



2nd DRAFT

HOVE STATION NEIGHBOURHOOD PLAN

February 2nd 2018

Conten

Section 1. Introduction:	4
Legal requirements for a Neighbourhood Plan.....	4
The need and opportunity for a Hove Station Neighbourhood Plan	6
Overview of the Neighbourhood Plan.....	8
Section 2 Area Profile: Character, Context and Neighbourhood Planning	
Issues.	11
2.1 Land and Buildings: Thumbnail Sketch of a pre-1914 inner city suburb	11
2.2 Social Characteristics.....	13
2.2.1 Population.....	13
2.2.2 Housing	14
2.3 Local Economic Activity.....	16
2.4 Community Infrastructure and Environment.....	18
2.5 Transport and Movement / Connectivity	20
2.6 Neighbourhood Plan Sub-Areas – The Neighbourhood Plan Jigsaw.....	21
2.6.1 DA6 North of Railway	21
2.6.2 Fonthill Wilbury	23
2.6.3 DA6 South of Railway.....	23
2.6.4. Goldstone- Clarendon.....	24
2.6.5 Denmark –Eaton.....	24
2.6.6 Stoneham.....	24
Section 3 - Vision and Strategic Objectives	26
Section 4 - Policies	29
Coordinated and integrated comprehensive redevelopment of City Plan	
Development Area 6.....	29
Housing.....	34
Affordable Housing.....	35
Employment.....	36
Design and Public Realm.....	37
Tall buildings	39
Community facilities and Community Hubs.....	41
Need for School.....	41
Other community facilities.....	42
Conservation.....	43
Transport and Movement.....	46
Implementation	49
Annexes to the statutory part (Part I) of Hove Station Neighbourhood Plan ...	51



Annex 1: Funding Mechanisms for Proposed Infrastructure Requirements for DA6 and wider HSNF area	52
Priorities for implementation	55
Annex 2: Consultation Statement for Hove Station Neighbourhood Plan	57
Annex 3: Statement of Compliance	58
Annex 4: Summary of Strategic Environmental Assessment.....	59
PART II:.....	60
Section 5 - Implementation	61
1. Linkages / Movement:	63
2. Public Realm Improvements	65
3. Community Hubs	65
4. Design benchmarks	66
5. Implementation.....	67
Section 6 A High level Assessment of Transport Implications.....	68
Section 7: What should the City Council do?.....	69
Annex 1: City Plan policies relevant to the Hove Station Neighbourhood Plan	71
Annex 2: Small Area Statistics	72

Section 1. Introduction:

1. The Localism Act 2011 provided powers for local communities to prepare statutory Neighbourhood Plans which, along with city and district-wide Local Plans, have to be taken fully into account by planning officers and councillors when they make decisions on planning applications. Under this legislation the Hove Station Neighbourhood Forum (HSNF) was designated by BHCC at the end of 2014 as a 'qualifying body' with the legal right and responsibility to prepare the Hove Station Neighbourhood Plan (HSNP) for the designated Neighbourhood Plan Area shown at figure 1 below.
2. The initiative to prepare the HSNP came from local residents and businesses in late 2012 when it became clear that the area around Hove Station was going to be designated City Plan Development Area 6 (DA6) and thus the focus of major regeneration projects over a period of some 10-15 years- see figure 2. It is one of the eight such development areas in the City Plan which will undergo major changes during the plan period and which contain the city's major development opportunities up to 2030. The large-scale regeneration of DA6 will transform the long-neglected area within its boundaries. But it will also have major impacts on adjacent 19th century residential areas, including the area popularly known as Poets Corner, where the City Plan anticipates relatively small scale redevelopment projects.



Fig 1: Designated Neighbourhood Plan Area

Legal requirements for a Neighbourhood Plan

3. The HSNP is required to cover the same period as the BHCC City Plan, namely up to 2030. It develops and elaborates further the strategic framework established by the City Plan Part 1 for the future development of the Designated Area and will sit alongside the City Plan as the statutory plan for the area.
4. All Neighbourhood Plans have to meet certain **basic conditions**, as specified in law. Thus the HSNF must comply with the city-wide strategic policies of the *City Plan Part 1*, including those for housing (at both market rate and affordable levels), the provision of space to provide jobs, community facilities and green

infrastructure, the conservation of the historic environment and sustainable transport. Hence, the detailed and neighbourhood specific policies of the NP do not repeat City Plan policies but refers to them as appropriate. Thus *Appendix 1* contains a full list of all NP policies cross-referred to the City Plan policies which have a bearing on development in the NP area.

DA6 Hove Station Area

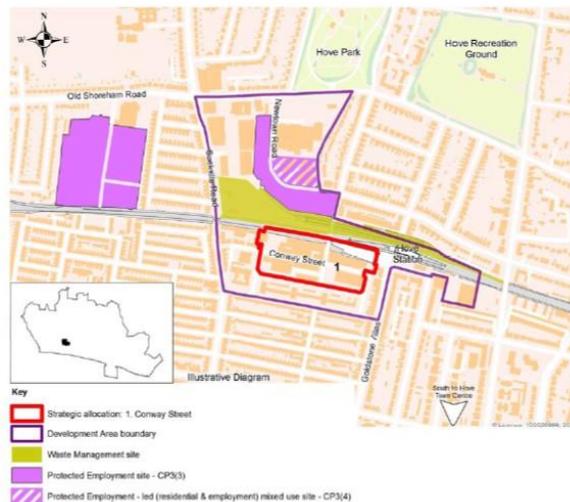


Figure 2: Development Area 6

5. The NP also has to conform to the requirements of the *National Planning Policy Framework* and the related *Neighbourhood Planning Guidance* (insert refs as footnote) In particular an NP cannot propose less growth in the Designated Area than that specified in the City Plan, but it can propose an increased level if there is evidence that this will benefit both the local community and the needs of the city. An important role of the NP is to identify community priorities for the investment in the Neighbourhood Area of a proportion of developer contributions generated by development. HSNP will have to be certified by BHCC that it meets all the basic conditions i.e. that it is compliant both with the City Plan and national planning policies and government guidance, that it contributes to the achievement of sustainable development, and that it meets certain EU-wide requirements (specify in footnote)
6. Within this legal framework, neighbourhood planning is fundamentally a participatory planning process. Thus, as required by law, the process of preparing the HSNP has been informed and guided by the direct participation of the local community - individual residents and businesses, local voluntary groups and ward councillors – at all stages in its preparation - see *Figure 3 Neighbourhood Planning Process (to be added from Locality Guidance)*.
7. The NP has to include a **Consultation Statement** which demonstrates that the Forum has taken all practical measures to ensure that the local community has been fully and effectively involved in its preparation. Furthermore unlike any other official development plan, it has to be supported by local residents through a local **referendum** in which the question will be:



'Do you want Brighton and Hove City Council to use the Hove Station Neighbourhood Plan to help it decide planning applications in the Neighbourhood Area?'

The need and opportunity for a Hove Station Neighbourhood Plan

(to be further abbreviated when the Community Consultation Statement is finalised)

8. The issues which the local community wish to see addressed by the Neighbourhood Plan emerged from our four years of community engagement work which is presented in the Community Consultation Statement at Annexe 1. This activity initially focussed on two questions:

- why should the local community organise to prepare a Neighbourhood Plan?
- which area should the Neighbourhood Plan cover?

The need and opportunity for a Neighbourhood Plan emerged in **Autumn 2012** from three parallel processes:

- the designation of DA6 in the BHCC Proposed submission City Plan Part One which made the eventual radical transformation of the DA6 area and the surrounding neighbourhoods inevitable, but had passed by the local community almost completely unnoticed;
 - the pre-application consultation events organised by local landowner Matsim on the *Hove Square Project* for the large-scale comprehensive redevelopment of the whole of DA6 south of the railway – which prompted significant local opposition;
 - growing local awareness of the new powers, under the Localism Act 2011, for local communities to prepare Neighbourhood Plans, which would enable them to more effectively influence the future development of their neighbourhood.
9. At the third meeting organised by a ward councillor and a few local residents on November 15th 2012 Matsim announced that they had withdrawn the project, having been unable to agree the fundamental elements with planning officers. But the 'regeneration genie' was now out of the bottle and there was a window of opportunity for local residents and businesses to move beyond simply reacting to LPA policies and landowners' projects. Thus some 40 participants agreed to participate in discussions to explore the feasibility of the City Planning Officer's suggestion, made at a previous meeting (and endorsed by Goldsmid Ward councillors and Hove Civic Trust), of developing a Neighbourhood Plan for DA6 and its surrounding residential areas.

In order to realise the opportunity of preparing a Neighbourhood Plan, the first priority was to secure the designation of a statutory Neighbourhood Forum and Neighbourhood Area by BHCC. In the event, and after an encouraging start, this took the whole of 2013 and 2014

10. An informal working group of some 15 -20 residents (who had attended the initial meetings) met monthly and led the community engagement process, which culminated in the submission, in December 2013 of formal applications to BHCC for designation. The purpose was to raise community awareness of ongoing planning and regeneration processes focussed on DA6, identify the key issues concerning residents, and develop the case for and the local support for preparing a Neighbourhood Plan. This involved developing a participatory process which focussed on working with individual residents and businesses, primarily through Have Your Say Days in February and October, but also by liaising with stakeholder groups, including the Local Action Teams. In parallel with and informing this initial community engagement work, the group established a positive working relationship with LPA planning policy officers. This focussed on developing an initial shared understanding of the scope for applying the principles and procedures of statutory neighbourhood planning to the detailed planning of DA6 and surrounding residential areas.

11. The first **Have Your Say Day February 2013** attracted **over 80 participants and recruited x new Forum members** and demonstrated the feasibility of preparing a Neighbourhood Plan, in terms of the need to address a series of issues and the willingness of residents to support this initiative
<http://www.hovestationforum.co.uk/hysd-2013-feedback/>

12. During 2013 the City Plan Part 1 did not progress beyond the Proposed Submission stage because of difficulties in allocating sites to meet projected city housing needs. In this context four key agreements were reached:
 - the Neighbourhood Plan (rather than a Planning Brief or Supplementary Planning Document -SPD) would be the planning instrument which would deliver the first priority of the DA6 regeneration strategy i.e. *'...the preparation of guidance to promote and co-ordinate employment focussed mixed-use regeneration of under-used land and buildings'* (**ref p 73**);
 - the primary purpose of the NP was to enable the residents and businesses in areas most affected by DA6 to influence its detailed planning and implementation;
 - the definition of the Neighbourhood Area would be left to the emerging Neighbourhood Forum, working within the flexible criteria of DCLG Neighbourhood Planning Regulations; and
 - a key role of the Neighbourhood Plan would be to establish community priorities for the local investment of some of the substantial S106 contributions.

13. The Management Committee's evolving understanding of the scale and impact of the potentially piecemeal redevelopment of the whole of DA6 was a key input to a second successful **Have Your Say Day 2 in October 2013**. This continued the process of raising awareness of regeneration, identifying issues (particularly the areas which would be impacted) and promoting the idea of a Neighbourhood Plan. But it also tested alternative proposed boundaries for the Neighbourhood Area. See <http://www.hovestationforum.co.uk/hove-station-neighbourhood-plan-boundary-questions/>

14. In a secret ballot a substantial majority of the participants voted for the wider area, which reflected the likely impact of the eventual redevelopment of the whole of DA6, not least to ensure that the substantial densification of the urban area south

of Old Shoreham Road was balanced by increased protection for the substantial green recreation areas to the north. On this basis the Committee submitted an application in **December 2013** for the designation of the Hove Station Neighbourhood Forum and Neighbourhood Plan Area. There were no objections from Westbourne and Wish councillors west of Sackville Road. However, the councillors for Hove Park Ward led the opposition to the proposal which generated **x objections** and in **March 2014** submitted an application for a Hove Park Neighbourhood Area and Forum which followed their ward boundary. The HSNF led a process which generated **some y** objections to this proposal. **In September 2014 BHCC** finally designated the boundary between the two which with the exception of DA6 followed ward boundaries. This long drawn out and hugely time-consuming process resulted in a quite unsatisfactory western boundary which gave primacy to ward boundaries and thus excluded one of the residential areas immediately adjacent to DA6.

In December 2014 Hove Neighbourhood Forum was designated as the 'qualifying body' to prepare the Hove Station Neighbourhood Plan. Following an inaugural AGM in February 2015, the Forum established working groups to identify issues, develop its emerging vision and objectives for the Neighbourhood Plan, building on its initial analysis of issues and opportunities and continuing community engagement work

Overview of the Neighbourhood Plan

15. **Section 2** provides an **Area Profile** which describes its physical, social, economic and environmental characteristics. These derive from the original 19th century development and the late 20th century redevelopment of the much of the railway land and adjacent small, poor quality terraced housing. More recently the changing housing market and the activities of developers have prompted the onset of 21st century regeneration. This analysis identifies the **issues** which the local community believes should be addressed by the NP, together with the opportunities for the development of neighbourhood level policies and projects which will enable local residents and businesses to influence and share in the benefits of regeneration. The analysis also profiles a series of distinct sub-areas, with specific characteristics, planning and landownership issues and development potential. This analysis, informed and guided by ongoing community engagement work, is the basis of the development of the vision and strategic objectives of the NP and the planning policies developed to deliver the plan.
16. **Section 3** sets out the **Vision and Strategic Objectives** of the HSNP. From the outset it has been the ambition of the local community to see the regeneration of the designated area progress in a comprehensive way so that the whole is greater than the sum of the parts. This approach requires detailed planning for the implementation of City Plan Policy DA6 to develop its strategic land-use proposals for the segregation of different major types of land uses, into a spatial development framework of policies which promote and support the delivery of an integrated process of regeneration, rather than the piecemeal, site by site redevelopment which has characterised recent years. Thus the NP **Vision** is focussed on the creation of **Hove Station Quarter (HSQ)** as a new centre for Hove. This will be core of the Neighbourhood Area in which a substantially higher

number of residential units, along with a more modern mix of employment opportunities, than that proposed in the City Plan. The NP enhances the role of Hove Station as a sustainable transport hub by the provision in DA6 of a rich and diverse mixture of high quality market and affordable housing, along with office, cultural and high tech employment opportunities and a wide range of services and facilities for people living and working in the area. Throughout the wider Neighbourhood Area proposals for public realm improvements, traffic calming and management of pedestrian and cycle based flows, spaces for children to play, all aim to create an attractive environment in which to live, work and play.

17. **Section 4** presents the **Neighbourhood Plan Policies** in a format that demonstrates how each policy responds to issues raised by the community and contributes to the delivery of the Vision and Strategic Objectives. But a statutory Neighbourhood Plan can only establish policies for changes in the use and development of land and buildings which require planning permission. However, the government has recognised that in the process of preparing neighbourhood plans local communities will come up with ideas and opportunities for specific projects which do not require planning consent but which will help to deliver sustainable development, such as energy efficiency and domestic renewable energy generation. Thus this Neighbourhood Plan document has two parts.

18. **Neighbourhood Plan Part One** contains the statutory Neighbourhood Plan policies to be used in determining planning applications in the area, all aimed at maximising the extent to which the NP can contribute to the delivery of a Hove Station Quarter and improvements across the wider Neighbourhood Area. These policies will be reviewed by a Planning Inspector and be subject to Referendum. All these policies have to be deliverable within the 15 year life of the NP and cover

- Co-ordinated and integrated redevelopment of Development Area 6
- Housing
- Employment
- Design and public realm
- Community facilities and Community Hubs
- Conservation
- Transport and movement.
- Implementation

The NP Part One presents both neighbourhood level policies which are specific to DA6 (and thus central to the delivery of a new Hove Station Quarter) and others which are to be applied throughout the whole Neighbourhood Plan Area.

13 **Neighbourhood Part One Annex** includes four documents and links to more detailed documents on the Forum web-site www.hovestationfroum.co.uk

- Funding measures for proposed infrastructure requirements for DA6 and wider HSNF area
- The statutory Consultation Statement
- The statement of compliance with the NPPF and the City Plan Part One
- A summary of the Strategic Environmental Appraisal (SEA)

14 **Neighbourhood Plan Part Two** is an advocacy/bidding document which the Forum and other neighbourhood groups will be able to use, alongside the statutory NP, to attract both public and private investment in the area which will deliver public benefit and help the move towards a sustainable neighbourhood. These proposals will not be reviewed by a planning inspector and will not be subject to a referendum.

