



**Brighton & Hove
City Council**

**ENVIRONMENT CABINET MEMBER
MEETING
ADDENDUM**

4.00PM, THURSDAY, 11 DECEMBER 2008

COUNCIL CHAMBER, HOVE TOWN HALL

ADDENDUM

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ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 74

Brighton & Hove City Council

Subject:	Petitions		
Date of Meeting:	11 December 2008		
Report of:	Director of Strategy & Governance		
Contact Officer:	Name:	Tanya Massey	Tel: 29-1227
	E-mail:	tanya.massey@brighton-hove.gov.uk	
Key Decision:	No		
Wards Affected:	Various		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 To receive the following petitions presented at Council on 4 December 2008, and any petitions presented directly to the Environment Cabinet Member Meeting.

74. (i) To receive the following petition presented at Council on 4 December by Councillor Steedman and signed by 108 people:

We the undersigned urge Brighton & Hove City Council to press on as a matter of urgency in establishing a safe cycle route along Madeira Drive from the Brighton Pier to the Brighton Marina. The route is required as a leisure cycling facility for families and for commuters. It is the only section of the National Cycle Route 2 in Sussex that is not marked.

74. (ii) To receive the following petition presented at Council on 4 December by Councillor Bennett and signed by 425 people:

We, the undersigned, call upon Brighton & Hove City Council to introduce parking restrictions in our part of Stanford Ward instead of imposing the Council's proposed parking scheme.

The restrictions would include a single yellow line with parking prohibited for one hour each day on weekdays only. The restrictions would therefore be very similar to those already in successfully operating in Hove Park Road and adjacent roads to the south.

In addition, there would be a reasonable number of parking bays allowing parking for up to 11 hours a day.

The Council's consultation documentation did not offer parking restrictions as an alternative to the Council's permit scheme and this petition is therefore to request parking restrictions and it over-rides my consultation response.

74. (iii) To receive the following petition presented at Council on 4 December by Councillor Bennett and signed by 72 people:

We the residents of Shirley Drive urge the Council to re-consider the proposed parking scheme.

The introduction of parking bays between Hove Park Rd and Woodruff Avenue will narrow an already busy and congested road, forcing traffic on to the wrong side of the road. This we believe to be potentially very dangerous, particularly during rush hour.

Our other issue is the resulting ban on parking on our crossovers. At present residents and visitors park on their wide crossovers without hindrance to traffic or pedestrians. This ban will force all these vehicles to take up valuable parking bays elsewhere. Surely this will only add to the on road parking problem in the area. We believe white lines over crossovers would alleviate this problem.

Please re-consider Shirley Drives unique situation.

74. (iv) To receive the following petition presented at Council on 4 December by Councillor Lepper and signed by 88 people:

We, the undersigned, are gravely concerned about the ever increasing volume and speed of traffic in Stanmer Villas. This is particularly noticeable during weekday rush hours: at weekends the road suffers from 'boy racers'. Stanmer Villas is used as a rat run: it is the only road with direct access to the top of Hollingdean.

In recent weeks there have been at least 2 cats killed and some injured on this road. The road is extremely dangerous to cross especially for the young and the elderly.

*It is imperative that Brighton & Hove City Council take appropriate measures before someone is seriously injured or worse, there is a fatality: **we ask the Council to implement a traffic calming scheme.***

74. (v) To receive the following petition presented at Council on 4 December by Councillor Norman and signed by 285 people:

We the community residents & vehicle owner's living or working within the boundrey of Dyke Road – Millers Road - & The Drove wish it to be know that we are emphatically against the proposed parking scheme.

74. (vi) To receive the following petition presented at Council on 4 December by Councillor Mrs Theobald and signed by 307 people:

We, the undersigned residents of Patcham, Westdene, & Withdean in Brighton & Hove City, petition the Council to order the removal of the mobile phone mast that is placed on the grass land opposite No 3 Brangwyn Way on the following grounds:

1. *We believe the mast was originally sited illegally on Council land, as there is a covenant stating nothing should be built on it and proper local community consultations and consent were not undertaken;*
2. *The mast has increased in height, size and shape and does not blend with the area;*
3. *The mast has detrimental effects on the value of properties in the area.*
4. *The mast is a macrocell site, for both T-Mobile and 3 Mobile networks, providing both GSM / GPRS and 3G technology and now has an obvious increase in the volume of traffic it carries;*
5. *The mast is potentially adverse for public health of local children and others who are vulnerable healthwise;*

We, thereby, request the Council to order the removal of this mast and to refuse applications for further masts within the immediate area.

