

# Brighton & Hove Submission City Plan Part One

Proposed Modifications

October 2014

## Schedule of Proposed Modifications to the City Plan Part One



Brighton & Hove  
City Council

## Brighton & Hove City Plan Part One Schedule of Proposed Modifications

The modifications below are expressed in the conventional form of ~~striketrough~~ for deletions and underlining for additions of text.

Modifications are in City Plan policy order. The policy number and City Plan page number are shown in the second column.

### Relation to Previous Main Modifications

Seven versions of the Main Modifications schedule were published in the run up to, and after, the public hearings held into the City Plan Part One in October 2013. This schedule replaces all previously published schedules of Main Modifications.

The right hand column gives information about how the proposed modifications relate to the previously published Main Modifications. This works as follows:

- Previously MM##                      The text of the Proposed Modification is the same as the previous Main Modification. (The only difference is the reference, ie PM###)
- Supersedes MM##                    The text of the Proposed Modification is *not* the same as the previous Main Modification. The previous Main Modification has therefore been superseded.

Where this column is blank, the Proposed Modification relates to part of the City Plan that had not previously been subject to a Main Modification.

### Footnotes

New footnotes are shown with the reference #, or ##, ###, etc where there are multiple footnotes within one Proposed Modification.

### Appendices

Appendices 1 and 3 to this document are shown below. Appendices 2, 4 and 5 are shown in separate documents.

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
PM001	Introduction & Overview, page 4	<p>1.1 <del>The City Plan is the first Development Plan Document (DPD)<sup>1</sup> to be produced as part of a wider set of local planning policy documents known as the Brighton &amp; Hove's Local Development Framework. Its</del> <u>The purpose of the City Plan</u> is to provide the overall strategic and spatial vision for the future of Brighton &amp; Hove through to 2030. It will help shape the future of the city and plays an important role in ensuring that other citywide plans and strategies achieve their objectives. <u>The City Plan Part One is a Development Plan Document (DPD)<sup>1</sup>.</u></p> <p>Amend footnote 1:</p> <p><sup>1</sup> <del>Development Plan Document (DPDs) are the key statutory documents within Local Development Framework's and will</del> <u>which</u> set out the vision, strategy and policies for the area. They are subject to Sustainability Appraisal and to a formal examination in public. <del>The City Plan Part 1 is Brighton &amp; Hove's Core Strategy.</del></p> <p>...</p> <p><b>Other <del>Local Development Plan Framework Documents</del></b></p> <p>1.4 The policies in all the other <u>Development Plan Documents</u> <del>dDocuments</del> for <del>forming the Brighton &amp; Hove LDF</del> have to be in line with the City Plan Part 1, so it is the most important <u>Development Plan Document</u>. <del>part of the LDF.</del></p>	
PM002	Introduction and Overview, page 5  Paragraph 1.4 and Footnote 2	<ul style="list-style-type: none"> <li>Waste and Minerals <u>Local Plan</u> – the council, working in partnership with East Sussex County Council and the South Downs National Park Authority, is preparing a Waste and Minerals <u>Local Plan</u><sup>2</sup> that will provide planning policies to guide the management of waste and production of minerals in the plan area until 2026.</li> </ul> <p>Amend Footnote 2:</p>	Previously MM1

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

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		<sup>2</sup> <del>Waste and Minerals Core Strategy is anticipated to be adopted March 2013. The East Sussex, South Downs and Brighton &amp; Hove Waste and Minerals Plan was adopted 19 February 2013 and work has commenced on a waste and minerals sites plan.</del>																	
PM003	Introduction and Overview, page 5  Paragraph 1.4	<ul style="list-style-type: none"> <li>The South Downs National Park was formally designated in April 2010 and the National Park Authority brought into effect in April 2011. This is now the planning authority for the administrative area of Brighton &amp; Hove that falls within the National Park. This area will no longer be covered by the Brighton &amp; Hove City Plan Part 1 policies but will be covered by the <del>Core Strategy</del> <u>Local Plan</u> for the National Park.</li> </ul>																	
PM004	Introduction and Overview  Table 1, page 5	Delete table 1:  <del><b>Table 1 City Plan Part 1 Preparation Timetable</b></del> <table border="1" data-bbox="584 836 1348 1388"> <thead> <tr> <th data-bbox="584 836 913 904">Stage</th> <th data-bbox="913 836 1348 904">Date</th> </tr> </thead> <tbody> <tr> <td data-bbox="584 904 913 973">Reg 18: Options Consultation</td> <td data-bbox="913 904 1348 973"><del>October-November 2011</del></td> </tr> <tr> <td data-bbox="584 973 913 1042">Reg 18: Draft City Plan Consultation</td> <td data-bbox="913 973 1348 1042">May - July 2012</td> </tr> <tr> <td data-bbox="584 1042 913 1110"><b>Publication of the Document</b></td> <td data-bbox="913 1042 1348 1110"><b>February – April 2013</b></td> </tr> <tr> <td data-bbox="584 1110 913 1179">Date for submission to Secretary of State</td> <td data-bbox="913 1110 1348 1179">May 2013</td> </tr> <tr> <td data-bbox="584 1179 913 1248">Pre-examination meeting with Inspector</td> <td data-bbox="913 1179 1348 1248"><del>July 2013</del></td> </tr> <tr> <td data-bbox="584 1248 913 1316">Examination in Public (estimated)</td> <td data-bbox="913 1248 1348 1316">September 2013</td> </tr> <tr> <td data-bbox="584 1316 913 1388">Estimated date for adoption by the council</td> <td data-bbox="913 1316 1348 1388">February 2014</td> </tr> </tbody> </table>	Stage	Date	Reg 18: Options Consultation	<del>October-November 2011</del>	Reg 18: Draft City Plan Consultation	May - July 2012	<b>Publication of the Document</b>	<b>February – April 2013</b>	Date for submission to Secretary of State	May 2013	Pre-examination meeting with Inspector	<del>July 2013</del>	Examination in Public (estimated)	September 2013	Estimated date for adoption by the council	February 2014	Previously MM2
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Brighton & Hove City Plan Part One – Proposed Modifications Schedule

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<b>PM005</b>	Introduction and Overview  Paragraph 1.6, page 5	Delete paragraph 1.6:  <del>1.6 The Localism Act sets out the government's intention to revoke regional spatial strategies. It is acknowledged that any move to revoke existing regional strategies is subject to the outcome of the consultation on the related environmental assessment (SEA of Revocation of the South East Regional Strategy Environment Report) which was published 11 October 2012. The South East Plan remains part of the list of documents which local authorities must have regard to when preparing their development plans until the government orders revoking the existing Regional Plans are published and take effect. Therefore although it is considered that the draft City Plan remains in conformity with the South East Plan, it is not referred to explicitly within the City Plan.</del>	Previously MM3
<b>PM006</b>	Introduction and Overview  Figure 1, page 6	<b>Figure 1 Relationship of the City Plan to other Strategies</b>  Amend reference to Minerals and Waste Core Strategy:  Other development plans e.g. <del>Minerals and Waste</del> <u>and Minerals Core Strategy Local Plan SDNP Local Plan etc</u>	
<b>PM007</b>	Introduction and Overview  Paragraph 1.7, Page 6	1.7 Brighton & Hove provides jobs, entertainment, shops and leisure, health and education facilities for people living in neighbouring areas. The city is a regionally significant <u>retail and visitor economy</u> destination and a transport hub...	Previously MM4
<b>PM008</b>	Introduction and Overview  Footnote 4, Page 7	Footnote 4:  <sup>4</sup> Brighton & Hove City Plan Part 1 Duty to Cooperate <u>Compliance Statement December 2012 June 2013</u>	Previously MM5

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
PM009	A profile of Brighton & Hove – context and challenges, paragraph 1.24, page 13	<ul style="list-style-type: none"> <li>Transport is the main cause of poor air and noise quality in certain parts of the city. In 2008<del>13</del> an extended a new Air Quality Management Area was designated <u>that is a quarter of the size of the previous one covering a significant area of the centre of the city</u><sup>25</sup>.</li> </ul> <p><sup>25</sup> <u>The council declared a new air quality management area on 30 August 2013. The Air Quality Management Area and Action Plan will be updated in 2013</u><sup>4</sup>.</p>	Previously MM102
PM010	The Strategy, pages 24, 28, 29	<p><b>A Spatial Strategy for Brighton &amp; Hove</b></p> <p>2.7 <u>Recognising the need to plan positively to meet the needs of a growing city.</u> <del>The City Plan's aim is to</del> <u>seeks to achieve</u> a balanced and sustainable approach to accommodating growth over the plan period.</p> <p>...</p> <p><b>Strategy for the future of Brighton &amp; Hove</b></p> <p>2.12 The assessed housing requirements (demand and need for new homes) for the city over the plan period are much higher than the city can realistically accommodate. The plan sets a minimum housing target of <del>11,300</del> <u>13,200</u> new homes to be achieved by 2030 and this reflects the capacity and availability of land/sites in the city; the need to provide for a mix of homes to support the growth and maintenance of sustainable communities; the need to provide land for other essential uses (such as employment, retail, health and education facilities and other community and leisure facilities) and the need to respect the historic, built and natural environment of the city.</p> <p>...</p> <p><b>The Spatial Distribution of Development</b></p>	

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

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		<p>2.19 Spatially the majority of new housing, employment and retail development <u>will be located on brownfield (previously developed) sites within the city's built up area and will be directed to eight specific development areas (DA1 – 8). These are areas of the city which either already benefit from close proximity to good sustainable transport links or are areas where accessibility can be improved; are areas which offer significant capacity for new development and are areas where new development and/or regeneration will secure substantial benefits for the city. This approach ensures that opportunities for development of brownfield sites are maximised, transport impacts will be minimised and the city's countryside and the South Downs National Park will continue to be protected.</u></p> <p>2.20 <u>Much of the land within the city's defined urban fringe forms part of the city's green infrastructure; either in terms of the city's open space framework (e.g. parks, recreation grounds, sports pitches and playing fields, allotments, cemeteries, natural/semi-natural space) or part of the city's biodiversity resource such as local nature reserves, sites of conservation importance or Nature Improvement Areas. However in light of the significant scale of the city's housing need, objectively assessed to fall within a range of 18,000 - 24,000 new homes to 2030<sup>#</sup>; the requirement of the government's National Planning Policy Framework to plan positively to meet housing needs in full and; the need to adequately address the social dimension of sustainable development the potential for housing from the urban fringe has had to be reassessed<sup>##</sup>. The strategy for accommodating growth in the city continues to maximise development opportunities from brownfield sites but also includes the urban fringe as broad source of potential for housing development.</u></p> <p>Insert footnotes:  <sup>#</sup> Coastal West Sussex Housing Study Update 2014  <sup>##</sup> Urban Fringe Assessment Study June 2014</p>	
<b>PM011</b>	Table 3 Summary	<b>Table 3 Summary of Development Proposals</b>	Supersedes

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

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	of Development Proposals, page 31		<table border="1"> <thead> <tr> <th></th> <th data-bbox="880 300 1099 336">New Homes</th> <th data-bbox="1111 300 1435 373">New Employment Floorspace (sq m)</th> <th data-bbox="1435 300 1733 373">New Retail floorspace (sq m)</th> </tr> </thead> <tbody> <tr> <td data-bbox="591 373 869 485">DA1 Brighton Centre and Churchill Square</td> <td data-bbox="880 373 1099 410">20</td> <td data-bbox="1111 373 1435 485"></td> <td data-bbox="1435 373 1733 485"><u>Minimum</u> 20,000 <u>comparison goods</u></td> </tr> <tr> <td data-bbox="591 485 869 558">DA2 Brighton Marina</td> <td data-bbox="880 485 1099 521">1940</td> <td data-bbox="1111 485 1435 558">2,000</td> <td data-bbox="1435 485 1733 558">5,000</td> </tr> <tr> <td data-bbox="591 558 869 619">DA3 Lewes Road</td> <td data-bbox="880 558 1099 595"><del>810</del> <u>875</u></td> <td data-bbox="1111 558 1435 619">15,600</td> <td data-bbox="1435 558 1733 619"></td> </tr> <tr> <td data-bbox="591 619 869 730">DA4 New England Quarter and London Road</td> <td data-bbox="880 619 1099 655"><del>1185</del> <u>1130</u></td> <td data-bbox="1111 619 1435 730">20,000</td> <td data-bbox="1435 619 1733 730"></td> </tr> <tr> <td data-bbox="591 730 869 842">DA5 Eastern Road and Edward Street</td> <td data-bbox="880 730 1099 767"><del>470</del> <u>515</u></td> <td data-bbox="1111 730 1435 842">18,200 – <del>22,200</del> <u>23,200</u></td> <td data-bbox="1435 730 1733 842"></td> </tr> <tr> <td data-bbox="591 842 869 903">DA6 Hove Station</td> <td data-bbox="880 842 1099 879"><del>630</del> <u>525</u></td> <td data-bbox="1111 842 1435 903">1,000</td> <td data-bbox="1435 842 1733 903"></td> </tr> <tr> <td data-bbox="591 903 869 976">DA7 Toad's Hole Valley</td> <td data-bbox="880 903 1099 940">700</td> <td data-bbox="1111 903 1435 976">25,000</td> <td data-bbox="1435 903 1733 976"></td> </tr> <tr> <td data-bbox="591 976 869 1054">DA8 Shoreham Harbour</td> <td data-bbox="880 976 1099 1013"><del>400</del> <u>300</u></td> <td data-bbox="1111 976 1435 1054">7,500</td> <td data-bbox="1435 976 1733 1054"></td> </tr> <tr> <td data-bbox="591 1054 869 1321">Rest of the City: a) <u>Within the built up area</u> b) <u>Within the urban fringe</u></td> <td data-bbox="880 1054 1099 1321">3945 <u>4130</u> <u>1060</u></td> <td data-bbox="1111 1054 1435 1321">11,257<sup>35</sup></td> <td data-bbox="1435 1054 1733 1321"></td> </tr> <tr> <td data-bbox="591 1321 869 1393">Small site development<sup>36</sup></td> <td data-bbox="880 1321 1099 1358"><del>1250</del> <u>2015</u></td> <td data-bbox="1111 1321 1435 1393"></td> <td data-bbox="1435 1321 1733 1393"></td> </tr> </tbody> </table>		New Homes	New Employment Floorspace (sq m)	New Retail floorspace (sq m)	DA1 Brighton Centre and Churchill Square	20		<u>Minimum</u> 20,000 <u>comparison goods</u>	DA2 Brighton Marina	1940	2,000	5,000	DA3 Lewes Road	<del>810</del> <u>875</u>	15,600		DA4 New England Quarter and London Road	<del>1185</del> <u>1130</u>	20,000		DA5 Eastern Road and Edward Street	<del>470</del> <u>515</u>	18,200 – <del>22,200</del> <u>23,200</u>		DA6 Hove Station	<del>630</del> <u>525</u>	1,000		DA7 Toad's Hole Valley	700	25,000		DA8 Shoreham Harbour	<del>400</del> <u>300</u>	7,500		Rest of the City: a) <u>Within the built up area</u> b) <u>Within the urban fringe</u>	3945 <u>4130</u> <u>1060</u>	11,257 <sup>35</sup>		Small site development <sup>36</sup>	<del>1250</del> <u>2015</u>			MM121, MM68 and MM6
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		<table border="1" data-bbox="584 261 1733 323"> <tr> <td data-bbox="584 261 869 323" style="text-align: right;"><b>Total</b></td> <td data-bbox="869 261 1115 323"><b>41350 <u>13210</u></b></td> <td data-bbox="1115 261 1435 323"><b>100,500 to 105,500</b></td> <td data-bbox="1435 261 1733 323"><b>25,000</b></td> </tr> </table> <p data-bbox="584 400 862 432">Amend footnote 36:</p> <p data-bbox="584 472 1760 563"><sup>36</sup>Development from small identified sites estimated to be 650 765 units pre-plan adoption and small windfall development <u>across the plan period is 1,250 units in last 6 years of the plan allowance is for 600 units.</u></p>	<b>Total</b>	<b>41350 <u>13210</u></b>	<b>100,500 to 105,500</b>	<b>25,000</b>	
<b>Total</b>	<b>41350 <u>13210</u></b>	<b>100,500 to 105,500</b>	<b>25,000</b>				
<b>PM012</b>	DA1 Brighton Centre & Churchill Square Area, page 34	<p data-bbox="584 608 1193 639">Amend introductory paragraph to the policy</p> <p data-bbox="584 679 1771 935"><b>The strategy for the development area is to secure a new state of the art conference centre in a landmark new building to benefit the city and the region and to sustain the tourism and service economy for the next 30 years, positioning Brighton &amp; Hove as one of Europe’s leading conference and meeting destinations. The redevelopment of the Brighton Centre will form part of a comprehensive scheme including the extension of the Churchill Square Shopping Centre and new leisure facilities.</b></p>	Previously MM60				
<b>PM013</b>	DA1 Brighton Centre & Churchill Square Area, page 34	<p data-bbox="584 975 1778 1086"><b>A. 3. Support the extension of the Churchill Square shopping centre to provide a minimum 20,000 sq m <u>net</u> of new retail comparison goods<sup>37</sup> floorspace and A2/A3 use floorspace;</b></p>	Previously MM61				
<b>PM014</b>	DA1 Brighton Centre and Churchill Square Area, page 34	<p data-bbox="584 1126 1738 1238"><b>A. 5. To ensure high quality public and sustainable transport facilities serve new development, <u>in particular the need to improve the bus interchange facilities at Churchill Square;</u></b></p> <p data-bbox="584 1273 1742 1417"><b>A. 6. Improve pedestrian and cycle access through <u>and around</u> the area <u>particularly along Queens Road to Brighton Station</u> and reduce the <u>severance between the northern side of the A259 and the seafront</u> to accord with the Public Space Public Life Study;</b></p>	Previously MM103, MM104 and MM105				

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

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		<p><b>A. 7. Ensure improvements to local air quality <u>in</u> at the <u>West Street/ A259 Western Road, Churchill Square and North Street transport corridor and along Queens Road / West Street<sup>#</sup> junction</u> through the implementation of the council's Air Quality Action Plan. <del>And ensure developments do not increase the number of people exposed to poor air quality.</del> <u>Ensure new development proposals take into account impact on local air quality and that improvements and/ or mitigation are sought wherever possible.</u></b></p> <p>Additional footnote:</p> <p><u># See also SA2 Central Brighton part 7.</u></p>	
<b>PM015</b>	DA1 Brighton Centre & Churchill Square Area, page 35	<p><b>B. 1. New Brighton Centre and expansion of Churchill Square.</b></p> <p><b>Redevelopment of the Brighton Centre Area<sup>38</sup> to provide a new 25,000 sqm conference centre, and expansion of Churchill Square shopping centre to provide a minimum of 20,000sqm <u>net</u> new comparison goods A1 floorspace (and A2 and A3 use classes). New hotel and leisure facilities including a cinema will also be permitted. Proposals will be assessed against the local priorities set out above, citywide policies, informed by the adopted Brighton Centre SPD and the following criteria:</b></p> <p>Delete footnote 38:</p> <p><sup>38</sup> <del>As defined in the Brighton Centre SPD01 a core 'block' has been identified (comprising a number of smaller blocks) bounded by Western Road, West Street, Queensbury Mews and Cannon Place. Further detail is set out in the adopted SPD</del></p>	Previously MM62
<b>PM016</b>	DA1 Brighton Centre & Churchill Square Area, page 36	<p><del>3.4 The City Council will ensure that a strategy is devised so that the redevelopment of the Brighton Centre is adequately managed and does not result in a shortfall of music/conference venue space should Black Rock not be available.</del></p>	Previously MM63