- The **Urban Quarter Concept Master Plan** for DA6 prepared by the Forum and the ongoing development by BHCC (working in partnership with the Forum and landowners) of a Conway Street Master Plan and Delivery Programme
- **Aspirational land-use proposals** for development which cannot be demonstrated to be deliverable in the next 15 years. These include
 - long term development proposals which may, in the event be brought forward by landowners as market conditions change e.g. the redevelopment of the Goldstone Retail Park
 - proposals for the development of genuinely affordable housing as part of the overall housing delivery in DA6
- **Community Projects** - outline development schemes which set out how NP policies could be delivered would help to deliver the neighbourhood policies and elaborate priorities for the neighbourhood investment of developer contributions e,g initial proposals for the Community Hubs centred on Hove Station and the Sackville Road Honeycroft Centre and for environmental improvement in the Portland Road shopping and commercial area.
- **Non-land use policies and projects** which promote neighbourhood improvement but do not need planning approval, e.g. an outline Neighbourhood Community Energy Project to promote domestic energy efficiency and renewable energy generation.

Section 2 Area Profile: Character, Context and Neighbourhood Planning Issues.

This section first presents a description of the characteristics of the Neighbourhood Area in its city context, in terms of key area-wide themes: the built environment (land and buildings), social conditions (population and housing), local economic activity, community infrastructure/environment and transport and movement. For each theme the issues which the local residents, community organisations and businesses believe should be addressed by the Neighbourhood Plan are identified.

This is followed by an analysis of the significant variations within the designated NP area. These place specific issues for the Neighbourhood Plan are identified as a jigsaw of neighbourhood sub-areas, with a wide range of challenges and opportunities for future neighbourhood development.

The section concludes with an analysis of the need for an integrated approach to the future development of these sub-areas and the emergence in late 2013 and early 2014 of the opportunity to meet this need by securing the designation of a formally constituted Neighbourhood Forum to develop a statutory Neighbourhood Plan.

2.1 Land and Buildings: Thumbnail Sketch of a pre-1914 inner city suburb

Note – I page collage of historical and contemporary visual images to be added

The whole of the Neighbourhood Plan Area designated by BHCC can be characterized as an urban pre-1914 primarily residential inner suburb, which surrounds the major transport hub of Hove Station with its adjacent industrial and commercial development.(1)

The area was defined by BHCC as the outcome of a process which was dominated by the priority given to ward boundaries (ref fn). Thus it is bounded on the east by The Drive, on the north by the Old Shoreham Road as far west as Sackville Road, which it follows south to the railway bridge and then west along the railway line to the western boundary at Bolsover Road. The southern boundary follows Portland Road - Clarendon Road- Eaton Road to The Drive. The area is divided by the railway line running east-west and Sackville Road running north-south

Generally, the area slopes gently downhill from north to south. But west of the 19th century development was imposed on a former river valley to the west of the station. Thus there are significant changes in the level of the built environment (of up to x metres) from east to west and from north to south. This topography provides both challenges and opportunities for regeneration.

The Neighbourhood Plan Area is typical of mid-late 19th century urban development close to a major station. It was partially redeveloped in the postwar period and now comprises several distinct types of residential areas adjacent to rundown areas of underused land and buildings (both north and south of the railway), which constitute a

major brownfield site with significant development potential. (Insert urban growth maps to show historical stages of development)

The residential areas are all laid out in a clearly defined grid pattern, but with a variety of house types and streetscapes ranging from modest terraced houses and maisonettes (with some of the highest gross densities in the city) to magnificent detached and semi-detached Victorian villas, some of which have been redeveloped /converted into apartments or residential homes, but many are in designated Conservation Areas. East of Sackville Road there is no significant neighbourhood green open space. This was acknowledged by the then Hove Council which led the creation of Hove Park in 18? north of Shoreham Road to provide a major recreational facility for the benefit of the residents of the dense terraced housing to the south.

DA 6 is a predominantly industrial and commercial area with Hove Station as its focus and is surrounded by 19th century residential areas. Generally this area is perceived by the local community as run-down, declining and long-neglected by the council. In particular, the environmental conditions in the immediate vicinity of Hove Station are contrasted with the successive improvement projects which have enhanced Brighton Station.

North of the railway the x hectares former goods yard was redeveloped as the low density Sackville Trading Estate in ??? . The y hectares coal yard site south of the Trading Estate and adjacent to the railway ceased operation in ?? and has since been used for a variety of interim commercial uses. The Brighton and Hove Albion Football Club Goldstone Ground was redeveloped as a retail park in 199?, with six large single storey buildings and a large surface car park To the west and south the Newtown Road Industrial estate is dominated by low rise, low employment density industrial and commercial uses in large, mainly single-storey buildings.

South of the railway the bus garage was built between established Conway Street and the line. This generates heavy traffic which can only access bus routes via the residential Clarendon Road. The worst of the 19th century terraces between Conway Street and Ellen Street were demolished in a characteristic 1970s comprehensive redevelopment project. They were replaced (within the same street grid) by mainly low employment density industrial buildings and the adjacent five 10 storey tower blocks of council flats (apartments) north of Clarendon Road, with associated provision of community facilities at the junction of the Sackville Road - Honeycroft and the Vallance Community Centre.

West of Sackville Road the Neighbourhood Area is bounded by the railway to the north and Portland Road on the south. The area has Stoneham Park at its core. To the east of the park the grid iron pattern of 19th century terraces housing is known locally as Poets Corner. To the west the neighbourhood is more varied as it includes the only school in the Neighbourhood Area alongside commercial and industrial development in the School Road. Portland Road is one of the City's local centres and provides a wide range of retail and commercial services within walking distance of the dense terraced housing.

2.2 Social Characteristics

Note – this to be refined by using the profile of the Neighbourhood Area included in the Brighton and Hove Community Insight data base which estimates the 2015 population as 14,155.

2.2.1 Population

The population of the Neighbourhood Plan Area has been growing steadily since 2001. The Census data shows that between 2001 and **2011** the population increased by over 15%, to **12,300** - a significantly faster rate than the city as a whole and much faster than regional and national averages.

Table 1 Population growth 2001-2011

Date	HSNP area	Brighton & Hove	South East	England
2001	10,669	247,817	8,000,645	49,138,831
2011	12,286	273,369	8,634,750	53,012,456
Population Change 2001-2011	15.16%	10.31%	7.93%	7.88%

This growth occurred before there were any significant additions to the housing stock. It was accommodated by the increase in the occupancy of pre-1919 dwellings, mainly as a result of subdivision of larger dwellings into flats and small elderly households living in terraced housing being replaced by young and growing households. This is reflected in table 2 which shows that the proportion of the neighbourhood population aged 25-44 in 2011 was higher at 43.8% than for the city as a whole at 32.4%, whilst the proportions in the group 45-60 plus is lower at 31.2% than the city figure of 35.4%

Table 2: Age Structure (2011)

	HSNP area	Brighton & Hove	South East	England
0-15	16.3%	16.2%	19.0%	18.9%
16-24	8.7%	15.9%	11.2%	11.9%
25-44	43.8%	32.4%	26.5%	27.5%
45-59	16.3%	17.7%	19.9%	19.4%
60+	14.9%	17.7%	23.3%	22.3%
Total Population	12,286	273,369	8,634,750	53,012,456

These trends have continued since 2011 as the area has become increasingly popular with young households. Moreover continuing growth has been augmented by the addition of approximately 100 new dwellings - the redeveloped Gala Bingo Hall on

Portland Road. The current (2017) population is estimated to be approximately **13.000** some **5% of the city's total population**.

Moreover the development pipeline will ensure continued increase. A minimum of 250 dwelling units will be added in the next 3 years, in projects already approved /under construction, including Hyde Newtown and Westows School Road, taking the total to over 13,500 (fn ref)

The **ethnic composition** of the population is virtually the same as that of the city as a whole with 12% non-white compared with the city figure of 11%. However the significant diversity of the area is illustrated by the fact that whilst 90% of residents aged 3 and over have English/UK language as their first language, the remaining 10% comprise very small groups speaking one of 10 plus languages (further evidence?).

The **economic activity** profile of residents aged 16-74 is also similar to the city as a whole, except for the higher proportion in full-time work (46% compared with 36%) and the lower proportion who are students (7% compared to 16%) which reflects the distance from the universities.

Household deprivation is not a major problem, but it is significant and a minority (?) of low income households - mainly in social rented housing and poor quality private rented flats - need a variety of social and community support services. This situation is reflected by the fact that the former Portland Road and Clarendon Road Neighbourhood Renewal Area - designated as a priority neighbourhood - was within the current Neighbourhood Area (ref & fn).

Nearly half the population are not deprived in any dimension (47%) and a further 30% are deprived on one dimension. But a further 17% are deprived in two dimensions and 8% in 3 or more - many of whom are tenants in the Clarendon Road estate. (This issue needs further analysis/data and a footnote)

2.2.2 Housing

Housing provision is a **major issue** for the Neighbourhood Plan as the housing provision in the City Plan is under increasing pressure from a buoyant, albeit broken, housing market in the city and the wider south-east.

Most of the housing that will be in the Neighbourhood Area in 2030 is there now. There is no case for significant demolition, but there are opportunities for improving existing dwellings in terms of their streetscape and public realm and their energy efficiency. However, given changing circumstances since the designation of DA6 it is now clear that there is deliverable potential for substantially exceeding the minimum 550 units confirmed in 2016 City Plan, whilst meeting other key targets, including those for employment.

Housing tenure and affordability

The statistical data for housing tenure of the 6100 households currently living in the area shows some significant differences from the city as a whole:

- a lower proportion of households are owner occupiers (48% compared to 53%)
- a much higher proportion are in private rented accommodation (41% compared to 30%).

- the lower proportion in social rented housing (10% compared to 15%) reflects the fact that the area has only one council estate – Clarendon Road/Conway Street

In the context of a dysfunctional housing market in the city (and elsewhere in the south-east) home ownership is now beyond the reach of an increasingly high proportion of local households. New housing, including 'affordable housing' to buy, is increasingly attracting relatively affluent households into the Neighbourhood Area, not least because new developments are marketed to commuters, including London estate agents . (ref to [Hyde Goldstone and Newtown](#)).

Moreover, since 2011 significant numbers of formerly owner-occupied dwellings have been converted to private rental and the proportion of households in increasingly expensive private rented houses and flats continues to increase. In parallel the right to buy has decreased the proportion of social rented housing.

As in many other neighbourhoods in Brighton and elsewhere in the South- East with good access to the rail network, a process of '**gentrification**' is underway. Local households with modest resources wanting to purchase their own home are faced with rapidly increasing house prices and are under increasing pressure to move west from central and west Hove to Portslade and beyond.

Households which choose or are forced to rent are having to allocate an increasing proportion of their disposable income to rent for properties which vary in quality from the high standard modern blocks in the Eaton Road and The Drive areas to poor quality flats in HMOs and low grade conversions elsewhere. (add [BHCC data and/or Zoopla statistical analysis](#)).

Our community engagement work demonstrates that there is growing concern about housing affordability and strong local support for the City Plan target of 40% affordable housing ([ref](#))

In the context of these trends, there are two key issues for the Neighbourhood Plan:

- ***can the NP develop policies/projects which will enable the City Plan target of 40% affordable housing to be achieved in new development across the Neighbourhood Plan Area in ways which delivers a high quality and inclusive neighbourhood ?***
- ***can the NP develop policies and/or projects which will improve the condition of the lower quality terraced housing stock, particularly that in the private rented sector, including environmental/public realm improvements and action to promote energy efficiency?***

Housing need and DA6 capacity

The projected **housing need** for the city nearly doubled between the first Draft of the City Plan Part One in February 2013 and its adoption in [March](#) 2016 - from some 15,000 dwelling units to 31,000 to be built by 2030. During this time it was only possible to increase projected housing supply by 1, 500 units from 11,500 to 13,000.

However, at this same time the **minimum** amount of housing development proposed for DA6 was reduced by 80 units from 630 to 550 (of which 220 units should be affordable) when the landowner made it clear to BHCC that there was no prospect of redeveloping the Goldstone Retail Park within the plan period.

But DA6 is the largest 'brownfield site' in a city where the development of 'greenfield sites' identified in the City Plan Urban Fringe Study often meets substantial local resistance. This always prolongs the process of achieving planning approvals and brings the risk of failure to secure approvals for such sites, as happened in the case of application BH2016/05530 for the construction of 45 dwellings between Ovingdean and Woodingdean.

Thus the scale of new housing provision as a component of regeneration is a major issue for the Neighbourhood Plan.

North of the railway planning approvals have already been given for 44% of this minimum target; 180 in the mixed use redevelopment of the Sackville Trading Estate and 62 in the Hyde Newtown Road project, now under construction. Moreover, the withdrawal of the waste management designation for the former coal yard has paved the way for a more substantial mixed use scheme.

South of the railway DA6 policy requires 200 residential units in the part of DA6 which is within the Conway Street Industrial Area. But landowner proposal developed in consultation with the Neighbourhood Forum during the past 3 years, have demonstrated the feasibility of delivering a higher number of dwellings, especially when the whole of the DA6 south area is taken into account.

Thus it is clear that the DA6 minimum target of 550 housing units by 2030 is easily achievable.

But given the city's worsening housing crisis, both in terms of numbers and affordability, there are three key issues for the Neighbourhood Plan:

- ***can the regeneration of DA6 deliver more than the minimum number of residential units, whilst meeting the 40% affordability target?***
- ***how should the delivery of new housing be phased across the Neighbourhood Plan Area ?***
- ***can a significant increase in housing provision be delivered whilst meeting employment land and local jobs targets?***

2.3 Local Economic Activity

The retention and enhancement of substantial employment in the area is a major **issue** for the Neighbourhood Plan as it is a strategic requirement of the City Plan and important for local residents and businesses

Economic activity in the Neighbourhood Area is concentrated in the industrial and commercial development within DA6, particularly **that** close to Hove Station (**including the Hove Business Centre and along Newtown Road**) and the commercial and retail development in the Portland Road/School Road area. The retention and enhancement of substantial employment in the area is a major **issue** for the Neighbourhood Plan as it is a strategic requirement of the City Plan and important for local residents and businesses.

Given the need to provide employment for the city's growing population, the City Plan emphasises the need to protect employment floorspace in the area and provide new, high quality employment opportunities for the city. Hence the DA6 regeneration strategy aims to '*.....promote the efficient use of land through, predominantly employment and residential, mixed use developments*'.

The **quantitative employment space requirements** established by DA6 overall are

- the retention/replacement of 12,000 sqm employment floor space **within the Conway Street Industrial Area** - a reduction from 18.000 sqm identified in the *Employment Land Study 2006* which is predicated on shifts to employment uses with higher job densities
- **outside the Conway Street area** the retention/replacement of existing floor space (primarily the 16.000sqm of the Newtown Industrial Estate and some 5000sqm in the Sackville Trading Estate) with an additional 1000 sq m floor space.

The **qualitative employment space requirements** focus on a shift into high quality flexible office/business (B1) floorspace which includes both '*...larger floor plate offices and affordable business floorspace suitable for small businesses and the digital media/creative industries*'

The development pipeline in DA6 indicates that these employment floor space targets can be met by the high quality design of a series of mixed-use redevelopment projects, which also include substantial housing provision.

Thus the **within the Conway Street Industrial Area** the high density Matism Hove Gardens project proposed the demolition of x sqm of B8 commercial units and replacing them with 2000 sq m of B1 office space along with 188 apartments and 2000 sqm retail – all in less than 15% of the area. **Outside the Conway Industrial Street area** the emerging proposals for the Mountpark Sackville Regeneration would replace both the existing 5000 sqm of the Sackville Trading estate and provide the additional 1000 sqm required, in a project which could deliver 4700sqm B1 office space, 1,300 sq. m, 1,200 sqm B1 creative industries, together with some 600 residential units.

Moreover, our community engagement work indicates that there is strong support for this type of project which delivers modern local employment opportunities, integrated with substantial new housing development and some enhanced retail provision (fn).

But DA6 is a strategic land-use allocation which includes the designation of *specific areas*, for employment uses to support job creation, which are largely segregated from residential development.

Given the increasing market and policy pressures to provide new housing in strategic brownfield sites, can both the number of jobs created and the number of houses provided be greater than that proposed in the City Plan i.e.

