



Hove Station Neighbourhood Plan



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Section 1. Introduction:

1. The Hove Station Neighbourhood Plan (HSNP) is prepared according to statutory procedures by the Hove Station Neighbourhood Forum (HSNF). The plan sets out the vision of the Forum and details policies for development of the area north and south of Hove Station and further to the west covering the area popularly known as Poets Corner. Fig 1 below shows the area covered by the plan.



Fig 1: Designated Neighbourhood Plan Area

2. The Hove Station Neighbourhood Plan aims to guide development in the area and expects new development proposals to meet the objectives of the plan and to conform to its policies in order to allow the area to be developed in a cohesive manner. The HSNP develops and elaborates further the framework provided for the area in the Brighton and Hove City Plan and will sit alongside the City Plan as the statutory plan for the area.
3. The HSNP will need to be endorsed by Brighton and Hove City Council as being in accordance with the City Plan and will also need to be supported through a local referendum in the Neighbourhood Plan area. The referendum 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?'
4. The starting point for preparing the HSNP were the policies set out in the City Plan, which has designated the area around Hove Station as a Development Area (DA6) (Fig 2). The eight development areas of the City Plan are seen as the areas in the city which will undergo major changes during the plan period and which contain the city's major development opportunities up to 2030. For each of the development areas the City Plan sets out a range of policies including infrastructure investments needed to facilitate those changes. **Appendix 1** contains a full list of all policies in the City Plan which have a bearing on development in the Hove Station Neighbourhood Area. In the main part of this document we try to avoid repeating policies which are already in the City Plan and we make brief references only to the relevant policies as summarised in **Appendix 1**. For ease of reference **Appendix 2** sets out how the policies of the HSNP relate to the City Plan policies.

DA6 Hove Station Area

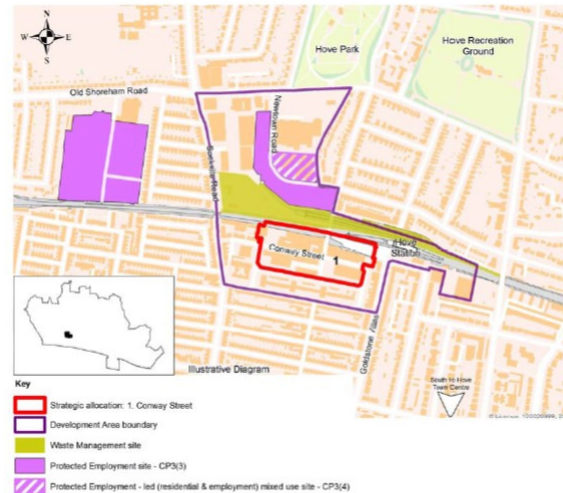


Fig 2: – Map showing Development Area 6

5. In preparing the HSNP the Forum has been careful to respect the policies of the City Plan. However in a number of instances the HSNP has updated the policies of the City Plan and stretched the ambitions set out in that plan. We believe this is an inevitable process as one looks at an area in more detail. We believe the HSNP identifies a number of opportunities which will both exceed the aspirations of the City Plan and assist in generating a more vibrant and environmentally sound area especially around Hove Station. For example the HSNP identifies a substantially higher number of residential units possible in the area and a more modern mix of employment opportunities than that proposed in the City Plan. In addition HSNP seeks a more unified development which will create a new centre for Hove: **Hove Station Quarter**. This seeks to make good use of the transport advantages of Hove Station and adds a rich mixture of high quality residential, office, cultural and high tech employment opportunities with a mixture of services and facilities for people living and working in the area. Unifying all this is an improved high quality environment, both in terms of greening up and in terms of high quality hard landscaping with the station at its core. Associated traffic calming and management of pedestrian and cycle based flows, spaces for children to play, connections between Hove Park and Hove Station all aim to create an attractive environment to live, work and play in.
6. The proposals and policies in the HSNP are informed not only by the desire of the Forum to create a better environment in the area but also by the ambitions of local landowners to develop and improve the area. The Forum is working closely with a number of landowners and believes that there are many common objectives. The discussions the Forum has had so far lead us to believe that progress can be faster and more comprehensive than that anticipated in the City Plan and we believe that the strong interest in developing in the area expressed by some of the major landowners will bring other land owners on board as they see the opportunity for a wider transformation of the entire area. The Forum has



called for a **Development Board** to be set up with local land owners and the Council to drive the implementation of the plan.