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

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<b>PM017</b>	DA1 Brighton Centre and Churchill Square Area, paragraph 3.5, page 36-37	<p>3.6 Proposals should promote strong linkages with the primary shopping frontages, along Western Road in particular and connectivity through to the seafront to address the problem of pedestrian severance. Improvements should include an enhanced <u>bus interchange and pedestrian environment around Churchill Square</u>, a new gateway link through from Churchill Square Shopping Centre to the seafront, and <u>an improved junctions at West Street and Kings Road and at the Clock Tower (Western Road, North Street, and Queens Road)</u>. On completion of the redevelopment the primary retail frontage of the regional centre will be extended to include any new retail elements of the scheme.<sup>41</sup></p> <p>3.7 <del>Previous</del> <u>Current</u> air quality assessments<sup>42</sup> have indicated that the <del>West Street/ A259 junction</del> <u>Western Road, Churchill Square and North Street transport corridor and Queens Road</u> exceeds the Government's Air Quality Objective for Nitrogen Dioxide and the area is <del>now</del> included within the declared Air Quality Management Area (AQMA)<sup>43</sup>. Improvements to local air quality <u>in at the West Street/ A259 these corridors junction will be</u> <u>are</u> a priority for the area. The movement of freight within the city centre <u>can be</u> is a significant contributor to <u>airborne pollution quality levels</u>. The potential to reduce, retime, reroute and/or revise <u>the mode of transport</u> will be assessed in order to look at measures to reduce the number of freight trips into the city centre <u>AQMA</u>. Measures will be developed that encourage <u>sustainable lower emission urban freight distribution</u> (see policy CP9 Sustainable Transport). <u>New development proposals should take account of their impact on local air quality, be consistent with the council's Air Quality Action Plan and minimise increased exposure to existing poor air quality within the AQMA. Improvements and/ or mitigation will be sought wherever possible.</u></p> <p><sup>42</sup> <u>The 200711 Detailed Air Quality Assessment and subsequent updates</u>  <sup>43</sup> <u>200813 Air Quality Management Area</u></p>	Previously MM106 and MM107
<b>PM018</b>	DA2 Brighton	Amend illustrative diagram to remove 'shopping area'. Amend policies map to reflect	

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	Marina, Gas Works and Black Rock Area page 38, 39	<p>this (see Appendix 1).</p> <p>3.13 The long term aspiration of the council is to address the deficiencies of the Marina, <del>including the underperforming District Shopping Centre</del>, and the wider area to facilitate the creation of a mixed use <u>district area</u> of the city. This will be achieved through the generation of a sustainable high quality marina environment which creates easier and more attractive access for residents and visitors, extends the promenade environment up to and around the Marina and creates stronger pedestrian and visual links with the sea from the Marina.</p> <p>Amend policy:</p> <p><b>DA2 Brighton Marina, Gas Works and Black Rock Area</b></p> <p><b>The strategy for the development area is to facilitate the creation of Brighton Marina and the wider area as a sustainable mixed use <u>district area</u> of the city, through the generation of a high quality marina environment...</b></p>	
PM019	DA2 Brighton Marina, Gas Works and Black Rock Area page 39, page 44	<p>... by supporting proposals which:</p> <ul style="list-style-type: none"> <li>• <b>Secure a high quality of building design <u>that takes account of the cliff height issues in and around the Marina</u>, townscape and public realm while recognising the potential for higher density mixed development in accordance with the aims of the Spatial Strategy to optimise development on brownfield sites;</b></li> <li>• <b><del>Do not breach the cliff height within the Marina;</del></b></li> </ul> <p>...</p> <p>Add new paragraph in supporting text after 3.15:</p> <p><u>Fundamental to the strategy for the development area is the provision of mixed use development at a density that helps achieve a vibrant and sustainable place.</u></p>	

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

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		<p><u>However, proposed developments should ensure the preservation and/or enhancement of the setting of all listed buildings and conservation areas nearby, as well as the wider historic landscape and city skyline including views to and from the South Downs National Park. Applications for higher density development will be assessed in terms of their ability to meet the design and density considerations set out in CP12 and CP14. It is essential that any new development provides an attractive pedestrian environment, active retail and leisure frontages as well as easy access to the harbour, boardwalk, shoreline and other recreational areas within the Marina.</u></p>	
PM020	DA2 Brighton Marina, Gas Works and Black Rock Area page 39	<ul style="list-style-type: none"> <li><del>Contribute towards the production of or provide</del> <b>Encourage opportunities for the sustainable production of heat and power for the district;</b></li> </ul>	Previously MM82
PM021	DA2 Brighton Marina, Gas Works and Black Rock Area page 39, 40	<ul style="list-style-type: none"> <li><del>Secure a more balanced mix of retail, including support for independent retailers, and non retail uses such as leisure, tourism, and commercial uses and non retail uses, which accords with its District Centre status;</del></li> </ul> <p>...</p> <p><b>A. 6. Balancing uses with an emphasis towards boating, surfing, leisure and recreation and the enhancement of the District Centre retail offer through encouraging the provision of mixed retail activity and services to support any additional expansion in population (see CP4).</b></p> <p>3.17 <del>The Marina is identified as a District Centre in the city's retail hierarchy (see Policy CP4).</del> The majority of <u>existing</u> retail activity takes place in the Merchant's Quay and at the Asda superstore. Whilst the District Centre <u>Brighton Marina</u> contains a range of bars, restaurants and factory outlet stores related to its wider recreation and leisure role, it <u>currently</u> lacks the full range of shops and</p>	

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>services, such as banks and post offices, found typically in District Shopping Centres to support the proposed expansion in residential population. The strategy for the development area is to enhance the choice and performance of retail activity in the District Centre Marina through the encouragement of mixed retail activity and improvements to the public realm. Ancillary retail development on the Black Rock and Gas Works sites should accord with CP4 Retail Provision, not compete with or prejudice the District Centre at the Marina. A detailed policy regarding the appropriate type and mix of A1 and non A1 uses in the Marina will be set out in Part 2 of the City Plan.</p>	
PM022	DA2 Brighton Marina, Gas Works and Black Rock Area, page 40	<p><b>A. 12. Maximising opportunities to support the city’s sustainability objectives through large-scale zero and low-carbon energy technologies, subject to delivery and viability considerations, to serve the Marina and wider city, particularly those that take advantage of the Marina’s coastal location (see CP8).</b></p>	Previously MM83
PM023	DA2 Brighton Marina, Gas Works and Black Rock Area, page 41, 42, 43	<p><b>B. Provision will be made for the following amounts of additional development to be provided by 2030:</b></p> <p><b><u>1,940 1,938 residential units (including the 853 residential units already granted planning permission for the outer harbour, 1000 residential units allocated for the inner harbour and 85 residential units allocated for the Gas Works site);</u></b></p> <p><b>5,000 sq m (net) retail (A1-A5) floorspace;</b></p> <p>...</p> <p><b>C. 1. Brighton Marina Inner Harbour</b></p> <p><b>Provision is made for a mixed use development comprising a minimum of</b></p>	Previously MM7, MM84 and MM85 plus further changes

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p><b>1,000 <u>additional</u> residential units (excluding the outer harbour scheme), 5,000 sq m of <u>net additional</u> retail development (A1-A5), 3,500 sq m of <u>additional</u> leisure and recreation use, community facilities (including health facility and community centre).</b></p> <p><b>C. 2 The Gas Works site has been identified for approximately 2,000 sq m of <u>business employment</u> (B1a, B1e) floor space to the north of the site, a minimum of 85 residential units and some ancillary retail development. The key criteria against which proposals will be addressed are:</b></p> <p><b>a) Employment provision - development should provide an appropriate mix of employment floor space of varying sizes that cater for business uses ranging from office to light industrial, including small starter units or managed units (Use Classes B1a, B1e);</b></p> <p><b>C. 3 The Black Rock site has been allocated for 7,000 sq m of <u>community leisure and recreation use purposes, in addition to not including</u> ancillary retail and café uses associated with the primary leisure use. Proposals will be assessed against the citywide policies and the following specific criteria:</b></p> <p><b>a) Provision of a high quality leisure and recreation facility that caters for the needs of the city, <u>complements Brighton Marina</u>, enhances the seafront leisure function, draws tourism to the city and attracts visitors and residents to the seafront;</b></p> <p><b>...</b></p> <p><b>Proposals for uses in addition to the recreation and leisure use will only be considered where it can be demonstrated that these uses support the delivery of a leisure and recreation facility and are <del>not in competition with the District Centre status of</del> <u>complement development at the Marina</u>. Supporting</b></p>	

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p><b>or enabling uses should perpetuate informal leisure uses associated with the seafront, conserve the historic environment and enhance linkages between Black Rock, the Marina and the Gas Works site.</b></p>	
<p><b>PM024</b></p>	<p>DA2 Brighton Marina, Gas Works and Black Rock Area page 41</p>	<p>Amend footnote 47:</p> <p><sup>47</sup>Brighton and Hove GPs have worked together to establish an <del>emerging</del> clinical commissioning group which covers the city, from Saltdean in the east to Portslade in the west. The clinical commissioning group <del>will become</del> <u>became</u> a statutory organisation in April 2013 when the PCT ceased to exist. <del>Until that date it is working as a formal sub-committee of the NHS Sussex Board.</del> Some PCT functions <del>will be</del> <u>have</u> passed to clinical commissioning groups, some to the new NHS Commissioning Board, and the responsibility for public health <del>is transferring</del> <u>has transferred</u> to local authorities.</p>	
<p><b>PM025</b></p>	<p>DA3 Lewes Road Area, page 48, 49, 52, 53</p>	<p><b>DA3.A.2. Promoting and investing in improved bus, cycling and pedestrian routes along Lewes Road from The Level to the Universities in partnership with public transport operators in order to achieve a modal shift and thereby help reduce the impact of traffic, <u>in particular on air and noise quality.</u> and <del>ensure that new development does not negatively impact on the air quality of the area</del></b></p> <p>...</p> <p><b>DA3.A.7. To ensure improvements to local air quality through implementation of the council's Air Quality Action Plan and <del>ensure new developments do not increase the number of people exposed to poor air quality or traffic noise.</del> <u>Ensure new development proposals take into account impact on local air quality and that improvements and/ or mitigation are sought wherever possible.</u></b></p> <p>Add to end of paragraph 3.31:</p>	<p>Previously MM108</p>

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p><u>New development proposals should take account of their impact on local air quality, be consistent with the council’s Air Quality Action Plan and minimise increased exposure to existing poor air quality within the AQMA. Improvements and/ or mitigation will be sought wherever possible.</u></p> <p>Amend footnote 52:</p> <p><sup>52</sup> <del>...The area of Lewes Road south of the Vogue Gyrotory from the University of Brighton to the Level</del> is included in the 200813 Air Quality Management Area as it exceeds the government’s Air Quality Objective for annual Nitrogen Dioxides. This will be addressed through the implementation of the council’s Air Quality Action Plan.</p>	
PM026	DA3 Lewes Road Area, page 49	<p><b>B. Provision will be made for the following amounts of additional development to be provided by 2030. Provision will be made through strategic site allocations (below) and through allocations made in the City Plan Part 2 for: <del>840</del> <u>880</u> residential units;</b></p>	Supersedes MM69
PM027	DA3 Lewes Road Area, page 49, 50	<p><b>C. Strategic Allocations in the Lewes Road Development Area are:</b></p> <p><b>1. Preston Barracks and Brighton University (Mithras House and Watts/Cockcroft Site)</b></p> <p><b>The city council will work with the University of Brighton and other partners to provide a mixed use employment-led development comprising a new business school, 10,600sqm B1 employment floorspace, including an Innovation Centre; 750 rooms of student accommodation; 300 residential units and other ancillary supporting uses. Proposals will be assessed against the priorities for DA3 Lewes Road, citywide policies, <u>guidance in the adopted Planning Brief for the site</u> and the following criteria:</b></p> <p>...</p>	Previously MM76

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p><del>c) The development should aim to be zero carbon and through creative landscaping solutions (including features such as green walls) should contribute towards Biodiversity Action Plan objectives, green infrastructure and wider landscaping enhancements through creative landscaping solutions.</del></p>	
PM028	DA3 Lewes Road Area, page 50	<p><b>DA3. C. 2. Woollards Field South</b>  <b>Provision of 5,000 sq m of B1 office <u>business</u> space or alternative employment generating development that helps to meet the city’s infrastructure needs on land to the south of the new archive centre, known as The Keep.</b></p> <p>...</p> <p><b>c) As a greenfield site, the development will be expected to be zero carbon<sup>#</sup> and to <del>achieve an Outstanding BREEAM rating</del> and, through creative landscaping solutions (including features such as green walls), should contribute towards Biodiversity Action Plan objectives, green infrastructure and wider landscaping enhancements.</b></p> <p>Add new footnote:</p> <p><u># This will be subject to viability considerations and potential mitigation measures, as set out in policy CP8.</u></p>	Previously (part of) MM8
PM029	DA3 Lewes Road Area, page 51	<p>Add new criterion:</p> <p><b><u>DA3. C. 2. g) The development must ensure that groundwater sources are protected to the satisfaction of the Environment Agency.</u></b></p>	Previously (part of) MM8
PM030	DA3 Lewes Road Area, page 51	<p><b>DA3. C. 3. Falmer Released Land, Former Falmer High School</b></p> <p><b>Redevelopment for <u>some or all of a range of uses including housing, purpose</u></b></p>	Previously MM78 and (part of) MM8

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p><b>built student accommodation, offices (B1), <u>and/or</u> educational use., Redevelopment should include a car park related to the American Express Community Stadium and the provision, on or off site, of permanent accommodation for the Bridge Community Education Centre and for Brighton Aldridge Community Academy’s Pupil Referral Unit. Proposals will be assessed against the priorities for DA3 Lewes Road, citywide policies and the following criteria:</b></p> <p><b>a) The development will be required to achieve a high standard of design.</b></p> <p><b>b) Sustainable transport infrastructure will be required to support the scheme and to ensure that there is no adverse air quality impact.</b></p> <p><b>c) Development should ensure that there will be no adverse impacts on the setting of the South Downs National Park or any locally or nationally designated landscape, historic or ecological sites.</b></p> <p><b>d) <del>The development should aim to be zero carbon and through creative landscaping solutions (including features such as green walls) should contribute towards Biodiversity Action Plan objectives, green infrastructure and wider landscaping enhancements</del> <u>through creative landscaping solutions.</u></b></p> <p><b>e) The developer will be required to enter into a training place agreement to secure training for local people.</b></p> <p><b><u>f) The development must ensure that groundwater sources are protected to the satisfaction of the Environment Agency.</u></b></p>	
PM031	DA3 Lewes Road Area, page 54	<p>Change last sentence of paragraph 3.36: <del>A planning brief for Lewes Road (Preston Barracks and University of Brighton) was,</del></p>	Previously MM88

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		adopted in September 2011, <u>provides detailed guidance on the site.</u>	
<b>PM032</b>	DA3 Lewes Road Area, page 54	3.37 Planning permission was granted in 2011 for an archive centre with related conference, education and research facilities on the Woollards Field site to the south of Falmer Station. The remainder of the site to the south is allocated for <u>5,000 square metres of office business (B1) floorspace</u> or other employment generating uses in connection with meeting the city's infrastructure needs <del>totalling 5,000 square metres.</del> <u>The site is earmarked in the Infrastructure Delivery Plan (Annex 2) as providing important infrastructure to meet the city's requirement for ambulance/paramedic rapid response points.</u> This development will help provide local training and employment opportunities and could help to strengthen the Universities' positive role within the local economy. Land at the southern end of the former Falmer High School site is no longer required for educational purposes. The site has potential for redevelopment for a range of uses, including student accommodation, residential, office and educational use. These uses could work in conjunction with car parking use for the nearby American Express Community Stadium. Permanent accommodation for the Bridge Community Education Centre and for Brighton Aldridge Community Academy's Pupil Referral Unit should also be provided, either on the Falmer Released Land or in an acceptable alternative location.	Previously MM87
<b>PM033</b>	DA4 New England Quarter and London Road Area, page 57, 63	<p><b>6. Ensure improvements to local air <u>and noise</u> quality, through improvements to bus, pedestrian and cycle routes to achieve a modal shift and help reduce the impact of traffic, <u>and</u> through the implementation of the council's Air Quality Action Plan <del>and ensure developments do not increase the number of people exposed to poor air quality or traffic noise.</del> <u>Ensure new development proposals take into account impact on local air quality and that improvements and/ or mitigation are sought wherever possible.</u></b></p> <p>3.52 London Road, <del>south</del> <u>either side</u> of Preston Circus has been designated as part</p>	Previously MM109

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>of the 200813 declared Air Quality Management Area due to exceeding the government’s Air Quality Objective for Nitrogen Dioxides. and <del>the</del> The council’s <u>new</u> Air Quality Action Plan 2014 <u>will</u> sets out measures to ensure improvement to air quality. <u>New development proposals should take into account impact on local air quality, be consistent with the council’s Air Quality Action Plan and minimise increased exposure to existing poor air quality within the AQMA. Improvements and/or mitigation will be sought wherever possible.</u> The massing of residential developments adjacent to particular roads in the area should be carefully designed so as not to increase the number of people exposed to poor air quality.</p>	
PM034	DA4 New England Quarter and London Road, page 58	<p>Amend DA4.B</p> <p><b>B. Provision will be made by 2030 for the following minimum amounts of development through strategic allocations (below) and through allocations in the City Plan Part 2:</b></p> <ul style="list-style-type: none"> <li>• <del>1485</del> <b><u>1,130</u></b> residential units; ...</li> </ul>	Previously MM70
PM035	DA4 New England Quarter and London Road Area, Page 58	<p>Amend DA4.C. ii</p> <p><b>ii. An appropriate mix of uses including residential (C3) and <u>ground floor ancillary retail (A1) and restaurants and cafes (A3) at ground floor</u> will be permitted;</b></p>	Previously MM11
PM036	DA5 Eastern Road and Edward Street Area, page 65	<p><del>8. Ensuring that there is satisfactory provision of water and wastewater infrastructure to serve new development. Development will need to provide connection to off-site water distribution and sewerage systems at the nearest point of adequate capacity.</del></p>	Previously MM57
PM037	DA5 Eastern Road and Edward Street	<p>Add paragraph 11 to Part A of policy:</p> <p><b><u>11. Support improvement to higher education teaching and library space in the</u></b></p>	Previously MM79

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
	Area, page 65 and page 70	<p><b><u>Eastern Road and Edward Street Area.</u></b></p> <p>Insert at end of paragraph 3.60:</p> <p><u>Expansion and provision of additional teaching and library space for the universities, particularly the University of Brighton, at Circus Street and within the wider development area will be supported as an alternative use where other policy requirements are met (see paragraph 4.40 of CP3 Employment Land).</u></p>	
<b>PM038</b>	DA5 Eastern Road and Edward Street Area, page 66	<p>Amend DA5.B</p> <p><b>B. The minimum amounts of development to be secured by 2030 through strategic allocations (below) and through allocations in the City Plan Part 2 are:</b></p> <p><b><del>470</del> <u>515</u> residential units; ...</b></p>	Previously MM71
<b>PM039</b>	DA5 Eastern Road and Edward Street Area, page 66	<p>Amend DA5.C.1</p> <p><b>1. Royal Sussex County Hospital</b></p> <p><b>Comprehensive redevelopment and enlargement of the hospital to provide 74,000sqm additional hospital (D4 C2 use) floorspace ...</b></p>	Previously MM12
<b>PM040</b>	DA5 Eastern Road and Edward Street Area, page 66	<p>Amend introductory paragraph to C2 Edward Street Quarter:</p> <p><b>Employment-led redevelopment of the Edward Street Quarter (including former Amex House and the Job Centre) comprising demolition of the former Amex House and replacement with 15,000-20,000 sq m of high quality B1a office floorspace, <u>a minimum of 65 residential units</u> and ancillary shops (A1) and cafes and restaurants (A3). The proposal will be considered in the context of citywide policies and the following criteria:</b></p>	Previously MM59

Ref	Policy, page no.	Proposed Modification	Previous modifications
PM041	DA5 Eastern Road and Edward Street Area, page 68 and 71	<p>Amendment to DA5, allocation C4 and supporting text:</p> <p><b>C. 4. Freshfield Road Business Park and Gala Bingo Hall</b></p> <p><del>Long term opportunity for Mixed use redevelopment of the Freshfield Road Business Park and Gala Bingo Hall sites comprising a comprehensive approach to the site to</del> <b>improvement to the provision of employment floorspace including B1 office/light industrial floorspace and B8 warehousing and provision of a minimum of 110 residential units. The proposals will be considered against citywide policies and the following criteria:</b></p> <ul style="list-style-type: none"> <li>a) <del>A comprehensive approach to the redevelopment of both sites will be required to ensure that</del> <b><u>Provide modern employment space is provided alongside and residential development, and Re-provision or retention of that a community or leisure facility (to retain or replace the Bingo Hall) will be included as part of the Gala Bingo Hall site scheme appropriate to the needs of the local community.</u></b></li> <li>b) <del>The r</del><b>Redevelopment <u>across both parts of the site</u> will be of a high standard of design, that is sympathetic to the surrounding historic built environment and will make efficient use of the site in terms of height of buildings and layout and re-introduce development along the frontage of Eastern Road.</b></li> <li>c) <b>The developer will enter into a training place agreement to secure training for local people.</b></li> </ul> <p>Amend supporting text at paragraph 3.65</p> <p>3.65 The final strategic allocation for the area, Freshfield Road Business Park and</p>	Previously MM86