- ***can the job creation outcomes (both quantitative and qualitative) be enhanced by the mixed use regeneration of the whole of DA6, including those which are currently allocated for continued low employment density uses?***

Creative industries sector

The City Plan intends to enable DA6 to become increasingly important for accommodating creative industries in premises which are more affordable than the city centre for the smaller/micro businesses which characterise the sector. It refers to, but does not identify, '... an existing small cluster of creative industries' in the area and emphasises '...the importance of early identification of the location and volume of flexible employment space needed for this sector to form a 'cluster and critical mass' .

The provision of affordable premises for small and diverse creative industries is an important **issue** for the Neighbourhood Plan, as this will make a major contribution to the character and vibrancy of a regenerated Hove Station Area.

Our community engagement work with local leaders in this sector has identified two small clusters in DA6 - the **x no** businesses accommodated in the BHCC owned Industrial House (likely to be redeveloped in the Plan period) and the 12 plus businesses in the Stockwell Lodge Studios at the west end of Conway Street (outside the Conway Street Regeneration Area). Additionally a third cluster has been identified in the Neighbourhood Plan Area in School Road - the **23** arts and crafts businesses in the Red Herring Studios. These premises are part of the Westerman complex which will be redeveloped primarily for housing in 2018.

Given that the existing provision is in small clusters the Neighbourhood Plan should determine

- ***whether a single large new cluster to create is appropriate and feasible vv provision both north and south of the railway in DA6, as integral components of mixed use redevelopment projects; and***
- ***the scope for the short term use of properties in the redevelopment pipeline***

2.4 Community Infrastructure and Environment

The prospective increase in population which will be brought about by the regeneration of the Neighbourhood Area will bring with it increased demands on community facilities, health and social services provided by both the statutory and voluntary sectors. Our community engagement work has demonstrated that this is a major issue for the Neighbourhood Plan which residents want to see effectively addressed.

School provision within in the Neighbourhood Area is limited to the West Hove Primary School in School Road, which primarily serves the area west of Sackville Road. The St Andrews Primary School is just outside the southern boundary of the

Neighbourhood Area and serves the needs of families living east of Sackville Road. The new bi-lingual school in Hove Park is providing places for an increasing number of students

Our community engagement work has shown that the issue of whether or not a new primary school could or should be provided within the regeneration of DA6 is an issue which the NP needs to address.

Health provision has recently been enhanced by the imaginative conversion of the former Church on the corner of Goldstone Villas to a major NHS health centre, together with other existing provision means that GP services south of the railway are likely to be able to support the **substantial** increase in population. Similarly the new Health Centre incorporated in the recent redevelopment of the Gala Bingo Hall has ensured excellent provision of health services west of Sackville Road. However there has been no recent new provision north of the railway.

Thus an assessment of health provision to meet the needs of the integrated development of the two NCB sites north of the railway is essential.

Community facilities. Our analysis has identified several existing and emerging **community hubs** – at Hove Station, Conway Street- Sackville Road and School Road - where there are concentrations of social/ community services and retail facilities along with some micro-businesses – all of which provide services which are important for the quality of life in the area.

Our community engagement work has demonstrated support for a consolidation/enhancement of these hubs and the case for these locations to be priority areas for some of the local investment of developer contributions.

Green infrastructure. Whilst most of the area is well served by its proximity to Hove Park and Hove Recreation Ground, there are no small-scale, green public realm areas in the dense terraced housing areas south of the railway. The street-scape of these terraced areas has either never included trees or, in the case of the street of larger terraces and villas, has lost some or all of the original provision, which is significant characteristic of Hove residential areas.

A recently completed tree-planting scheme in Marmion Road (as a partnership between Hove Civic Society, local residents and BHCC) has started the process of re- provision (see Annexe)

Thus there is a need and an opportunity to enhance the green infrastructure through the introduction of small-scale 'pocket park' type green public realm and a street – by street tree-planting scheme/

Carbon footprint. There are a variety of opportunities to reduce the carbon footprint of the Neighbourhood Area. These include improving the poor energy efficiency of the 19th terraces, encouraging the uptake of domestic energy generation, promoting the highest possible standards of energy and water efficiency and waste management in all mixed-use regeneration projects, and taking all possible measure to move towards more sustainable modes of transport.

Forum's Community Energy Kickstart Pilot Project, in partnership with BHESCO, has raised awareness of the scope for improving the energy

efficiency and renewable energy regeneration of the 19th buildings in the area (see Annexe)

Our community engagement work demonstrates the need to apply, as far as possible the principles of Low Carbon Neighbourhood Planning (ref)

2.5 Transport and Movement / Connectivity

Moving towards sustainable development requires policies which address the issue of how people move around in and out of the Neighbourhood Area and particularly the barriers to movement caused by the railway line and the legacy of the development of the coal yard and goods sidings north of the railway.

Road network and traffic. ***Traffic generation from within the area*** is relatively modest. This reflects the relatively low levels of ***car ownership***. In 2011 some 2500 (40%) of households did not have a car or van – slightly less than the city-wide level which in turn is significantly less than for England as a whole (need comparative figure). ***Journeys to work*** are relatively short for almost half local residents -21% less than 2 km and a further 25% less than 5km. Some 9% travel between 20km and 60km and 13% travel more than 60km but it is likely that the proportion of long distance commuters has increased significantly since 2011 (add BHCC comparators)

In this context, just over one third of journeys to work are by car (36%), compared to 56% by sustainable transport - public transport (31%), walking to work 19% and cycling to work (6%) . Some 7% of residents work from home. The fact that 25% of residents walk or cycle to work reflects the availability of local jobs both within and in the vicinity of the Neighbourhood Area

Traffic generated from outside the area dominates vehicular movement. The main east west roads – the Old Shoreham Road,Portland Road-Clarendon Road -Eaton Road and north-south roads - Sackville Road and The Drive all carry heavy peak hour volumes. A particular issue within the area is the volume and speed of traffic going through the area down Fonthill Road and threading through the residential environment of the tower blocks to either Goldstone Villas or Sackville Road – using the same streets that give access to the main road network for buses from the bus garage. The speed of traffic along a major ‘rat-run’ between The Drive and Sackville Road - Wilbury Road/ Newtown Road - is an issue for residents, as is the difficult junction between this route and Fonthill Road. The use of the more minor roads as ‘rat-runs’ is an issue in many streets in the grid-iron terraces south and west of DA6 .

Traffic volumes and the related issue of parking provision are the number one concern of local residents and businesses (ref). What the NP can and cannot do to address these issues, in the context of a major increase in the density of land use which the implementation of Policy DA6 will deliver, has to be identified and made clear in the NP and its’ Annexe documents.

Connectivity within the Neighbourhood Area east of Sackville Road is a major issue. The current situation severely restricts the potential for regeneration to deliver an integrated mixed-use area in a pattern which encourages journeys on foot and by bike, especially to and from the Hove Station transport interchange. The railway line

restricts access north-south movement to the Fonthill Road tunnel and the Hove Station footbridge.

The tunnel is a north-south link available to pedestrians but it is pedestrian hostile, with uneven and narrow footpaths between the damp walls and the noisy fast moving traffic and it visually unpleasant, with poor standard strip lighting.

The footbridge is the major north-south pedestrian link, but it is poorly maintained and the absence of lifts at either end render it unusable for wheelchair uses, totally inadequate for people with disabilities and grossly inconvenient for people with luggage, heavy shopping bags or prams.

North of the railway there is a **x metres** difference in level between the former coal yard and the Trading Estate (the former goods yard) and Newtown Road and thus **no east- west connection between Newtown Road and Sackville Road** - the result of constructing the original rail system on the side of a valley.

Thus a major issue for the Neighbourhood Plan is the need to substantially improve connectivity within the area in order to realise the potential for the integrated, rather than piecemeal, redevelopment of DA6.

2.6 Neighbourhood Plan Sub-Areas – The Neighbourhood Plan Jigsaw

The Neighbourhood Plan boundary defined by BHCC includes a series of distinct sub-areas with specific characteristics, planning issues and development potential/pipeline - see map at

<http://www.hovestationforum.co.uk/hove-station-designation-area-boundary-map-da6/>

The following analysis profiles each of them as an input to the development of the vision, strategic objectives and policies of the Neighbourhood Plan. It is informed by our community engagement over a four year period with residents, local businesses, landowners, local VCS organisations and several BHCC departments.

2.6.1 DA6 North of Railway

This area is within the Hove Park Ward

Sackville

This sub-area comprises the Sackville Trading Estate and the former Coal Yard. It is now wholly owned by the Coal Board Pension fund and is being brought forward by Mountpark for comprehensive mixed use development which is likely to begin in 2018, with build out probably within 5-7 years.

Sackville Trading Estate was developed on the former goods yard site in the 1970s – a low density mixture of retail, warehousing and light industry. A 2008 planning

permission was renewed in 2012 for a mixed use redevelopment project entitled 'Sackville Place' which included:

- a new public square and 2200 sq m of flexible B1 office accommodation
- a foodstore (5488 sqm), large format non-food retail units (5115 sq m)
- and other retail uses A1-A5 (1100 sq.m);
- 180 residential apartments above the retail space - approximately 40% affordable;
- landscaped roof gardens providing a range of semi-private garden space for the apartments;
- improved vehicular access from Sackville Road.571 underground car parking spaces, secure cycle parking and taxi waiting area. significant public realm enhancements to Sackville Road and to public transport facilities¹

This project has not been implemented but was the first exemplar of the type of high density, mixed use redevelopment which policy DA6 promotes. The original proposal can be seen here.

[http://wam.brightonhove.gov.uk/PlanningWAM/doc/Supporting%20Document\(s\)-1087774.pdf?extension=.pdf&id=1087774&location=VOLUME3&contentType=application/pdf&pageCount=1](http://wam.brightonhove.gov.uk/PlanningWAM/doc/Supporting%20Document(s)-1087774.pdf?extension=.pdf&id=1087774&location=VOLUME3&contentType=application/pdf&pageCount=1)

An issue for the Neighbourhood Plan is that the substantial buildings are now largely empty pending redevelopment. They have the potential for interim uses on short leases at low rents, which could be helpful in relocating/encouraging the development of small businesses, not least in the creative industries sector.

The Former Coal Yard was acquired by the Coal Board Pension Fund in March 2013 for the modest sum of £1.3m, which reflected the designation of the site for Waste Management purposes in the BHCC Proposed Submission Master Plan in February 2013.

The Forum organised a petition in 2016 for the withdrawal of the waste management allocation and the mixed use redevelopment of the site. This attracted some 600 signatures from the surrounding residential areas and demonstrated the support for the Forum's position which had emerged from previous community engagement work.

The key issue for the plan is to develop policies and illustrative projects which will promote the delivery of the mixed use redevelopment of the Sackville sub-area, in ways which improves connectivity with Newtown to the east and Hove Station Hub to the south-east and the redevelopment of DA6 south of the railway.

Newtown

The Goldstone Retail Park was built on the site of Brighton and Hove Albion Goldstone Football Ground. The large retail sheds and car park have left no vestige of the former use, despite its iconic, historic, cultural significance to many thousands of the city's football fans. The new use has caused substantial noise problems in the adjacent residential street.

The Forum has created an illustrative 'blue skies' vision of how this area could be more appropriately redeveloped in the long term, through a design which, inter alia, commemorates its role in the city's history (see Annexe)

The issue for the Neighbourhood Plan is the need to explore the feasibility of a second redevelopment of this site in the context of an integrated, mixed-use redevelopment of the whole of DA6.

2.6.2 Fonthill Wilbury

This area of high quality terraces, semi-detached and large detached villas, is increasingly being converted into up-market apartments, for both sale and private rental. It is a high quality urban environment with wide tree-lined streets with excellent walking distance access to both Hove Park and the Hove Station shops and pubs. A survey of residents (by Conservative Party councillor candidate ref) showed no support for Conservation area designation.

The issues are volume and speed of traffic on Wilbury Avenue/Newtown Road and Fonthill Road and the pressure on the junctions between the two and between Fonthill Road and Old Shoreham – conditions which could be seriously worsened by the large-scale redevelopment of DA6. Also the depletion of trees could be reversed to restore the original Victorian tree-scape.

2.6.3 DA6 South of Railway

This area is within the Goldstone Ward

Hove Station Hub

This is a major transport hub that has had very little investment for many years until the very recent private investment in the small-scale retail and commercial buildings immediately north and south of the footbridge. All of the Hove Station Conservation Area north of Clarendon Road, with the listed buildings of the station and footbridge are within this sub-area. The area includes shops, small businesses, cafés, bars and pubs and is badly in need of a major environmental public realm uplift.

The Forum has developed an outline project demonstrating the potential for adding lifts to the bridge and organised a petition to request improved maintenance of the bridge and the provision of lifts. The petition generated over 500 signatures and was presented to BHCC.

The issue for the Neighbourhood Plan is to develop a policies and indicative projects for an integrated environmental project this which will improve the public realm, enhance the immediate setting of the listed buildings and make the interchange more pedestrian and cycle friendly – and thus underpin recent and attract further private investment.

Conway Street/Ellen

As result of the 1970s comprehensive redevelopment this run-down area, adjacent to Hove Station, comprises mainly low density and deteriorating industrial buildings and the mainly high rise Clarendon- Ellen housing estate. Buses can only access bus routes via the residential Clarendon Road and Fonthill Road traffic uses the same routes through the area. The major landowners are the Bus Company, Matsim and BHCC [see map](#). Policy DA 6 includes the comprehensive redevelopment of the Conway

Industrial Area (CIA) and states as its first priority '*..the preparation of guidance to promote and co-ordinate employment focusses mixed-use regeneration of underused land and buildings...*'

A range of council sponsored community facilities were provided in the redevelopment at the junction of the Sackville Road - Honeycroft and the Vallance Community Centre- which together with the adjacent small shops, the Salvation Army complex, a cluster of small businesses and the Church constitute a locally significant community hub between the CIA and Sackville Road.

The major challenge for the Neighbourhood Plan is to create a detailed policy framework and an illustrative outline Concept Plan which will establish the basis of a Master Plan for the phased, integrated redevelopment of the whole of DA6 South, with improved connectivity to redevelopment north of the railway.

2.6.4. Goldstone- Clarendon

This terraced housing area between Clarendon Road and Clarendon Villas is unlikely to be the subject of significant change during the Plan period. The recent increase in private investment in improving the 19th century houses is likely to continue as the area is increasingly popular with couples. The area has walking distance access to Hove Station and residents would benefit from the improvement of the Hove Station Community Hub.

The issues for the Neighbourhood Plan are residents' concerns that existing problems of traffic management (especially parking and rat-running) will be exacerbated by the regeneration of DA6; the scope for improvement in streets where the public realm is run-down and which are virtually devoid of trees and the promotion of energy efficiency improvement in the housing stock and renewable energy generation.

2.6.5 Denmark –Eaton

High quality terraces, semi-detached and large villas, some converted into apartments. Good quality urban environment with wide tree-lined streets and excellent access to services. Dominated by designated Conservation Areas but with several large blocks of apartments produced by redevelopment of villas in the 1970s and 1980s. The area has excellent walking distance access to Hove Station and residents would benefit from the improvement of the Hove Station Community Hub.

The issues for the Neighbourhood Plan are the potential for limited street-scape improvements and the promotion of energy efficiency improvement in the housing stock and renewable energy generation.

2.6.6 Stoneham

This sub-area has Stoneham Park at its core. East of the park the grid iron pattern of 19th century terraces housing is known locally as Poets Corner and is in Westbourne

Ward. To the west the sub-area is in Wish Ward and is more varied. It includes the only school in the Neighbourhood Area alongside the Westermanns complex in School Road which is designated in in City Plan Part 1 policy CP3 as employment-led (residential and employment) mixed use development.

A survey carried out by local residents and supported by the Forum identified a major concern – the erosion of community facilities runs by third sector non-statutory organisations as one of the results of a process of small-scale plot-based redeveloped which is replacing a variety of commercial land uses to high density infill housing.

Along the southern boundary Portland Road is one of the City's local centres and provides a wide range of retail and commercial services within walking distance of the dense terraced housing. This 19th century linear development is somewhat rundown in places, with potential for environment/public realm improvement .

