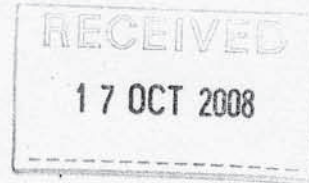




Brighton & Hove

COUNCILLOR DAVID SMITH

17 Pitt Gardens
Woodingdean
Brighton
BN2 6LR



Ms Maria Seale
Brighton & Hove City Council
Development Control
Norton Road
HOVE BN3 3BQ

15th October 2008

Dear Ms Seale

Re: BH2007/03454 – land at Brighton Marina

As a Rottingdean Coastal Ward City Councillor I write to object most strongly to the above planning application. I have received numerous objections from local residents by letter, email and during public meetings, and would like to register my request that in the interests of these local residents and the City as a whole, this application be refused.

I have taken particular note of the attached comprehensive report sent to me by Robert Powell (architect) who is a senior figure in the field of planning and would like to add my support to all the points he has made. He makes a clear case for refusal and presents the case in his report that covers all my reasons for objecting to the application.

I confirm that I will be attending that meeting in my capacity as Ward councillor and reserve my right to speak against the application.

Please acknowledge receipt of this letter.

Yours truly,

David Smith
Rottingdean Coastal Ward Councillor

To planning.applications@brighton-hove.gov.uk

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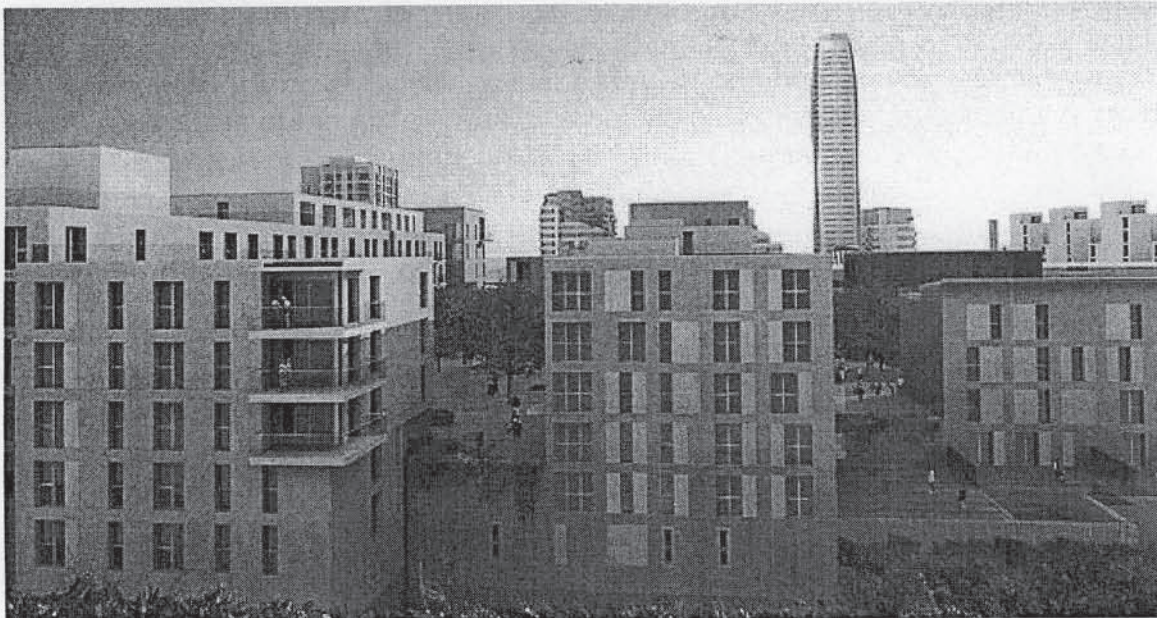
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**Objections to Application No BH 2007/03454
Land at Brighton Marina**

Hansard transcripts of the 1967 parliamentary debates on the Brighton Marina Act 1968. (See Hansard, debate in the House of Lords 20 July 1967 and debate in the House of Commons 26th June 1967) make it quite clear that the intention of the Brighton Marina Act 196 was to allow the construction of a Marina and not a housing estate. To enable the Act to pass through the House of Commons and the House of Lords members of both houses repeated an assurance (from the Corporation (now BHCC), never to be broken, that "the cliff heights was the limit to the height of the buildings". (Extracts from the debate are attached)

Massive overdevelopment

1301 residential units is a massive overdevelopment of a special coastal site. When added to the existing 863 dwellings built by Barretts, the 853 approved for the Brunswick Development and the 104 dwellings proposed by BIA there will be a total of 3,121 apartments and (assuming an occupancy rate of 1.5 pp/du) a resident population of 4,681 people and perhaps as many as 6,000 with the proportionate demand for car parking spaces and amenity space. Far from reducing the number of dwellings in response to community cries of dismay, Explore Living have pressed ahead and INCREASED the number of dwellings in their development. This will destroy the identity of the Marina as a place primarily for boats and leisure and its maritime image will be diluted to create a high-rise high-density residential suburb to meet central government targets.



The Cliff Building will be a 'superblock' - 235 metres in length. The result is that a 'canyon', 10-storeys (30 metres) high is created along the undercliff. This area will be dark, dank and inhospitable. It is ironic that this is the very location selected for a children's eco-learn area and a cliff park. Very little vegetation will grow here. With a stiff winds channelled through the canyon it will be the least attractive and least safe space on the Marina for children from Health and Safety aspects. The other design failure of this block is that it lacks permeability forming a physical and visual barrier to connections from the undercliff path to the core of the marina.