DEPUTATIONS FROM MEMBERS OF THE PUBLIC

A period of not more than fifteen minutes shall be allowed at each ordinary meeting for the hearing of depositions from members of the public. Each deposition may be heard for a maximum of five minutes following which the Cabinet Member may speak in response. It shall then be moved by the Mayor and voted on without discussion that the deposition be thanked for attending and its subject matter noted.

(i) Deputation concerning Kemp Town Heritage.

Mr Phillips (Spokesperson)

“My name is Paul Phillips and I am Chairman of the Kemp Town Society. I appreciate the opportunity to present this deposition on behalf of the Society and residents of Kemp Town.

The Presentation Material provided is the essence of the deposition. (see appendix 1)

Rev. Thomas Kemp brought the citizens of London to Brighton. It is time to encourage tourists – the wealthy ones – to return to Brighton. And return tourism as the top economic driver for Brighton’s prosperity.

The Heritage Seafront is the Crown Jewel of the City and the primary reason for Visitors to come here. 4.5 miles long and considered the most important heritage seafront in the UK, arguably in Europe and certainly unmatched anywhere else in the world

But it is in decay – as the photos show – no less in Kemp Town

No money, no pride and perhaps unloved – why has it been left to decay? How many years will it be before these and other street lights are rebuilt? The lamps are Grade 1 listed.

The recent Core Strategy fails to place Heritage as the fundamental platform for Brighton’s economic prosperity - it is our trump card. IT SHOULD BE AND WE NEED TO PLAY THAT CARD AGAIN IN THESE ECONOMIC STRESSFUL TIMES.

The Core Strategy is essentially a housing policy document. This has its value, of course, but unless the foundation of the City’s prosperity is protected, the tourist will dwindle away. It is the Built Heritage, which needs to be placed into a PRIMARY policy as part of the City’s economic strategy moving forward, so it is protected for generations to come. I love housing – good housing. It is vital for the well-being of all. But economic activity does not come from it - once built.

I encourage those who have authority in such matters to insert the Heritage Seafront to be protected on a statutory basis and annually funded to ensure its regular and consistently planned maintenance.

It is great that the bandstand has been funded, but it should have been as a matter of course.

Roll out the red carpet for tourists. With more visitors staying for longer the city's businesses will thrive – even in the off-season

The proposed Marina development is a dark cloud for those who treasure heritage. We are not against redevelopment. I single it out, as we have had waves of highly significant planning procedures, which seem to come out with little warning – the immediately affected residential community seemingly the last to be consulted and the most affected by it. The result of this is that despite soothing words in the planning application documentation, there is a seething discontent at having this immense project thrust upon us.

The imposition of such a massive development on such an exposed, constrained and sensitive location impacting on our sea horizons and skyline is unconscionable.

The loss of key strategic views for all of Brighton and its damage to the image of Regency Brighton for the sake of squeezing in much needed houses, as I am led to understand, is highly detrimental to the overriding character of Brighton's SEAFRONT image and character. All the SPDs, SPFs will become all but worthless if their guidance – the spirit of the guidance - is ignored. English Heritage is not happy – neither is the Society.

There is a better solution. Not least to resist all current applications there until the new SPD is developed for the area. A new one with this development underway will render it virtually pointless.

The Marina Act is there to protect the City from such sacrilege. I hope this does not become the fulcrum of decision for a heavy weight contractor to push its way to achieve its ambition to build a new (free) supermarket and the highly compromised housing estate off the backs of the presumed wealthy – who are most unlikely to be the primary purchasers there.

Shoe-horning a modern poorly laid out development, with no iconic architecture to justify its special treatment, is not welcome.