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>the Gala Bingo Hall <u>and</u> car park, has been identified as a development opportunity. <u>The Freshfield Road Business Park element of the site is well occupied and only likely to come forward</u> in the longer term (post 2024). The buildings within the Business Park are currently largely in storage and trade counter uses. Due to the accessible location of the site, which is on a sustainable transport corridor, and its topography (it is at a lower level than the surrounding area) it is considered there are major opportunities to use the site more effectively however it is recognised these units serve a useful function for the city. It is expected that the majority of residential development will be delivered on the Gala Bingo Hall and Car Park site, <u>which can be delivered earlier in the plan period</u>, with <u>the a leisure or community use retained or re-provided as part of the redevelopment as part of a comprehensive scheme.</u></p>	
PM042	DA5 Eastern Road and Edward Street, page 69	<p>3.59 Sustainable transport initiatives and improvements to the public realm<sup>66</sup> are a priority for the area, <del>and will contribute to the aims of the Low Emissions Strategy (2011) to improve air quality in the area.</del></p> <p><sup>66</sup> <del>The Eastern Road Edward Street transport corridor has been identified in the 2007 Air Quality Detailed Assessment as exceeding the government's Air Quality Objective for nitrogen dioxide and is within the 2008</del>13 Air Quality Management Area. <u>Air Quality is a priority in the vicinity of the Royal Sussex Hospital.</u></p>	Previously MM110
PM043	DA6 Hove Station Area, page 74	<p><b>DA6. B. Provision will be made by 2030 for the following minimum amounts of development within this Development Area:</b></p> <ul style="list-style-type: none"> <li>• <b>630 <u>525</u> residential units; ...</b></li> </ul>	Previously MM72
PM044	DA6 Hove Station Area, page 76	<p>3.70 Growth that is based on utilising the sustainable transport connections, in particular Hove Railway Station is a priority in order to facilitate development within the area. <del>The Part of the Hove Station Area lies within the 2008</del> <u>2013</u> declared Air Quality Management Area, <del>within which d</del>Development proposals should pay particular regard to air quality, especially adjacent <del>to the main transport roads and junctions such as the</del> <u>of Sackville Road and Old Shoreham Road junction.</u></p>	Previously MM111

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p><del>Developments must avoid increasing the number of people exposed to poor air quality and should not cause deterioration in air quality. <u>New development proposals should take into account impact on local air quality be consistent with the council's Air Quality Action Plan and minimise increased exposure to existing poor air quality within the AQMA. Improvements and/ or mitigation will be sought wherever possible.</u></del></p> <p>Also several of the junctions in the area are at or near capacity so any additional traffic is likely to add to delays.</p>	
PM045	DA7 Toad's Hole Valley, pages 79-86	<p><b>DA7 – Toad's Hole Valley</b></p> <p><b>The strategy for the development of Toad's Hole Valley and Court Farm is to secure a modern, high quality and sustainable mixed use development to help meet the future needs of the city, improve accessibility and provide new community facilities to share with adjacent neighbourhoods.</b></p> <p><b>A. The local priorities to achieve this strategy are:</b></p> <ol style="list-style-type: none"> <li><b>1. That the site is used efficiently and effectively to assist in meeting the development and infrastructure requirements of the city.</b></li> <li><b>2. <del>Ensure that</del> <u>The development is of an will aim to be an</u> exemplary standard in terms of environmental, social and economic sustainability, <u>achieving</u> a One Planet approach and <u>promoting</u> the city's UNESCO Biosphere objectives.</b></li> <li><b>3. Ensure that development respects the setting of the South Downs National Park and <u>seeks to</u> enhances links to the National Park for local residents and tourists.</b></li> <li><b>4. <del>To secure</del> <u>The development that will benefit</u> <u>provide the opportunity to benefit</u> residents in terms of the mix of uses, an improved provision of community facilities, road safety improvements, training and job opportunities for local people and the provision of green infrastructure including public open space and natural green space.</b></li> </ol>	Previously MM89

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>5. To improve sustainable transport links to the area.</p> <p>6. To incorporate appropriate landscaping and planting to maximise opportunities to increase biodiversity across the site.</p> <p>7. Conserve and enhance the designated Site of Nature Conservation Importance.</p> <p>8. Protect sensitive groundwater source protection zones from pollution and ensure the reduction of <u>no increase in</u> surface water run-off and flood risk.</p> <p>9. Provide the necessary infrastructure for the development including water distribution and sewerage.</p> <p><del>B. Provision will be made for t</del><b>The following amounts and types of additional development <u>key elements</u> to <u>will</u> be provided by 2030:</b></p> <ul style="list-style-type: none"> <li>• A minimum of 700 residential units</li> <li>• <del>A minimum 25,000sqm of B1 employment space</del> <u>– site area 3.5 - 4.5 ha</u></li> <li>• <u>Site reserved for a A new secondary school – site area 5ha</u></li> <li>• Public open space with children’s play space and informal sports facilities – 2 ha hectares</li> <li>• Provision of ancillary supporting uses – shops and cafes <u>and multi-use community building</u></li> <li>• <del>Multi-use community facility</del></li> <li>• Food growing space – 0.5 ha hectares</li> <li>• Green infrastructure integrated through the site to deliver Biosphere objectives and contribute to Biodiversity Action Plan targets.</li> <li>• <del>Energy infrastructure such as district cooling, heating and power networks</del></li> </ul> <p><b>C. The strategic allocation for Toad’s Hole Valley is:</b></p> <p><b>1. Toad’s Hole Valley east of the SNCI and south of the A27 embankment</b></p>	

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>Provision will be made for a high standard sustainable, mixed-use development across the site comprising a minimum of 700 residential units, <del>25,000sqm</del> B1 employment space, a new secondary school, a multi-use community facility and ancillary supporting uses.</p> <p><del>The following criteria will form the framework for detailed planning guidance and the basis for considering development proposals</del> <u>The proposals will be assessed against the citywide policies and the following criteria:</u></p> <ul style="list-style-type: none"> <li>a) New development will be expected to make the best use of the site and residential densities should fall within a range of 50 - 75 dwellings per hectare.</li> <li>b) There will be a minimum of 50 per cent 3+ bedroom family sized dwellings provided as part of the residential scheme.</li> <li>c) The office element of the scheme will be high tech, modern office space that will provide a range of unit sizes to attract new businesses to the city and support growing business.</li> <li>d) Due regard will be given to the impact of development on the purposes and setting of the South Downs National Park<sup>79</sup>.</li> <li>e) Environmental sustainability will be central to the design and layout of the scheme which will be expected to meet <u>the requirements of policy CP8. Code for Sustainable Homes Level 6, BREEAM Outstanding and be zero carbon (or carbon neutral).</u></li> <li>f) <del>Development within this area will be expected</del> <u>aim</u> to incorporate infrastructure to support low and zero carbon decentralised energy and in particular heat networks subject to viability <u>and deliverability.</u></li> <li>g) The scheme will make provision for 5ha of land to accommodate a new secondary school to be developed <del>in partnership with</del> <u>by</u> the city council <u>or its nominee.</u></li> <li>h) Development will make <u>contributions towards</u> <del>provision for</del> improved</li> </ul>	

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>pedestrian and cycle links to the South Downs National Park.</p> <ul style="list-style-type: none"> <li>i) The provision of a new multi-use community facility to include a community meeting place, a doctor’s surgery and a resource promoting links to the National Park.</li> <li>j) Development proposals will address the issues of highways safety on King George VI Avenue, noise and other traffic impacts from the A27 and provide improved links to adjacent residential areas.</li> <li>k) Improvements to public transport access and a good quality public realm that encourages healthy lifestyles (walking and cycling with connections to existing cycle infrastructure).</li> <li>l) Development will need to provide local infrastructure to the water and sewer system at the nearest point of adequate capacity.</li> <li>m) Provision of children’s play facilities, public open space (2 ha. minimum), <u>contributions towards</u> improved links to existing parks and food-growing space (0.5 ha.) and opportunities.</li> <li>n) Developer contributions will be sought to secure the sustainable conservation and enhancement of the adjacent Site of Nature Conservation Importance.</li> <li>o) The developer will enter into a training place agreement to secure training for local people.</li> <li>p) The site will be the subject of detailed guidance provided in a future planning brief <u>prepared in consultation with the landowners/developer and relevant stakeholders.</u></li> <li>q) Work in partnership with the Highways Agency and developer to improve the operational performance of the trunk road network and links to local roads that will be set out in a future planning brief for the area.</li> </ul> <p><b>Supporting Text</b></p> <p>3.83 Brighton &amp; Hove is a tightly constrained urban area. With the sea to the south</p>	

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>and the recently designated South Downs National Park boundaries drawn tightly to the city's edges there are few opportunities for the city to physically expand. The development needs of the city are such that making effective use of a scarce land supply is essential. This is particularly so given the need to balance development requirements with the city's need for open space and the need to safeguard the city's highly valued natural and historic environments.</p> <p>3.84 Identifying land at Toad's Hole Valley for development represents an opportunity to secure new housing, employment, education, open space and community facilities for the city. It is also an opportunity to achieve <del>exceptionally</del> high standards of development, improve accessibility to this part of the city and secure new community facilities, green infrastructure and open space for residents of the new development and for adjacent neighbourhoods. As a result, development at Toad's Hole Valley should <del>provide</del> <u>aim to be</u> an exemplar of sustainable development and demonstrate that the city's UNESCO Biosphere Reserve objectives can be successfully integrated throughout the development scheme <u>subject to viability and deliverability</u>.</p> <p>3.85 In terms of design, care will be taken to ensure that future development will not adversely affect views to and from the South Downs National Park. A future planning brief for the area will provide guidance for the future development of the site.</p> <p><b>High standards of sustainable development</b></p> <p>3.86 Environmental sustainability will be central to the design and layout of development at Toad's Hole Valley which will be expected to meet <u>the requirements set out in CP8 Sustainable Buildings Code for Sustainable Homes Level 6, BREEAM Outstanding and be zero carbon or carbon neutral</u>. When it can be demonstrated that sustainable building standards cannot be met on site, mitigation measures will be sought in accordance with policy CP8 Sustainable Buildings and CP7 Infrastructure and Developer Contributions through Allowable Solutions or an agreed</p>	

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>local offset mechanism. Development will be expected to address the principles of a One Planet approach<sup>80</sup> and incorporate measures to help mitigate or adapt to climate change, reduce greenhouse gas emissions, address fuel poverty and security and reduce the city’s ecological footprint <u>subject to viability and deliverability</u>. Measures to help achieve the delivery of these objectives include:</p> <ul style="list-style-type: none"> <li>• facilitating low ecological footprint lifestyles and practices, both on site and in the surrounding area;</li> <li>• rationalising site layout, street and building orientation to maximise passive design;</li> <li>• maximising the potential to generate energy renewably on the site;</li> <li>• delivering a decentralised energy network;</li> <li>• offering options to extend energy infrastructure to the surrounding built environment;</li> <li>• surface water run-off being controlled to maintain Greenfield run-off rates; and</li> <li>• <del>on and off site</del> tree-planting to help reduce the impact of urban heat island effect</li> </ul> <p>3.87 The Brighton &amp; Hove Energy Study has identified particular potential for networks for District Heating in and around this area as part of a long list of priority areas based upon straightforward installation opportunities and cost effectiveness. Development within the area will be expected to incorporate infrastructure to support low and zero carbon decentralised energy and in particular heat networks subject to viability <u>and deliverability</u>.</p> <p><b>Housing</b></p> <p>3.88 The city’s housing requirements are such that it is important for the council to identify all suitable opportunities to secure new housing for the city’s growing population (see Policy CP1). The scale of housing requirements forecast for the city coupled with the constrained nature of the city’s urban land supply supports the</p>	

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>planned release of this land at Toad's Hole Valley.</p> <p>3.89 The strategic allocation at Toad's Hole Valley will secure a significant amount of new housing provision of which a significant amount will be family-sized accommodation and affordable housing. Most of the city's urban sites are relatively small in terms of site area and more suited to flatted forms of development. The evidence base<sup>81</sup> indicates that over the course of the plan period, an estimated 53 per cent of overall housing need and demand is likely to be for larger (3 and 4 bedroom) properties and in terms of house types demand/need is likely to be greater for houses (68 per cent) than for flats (32 per cent)<sup>82</sup>. In reality, the likelihood of delivering this mix of housing in the city is restricted by the types of sites likely to be brought forward for development. Planned development at Toad's Hole Valley allows for a better housing mix to be integrated within the overall development. For this reason the policy requires at least 50 per cent of the new housing to be family-sized. The specified density range should also enable the provision of a mix of housing types and sizes to achieve a choice in the range of housing at this location and ensure effective use of the site whilst recognising this is an area of lower densities compared to the other seven development areas.</p> <p><b>Employment Floorspace</b></p> <p>3.90 The allocation of <u>3.5 – 4.5 ha site area for employment use with the aim of accommodating a minimum of 25,000 sq m B1 employment floorspace at Toad's Hole Valley</u> <del>that</del> will support a key growth sector in the economy - the knowledge based economy. This will be done by providing the opportunity for high quality, sustainable and flexible business space offering move-on space for successful companies that need to expand and incubation space linked to the universities. The Employment Land Study Review 2012 indicated that in light of the identified needs for industrial floorspace over the plan period there was the potential for some of the B1a, B1b, employment floorspace to be substituted by B1c light industrial floorspace subject to appropriate masterplanning. Parking provided in connection with a future</p>	

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>office use may be considered for informal weekend Park + Ride where the criteria set out in the supporting text of policy <del>CP8</del> <u>CP9</u> Sustainable Transport can be met. <u>It is considered that the most appropriate location for the employment area is in close proximity to the trunk road network in terms of accessibility and amenity.</u></p> <p><b>Secondary School and Infrastructure</b></p> <p>3.91 There is a strategic need for additional secondary school places in the city. Since 2005 the council has expanded a number of primary schools to provide an additional 11.5 forms of entry (345 more places) per year. These additional places will need to be provided in secondary schools by 2018. To go towards meeting this requirement it is proposed that <u>5 ha is reserved for a 6 form-entry secondary school is provided on the site as part of the mixed use development. This would have a minimum space requirement of 5 hectares.</u> Playing fields provided with the school should be made available for dual use with the local community when not being used by the school.</p> <p>3.92 Southern Water has identified the need for water and wastewater infrastructure to serve new development and new development will need to connect to water and sewerage systems off site. This will determined when development comes forward and where appropriate, developer contributions will be sought towards meeting these priorities.</p> <p><b>Phasing of Development</b></p> <p>3.93 It is important that <del>new residential development is not completed and occupied prior to the provision of</del> supporting, ancillary and community uses (including the school, ancillary shops and the <u>multi-use community facility</u>) <u>are provided at the appropriate time so as not to as this will lead to place</u> an unacceptable burden on existing facilities. Therefore careful consideration should be given to the phasing of development on the site. Additionally the new employment floorspace represents an</p>	

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>important element of this mixed use scheme. <u>The land should be retained for employment purposes and development should be delivered to a phasing programme to be agreed. A minimum of a first phase of the employment land should be completed prior to completion of the housing element of the scheme to stimulate the market. This will ensure the site will contribute to the overall supply of office floorspace in the city and should be delivered alongside the residential phases of development with due regard to the overall delivery of office floorspace in the city (see CP3).</u></p> <p><b>Transport</b></p> <p>3.94 The key issue for any comprehensive redevelopment of Toad's Hole Valley is to ensure there are improved sustainable transport links to the area. Work will be undertaken with sustainable transport providers to ensure that links are improved. In terms of promoting cycling and walking, improved links to adjacent neighbourhoods and to designated national cycle routes will be sought as part of a redevelopment scheme.</p> <p>3.95 The site is bounded by King George VI Avenue which is a main route into Hove from the A27 Bypass. The redevelopment of Toad's Hole Valley represents an opportunity to improve safety on this steep and curving road. Redevelopment proposals should give consideration to slowing traffic, realigning the road, providing off-street parking in accordance with parking standards and improving the local environment. More details will be provided in the future planning brief.</p> <p>3.96 The development is likely to have an effect on the operation of the Devils Dyke Junction with the A27. Work will be undertaken with the Highways Agency and developer, taking into account sustainable measures to reduce vehicular traffic, and mitigation measures will be identified to ensure the safe movement of traffic on the A27. Options will be developed as part of the future planning brief.</p>	

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p><del>3.97</del> <del>3.96</del> Improved walking and cycling links to the South Downs National Park will be expected to be provided as part of the redevelopment scheme. This may involve improving existing links <del>or providing new links to the Park.</del></p> <p><b>Public Open Space</b></p> <p><del>3.98</del> <del>3.97</del> Toad's Hole Valley is privately owned and not accessible to local residents. As part of a redevelopment, <del>provision a minimum of 2 ha of public open space should be provided as part of the scheme.</del> This should include a children's playspace as well as a landscaped space and consideration should be given to ensuring long term maintenance.</p> <p><del>3.99</del> <del>3.98</del> As part of the scheme <del>a minimum of 0.5 ha should be set aside for food growing by local residents within and in neighbourhoods near to, the site.</del></p> <p><b>Local Shops, Community facilities</b></p> <p><del>3.100</del> <del>3.99</del> In addition to <del>a new school as part of the scheme</del> <u>to the land reserved for a new school</u>, provision should be made for a multi-purpose community facility that may include a doctor's surgery, a community meeting place and National Park Interpretation/education facility. Further facilities required as part of a balanced and sustainable community will be for local shops and services.</p> <p><b>Site of Nature Conservation Importance (SNCI)</b></p> <p><del>3.101</del> <del>3.100</del> The western bank of Toad's Hole Valley is an identified SNCI and lies outside the strategic allocation for the area. As part of <u>the proposed development</u> <del>a future redevelopment</del> measures will be expected to be undertaken to improve the quality and biodiversity of the SNCI and to improve walkways through the area and to the National Park.</p>	

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		Note: Footnotes for the policy have not been amended.	
<b>PM046</b>	DA8 Shoreham Harbour, page 87& 233	Amend <b>Policies Map, Key Diagram, and Key Illustration</b> to remove Boundary Road / Station Road from the Development Area boundary, and to make the boundary definite rather than indicative (to be consistent with draft Shoreham Harbour Joint Area Action Plan).  See revised maps attached at Appendix 1; see also PM112 for additional changes to Key Diagram.	Supersedes MM14
<b>PM047</b>	DA8 Shoreham Harbour, paragraph 3.103, page 88	Additional bullet point:  <ul style="list-style-type: none"> <li>• <u>To maximise opportunities to support the City’s sustainability objectives through large-scale zero and low-carbon energy technologies to serve the harbour and wider city, particularly those that take advantage of the harbour’s coastal location. In particular the City Council will encourage any opportunities that arise to incorporate waste heat or other heat sources into the heat networks for the city.</u></li> </ul>	Previously MM15 and MM73
<b>PM048</b>	DA8 Shoreham Harbour page 88	<b>DA8 – Shoreham Harbour</b>  <b>The Council will work with Adur District Council, West Sussex County Council, Shoreham Port Authority and other key partners to support the long term regeneration of Shoreham Harbour and immediately surrounding areas. A Joint Area Action Plan (JAAP) is currently being prepared that will contain detailed policies for the harbour area- <u>to address a range of issues, including the provision of infrastructure.</u></b>	Previously MM80
<b>PM049</b>	DA8 Shoreham Harbour, page 88	DA8.A. Development Capacity  <b>400 <del>300</del> new residential, units within Brighton &amp; Hove (which are included as</b>	