In the last four years there have been two attempted suicides in this location (one fatal) and one car has plunged over the cliff, resulting in a fatality, during a police pursuit. There is a very real danger of small rocks falling from the cliff and it is expressly forbidden for walkers to sit below the cliffs - for this reason no seats are currently provided. The area is hazardous yet, ironically, this is precisely where Explore Living choose to site the children's garden and the eco-space. There is evidently a lack of local knowledge.

The perspectives produced by Explore Living show an Eco-Learn space that will not survive in the microclimate that exists on the undercliff and a Cliff Park that is high on hyperbole but low on actual content. It is questionable whether the landscape consultants have actually spent time in this location for there is little evidence that trees such as *acer campestre* and *corylus avellana* (maple and hazel) will survive in the microclimate at the base of the cliffs? The undercliff path is often covered in chalky sludge washed down from the cliff after heavy rainfall.

The 'deep plan' form of the Cliff Building means that over 100 apartments look north, to the cliff face. The apartments are all 'affordable housing' and have a restricted view of the lower part of the cliff face with bathrooms and kitchens that have no daylight and require mechanical ventilation. Many living and dining rooms have limited views of the sky. It is difficult to see how these can be rated highly in terms of sustainability. Indeed locating all the affordable housing in this block goes against good planning practice of 'pepper potting'. It groups together all families who are most in need including key workers on low incomes, unemployed workers and those on benefits. Inevitably problems will occur and possibly 'ghettoisation' where those on low incomes or income support are seen to be stigmatised.

Flues from boilers - both gas fired and biomass fired will project three metres above the roof of the cliff building and fumes will be carried by southwest winds towards Marine Gate. These fumes could affect apartment owners in Marine Gate some of whom are within 100 metres of the development, The Energy Centre and chiller plant may also create noise pollution and buildings projecting above the cliff will cause light and noise pollution.

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The very qualities that attract tourists to the Marina from across the south of England and Europe will be lost. The Marina was never intended to be a 'District Centre' – it does not have the social, educational and community infrastructure to function as the 'centre' of a residential district.

Marina Point - An unremarkable 28-storey tower block

Marina Point is not a design of exceptional quality. It is an extrusion of a rectangular ground plan with superficial embellishment applied to the corners. Take away these frivolous details and it is revealed as a very ordinary tower. All elevations are the same even though each has a different aspect and each should address a different climatic imperative i.e. the east elevation faces the rising sun/cold easterly winds from the North Sea; the south elevation faces the mid day sun; the west elevation faces the setting sun and blustery westerly winds; the north elevation is perpetually in shade - yet they are undifferentiated. The projecting floor slabs do not intelligently address solar gain on the east, west and south elevations.

Marina Point is in much closer proximity to the cliffs than the approved Brunswick development; it dominates the existing residential property in the Marina, towers over the cliff top and casts a shadow over the public realm. It is the same height as Sussex Heights on Brighton sea front. It would not be out of place in an inner London suburb but it is inappropriate in a prominent and highly visible location in a coastal marina. The 28-storey block is driven by the developer's desire to maximise floor area with only one fire-escape stair and two elevators. Marina Point is in fact the 'achilles heel' of the development for contrary to the views expressed in The Townscape and Visual Impact analysis it is not 'an object of beauty' but an 'average' if very efficient tower in terms of its net to gross area. It cannot be argued that it is a 'sustainable' form of construction for there are no discernable 'green' features.

The Cliff Building

A bulky buildings that is out of scale with the cliffs and poorly designed with many north-facing apartments with restricted views to the cliff.

The Cliff Building (An ASDA Store with seven storeys of residential development over) projects above the top of the cliffs. This block contains all the affordable housing and is solely about quantity and not about quality of life. It is in very close proximity to the undercliff path. This is precisely the sort of development that the Marina Act 1968 was intended to prevent). The Cliff Building destroys the continuity of cherished views from Lewes Crescent and Marine Drive along the south coast cliffs from Brighton to Newhaven. Furthermore it destroys the visual connection between the cliff top and the ocean.

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The Cliff Building has fundamental problems chiefly arising from its excessive height, length and width. At different points it is 3.1m, 5.5m, 2.9m above the cliff height in contravention of the Brighton Marina Act 1968. It should be totally redesigned to address these problems. In its present form the Cliff Building must be rejected.

The height should be lowered to a maximum of six storeys.

QuickTime™ and a decompressor are needed to see this picture.

The Sea Wall Building – a poor relationship to the Kemp Town Conservation Area

The Sea Wall building is compressed into a narrow site parallel with the western breakwater. To accommodate the building two structural bays of the existing multi-storey car park are to be demolished. The new building will back up against the gable wall of the David Lloyd Centre in an un-neighbourly manner cutting off daylight to the fitness centre lounge and views from David Loyd's lounge towards the Black Rock Beach and Palace Peir. Most apartments in the Sea Wall building are single aspect with a view only to the west. Many are entered via long corridors on the eastern side of the linear block, which is unsatisfactory. The

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resident's car park is accessed via a lengthy cul-de-sac to the south of the Casino and David Lloyds that will also be shared with the Brunswick development. The cul-de-sac is not a satisfactory solution when considering it will also provide rear service access to the casino, the fitness centre and the bowling alley. The two-storey resident's car park also appears to have some internal problems in terms of manoeuvring larger cars. It also appears to provide only 26 car spaces for 114 residential units. Access to the Sea Wall building by emergency services is poor.

The most serious criticism of the Sea Wall building is that by virtue of its height and bulk it has a very poor relationship with the Sussex Square/ Lewes Crescent Conservation Area. Its height has been INCREASED to 11 storeys since the original submission and it dominates views from the lower part of Lewes Crescent and Arundel Terrace, blocking off the view of the masts in the harbour from Marine Drive when approaching from the west. In distant views from the Palace Pier and Madeira Drive it forms a solid, impenetrable 'wall'.