The issues for the Neighbourhood Plan are

- ***is it possible to constrain the erosion of small-scale non-housing uses which are a valued characteristic of the neighbourhood?***
- ***can alternative premises be found for small scale creative enterprises and community facilities which are displaced by redevelopment***
- ***is there scope for a 'pocket park' type development to complement Stoneham Park?***
- ***how can the Portland Road local centre be enhanced by public realm improvements.?***

Notes

1. This section is informed by reference to the analysis of neighbourhood typologies presented in ***The Urban Characterisation Study (2009) Brighton and Hove City Council*** <http://www.brighton-hove.gov.uk/content/planning/heritage/urban-characterisation-study>

Section 3 - Vision and Strategic Objectives

Note – an updated version of this 2 page section will be circulated on Monday 5.11.18 for meeting on 6.11.18

This integrated development will also deliver an improved high quality urban environment, both in terms of greening up and the provision of high quality hard landscaping of the public realm, particularly in the immediate vicinity of the station. The overall **vision** for the Hove Station Neighbourhood Plan is:

To facilitate the regeneration of the Hove Station Neighbourhood Area and realise its potential by creating a vibrant, coherent community which is a great place to live, work and relax in

The plan aims to achieve the following **strategic objectives**:

- *A strong and diverse community;*
- *Mixed but complementary land uses although predominantly residential;*
- *Better connectivity and permeability through the area – especially across the railway divide;*
- *Prioritising sustainable travel and unlocking existing transport bottlenecks;*
- *Rich urban character drawing on historical design/architectural legacy;*
- *“Urban” high density: mid-rise development as standard with landmark high rise developments as signature projects at key locations;*
- *Housing with good space and sustainability standards based on national standards;*
- *New and improved social facilities, schools, nurseries, as needed for the increased population;*
- *Green, natural and attractive with spaces for communal activities;*
- *Reduced carbon emissions through low carbon new buildings, improved energy efficiency of existing buildings, sustainable and local generation and use of renewable energy;*

The HSNP vision, objectives and policies are informed not only by the desire of the local community to create a better environment, but also by the ambitions of local landowners to positively develop their land holdings. **In accordance with best practice advice (insert Locality ref)**, the Forum is working closely with a number of landowners as key NP stakeholders, in a process which has identified common and complementary objectives. This **collaborative** work provides evidence which supports the Forum’s view that progress can be faster and more comprehensive than that anticipated in the City Plan **Part 1**, as landowners now see the opportunity for a wider **and long term** transformation of the entire area.

In this context, since Autumn 2014 the Forum has argued with the Council that the delivery of its vision of a Hove Station Quarter will require the development and delivery of a Master Plan for the whole of DA6. Hence it secured support from the then DCLG to produce a Concept Plan which is put forward as an appendix to the NP, as the first stage in the development of a full Master Plan for the integrated redevelopment of DA6 that would fully establish the Hove Station Quarter - see Appendix ?



Success the BHCC Master Plan Project

Our vision for the areas north and south of Hove Station, Development Area 6 of the City Plan (DA6), is that it will undergo wholesale redevelopment during the plan period (up to 2030). The remaining areas of the Hove Station Neighbourhood will be subject to less change and the plan sets out some minor, but important proposals that are essential for those areas. We are supported in our vision by the interest of the major landowners in the area in developing their land holdings, some of which represent the largest brownfield sites in the city.

We have had the benefit of seeing several major proposals involving three land owners and have had the opportunity to comment on those proposals as they are progressing. They are the proposals by

- MATSIM for an area south of the railway station to the South of Conway Street (Hove Gardens), which is moving towards a planning application in spring 2016.
- MATSIM subsequent phases of redevelopment of their land holdings south of the railway station, incorporating also a reconfiguration proposed by BRIGHTON AND HOVE BUS AND COACH COMPANY of the bus station and its land requirements in the area. The bus company suggest an initial four phases for reorganising their land holdings.
- MOUNTPARK to redevelop the Sackville trading estate together with the coal yard site, which together represents one of the major brownfield sites in the city.

In total these proposals on their own would generate residential and employment uses substantially in excess of the allocations suggested in the City Plan; The Neighbourhood Forum has had the benefit of master planning assistance by AECOM, funded by Government, which is over and above the work carried out by Forum members, notably David Kemp architects, who has suggested an outline design for the former Albion football ground and now Goldstone Trading Estate, the outline designs of LCE architects provided by MATSIM for the area south of the railway station and MOUNTPARK for their design for the Sackville trading estate / Coal yard area.

The key challenge for a master plan for the area has been to make sure that whatever timescale is required for developing the various land holdings that ultimately they fit together seamlessly. That means that transport links work well, that there is an overall recognisable signature to new development: high quality, a high degree of greening up, areas that people like to walk and cycle through that are pleasant, comfortable and safe. A particular challenge is our desire to make Hove Station the natural core of the area although the station is geographically offset to the east. It must be easily accessible as the centre of the new Hove Station Quarter. We believe that new development across the development areas needs to be accompanied by major environmental improvements to the front of the station area, to surrounding streets and to the links across and underneath the railway. We also believe that redevelopment of the area provides much needed opportunities to traff



Section 4 - Policies

Coordinated and integrated comprehensive redevelopment of City Plan Development Area 6

As indicated in the City Plan, Development Area 6 (DA6) offers major opportunities for development over the plan period. On examining the area closely and by working with the major local land owners we have found that the opportunities are more substantial than previously assumed and that development is also more likely to come forward more speedily than anticipated in the City Plan. The policies of this plan aim to steer development so that it results in a well designed, coherent and integrated new quarter for the City. Unless policies refer specifically to DA6 they apply to the entire neighbourhood plan area.

Policy 1: Comprehensive and integrated approach to development in the area shown in the City Plan as DA6 will be encouraged to create the Hove Station Quarter, which will have a strong relationship to Hove Station.

The area shown in the City Plan as DA6 will be suitable for a mix of uses comprising residential, commercial, small retail and cultural uses including small workshops. A horizontal mix of uses such as ground floor office / commerce with residential above will be encouraged in appropriate locations to increase interest and attraction at ground floor level. Individual proposals should make efficient use of land and be integrated to achieve a well functioning, high quality, inclusive and vibrant Hove Station Quarter.

Development proposals need to be sympathetic to and reflect the need for area-wide transport and movement linkages, unifying design features and neighbourhood facilities as indicated in the diagrams below (Fig 2 and Fig 3) and in Part II of this document. Significant departures from these principles will need to be justified.

Reason: There is a great opportunity for rejuvenation of this area which should take advantage of Hove Station as a sustainable transport hub for the city. Hove Station, although geographically off-centre should become the natural focus of the area. In addition there will be a wide range of facilities in the area with several focal points which will provide services primarily to people working and living in the area. These are likely to centre in clusters around the Conway street developments south of the railway; the Sackville trading estate and coal yard development and any potential development of the Goldstone retail park.

From the schemes designed to date by the major land owners in the area it is clear that substantially more residential units can be achieved than suggested in the City Plan, whilst maintaining the volume of offices and increasing smaller employment generating uses including cultural uses. As a result of redevelopment existing low intensity use of land will

be used more effectively. This would allow city plan policies for employment to be met, whilst substantially increasing the volume of much needed housing. It would also allow the area of DA6 to grow into a homogenous and attractive new city quarter. An example of achieving better use of land are the initial proposals for the phased reconfiguration of lands occupied by the bus garage. The two proposals for Matsim and Mountpark alone have so far proposed more residential units and floorspace than suggested in the City Plan. Fig 1 sets out a comparison.

To be completed:

Use	City Plan, adopted version March 2016 ¹	Mountpark, Sackville Trading Estate + Coal yard ²	Matsim 7 phases including Conway Street, Bus Company and Clarendon Road Blocks infill ³	Others Indicative scheme for Goldstone Trading Estate	Total HSNP
Residential	525 units min	600-700 units Mixed Tenure 1,2,3,4 bedroom Flats and Duplex units	633 units, Mixed tenure	125 + LaSalle estimate for Clarke's Bakery site Also Add Hyde	1333 + 125
Employment uses	South of Railway: Retention/replacement of 12000 sqm employment floorspace		South of railway: 11,500 sqm B1 (office) 8,200 sqm B1c /B8 4,100 sq m flexible other uses at ground floor level (small offices, cultural, retail,	To follow also add Hyde	23,800 sqm (incl flexible uses)

¹ Current employment floorspace within : Conway Street Industrial Area is detailed as 18,700m² (200,000 sq ft) in the Employment Land Study 2006; Newtown Road Industrial Area is detailed as 16,000 m² (171,000 sq ft) in the Employment Land Study 2006; Sackville Trading Estate is indicated to be 5,080m² B uses and 5,080m² restricted A1 retail within the planning report for BH2009/00761

² Figures from Mountpark proposal, June 2016

³ Figures from Matsim, Powerpoint presentation May 2016

	<u>North of Railway:</u> retention / replacement of existing plus 1000 sqm employment floorspace	<u>North of railway:</u> 5300 sqm offices;	<u>cafes, restaurants etc.</u>		
Cultural		1320 sqm cultural industries	Potential see flexible use above		1320 sqm +
Retail	No replacement anticipated for Goldstone Trading Estate; (5080 sqm, Sackville Trading Estate)	1480 sqm retail	Potential see flexible use above		1480 sqm +

Fig 1: land use allocations

A guidance of the relationship between floorspace and employment density has been provided by HCA/Offpat guidance on employment densities published in 2010. This guidance takes account of recent trends in terms of the changing use of employment space, the main change being the more efficient utilisation of office space due to increased flexible working and hot desking. This has resulted in a decrease in the amount of floorspace per office worker that is assumed compared to earlier guidance.⁴

The guidance suggests the following ratio

- offices: 1 job per 10.5 m²
- industry: 1 job per 43 m²
- warehousing: 1 job per 65 m²

In view of the overall need for employment generating opportunities within the city and the need to make best use of land in this central urban area a key consideration will be the total amount of employment that can be generated in DA6. The Forum believes that the ambition of the city plan can be bettered with a more modern mix of employment opportunities than currently is the case.

There is considerable scope for intensifying land uses in the area with resulting increases in employment and residential units. This applies both to the areas north and south of the railway. The Forum believes that the current constraints shown in the City Plan for the Clarke's Bakery site (B2 Employment Uses only) south of Newtown Road are too restrictive and present a major obstacle for the creation of a new City Quarter. Whilst the Forum has no option but to accept the current designation it will formally object to the proposed allocation at the earliest opportunity of a review of the City Plan or parts thereof such as Part II of the City plan. The objection will include considerations of inefficient use

⁴ <https://www.gov.uk/government/publications/employment-densities-guide>

of scarce land resources which pose a major obstacle to creating a homogenous Hove Station Quarter.

It is essential that all new developments respect the framework set for the Hove Station Quarter so that the area will function as a whole for the benefit of all concerned. Whereas it is expected that a number of individual land owners will bring forward development in the DA6 area within the plan period the exact timing and sequence of development is not known. This naturally makes it difficult to exactly plan and provide for the infrastructure needed locally to eventually create a unified Hove Station Quarter. Whilst it is expected that developer contributions will contribute to a number of the proposals for linkages, services and facilities it is expected that such contributions will be insufficient to fund all the investment needed to create the new quarter. External infrastructure funding will therefore need to be sought to deal with any shortfall or to enable development.

Developer contributions will be a mixture of S106 funds, which in essence deal with on site requirements or to mitigate the impact of a new development, and CIL contributions for wider infrastructure requirements. Whereas S106 funds cannot be accumulated (from more than 5 contributions), CIL funding will be less constrained both in terms of the location where funds are spent and the way they are accumulated. The mixture and allocation is complex and the exact requirements and size of levy still under discussion. Annex 1 of Part I sets out which type of developer contributions will be sought for the various improvements suggested.

(Relationship to the City Plan: this is a local issue similar to responding to a development brief.)

Fig 2: Area wide linkages which need to be respected as part of creating Hove Station Quarter

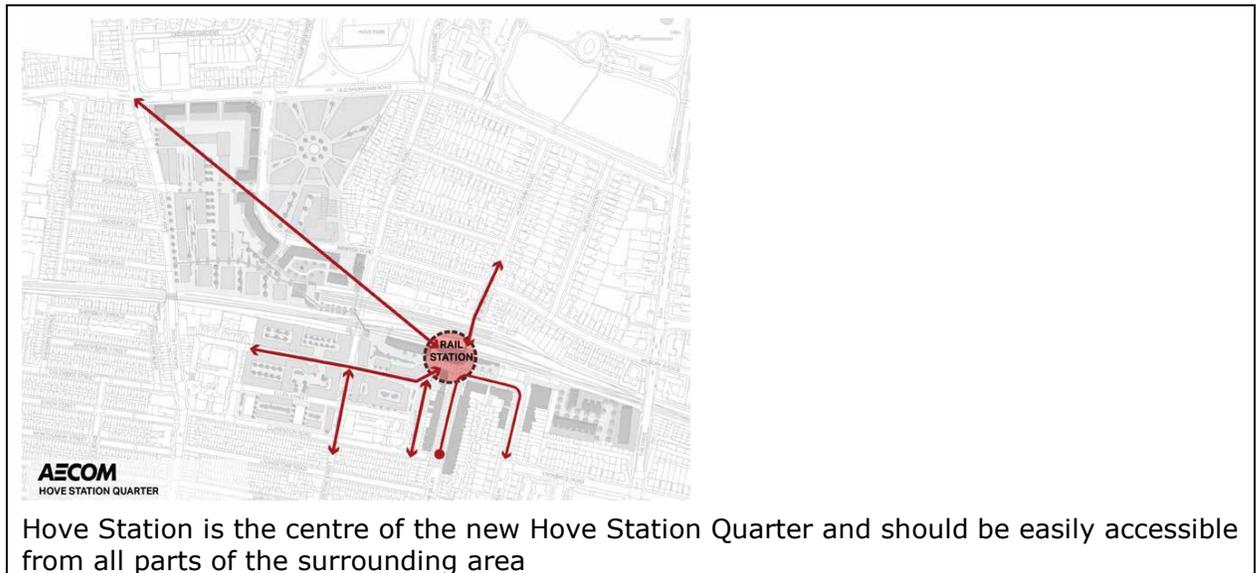
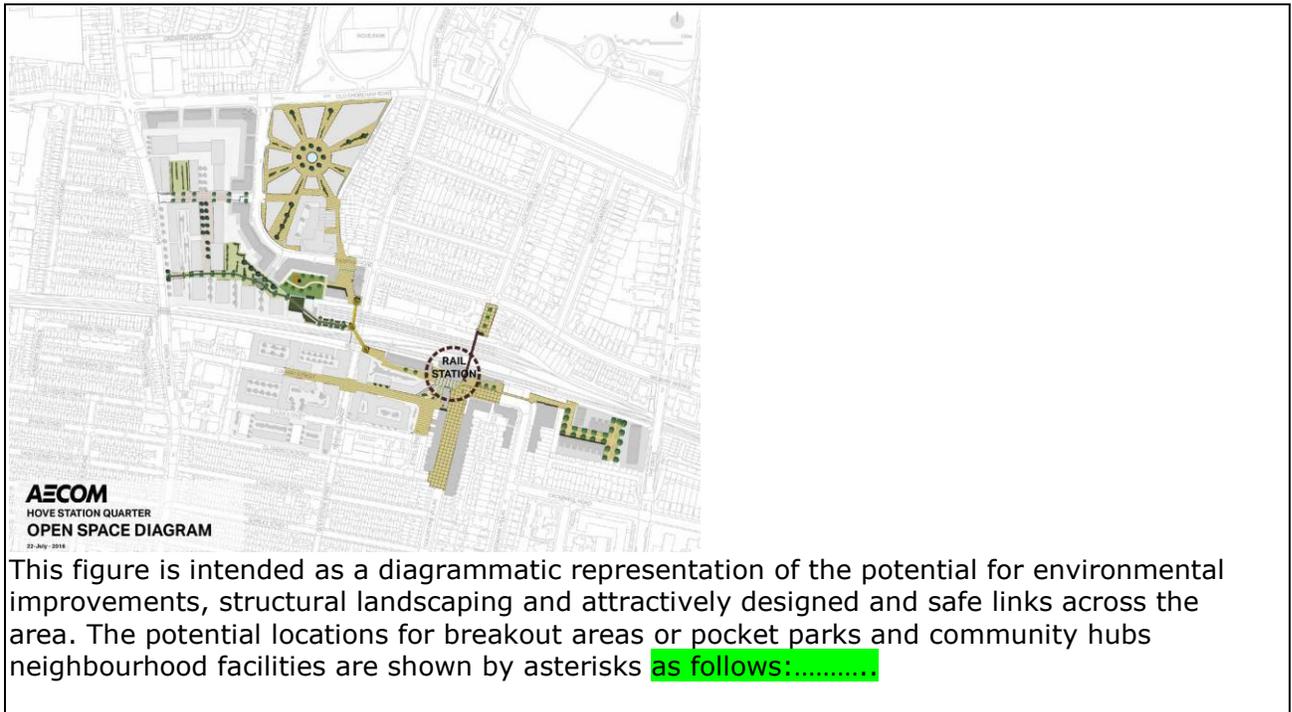


Fig 3: Unifying design features including structural planting, environmental enhancements and community hubs



(Relationship to City Plan: This policy restates the importance of redevelopment in DA6 – but puts stronger emphasis on comprehensive redevelopment, puts a firmer focus on the role of Hove Station as a key part of the new quarter emerging and highlights the local opportunities for intensification of land uses.)