7. The HSNP is a sequence of policies prefaced by a number of visuals which try to give colour to the policies and which sketch some optional futures for the area. As indicated above we have only drafted policies where we believe they are needed over and above those of the City Plan, either because we believe the City Plan policies need to be stretched or altered, either due to change in government policy or changed circumstances or because we are providing more detail than would be appropriate at City Plan level.
8. The HSNP provides policies in two distinct sections: one for the Hove Station Quarter, which develops the policies for Development Area 6 of the City Plan and one for the area to the west of Sackville Road (Poets Corner) which develops in more detail some of the more general policies of the City Plan.
9. Over and above the requirement that the HSNP is in general conformity with the strategic policies of the City Plan the HSNP must also have regard to the following:
 - National policies and advice contained in guidance issued by the Secretary of State;
 - The plan will contribute to the achievement of sustainable development;
 - The plan does not breach, and is compatible with European Union obligations and the European Convention of Human Rights;
 - The Plan is not likely to have a significant effect on a European Site either alone or in combination with other plans or projects.



Section 2 – A description of the area

Land and buildings including land ownership

Transport

People

(to follow)

Section 3 - Vision and images

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:

- *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;*

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 was submitted as a planning application in April 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. A total of seven phases are indicated on the initial plans.
- 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.....(Housing, employment, culture, retail etc), which substantially exceed 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 traffic calm the area.

Below we set out the overall master plan and detailed images which we believe give a good indication of the structure and details that development should adhere to in the area.

1. HOVE STATION NEIGHBOURHOOD MASTERPLAN – produced for the HSNF by AECOM

Plan to follow

2. MATSIM phased development proposals south of the railway

Plan to follow

3. MOUNTPARK, proposal for the Sackville Trading Estate and coal yard

Plan to follow

4. DAVID KEMP, ARCHITECTS, as part of HSNF proposal for Goldstone Trading Estate.

Plan to follow

Design details:

As a result of a wide range of proposals we have been shown numerous details, many of which we feel would suit the area eminently. Examples include:

Greening up – high density vertical and high level planting, street design - insert

Materials - facades, variety, high quality of materials - insert

(about ½ doz of each type)

Some unique logo/design signature for the area???

Section 4 – Policies (for DA6 only)

1. Land use allocations

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.

Policy 1: The area shown in the City Plan as DA6 should be comprehensively redeveloped in stages to create a new area, the Hove Station Quarter, which will have a strong relationship to Hove Station.

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 trading estate.

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

Policy 2: Suitable land uses throughout the area shown in the City Plan as DA6 will be predominantly residential mixed with commercial, small retail, cultural uses including small workshops. Mixed uses such as ground floor office / commerce with residential above will also be suitable in a number of instances.

Reason: From the schemes designed to date 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 applies to both the substitution of warehousing sheds with residential and more modern type of employment uses as well as a reconfiguration of the lands occupied by the bus station. 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.

Use	City Plan	Mountpark	Matsim	Others	Total HSNP
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Residential					
Office					
Industry/warehousing					
Cultural					
Shopping					

Fig 1: land use allocations

(Relationship to the City Plan – stretches and slightly rearranges land use priorities for the area)

Policy 3: It is proposed that the City Plan designation of land at the coal yard for waste management purposes be revised to indicate suitable uses for that land to be mixed residential and commercial.

Reason: A waste management designation would hinder major redevelopment in the area stretching from the Sackville trading estate down to include the coal yard. This designation is outdated in view of the new incineration plant in Newhaven and recycling facilities in Hove and MRF in Hollingbury. There is no firm commitment to any waste management proposal on the site, nor is there any certainty that such a proposal will ever arise. Hence retaining the waste management designation would unnecessarily sterilize the land and prevent much needed housing and other uses to be built. Following representations in March 2016, Brighton and Hove Council proposed to the Inspector for the examination in public of the Waste and Minerals Site Plan that the Coal Yard designation for waste management purposes be removed and this is welcome.

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

Policy 4: It is proposed that the City Plan safeguarding for industrial purposes along Goldstone Lane and Newtown Road be removed.

Reason: The current 1-2 storey warehousing and industrial sheds are of a low intensity use, which is not appropriate in the high density urban area that Hove Quarter should become. Substituting this designation with a more general mixed residential / employment use will fit better with the aspirations for the area and is likely to generate more employment than the current uses.