QuickTime™ and a decompressor are needed to see this picture.

The designers appear to have spent very little time on site observing the power of the ocean when a westerly wind blows up the Channel. Waves sweep along the western breakwater and overtop the structure by 20 metres. Those apartments to the west of the David Lloyd building will be severely battered

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during storms. External materials and windows will be subject to constant erosion by brine. Several times every year the western sea wall is closed because of huge overtopping waves..

The Sea Wall Building should be rejected in its present form. The height should take references from Lewes Crescent and Sussex Square and be lowered to a maximum of six storeys.

The Quayside Building

The Quayside Building is located on the current site of McDonalds and the adjacent car park. It is a 5 to 16-storey perimeter tower block encircling a four-story car park.

As elsewhere on the development many of the apartments are single aspect with internalised bathrooms and kitchens without daylight and requiring mechanical ventilation. Access is in many cases by long internalised corridors – in some cases the internal corridors extend 50 metres without natural daylight. They will have to artificially illuminated 24 hours per day. There is little evidence that the built form and details are sustainable.

The Quayside Building represents excessive development on a restricted site with a bulky form that is too tall. Contrary to the claim that this building creates a 'link' between Marina Point and the previously approved Brunswick Towers the Quayside Building simply blocks many of the gaps that were created by Brunswick following the refusal of their initial application.

The Quayside building should be rejected in its current form and should be reduced in height to six storeys to permit views of the harbour through the gaps in the approved Brunswick development.

Public Space

Park Square

Park Square is essentially the same as the existing space. It is the same configuration, the same buildings surround the square and they contain the same activities, The Cineplex, David Lloyds, the Casino, and the Bowling Alley all house 'internalised' activities that do not activate the edges of the space or contribute any life to the public realm. MacDonalDs is in exactly the same place as it is now. The applicant claims that this will be a 'new' entertainment space – it is difficult to see how this will be achieved. The addition of an interactive fountain and a few trees is unlikely to be the catalyst for a major revival of this area. A children's playground to the west of Pizza Hut is in the most inhospitable part of

the square. *Pinus Nigra* (European Black Pine) is unlikely to survive in this exposed and salty windswept area.

The design appears to exclude evening parking in front of the Casino. It appears to exclude traffic dropping off elderly persons and families in front of the cinema, the casino, the bowling alley and David Lloyd's gym in inclement weather. This may have serious consequences on the viability of these businesses.

Palm Drive

Whatever qualities Palm Drive has at present – and there are some reasonable small restaurants – are likely to be eroded when it becomes, in effect, a large bus terminus with the deterioration in environmental quality that inevitably surrounds a large bus terminus. An array of standard bus shelters will doubtless appear (not shown on the application). The outdoor seating outside Zingarella, Ristorante Napoli, Café Zio, Gourmet Fish And Chip and the Harvester Pub that currently provide some street life will struggle to retain their attraction in an area polluted by diesel fumes. Detritus, vandalism and anti-social behaviour occur at these nodes as one can see at the bus terminus outside Brighton Station where the No's. 27, 14, 12, 37 and 7 buses stop – often lining up in single file, with engines running. Access for existing Marina residents and boat owners will be much worse than at present.

Harbour Square

Harbour Square is a brave attempt to resolve the entrance to the marina and introduce the concept of 'shared space' but the bus turning circles look decidedly difficult. Access to ASDA car park and service area is now through the same access spur whereas previously these were separate access arrangements. There is potential for major congestion and tail back up the entrance ramp.

The entrance and exit from the existing multi-storey car park threatens to be chaotic. Currently there are three entrances and two exits whereas the new application has only one entrance at level 9 and one exit onto the exit ramp at level 3. Imagine a scenario where on an inclement evening in winter you wish to drop off an elderly relative at the Seattle Hotel – having done this you then have to EXIT the Marina and then return to the upper level of the multi-storey car park before walking across the footbridge to rejoin the relative. Imagine other scenarios where one might wish to do the weekly shopping in ASDA after going to the cinema. What is currently a simple operation will require careful planning to avoid multiple trips into and out of the Marina. The potential for congestion is enormous and the changes should be rejected.

Amenity Space – Totally inadequate provision

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The Cliff Park (.54ha) and the Eco Learn Area (.12ha) are both on the north side of a 250 metre long, 10 storey high super block. They will be dark, isolated and dangerous.

One Local Equipped Play Area (LEAP) (.07ha) is sited under the entrance ramp and is divorced from the residential block. It is left-over space rather than planned space.

The space under the flyover (0.73ha) is dark, without sunlight and inhospitable. The ball courts (.10ha) do not have sufficient height for basketball or volleyball.

Park Square (.82ha) and LEAP (.02ha) is a cold windswept place for much of the year, as is the Flexible Event Space (0.10 ha).

The conclusion is that the amenity space is simply what is left over after the massive residential and retail quantum has been located on the site. None of the amenity areas are accessible, sunlit, safe areas for children and they should be rejected.

The Townscape and Visual Impact Analysis – A willfully misleading document

By the selective use of camera angles and highly biased textual opinion this document seeks to convince the Planning Authority that the Explore Living/X-Leisure development is relatively benign. The document refers on numerous occasions to what the author considered to be 'high quality design' that will be 'beneficial'. Close examination of the photographs reveals a tendency to gloss over the negative aspects of the development.

What the text does not explain is that:

View C4 shows that the development totally obscures the cliff face when looking east from the Palace Pier.

