



GERALDEVE

# Planning Statement

On behalf of the Go-Ahead Group plc

West Garage site, fronting Goldstone Street and Conway Street, 43  
Conway Street, Hove, BN3 3LT

PGWD/J7920

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<b>Contents</b>	<b>Page</b>
1 Executive Summary	3
2 Introduction	4
3 The Site and its Surroundings	5
4 Planning History	5
5 Planning Policy Context	5
6 Planning Assessment	9
7 Integration with the Masterplan for the area. 19	
8 Other matters	26
9 Summary and Conclusions	27
Appendix 1 28	

# 1 Executive Summary

- 1.1 Brighton & Hove Bus and Coach Company Limited (B&HBCC) is part of the Go-Ahead Group plc, one of the UK's leading public transport providers.
- 1.2 The site is included within the adopted local plan proposals map as part of a strategic development site (DA6 C1).
- 1.3 The relevant local plan policy is supportive of development to deliver more effective use of the under-used land and buildings, requiring the retention/replacement of 12,000sqm employment floor space with a shift into high quality flexible office/business (B1) floor space, the provision of 200 residential units and enhancements to the streetscape.
- 1.4 Proposals relating to individual buildings and/or sites will need to demonstrate they will not prejudice the objectives of this allocation, seek to minimise the loss of employment floor space and facilitate the delivery of the allocated employment floor space and residential units. The proposals have been developed having regard to the wider masterplan aspirations of the area and this statement includes our view on how these proposals can form an integral part of the regeneration of the area whilst significantly investing in public transport facilities for the community as a whole.
- 1.5 The proposal is for a new office/engineering building and a bus parking area for the Brighton & Hove Bus and Coach Company Limited. It would replace existing out of date office accommodation on the site. The new building is of high quality which will significantly improve the area and improve public realm at ground floor level.
- 1.6 The proposals are fully supported by planning policy at all levels.

## 2 Introduction

2.1 Brighton & Hove Bus and Coach Company Limited (B&HBCC) is part of the Go-Ahead Group, one of the UK's leading public transport providers.

2.2 B&HBCC provide the public bus service for the area operating from their existing site, 43 Conway Street.

2.3 The existing office accommodation is dated and not fit for purpose and the business needs to redevelop its existing accommodation and invest in new accommodation in order to operate efficiently.

2.4 The proposed development is:

**The demolition of existing buildings and the development of a new bus garage, including a 4-storey office and engineering building, bus parking and boundary treatment.**

2.5 This application comprises:

Completed Application Form

CIL Additional Information form

Drawings

- Proposed Block plan
- Existing and proposed Site layout plans
- Existing and proposed Elevations, floor plans and roof plans

Planning Statement incorporating:

Statement of Community Involvement/ Consultation Statement

Flood risk assessment

Design & Access Statement incorporating:

- Concept Images - Building Facade Treatment
- Concept Images - Fencing and Community Walls
- Proposed Building Design

- Visuals - CGI
- Landscaping & Biodiversity
- Sunlight Study
- Secured by design
- Place-Making Asset Strategy
- Sustainability & Energy Strategy
- Place-making Asset Statement

### **3 The Site and its Surroundings**

- 3.1 The description of the Site and its surroundings is set out in the Design and Access statement which accompanies the planning application.
- 3.2 In respect of ground conditions; the site is free from contamination. As recently as 1940 the site was occupied by part of a residential terrace and since then has remained unbuilt on. The site is currently used for the parking of vehicles.

### **4 Planning History**

- 4.1 Planning permission was refused in 2017 for 1-3 Ellis Street/ Land at Goldstone Street Hove BN3 3LT in respect of: the erection of a 3 storey office building (B1) with 2 no disabled parking spaces, bin storage and roof terrace. This site is closely related to the proposed site.

### **5 Planning Policy Context**

- 5.1 In summarising the primary planning policies of relevance to the proposal, the following policy levels have been considered:
- National planning policy and Planning Practice Guidance
  - Local plan policy
  - Emerging policy and statements
- 5.2 This proposal will be part of and will fully accord with the National Bus Strategy for England (March 2021): Bus Back Better. This document highlights the following:

“Buses are at the centre of the public transport network, making 4.07 billion journeys in England in 2019/201, more than twice as many as the railways.”