(Relationship to the City Plan: this is a major change – although the overall employment impact should be negligible, whilst generating more housing)

(NOTE – this will need a section which coherently argues the case against the industry retention sections of policy DA6, p73 pp of the 2013 deposit version. We also need to argue about the proposed changes south of the railway)

Policy 5: The current bus station, south of the railway, should be rationalised and modernised to achieve a more effective use of land.

Reason: Following discussions between the Brighton and Hove Bus and Coach Company and Matsim, proposal have emerged that indicate an approach that rationalises and



modernises the bus station and associated uses. This is very much welcome and could free considerable land areas for residential and mixed development.

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

Policy 6: Major retail uses will not be acceptable in the area. However clusters of retail uses to support local residents and workers will be welcome;

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 Trading estate area.

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

Policy 7: All relevant development proposals for DA6 need to conform to the overall master plan for the area to ensure area-wide transport linkages, unifying design and location of services

Reason: It is essential that all new developments respect the framework set for the master plan for the area so that the area will function as a whole for the benefit of all concerned.

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

2. Design Framework

This section sets out the physical requirements of new developments in the area including heights, access, street level design and landscaping to achieve a high quality living and working environment.

Policy 8: Densities for residential development will be at the upper range of 100-200 dwellings per hectare

Reason: These are the type of residential densities which have been achieved recently in the City, where even higher densities up to 300 have been recorded.

(Relationship to the City Plan: This reflects the policy and supporting text set out in City Plan policy CP14, Housing Density, page 189 of the 2013 deposit version.)

Policy 9: The mix of new housing in terms of sizes is expected to reflect the city wide housing demand and will need to encompass a range from studios to multi bedroom houses.

Reason: The new Hove Station Quarter will be expected to be a lively area providing a wide range of accommodation ranging from single occupancy to family housing. The policy supports the demand profile set out in the City Plan which suggests that

an estimated 65% of the overall need/demand (for both market and affordable homes) will be for two and three bedroom properties (34% and 31% respectively); 24% for 1 bedroom properties and 11% for four-plus bedroom properties. In terms of the demand for market housing, the greatest demand is likely to be for 2 and 3 bedroom properties (35% and 36% respectively); while for affordable housing the majority of the requirement is likely to be for one and two bedroom homes (46% and 33% respectively) although there is also likely to be a considerable requirement for three or more bedroom sized properties (para 4.210, page 212 of City Plan, 2013 deposit version)

(Relationship to the City Plan: this policy simply reflects the city plan policy on Housing mix, Policy CP19, page 209 ff, 2013 deposit version)

Policy 10: Mixed uses either horizontally or vertically divided will be appropriate subject to environmental and noise constraints.

Reason: Reflecting the expected vibrancy and animation at ground floor level mixed uses will generally be supported in the area. This could apply to offices or shops at ground floor with residential above or artists' workshops embedded in residential areas. Adequate safeguards to minimise noise transmission and other environmental nuisance will need to be put in place.

(Relationship to City Plan: This is a local policy)

Policy 11: Designs should make good use of land and create high quality, well landscaped spaces.

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.

(Relationship to City Plan: This reflects policy CP13, page 189 of the City Plan, 2013 deposit version)

Policy 12: All flats and houses will have access to open space including balconies and terraces;

Reason: 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.

(Relationship to City Plan: As far as we can ascertain this is a local policy, which should be reflected at a city wide level.)

Policy 13: Where larger developments are proposed these should be designed in smaller parcels to encourage variation in design and materials;

Reason: Variety in design encourages different materials and detailing within an overall design framework. There are many examples where such variety avoids monotony and helps create a vibrant area.



(Relationship to City Plan: This relates to policy CP12, page 185 of 2013 deposit version, but the idea of parcelisation is local.)

Need to show what is big and what is small ??????

Policy 14: Strong emphasis should be placed on the design of the street environment to achieve a high quality public realm with a strong emphasis on planting.

Reason: In a high density development it is essential that the public realm is well designed and can be intensively used by all living and working in the area

(Relationship to City Plan: Policy CP12, page 185 of 2013 deposit version deals with urban design, but more general than this policy)

Policy 15: As part of the design of new schemes significant numbers of trees including street trees need to be provided.

Reason: When Hove expanded from the 1830s onwards a good quality street-scape 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.

(Relationship to City Plan: The street tree planting policy relates to CP13, bullet point 6, page 188 of the 2013 deposit version.)