View C6 indicates that the development obscures the distant cliffs, blocks the horizon and is extremely bulky. It also clearly indicates that the development dominates Lewes Crescent and Arundel Terraces in distant views.

View C9 obscures the view of the Palace Pier when approaching Brighton along the cliff top path from the east.

View D20 confirms that the 28-storey Marina Point tower is a ponderous imposition when viewed from the golf course and Roedean Way.

View T25 shows that the cumulative effect of the development is an unsatisfactory silhouette with tall building obscuring the horizon.

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View T30 and T30A from the corner of 7 Arundel Terrace reveals that the development is a major imposition on the Kemp Town Conservation Area. The bulky buildings obscure the view of the masts of boats in the outer harbour thereby severing the visual connection between the town and the marina. The genius loci (sense of place) is lost and replaced by bulky residential blocks.

View T31 misrepresents the effect on the residents of Marine Gate. The notion that the view of the 28-storey tower and the rear elevation of the Cliff Block are 'beneficial' is plainly absurd and not shared by any residents. The horizon is obscured and the cumulative effect of the Explore Living and Brunswick developments is an intrusive assemblage of dislocated elements that contribute nothing to the visual harmony of the area. The new development would destroy the relationship between Marine Gate and the sea front.

View T41 shows the cumulative view from Marina Gate. The panorama indicates a horizon dominated by flat roofs. The roofscape is dull, unimaginative, and congested. The 'spirit of place' of the Marina has disappeared ... for ever.

View M32 obscures the horizon and the view of the harbour. It represents a monstrous overdevelopment. Coupled with the approved Brunswick development there is a total exclusion of views of the harbour and the English Channel for walkers on the cliff top. The Explore Living development succeeds in blocking the gaps that were created in the Brunswick Development after its initial refusal. The image of a 'marina' is totally obliterated. No longer will walkers be able to see boat races on Sunday mornings, fireworks at the end of the Brighton Festival or the harbour lights in the evening. The new image is of a suburban housing estate that might be in an inner-London borough!

View M33 indicates that a 'canyon' will be created to the north of the Explore Living development – The artist's inclusion of a dozen people does not reveal the truth that it will be an inhospitable, cold and windy defile that may occasionally catch the last rays of the afternoon sun. The affordable housing looks north towards the cliff with very little sunlight and no views of the waterfront.

View M35 shows that long views from within the Marine towards the cliffs will be almost non-existent.

View C39 demonstrates that the views as one walks along Marine Drive are totally ruined. The visual connection to the harbour, the masts of yachts and the whole 'spirit of place' is eradicated.

View C40 is perhaps the most severe indictment of the development, the full deleterious effect of over-development become obvious – the Cliff Building rises above the cliff and the scale is overpowering. New proposed development will cut off views of the Channel towards Newhaven.

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Traffic Problems – Various examples of Traffic (mis)Management

Neither the Brunswick Development nor the Explore Living applications resolve the miserable access to the Marina from the A259. There is still only one route in to and out of the Marina. The entrance is an abysmal introduction — tarmac and concrete unrelieved by landscape. Recent attempts at artwork have failed – the colourful blue, green and yellow lighting display lasted less than a month. To exit the Marina and turn east onto the A259 many motorists perform an illegal u-turn.

Traffic entering the Marina from the east waits at traffic lights in a dark tunnel, belching carbon monoxide. The engines of buses and ASDA delivery vehicles can be heard by residents of Marine Gate - vibrating in the tunnel in the hours of darkness – this will increase in volume. Traffic turning east from Wilson Avenue/Marine Way has to 'dive into' gaps in the eastbound traffic on the A259. Accelerating vehicles, screeching tyres and ambulances answering emergency calls make this a noisy and dangerous junction. Crossing the road outside Marine Gate is extremely hazardous.

The single access to the Marina has other consequences – The emergency services have highlighted the very real problems of evacuating residents in the event of a major emergency e.g. flooding occasioned by failure of the inner harbour lock gates.

The opening up of a "Rapid Transit Scheme" along Madeira Drive would have immense repercussions on many of Brighton's popular tourist attractions (Madeira Drive is currently closed for 25 days each year). It is difficult to see how this can be implemented. Neither Explore Living's submission or the approved Brunswick developments satisfactorily resolve this issue. It is simply 'kicked into touch'.

The exit from the proposed petrol station leads directly to the egress ramp from the Marina. It appears that in order to access other facilities on the Marina e.g. ASDA, drivers would have to drive out to the A259 and then re-enter the Marina.

The proposed revised exit from the reconfigured multi-storey car park onto the exit ramp is demonstrably unsafe with inadequate visibility splays.

The size of ASDA has been substantially increased while the ASDA car parking provision has been reduced from 642 places to 625. The logic for this is perplexing.

Housing development along the western Sea Wall will cut off vehicular access to the previously approved Brunswick development car park behind the wave chamber on the Spending Beach. On the Brunswick drawings vehicles access this car park via Park Square, passing to the west of the David Lloyd Fitness Centre and thence by a road to the rear of the Bowling Alley and the Casino. This connection has been removed in the plans submitted by Explore Living and access to the Brunswick car park can only be obtained via a long cul-de-sac from the east that will have to accommodate two-way traffic. Either the Explore Living plan must be modified or Brunswick must submit a revised application (it is not a minor amendment).

The Explore Living application has moved the bus terminus from a site to the east of McDonalds, to a new site in Palm Drive. This means that the walking distance from Brunswick's approved 40-storey tower to a bus stop is no longer acceptable. The development must not be approved unless this fundamental difference between the two developments is resolved or Brunswick must submit a revised application.