“Examples of success;

“Across England there are pockets of hope – places where significant growth has been seen despite the national trends. Brighton & Hove- Partnership working between Brighton and Hove Council and local operators is cited as a key reason why the area has the highest bus use per head in England outside of London, with 167 journeys per person made between 2019–2021. It has created a platform for co-operation and innovation, and shared initiatives on greening fleets and modernising the passenger experience. Within the partnership, the council has focused on bus priority measures, improved passenger waiting areas and real-time information displays. The operators have focused on improving service frequencies, creating value for money fares and tickets, investing in new buses and improving customer training and marketing.”

### **National Planning Policy**

#### *National Planning Policy Framework (2019) (The Framework)*

- 5.3 The Framework does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date development plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise. However, the Framework is a weighty material consideration as the current statement of central government planning policy.
- 5.4 At paragraph 7/8 of the Framework the policy basis for decision making is set out. It states that “The purpose of the planning system is to contribute to the achievement of sustainable development.” Paragraph 10/11 confirms that “At the heart of the Framework is a presumption in favour of sustainable development. This means “approving development proposals that accord with an up-to-date development plan without delay”.
- 5.5 Proposal accords with the policies of the development plan. Accordingly, the Framework’s presumption in favour of the sustainable development should be applied.

5.6 At its core the Framework has three dimensions to sustainable development: economic, social and environmental. The Proposal has been considered against these three considerations:

*“a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

*b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*

*c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”*

5.7 **Comment:** The Proposal should be supported as it can clearly be included in the definition of sustainable development, being located close to Hove station and being for the public bus provider for Brighton and Hove. The social need for the development has been identified and it would deliver a jobs contributing to economic sustainability as well. It is also relevant that the proposal would accord with the environmental role of the planning system in that the development is sustainable, being constructed to a high environmental standard.

5.8 Other relevant policy of the Framework includes:

*Planning policies should: be prepared... with the active involvement of transport infrastructure providers and operators...so that strategies and investments for supporting sustainable transport and development patterns are aligned; (Paragraph 104)*

*Promoting sustainable transport: Strategic policies should make sufficient provision<sup>12</sup> for infrastructure for transport, (Paragraph 20).*

### **The Development Plan**

- 5.9 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the statutory Development Plan unless material considerations indicate otherwise.

#### *Local-level planning policy*

- 5.10 The development plan for the area comprises the Brighton & Hove City Plan Part One 2016 Retained Policies of the Brighton & Hove Local Plan 2005 and the East Sussex and Brighton & Hove Waste and Minerals Local Plan 2013 East Sussex and Brighton & Hove Waste Local Plan (February 2006); Saved Policies WLP 7 and WLP8 only - site allocations at Sackville Coalyard and Hangleton Bottom and Hollingdean Depot. Due weight has been given to the relevant retained policies in the Brighton & Hove Local Plan 2005 according to their degree of consistency with the NPPF.
- 5.11 The Site is within the Hove Station Development Area covered by Policy DA6 of the City Plan Part 1. This policy sets out that whilst a mix of uses will be sought, the main focus of redevelopment is the provision of 'B' Use Class employment space. It is also within the Conway Street Strategic Allocation as set out in the policy. The proposed development will provide 3 storeys of B1 office space B&HBCC which could make a significant contribution towards the requirement for the Allocation as a whole. The development of new office floor space would also be supported by City Plan policies CP2 and CP3.
- 5.12 The proposals are therefore fully supported by development plan policy.



## **6 Planning Assessment**

### **Principle of development**

- 6.1 The principle of the office/engineering and bus parking use on this site is well established. This proposal is to renew this in a modern, fit for purpose development which represents a significant investment in public transport infrastructure in the area, serving the whole community and providing the City's key sustainable transport service.
- 6.2 The redevelopment of this site is required to accommodate the business needs of the City's bus company, a leading public service for the local area. These needs must be addressed now and cannot rely on the area as a whole coming forward for development, the timescale for which will be out of the hands of the bus company. However, the design and improvements to public realm are fully compatible with the area and would play an important, positive role complementing other development which may be progressed.
- 6.3 There is no justifiable planning reason why these proposals cannot be progressed on their own; on the contrary, this significant, highly visible investment in the area will be a catalyst and an encouragement to development generally in the area, and will fully accord with policy DA6 of the City Plan Part 1.