Policy 16: A sprinkling of smaller, landscaped areas to provide for play and breakout will be required both north and south of the railway.

Reason: While there is no need for a provision of a park within the development area due to the proximity to Hove Park, 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.

(Relationship to City Plan: The reference to smaller landscaped areas reflects policy CP16, p 194 of the 2013 deposit version. No larger public open space is suggested in the area bearing in mind the proximity of Hove Park.)

Policy 17: In the area north of the railway station new buildings will generally be 3- 6 storeys; however occasional signature buildings of greater heights might be acceptable given suitable design.

Reason: In redeveloping the area regard needs to be had to the topography and the fall of the land towards the south-west.

(Relationship to the City Plan: Policy CP12, page 184 of the 2013 deposit version, sets out general expectations on heights of buildings. Hove Station area is one of those where buildings higher than 6 storeys (18m) are acceptable.)

Policy 18: In the area south of the railway high-rise developments will generally be acceptable.

Reason: The land across DA6 falls away from north to south by approximately 10-15 metres. In addition at the southern edge there are already four 10 storey residential blocks. The area is therefore suitable for higher rise buildings.

(Relationship to the City Plan: Policy CP12, page 184 of the 2013 deposit version, sets out general expectations on heights of buildings. Hove Station area is one of those where buildings higher than 6 storeys (18m) are acceptable.)

3. Social and other infrastructure

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 May 2012), which is contained in 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 42 of the Annexes volume, deposit version 2012;
- Community composting for all development areas, page 49 of the Annexes volume, deposit version 2012;
- Increase in school places provision and educational floorspace (highlighted as 'essential'), with additional classroom needs at four Hove / Portslade schools emphasized. Page 49 and 50 of the Annexes volume, deposit version 2012;
- Local Employment and training places through local employment agreements in partnership with Brighton & Hove Local Employment Scheme (BHLES). Page 58 of the Annexes volume , deposit version 2012
- 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 62 of the Annexes volume, deposit version 2012.
- 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 63 of the Annexes volume deposit version 2012.

None of these proposed infrastructure investments will require any land take from within DA6. For example the schools needs will be dealt with by expanding existing schools. Funding will be found through developer contributions according to a key set out by the City Council (**NOTE – need this document**)

However the proposals in this plan suggest that substantially more residential units can be accommodated on site than that outlined in the City Plan and there will therefore be additional infrastructure requirements. (**NOW need to explore with education department what additional requirements and how to accommodate those.**)

Policy 19: Needs arising from additional housing such as additional school places will be funded via developer contributions

Reason: As population increases in the area in incremental stages schools accommodation will need to be found. Expansion up to the level set out in the City Plan has already been planned for and no land take will be necessary. (Now: at what stage if at all do we need a new primary school in the area and when do we need to set land aside for that? We need to set out potential increases arising from MATSIM and MOUNTPARK developments and potential for remainder area – need to discuss this with Education Department)

(Relationship to City Plan – the infrastructure part of the Annexes (deposit version 2012) lists requirements arising from development anticipated)

Policy 20: New development in the area should be heated with combined heat and power and aim to be able to connect to a district heating network.

Reason: In view of national CO2 reduction targets there are many advantages in creating as efficient heating systems as possible. The city plan refers to the Brighton and Hove energy study carried out in the city which sought to identify the scope for district heating networks and lists Hove Station area as one of those.

(Relationship to City Plan: The potential for heat networks in Hove Station Area is set out in para 3.80, page 78 of the deposit version 2013 and is referred to in Policy DA6, A10, page 74 of the deposit version 2013.)

Policy 21: Developer Contributions will be required to jointly contribute to the infrastructure requirements set out in the master plan to allow the Hove Station Quarter Area to be developed comprehensively.

Reason: a number of requirements for example in terms of highways and utility infrastructure will be required to enable developments on site. The master plan sets out highways linkages and north south connection for cycling and pedestrian traffic as well as a number of place making features. These are seen to be critical to allow the area to be developed comprehensively in an attractive manner.

(Relationship to City Plan: The city plan in policy CP7, page 156 of the deposit version 2013 sets out the type of contributions that will be required by developers)

4. Housing choice

In the design policies above (Policy 9) we have set out the framework for housing mix, which will strongly influence the design of new build in the area. In this section we seek to set a framework for tenure and for achieving affordable housing. The City Plan deals extensively with the issue of affordable housing in Policy CP20, page 214 ff of the 2013 deposit version. The HSNF believes that those policies are appropriate and will need to be applied locally.