The amount of accessible public car parking available to non-ASDA shoppers i.e. parking for cinemagoers, shoppers and patrons of the boardwalk restaurants, the casino, David Lloyd's and the bowling alley, has been reduced. Short term vehicle parking in Park Square has been eliminated, the multi-storey car park has been reduced at both the east and west end and parking beneath the access ramp has been given over to basketball and five-a-side courts.

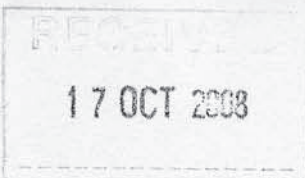
Meanwhile access to the existing residential apartments at the eastern end of the Marina will become more difficult as the result of the proposed relocation of the Marina bus terminus. The result of the lack of 'joined-up thinking' will be traffic chaos with a greater number of vehicles 'fighting' for a reduced number of spaces and the problem will spill into Kemp Town and Roedean.

On the traffic analysis alone the development fails and should be refused.

Mechanical and Electrical Equipment.

There is no indication on any drawings of Mechanical and Electrical Equipment. The flat roofs are shown devoid of any lift overruns, ventilation pipes, television aerials, telephone masts etc. Are we to assume that there will be none? What control will BHCC exercise over the 'fifth elevation'?

The existing ASDA store has a untidy profusion of flues, chimneys, chilling equipment, extract fans, access walkways and pipework on the roof, that can be seen from the cliff top. What assurance is there that there will be none of these unsightly items on the new building?



Planning permission should not be granted until this is clarified.

Schools

There are no accessible primary or secondary state schools within walking distance of the Marina yet several hundred children can be expected to live in the Marina if this new application is approved and over 3,387 new residents move into the apartments built by Brunswick, BIA and Explore Living. Financial contributions will not address this problem which can only be resolved by including a new school in the development.

Climate Change

By 2115 the current sea defences will be inadequate as the sea level at 5.07m AOD (above Ordnance Datum) will be higher than the defence wall by 0.42m"

Brighton Marina is a high risk flood area – beyond 2060 the sea defences will be inadequate. The Environment Agency have objected to the development. No provision has been made in the submitted plans to overcome this risk? Explore Living do not apparently make any contribution to the sea defences. Why not?

On these grounds alone the application should be refused.

Landscape

New planting is specified in various locations including

Acer pseudoplatanus, Betula pendula, Quercis Ilex, Fraxinus excelsior, Corylus avellanas, Carpinus betulus, Acer campestre , Pinus Nigra (European Black Pine) and what is vaguely referred to as 'ecological tree planting' and 'ecological shingle planting"

In plain English that translates into sycamore, silver birch, evergreen oak, ash, hazel, hornbeam, European black pine and field maple. These species are unlikely to survive and will not thrive in a salt laden and windy environment. The specification of these species simply confirms that the landscape designer does not appreciate the microclimate of the Marina.

Materials

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Elevations show the wide use of precast concrete panels. But it is evident that concrete does not survive well in the Marina environment. There are numerous examples of the deterioration of concrete finishes where the surface has spalled revealing rusty steel reinforcing bars. Concrete is not a self-cleaning material and attracts vandalism that is difficult to remove. The north elevation of the Cliff Building will be particularly unattractive – brick, rainscreen and concrete façades protruding above the cliff top would replace a 180-degree panoramic view of the ocean.

Significantly the materials score zero out of a possible 16 points on the Eco Homes Assessment.

Public Participation Process

The public participation process can best be described as a marketing exercise fronted by a skilful Public relations firm – Priory Partnership, who specialise in event management and PR. The resulting glossy Explore Living publications contain little evidence of objective analysis and contain statements that are misleading or questionable e.g.

“the buildings proposed to the northern side of the existing access ramps respect the height of the cliff”.

This is clearly not the case – the building show no respect for the height of the cliff contrary to the Marina Act 1968. There are numerous other examples of inaccuracies and distorted analysis.

Sustainability

The applicant makes the highly dubious claim that 81% of energy in the development at the Marina comes from ‘sustainable and renewable sources’.

How can this be true? They do not use solar power because ‘there are not sufficient flat surfaces’, they do not use wind power because ‘there is no suitable site for wind turbines’ and they do not use tidal or wave power because they claim that ‘the tides are unpredictable’.

We are informed, they intend to use biomass. 750-1000 tonnes of fuel is required per year. Explore Living do not state precisely where the biomass is to be obtained but Halcrow Yolles report is revealing. It will come from “the large wooded area of the surrounding Sussex countryside”. So the Sussex hinterland is to be ravished for timber to be turned into wood chip to power the Marina development.

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Alternatively we are informed the biomass will be supplied by a Crawley firm, Utilicom, from their Southampton Depot. In this case biomass will be transported some distance by road! Hardly the most sustainable practice. What is the source of the woodchip from Southampton? There are no forests there. Could it be imported from Europe or the USA via Southampton docks?

We are further informed by Halcrow Yolles that the majority of the electrical power (73%) will be supplied by a Combined Heat and Power system (CHP) using gas. But gas is not a renewable resource.

The claims by Explore Living that 81% of energy comes from 'sustainable and renewable sources' is misleading

What is the exact source of biomass in Sussex? What is the source of biomass from Southampton? Are we denuding our native forests or forests elsewhere? We need to know and it is not fully explained in the application.

Reasons for Refusal

The application must be refused. It fails to satisfy the following BHCC Local Plan policies:

Policy TR1 in that the congestion resulting from the development will have an unacceptable impact on transport resulting in congestions and poor access for emergency services.

Policy TR2 in that there is poor accessibility to the proposed bus terminus from the previously approved Brunswick development.