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		part of the city’s long term overall housing target)	
PM050	DA8 Shoreham Harbour, page 89	<b><u>i) South Quayside / Port Operational:</u></b>	
PM051	DA8 Shoreham Harbour. page 89/90	<p><b><u>ii) Aldrington Basin:</u></b>  <b>Area priorities:</b>  <b>a) <u>To designate Aldrington Basin as a Strategic Employment/Mixed-use Area</u></b>  <del>To accommodate a vibrant mix of new and improved port operational facilities as well as compatible non-port employment uses, including A and B use classes. The balance of land uses will be determined in accordance with the future development brief that will form part of the JAAP.</del>  <b>b) To maximise intensification and redevelopment opportunities of existing lower grade, vacant and under-used spaces.</b>  <b>c) To accommodate appropriately located mixed-use residential development,</b><del>in accordance with a future brief that will form part of the JAAP.</del>  <del>d) To improve access arrangements and townscape upgrades to create better linkages to surrounding areas.</del>  <b>d) <u>To secure improvements to legibility, permeability and connectivity through high quality building design, townscape and public realm, whilst respecting and enhancing the character and environment of surrounding areas.</u></b>  <b>e) To ensure that all development takes into account the findings and</b></p>	Previously MM119

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>recommendations of the <b>2012 Strategic Flood Risk Assessment and any subsequent revisions <u>current Flood Risk Assessments.</u></b></p> <p><b>f) <u>To ensure that new development proposals take into account impact on local air quality and noise and that improvements and/or mitigation are sought wherever possible<sup>#</sup>.</u></b></p> <p>Add new footnote:</p> <p><u># Part of this character area lies within the 2013 Air Quality Management Area.</u></p>	
PM052	DA8 Shoreham Harbour, page 90	<p><b><u>iii) North Quayside / South Portslade</u></b></p> <p><b>Area priorities:</b></p> <p><b>a) To develop North Quayside as a new and improved Port operational area accommodating new and relocated port uses with limited land reclamation and a new access road (within the Port boundary) in line with the Port Masterplan.</b></p> <p><b>b) To designate South Portslade Industrial Area as a Strategic Employment/Mixed-use Area, including some appropriately located residential development, <del>in accordance with a future brief that will form part of the JAAP.</del></b></p> <p><b><u>c) To secure improvements to legibility, permeability and connectivity through high quality building design, townscape and public realm, whilst respecting and enhancing the character and environment of surrounding areas.</u></b></p> <p><b>c) To improve connections and townscape around key linkages including Boundary Road/Station Road (B2194) district retailing centre, Church Road (<del>B2193</del><u>A293</u>) and along the A259.</b></p>	Previously MM120

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>d) To ensure that all development takes in to account the findings and recommendations of the <del>2012 Strategic Flood Risk Assessment and any subsequent revisions</del> <u>current Flood Risk Assessment</u>.</p> <p>e) <del>To ensure that new development proposals take account of impact on local air quality noise and air quality impacts and that improvements are sought wherever possible.</del> <u>To ensure that new development proposals take into account impact on local air quality and noise and that improvements and/or mitigation are sought wherever possible.</u></p>	
PM053	DA8 Shoreham Harbour, page 91	<p>3.105 These aspirations for the Shoreham Harbour area were subsequently identified in the Regional Spatial Strategy (RSS) for the South East (May 2009). The <del>published South East Plan<sup>84</sup> indicates</del> <u>that the Sussex Coast was a priority area for regeneration (SCT2) and specifically identifies Shoreham Harbour as a Growth Point (SCT1). The harbour is one of three sites in Adur District described as requiring coordinated action to unlock economic development potential (Policy SCT3).</u> An interim figure of 10,000 dwellings was identified subject to detailed studies.</p> <p>Amend footnote 84:</p> <p><sup>84</sup> <del>Regional strategies remain part of the development plan until they are abolished by Order using powers taken in the Localism Act. The Regional Strategy for the South East (Part Revocation) Order 2013 came into force on 25 March 2013. Therefore, the South East Plan no longer forms part of the Development Plan for the Plan area.</del></p>	Previously MM17
PM054	DA8 Shoreham Harbour, pages 91-92	<p>3.109 The Port is important regionally for the landing, processing and handling of minerals and as such mineral wharf <u>facilities</u> are safeguarded under "Policy WMP15 - Safeguarding railheads and wharves" of the East Sussex, South Downs and Brighton &amp; Hove Waste and Minerals Plan (<u>adopted February 2013</u>). As a result development proposals affecting minerals wharves are required to demonstrate that there is no net loss of capacity for handling minerals within the <u>p</u>Port. A similar policy</p>	Previously MM18

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>is likely to <del>may</del> be included within the emerging West Sussex Minerals Local Plan. The two <del>waste</del> <u>mineral</u> planning authorities (<u>Brighton &amp; Hove and West Sussex</u>) are currently preparing guidance in liaison with the Port Authority to set out clearly what the implications of the policy are and what is required of applicants as part of the planning process. <u>The mechanism for safeguarding minerals handling capacity within the Port is to be considered in detail in the JAAP.</u></p>	
PM055	DA8 Shoreham Harbour, page 92	<p>3.110 The Shoreham Harbour Regeneration Partnership (comprising Adur District Council, Brighton &amp; Hove City Council and West Sussex County Council) <del>have prepared</del> <u>are in the process of preparing</u> an Investment Strategy which <u>will</u> provides a work programme for delivering the regeneration proposals and will underpin the emerging JAAP. The infrastructure requirements for the Harbour area will be set out in the Infrastructure Delivery Plans (IDP) that underpins the City Plan and the Adur Local Plan.</p>	
PM056	SA1 The Seafront, page 96	<p><b>SA1.C.1 Provision of <u>a minimum</u> 400 residential units</b></p>	Previously MM100
PM057	SA1 The Seafront, page 97	<p>Amend footnote 89: <sup>89</sup>Seafront Strategy is <del>due</del> <u>planned</u> to be adopted <del>Spring-2013</del> <u>in 2015.</u></p>	
PM058	SA1 The Seafront, page 99	<p>3.122 ... The Air Quality Further Review and Assessment (2010) and the Air Quality Action Plan (2011) identified certain junctions on the A259 as exceeding the annual nitrogen dioxide air quality objectives <del>and the A259 between Arundel Road and the city boundary with Adur District Council is included within the 2008 declared Air Quality Management Area.</del> <u>Much of the A259 corridor is included within the 2013 Air Quality Management Area.</u></p>	Previously MM112
PM059	SA1 The Seafront, page 99	<p>Insert new sentence at end of paragraph 3.123: <u>The Marine Management Organisation will be preparing a marine plan for the south</u></p>	Previously MM19

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p><u>coast of England which will inform and guide marine users and regulators and seek to manage the sustainable development of marine industries such as wind farms, shipping, marine aggregates and fishing alongside the need to conserve and protect marine species, habitats and leisure uses. Where appropriate regard will be had to the marine plan in Part 2 of the City Plan.</u></p>	
PM060	SA1 The Seafront, Paragraph 3.124, page 99	<p>3.124 ... The ‘Brighton Marina to River Adur Strategy’ recommends the maintenance of existing coastal defences with some enlargement of groynes and beaches in the King Alfred area and a scheme to upgrade defences between the western end of Hove Lagoon and the River Adur through Shoreham Port. The Strategy <del>will be</del> <u>is being</u> revised following advice and funding from Defra.</p>	Previously MM20
PM061	SA2 Central Brighton, page 103	<p><b><u>7. Ensure new development proposals take into account impact on local air quality and that improvements and/ or mitigation are sought wherever possible. The council will work with public transport providers, freight transport operators and secure road junction and urban realm improvements to reduce congestion and emissions, to improve air quality and encourage improved pedestrian and cycling movements within the city centre (See CP13).</u></b></p>	Previously MM113
PM062	SA2 Central Brighton, page 106	<p>3.141 Central Brighton is designated <u>within</u> an Air Quality Management Area <u>with North Street, Queen’s Road and Western Road exceeding the annual nitrogen dioxide air quality objectives<sup>103</sup>. New development proposals within the AQMA should take account of their impact on local air quality, be consistent with the council Air Quality Action Plan and minimise increased exposure to existing poor air quality. Where appropriate improvements and/or mitigation measures will be sought. and</u>  <del>†</del>The council’s Air Quality Action Plan sets out the priorities to improve local air quality <u>and the Local Transport Plan and subsequent updates will address junction improvements and traffic management in the area. The council is investigating the development of a Low Emission Zone in the central city area. Supporting this, there will be is a continuing programme scheme of urban realm improvements<sup>104</sup> which will be informed, undertaken and developed as part of a consistent vision based on the</u></p>	Previously MM114

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>findings of the Public Space, Public Life Study (2007).</p> <p><sup>103</sup> Air Quality Management Area 2013 Further Review and Assessment (2010) and the Air Quality Action Plan (2011) identified that West St, North St, Queen's Road and Western Road exceed the government's air quality objectives for nitrogen dioxides.</p>	
PM063	SA3 Valley Gardens, page 109	<p><b><u>The Level – the vibrant recreation and leisure space</u></b></p> <ul style="list-style-type: none"> <li>• <del>Pursue a comprehensive landscaping scheme for The Level that will distinguish functions of spaces, enhance entrances, extend the range of facilities and improve public safety.</del></li> <li>• <b>Improve the legibility and safety of key pedestrian and cycle links to London Road and the Open Market.</b></li> <li>• <b>Enhance the public realm to the south of The Level.</b></li> <li>• <del>Ensure the specific provision of facilities for older younger people with appropriate activity areas.</del></li> </ul> <p>Amend paragraph 3.145:</p> <p>3.145 ... New landscaping and planting must also reinforce existing local character and may include productive planting that contributes towards improving urban food productivity where appropriate. <del>A Landscape Design Report was approved for The Level in 2011, following public consultation, and forms a master plan for the comprehensive improvement of the park in a manner which will restore and re-animate this key public space. The Level was restored and landscaped in line with the master plan for the comprehensive improvement of the park and was re-opened in 2013.</del></p>	
PM064	SA4 Urban Fringe, page 111-113	3.154 In many instances the South Downs National Park boundary is contiguous with the built up urban edge of the city. The urban fringe is therefore now made up of 'pockets' of residual green space rather than any homogenous green 'belt' around	

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>the city. These areas are vulnerable to development pressures, farm fragmentation and anti-social behaviour such as fly tipping, vandalism and inappropriate recreational activity such as illegal motor biking. Elsewhere there has been piecemeal enclosure both for the keeping of horses and garden use. <u>Much of the city's urban fringe meets the NPPF definition of existing open space and represents a significant proportion of the city's open space resource. The urban fringe is also important in terms of biodiversity and designations include the South Downs Way Ahead Nature Improvement Area, Local Nature Reserves (LNRs) and Sites of Nature Conservation Interest.</u><sup>#</sup></p> <p>3.155 <u>Within the urban fringe, there will be some opportunities for development to help meet citywide needs. The appropriate nature and form of any such development will need to reflect the need</u> <del>Careful use and management of land within the urban fringe is therefore essential in terms of helping to retain the setting of the city in its downland landscape.</del></p> <p>Add new footnote:</p> <p><u># SNCIs have been reviewed and will be renamed Local Wildlife Sites in Part 2 of the City Plan.</u></p> <p><b>SA4 Urban Fringe</b></p> <p><del>The</del> <b><u>Where appropriate, the council will promote and support the careful use and management of land within the urban fringe to achieve the following objectives:</u></b></p> <p><b>1. The protection and enhancement of the wider landscape role of land within the urban fringe, the setting of the South Downs National Park and the protection of strategic views into and out of the city.</b></p> <p><b>2. Securing better management of the urban fringe, environmental</b></p>	

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>improvements and safe public access to the countryside through sustainable means.</p> <p>3. The promotion of <del>the</del> urban fringe <u>land</u> as part of the city’s green network and, <u>where appropriate</u>, encouraging opportunities for multi-functional uses such as, appropriate recreation and cultural experience, new allotments and local food production and biodiversity conservation and enhancements (see CP10 Biodiversity).</p> <p>4. The protection of sensitive groundwater source protection zones from pollution and encouraging land management practices that reduce rapid surface water runoff and soil erosion.</p> <p>5. The creation of ‘gateway’ facilities and interpretative facilities in connection with the South Downs National Park to support sustainable tourism.</p> <p>Development within the urban fringe will not be permitted except where:</p> <p>a) a site has been allocated for development in a development plan document; or b) a countryside location can be justified;</p> <p><u>and where it can be clearly demonstrated that:</u></p> <p>c) the proposal has <u>had</u> regard to the downland landscape setting of the city; d) <del>all</del> <u>any</u> adverse impacts of development are minimised and appropriately <u>mitigated and/or</u> compensated for; and e) where appropriate, the proposal helps to achieve the policy objectives set out above.</p> <p><u>Should proposals for development come forward prior to the adoption of Part 2 of the City Plan, the 2014 Urban Fringe Assessment will be a material</u></p>	

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p><b><u>planning consideration in the determination of applications for residential development within the urban fringe.</u></b></p> <p>Insert the following new Paragraph between 3.157 and 3.158 :</p> <p><u>Some land within the city’s urban fringe has been identified as having potential to help meet the city’s housing requirements (see Part B, Policy CP1 Housing Delivery). Sites identified through the 2014 Urban Fringe Assessment Study (or parts of sites where relevant) will be considered to have potential for housing in the Strategic Housing Land Availability Assessment exercise. Further consideration and a more detailed assessment of potential housing sites will be undertaken to inform allocations made in Part 2 of the City Plan with a particular emphasis on delivering housing to meet local needs. As part of this process, the City Council will consider how best to ensure that opportunities for community land trusts, community-led development, right to build, and housing co-operatives are brought forward/ safeguarded in order to maximise housing opportunities that meet local housing needs. This will be taken forward through the City Plan Part 2. Sites coming forward for development ahead of the preparation of Part 2 of the City Plan will need to address criteria c) to e) set out in Policy SA4 above and satisfy detailed information requirements<sup>#</sup> at the planning application stage.</u></p> <p>Add new footnote:</p> <p><u># This may include, for example, landscape assessment, ecology and archaeology surveys, traffic assessments and possibly Environmental Impact Assessment.</u></p>	
PM065	SA5 The South Downs, pages 114-117	<p><b>SA5 The <u>Setting of the South Downs National Park</u></b></p> <p><b>The Council will work in partnership with the South Downs National Park Authority and adjoining authorities and landowners to protect and enhance the natural beauty of the South Downs National Park. Proposals within the</b></p>	Previously MM22

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>setting of the National Park must have regard to the impact on the National Park, in particular the purposes of the National Park and the ability of the South Downs National Park Authority to deliver its duty. Development within the setting of the National Park:</p> <p><del>a. Must have due regard to its impact on the South Downs National Park, its setting and upon</del> <u>Should be consistent with and not prejudice National Park purposes and, where appropriate, the duty of the National Park Authority</u> Any adverse impacts must be minimised and appropriate mitigation or compensatory measures included. Such measures, including proposed enhancements, should have regard to landscape character and impact;</p> <p><del>b. Should be consistent with National Park purposes and duty and m</del><u>Must respect and not significantly harm the National Park and its setting, in accordance with Section 62 of the Environment Act 1995. or prejudice National Park purposes. Any adverse impacts must be minimised and appropriate mitigation or compensatory measures included. Such measures, including proposed enhancements, should have regard to landscape character and impacts; and</u></p> <p><del>c. Should have due regard to the City Council’s priorities for the South Downs where appropriate.</del></p> <p><del>The council, which is not the planning authority for the National Park but is a key landowner, recognises the following priorities for the south downs and National Park land that falls within the city’s administrative area:</del></p> <p><del>1. To promote Biosphere Reserve principles and objectives, bringing people and nature together.</del></p> <p><del>2. To promote sustainable land use management systems on the downs with greater emphasis on local healthy food production, diversification and farming practices that are sympathetic to wider downland objectives;</del></p>	

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p><del>3. To conserve and enhance downland habitats and species to meet Biodiversity Action Plan (BAP) targets and recognise the role of the Downs in the city's Green Network/Nature Improvement Area/open space framework (see CP10 Biodiversity and CP16 Open Space);</del></p> <p><del>4. To protect scheduled ancient monuments<sup>144</sup> and other downland features;</del></p> <p><del>5. To protect sensitive aquifer protection zones and address catchment flood management issues.</del></p> <p><del>6. To increase the amount of accessible land adjacent to the urban area and enhance access from the urban area to the Downs by sustainable transport including by walking, cycling and public transport modes (see CP9 Sustainable Transport and CP18 Healthy City).</del></p> <p><del>7. To promote a stronger visitor experience between the city and the South Downs, facilitate sustainable eco tourism in the South Downs and the provision of gateway facilities to the South Downs National Park. In particular, to recognise the role of Stanmer Park within the National Park and the need to manage parking and traffic in order to reduce the risk of degradation of gateway areas and facilitate improved sustainable transport links. (See SA4 Urban Fringe, CP5 Culture and Tourism and CP9 Sustainable Transport).</del></p>	
PM066	SA5 The South Downs, pages 116-117	<p>3.165 The purpose of this policy is to provide clear planning guidance for proposals within the setting of the National Park and also as <del>a strategic policy</del>, to set out the council's aspirations for the South Downs <u>to inform planning proposals</u> or including <del>land within the National Park</del> future partnership working with the National Park Authority <u>as appropriate</u>. The majority of <del>this land</del> <u>the countryside within the city's administrative boundary</u> is owned and leased to tenants by the city council....</p>	Previously MM23

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>3.166 An important role of the National Park Authority is to promote understanding of the South Downs and to promote access to the <u>National</u> Park by sustainable means. A number of these measures are likely to be implemented within the administrative area of Brighton and Hove and this emphasises the need for good partnership working. Stanmer Park is a Grade II registered park of special historic interest: a 485 hectare rural estate with landscaped park, buildings and gardens, a village, farmland, woodland and amenity grassland used as public open space and all falling within the National Park with much in the ownership of the city council. It is covered by a variety of nature conservation and conservation designations and is a major recreational resource for residents of and visitors to the city. <u>Stanmer Park itself will be covered by the South Downs National Park Local Plan, however, there may be planning implications for the City Council because it Brighton &amp; Hove City Council seeks to promote access to the South Downs by developing Stanmer Park as a gateway, promoting access and improving public transport. Similarly There is also the need to manage parking at gateway locations in order to reduce the risk of degradation of these areas and to link them to a sustainable transport system could have planning implications for the City Council.</u></p> <p><u>3.168 The council, which is not the planning authority for the National Park but is a key landowner, recognises the following priorities for the South Downs within the city’s administrative area and will take them into account in future partnership working with the National Park Authority:</u></p> <ol style="list-style-type: none"> <li><u>1. To promote Biosphere Reserve principles and objectives, bringing people and nature together;</u></li> <li><u>2. To promote sustainable land use management systems on the Downs with greater emphasis on local healthy food production, diversification and farming practices that are sympathetic to wider downland objectives;</u></li> <li><u>3. To conserve and enhance downland habitats and species to meet Biodiversity</u></li> </ol>	

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p><u>Action Plan (BAP) targets and recognise the role of the Downs in the city's Green Network/Nature Improvement Area/open space framework (see CP10 Biodiversity and CP16 Open Space);</u></p> <p><u>4. To protect scheduled monuments<sup>#</sup> and other downland features;</u></p> <p><u>5. To protect sensitive aquifer protection zones and address catchment flood management issues;</u></p> <p><u>6. To increase the amount of accessible land adjacent to the urban area and enhance access from the urban area to the Downs by sustainable transport including by walking, cycling and public transport modes (see CP9 Sustainable Transport and CP18 Healthy City); and</u></p> <p><u>7. To promote a stronger visitor experience between the city and the South Downs, facilitate sustainable eco tourism in the South Downs and provide gateway facilities to the South Downs National Park. In particular, to recognise the role of Stanmer Park within the National Park and the need to manage parking and traffic in order to reduce the risk of degradation of gateway areas and facilitate improved sustainable transport links. (See SA4 Urban Fringe, CP5 Culture and Tourism and CP9 Sustainable Transport).</u></p> <p>Insert new footnote:</p> <p><u># A statutorily protected building, structure or feature of national importance because of its archaeological and historic interest.</u></p>	
<b>PM067</b>	SA6 Sustainable Neighbourhoods, Page 119	<p>Amend footnote 115:</p> <p><sup>115</sup><u>Child Poverty Strategy 2011 Brighton &amp; Hove Child Poverty Commissioning Strategy 2012-2015 (2012)</u></p>	Previously MM24
<b>PM068</b>	SA6 Sustainable	<b>A. 8. Deliver balanced communities through the requirement for new</b>	Previously MM55