DA6 North of the Railway

Policy 2: The former Sackville Coalyard is allocated for mixed-use residential and employment development as part of the wider redevelopment of the DA6 area.

Reason: Following the Inspector’s decision on the Waste and Minerals Site Plan on the 7th Nov 2016, the designation for waste management purposes of the Coal Yard Site was removed. (para 89 of the report). This now provides a major opportunity to include the site for comprehensive redevelopment together with the Sackville trading estate site, both of which are now in one ownership. This will be a significant step towards the implementation of the Hove Station Quarter.

(Relationship to the City Plan: this is a change already supported by the city council)

Policy 3: Proposals for the redevelopment of Goldstone Retail Park for mixed use residential and employment use will be encouraged.



Reason: This substantial area of land will be able to make a substantial additional contribution to the City's housing need, whilst retaining or increasing the amount of employment generated on site.

(Relationship to City Plan: new policy anticipating redevelopment of this area earlier than the City Plan)

DA6 South of the Railway

Policy 4: Development affecting the current bus depot should aim to rationalise the use of land for the bus depot as part of a comprehensive redevelopment of the area of DA6 South of the railway.

Reason: Following discussions with the Brighton and Hove Bus and Coach Company, proposals have emerged that indicate opportunities which rationalise and modernise the bus station and associated uses. Such rationalisation could free considerable land areas for mixed development. The first phased improvement proposals for the Bus Garage are illustrated in Part II and it is anticipated that this will eventually lead to more substantial and wider improvements.

(Relationship to City Plan: this is a local issue not covered in the City Plan)

Policy 5: Comprehensive redevelopment of land South of the Railway including pockets of land owned by the Council will be encouraged.

Reason: From initial discussions with land owners to the south of the railway, including the City Council, it is obvious that there would be considerable advantages in phased, comprehensive, rather than piecemeal redevelopment of various land holdings south of the railway. A first indication of such an approach was shown in the information accompanying the Hove Gardens planning application (1-3 Ellen Street), which indicated how adjoining land holdings both by the applicant, the Council and the Hove Bus and Coach Company could be redeveloped in a phased manner.

Housing

This section sets out the physical requirements of new developments in the area to achieve a high quality living environment. This includes a framework for housing mix, tenure and affordable housing.

Policy 6: Residential development should comply with policy CP14 and CP20 of City Plan Part I.

All flats and houses will be required to have access to usable private outdoor amenity space including balconies and terraces. Innovative solutions such as high level green space will be sought to generate an overall 'green' appearance of the Hove Station Quarter.

Reason: The new Hove Station Quarter will be expected to be a lively area providing a wide range of high density accommodation ranging from single occupancy to family housing.

Access to open space is nowhere more important than in high density developments. This is essential for the health of occupants and the overall attraction of the area to future occupants. The proposed scheme for 1-3 Ellen Street demonstrates how a high density complex of mixed use could still provide access to small gardens and green space to residents far above street level.

Relationship to the City Plan: this policy simply reflects the City Plan policy on Housing mix, Policy CP19, page 214 but introduces a local component requiring more green space

Affordable Housing

The City Plan deals extensively with the issue of affordable housing in Policy CP20, page 219. and numbers of units as well as the potential mix for affordable housing across the city to be: *30% one bedroom units; 45% two bedroom units and 25% 3+ bedroom units.*

(Relationship to City Plan: This reiterates aspects of policy CP20, page 219ff)

Regrettably housing pressure in the city coupled with changes in government policy are now such that housing defined as being affordable (typically 80% of market price /rent) is beyond many people in the city that need housing. Equally difficult is also the uncertainty which accompanies many rental agreements with annual increases. This provides a most unsatisfactory mix of high prices and uncertainty. This is highly undesirable in particularly bearing in mind the comparatively low wages which many key workers in the city can command. HSNF therefore fully supports the efforts of the Council and a number of local developers to encourage durable and affordable housing for rent.

Policy 7: The plan supports innovative approaches to the promotion and delivery of affordable homes in the area and encourages the City Council and local developers to develop approaches that can be maintained in perpetuity. It is envisaged that current Council land holdings will contribute to providing such property as part of the comprehensive redevelopment of large parts of the land south of the railway.

Reason: Current definition of affordability and rental markets do exclude many people in the city that need housing. It is therefore essential that new models are developed especially in the rental sector. The Forum is aware that new models are being developed at national level which might solve some of the issues with affordability and the recently published report 'Local Authority Direct Provision of Housing' provides an insight into some of the potential solutions.⁵ Annex 2 of Part II explores further how such housing can be delivered.

In this plan the Hove Station Quarter is estimated to provide at least 1,330 new dwellings. Size and tenure will largely be influenced by the market as well as the requirements of the

⁵ <http://rtpi.org.uk/media/2619006/Local-authority-direct-provision-of-housing.pdf>

city plan, which includes an affordable homes requirement. Regrettably housing defined as affordable is beyond the means of many people living and working in the city. In order to help create truly affordable dwellings primarily for long term rent pockets of land within the Hove Station Quarter will need to be set aside for housing that is affordable to people on the housing waiting list. These dwellings will make up a proportion of those required as affordable homes in the City Plan.

To seek to make available housing for local needs for people in housing need that cannot afford 'affordable' housing as defined by current planning practice. In view of the City Council's housing ambitions to achieve truly affordable housing, the Forum anticipates that the Council will join up with local developers to facilitate comprehensive redevelopment south of the railway and that the Council's land holding will provide the key to facilitate truly affordable housing in the area.

(Relationship to City Plan: this stretches the city plan policy CP20, page 219 and seeks to achieve the provision of genuinely affordable homes in Hove Station Quarter)

Policy 8: Developers will be encouraged to include High Quality Housing Schemes for the Elderly in accordance with identified needs.

Reason: Within and surrounding DA6 there are many large homes occupied by older residents. Providing good facilities for this age group could free up housing for young families.

Employment

Policy 9: Development proposals should accord with the employment requirements set out in Policy DA6 of the City Plan Part I. Ancillary and small-scale retail uses may be appropriate where it is considered that facilities are required to support new residential and office developments.

Cultural facilities including arts and crafts workshops will be encouraged, especially in the northern part of the DA6 area.

New development and change of uses will be expected to keep noise pollution down to a minimum.

Reason: The City Plan sets out a clear shopping hierarchy which this plan reflects. Retail units, cafes etc will be acceptable in the area where they are seen to support the needs of local residents and workers. Logical areas for new clusters would be in the Conway Street area, south of the railway, in the Sackville Road trading estate area and, when re-developed, in the Goldstone Retail Park.

There is great demand for cultural facilities as set out in the City Plan and this policy aims to ensure that existing facilities are replaced with more modern facilities as the DA6 area is gradually redeveloped. Such cultural facilities are seen as a necessary key ingredient in the emerging Hove Station Quarter.

With the expected higher densities and intensive land use it will be important to carefully control additional noise emissions especially from sources such as delivery traffic. This will become an important issue in making Hove Station Quarter a success. It will be essential

that times for noisy industrial activities are clearly defined. For example the replacement of containers of waste should not take place before 8 am on weekdays and be prohibited on Sundays.

(Relationship to City Plan: reaffirms the City Plan approach to major new shopping in the City)

Design and Public Realm

This section deals with a range of aspects of new developments including heights, access, street level design and landscaping

Policy 10: Designs should make good use of land and create high quality, well landscaped spaces. Strong emphasis should also be placed on the design of the street environment to achieve a high quality public realm, capable of being used in a variety of ways, with a strong emphasis on planting. As part of the design of new schemes significant numbers of trees including street trees need to be provided.

Developers will be expected to plant and fund planting of trees, including street trees on site and within the neighbourhood plan area at the rate of 1 street tree per residential dwelling or 1 per 100 sqm of non-residential floor space. Alternatively developers shall provide equivalent vertical or horizontal greening up solutions.

Where larger developments are proposed consideration should be given for architectural solutions to break up the bulk and add visual interest to developments.

Development will be expected to provide public landscaped areas to provide for play and breakout both north and south of the railway. This provision could take the form of pocket parks at each end of Conway Street as well as in the Sackville Trading Estate area on redevelopment. Potential locations are indicated on figure 3 in this document.

Taller development needs to ensure a high level of amenity and visual and environmental interest at street level to help contribute to the vibrancy and overall attractiveness of the Hove Station Quarter.

Development should 'front' the street, in order to create active frontages, greater natural surveillance and enhanced safety. In the DA6 area, the provision of greater permeability through the creation of new routes should allow for this to happen. Buildings which 'back onto' the street will not be considered acceptable.

Reason: the area provides many opportunities for a more efficient use of land at higher densities. However this will only provide a good living and working environment if there is

high quality design with careful attention paid to landscaping, both vertically and horizontally. It will also be critical to ensure that the public realm to be created is attractive and accessible and can be used by all in a variety of ways.

When Hove expanded from the 1830s onwards a good quality streetscape including street tree planting was seen as an essential part of a residential area. This tradition of street tree planting, which is one of the defining features of many of the streets in Hove, will need to be retained in the new Hove Station Quarter.

Several studies commissioned by the City Council set out general detailed guidance on design including the BHCC Public Space Public Life Study⁶ and the associated 2010 Streetscape Design Guidelines e.g street trees and planting (pages 26-29)⁷ and developers are expected to familiarise themselves with this guidance. Part II of this Plan, gives examples of some typical design elements, which would be welcome in this area.

Due to the large land holdings by a few land owners in the area large-scale proposals are likely to come forward for development. This policy aims to encourage a variety in design with different materials and detailing within an overall design framework. There are many examples where such variety avoids monotony and helps create a vibrant area.

It will be necessary to provide for play and breakout areas throughout the Hove Station Quarter in view of the high densities anticipated in the area. Well landscaped smaller areas will provide much needed relief in the future urban structure. Such areas could integrate play equipment, seating areas and water features as part of a well designed streetscape. The routes to and from these areas will need to enable the safe and independent movement of families and children as part of their design. An indication where such areas could be located is shown on **Figure 3**. It is expected that these landscaped areas will be provided as part of new developments and their internal landscaping and will be funded by S106 contributions.

The experience of developments at street level to users and passers by is most important and at least as critical to the success of a development as the overall physical structure. A variety of facilities of interest together with attractive landscaping including break out areas will help make the immediate environment of the new developments much more attractive.

In the wholesale redevelopment that is anticipated to create Hove Station Quarter it will be essential to design the area and the various links in a way that guarantees the safety of movement of all local residents and workers in particular to Hove Station, Hove Park, Central Hove and the Seafront.

Area DA6 is currently nearly devoid of greenery. It will be critical for the future quality of living and working in the area that as part of redevelopment substantial planting takes place in the area in particular street trees to help manage microclimate, absorb fumes and soften the built environment.

For the area to be functioning as a good quality quarter it is essential that adverse environmental impacts are managed and are kept to a minimum. Trees contribute to wide range of benefits including improved local air quality and good local climate providing

⁶ <http://www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/public-life-public-space>

⁷ http://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/downloads/transport/Streetscape_Design_Guidelines.pdf

shade and comfort. Final street tree locations will need to be carefully researched given existing underground utilities.

In the wider Neighbourhood Plan Area substantial improvements to the public realm are needed for example along Portland Road and along Goldstone villas. Improved planting and seating are needed there.

(Relationship to City Plan: This reflects policy CP13, page 192 of the City Plan and Policy CP12, page 188 which deals with urban design, but more general than this policy. Street tree planting relates to CP13, bullet point 6, page 193. Variety of design relates to policy CP12, page 188, but the idea of parcelisation is local. The reference to smaller landscaped areas reflects policy CP16, p 199. No larger public open space is suggested in the area bearing in mind the proximity of Hove Park and Hove Recreation Ground. The policy also reflects the sentiments of the City Plan chapter on An Attractive City, 187 ff)

Tall buildings

The Brighton and Hove Tall buildings study of 2003⁸ stated that Hove Station, although not as well serviced as Brighton Station is still of citywide transport significance and is also integrated with major bus routes. The areas surrounding the station are also less constrained by conservation issues with a number of industrial sites to the west and several existing tall residential blocks immediately to the south west. The report suggests that the combination of existing tall buildings, transport links, and limited conservation constraints makes the Hove Station node one of the best opportunities for intensification through tall buildings in the city⁹. The report concludes with a vision of the Hove Station area as follows:

'The approach sequence from Hove Station to the seafront is characterised by an unfolding view experience around the station and along tree lined streets of primarily residential terraces. High quality tall development around the station itself would potentially significantly enhance the public realm and create an enhanced arrival experience to the area. More intense development would also increase the levels of activity and vibrancy of the station area. Large council tower blocks surround parts of the station but are separated and dominate the skyline. There is significant potential to create a more unified skyline by filling in some gaps and utilising a more clustered approach to tall development, especially in the adjacent industrial estate.'¹⁰

Following the study the Council adopted a supplementary planning guidance on tall building (SPG15), where the area adjacent to Hove Station was identified as a node for taller developments (ie 8-15 storeys).¹¹ The City Plan picks up this theme and indicates that Hove Station area is one of those areas where buildings higher than 6 storeys can be considered although they need to meet the criteria set out in the SPG.

⁸ Gillespie Brighton and Hove Tall buildings study 2003; http://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/downloads/ldf/Tall_Buildings_Study_Final.pdf

⁹ Paras 14.4.2, 14.9.3, 15.6.4 all emphasize the same message

¹⁰ Page 101 of the same report

¹¹ http://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/downloads/localplan2001/15_SPGBHTall_buildings.pdf , para 5.2 provides a definition of taller buildings, while section 8 defines the nodes for taller buildings

In view of the potential for taller buildings in the area the Forum believes it is essential that the cumulative impact of such buildings create an interesting and appealing townscape both as an arrival destination and when viewed from outside the area especially from the north, from where the buildings will be more visible due to the fall of the land. The current vista of the 10 storey council blocks in Clarendon Road from say Hove Park provides a sharp contrast to that vision and is monotonous and unattractive. There are several concerns about building heights that need to be addressed including how they fit in to the surrounding low-rise mainly Victorian buildings and structures and how any large buildings can work together to create an attractive vista. Heights to the north of the railway line need generally to be different from those to the south. To the South of the Railway a precedent for high buildings has been set by the 10 storey residential blocks of Clarendon Road Estate. City policy accepts that building heights of 8-15 storeys might be acceptable in the central parts of this area. This reflects the fact that the lie of the land is such that considerable heights are acceptable without adversely affecting surrounding areas. It will be critical to shape proposals in such a way that the higher buildings together generate an attractive silhouette and that higher buildings are therefore clustered.

Policy 11: In the DA6 part of the Neighbourhood Plan area, building heights will generally be limited to six storeys, with a number of exceptions.