Policy TR3 in that a bus route along Madeira Drive/Dukes Mound has not been shown to be feasible.

Policy TR7 in that there are traffic movements that can be demonstrated to be hazardous such as the exit from the multi-storey car park.

Policy TR11 in that there is no provision for safe routes to schools

Policy TR12 in that the development does not facilitate the independent movement of children

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Policy TR19 in that the development has inadequate car parking for residents and visitors

Policy SU1 in that by virtue of its excessive height, bulk and location the development makes an unacceptable impact on the environment.

Policy SU2 in that the orientation of blocks restricts sunlight to many north facing dwellings and there is a lack of natural cross-ventilation in single aspect apartment units. The figure of 81% energy from renewable sources is doubted.

Policy SU4 in that the development does not take full account of the flood risk in the Marina and does not comply with PPS25

Policy SU6 in that there are no proposals for improvement of coastal defences and the development is at risk of rising sea levels.

Policy SU7 in that the development does not reflect the character of the coastal zone and adversely affects long distance views along the cliffs.

Policy SU 10 in that the development will increase noise and light pollution to neighbours thereby failing to address PPG Note 24 and BS 4142.

Policy SU 14 in that the facilities for waste disposal particularly from the supermarket are not adequately addressed.

Policy SU15 in that the infrastructure in terms of access ramps, schools, open space, amenity areas for children etc. is inadequate for the scale of development.

Policy SU16 in that the production of energy from renewable sources is not convincingly demonstrated.

Policy QD1 in that the development is of inappropriate height and scale. It is overdevelopment of a restricted site with too many single aspect apartment and internal corridors. The quality of materials is inappropriate to a marina.

Policy QD2 in that it is bulky and impacts adversely on the skyline and silhouette,

Policy QD3 in that the development results in cramming on a restricted site.

Policy QD4 in that the development adversely affects views along the sea front, from the South Downs, from the conservation area, from the eastern approach into Brighton (See p76 of Local Plan).

Policy QD15 in that the landscape design is inadequate and the tree selection inappropriate.

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Policy QD27 in that Marine Gate will suffer loss of amenity through overlooking, increased traffic noise, light pollution and vibrations from the road tunnel.

Policy HO3 in that the design of many dwellings is inadequate. There are numerous north-facing apartments with limited views and many dwellings have internal bathrooms and kitchens without natural daylight. Some living rooms and dining rooms do not have an adequate view of the sky. There are too many one and two bed apartments.

Policy HO4 in that the density of dwellings is excessive in the marina context.

Policy HO5 in that the development fails to incorporate sufficient private and public amenity space. Much of the allocated space is crammed beneath access ramps or in inhospitable windy and hazardous locations

Policy HO6 in that outdoor recreation space for children is poorly located in dark, inaccessible places. Children may be at risk.

Policy HO18 in that there are inadequate community facilities for a 'so-called' district centre – there are no places of worship, schools, banks, post office or a doctors surgery to Primary Health Care Trust space standards.

Policy NC1 in that the development adversely affects a site of Special Scientific Interest (SSI) i.e. Brighton to Newhaven Cliffs and long distance views of the cliffs.

Policy NC4 in that the development adversely affects a Site of Nature Conservation Importance (SNCI) i.e. Black Rock and Black Rock Beach.

Policy HE 3 in that the development by reason of its excessive height and bulk adversely affects the setting of listed buildings including the French Hospital Apartments and Roedean School

Policy HE 6 in that the development by reason of its height, bulk and proximity adversely affects the setting of the Kemptown Conservation Area specifically Lewes Crescent.

Furthermore the development contravenes the height restrictions imposed in the Brighton Marina Act 1968 in that many elements of the development are in close proximity to and protrude above the top of the cliff. It is evident that the Explore Living application directly confronts the spirit of the Act. The applicant has failed to make a strong case for exceeding the cliff height. If this proliferate development is permitted to proceed Brighton Marina as a pleasant place to live and as a tourist attraction will die.

Appendix

Drawing No.	Size	Title
CL10578-008	A3	Boundary of Planning Application
CL10578-013	A3	Site Location Plan
(SW) Existing Plan Drawings		
SW_00_A_07_010	A1	Existing Ground Level Plan
(SW) Existing Section/Elevation Drawings		
SW_-0_A_07_030	A1	Existing Sections AA & BB
SW_-0_A_07_031	A1	Existing Sections CC & DD
SW_-0_A_07_032	A1	Existing Sections EE & FF
SW_-0_A_07_033	A1	Existing Sections GG & HH
(SW) Site-Wide Plan Drawings		
SW_00_A_07_100	A1	3.1m AOD Level Plan (<i>formally Ground Level Plan</i>)
SW_01_A_07_101	A1	8.4m AOD Level Plan (<i>formally First Floor Level Plan</i>)
SW_00_A_07_110	A1	Ground Level Red Line Plan GP Surgery / Healthy Living Centre
SW_00_A_07_120	A1	Masterplan Showing Future RTS Route
SW_00_A_07_121	A1	Masterplan plan and section through ramps
SW_00_A_07_131	A1	Future Masterplan Ground Floor Level Plan
SW_00_A_07_132	A1	Future Masterplan 6.6m AOD level plan
SW_00_A_07_135	A1	Future Masterplan Roof Level Plan
SW_RF_A_07_199	A1	Roof Level Plan
(SW) Site-Wide Section/Elevation Drawings		
SW_-0_A_07_300	A1	Sections AA & BB
SW_-0_A_07_301	A1	Section CC & DD
SW_-0_A_07_302	A1	Section EE & FF
SW_-0_A_07_303	A1	Section GG & HH
SW_-0_A_07_330	A1	Future Masterplan Sections 1 and 2 (north-south)
SW_-0_A_07_331	A1	Future Masterplan Sections 3 and 4 (east-west)
(S1) Cliff Site		
General Arrangement Drawings		
S1_00_A_07_010	A1	Existing ASDA ground floor site plan
S1_RF_A_07_012	A1	Existing ASDA roof plan
S1_0_A_07_030	A1	Existing ASDA store elevations east, west and south
S1_0_A_07_031	A1	Existing ASDA store north elevations
S1_00_A_07_040	A1	Existing ASDA ground and first floor internal layouts
S1_00_A_07_100	A1	Ground Floor Plan
S1_01_A_07_101	A1	First Floor Plan
S1_02_A_07_102	A1	Second Floor Plan
S1_03_A_07_103	A1	Third Floor Plan
S1_04_A_07_104	A1	Fourth Floor Plan
S1_05_A_07_105	A1	Fifth Floor Plan
S1_06_A_07_106	A1	Sixth Floor Plan
S1_07_A_07_107	A1	Seventh Floor Plan
S1_08_A_07_108	A1	Eighth Floor Plan
S1_09_A_07_109	A1	Ninth Floor Plan