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
	Neighbourhoods, page 120	<b>residential development to provide an appropriate amount of affordable housing, mix of dwelling sizes and tenure types and to ensure new housing meets lifetime homes standards and minimum dwelling space standards. In areas where there is a concentration of social rented housing, a better choice of housing tenures will be sought (see CP1 Housing Delivery, CP19 Housing Mix and CP20 Affordable Housing).</b>	
<b>PM069</b>	SA6 Sustainable Neighbourhoods, page 121	Add bullet point to the list of aims in paragraph 3.172: <ul style="list-style-type: none"> <li>• <u>ensure new residential development provides for an appropriate mix of dwelling types and tenures and meets minimum space standards.</u></li> </ul>	Previously MM56
<b>PM070</b>	SA6 Sustainable Neighbourhoods, page 121	3.173 The policy requires joint working between partners, including other public agencies for example the NHS commissioning organisations and health care providers, the police, education providers (schools, colleges and universities), community and community and voluntary sector organisations, transport providers, businesses, and residents. Brighton & Hove <u>Connected</u> <sup>118</sup> is the <u>Local Strategic Partnership</u> for the city. Brighton & Hove <u>Connected</u> 's <u>Strategic Partnership</u> <sup>118</sup> and its 'family of partnerships' <sup>119</sup> will help to enable effective partnership working.  Amend footnote 118:  <sup>118</sup> The Brighton & Hove <u>Connected Strategic Partnership</u> brings together representatives from the local statutory, voluntary, community and private sectors to address local problems, allocate funding, and discuss strategies and initiatives. The first Local Strategic Partnerships were set up in 2000. They are responsible for agreeing an overarching Sustainable Community Strategy for the area. They aim to encourage joint working, and community involvement with the general aim of ensuring resources are better allocated at a local level.	
<b>PM071</b>	SA6 Sustainable Neighbourhoods, page 124	Amend footnote 122:  <sup>122</sup> Open Space, Sport and Recreation Study <del>2009</del> <u>2008</u> establishes a baseline of existing provision	Previously MM25

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications																				
		and proposes standards for quality, quantity and accessibility. It identifies priorities for future open space, recreation and sport provision.																					
<b>PM072</b>	CP1 Housing Delivery, pages 127-132	<p>Amend first sentence in Part A of policy:</p> <p><b>The council will make provision for at least <del>11,300</del> <u>13,200</u> new homes to be built over the plan period 2010 – 2030 (this equates to an annual average rate of provision of <del>565</del> <u>660</u> dwellings).</b></p> <p>Amend Part B of Policy:</p> <p><b>B: Distribution of new housing.</b></p> <p><b>New housing will be delivered broadly in line with the following distribution:</b></p> <table border="1" data-bbox="577 799 1527 1406"> <thead> <tr> <th>Area / Source of Supply</th> <th>No. of new homes</th> </tr> </thead> <tbody> <tr> <td><b>Development Area</b></td> <td></td> </tr> <tr> <td>DA1 – Brighton Centre and Churchill Square Area</td> <td>20</td> </tr> <tr> <td>DA2 – Brighton Marina, Gas Works and Black Rock Area</td> <td>1940</td> </tr> <tr> <td>DA3 – Lewes Road Area</td> <td><del>810</del> <u>875</u></td> </tr> <tr> <td>DA4 – New England Quarter and London Road Area</td> <td><del>1185</del> <u>1130</u></td> </tr> <tr> <td>DA5 – Eastern Road and Edward Street Area</td> <td><del>470</del> <u>515</u></td> </tr> <tr> <td>DA6 – Hove Station Area</td> <td><del>630</del> <u>525</u></td> </tr> <tr> <td>DA7 – Toad’s Hole Valley</td> <td>700</td> </tr> <tr> <td>DA8 – Shoreham Harbour</td> <td>400</td> </tr> </tbody> </table>	Area / Source of Supply	No. of new homes	<b>Development Area</b>		DA1 – Brighton Centre and Churchill Square Area	20	DA2 – Brighton Marina, Gas Works and Black Rock Area	1940	DA3 – Lewes Road Area	<del>810</del> <u>875</u>	DA4 – New England Quarter and London Road Area	<del>1185</del> <u>1130</u>	DA5 – Eastern Road and Edward Street Area	<del>470</del> <u>515</u>	DA6 – Hove Station Area	<del>630</del> <u>525</u>	DA7 – Toad’s Hole Valley	700	DA8 – Shoreham Harbour	400	Supersedes MM26, MM29, MM49, MM52, MM90, MM91, MM92, MM94, MM95, MM96, MM97 and MM98
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Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification		Previous modifications
			<u>300</u>	
		<b>Development Area Total</b>	<b>6155</b> <b>6005</b>	
		<b>Development Across Rest of City:</b>	<b>3945</b>	
		a) <u>Within the built up area</u>	<u>4130</u>	
		b) <u>Within the urban fringe<sup>#</sup></u>	<u>1060</u>	
		<b>Small identified sites</b>	<b>650</b> <b>765</b>	
		<b>Small Windfall Development</b>	<b>600<sup>125</sup></b> <b>1250<sup>125</sup></b>	
		<b>Total</b>	<b>11,350</b> <b>13,210</b>	
		<p>Insert footnote:</p> <p># As defined in policy SA4 the City Plan Part 1.</p> <p>Amend footnote 125:</p> <p><sup>125</sup> <u>An allowance for small windfall development has been made for the final 6 years of the plan period 2024 – 2030; although it is anticipated that small windfall development will contribute to meeting the housing target in earlier parts of the plan period. An allowance for small windfall development has been made across the plan period. See 2014 SHLAA.</u></p> <p><del>4.2 Based on demographic factors, (reflecting scenarios of population and household growth), the city’s full (unconstrained) housing requirement, for both market and affordable housing, over the plan period has been assessed at 15,800 new homes to 2030. This would equate to an annual average of 790 new homes per annum) A series of studies indicate that to meet in full the city’s ‘objectively</del></p>		

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p><u>assessed housing need' (housing demand and need) over the plan period to 2030 could mean needing to build between 900 – 1200 dwellings per annum or 18,000 – 24,000 dwellings to 2030<sup>127</sup>.</u></p> <p>Amend footnote 127:</p> <p><sup>127</sup><u>Brighton &amp; Hove City Council, Housing Requirements Study Update, GL Hearn, October 2012 Assessment of Housing Development Needs Study: Sussex Coast HMA, May 2014.</u></p> <p>4.4 The City Plan housing target for a minimum of <del>41,300</del> <u>13,200</u> new homes reflects the capacity and availability of land/sites in the city, the need to provide for a mix of homes to support the growth and maintenance of sustainable communities, the need to make provision in the city for other essential development (for employment, retail, health and education facilities, other community and leisure facilities) and the need to respect the historic, built and natural environment of the city.</p> <p>...</p> <p>4.6 The spatial strategy for the city is set out earlier in this Plan (see Spatial Strategy, Section 2). In broad terms, the strategy seeks to direct a significant amount of new development to eight identified Development Areas (see Policies DA1-8) which either already benefit from close proximity to good sustainable transport links or are areas where accessibility can be improved; are areas which offer significant capacity for new development and are areas where new development and/or regeneration and renewal will secure substantial benefits for the city. <u>The strategy for accommodating growth in the city continues to maximise development opportunities from brownfield sites within the built up area but it also acknowledges that some housing development will come forward from some of the city's urban fringe sites. This is reflected in Part B of Policy CP1.</u></p>	

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>4.7 The eight Development Areas account for <del>just over half (54%)</del> <u>45%</u> of the planned amount of new housing for the city. Within the Development Areas, the City Plan makes strategic allocations to secure the delivery of 3235 new dwellings (see spatial policies DA2 – DA8). In other parts of the city, there are also a significant range of opportunities for new residential development (through, for example conversions, redevelopment and changes of use) and such development will help to promote and secure the establishment of sustainable communities. Residential development will be required to respect the local character and distinctiveness of neighbourhoods (see also SA6, CP12 and CP14).</p> <p>4.8 Over the last 15 years<sup>128</sup> the average rate of new housing development in Brighton &amp; Hove has been around <del>550</del> <u>540</u> dwellings per annum. More recently, annual rates of housing delivery have been far lower than this reflecting the ongoing impacts of global economic recession<sup>129</sup>.</p> <p>Amend footnote 128:</p> <p><sup>128</sup> <del>1997/8 – 2011/12, Residential completions data.</del> <u>1999/00 – 2013/14 Residential Completions Data.</u></p> <p>...</p> <p>4.10 The city's housing target implies an annual average rate of <del>565</del> <u>660</u> dwellings per annum over the plan period as a whole. Based on the 2012<u>4</u> SHLAA update, the <u>housing trajectory<sup>130</sup> demonstrates that housing delivery in the city has been well below this in the first four years of the plan period (2010-2014), reflecting the impacts of economic recession. The trajectory anticipates that housing delivery is likely to achieve at least this rate in the first ten years after plan adoption (2014–2024) will increase in the (post adoption) five year supply period 2014 – 2019 and looks likely to achieve the planned average delivery rate of 660 units per annum. In the following six to ten year supply period (2019 – 2024), housing delivery rates are</u></p>	

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p><u>anticipated to increase significantly with delivery coming through from a number of the city's larger strategic development sites. For the post 2024 period, the trajectory indicates that housing delivery is again likely to exceed the planned average delivery rate.</u> The council's Housing Implementation Strategy (HIS) identifies a range of <u>positive planning management actions and measures</u> to ensure that <u>housing delivery is achieved</u> <del>assist in</del> <u>across the plan period in accordance with guidance in the NPPF for maintaining a five year supply of deliverable housing bringing forward sites for development should this prove necessary.</u> The HIS also identifies that further site allocations will be made through the preparation of Part 2 of the City Plan.</p> <p>Amend footnote 130:</p> <p><sup>130</sup><del>As informed by the 2012 SHLAA Update</del> <u>the 2014 Revised Trajectory.</u></p> <p>Replace Figure 2 with revised Housing Trajectory:</p> <p><b>Figure 2: Housing Trajectory 2010 – 2030 (Based on 2012 SHLAA)</b></p>	

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

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		<p style="text-align: center;"><b>Brighton &amp; Hove Housing Trajectory as at 1st April 2012</b></p> <table border="1"> <caption>Estimated Housing Trajectory Data (Units)</caption> <thead> <tr> <th>Year</th> <th>Total Actual Supply</th> <th>Total Identified Supply</th> <th>Small Unidentified Supply (Small windfall)</th> </tr> </thead> <tbody> <tr><td>2010/11</td><td>280</td><td>280</td><td>0</td></tr> <tr><td>2011/12</td><td>310</td><td>310</td><td>0</td></tr> <tr><td>2012/13</td><td>0</td><td>450</td><td>0</td></tr> <tr><td>2013/14</td><td>0</td><td>450</td><td>0</td></tr> <tr><td>2014/15</td><td>0</td><td>650</td><td>0</td></tr> <tr><td>2015/16</td><td>0</td><td>650</td><td>0</td></tr> <tr><td>2016/17</td><td>0</td><td>650</td><td>0</td></tr> <tr><td>2017/18</td><td>0</td><td>650</td><td>0</td></tr> <tr><td>2018/19</td><td>0</td><td>650</td><td>0</td></tr> <tr><td>2019/20</td><td>0</td><td>670</td><td>0</td></tr> <tr><td>2020/21</td><td>0</td><td>670</td><td>0</td></tr> <tr><td>2021/22</td><td>0</td><td>670</td><td>0</td></tr> <tr><td>2022/23</td><td>0</td><td>670</td><td>0</td></tr> <tr><td>2023/24</td><td>0</td><td>670</td><td>0</td></tr> <tr><td>2024/25</td><td>0</td><td>450</td><td>120</td></tr> <tr><td>2025/26</td><td>0</td><td>450</td><td>120</td></tr> <tr><td>2026/27</td><td>0</td><td>450</td><td>120</td></tr> <tr><td>2027/28</td><td>0</td><td>450</td><td>120</td></tr> <tr><td>2028/29</td><td>0</td><td>450</td><td>120</td></tr> <tr><td>2029/30</td><td>0</td><td>450</td><td>120</td></tr> </tbody> </table> <p style="text-align: center;"><b>Figure 2: Housing Trajectory 2010 – 2030 (Based on 2012 SHLAA) 2010 – 2030 (Based on SHLAA 2014 Update)</b></p>	Year	Total Actual Supply	Total Identified Supply	Small Unidentified Supply (Small windfall)	2010/11	280	280	0	2011/12	310	310	0	2012/13	0	450	0	2013/14	0	450	0	2014/15	0	650	0	2015/16	0	650	0	2016/17	0	650	0	2017/18	0	650	0	2018/19	0	650	0	2019/20	0	670	0	2020/21	0	670	0	2021/22	0	670	0	2022/23	0	670	0	2023/24	0	670	0	2024/25	0	450	120	2025/26	0	450	120	2026/27	0	450	120	2027/28	0	450	120	2028/29	0	450	120	2029/30	0	450	120	
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Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p style="text-align: center;"><b>Housing Trajectory Revised Position 2014</b></p> <p style="text-align: center;">Amend footnote 131:</p> <p><sup>131</sup>SHLAA <del>2012</del> <u>2014</u> Update.</p> <p>4.12 The table <u>below</u> illustrates that approximately <del>3,230</del> <u>3,740</u> dwellings have either already been built since 2010 or are currently ‘committed’ for development in terms of <u>either</u> sites having an extant planning permission or <u>an allocation allocated</u> in the 2005 Brighton &amp; Hove Local Plan. This plan makes strategic site allocations to achieve a further 3635 dwellings. Further capacity is identified for an additional <del>3885</del> <u>4585</u> dwellings and appropriate site allocations will need to be made in Part 2 of the City Plan. These ‘identified’ sources comprise <u>90</u><del>5</del>% of the overall housing target to 2030.</p>	

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

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		<p><b>Table 4: Housing Delivery, Supply Breakdown 2010 – 2030 (Based on 2012 2014 SHLAA)</b></p> <table border="1"> <thead> <tr> <th>Spatial Area</th> <th>Already Built or Committed</th> <th>Strategic Allocations</th> <th>Broad Locations / <u>Source</u></th> <th>Further Capacity Identified in SHLAA</th> <th>Allowan ce For windfall</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td><b>DAs</b></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>DA1</td> <td>13</td> <td>0</td> <td></td> <td>7</td> <td></td> <td>20</td> </tr> <tr> <td>DA2</td> <td>855</td> <td>1085</td> <td></td> <td>0</td> <td></td> <td>1940</td> </tr> <tr> <td>DA3</td> <td>420</td> <td>300</td> <td></td> <td>390</td> <td></td> <td><u>850</u></td> </tr> <tr> <td></td> <td>126</td> <td></td> <td></td> <td>449</td> <td></td> <td><u>875</u></td> </tr> <tr> <td>DA4</td> <td>285</td> <td>615</td> <td></td> <td>285</td> <td></td> <td>1185</td> </tr> <tr> <td></td> <td><u>380</u></td> <td></td> <td></td> <td><u>135</u></td> <td></td> <td><u>1130</u></td> </tr> <tr> <td>DA5</td> <td>0</td> <td>335</td> <td></td> <td>435</td> <td></td> <td>470</td> </tr> <tr> <td></td> <td><u>10</u></td> <td></td> <td></td> <td><u>170</u></td> <td></td> <td><u>515</u></td> </tr> <tr> <td>DA6</td> <td>420</td> <td>200</td> <td></td> <td>340</td> <td></td> <td>630</td> </tr> <tr> <td></td> <td><u>90</u></td> <td></td> <td></td> <td><u>235</u></td> <td></td> <td><u>525</u></td> </tr> <tr> <td>DA7</td> <td>0</td> <td>700</td> <td></td> <td>0</td> <td></td> <td>700</td> </tr> <tr> <td>DA8</td> <td>0</td> <td></td> <td>400</td> <td></td> <td></td> <td>400</td> </tr> <tr> <td></td> <td><u>52</u></td> <td></td> <td><u>248</u></td> <td></td> <td></td> <td><u>300</u></td> </tr> <tr> <td><b>DA Total</b></td> <td><b><u>1390</u></b></td> <td><b>3235</b></td> <td><b>400</b></td> <td><b>1130</b></td> <td></td> <td><b><u>6155</u></b></td> </tr> <tr> <td></td> <td><b><u>1525</u></b></td> <td></td> <td><b><u>250</u></b></td> <td><b><u>1000</u></b></td> <td></td> <td><b><u>6005</u></b></td> </tr> <tr> <td><b>Rest of City</b></td> <td><b>1190</b></td> <td></td> <td><b>500</b></td> <td><b>1856</b></td> <td></td> <td><b>3945</b></td> </tr> <tr> <td>    a) <b><u>Built up area</u></b></td> <td><b><u>1450</u></b></td> <td><b>400</b></td> <td><b><u>390</u></b></td> <td><b><u>1890</u></b></td> <td></td> <td><b><u>4130</u></b></td> </tr> <tr> <td>    b) <b><u>Urban Fringe</u></b></td> <td></td> <td></td> <td></td> <td><b><u>1060</u></b></td> <td></td> <td><b><u>1060</u></b></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Small id. Sites</td> <td>650</td> <td></td> <td></td> <td></td> <td></td> <td><b>650</b></td> </tr> <tr> <td></td> <td><u>765</u></td> <td></td> <td></td> <td></td> <td></td> <td><u>765</u></td> </tr> </tbody> </table>	Spatial Area	Already Built or Committed	Strategic Allocations	Broad Locations / <u>Source</u>	Further Capacity Identified in SHLAA	Allowan ce For windfall	Total	<b>DAs</b>							DA1	13	0		7		20	DA2	855	1085		0		1940	DA3	420	300		390		<u>850</u>		126			449		<u>875</u>	DA4	285	615		285		1185		<u>380</u>			<u>135</u>		<u>1130</u>	DA5	0	335		435		470		<u>10</u>			<u>170</u>		<u>515</u>	DA6	420	200		340		630		<u>90</u>			<u>235</u>		<u>525</u>	DA7	0	700		0		700	DA8	0		400			400		<u>52</u>		<u>248</u>			<u>300</u>	<b>DA Total</b>	<b><u>1390</u></b>	<b>3235</b>	<b>400</b>	<b>1130</b>		<b><u>6155</u></b>		<b><u>1525</u></b>		<b><u>250</u></b>	<b><u>1000</u></b>		<b><u>6005</u></b>	<b>Rest of City</b>	<b>1190</b>		<b>500</b>	<b>1856</b>		<b>3945</b>	a) <b><u>Built up area</u></b>	<b><u>1450</u></b>	<b>400</b>	<b><u>390</u></b>	<b><u>1890</u></b>		<b><u>4130</u></b>	b) <b><u>Urban Fringe</u></b>				<b><u>1060</u></b>		<b><u>1060</u></b>								Small id. Sites	650					<b>650</b>		<u>765</u>					<u>765</u>	
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Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification						Previous modifications					
Small Windfall				600	<b>600</b>						<u>1250</u>	<b>1250</b>	
<b>Total</b>	<b>3230</b>	<b>900</b>	<b>2985</b>	<b>600</b>	<b>11350</b>		<b>3740</b>		<b>3635</b>	<b>640</b>	<b>3945</b>	<b>1250</b>	<b>13210</b>
<p>4.13 Brighton &amp; Hove is a tightly constrained city. In many instances, the boundaries of the South Downs National Park are contiguous with the built up area of the city. As a consequence, the majority (<del>94%</del>) (<u>87%</u>) of new residential development will take place on previously developed land or 'brownfield' sites. The Plan does however make a strategic allocation for the development of land at Toad's Hole Valley to the north of the city which is a large greenfield site falling outside the boundaries of the National Park (<u>See DA7</u>). Development at this location will contribute a significant amount of new housing development for the city and, as part of a mixed use comprehensive development, will secure many other benefits for the city (see DA7). <u>Part B of Policy CP1 also indicates that some sites within the city's wider urban fringe will contribute to housing land supply. Sites will be taken forward for further consideration and detailed assessment as site allocations through Part 2 of the City Plan. The 2014 Urban Fringe Assessment Study will be a material consideration in the determination of any applications for residential development on urban fringe sites that come forward prior to the adoption of Part 2 of the City Plan (see Policy SA4 Urban Fringe).</u></p> <p>...</p> <p>4.15 <u>Government National planning policy guidance</u> requires sufficient specific sites and/or broad locations to be identified to meet planned housing targets for at least the first ten years of the plan<sup>133</sup>. In reality, small 'windfall' site development (as described above) will come forward throughout the plan period and will contribute</p>													