- 1. To the north of the railway taller buildings may be acceptable in locations that allow them to act as Hove Station Quarter landmarks and aid way finding. Potential locations include the junctions of Old Shoreham Road/Sackville Road and Old Shoreham Road/Newtown Road and the south eastern part of the area closest to the railway. Other development fronting the eastern side of Sackville Road, north of the railway, should respond to the scale and rhythm of the Victorian housing opposite.**
- 2. Any redevelopment of the Goldstone Retail Park might include a higher building at the north eastern corner as long as there is visual permeability of the site when viewed from Hove Park.**
- 3. To the south of the railway buildings, development may take advantage of the lower topography by bringing forward taller buildings at occasional points within the area, as long as they are designed in such a way as to collectively minimise overshadowing and enable for good visual permeability north-south.**

In the area outside DA6 new developments are expected to reflect the prevailing heights of surrounding buildings

Reason: The Hove Station area has long been identified as one of the best nodes in the city for intensification through tall buildings. The Forum believes that this challenge should be welcome as an opportunity to create an exciting new high rise townscape. The Forum does accept that the tests of SPG 15 need to be applied, however this should not be used as a carte blanche to resist high buildings per se. The Forum was gratified to note that the high buildings proposal of the Hove Gardens scheme (1-3 Ellen Street), which proposed a peak at 17 storeys, was well supported by the local community, by Hove Civic Society, Regency Society and the Hove Station Neighbourhood Forum, which demonstrates that high building, provided they are well designed, can carry substantial local support.

Outside the DA6 area the neighbourhood is primarily made up of mid to late Victorian properties of high density of 2 – 4 storey height and new developments need to conform to those heights in order to retain the integrity of the local townscape.

(Relationship to the City Plan: Policy CP12, page 188, sets out general expectations on heights of buildings. Hove Station area is one of those where buildings higher than 6 storeys (18m) are acceptable.)

Community facilities and Community Hubs

The city plan in its infrastructure section sets out developments needed in the city to deal with needs such as schools, open spaces and a range of infrastructure requirements arising from anticipated developments up to 2030. For DA6 there are a few special requirements expected based on the anticipated level of the development as set out in the City Plan. The Infrastructure Delivery Plan (dated June 2017), which is an Annex to the City Plan lists the following:

- District Heating / Combined Heat and Power (CHP technologies) linked to new developments (highlighted as 'important'), (page 11);
- Community composting for all development areas, (page 22);
- Increase in school places provision and educational floorspace (highlighted as 'essential'), with additional classroom needs at four Hove / Portslade schools emphasized (Page 24ff);
- Local Employment and training places through local employment agreements in partnership with Brighton & Hove Local Employment Scheme (BHLES), (Page 31);
- Enhanced public realm and measure for upgrading with improved access to include: walking/cycling links, green public realm and townscape, pedestrian routes and links between areas. Design standards and delivery as set out in The Public Space, Public Life vision and the Streetscape Design Guidelines, (Page 35 ff);
- Appropriate safe and sustainable transport infrastructure including public realm, pedestrian improvements and/or renewal and ongoing maintenance of appropriate lighting infrastructure to serve all new developments, (Page 37).

Need for School

There has been a considerable debate about the need for any allocation of land from within the area for a new school in particular. Whilst there is a good overall match between population and the provision of school places across the City, specific pressures are felt in BN3, 4 and 5 areas (broadly speaking the area of Hove below the railway line).

The Local Authority has dealt with that pressure to a degree by expanding local schools not least the expansion of St Andrews CE Primary School.

Whether the current pressure will continue or whether we have reached a peak in demand is impossible to say at the present time.

The City Plan is most vague in the infrastructure appendix about how to respond to the min additional 525 residential units suggested for DA6. There are currently no specific plans on how to handle this. For the Hove Station Neighbourhood Plan it therefore makes sense to assume that we have to consider planning for the provision of the

entire planned new residential component rather than just for the additional units over and above 525.

As set out earlier in this plan we can expect a minimum of 1330 new residential units within the plan period. Using the Council's standard calculation based on an average distribution of dwelling types, tenure and number of affordable homes it is suggested that this would result in 200 primary and 170 secondary pupils. As far as primary schools are concerned a 2FE (Form Entry) school is now considered by the EFA as the smallest financially viable unit. This means an intake of 60 pupils per year (420 for the school as a whole). The demand generated by the proposed residential component of the HSNP would therefore be less than half needed for a new school. It is highly unlikely that there will be a doubling of the numbers of new units (ie 2660 units), which might justify a 2FE school. Consequently there is concern about the suggestion of providing a new school in the area because of the possible impact on existing schools.

If a new school was proposed it would have to be a free school or academy. The academy sponsor would be chosen and approved by the Secretary of State. The site identified at an early drafting stage of the plan (immediately south of the railway where the current Royal Mail depot is), does not seem ideal especially in view of the proximity to the railway (noise) and petrol station (potential evacuation issues). The forum has therefore concluded NOT to include a specific designation for a new school in the plan. This means that planning obligations to deal with the educational requirement of new residential units will be directed to other schools in the city to deal appropriately with the impact.

Policy 12: A need for school places arising from additional housing will be funded via developer contributions through S106 or CIL. Such funds will be directed to necessary improvements at existing schools.

Reason: As population increases in the area in incremental stages schools accommodation will need to be found. The proposed educational needs arising from the anticipated development in the plan area will not justify a new school and funds will therefore need to be directed towards educational investment in other schools in Hove.

(Relationship to City Plan – the Infrastructure Delivery Plan, July 2017, lists requirements arising from development anticipated)

Other community facilities

However, should there be a demand for school places for a free school or other community facilities such as a doctor's surgery then the forum believes these can be accommodated within the volume of building proposed subject to demand and willingness by the market to provide such services.

Policy 13: Applications for community facilities such as day nurseries, GP surgeries or sports facilities will be considered a positive addition to the use mix in the Hove Station Quarter and will be considered favourably.

Reason: Such facilities will be of great benefit of future residents and workers in the area and it is expected that the market will provide for a range of them. There are no plans for additional publicly provided facilities.

The term 'community facilities' encompasses a wide range of facilities and services which are defined in national policy as being social, recreational and cultural in nature^[1]. Those most relevant to the Hove Station Quarter will be educational use (non-residential), health clinics / GP surgeries, day nursery / crèches as well cultural and social facilities including sports facilities.

Policy 14: Several locations within the plan area, around Hove Station, the western end of Conway Street and the northern end of the Sackville Trading Estate, have been identified as suitable for community hubs in which a range of facilities are expected to be located. Potential locations are indicated on Figure 3 in Part I of this plan. It is expected that development will direct appropriate uses to these areas. In addition it is expected that developer contributions will contribute to creating these hubs.

Reason: As developments progress in the Hove Station Quarter, facilities available to the community will be needed to make the area attractive and liveable. Each hub might be different and respond to local needs and opportunities. Part II provides some more details. For example the area within the Sackville Trading estate could focus around new artists workshops; the area around Hove Station might include cycling facilities, an improved transport interchange and improved facilities located in the Old Station building as well as a generally improved public realm that invites people to stay in the area;

Additional requirements are set out in the City plan, not least that development should explore low and zero carbon decentralised energy opportunities, in particular combined heat and power and heat networks, and to either connect where a suitable system is in place (or would be at the time of construction) or design systems so that they are compatible with future connection to a network. The potential for heat networks in Hove Station Area is set out in the City Plan (para 3.80, page 81 and in Policy DA6, A10, page 76.)

Conservation

Large parts of the central and eastern part of the Neighbourhood Plan Area are designated conservation areas. Hove Station Conservation Area and Denmark Villas Conservation Area lie entirely within the Neighbourhood Plan Area. Most of the Drive Conservation Area and part of the Willett Estate Conservation Area are also within the area.

Hove Station Conservation Area focuses on Hove Station and stretches northwards across the railway to include the northern end of the footbridge and the now demolished ticket office. To the south it extends along Goldstone Villas up to Eaton Road, to the east it takes in Station Approach and the upper parts of Denmark Villas. There were three listed buildings within the conservation area, one of which, the former ticket office in Hove Park Villas is now demolished. The two remaining listed buildings are:

^[1] National Planning Policy Framework – paragraph 70

- Hove Station listed grade II; this includes two station buildings and the footbridge across the railway: The original building facing Goldstone Villas in white render was constructed in 1865-6 in the Tuscan villa style. To the west is the passenger station building built in 1879. It is constructed in red brick with a grey brick plinth, stone dressing and quoins, a hipped bitumen-covered slate roof and modern plastic sheeting over the forecourt area, supported by the original cast iron columns.¹²
- Ralli Memorial Hall, walls and railings grade II; the design is in the Wrenaissance style, with red brick walls laid in English bond, a hipped clay tile roof with upswept eaves and a strongly moulded wooden dentil cornice.

Denmark Villas conservation area centres around Denmark Villas and abuts Hove Station Conservation Area in the North and extends to Eaton Road in the South.

The Drive Conservation Areas centres around The Drive from Eaton Manor in the north to Eaton Road in the south.

The Willett Estate Conservation Area is mainly to the east of Neighbourhood Plan area and abuts Denmark Villas and The Drive conservation areas.

Within the Neighbourhood Plan area the following buildings are listed:

Holy Trinity Church, Eaton Road; 2-36 Cromwell Road including attached railings and walls; 3,8 (incl walls and gates) and 14 (incl front area garden walls) Eaton Gardens; A large number of properties on the west side of The Drive; Church of St Barnabas, Byron Street; the Methodist Church, Portland Road.

Apart from these buildings there are several locally listed or historic buildings and structures in the area. The current register includes: the Station pub (originally Cliftonville Hotel)¹³; Europa House, the former Nonconformist chapel, built 1878¹⁴, Fonthill Road railway bridge, assumed built in 1840¹⁵, The Dubarry buildings, designed in 1930¹⁶, 101 Conway Street Flint Cottage, dated 1886¹⁷, Tennyson Court along Sackville Road, built

¹² A detailed description can be found on the Historic England site at <https://www.historicengland.org.uk/listing/the-list/list-entry/1187584>

¹³ The Station details: <http://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/LLHA%20Goldstone%20Villas%2C%20100%2C%20The%20Station%20Pub%20v2%20180615.pdf>

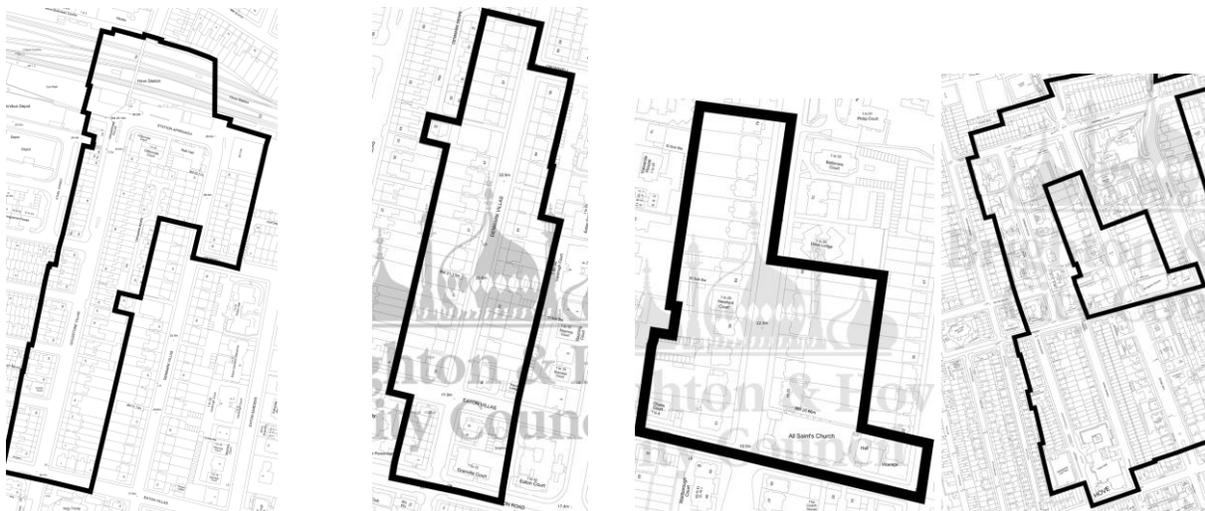
¹⁴ Europa House details: <http://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/LLHA%20Goldstone%20Villas%2C%20Europa%20House%2C%20Hove%20v2%20180615.pdf>

¹⁵ Fonthill Road Railway Bridge: <http://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/LLHA%20Fonthill%20Road%2C%20Railway%20Bridge%20v2%20180615.pdf>

¹⁶ Dubarry building: <http://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/LLHA%20Fonthill%20Road%2C%20Dubarry%20Building%20v2%20180615.pdf>

¹⁷ Flint Cottage details: <http://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/LLHA%20Conway%20Street%2C%20101%2C%20Flint%20cottage%20v2%20180615.pdf>

1887-88¹⁸, The Poets Corner, Montgomery Street, built in 1886¹⁹ and The Drive and Eaton Gardens, built in 1963²⁰.



Plan showing from left to right the Hove Station Conservation Area, Denmark Villas Conservation area, The Drive Conservation area and Willett Estate Conservation Area (Note OS reproduction reference needed!)

A full description of the Hove Station conservation area can be found in the B&HCC Character Statement for the area approved as supplementary planning guidance in 1997, from which the descriptions of the listed buildings above are copied.²¹ Details for the Denmark Villas Conservation area can be found here,²² details for The Drive Conservation area here²³ and details of the Willett Estate Conservation Area here²⁴. The character statements for Denmark Villas, The Drive Conservation Area and the Willett Estate Conservation Area were all adopted as supplementary planning guidance in 1997.

No further work has been carried out by the council since 1997 for example in producing an enhancement strategy or investment strategy for this conservation area. The small improvements that have taken place, such as the paving and access for the car wash on the grounds of the first station building have instead cemented a most unsatisfactory use to be located within the curtilage of a grade II listed building.

¹⁸ Tennyson Court details: <http://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/LLHA%20Sackville%20Road%2C%20Tennyson%20Court%20Hove%20General%20Hospital%20v2%20180615.pdf>

¹⁹ The Poets Corner: <http://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/LLHA%20Montgomery%20Street%2C%2033%2C%20Poets%20Corner%2C%20Hove%20v2%20180615.pdf>

²⁰ Eaton Gardens details: <http://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/LLHA%20The%20Drive%20%2B%20Eaton%20Gardens%2C%20Eaton%20Manor%2C%20Hove%20v2%20180615.pdf>

²¹ https://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/Conservation_Area_Hove_Station_Dec_2015.pdf

²² https://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/Conservation_Area_Denmark_Villas_Dec_2015.pdf

²³ http://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/Conservation_Area_The_Drive_Dec_2015.pdf

²⁴ http://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/Conservation_Area_Willett_Estate_Dec_2015.pdf

It is not expected that there will be many changes along the Denmark Villas part of the Hove conservation area during the plan period. However the area comprising the two station buildings and the footbridge are expected to be subject to some change in the context of the community hub proposals. In particular the area now occupied by the car wash presents a major opportunity for an improvement in the area, to strengthen its attraction as part of the centre of the new Hove Station Quarter:

Policy 15: Proposals for change of use and /or improvements to the original station building will be expected to contribute to increasing the attraction of this part of the centre of the new Hove Station Quarter and to help improve the public realm and enhance the setting of the station

Developments in the Conway Street area will be expected to contribute to public realm improvements along Conway Street especially those areas abutting the Hove Station conservation area.

When considering visual and other impacts of new development of the Hove Station Quarter on the Hove Station core of the conservation area a strong emphasis there will need to be a careful balance between heritage considerations and the significant improvements and public realm investments that will arise from such new developments.

Reason: This part of the Hove Station Area is in particular need of public realm improvements. The Goldstone Villas part of the Hove Station conservation area is unlikely to experience any change to the frontages along Goldstone Villas. However to the rear of the buildings, facing Conway Street, there are major opportunities for enhancements and improvements, some of which have already taken place. Developments taking place in the Conway Street area will present an opportunity to act as a catalyst for improvements to the rear of the Hove Station conservation area.

The rear of the conservation area at Goldstone Villas facing the Conway Street area is in particular need of public real improvements, which should be encouraged as part of any comprehensive redevelopment of the Conway Street area.

(Note – such improvements are to an extent dependent on the rationalisation of the bus depot as set out in policy 4.) The purpose of the last part of this policy is to make clear that whilst due weight needs to be given to conservation issues such as visual impact, sight must not be lost of the considerable needs for public realm improvements and the significant benefits both locally and City wide of generating a new City Quarter.

(Relationship to City Plan: Local Policy)

Transport and Movement

In the Council's supplementary planning document (SPD) 14, a zonal approach is developed which suggests that there is a central zone around Brighton Station with the Hove Station Area being a key public transport corridor zone. Car parking standards vary

from zone to zone, with the lowest standards being in Central Zone. Bearing in mind the proposed intensification of use and creation of the Hove Station Quarter a Central Zone designation is more appropriate for the area.