S1_RF_A_07_110	A1	Roof Plan
S1_0_A_07_200	A1	South Elevation
S1_0_A_07_201	A1	West Elevation
S1_0_A_07_202	A1	North Elevation
S1_0_A_07_203	A1	East Elevation
S1_0_A_07_300	A1	Lengthwise Section AA
S1_0_A_07_301	A1	Lengthwise Section BB
S1_0_A_07_302	A1	Lengthwise Section CC
S1_0_A_07_303	A1	Lengthwise Section DD
S1_0_A_07_304	A1	Cross Section EE
S1_0_A_07_305	A1	Cross Section FF
S1_0_A_07_306	A1	Cross Section GG
S1_0_A_07_307	A1	Cross Section HH
S1_0_A_07_308	A1	Cross Section JJ
S1_0_A_07_309	A1	Cross Section KK
S1_0_A_07_310	A1	Cross Section LL
S1_0_A_07_311	A1	Cross Section MM
S1_0_A_07_312	A1	Cross Section NN
S1_0_A_07_313	A1	Cross Section OO
S1_0_A_07_314	A1	Cross Section PP
S1_0_A_07_315	A1	Cross Section QQ
S1_0_A_07_400	A1	1 bed (smallest)
		1 bed (average) (<i>formally called 1 bed (typical)</i>)
S1_0_A_07_401	A1	
S1_0_A_07_402	A1	2 bed (smallest)
		2 bed (average) (<i>formally called 2 bed (typical)</i>)
S1_0_A_07_403	A1	
		3 bed (average) (<i>formally called 1 bed (smallest)</i>)
S1_0_A_07_404	A1	
S1_0_A_07_405	A1	2 bed (largest) (<i>formally 3 bed (largest)</i>)
		3 bed largest (<i>formerly 4 bed</i>)
S1_0_A_07_406	A1	
S1_0_A_07_407	A1	1 bed largest (<i>formally Wheelchair Housing unit 1 bed (smallest)</i>)
S1_0_A_07_408	A1	2 bed wheelchair (largest) (<i>formally Wheelchair Housing unit 1 bed (largest)</i>)
S1_0_A_07_409	A1	2 bed wheelchair (smallest) (<i>formally Wheelchair Housing unit 2 bed (smallest)</i>)
S1_0_A_07_410	A1	2 bed wheelchair (average) (<i>formerly Wheelchair Housing unit 2 bed (largest)</i>)
S1_0_A_07_411	A1	Flat type - Wheelchair Housing unit 3 bed
S1_0_A_07_800	A1	Bay Study: South Elevation
S1_0_A_07_801	A1	Bay Study: North Elevation
S1_0_A_07_802	A1	Bay Study: Internal Courtyard Elevation
S1_0_A_07_900	A1	Footbridge

(S2) Sea Wall Site

S2_00_A_07_100
S2_01_A_07_101
S2_02_A_07_102
S2_03_A_07_103
S2_04_A_07_104
S2_05_A_07_105
S2_06_A_07_106
S2_07_A_07_107

General Arrangement drawings

A1	Lower Ground Floor Level Plan
A1	Upper Ground Floor Level Plan
A1	First Floor Level Plan
A1	2nd Floor Level Plans
A1	3rd - 4th Floor Level Plan
A1	5th Floor Level Plan
A1	6th Floor Level Plan
A1	7th Floor Level Plan