Policy 22: Affordable housing both in terms of quantity and type of units need to be provided as indicated in the City Plan

Reason: In order to provide for the wide range of housing needs in the city affordable housing is essential. The City Plan suggests numbers of units as well as the potential mix for affordable housing. It is suggested that preferred mix to be achieved across the city is: *30% one bedroom units; 45% two bedroom units and 25% 3+ bedroom units.*

(Relationship to City Plan: This policy reiterates aspects of policy CP20, page 213 of 2013 deposit version)

Regrettably housing pressure in the city coupled with changes in government policy are now such that housing defined as being affordable (80% of market price /rent for example) 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 23: The plan supports innovative approaches to affordable homes in the area and encourages the City Council and local developers to develop approaches that are durable and sustainable.

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.

(Relationship to City Plan: This stretches policy CP20, page 213 of 2013 deposit version.)

5. Parking

In the Council's draft supplementary planning document SPD 13, 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 and creation of the Hove Station Quarter in DA6 a Central Zone designation is more appropriate for the area.

Policy 24: Parking provision in new developments in DA6 will need to comply with the standards set out in the Council's draft SPD 13 for the Central Zone;

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 less cars in the new developments will allow more housing as well as more green and open space around the developments. SPD 13 suggests .25 car parking spaces per 1-2 bed room dwellings and .4 spaces for larger dwellings.

(Relationship to City Plan: SPD 13 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)

Policy 25: As far as possible car parking space will be centralised in the area in let spaces that could also double up for commuting purposes. (To facilitate this a central 2-3 storey parking facility will be developed and funded from commuted car parking contributions).

Reason: 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 are desirable.

(Relationship to City Plan: Local policy)

Policy 26: 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 13.

Reason: 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. Policy CP9, page 166 of the City Plan 2013 deposit version, provides the framework for such measures.

(Relationship to the City Plan: repeats some of the requirements of policy CP9)

6. Movement

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.

Policy 27: The Hove Station Quarter will be easily accessible on foot and by cycle; where car based through traffic is allowed this will be at low speeds typically on shared surfaces. Surrounding residential roads will also be subject to traffic calming measures to avoid rat runs and undue traffic pressure arising from new development.

Reason: 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. However it will be critical to reduce speeds to below 20mph and this will need to be achieved by shared surfaces and possible small sections of private roads, where speeds can be set below 20mph.

Policy 28: A key issue for the development of the area are well designed connections between the areas to the north and south of the railway and also east-west permeability. Links are shown on the master plan. Where development comes forward piecemeal the linkages need to be prepared and land / funding made available for these to be put in place.

Reason: Good connectivity is key to the success of the area and the linkages shown on the master plan are required as development progresses.

(Relationship to City Plan: Local Policy)

Policy 29: 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.**
- **A new footbridge across the railway to the current station car park as shown on the master plan.**
- **A wide sweep of steps from the station area down to the Conway street area**

Reason: To create an attractive environment for the Hove Station Quarter and allow high quality and easy access to and from the station.

(Relationship to City Plan: Local Policy)

Policy 30: The following improvements to the road network will be necessary:

- **The opening up of Fonthill Road / Goldstone Lane southwards to allow better 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);**
- **The closure of Fonthill Road under the railway tunnel, with access for pedestrians and cycles only. (This is to control rat running and allow the tunnel to become more user friendly)**
- **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.**

Reason: These improvements are essential for containing the potentially negative impacts of new development in the area and to bring up existing infrastructure to a level of quality that will be commensurate with the new development.

(Relationship to City Plan: seeks to translate the expectations of CP9 to the local area)

7. Environmental treatment in and around Hove Station Quarter

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 31: New development should help rejuvenate the surroundings of Hove Station and contribute to major improvements to the approaches to the station that does justice to the existing conservation area; the area along Station Approach will need a major upgrade.

Reason: Apart from creating a better environment as a backdrop for 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* (<http://www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/public-life-public-space>). 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 188 of the deposit version 2013.)

Policy 32: In order to absorb the additional pressures arising from the new developments, surrounding areas should be subject to environmental improvements (as set out in schedule 1). Sites that need improvement are shown on the master plan. Developments will need to fund these through developer contributions.