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

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		<p>towards meeting the planned housing requirements for the city and ongoing five year supply requirements. <u>The potential supply from small windfall site development is reflected in the planned housing target for the city (see Part B of Policy CP1).</u> <del>In this way, development from small windfall development activity will supplement housing supply achieved from identified sites and also provide a measure of contingency should there be an element of non-delivery from some of the large development sites. Given the NPPF requirements, a minimal allowance for development from this source has only been included as part of the city's projected land supply after 2024.</del></p> <p>Amend footnote 132:</p> <p><sup>132</sup>Small site development <u>has</u> accounted for approximately <u>35%</u> <del>36%</del> of total residential development across the city over the last 10 years.</p> <p>4.16 The housing trajectory is based upon reasonable <u>and realistic</u> assumptions about the deliverability of housing over the plan period. The trajectory illustrates that the rate of housing delivery in the city is expected to increase over the first ten years of the plan period (<del>post-adoption</del>) reflecting anticipated recovery in the economy and financial markets which has severely affected development rates in the early years of the plan period. The trajectory will be updated and reviewed on an annual basis to track delivery progress against planned housing requirements and the requirement to maintain a five year supply of housing land/sites. This will be reported through the council's annual Authority Monitoring Report. The council's Housing Implementation Strategy outlines how housing delivery will be managed over the plan period.</p>	
PM073	CP2 Planning for Sustainable Economic Development, page 133, 136-137	<p>Include new criteria between CP2.5 and CP2.6:</p> <p><b><u>6. Recognise the importance of employment-generating non-B Class uses to the local economy. Appropriate allocations for non-B Class uses will be made through the City Plan Part 2.</u></b></p> <p>Amend paragraph 4.26:</p>	Previously MM74

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>4.26 The city contains a number of major employment generators including the two universities and the Royal Sussex County Hospital and the council will work with the higher and further education sector, Sussex University Hospital NHS Trusts and NHS Brighton &amp; Hove to support appropriate expansion (see DA3 Lewes Road Area, DA5 Eastern Road and Edward Street Area and CP18 Healthy City). <del>Other non-traditional employment generators (non B-class uses) in the city include retail and leisure uses.</del> <u>Non-B Class uses are estimated to account for approximately 71% of all jobs in Brighton &amp; Hove. This is expected to remain broadly consistent over the plan period to 2030.</u> Development Area proposals, SA2 Central Brighton, CP4 Retail Provision and CP6 Culture and Tourism set out how the City Plan <del>will address</del> <u>addresses</u> retail, <u>culture</u>, leisure and tourism needs to 2030. <u>Appropriate allocations for employment-generating non-B Class uses will be included in the City Plan part 2.</u></p>	
PM074	CP2 Planning for Sustainable Economic Development, page 136	<p>Amend last sentence of paragraph 4.23:</p> <p>4.23 ... The <del>council's emerging</del> <u>Brighton &amp; Hove Economic Strategy Refresh</u><sup>146</sup> <del>will</del> sets clear aspirations for the City that will help to demonstrate how it can move towards becoming a low carbon economy.</p> <p>Amend footnote 146:</p> <p><sup>146</sup><del>Due to be a</del><u>Adopted March</u> <del>June</del> <u>June</u> 2013.</p>	
PM075	CP3 Employment Land, pages 138-139	<p><b>3. Protection of the following primary industrial estates and business parks for business, manufacturing and warehouse (B1, B2 and B8) use:</b></p> <p><b>Centenary Industrial Estate</b>  <b>English Close Industrial Area, Old Shoreham Road</b>  <b>Home Farm Industrial Area</b>  <b>Hove Technology Park, St Josephs Close, Old Shoreham Road</b>  <b>Moulsecomb &amp; Fairways Industrial Estate</b></p>	Previously MM30

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		<p> <b>Sussex House (including BT depot)</b>  <b>Woodingdean Business Park</b>  <b>Hyde Business Park, Bevendean</b>  <b>Bell Tower Industrial Estate</b>  <b>Hollingbury Industrial Estate</b>  <b>Hollingdean Industrial Estate</b>  <b>Victoria Road Industrial Estate</b>  <b>Newtown Road Industrial Estate</b> </p> <p> <b>The council will support proposals for the upgrade and refurbishment of these estates and premises so that they meet modern standards required by business, are more resource efficient and improve the environment or townscape of the site or premise.</b> </p> <p> <b>Sui generis uses, <u>including waste management facilities</u>, appropriate in nature to an industrial estate location will also be acceptable, provided that they generate employment which is quantitatively and qualitatively comparable to uses within B1- B2 <u>B8 Use Classes</u><sup>#</sup>; do not harm the continuation of existing uses within those Classes and comply with other City Plan policies <u>and for waste management facilities the Waste and Minerals Plan</u>.</b> </p> <p> <b>4. In order to secure good quality modern, flexible employment floorspace the council will allow employment-led (residential and employment) mixed use development on the following employment sites:</b>  <b>Franklin Road Industrial Estate</b>  <b>School Road, Hove</b>  <b>Melbourne Street Industrial Area</b>  <b>Portland Road Trading Estate (including EDF and Martello House)</b>  <b>Land North of Newtown Road</b>  <b>There should be no net loss in employment floorspace, <u>unless this can be</u></b> </p>	

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

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		<p><b><u>justified. Paragraph 4.36 sets out the factors that will be taken into consideration.</u></b></p> <p><b><u>5. Loss of Unallocated sites or premises in, or whose last use was, employment use (Use Classes B1-B8) will not be released to other uses unless only be permitted where the site or premises it can be demonstrated to be both redundant and incapable of meeting the needs of modern alternative employment uses (Use Classes B1-B8). Where release loss is permitted the preference priority for re-use will be for alternative employment generating uses or affordable housing (in accordance with CP20 Affordable Housing).</u></b></p> <p>Insert new footnote:  <u># Employment generation as compared with average employment densities as set out in Table 3 of the HCA/Offpat Employment Densities Guide, 2010 or subsequent updates.</u></p>	
PM076	CP3 Employment Land, pages 140-143	<p><del>4.30 ... This will be informed by the preparation of an office delivery trajectory setting out a realistic pipeline of supply of The Employment Land Supply Trajectory 2013 indicates the potential delivery of new employment floorspace employment sites over the short, medium and long-term....</del></p> <p>4.31 In light of the Employment Land Study Review 2012 identifying a qualitative and quantitative need for additional employment land over the plan period it is important that the strategic allocations set out in the Development Areas bring forward high quality employment floorspace as indicated in Table 5 to meet the council's priorities regarding high quality job creation and to support its growth potential over the next 20 years, with appropriate flexibility. <u>It is important that the strategic allocations set out in the Development Areas bring forward high quality employment floorspace. The Employment Land Supply Trajectory indicates the need for close monitoring of the office developments identified to come forward in 2014-2019 to ensure they are delivered.</u> However, it is also important to allow for</p>	Previously MM31

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>reasonable flexibility, in the short term to promote successful regeneration and enable viable schemes to be delivered. Therefore proposals which bring forward employment floorspace less than proposed on sites identified in Table 5 will be considered, taking into account whether:</p> <ol style="list-style-type: none"> <li>1. There is demonstrable benefit for early redevelopment and clear commercial and financial viability evidence that the figures in Table 5 are unlikely to be delivered within the next 5 years;</li> <li>2. Allowing a different scale or mix of development will secure particularly strong planning benefits;</li> <li>3. It is appropriate in light of ongoing monitoring <u>of delivery of new employment floorspace against the 2013 Employment Land Supply Trajectory and subsequent updates.</u> <del>regarding the delivery of the overall employment forecast targets and of economic growth.</del></li> </ol> <p><del>To ensure that this is assessed on a consistent basis a delivery trajectory for employment sites will be prepared to inform the implementation of the policy.</del></p> <p>4.34 These industrial estates/ premises are also considered suitable for certain “sui generis” uses, that is, those with industrial characteristics which are not included within the Use Classes Order. For example, car breaking, or metal recycling which could potentially harm residential amenity are thus likely to be considered most suited to an industrial estate. <u>With modern design and operation techniques, waste management facilities can increasingly be accommodated in general industrial areas as a B2 use<sup>#</sup>.</u></p> <p>Insert new footnote:</p> <p><u># See Policy WMP 7 of the Waste and Minerals Plan for East Sussex, South Downs and Brighton &amp; Hove, adopted February 2013</u></p> <p>4.36 In considering proposals where a net loss of employment floorspace is being</p>	

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications																				
		<p>proposed the council will take into consideration the following factors:</p> <ul style="list-style-type: none"> <li>- Site constraints (current site coverage and opportunities for more effective and efficient use of the site)</li> <li>- The need for environmental and townscape improvements</li> <li>- Access arrangements (improved access/circulation space).</li> <li>- Safeguarding the amenity of surrounding users and occupiers</li> <li>- The quality of the employment offer in terms of the type of employment and density of jobs.</li> <li>- <u>Viability</u></li> </ul>																					
<b>PM077</b>	CP3 Employment Land, page 143	4.40 Alternative employment generating uses are any uses that generate employment but are not classified as an employment use (uses falling outside the Use Class B1- B8) <u>including educational teaching space and health facilities</u> . This excludes retail or leisure uses unless they comply with the tests of national planning policy.	Previously MM75																				
<b>PM078</b>	CP4 Retail Provision, page 144	<p><b>Brighton &amp; Hove's hierarchy of shopping centres will be maintained and enhanced by encouraging a range of facilities and uses, consistent with the scale and function of the centre, to meet people's day-to-day needs, whilst preserving the predominance of A1 use classes:</b></p> <table border="1" data-bbox="595 1038 1671 1367"> <thead> <tr> <th data-bbox="595 1038 860 1114">Centre Definition</th> <th data-bbox="860 1038 1379 1114">Defined Centres</th> <th data-bbox="1379 1038 1671 1114">Linked Policies</th> </tr> </thead> <tbody> <tr> <td data-bbox="595 1114 860 1155">Regional Centre</td> <td data-bbox="860 1114 1379 1155">Brighton</td> <td data-bbox="1379 1114 1671 1155">DA1, SA2</td> </tr> <tr> <td data-bbox="595 1155 860 1225" rowspan="2">Town Centres</td> <td data-bbox="860 1155 1379 1193">Hove</td> <td data-bbox="1379 1155 1671 1193"></td> </tr> <tr> <td data-bbox="860 1193 1379 1225">London Road</td> <td data-bbox="1379 1193 1671 1225">DA4</td> </tr> <tr> <td data-bbox="595 1225 860 1367" rowspan="4">District Centres</td> <td data-bbox="860 1225 1379 1264">St James's Street</td> <td data-bbox="1379 1225 1671 1264"></td> </tr> <tr> <td data-bbox="860 1264 1379 1302">Lewes Road</td> <td data-bbox="1379 1264 1671 1302">DA3</td> </tr> <tr> <td data-bbox="860 1302 1379 1340">Boundary Road/Station Road</td> <td data-bbox="1379 1302 1671 1340">DAB</td> </tr> <tr> <td data-bbox="860 1340 1379 1367">Brighton Marina</td> <td data-bbox="1379 1340 1671 1367">DA2</td> </tr> </tbody> </table>	Centre Definition	Defined Centres	Linked Policies	Regional Centre	Brighton	DA1, SA2	Town Centres	Hove		London Road	DA4	District Centres	St James's Street		Lewes Road	DA3	Boundary Road/Station Road	DAB	Brighton Marina	DA2	
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Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification			Previous modifications	
		Local Centres	Mill Lane, Portslade Portland Road, Hove 'The Grenadier' , Hangleton Road Richardson Road, Hove Eldred Avenue ,Withdean Old London Road, Patcham Ladies Mile Road, Patcham Seven Dials Fiveways Hollingbury Place, Hollingdean Beaconsfield Road, Preston Park St George's Road, Kemptown Warren Way, Woodingdean Whitehawk Road, Whitehawk	SA6 (all centres)		
PM079	Policy CP4 Retail Provision, Page 145	<b>Applications will be required to complete an impact assessment at a locally set threshold of 1,000 sqm (gross) (net) floorspace or more.</b>			Previously MM64	
PM080	CP4 Retail Provision, page 146	Amend wording below <b>Table 6 Estimated Retail Need</b>  Retail Study Update 2011: Capacity identified 2011-2030 ( <u>Comparison Floorspace</u> <del>B</del> based on improved market share from 60.9% to 70%)			Previously MM101	
PM081	CP4 Retail Provision, page 146	4.44 The Brighton & Hove Retail Study Update (2011) <sup>160</sup> has reviewed the vitality and viability of each of the shopping centres. The Study does not recommend that any new centres need to be designated but recommends that the District Centre designation for Brighton Marina should be removed. The Council's preferred approach for Brighton Marina is to <del>maintain its designation as a District Centre</del> <u>enhance the choice and performance of retail activity through the encouragement of mixed retail activity and improvements to the public realm</u> , and to continue to address the development and future uses at this location using site specific policy DA2. <u>A detailed policy regarding the appropriate type and mix of A1 and non A1 uses in the Marina will be set out in Part 2 of the City Plan.</u>				

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
PM082	CP6 Visitor Accommodation, Page 153	4.58 The city has a significant stock of hotel and guest accommodation; a total of 160 hotels and guest accommodation predominantly located in central Brighton and along the seafront. The council undertook a capacity and needs analysis of hotel <u>bedspacesrooms</u> in the city to understand the future capacity of the city to absorb new hotel accommodation (2007 Hotel Futures Study). Since the study was completed 3 new hotels have come into operation (Jury’s Inn, MyHotel and Royal York hotel) adding 365 <u>bedspacesrooms</u> . Furthermore there is the potential for an additional 372 <u>bedspacesrooms</u> through recent outstanding planning commitments <sup>175</sup> .	Previously MM32
PM083	CP6 Visitor Accommodation, page 154	4.64 The central Brighton seafront and streets and squares running immediately off it account for the majority of the city’s current supply of hotel and guest accommodation. There is relatively little accommodation outside the city centre. Hotels and guesthouses are more widely spread in Hove, with no concentrations of establishments. The Hotel Core Zone shown on the <del>proposals</del> <u>policies</u> map is focussed around the main accommodation clusters and drivers of accommodation demand. However...	
PM084	CP7 Infrastructure and Developer Contributions, page 157	Insert into supporting text 4.73 after 2 <sup>nd</sup> sentence:  4.73 ... to support the needs of new development. <u>The timely connection to provision of utilities including water, wastewater infrastructure and sewerage systems will be required by developer’s liasing directly with service/utility providers.</u> Priorities will also derive...	Previously MM81
PM085	CP8 Sustainable Buildings, page 160	Amend table set out under CP8.1:  <b>1. All development will be required to achieve the minimum standard as set out below or equivalent standards from a quality assured scheme;</b>	

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications																																	
		<table border="1" data-bbox="638 300 1691 906"> <thead> <tr> <th data-bbox="638 300 875 491" rowspan="3">NEW BUILD</th> <th colspan="2" data-bbox="875 300 1373 341">Development size</th> <th data-bbox="1373 300 1503 341"></th> <th data-bbox="1503 300 1691 341"></th> </tr> <tr> <th colspan="2" data-bbox="875 341 1373 416">2013-2016</th> <th data-bbox="1373 341 1503 416">Post 2016</th> <th data-bbox="1503 341 1691 416">Post 2019</th> </tr> <tr> <th data-bbox="875 416 1120 491">Non-major</th> <th data-bbox="1120 416 1373 491">Major and Greenfield</th> <th data-bbox="1373 416 1503 491">All</th> <th data-bbox="1503 416 1691 491">All</th> </tr> </thead> <tbody> <tr> <td data-bbox="638 491 875 639">Residential Code for Sustainable Homes</td> <td colspan="2" data-bbox="875 491 1373 639">Level 4 Level-5</td> <td colspan="2" data-bbox="1373 491 1691 639">Level 5 Level-6</td> </tr> <tr> <td data-bbox="638 639 875 751">Non-residential BREEAM</td> <td data-bbox="875 639 1120 751">Very Good</td> <td colspan="2" data-bbox="1120 639 1503 751">Excellent</td> <td data-bbox="1503 639 1691 751">Outstanding</td> </tr> <tr> <td data-bbox="638 751 875 858">CONVERSIONS</td> <td colspan="4" data-bbox="875 751 1691 858">Non-major (3-9 units) and Major</td> </tr> <tr> <td data-bbox="638 858 875 906">Residential</td> <td colspan="4" data-bbox="875 858 1691 906">BREEAM Very good</td> </tr> </tbody> </table> <p data-bbox="577 943 1720 1018"><b>Standards may be updated in other DPD documents and/or a review of this policy.</b></p>	NEW BUILD	Development size				2013-2016		Post 2016	Post 2019	Non-major	Major and Greenfield	All	All	Residential Code for Sustainable Homes	Level 4 Level-5		Level 5 Level-6		Non-residential BREEAM	Very Good	Excellent		Outstanding	CONVERSIONS	Non-major (3-9 units) and Major				Residential	BREEAM Very good				
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PM086	CP8 Sustainable Buildings, page 161	<b>2. k. Reduces air, land and water pollution and safeguards water supplies if <u>development is within groundwater Source Protection Zones;</u></b>	Previously MM58																																	
PM087	CP8 Sustainable Buildings, page 162	4.77 Brighton & Hove is particularly vulnerable to the impacts of present and future climate change. Opportunities for growth and expansion are constrained by the South Downs to the north of the city and the sea to the south. The city also contains a high proportion of protected and/or old buildings <sup>184</sup> . Within this context, the need to secure improvement in the environmental performance of the existing stock as well as more resource efficient and carbon neutral development whilst delivering homes																																		

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

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		<p>and jobs through development is challenging. The combination of standards with provisions for viability assessments will help address this challenge. This will provide the flexibility needed to ensure the right balance between the economic, environmental and social objectives of the City Plan. <del>The standards set out in this policy are commensurate with the scope of this challenge.</del> Energy, water and waste have been identified as key resource issues of particular concern in relation to growth in the city<sup>185</sup>.</p>	
<p><b>PM088</b></p>	<p>CP8 Sustainable Buildings, page 162</p>	<p>Amend last sentence of footnote 185:</p> <p><del>185 ... At present, the bulk of Brighton &amp; Hove's untreated waste is disposed to landfill. The adopted East Sussex, South Downs and Brighton &amp; Hove Waste and Minerals Plan identifies a need for additional waste recycling and recovery capacity to support further increases in the diversion of waste from landfill.</del></p>	<p>Previously MM34</p>
<p><b>PM089</b></p>	<p>CP8 Sustainable Buildings, page 164</p>	<p>4.83 The Building Research Establishment Environmental Assessment Method (BREEAM) and the Code for Sustainable Homes (CSH) are widely recognised, accredited, independent methods for assessing environmental performance of non-residential and residential buildings, respectively. These tools will be used to support policy decision making because they cover a wide range of sustainability issues within a simplified score that provides flexibility for developers in meeting standards set in this policy. Successors to these tools and/or equivalent standards by nationally recognised certification bodies may also be accepted<sup>190</sup>. <u>Any changes to nationally described standards and or revised Building Regulations will be addressed through Part 2 of the City Plan or a review of this Policy.</u></p> <p><del>4.87 More is asked of larger, new build and greenfield types of development as these tend to benefit from economies of scale and easier, cheaper ways in which sustainable design and construction features can be designed in. A growing number of flagship schemes in the UK<sup>191</sup> and in Brighton &amp; Hove<sup>192</sup> have demonstrated the viability of such developments. In order to provide clarity and flexibility for developers...</del></p>	