S2_08_A_07_108	A1	8th Floor Level Plan
S2_09_A_07_109	A1	9th Floor Level Plan
S2_RF_A_07_110	A1	Roof Plan
S2_01_A_07_121	A1	Upper Ground Floor Plan + context incl Brunswick
S2_0_A_07_200	A1	West Elevation
S2_0_A_07_202	A1	East Elevation
S2_0_A_07_204	A1	North & South Elevation
S2_0_A_07_300	A1	Cross Sections
S2_0_A_07_301	A1	Cross Sections
S2_0_A_07_400	A1	One bed (Average) (<i>formally 1 bed (smallest)</i>)
S2_-0_A_07_401	A1	1 bed (largest) (<i>formally 1 bed (average)</i>)
S2_-0_A_07_402	A1	2 bed (largest) (<i>formally 2 bed (smallest)</i>)
S2_-0_A_07_403	A1	2 bed flat (<i>formally 2 bed (average)</i>)
S2_-0_A_07_404	A1	3 bed flat (penthouse) (<i>formally 3 bed</i>)
S2_-00_A_07_800	A1	Bay Study West elevation 1
S2_-00_A_07_801	A1	Bay Study West elevation 2
S2_-00_A_07_802	A1	Bay Study East elevation 1
S3_00_A_07_010	A1	Existing PFS Ground Plan and North Elevation
S3_00_A_07_100	A1	Ground Floor Plan
S3_01_A_07_101	A1	Floor Plans
S3_04_A_07_104	A1	Floor Plans
S3_18_A_07_109	A1	Floor Plans
S3_26_A_07_127	A1	Floor Plans
S3_RF_A_07_129	A1	Roof Plan
S3_-0_A_07_200	A1	Elevation South
S3_-0_A_07_201	A1	Elevation North
S3_-0_A_07_202	A1	Elevation East
S3_-0_A_07_203	A1	Elevation West
S3_-0_A_07_300	A1	Sections
S3_-0_A_07_400	A1	1 bed
S3_-0_A_07_401	A1	2 bed
S3_-0_A_07_402	A1	3 bed maisonette - lower
S3_-0_A_07_403	A1	2 bed maisonette - upper
S3_-0_A_07_404	A1	3 bed maisonette - lower
S3_-0_A_07_405	A1	3 bed maisonette - upper
S3_-0_A_07_800	A1	Bay Study - East/West Elevation

(S4)

Quayside

General Arrangement drawings

808 - 4	A1	Existing McDonald's Elevations
S4_00_A_07_010	A1	Existing McDonald's Plan and Elevation
S4_00_A_07_100	A1	Ground Floor Plan
S4_01_A_07_101	A1	First Floor Plan
S4_02_A_07_102	A1	2nd Floor Plan
S4_03_A_07_103	A1	3rd Floor Plan
S4_04_A_07_104	A1	Fourth Floor Plan
S4_05_A_07_105	A1	Fifth Floor Plan and roof garden
S4_06_A_07_106	A1	6th and 7th Floor Plans
S4_08_A_07_108	A1	8th and 9th Floor Plans
S4_10_A_07_110	A1	10th to 11th Floor Plans
S4_RF_A_07_112	A1	12th to 13th Floor Plans
S4_RF_A_07_114	A1	14th to 15th Floor Plans
S4_RF_A_07_117	A1	Roof Plan

S4_RF_A_07_120	A1	Quayside roof plan and section showing Brunswick context
S4_0_A_07_200	A1	North Elevation
S4_0_A_07_201	A1	South Elevation
S4_0_A_07_202	A1	East Elevation
S4_0_A_07_203	A1	West Elevation
S4_0_A_07_300	A1	Section A
S4_0_A_07_301	A1	Section B
S4_0_A_07_302	A1	Section C
S4_0_A_07_303	A1	Section D
S4_0_A_07_400	A1	1 bed (smallest)
S4_0_A_07_401	A1	1 bed (average)
S4_0_A_07_402	A1	2 bed (smallest)
S4_0_A_07_403	A1	2 bed (average)
S4_0_A_07_404	A1	Wheelchair Housing unit
S4_0_A_07_405	A1	Studio (average)
S4_0_A_07_800	A1	Bay Study - North elevation
S4_0_A_07_801	A1	Bay Study - West elevation
S4_0_A_07_802	A1	Bay Study - East elevation
S4_0_A_07_803	A1	Bay Study - South courtyard elevation

(S5) Inner Harbour Site General Arrangement Drawings

S5_00_A_07_010	A1	Existing Site and Elevations
S5_00_A_07_100	A1	Ground Floor Plan
S5_01_A_07_101	A1	First to Third Floor
S5_RF_A_07_104	A1	Roof Plan
S5_0_A_07_200	A1	Elevations North & South
S5_0_A_07_201	A1	Elevations East & West
S5_0_A_07_300	A1	Section AA, BB and CC
S5_0_A_07_400	A1	Flat type - 1 bed (smallest)
S5_0_A_07_401	A1	Flat type - 1 bed (average)
S5_0_A_07_402	A1	Flat type - 2 bed
S5_0_A_07_403	A1	Flat type - 3 bed
S5_0_A_07_800	A1	Bay Study - South Elevation

(S6) Replacement Filling Station General Arrangement drawings

S6_00_A_07_100	A1	Ground Floor Plan
S6_RF_A_07_101	A1	Roof Plan
S6_0_A_07_200	A1	South Elevation
S6_0_A_07_201	A1	East Elevation
S6_0_A_07_300	A1	Section AA

(S7) Multi Storey Car Park General Arrangement Drawings

XB005_AM_S7_0_A-07_200	A1	North Elevation
XB005_AM_S7_0_A-07_202	A1	South Elevation
XB005_HYSW_XXC_01	A1	MSCP – Level 1-2 (Existing) Sheet 1 of 2
XB005_HYSW_XXC_02	A1	MSCP – Level 1-2 (Existing) Sheet 2 of 2
XB005_HYSW_XXC_03	A1	MSCP – Level 3-4 (Existing) Sheet 1 of 2
XB005_HYSW_XXC_04	A1	MSCP – Level 3-4 (Existing) Sheet 2 of 2
XB005_HYSW_XXC_05	A1	MSCP – Level 5-6 (Existing) Sheet 1 of 2
XB005_HYSW_XXC_06	A1	MSCP – Level 5-6 (Existing) Sheet 2 of 2
XB005_HYSW_XXC_07	A1	MSCP – Level 7-8 (Existing) Sheet 1 of 2
XB005_HYSW_XXC_08	A1	MSCP – Level 7-8 (Existing) Sheet 2 of 2
XB005_HYSW_XXC_09	A1	MSCP – Level 9 (Existing) Sheet 1 of 2