Reason: with substantial additional movement and activity expected in the area good quality improvements are needed to deal with the additional pressure arising from development of Hove Station Quarter.

(Relationship to City Plan: This develops further policy CP13, page 188 of the deposit version 2013.)

[suggest this is left to detail until we have agreed the master plan - hitherto we have said:

Surface treatment and improvements: Hove Park Villas nearest to the station footbridge; the area in front of the station including Station Approach; part of Fonthill Road and Newtown Road

Street tree planting: Fonthill Road, Hove Park Villas, Newtown Road, Goldstone Road, Shirley Street, Livingstone Road, Clarendon Road



Policy 33: In designing the Hove Station Quarter close attention must be paid to minimise noise and disruption from adjoining uses and activities such as commercial deliveries and collections.

Reason: For the area to be functioning as a good quality Quarter it is essential that adverse environmental impacts are kept to a minimum.

(Relationship to City Plan: The policy reflects the sentiments of the City Plan chapter on An Attractive City, 183 ff, 2013 deposit version)



Section 5 –Policies (West of Sackville Road)

We only need policies where there is a need to stretch / alter city plan ambitions

The area will also require an investment strategy from developer contributions that will be generated in the area.

Total Section 3: Max 5 pages

(To follow)

Section 6 - Evidence

So far needed over and above city plan:

Strategic – updated proposals based on latest needs for city

- The case for comprehensive redevelopment; scope to create an entirely new and vibrant centre for Brighton and Hove
- The case for substantially more residential; housing need doubled since first draft of city plan to 31,000 units by 2030; housing supply only increased by some 10% following urban fringe study; opportunities in DA6 to make a much more substantial contribution than envisaged in city plan; first two proposals emerging could on their own add 50% more residential than the city plan min figure for the area as a whole;
- The case for providing modern large as well as small offices; need for modern high quality offices, opportunities on site to provide substantially more floorspace than envisaged for DA6 in the city plan; first two major proposals emerging on their own will increase current floorspace by about 50%(check);
- The case for reducing industrial / warehousing units on site; the type of higher density land uses needed for the Hove Station Quarter makes large industrial / warehousing sheds unsuitable and poor use of land; more employment and residential units can be provided by comprehensive redevelopment of the area; the type of industrial warehousing on DA6 is better located at the fringe of the city with easy access to the motorway and major road network;
- Community infrastructure likely to be needed, how it relates to the Council's infrastructure plans (relate to policy 14)

Total max 10 pages

(To follow – eventually this could be built in to section 4)



Section 7- Implementation

The NF will

1. Work with local residents and businesses, developers and the council to bring about a comprehensive redevelopment in stages of the area known as DA6 to create a new Hove Station Quarter
2. Work with Southern Rail and Network Rail to ensure the operator is fully involved in the implementation of the plan
3. Funding – developer contribution, regional funds, council exchange of assets

Total max 1 page

(To follow – emphasis on funding necessary!)



Section 8: What should the City Council do?

1. Revoke the waste management designation for the coal yard.
2. Remove the industrial safeguards for DA6 and identify land at the fringe of Brighton / Hove for new distribution warehousing and industrial units;
3. Work with developers to bring forward new models of affordable homes in the area;
4. Designate the Hove Station Quarter Area a central area zone for parking and traffic planning purposes;
5. Commit itself to comprehensive redevelopment of DA6 and facilitate measures such as compulsory purchase to ensure that best use is made of the area;
6. Help facilitate a central parking facility in the area funded by S106 contributions to double up as commuter car parking - discuss;

Total max 2 pages

(To follow)



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



Annex 2: How Neighbourhood Plan policies relate to City Plan policies

These are the bracketed bits after each policy – could be deleted.



Annex 3: Investment Strategy

Sets out how developer contributions need to be spent and that they must replicate the key to allocations operated by the council. It is critical that we also refer to the timescale requirements of spending S106 funding, which makes bundling of contributions difficult. We also need to highlight the imminent change of the developer contribution regime.

Here we should list

- Affordable homes
- Infrastructure investment – footbridges
- Central parking facility
- School places etc
- Environmental improvements – surfacing, planting, arts;

We should be mindful of the fact that some of these improvements might require funding from other sources as well.

Total: max 5 pages

Should clarify what is expected from developers to implement Master Plan and what will be needed by Council – say regional funds.



Annex 4: Small Area Statistics

Total 2 pages

Total document: max 50 pages

HL

12 April 2016