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

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		<p>Delete footnotes 191 and 192:</p> <p><sup>191</sup><del>See Homes and Communities Agency's Carbon Challenge website.</del></p> <p><sup>192</sup><del>A number of high standard developments have already been achieved under the 2005 adopted Local Plan policy SU2.</del></p>	
<b>PM090</b>	CP9 Sustainable Transport, page 166	<p><b>A. 2. c. Ensuring that all new, major development schemes submit a Transport Assessment to identify the likely effects of the demand for travel they create and include measures to mitigate their impacts by reducing car use, <u>implementing agreed travel plans</u> and making appropriate contributions towards sustainable transport measures (see CP7 Infrastructure and Developer Contributions).</b></p>	Previously MM115
<b>PM091</b>	CP9 Sustainable Transport, page 167	<p><b>B. 1. Bus, Coaches and Taxis</b>  <b>Implement strategic bus network investment including priority lanes on key routes into and across the city. Priority routes are:</b></p> <ul style="list-style-type: none"> <li>• Lewes Road (A270)</li> <li>• Edward Street and Eastern Road</li> <li>• A259 Seafront serving Brighton Marina, Brighton Centre &amp; Churchill Square and Shoreham Harbour Development areas.</li> <li>• London Road</li> <li>• <u>Valley Gardens</u></li> </ul>	Previously MM116
<b>PM092</b>	CP9 Sustainable Transport, page 168	<p><b>B. 4. Walking and Cycling</b>  <b>Improve the public realm in key areas, and the routes leading to them, to encourage and enable walking (including wheelchair access) and cycling. Measures will be undertaken in a number of areas including the following:</b></p> <ul style="list-style-type: none"> <li>• Valley Gardens</li> <li>• <u>Brighton Station Gateway, Queens Road and West Street</u></li> </ul>	Previously MM117

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

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		<ul style="list-style-type: none"> <li>• Lewes Road</li> <li>• London Road</li> <li>• Edward Street and Eastern Road</li> <li>• Old Shoreham Road</li> <li>• A259 Seafront</li> <li>• Seven Dials</li> <li>• Hove Station</li> <li>• Pool Valley</li> <li>• Local shopping areas</li> </ul>	
PM093	CP9 Sustainable Transport, page 168	<p><b>B. 6. Parking</b>  <b>Co-ordinate the provision of parking and traffic management measures across the city through an integrated approach to car parking charges, car park improvements (including signing and information), controlled parking zones and ensure that the capacity of public car parks <u>used by the public are</u> is not increased in central areas.</b></p>	Previously MM35
PM094	CP10 Biodiversity, page 177	4.132 The South Downs Way Ahead Nature Improvement Area (NIA) includes all of the city's Green Network and much of the surrounding downland. The boundary of the NIA/Green Network is shown on the <del>proposals</del> <u>policies</u> map.	Previously MM36
PM095	CP11 Managing Flood Risk, page 181	<p><u>The Council has a new role as Lead Local Flood Authority with a responsibility for surface and groundwater flooding, SuDS approval and other responsibilities derived from the Flood and Water Management Act 2010 and is a source of information and technical assistance.</u></p>	Previously MM37
PM096	CP12 Urban Design, page 185	<p>Amend footnote 205:</p> <p><sup>205</sup>The anticipated adoption date for the Urban Design Framework is <del>January 2017</del> <sup>208</sup>2013.</p>	Supersedes MM38
PM097	CP14 Housing Density, page	4.159 ... whilst on brownfield land this figure was 48 dph <sup>208</sup> . <del>The South East Plan sets an overall regional target of 40 dph and states that there are significant</del>	Previously MM39

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
	190	<del>opportunities to provide quality housing development in excess of 50 dph in many urban and suburban areas.</del>	
<b>PM098</b>	CP16 Open Space, page 194	<b>1. The council will require the retention of and seek better, more effective and appropriate use of all existing open space, as shown on the <u>proposals policies</u> map, having regard to the Open Space, Sports and Recreation Study and the Open Space Update Study<sup>212</sup>.</b>	Previously (part of) MM40
<b>PM099</b>	CP16 Open Space, page 194	<p><b>Planning permission resulting in the loss of open space, including the beach, will not be granted unless:</b></p> <p>...</p> <p>Add at the end of section 1:</p> <p><b><u>e) The 2014 Urban Fringe Assessment will be a material consideration in the determination of applications for residential development in the urban fringe prior to the adoption of Part 2 of the City Plan.</u></b></p>	
<b>PM100</b>	CP16 Open Space, page 195	<p><b>2. b) Developments, especially those located in an area with open space deficiencies, will be expected to help improve sustainable means of access to open space and facilitate appropriate links to the city’s open space framework (which comprises the open spaces shown on the <u>proposals policies</u> map, the Nature Improvement Area, beaches, the countryside and new open space allocations and links).</b></p> <p>...</p> <p><b>2. d) The community use of private and schools open spaces will be sought when considering proposals affecting these sites including the temporary use of redundant or undeveloped sites. <del>All open space proposals will be expected to have an agreed funded maintenance plan for the space.</del> The council will</b></p>	Previously (part of) MM40

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p><b>seek to allocate new open space in the City Plan Part 2.</b></p> <p>...</p> <p><b>2. f) Seek proactive and appropriate management of open spaces including the enforcement of by-laws and seek the enhancement and improvement of open spaces and features. <u>All open space proposals will be expected to have an agreed funded maintenance plan for the space.</u> Lighting proposals, including floodlighting, will be required to minimise light pollution, help reduce crime and not cause significant harm.</b></p>	
PM101	CP16 Open Space, pages 196-197	<p>4.174 Due to the city’s housing requirements a review of the capacity and need for open space was required and the findings of the Open Space, Sport and Recreation Study 2008 were further assessed through the Open Space Study Update 2011. The Update Study endorsed the local open space standards and the approach taken in the 2008 study. It devised a scoring system to assess open space which was applied to private open spaces and used to inform the 2010 Strategic Housing Land Availability Assessment. However the factors that produce a low open space offer (a combined assessment of ‘quantity’, ‘accessibility’ and ‘quality’ including potential) also limit a site’s suitability for housing and no additional open space sites were identified through the study as suitable for housing. <u>However through the 2014 Urban Fringe Site Assessment Study some open spaces within the city’s urban fringe have been identified as having potential to help meet the city’s housing requirements (see Policies SA4 and CP1). Unlike other urban open spaces the loss of these sites can more readily be mitigated through the provision of new publically accessible space, enhancements to existing space or by alternative provision within the National Park and/ or compensated for by the National Park’s open space offer.</u></p> <p>4.175 When the open space standards are applied, a significant increase in open space will be required by 2030 (an additional <del>237</del> <u>293</u> hectares should be created <u>provided when ONS population projections are applied, which however is reduced to</u></p>	

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
		<p>202 hectares when the City Plan housing target of <u>13,200</u> is taken into account the <u>generated demand equates to approximately 167 hectares</u><sup>214</sup>). It is therefore important new developments seek to provide the open space requirements generated respectively. However due to the city's physical constraints, between the sea and the South Downs National Park, it is recognised that the future open space requirements are unlikely to be met in full. To compensate, more intensive use of existing open space will be needed in an attempt to maintain current quality of life including the opening up of school grounds to the community/public and an expectation that owners should endeavour to enable better open space use of under-used private spaces. There will also be a need to better connect green spaces together to improve accessibility and to improve access for quiet recreation to the South Downs National Park.</p> <p>Amend footnote 214:</p> <p><sup>214</sup>ONS stands for Office for National Statistics. <u>The 2030 population figure applied is 310,900 based on ONS 2012-based Subnational Population Projections. The indicative generated demand of 13,200 residential units is calculated using the council's excel open space standards calculator and by assuming an average unit size of 2 bedrooms. The difference between the two figures is considered to be due to the accumulative quantitative shortfall in open space arising since the base year of 2006 and also the potential of the housing target to restrict growth in population. These figures apply a population figure of 302,806 and 294,072 respectively which are based on information in the ONS 2010-based Sub-National Population Projections March 2012 and 2011-based interim projections covering 2011-2012 (published Sept 2012) – Initial release of 2011 Census Data. The population figures are detailed and explained further in the Housing Requirements Study (Update of 2011 HRS Study).</u></p>	
PM102	CP17 Sports Provision, page 200-201	<p><b>... Planning permission resulting in the loss of indoor and outdoor sports facilities and spaces will not be granted except where:</b></p> <p>Add at the end of section 2:</p> <p><b><u>The 2014 Urban Fringe Assessment will be a material consideration in the</u></b></p>	

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		<p><b><u>determination of applications for residential development in the urban fringe prior to the adoption of Part 2 of the City Plan.</u></b></p> <p>...</p> <table border="1" data-bbox="584 443 1715 1420"> <tr> <td colspan="4" data-bbox="584 443 1715 483"><b>Standard for Indoor and Outdoor Sports Facilities</b></td> </tr> <tr> <td colspan="4" data-bbox="584 483 1715 523"><b>Indoor Sports</b></td> </tr> <tr> <td colspan="4" data-bbox="584 523 1715 563"><b>Quantity (indoor sport)</b></td> </tr> <tr> <td data-bbox="584 563 1137 1042">                     Modelling undertaken in line with Sport England parameters. Standards to comply with national best practice.                 </td> <td colspan="3" data-bbox="1137 563 1715 1042">                     The Open Space, Sport and Recreation Study recommends the council should aim to provide a new multi-sports wet/dryside leisure centre (in addition to the replacement of provision currently provided for the King Alfred Leisure Centre) and indicates a further potential need for additional pool space and indoor sports halls. The study also indicates a demand for an indoor arena and ice rink (See also the Sports Facility Plan for further recommendations).                 </td> </tr> <tr> <td colspan="4" data-bbox="584 1042 1715 1082"><b>Accessibility (indoor sport)</b></td> </tr> <tr> <td colspan="4" data-bbox="584 1082 1715 1121">Standards to comply with national best practice.</td> </tr> <tr> <td colspan="4" data-bbox="584 1121 1715 1161"><b>Quality (indoor sport)</b></td> </tr> <tr> <td colspan="4" data-bbox="584 1161 1715 1233">All facilities should be built or provided in accordance with national best practice</td> </tr> <tr> <td colspan="4" data-bbox="584 1233 1715 1273"><b>Outdoor Sports</b></td> </tr> <tr> <td colspan="4" data-bbox="584 1273 1715 1313"><b>Quantity (outdoor sport)</b></td> </tr> <tr> <td data-bbox="584 1313 864 1420">Current Provision</td> <td data-bbox="864 1313 1149 1420">Current Provision (Ha/1,000 pop)</td> <td data-bbox="1149 1313 1433 1420">Proposed Standard (Ha/1,000 pop)</td> <td data-bbox="1433 1313 1715 1420">Additional Space required by 2030<sup>215</sup></td> </tr> </table>	<b>Standard for Indoor and Outdoor Sports Facilities</b>				<b>Indoor Sports</b>				<b>Quantity (indoor sport)</b>				Modelling undertaken in line with Sport England parameters. Standards to comply with national best practice.	The Open Space, Sport and Recreation Study recommends the council should aim to provide a new multi-sports wet/dryside leisure centre (in addition to the replacement of provision currently provided for the King Alfred Leisure Centre) and indicates a further potential need for additional pool space and indoor sports halls. The study also indicates a demand for an indoor arena and ice rink (See also the Sports Facility Plan for further recommendations).			<b>Accessibility (indoor sport)</b>				Standards to comply with national best practice.				<b>Quality (indoor sport)</b>				All facilities should be built or provided in accordance with national best practice				<b>Outdoor Sports</b>				<b>Quantity (outdoor sport)</b>				Current Provision	Current Provision (Ha/1,000 pop)	Proposed Standard (Ha/1,000 pop)	Additional Space required by 2030 <sup>215</sup>	
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Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification				Previous modifications
		Approx 118.5 Hectares	0.47	0.47	Approx 20 to 23 <u>15.5 to 28</u> hectares	
<b>Accessibility (outdoor sport)</b>						
20 minute walk time (960 metres)						
<b>Quality (outdoor sport)</b>						
Clean, litter-free sports facilities should be provided with appropriate, well drained, well maintained surfaces. Ancillary accommodation should include toilets, changing facilities, dog waste bins and litter bins and appropriate amenity and sports lighting.						
<b>Standard for Indoor and Outdoor Sports Facilities</b>						
All sites should meet the minimum specifications of the appropriate National Governing Body of sport and meet Equality Act 2010 guidance.						
Amend footnote 215:						
<p><sup>215</sup> <u>Applying a 2030 population figure of 310,900, based on ONS 2012-based Subnational Population Projections, an additional 27.6 hectares of outdoor sport space will be required. However, when the indicative generated demand of the City Plan’s housing target of 13,200 residential units is calculated (using the council’s excel open space standards calculator and by assuming an average unit size of 2 bedrooms) an additional 15.5 hectares is required. The difference between the two figures is considered to be due to the accumulative quantitative shortfall in outdoor sport arising since the base year of 2006 and also the potential of the housing target to restrict growth in population. ONS stands for Office for National Statistics. Based on information in the Office for National Statistics 2010-based Sub National Population Projections March 2012 and 2011-based interim projections covering 2011-2012 (published Sept 2012) – initial release of 2011 Census Data. Applying the respective 2030 projection figure of 299,777 an additional 22.9 hectares will be required however on the assumption that the City Plan housing targets will restrict the growth in population to 292,886 this will reduce the additional outdoor sport requirement to 19.66 hectares. The population figures are detailed and explained further in the Housing Requirements Study (Update of 2011 HRS Study).</u></p>						

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

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PM103	CP18 Healthy City, page 206	<b>3. Require larger developments to demonstrate how they <u>minimise negative impacts and maximise positive impacts on health within the development or in adjoining areas (where the benefits of new development can be maximised).</u></b>	
PM104	CP18 Healthy City, page 206	<p>Insert footnote definition of Lifetime Neighbourhood principles related to part 4 of policy:</p> <p><u># The CLG (Lifetime Neighbourhoods - December 2011) has recognised the importance of neighbourhood as a determinant of well-being in later life and its crucial role in supporting older people's independence. The main components that make up a lifetime neighbourhood includes: supporting residents to develop lifetime neighbourhoods – especially resident empowerment; access, services and amenities, built and natural environments, social networks/well-being and housing.</u></p>	Previously MM41
PM105	CP18 Healthy City, page 207	<p>Add after last sentence of 4.197:</p> <p><u>Poor air quality can cause serious health problems and reduces the quality of life and life expectancy. Development proposals will be expected to protect and improve local air quality and should be appropriately and sensitively designed to mitigate negative impacts on air quality.</u></p>	Previously MM118
PM106	Policy CP19 Housing Mix, page 209, 210	<p>Add new criterion a. iii) to the policy:</p> <p><b><u>iii) introduce dwelling space standards in Part 2 of the plan to secure quality and sustainability in new residential development.</u></b></p> <p>Insert new penultimate sentence within paragraph 4.202:</p> <p>4.202 ... and the need for developments to be inclusive, adaptable and accessible is addressed in CP12 Urban Design. <u>Part 2 of the plan will introduce minimum dwelling space standards, similar to those of the GLA or compatible with those emerging from the government's 2013 Housing Standards Review.</u> This policy and those ...</p>	Previously MM53 and MM54

Ref	Policy, page no.	Proposed Modification	Previous modifications
PM107	CP21 Student Accommodation and Houses in Multiple Occupation, page 217, 218	<p><b>i) Purpose Built Student Accommodation</b></p> <p><b>A. 6. Schemes should <u>demonstrate that they have entered into a formal agreement with the support of</u> one of the city's two Universities or other existing educational establishments within Brighton &amp; Hove.</b></p> <p><b>A. 7. Permanent purpose built student Accommodation will not be supported on sites <u>allocated for housing or</u> with either an extant planning permission for residential development or sites identified as potential housing sites.</b></p> <p><b>ii) Houses in Multiple Occupation (HMO's)</b></p> <p><b>In order to support mixed and balanced communities and to ensure that a range of housing needs continue to be accommodated throughout the city, applications for <u>new build HMO, and applications for the change of use to a Class C4 (Houses in multiple occupation) use, a mixed C3/C4 use or to a sui generis House in Multiple Occupation use (more than six people sharing) will not be permitted where:</u></b></p> <ul style="list-style-type: none"> <li><b>• More than 10 per cent of dwellings within a radius of 50 metres of the application site are already in use as Class C4, mixed C3/C4 or other types of HMO in a sui generis use.</b></li> </ul>	Previously MM42
PM108	CP21 Student Accommodation and Houses in Multiple Occupation, page 219	<p>4.225 The city's educational establishments and their students make an important contribution to the economic and cultural life of the city. There are approximately <u>35,200</u> <del>37,000</del> students at the Universities of Brighton and Sussex, which includes <u>4,000</u> <del>5,200</del> international <u>students from non EU countries</u><sup>#</sup> <del>450</del> countries. Many students also attend...</p> <p>Insert new footnote:</p> <p><sup>#</sup> HESA 2011/12</p>	Previously MM43

Brighton & Hove City Plan Part One – Proposed Modifications Schedule

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PM109	CP21 Student Accommodation and Houses in Multiple Occupation, page 220	4.234 In assessing planning applications for new Houses in Multiple Occupation, a circle with a radius of 50 metres will be drawn from the centre point of the application site's <del>highway frontage</del> <u>front curtilage boundary</u> . Residential properties...	Previously MM44								
PM110	CP22 Traveller Accommodation, page 223	Amend footnote 254:  <sup>254</sup> Local evidence base consists of the East Sussex and Brighton & Hove Gypsy and Traveller Study as benchmarked, audited and amended through the Partial Review of the South East Plan process (2007 – 2010) and further needs assessment exercises. <u>A summary of the partial review process is provided in the paper 'Joint Evidence Paper – Provision for Gypsies and Travellers in East Sussex' April 2011 produced by ESCC, East Sussex District and BHCC officers.</u>	Previously MM45								
PM111	Appendix 1 Glossary of terms, pages 226, 228, 229	<table border="1"> <tr> <td data-bbox="582 783 900 895">Built up area</td> <td data-bbox="900 783 1713 895">Area identified within which the development of the city has occurred already. The outer limits of the built up area are defined on a <del>proposals</del> <u>policies</u> map.</td> </tr> <tr> <td data-bbox="582 895 900 1007">Hotel Core Zone</td> <td data-bbox="900 895 1713 1007">An area identified on a <del>Proposals</del> <u>Policies</u> Map within which tourist accommodation would be afforded special protection by planning policy.</td> </tr> <tr> <td data-bbox="582 1007 900 1230">Local Development Framework (LDF)</td> <td data-bbox="900 1007 1713 1230"><del>The Local Development Framework or 'LDF' is the term used to describe the set of documents which will eventually include all of the planning authority's local development documents, one of which is the City Plan. As these new documents are adopted they will eventually replace the Brighton &amp; Hove Local Plan.</del></td> </tr> <tr> <td data-bbox="582 1230 900 1302"><del>Proposals</del> <u>Policies</u> Map</td> <td data-bbox="900 1230 1713 1302"><del>Map that forms an integral part of the LDF and which identifies sites/areas to which particular policies apply.</del></td> </tr> </table>	Built up area	Area identified within which the development of the city has occurred already. The outer limits of the built up area are defined on a <del>proposals</del> <u>policies</u> map.	Hotel Core Zone	An area identified on a <del>Proposals</del> <u>Policies</u> Map within which tourist accommodation would be afforded special protection by planning policy.	Local Development Framework (LDF)	<del>The Local Development Framework or 'LDF' is the term used to describe the set of documents which will eventually include all of the planning authority's local development documents, one of which is the City Plan. As these new documents are adopted they will eventually replace the Brighton &amp; Hove Local Plan.</del>	<del>Proposals</del> <u>Policies</u> Map	<del>Map that forms an integral part of the LDF and which identifies sites/areas to which particular policies apply.</del>	
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<del>Proposals</del> <u>Policies</u> Map	<del>Map that forms an integral part of the LDF and which identifies sites/areas to which particular policies apply.</del>										