I hope all will see the wood for the trees in the potentially disastrous outcome should it be passed by the planning sub-committee in its current form. Or rather natural and built heritage values to be obliterated by a new sea of towering blocks of concrete.

Lets instead rebuild our prize attraction of iconic heritage, and build only sensitively styled, quality buildings which integrate with the vase historic canvas already in place and roll out the red carpet once again for visitors and strategise ways to keep them coming throughout the year, for years to come.”

RESPONSE FROM COUNCILLOR GEOFFREY THEOBALD
Provided at the meeting of the Full Council on 4 December 2008.

I invite members of the committee of the Kemp Town Society to meet with officers for a full briefing on the content of the Core Strategy.

Many of the 'new' emphases that the Kemp Town Society has proposed as 'revisions' are already in the Revised Preferred options Core Strategy at my instigation including:

- specific reference to investing in public spaces, and
- prioritising maintenance of the seafront

We have been the Administration for a year and a half, and in that period you will have seen the bandstand given the go ahead and works are going on, and also the Madeira lifts. However, I take what you say very seriously.

The importance of Heritage is emphasised in the Core Strategy but a strategic document is not the place to set out detailed protection policies. The appropriate place in the Local Development Framework for detailed policies will be the following 'Development Policies and Sites Allocation Development Plan Document'.

I would also add that we've added two additional conservation areas during this time.

Nonetheless as part of the consultation carried out earlier in the summer the views of the Kemp Town Society are being considered alongside other amenity group comments. I have asked officers to consider whether a programme for dealing with high quality heritage areas can be brought forward in more detail alongside the LDF. This must be attached to the emerging LDF, but I have asked that officers report back to me on whether this programme can be brought forward independent of the LDF work programme.

I am not going to comment directly on the Marina Development application which is properly being considered by the Planning Committee. You referred to the Marina Act and this is very important because if the Planning Committee did vote to go for a scheme that went over the cliff height, it would have to come back to this council and this council would have to vote under the Marina Act."

THE KEMP TOWN SOCIETY

Conservation, Culture, Community

HERITAGE PROTECTION
FOR THE
ENRICHMENT OF GENERATIONS

WE SEEK TO INSTILL INSPIRATION INTO PLANNED PROGRESS BEFITTING OUR CORNER OF HISTORIC HERITAGE

The Society is in its 20th anniversary.

Like a seawall, we withstand, often at great personal cost, each new planning application, policy rule and regulation, which seems destined to swamp the splendours of Brighton's Heritage on its Eastern flank. Filled with good intentions, many of them are potentially capable of highly damaging the values and integrity of Brighton's heritage in the name of progress. We stand against the destruction of irreplaceable workmanship and materials within the Estate and the violation of the setting of its Regency splendour.

Our voice will persist to remind all of the threat caused by confused policies or compromises. Where we can, we will add to the areas attractiveness.

Many decisions are in the name of cost savings, but at an unacceptable price. It takes time for some to realise the true value the heritage they live in, or realise the cost of neglecting Brighton's historic seafront and setting.

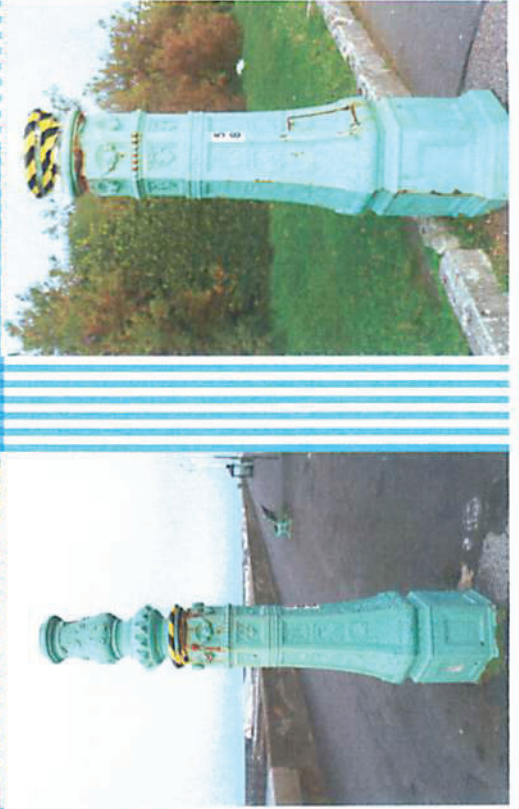
Even those who are often opposed to its preservation in the name of progress, quietly enjoy the pleasure of living within its bounds with a carefree attitude to its demise.

