

**ENTERPRISE, EMPLOYMENT &
MAJOR PROJECTS CABINET
MEMBER MEETING**

Agenda Item 48

Brighton & Hove City Council

Subject:	Landlord Consent for use of land at Black Rock as a Temporary Coach Park		
Date of Meeting:	22 March 2011		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Gillian Marston	Tel: 29-2245
	E-mail:	gillian.marston@brighton-hove.gov.uk	
Key Decision:	No		
Wards Affected:	Rottingdean Coastal		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 This report requests Landlord's Consent for use of land at Black Rock as a temporary coach park to facilitate the removal of coach parking from Roedean Road.

2. RECOMMENDATIONS:

- (1) That the Cabinet Member grants Landlord's Consent for use of land at Black Rock as a temporary coach park.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

Black Rock – Coach Parking Facility

- 3.1 The council owns the freehold of this site.
- 3.2 For four years up until 8 January 2011 the site was licensed to the Brighton Marina Company Ltd.
- 3.3 The purpose of the Licence was to allow Brighton Marina Company to use the area as a contractors' compound and temporary working area including use for storage of materials for the construction of the Outer Harbour Development at Brighton Marina.

3.4 Brighton Marina Company has indicated that they wish to use part of the site as a works compound in 2011.

3.5 There is a need to locate a permanent coach park and whilst this is being undertaken it is possible to use the site as a temporary coach park without compromising potential development of the area in the medium to longer term. As the council will control the coach park it will be able to ensure development of the area is not delayed or compromised by a temporary facility

Technical accessibility

3.6 This location provides easy access for coaches, and one which is very unlikely to cause congestion to the highway infrastructure.

Planning issues

3.7 The council submitted a planning application on 25th February 2011 to operate the temporary facility for 2 years.

Indicative costs of works

3.8 The cost of works to create a working temporary coach park (i.e. to include supply of cabin with toilets / wash-hand basins with hot and cold water, works to surface and signs) would be in the order of £100,000.

3.9 Security will be an essential feature of the site operation, primarily to mitigate the risk of occupation by travellers. An allowance of £40,000 per annum is advised.

3.10 It is considered that a maintenance budget be set aside annually for repairs to the surface, as the coaches will inevitably break up the surface over time. An allowance of £10,000 per annum is advised.

Funding

- 3.11 Funding of £100,000 has been identified via the Seaside Town Money.
- 3.12 A parking fee will be applied to recoup the ongoing costs of security and maintenance.

Risks

- 3.13 Black Rock has been used once before as a temporary car and coach park. This generated complaints within a relatively short period of time that the council had to step in and determine the licence. As a number of the complaints related to the operation of the site including the lack of appropriate facilities for a coach and security the site, the council will be installing proper toilets as well as the comfort facilities for coach drivers; and appropriate security arrangements.
- 3.14 The site is currently derelict and has been subject to unauthorised access. By constructing a well managed coach park facility the risk of unauthorised occupation will be reduced.

4. CONSULTATION

- 4.1 There will be a consultation period during the planning application process which commenced on 25th February 2011. There will also be public consultation via the Traffic Regulation Order and this will be reported to Environment Cabinet Member Meeting. Transport Strategy and Major Projects Teams have been consulted. Local Ward Councillors have been consulted.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 There is a one off sum of £100,000 available through the Seaside Economies grant to fund the construction of a coach park at Black Rock. Thereafter, the costs of ongoing security and maintenance for the coach park will have to be met from within existing revenue budgets. Any fees charged for use of the coach park can be used to help offset these costs.

Finance Officer Consulted: Karen Brookshaw

Date: 08/03/2011

Legal Implications:

- 5.2 The recommendations in this report enable a flexible approach in terms of the use of the site. If for example terms are agreed with the Marina Company for their use of part of the site as a compound (which could be dealt with by way of officer delegated powers) the remainder will be used for the temporary coach park. If terms are not agreed then all of the site can be utilised for the coach park. In the longer term the site is currently allocated for the proposed ice arena development and Brighton Arena Limited (BAL) has the benefit of a Development Agreement. BAL's agreement to the coach park proposal and how it may impact on a start on site is therefore necessary. It is currently proposed that the BAL development will be the subject of a report after the election.

Legal officer consulted: Bob Bruce Date 22.02.11

Equalities Implications:

- 5.3 There are no specific equalities implications.

Sustainability Implications:

- 5.4 There are no specific sustainability implications.

Crime & Disorder Implications:

- 5.5 The area at Black Rock and around it has been subject to higher levels of anti social behaviour and this maybe because it is a less frequented area of the seafront. Increasing the amount of legitimate activity and people in the area may help deter levels of anti social behaviour.

Risk and Opportunity Management Implications:

- 5.6 These have been addressed in the main body of this report.

Corporate / Citywide Implications:

- 5.7 Sufficient standards and capacity of coach parking is a vital element of the tourist industry and economy of the city.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

Do nothing

- 6.1 The ramifications of doing nothing would be continued coach parking in Roedean Road that will continue to have a negative impact on the lives of local residents.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To facilitate a temporary alternative to the coach parking problems experienced in Roedean Road.

SUPPORTING DOCUMENTATION

Appendices:

None

Documents In Members' Rooms

None

Background Documents

Draft Transport Strategy Report (2006)

Design Feasibility Study / Cost Estimate – Black Rock (2010)