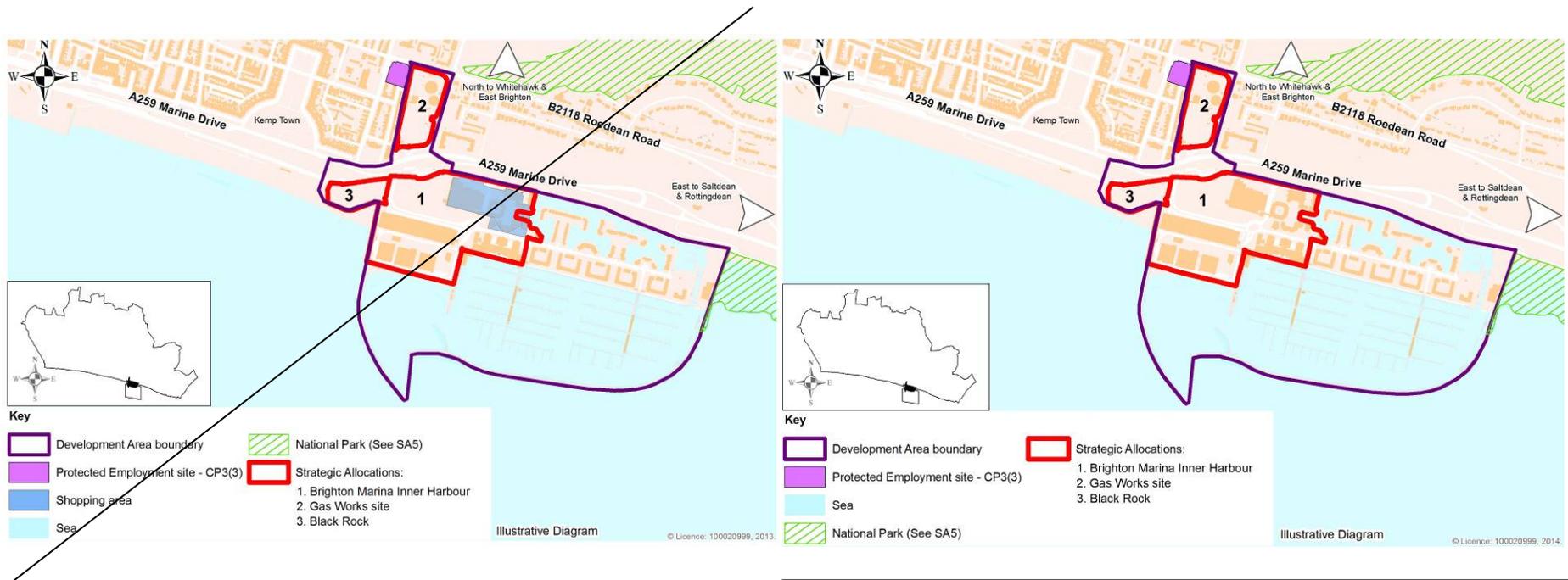
Brighton & Hove City Plan Part One – Proposed Modifications Schedule

Ref	Policy, page no.	Proposed Modification	Previous modifications
PM112	Appendix 2 Key Diagram, page 233	<p>Full diagram shown at Appendix 1 below. (See PM046 for additional changes to Key Diagram.)</p> <p>Amend headings:</p> <p><b>Local Development Framework</b>  <del>Core Strategy</del> <u>City Plan Part One</u> Key Diagram</p> <p>Amend key:</p> <p>Shopping centres (CP15 <u>CP4</u>)</p>	
PM113	Annex 1 – Implementation and Monitoring Plan	Full Annex shown with amendments in Appendix 2 (separate document).	Supersedes MM65
PM114	Annex 2 – Infrastructure Delivery Plan	Extract from Annex shown with amendments in Appendix 3 below.	Previously MM66
PM115	Annex 2 – Infrastructure Delivery Plan	Addendum made to Annex 2 in Appendix 4 (separate document).	
PM116	Annex 3 – Housing Implementation Strategy	Full Annex shown with amendments in Appendix 5 (separate document).	Supersedes MM67

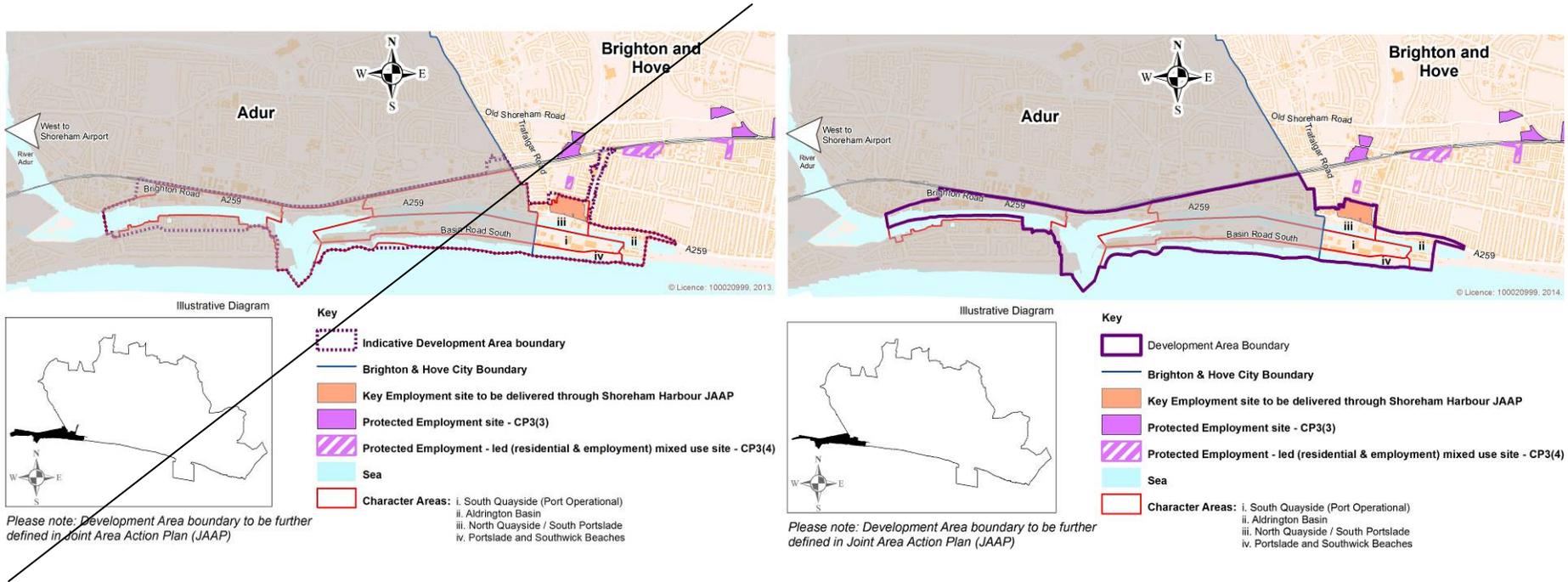
**Appendix 1 – Amendments to Maps**

See PM018, PM046, PM112 for details of proposed modifications.

**DA2 Brighton Marina, Gas Works and Black Rock Area, page 38**



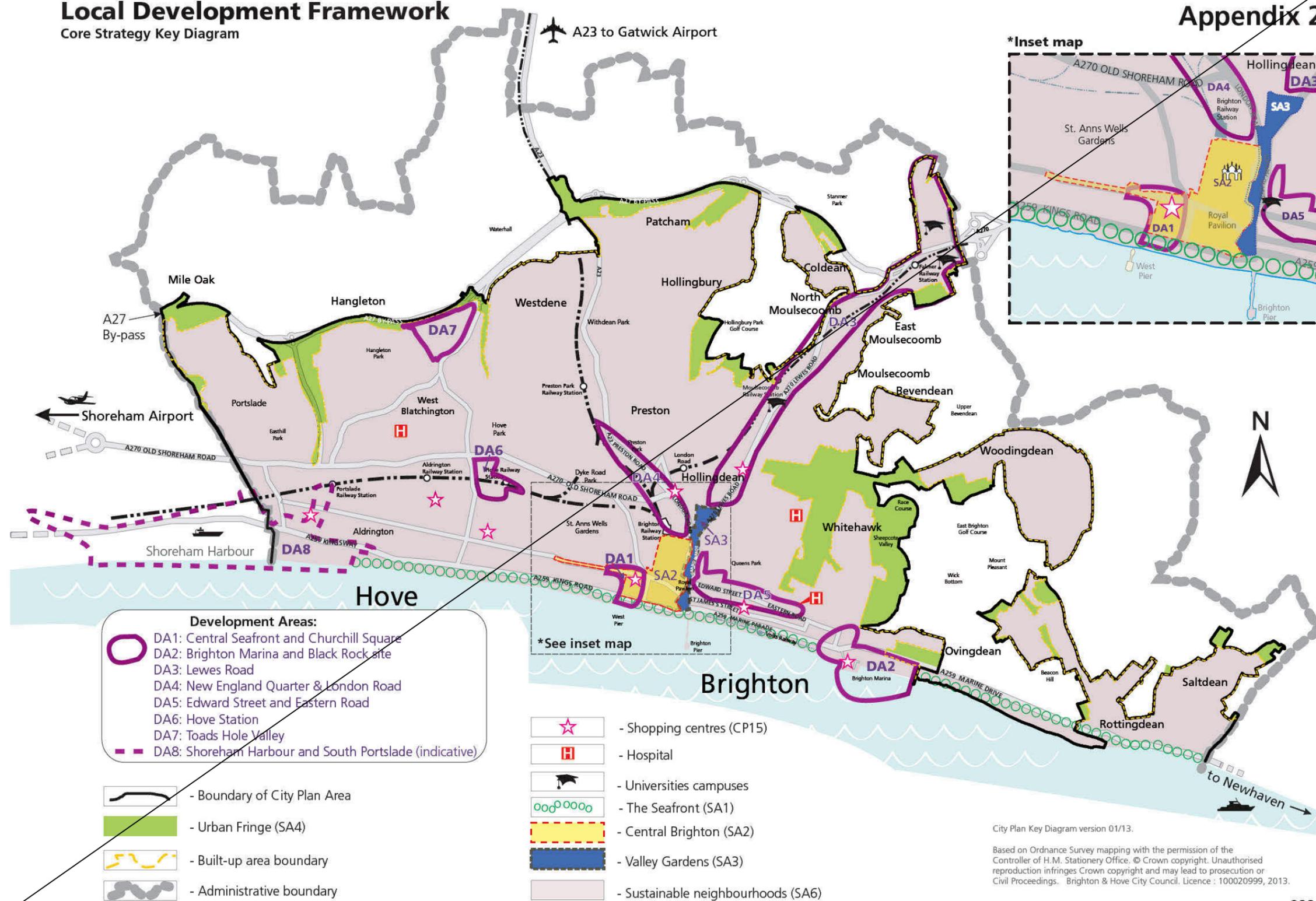
DA8 - Shoreham Harbour, page 87



Key Diagram, page 233

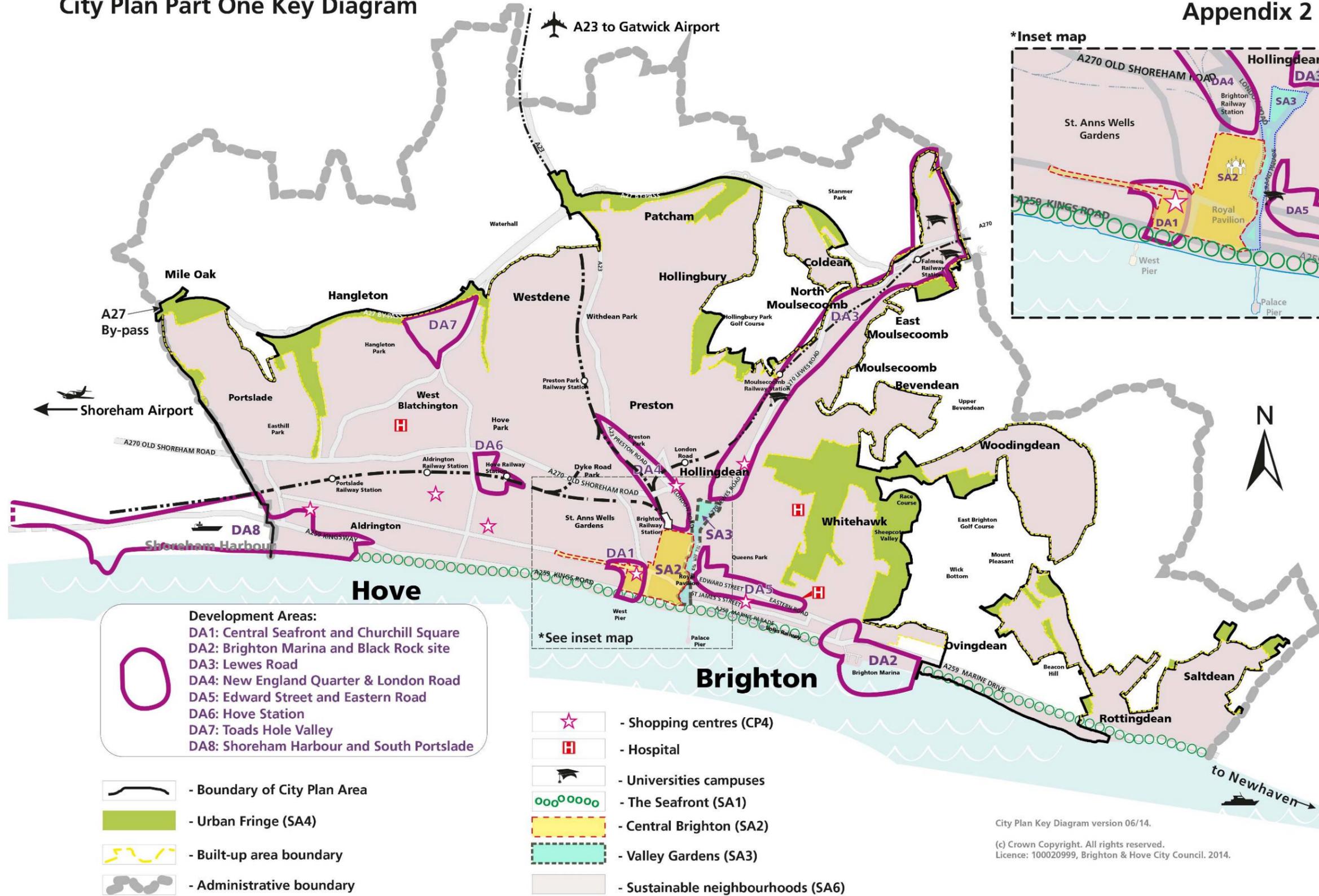
**Local Development Framework**  
Core Strategy Key Diagram

**Appendix 2**



### City Plan Part One Key Diagram

### Appendix 2



City Plan Key Diagram version 06/14.  
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Policies Map

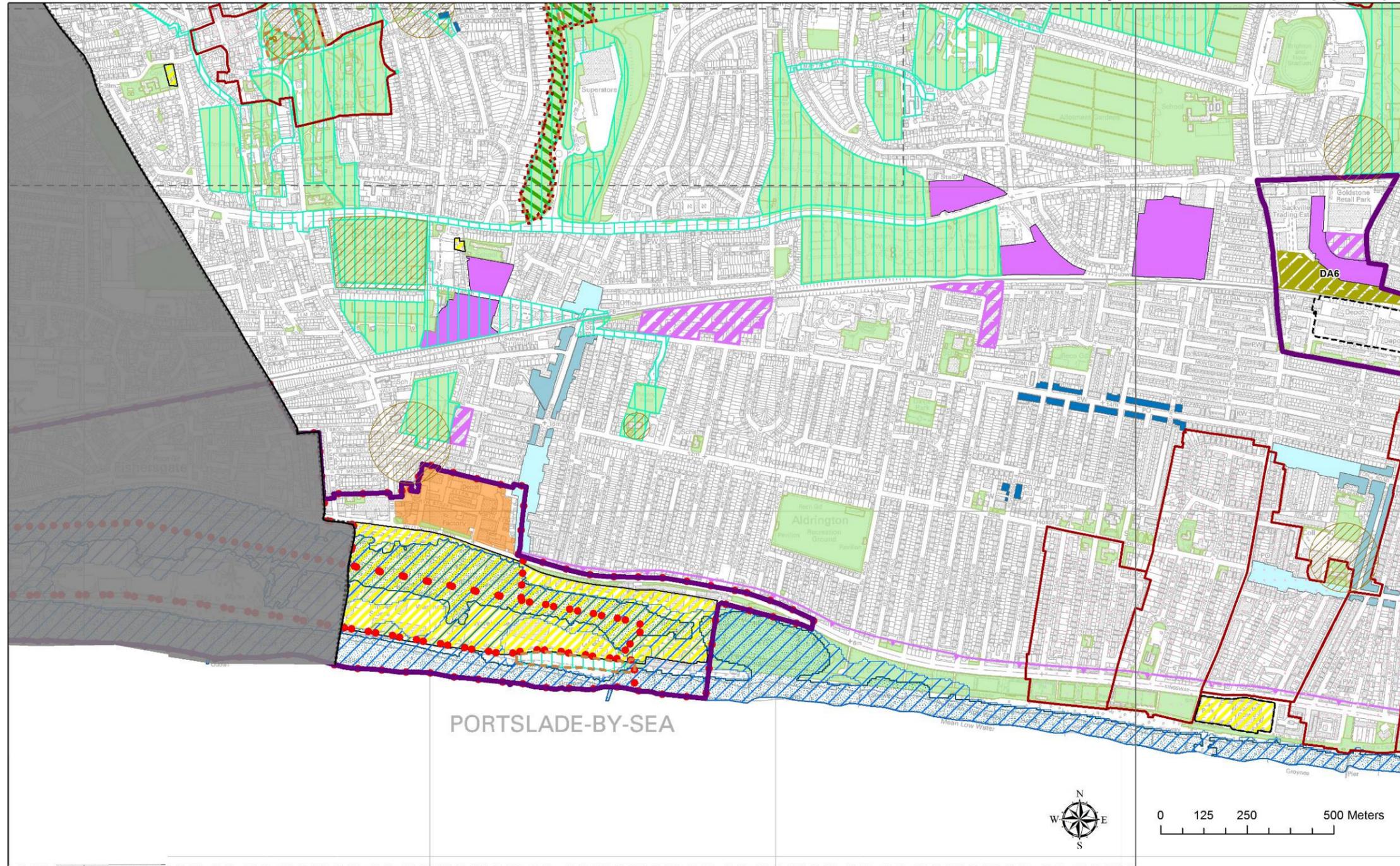
Submission City Plan Part One Policies Map - map 8



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Scale: 1:10,000

City Plan Part One Policies Map - map 8



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Scale: 1:10,000

Submission City Plan Part One Policies Map - map 13



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City Plan Part One Policies Map - map 13



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**Appendix 2**

Amendments to Annex I – Implementation and Monitoring Plan. Full annex with amendments shown in separate document.

**Appendix 3**

## Annex 2 – Infrastructure Delivery Plan (extract)

Infrastructure Type – and Area	Development Area/ Strategic Allocation – due for construction	Infrastructure need and Requirements	Area and /or Scale	Responsibilities for Delivery/Partners and Funding Sources	Short, Medium or Long Term Phasing and Costs
<b>Flood Defences - Shoreham Harbour Development Area</b>	<b>Essential Important infrastructure for development</b> DA8 Shoreham Harbour - Comprehensive development of Port: Phases	<del>Upgraded flood defence and essential on-site highways – if land uses change from current port-water compatible uses</del>  <u>Repair / replacement of wharf walls for development sites adjacent to the wharf frontage may be required, including corrosion control measures where appropriate.</u>	DA8 Shoreham Harbour – South Portslade/Aldrington Basin, in accordance with requirements in Development Brief as part of emerging JAAP for the area; informed by updated SFRA	Environment Agency, Landowners, Developers	<del>Completion before each phase of development bought forward</del>  £3m (indicative)  <u>Costs dependant on scale, type and impacts of development</u>  <u>Condition survey of walls currently underway</u>
<b>Waste and Wastewater</b>	<b>Essential infrastructure for development</b> Strategic allocations on Eastern Road and Edward Street – first site RSCH	Water and wastewater management and infrastructure.	DA5 Eastern Road and Edward Street - Southern Water has identified the need for water and wastewater infrastructure to serve new development at RSCH, <u>Edward Street Quarter and Freshfield</u>	Universities NHS Trust, Southern Water, Developers	By 2016

	<p><b>Essential infrastructure for development (general)</b></p>	<p>Timely provision of new or improved water and wastewater infrastructure <u>through connection to water distribution and off site sewerage system at nearest point of adequate capacity</u></p>	<p><u>Road Business Park</u></p> <p><u>Across all DA areas and city wide - to be co-ordinated to meet needs generated by new development</u></p>	<p>Southern Water, Developers</p>	<p><u>In time to serve all new development</u></p> <p>Throughout the life of the Plan</p> <p>Costs dependent on site circumstances</p>
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**Appendix 4**

Annex 2 – Infrastructure Delivery Plan – Addendum, shown in separate document.

**Appendix 5**

Annex 3 – Housing Implementation Strategy. Full annex shown with amendments in separate document.



**Brighton & Hove  
City Council**