Equally, we will praise good decisions.

BRIGHTON'S HERITAGE

- IN DECAY
- UNFUNDED
- UNPROTECTED
- UNLOVED?

The decay is all too evident



Seafront Railings Abandoned



FALLEN CLIMBER



NEED FOR A HERITAGE POLICY

1. Develop a **Heritage Policy** covering the historic “public spaces” seafront and dominant squares, crescents and terraces and gardens
2. Create an prioritised annual budget to realistically safeguard their regular future upkeep
3. Invest in securing a future plan for the West Pier
4. Clarify the limitations of the type and style of new developments, to avoid unnecessary expense to the planning department vetting unrealistic applications
5. Incorporate English Heritage Conservation Guidance into policy.

BHCC'S CORE STRATEGY....

- > OMITTS THE IDENTITY OF THE IMPORTANT COMMERCIAL VALUE OF THE CITY'S HERITAGE
- > IS PRINCIPALLY BHCC'S HOUSING VISION FOR THE FUTURE
- > IS PRIMARILY FOR NOT-FOR-PROFIT HOUSING
- > PROVIDES LIP SERVICE TO HERITAGE
- > PROMOTES REDEVELOPMENT OF THE MARINA AND BLACK ROCK IS IF ALREADY APPROVED
- > SHOULD NOT IDENTIFY SEAFRONT LOCATIONS AS A BROWNFIELD SITES – THEY ARE NOT WASTELANDS

SPECIAL AREA POLICIES

- > HERITAGE CONSERVATION AREAS NOT ADEQUATELY DEFINED
- > IF NOT DEFINED, NOT PROTECTED
- > WHOLE OF KEMP TOWN AT MERCY OF LARGE SCALE DEVELOPMENT – SO MUCH FOR SAPS!
- > TALL UNSYMPATHETIC BUILDINGS ARE AN ACT OF ARCHITECTURAL VANDALISM ON HISTORIC SET PIECE AND AREA OF OUTSTANDING NATURAL BEAUTY
- > GRADE 1 LISTING OF SEAFRONT SHOULD HAVE GREATER PRIORITY TO IMPOSITION OF DEVELOPMENTS WHICH ARE UNSYMPATHETIC TO THE DOMINANT STYLE, MATERIALS AND COLOUR OF THE AREA
- > THE AREA IS UNSUITABLE FOR INTENSE HOUSING OR SPORTING FACILITIES, WHICH SEAFRONT POLICY STATES

FACING UP TO THE NEW REALITY

- > PRIVATE MARKET FOR HOUSING FALLEN TO AN ALL TIME LOW
- > FINANCIAL ILLIQUIDITY LIKELY FOR YEARS
- > RELIANCE ON THE RICH TO UNDERWRITE NON-PROFIT HOUSING IS IN DOUBT DUE TO THE ECONOMIC MELTDOWN
- > RADICAL RETHINK NEEDED TO INFLUENCE OVERLY AMBITIOUS HOUSING POLICIES
- > HOUSING DEMAND STATISTICS NEED REASSESSING IN LIGHT OF NEW REALITY
- > AFFORDABILITY LIKELY TO IMPROVE IN TIME

SUGGESTED STRATEGY REVISION : WELCOME TOURISM

1. CORE STRATEGY TO ITEMISE HERITAGE SQUARES AND SEAFRONT FOR SPECIFIC PROTECTION – THEY ARE THE CITY'S PRIME ATTRACTION
2. INVEST IN THE MAINTENANCE OF THE SEAFRONT – COMPETE FOR TOURISM AGAIN
3. THE PROMENADE IS BRIGHTONS CROWN JEWEL
4. UNADULTERATED VIEWS OF THE SEA IS OF PARAMOUNT IMPORTANCE
5. CONNECTING WITH OUR COAST IS VITAL TO CITY DWELLERS
6. PUT THE RED CARPET OUT FOR TOURISTS – WELCOME THE WEALTHY
7. SPEND ON ROAD INFRASTRUCTURE – CAR DRIVING WILL CONTINUE. HERDING PEOPLE ONTO BUSES ONLY SUITS CERTAIN PEOPLE SOME OF THE TIME
8. HIGH PRIORITY TO PROMOTE HERITAGE IMAGE