Policy 16: Parking provision in new developments in DA6 will need to comply with the standards set out in the Council's Supplementary Planning Document 14 for the Central Zone. Parking in the remaining parts of the Neighbourhood Plan area will need to meet the standards for Key Public Transport Corridors.

Developers will be encouraged to provide centralised car parking in the area which can also double up as commuter car parking.

New developments should aim to minimise car based travel, which will require travel plans as well as a range of other measures such as designated car club spaces to be allocated throughout the area in discussion with the city's car clubs and extensive cycle parking to standards as set out in SPD 14.

New developments proposed will need to ensure that the Hove Station Quarter is easily accessible on foot and by cycle and can be traversed by those modes. It is also essential that developments ensure that motorised traffic can percolate through the area but that measures are taken in developing the area that severely limit the speeds of any through traffic such as the introduction of shared surface roads. Policy 1 and the schedule in Annex 1 set out the expectations of developers and proposed mechanisms to facilitate area wide linkages.

Improvements to the local road/highway network will be sought in order to ensure that safe, efficient and sustainable movement is achieved for all road users. Particular focus should be given to Old Shoreham Road, Fonthill Road and Goldstone Villas.

Reason: DA6 with its proximity to Hove Station presents a major opportunity to reduce car dependency in the new Hove Station Quarter. Bearing in mind that low car ownership in Brighton is widespread and a choice for many then this is not an onerous requirement. Requiring fewer cars in the new developments will allow more housing as well as more green and open space around the developments. Supplementary planning document 14 (SPD14) suggests .25 car parking spaces per 1-2 bed room dwellings and .4 spaces for larger dwellings. The standard requires provision of Car Club spaces, spaces for electric cars and cycles, disabled user parking and parking for motor cycles.²⁵ Standards are also set out for all other relevant land uses.

An extract from the SPD 14 is shown below. For full details refer to the SPD directly.

²⁵ <https://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/Parking%20Standards%20SPD14oct.pdf>

Land Use	Parking Standard			
	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
C2 Hospitals	Car	Staff - 1 space per 5 staff	Staff 1 space per 3 staff Visitors 1 space per 3 beds spaces Staff – 1 space per 5 staff (Long Stay)	
	Cycle	Showers and changing facilities should be provided for all hospitals. Facilities should be provided on the basis to cater for a minimum of 10% of staff Visitor - 1 space per 10 bed spaces (Short Stay)		
	Disabled User Parking	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater Over 200 bays – 4 bays plus 4% of capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
C3 Dwelling Houses 1 - 2 beds	Car	0.25 spaces per dwelling	0.5 spaces per dwelling plus 1 space per 2 dwellings for visitors	1 space per dwelling plus 1 space per 2 dwellings for visitors
		On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	
	Car Club	Car club bays provided on a case by case basis for major development		
	Electric Vehicle	For schemes of 10 or more car parking spaces 10% of car parking provision to have electric vehicle charging provision 10% of car parking provision to have passive provision to allow conversion at a later date		
	Cycle	Residents - 1 cycle parking space per unit (Long Stay) Visitors from a threshold of 5 units – 1 cycle parking space per 3 units (Short Stay)		
	Disabled User Parking	1 space per wheelchair accessible unit plus 50% of the minimum parking standard for ambulant disabled people & visitors		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		

Extract from SPD14

Good access to car parking, without parking dominating the entire area will require skilful design and layout of Hove Station Quarter. A better car parking facility than that at the station itself is desirable to free land in the vicinity of the historic station for more attractive uses. Equally it is desirable that land made available for car parking is also well used and easily accessible during weekends and that commuting spaces can be accessed by residents and visitors to the area. One or several central parking facilities woven into the new fabric and connecting to the station for example from the north via the proposed footbridge or rejuvenated bridge across Fonthill Road are desirable. The Concept plan set out in Part II suggests one potential location for such a facility, but there could equally well be a facility to the south of the railway for example in the context of a rearrangement of the bus depot.

Managing traffic flows in the area to optimise the use of land and make the area as attractive as possible will require a range of measures. Car club provision should include dedicated bays and vehicles, and only be included where an operator is prepared to provide them. Early dialogue and agreement with car club operators is therefore recommended. At the very least, (discounted) access to car club membership to encourage use of vehicles should be secured. Policy CP9, page 171 of the City Plan, provides the framework for such measures.

One of the greatest challenges in developing the Hove Station Quarter will be to manage the traffic flows in and around the area in such way that effective access is provided whilst not placing excessive pressure on existing residents and businesses. The Forum believes that there are a number of measures that need to accompany the development of the Quarter to ensure that the high quality environment that is envisaged will materialise. To manage additional traffic it will be necessary to make the area both north and south of the railway permeable to motorised traffic. This will for example relieve pressure on the Sackville Road / Old Shoreham Road junction and provide better circulation south of the railway. In Part II, we set out a number of approaches which will allow movement through the sites whilst controlling the environmental impact of such traffic.

These improvements are essential for containing the potentially negative impacts of new development in the area, to help manage the increased traffic along these roads and to bring up existing infrastructure to a level of quality that will be commensurate with the new development.

(Relationship to City Plan: SPD 14 was adopted in October 2016 and will replace a number of detailed policies and it is believed that these changes will be inserted into Part II of the City Plan, still to be drafted, the policy makes some of the requirements of Policy CP9 more specific and seeks to translate the expectations of CP9 to the local area.)

Implementation

Creating Hove Station Quarter will provide a unique opportunity to improve the rather run down environment in many parts of the area. This will connect with the history and origins of Hove Newtown and development of the Cliftonville area in the late 1800s, where high standards of public realm with good quality materials, street furniture and dense street tree planting were seen as essential to attract new residents. The new buildings in Hove Station Quarter should similarly set the tone for a high quality environment.

Policy 17: In order to mitigate environmental pressures arising from new developments in the DA6 area, these should contribute to improving the public realm in the surroundings of Hove Station in a manner that also does justice to the existing conservation area. Developers will be expected to contribute to a number of improvements in the area as set out in the schedule of projects in Annex 1 of Part I of this plan.

Reason: Apart from creating a better environment as an integral part of the new developments it will be important to deal with the anticipated increased environmental pressure in the area, not least through wear and tear, and to introduce high quality improvement measures. The areas which need improvements and where place making will be critical are shown on the master plan. The approach aligns itself with the suggestions made to the Council in 2007 by the Danish architect Jan Gehl in his report *Public Life*,



*Public Space*²⁶. Special attention will need to be paid to improve some of the Victorian structures, such as the undercrofts to the railway bridge (Fonthill Road) and the transition between the new developments and the adjoining conservation area.
(Relationship to City Plan: This develops further policy CP13, page 192.)

Policy 1 and the schedule of projects in Annex 1 of Part I set out the mechanisms by which the proposals contained in the concept plan in Part II should be funded.

²⁶ <http://www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/public-life-public-space>



Annexes to the statutory part (Part I) of Hove Station Neighbourhood Plan

Annex 1: Funding measures for proposed infrastructure requirements for DA6 and wider HSNF area

Annex 2: Consultation statement for Hove Station Neighbourhood Plan

Annex 3: Statement of Compliance

Annex 4: Summary of Strategic Environmental Assessment

Annex 1: Funding Mechanisms for Proposed Infrastructure Requirements for DA6 and wider HSNF area

From City Plan: Infrastructure Development Plan—all references impacting on DA6			Proposed funding route		Detailed proposals
Item	Importance	Infrastructure Type and needs requirements	S106	CIL	HSNP
Environmental / Air quality	Important	To improve air quality and mitigate existing pollution levels and pressures of new development – mitigation through Management Plans, equipment, data collection and other monitoring measures where appropriate Investigation into potential for providing small keep clear zones where road traffic missions are closest to residential dwellings and low emissions strategies to work towards no and low emissions fleets especially those frequenting the Air Quality		assumed	
Environment/Flood Risk Management /SUD	Important	Facilities and measures to help reduce risk of surface water flooding through provision of multi-use infrastructure.		assumed	
Environment / Energy including renewable energy	Important	District Heating networks/ Combined Heat and Power (CHP) technologies linked to new developments and connectivity between heat networks or energy centres. New developments with energy centres or communal heating and/or cooling systems should ensure connection with existing, or capacity for connection to future heat networks.		assumed	
Environment / Energy including renewable energy	Important	Energy infrastructure to ensure sufficient network capacity to allow timely connections to new developments; sufficient energy network capacity to meet current demands at all times; and sufficient levels of resilience built into the network to maintain security of supply.		assumed	
Environment / Energy including renewable energy	Important	Sustainable development initiatives including renewable and low carbon decentralised energy systems, schemes and installations, carbon reduction and energy efficiency measures, and air quality management measures		assumed	
Environment /	Important	Biodiversity conserved &			

Biodiversity		enhanced. Connectivity between habitats improved – to include road and rail transport corridors Positive public engagement with the natural world increased (?? DA6)			
Environment / Green Infrastructure Retrofits	Important	Targeted new and retrofitted green infrastructure measures in public realm spaces for biodiversity and climate benefits, including increasing provision of Green Roof/Walls and Planting of street trees,			
Environment / Parks / Open Spaces and Play areas	Important	Provision of new and/or recreation, play and open space	On site	Off site	Pocket parks – Policy 20
Environment / Waste, recycling and disposal	Important	Community composting			
Social and Community /Education	Essential	Increase in school places provision and education floorspace		Off site	School places – Policy 27
Social and Community /Education	Important	Increase in school places provision and education floorspace – consideration for allowing school premises as part of new development		Off site	School places – Policy 27
Employment and Economic Regeneration	Essential	Secure modern employment and business space	Policy		
Employment and Economic Regeneration	Important	Local Employment and training places through local employment agreements			
Physical / Public Realm	Important	Enhanced public realm and measure for upgrading with improved access to include: walking/cycling links, green public realm and townscape - pedestrian routes and links between areas. Design standards and delivery as set out in The Public Space, Public Life vision and the Streetscape Design Guidelines. Hove Station included as priority area DA6 – Hove Station area to include community safety measures	On site	Off site	Improvements to walking / cycling and safe driving (Annex 1 of part I of HSNP) – see listing below note 1
Transport and Highways works provision and improvements	Essential	Appropriate safe and sustainable transport infrastructure including public realm, pedestrian improvements and/or renewal and ongoing maintenance of appropriate lighting infrastructure	On site	Off site	Improvements to walking / cycling and safe driving (Annex 1 of Part I of

		to serve all new developments			HSNP), see note 1 below; Management measures for improvement of movement and parking (Annex 1 of Part I of HSNP) see note 2 below
City wide – safer areas and improved accessibility	Important	Citywide improvement of safe integrated and sustainable transport provision to improve accessibility to: - schools - shops - parks and open space facilities and - workplace - visitor attractions destinations			
Utilities / Waste and Waste Water	Essential	Timely provision of new or improved water and wastewater infrastructure through connection to water distribution and off site sewerage system at nearest point of adequate capacity Development proposals to reduce risk to Ground Water protection zones, (water environment) and its ecology and potential yield of local water resources used for public water supplies.		assumed	
Utilities/ Water provision – urban fringe and City wide	Important	Provision is statutory duty for Southern Water and developers are required to provide proper connection Southern Water resources management Plan identifies meeting future demand which feeds into investment Plan		assumed	
Utilities/ Sewerage	Important	Current capacity but infrastructure may be required and connectivity		assumed	
NOT referred to in Infrastructure Plan, but Listed as S106 issue					
On-site public realm incl artistic element					Public realm improvements (Annex 1 of Part I of HSNP) see note 3 below and Community Hubs proposals (Annex 1 of Part I

					of HSNF) see note 4 below
--	--	--	--	--	---------------------------------

Priorities for implementation

Key: **High priority**: Medium Priority: Low priority

Note 1: Improvements to linkages / movement:

For **pedestrian and cycle based movement** a number of connections across or from the railway will require improvements or will need to be added:

- The upgrade or rebuild of the existing Hove station footbridge to accessible standard.
- Pedestrian and cycle access route from Hove station through to Hove Park
- A new footbridge across the railway to the current station car park as shown on the concept plan and / or
- A refurbishment of Fonthill Road railway bridge encompassing a widening of the pavements on either side.
- A wide sweep of steps from the station area down to the Conway street area
- The continuation of the segregated cycleway along Old Shoreham Road;
- Provision of missing footway provisions such as by the petrol station off Station Approach and provision of safe pedestrian crossing outside Hove Station for visually impaired.

For **car based movement** the following changes are proposed:

- The opening up of Fonthill Road / Goldstone Lane southwards to allow better permeability of the area including bus circulation following redevelopment of the bus station. (This is related to redevelopment of the areas between the high rise blocks of the Clarendon Estate);
- A link facilitating west to east movement from Sackville Road into Newtown Road
- The reduction of carriage width under the Fonthill Road railway bridge to provide wide pavements and single lane alternative movement of cars under the bridge.
- Shared surface roads along Conway Street and Goldstone Villas in the vicinity of Hove Station
- An improvement to the Sackville Road / Old Shoreham Road junction (see below)

Note 2: Traffic management measures:

Firstly: The DA6 area should be fully incorporated into one of the adjacent Controlled Parking Zones (either T, N or R) ahead of significant development coming forward.

Secondly: All development in the DA6 area should be essentially car-free, by which it is meant that residents will not be eligible for a Residents Parking Permit. In this way, it is intended to reduce vehicle congestion, parking pressure and create the opportunity for using the streets within the Plan area for things other than car parking. This policy does not conflict with Policy 24 which allows for a small amount of dedicated off-street parking.

Thirdly: Provision should be made for the Old Shoreham Road/Sackville Road junction to be reconfigured so as to allow a single stage pedestrian phase to be introduced. This may require new development at the junction to be set-back marginally to enable three running



lanes in each direction (two ahead/left and one right turning lane). The footprint of any development of those plots adjacent to the junction will be constrained by this requirement.

Note 3: Public Realm Improvements:

- Upgrades will be needed across the area in terms of road surfacing, including the creation of shared surfacing at a number of points as set out above.
- Special attention will need to be focussed on the station forecourts (both station buildings) and the exit area of the station foot bridge at Hove Park Villas
- Extensive street tree planting will be required as part of the developments as well as in surrounding streets to achieve a general environmental lift in the area. Improvements should include street tree planting along Goldstone Villas and Portland Road.
- The design of the links across the DA6 area will need to include breakout areas and pocket parks, small play areas, seating and water features and should be of highest possible standard as these features will determine the overall quality of the area.

Note 4 Community Hubs

Four community hubs are proposed, each of which will be different and respond to local needs and opportunities:

- the area within the current Sackville Trading estate could focus around the proposed new artists workshops and a good design of the proposed square with associated facilities, street furniture, water features, public art etc;
 - the area around Hove Station might include cycling facilities, an improved transport interchange, improvements to the footbridge and Goldstone Villas and improved facilities located in the Old Station building;
 - the area at the western end of Conway Street could focus on involvement of various existing community facilities and the detailed design of a pocket park.
- School Road hub could aim at bringing back recently lost community facilities in the area;



Annex 2: Consultation Statement for Hove Station Neighbourhood Plan



Annex 3: Statement of Compliance



Annex 4: Summary of Strategic Environmental Assessment



PART II:

Non statutory part of Hove Station Neighbourhood Plan

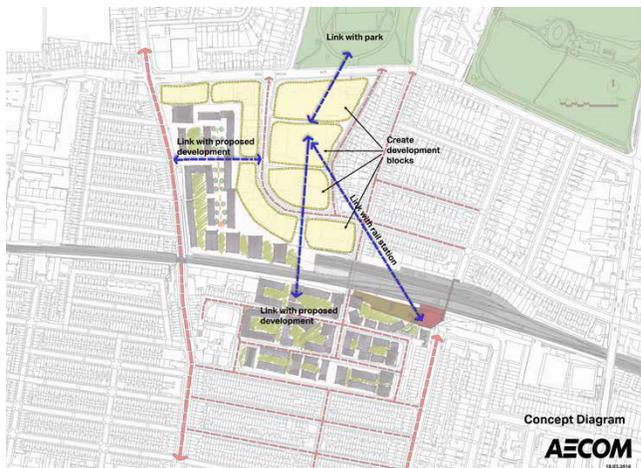
Section 5 - Implementation

In preparing this plan the Forum has been concerned to ensure whatever phasing of development emerges that ultimately the various components tie together to create the high quality Hove Station Quarter that the Forum envisages.

