Document in the form of a masterplan focussed on the Conway Street Industrial Area.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 The Conway Street Industrial Area comprises a mixture of buildings and roads close to Hove Station, bounded by the railway line to the north, Ellen Street to the south and Ethel Street to the east. The existing commercial properties within the area include offices, warehouses, distribution centres, some research and development companies and a number of disparate industrial buildings - largely dating from a redevelopment programme in the 1960s. Also located in the area is a main depot and administrative offices for the Brighton & Hove Bus and Coach Company. The area also includes the surface car park to Hove Station, owned by Network Rail.
- 3.2 Under the One Public Estate (OPE) programme the council has received £70,000 in revenue grant from central government towards the production of a masterplan, in order to provide a coherent framework for future development across this area, that is currently in multiple ownerships.

- 3.3 The area forms a Strategic Allocation for a minimum of 12,000 sq m of primarily B1 office and business floorspace and 200 residential units within the wider Hove Station Development Area (DA6) as defined in the adopted City Plan Part 1. The overall built environment and public realm of the Conway Street area are uninspiring and the underutilised spaces and large areas of surface car parking provide significant transformational opportunities for a vibrant mixed-use high-density redevelopment in this inner urban area of Hove.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 Various options have been considered in determining the preparation of an SPD as the preferred route forward. These have ranged from a 'do nothing' approach (relying on existing planning policy to determine any development proposals) through the following options to masterplan preparation:

- a document with no formal planning status,
- a document in the form of a planning brief, subject to public consultation and therefore with some weight as a formal consideration in terms of guiding development proposals and planning decisions,
- a document in the form of an SPD, subject to statutory procedures in respect of its preparation and formal adoption and with commensurate weight in terms of guiding development proposals and planning decisions,
- an Area Action Plan with the full statutory weight of a Development Plan in terms of guiding development proposals and planning decisions.

- 4.2 Due to the inherent complexities and problems of delivering an overall coherent and successful urban quarter across a number of sites in a variety of ownerships, a 'do nothing' approach (or preparing an informal masterplan) are unlikely to be effective or yield the full range of potential benefits that could be achieved from this key strategic development opportunity. An SPD is considered to represent the best balance between preparing a document with a reasonable degree of statutory planning weight, against the resources available and time taken to get such a document formally adopted.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 Officers have held meetings and undertaken discussions with the following stakeholders to inform them of the intention to prepare a masterplan and to get an indication of particular individual needs, aspirations and issues to help guide the process:

- Landowners within and around the Conway Street Industrial Area Strategic Allocation as defined under DA6 in the City Plan Part 1.
- Members of the Hove Station Neighbourhood Forum (including a public presentation on the intention to prepare a masterplan at one of the Forum's 'Have Your Say Day' meetings in July this year).
- Local ward members
- The tenants' representative of the Clarendon Ellen estate

- 5.2 A multi-disciplinary officers' steering group has been set up in order to help guide the project. This will help to ensure a 'joined-up' and integrated approach with other emerging proposals within and around the core area of the masterplan

including the results of an energy networks feasibility study, intended improvements to the Clarendon Ellen Estate and any planning decisions relating to development proposals in the area (e.g. the impending decision of the Planning Inspectorate on a planning appeal by Matsim Properties in relation to Ellen Street).

- 5.3 The proposed masterplanning work is routinely discussed with representatives of the Hove Station Neighbourhood Forum at meetings between members of the Forum and council officers. The Committee will be aware that the Forum is working on a Neighbourhood Plan for the area, which it intends to submit in the next few months. The council will work co-operatively with the Forum in preparing the masterplan. It will build on the Forum's work to date with the community so that the SPD is able to complement its emerging plan for the wider area (as well as the City Plan).

## **6. CONCLUSION**

- 6.1 If the committee approves the recommendations of this report it will enable work to commence on the Issues and Options stage of the proposed SPD, to help guide the technical work in preparing a first draft of the masterplan. The Issues and Options Stage is the council's preferred route in the initial stages of SPD preparation, as set out in its Statement of Community Involvement.

- 6.2 As the council has received OPE funding in respect of the masterplan, it is intended that that a suitably qualified team be procured (potentially through the One Public Estate Pool of Experts Framework) to undertake the necessary technical work including the Issues and Options stage, which will focus on determining the following:

- The physical extent of the masterplan area, with the Strategic Allocation within DA6 of the City Plan constituting the minimum area covered and options for a wider area to be covered in order to include other development opportunities within the DA6 area.
- The level of detail within the document in terms of the topics it covers and the level of flexibility it will provide in terms of its development guidance.

- 6.3 It is currently intended that a draft of the masterplan be presented to the committee in September next year, prior to embarking on a formal public consultation exercise. The results of the consultation will be considered in the preparation of the final version later in 2019. The consultation stages will adhere to statutory procedures governing the preparation of SPDs as well as the council's standards as set out in its Statement of Community Involvement.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 The council has received a revenue grant of £70,000 through One Public Estate funding from the government to finance the work in preparing the masterplan. This will fund costs associated with the preparation of the masterplan including any consultants, any other outside agencies appointed to assist with the process,

public consultations and statutory notices. Officer time spent on the project will be met from existing revenue budgets.

*Finance Officer Consulted: Rob Allen*

*Date: 19/10/18*

Legal Implications:

- 7.2 The Town and Country Planning (Local Planning) (England) Regulations 2012 govern the content of, and the procedure for adopting, SPDs. The Regulations provide that SPDs cannot contain planning policy but can contain statements regarding environmental, social, design and economic objectives relevant to the attainment of the development and use of land.
- 7.3 The Regulations do not specifically require consultation on “Issues and Options” but do envisage that consultation with stakeholders will take place in the preparation of a draft SPD. Once a SPD has been drafted it is subject to a period of at least 4 weeks’ public consultation prior to adoption.
- 7.4 Once adopted a SPD will be a material planning consideration in the determination of those planning applications to which it is relevant.

*Lawyer Consulted: Hilary Woodward*

*Date: 22/10/18*

Equalities Implications:

- 7.5 The proposed masterplan will provide supplementary planning guidance in respect of the adopted City Plan Part 1 for which an Equalities Impact Assessment was undertaken. This has ensured that equalities issues are embedded in its policies and proposals.

Sustainability Implications:

- 7.6 The City Plan Part 1 was the subject of sustainability appraisals over the course of its preparation. Sustainability issues are embedded within its policies and proposals and will be inherent and carried forward in the masterplanning work.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Extract from City Plan Part 1 showing Hove Station Area (DA6) including Conway Street Industrial Area strategic allocation

### **Background Documents**

1. Brighton & Hove City Plan Part 1
2. Brighton & Hove Statement of Community Involvement