REFRESH STATEMENT OF CITY'S IMAGE



KEMP TOWN ESTATE ENTRY PILLAR

PROPOSED MARINA REDEVELOPMENT



YOU MAY BE CALLED UPON TO VOTE ON THE MARINA ACT

- ✓ IT IS VITAL THE SPIRIT OF THE ACT IS PRESERVED
- ✓ HEIGHT RESTRICTIONS WERE IMPOSED FOR VERY GOOD REASON
- ✓ DOESN'T STOP REDEVELOPMENT OF THE MARINA AND BLACK ROCK
- ✓ SPD 15 ALLOWS HIGHER THAN 6 STORIES – BUT NEED TO LIMIT HEIGHT REMAINS
- ✓ MUCH MORE SYMPATHETIC PLANS ARE POSSIBLE

IMPORTANCE OF VIEWS

IT IS BIZARRE TO CLAIM STRATEGIC VIEWS AND SETTING ARE TO BE “ENHANCED” AND THEN ENCOURAGE THE OBLITERATION OF SUCH VIEWS

ENGLISH HERITAGE.....

“...the scheme should endeavour to enhance the setting of the important Kemp Town terraces and the Conservation Area nearby.”
 “SPD 15 .. We believe there is a gap in the guidance regarding the form of skyline or silhouette that is desirable and how the potential cumulative effect of proposals on the seasfront should be considered”
 “...Quayside – the building has been reduced and reshaped...however,...the views from the west indicate that this block and the lower blocks to the north of this (T30 from Arundel Terrace) appear to cut off the sea horizon and this important visual connection.”

LOSS OF VIEWS FOR BRIGHTON'S EASTERN RESIDENTS AND VISITORS



WE BELIEVE A MODEL OF THE MARINA IN ITS CLIFF SETTING WITH THE PROPOSED AND APPROVED DEVELOPMENTS SHOULD BE A FUNDAMENTAL REQUIREMENT BEFORE ANY PLANNING DECISIONS ARE TAKEN SO ALL CAN SEE

THE TOTAL IMPACT OF DEVELOPS AND IMPENDING PLANS ON THEIR SETTING

WE DO NOT HAVE TO ABANDON THE PAST TO SATISFY OTHERS' AMBITIONS

- The beauty of the City's seaside position is its fundamental economic driver, lets enhance it, not destroy or neglect it
- We all know we cannot afford to pay the price of damaging its built treasures, so lets protect them
- Many other locations can be found to install essential homes
- Sporting venues requiring large volume transportation should go where rail, bus and car links are brought together

NOTICE OF MOTION

Green Spaces and Health Inequality

“This Council notes:

- a. The 2008 report of The Director of Public Health for Brighton and Hove, which reported that health inequality persists in the city, and that this manifests itself in wide variations in life expectancy, with an average resident of Moulsecoomb, Bevendean or Queen’s Park being likely to live a significantly shorter life than an average resident of Rottingdean, Withdean or Patcham.
- b. The recently-published findings of researchers at Glasgow University and the University of St Andrews that green spaces near homes can reduce such variations in life expectancy, and the November 2008 comments in *The Lancet* journal of Dr Terry Hartig of *The Institute for Housing and Urban Research* at Uppsala University in Sweden that: ‘*Green space does more than ‘pretty up’ the neighbourhood – it appears to have real effects on health inequality, or a kind that politicians and health authorities should take seriously*’.

And therefore resolves

To take into account this impact on life expectancy and health generally whenever it considers removing, developing, or granting landlord’s consent for development on any green spaces under its control in the city, however small.”

Proposed by: Cllr Ben Duncan

Seconded by: Cllr Keith Taylor