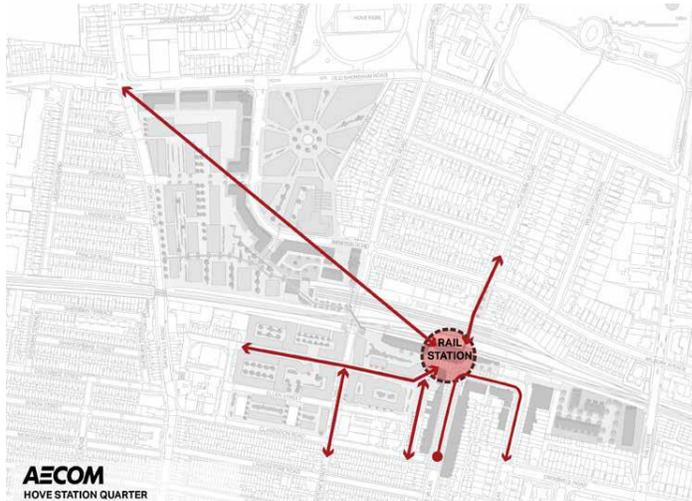
Key to that success are the introduction of a number of connections that traverse the area to help pedestrian and cycle movements and a careful management of traffic flows arising from the developments.

Key is also that a wide range of improvements to the public realm take place, both in terms of improvements to streets, high quality landscaping and a sequence of breakout areas to mitigate the impact of the high density development envisaged.

The Forum has been fortunate to be able to attract resources for a concept plan, which will be the precursor to a Masterplan for the area which illustrates the various linkages needed and additional components required for the area as follows:



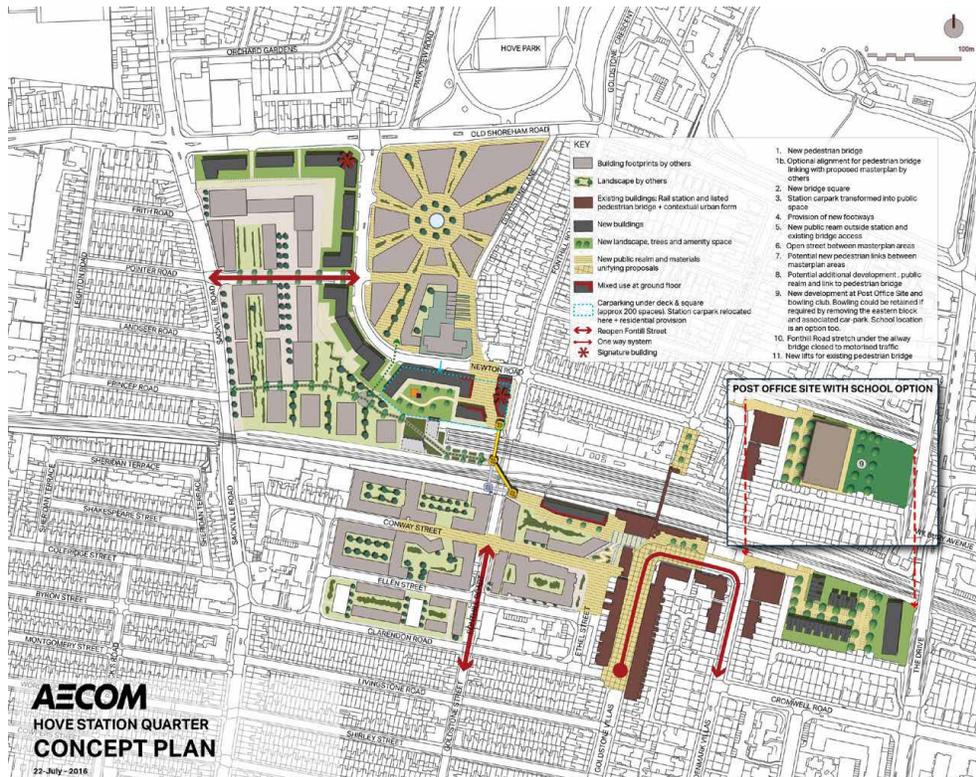
This diagram shows current proposals (2015-17) and illustrates the principles of links and the creation of building blocks.



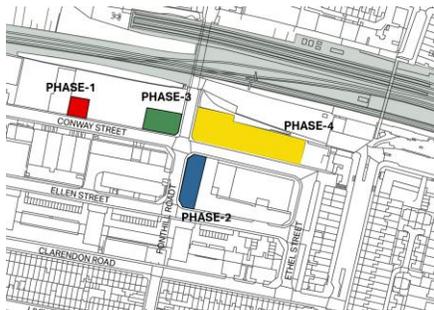
Hove Station is the centre of the new Hove Station Quarter and should be easily accessible from all parts of the surrounding area.



Environmental Improvements, breakout areas, pocket parks and attractively designed and safe links across the area will be key to a successful development of the area.



A concept plan for Hove Station Quarter including development proposals in 2015-17 for the areas north and south of the railway.



An indication of first steps of phased redevelopment of the Bus Station

Govia is planning to reorganise their bus garage to improve office and staff facilities and to reorganise bus standing areas. This would be the first steps in a wider reorganisation of the bus garage to free up the area east of Fonthill Road, north of Conway Street.

The Concept Plan contains a number of detailed suggestions and alternatives which are described in more detail below.

1. Linkages / Movement:

Principles:



For pedestrians and cyclists good linkages need to be provided across the area and to Hove station.

- The access to the station via the footbridge(s) needs to be made accessible for example to people with prams or in wheelchairs.
- Car based travel should be possible across the area but at low speeds. The approach to achieve this could include shared surfaces and pinch points that discourage rat runs. Considerations should be given to achieve speeds below 20mph through the area for example by shared surfaces or possibly small sections of private roads, where speeds can be set below 20mph.
- Surrounding residential roads will also need to be the subject of traffic calming measures to avoid undue traffic pressure arising from new development
- Pedestrian / Cycling links across area: access to station including footbridge(s)

Projects

The following projects are shown in the concept plan:

For pedestrian and cycle based movement a number of connections across or from the railway will require improvements or will need to be added:

- The upgrade or rebuild of the existing Hove station footbridge to accessible standard.
- Pedestrian and cycle access route from Hove station through to Hove Park
- A new footbridge across the railway to the current station car park as shown on the concept plan and / or
- A refurbishment of Fonthill Road railway bridge encompassing a widening of the pavements on either side.
- A wide sweep of steps from the station area down to the Conway street area
- The continuation of the segregated cycleway along Old Shoreham Road;
- Provision of missing footway provisions such as by the petrol station off Station Approach and provision of safe pedestrian crossing outside Hove Station for visually impaired.

For car based movement the following changes are proposed:

- The opening up of Fonthill Road / Goldstone Lane southwards to allow better permeability of the area including bus circulation following redevelopment of the bus station. (This is related to redevelopment of the areas between the high rise blocks of the Clarendon Estate);
- A link facilitating west to east movement from Sackville Road into Newtown Road
- The reduction of carriage width under the Fonthill Road railway bridge to provide wide pavements and single lane alternative movement of cars under the bridge.
- Shared surface roads along Conway Street and Goldstone Villas in the vicinity of Hove Station
- An improvement to the Sackville Road / Old Shoreham Road junction (see below)

Parking:

The concept plan suggests a rearrangement of station parking with a larger facility at the junction Newtown Road / Fonthill Road, with possible a 1-2 storey lower ground parking below a mixed use development;

In addition extensive public cycle parking especially at the station as a type of cycle hub is required.

To ensure that the area functions as intended once completed a number of management measures will need to accompany construction and the implementation of the various projects.



Firstly: The DA6 area should be fully incorporated into one of the adjacent Controlled Parking Zones (either T, N or R) ahead of significant development coming forward.

Secondly: All development in the DA6 area should be essentially car-free, by which it is meant that residents will not be eligible for a Residents Parking Permit. In this way, it is intended to reduce vehicle congestion, parking pressure and create the opportunity for using the streets within the Plan area for things other than car parking. This policy does not conflict with Policy 24 which allows for a small amount of dedicated off-street parking.

Thirdly: Provision should be made for the Old Shoreham Road/Sackville Road junction to be reconfigured so as to allow a single stage pedestrian phase to be introduced. This may require new development at the junction to be set-back marginally to enable three running lanes in each direction (two ahead/left and one right turning lane). The footprint of any development of those plots adjacent to the junction will be constrained by this requirement.

2. Public Realm Improvements

A wide range of public realm improvements are suggested in the concept plan:

Upgrades will be needed across the area in terms of road surfacing, including the creation of shared surfacing at a number of points as set out above.

Special attention will need to be focussed on the station forecourts (both station buildings) and the exit area of the station foot bridge at Hove Park Villas

Extensive street tree planting will be required as part of the developments as well as in surrounding streets to achieve a general environmental lift in the area. Improvements should include street tree planting along Goldstone Villas and Portland Road.

The design of the links across the DA6 area will need to include breakout areas and pocket parks, small play areas, seating and water features and should be of highest possible standard as these features will determine the overall quality of the area.

3. Community Hubs

The concept plan for the Hove Station Quarter proposes 4 community hubs, one at the western end of Conway Street, one around Hove Station and one at the north eastern end of the area close to the Sackville Road / Old Shoreham Road Junction. A further hub is proposed near School Road at the western most part of the neighbourhood area.

Each hub will be different and respond to local needs and opportunities and intensive public involvement around the potential design of these areas can be expected. For example the area within the current Sackville Trading estate could focus around the proposed new artists workshops and a good design of the proposed square with associated facilities, street furniture, water features, public art etc; the area around Hove Station might include cycling facilities, an improved transport interchange, improvements to the footbridge and Goldstone Villas and improved facilities located in the Old Station building; the area at the western end of Conway Street could focus on involvement of various existing community facilities and the

detailed design of a pocket park. School Road hub could aim at bringing back recently lost community facilities in the area;

4. Design benchmarks

Hove Station Quarter will be high density and detailed design and careful planning of green space will be of essence to ensure a high quality living standard in the area. Some of the images set out below provide some benchmarks:

Living streets and sustainable urban drainage:



Inspired street-scape:



Greening a high density area



5. Implementation

Hove Station Neighbourhood Forum will Work with local residents and businesses, land owners and developers and the council to bring about the phased comprehensive redevelopment of the area known as DA6 to create a new Hove Station Quarter.

To implement the various projects needed to tie together the area and create a functioning urban quarter additional funding will be needed. Some of this will come from developer contribution, but the Forum realises that there will also need to be contributions from public funding such as regional funds to complete the necessary infrastructure improvements.

In addition it will be critical for the council to actively participate and leverage its assets in the area to enable the changes to take place.

Creating a functioning and integrated area, both south and north of the railway will require substantial funding spent on the public realm, the costs of which need to be shared by all for the benefit of all



Section 6 A High level Assessment of Transport Implications

Section 7: What should the City Council do?

This plan is put forward by the Hove Station Neighbourhood Forum. Its main aim is to help bring about a transformation of the area around Hove Station into a new city quarter – Hove Station Quarter. The policies and proposals for implementation are based on lengthy and detailed discussions over several years with local residents, businesses, land owners and developers. The Forum has engaged with the City Council, which has a number of roles, as planning authority, as Housing Authority, as Education Authority, as Highways Authority and of course as land owner.

For the plans to succeed all parties will need to work together and the council holds several keys to a successful implementation of the plans.

- As the planning authority, the council will need to agree that the Neighbourhood plan is in conformity with the City Plan. It then will need to consider the policies in the neighbourhood plan when determining planning applications and use its influence to help implement the various aspects of the plan.
- It will need to help in attracting regional funds for those parts of necessary infrastructure improvements that cannot be funded by developer contributions and that are necessary to unlock the development potential in the area.
- As a land owner it will need to be proactive in terms of bringing its own land holdings forward into the development process and cooperate with the major land owners in the area to bring about successful developments.
- As the housing authority it will need to explore how their existing estate in the area can be best improved and how new models of genuinely affordable homes can be achieved in the area.
- As a highways authority it should help finalise the proposals for linkages and smooth movement for pedestrians, cyclists and cars through the area. It also should designate DA6 as a central zone for the purposes of car parking and a number of other transport and parking related measures. For example the plan suggests a central parking facility for local business and residents that can also accommodate commuter car parking and the Forum will need active help to develop this idea.
- As a planning authority to assist us in developing the master plan for the area.
- To ensure that the communication with various partners works efficiently, the Forum believes that there needs to be a Development Board, where the Council speaks with one voice.





Annex 1: City Plan policies relevant to the Hove Station Neighbourhood Plan

To discuss length – current version 35 pages long – complete once final version of City Plan, Part I, is available

Available as separate document???

Annex 2: Small Area Statistics

Community Profile

Key Statistics - Census 2011

		HSN Area		Brighton & Hove	
		People	%	People	%
People	Population	12,318		273,369	
	Female	6,172	50%	139,418	51%
	Male	6,146	50%	133,951	49%
Age	0 – 17	2,199	18%	44,345	16%
	18 – 64	8,858	72%	193,332	71%
	65 and over	1,261	10%	35,692	13%
Ethnicity	White	10,823	88%	243,512	89%
	Non-white	1,495	12%	29,857	11%
Residents 16-74		9,601		210,792	
Economic Activity	Full-Time working	4,377	46%	75,999	36%
	Part-Time working	1,180	12%	27,492	13%
	Self-employed	1,344	14%	27,241	13%
	Retired	676	7%	19,625	9%
	Unemployed	386	4%	7,818	4%
	Sickness / disability	447	5%	8,813	4%
	Looking after home / family	328	3%	7,249	3%
	Student	679	7%	32,870	16%
	Other	184	2%	3,685	2%
Housing Tenure	Households	6,108		121,540	
	Owned	2,926	48%	64,790	53%
	Shared ownership	36	1%	1,045	1%
	Social rented	584	10%	18,187	15%
	Private rented	2,489	41%	35,959	30%
	Living rent free	73	1%	1,559	1%
Car & Van Ownership	No cars or vans in household	2,459	40%	46,415	38%
	1 car or van in household	2,911	48%	51,727	43%
	2 cars or vans in household	658	11%	19,078	16%
	3 cars or vans in household	68	1%	3,294	3%
	4 or more cars or vans in household	12	0%	1,026	1%

Table 1: Key Statistics [Source: ONS]

The table below details further statistics of interest for the Hove Station Neighbourhood Area

		HSN Area	
		People	%
Method of Travel to Work	Residents 16-74	7,079	
	Work from home	487	7%
	Public transport	2,164	31%
	Motorbike	37	1%
	Driving a car	2,312	33%
	Passenger in a car	192	3%
	Bicycle	448	6%
	On foot	1,368	19%
	Other	71	1%
Distance Travelled to Work	Less than 2km	1,464	21%
	2km to less than 5km	1,764	25%
	5km to less than 10km	334	5%
	10km to less than 20km	580	8%
	20km to less than 60km	643	9%
	60km and over	889	13%
	Works from home	784	11%
	Other	621	9%
Household Deprivation	Households	6,108	
	Household is not deprived in any dimension	2,885	47%
	Household is deprived in 1 dimension	1,808	30%
	Household is deprived in 2 dimensions	1,024	17%
	Household is deprived in 3 dimensions	338	6%
	Household is deprived in 4 dimensions	53	1%
Health Problem or Disability	Population	12,318	
	Day-to-day activities limited a lot	883	7%
	Day-to-day activities limited a little	969	8%
	Day-to-day activities not limited	10,466	85%
Language	Residents 3 and over	11,724	
	English / UK language	10,513	90%
	French	58	0.49%
	Portuguese	39	0.33%
	Spanish	100	1%
	Other European Language	485	4%
	Russian	40	0.34%
	Turkish	28	0.24%
Arabic	158	1%	

	Asian Language	243	2%
	African Language	43	0.37%
	Sign Language	13	0.11%
	Other Languages	4	0.03%
	Residents 16 and over	10,281	
All Qualifications held	No qualifications	1,308	13%
	5+ GCSEs or equivalent	5,041	49%
	2+ A Levels or equivalent	3,709	36%
	Degree	3,834	37%
	Professional qualifications	1,939	19%
	Apprenticeship	309	3%
	NVQs	3,608	35%
	Other	5,414	53%

HL and MG 16 October 2017