### **Design, Scale and Appearance and impact on wider townscape:**

- 6.4 In respect of design; the design and access statement describes the building and its context. The building would be of a contemporary design and would be an exemplar of modern architecture in the area.
- 6.5 The design and access statement also describes the public realm improvements which would result from these proposals. Whilst the townscape in this neighbourhood currently does not lend itself well to improvements, the new ground floor layout allows the introduction of improvements to the quality of the public realm at ground level through the introduction of new planting, boundary finishes and an attractive opportunity to introduce public art to enhance visual amenity.
- 6.6 The proposal will not impact on any Heritage Assets

## Employment Strategy

6.7 The proposal is not a defined “major application”. Both Brighton and Hove Buses and GAG are committed to work with the local community to provide employment and training opportunities. It is in fact a key to the success of the operation of bus services for the local community.

6.8 Brighton and Hove Buses offer a variety of career opportunities at Brighton & Hove Buses from engineers to marketeers - as well as bus drivers. They employ some 1,650 people. <https://www.buses.co.uk/careers>

6.9 Brighton and Hove Buses will work with the Council’s employment mechanism, currently Workplace, to maximise local employment opportunities, including appropriate lead in time in relation to training provision. In addition:

**Apprenticeships:** Go-Ahead understand the importance of apprenticeships and the vital role they play in upskilling colleagues. GAG are the only public transport operator registered as an approved in-house provider of apprenticeships across both bus and rail. GAG has set ambitious targets each year to bring in apprentices across our bus companies. This year, they have set a goal to hire 1,200 apprentices in total across both bus and rail services. GAG is committed to deliver high-quality apprenticeships that give colleagues the time to develop the knowledge, skills and behaviours that will enhance their careers.

**Women in Bus network** is a Brighton and Hove buses initiative launched in 2019. The purpose of the network is to create an authentic workplace where women feel free to bring their true selves to work and to help support the women already in the industry as well as encouraging more women to join.

6.10 There is a companywide Go-Ahead target to increase female representation in bus from 11% to 20% by 2025. The network provides visible role models to colleagues and provides a forum for women to raise issues, share experiences and support each other. At Brighton and Hove & Metrobus we have launched the Women Behind the Wheel campaign and other companies within the Go- Ahead group have designed apprenticeship schemes to encourage more women into the bus industry.

<https://www.buses.co.uk/women-bus>

## Landscaping and public realm: Artistic component

- 6.11 Policy CP5 of the adopted City Plan supports investment in public realm spaces suitable and the enhancement and retention of existing public art works; CP7 seeks development to contribute to necessary social, environmental and physical infrastructure including public art and public realm; and CP13 seeks to improve the quality and legibility of the city's public realm by incorporating an appropriate and integral public art element.
- 6.12 The DAS sets out that the development proposes community walls integrated into the southern boundary treatment to Conway Street.



- 6.13 This could take the form of street art as illustrated in the DAS.

### Design

Concept Images - Greened Fencing and Community Walls



- 6.14 Our initial thoughts are that we would work with local schools to develop this. However, we would what to work with the community to achieve a suitable scheme.

Our aim would be to:

- Work with the Council and the local community to agree a suitable scheme (An Artistic Component Scheme (ACS)).
- Agree a suitable commissioning process for the Artistic Component.

- The Artistic Component would have local context and be related to its surroundings.
- The Artistic Component will have a robust design as it will be part of the street scene.
- The ACS will be reviewed to ensure that it continues to remain relevant and a positive part of the environment.is

### **Impact on Neighbouring Amenity**

6.15 There are no residential properties adjoining the site. The closest residential properties are separated from the site by the Jewsons business premises. No amenities will be adversely affected by the proposals. The DAS contains a daylighting and sun lighting assessment which shows that no properties will be adversely affected. In particular, to the north is the railway line, on embankment.

### **Sustainable Transport:**

6.16 City Plan policy CP9 seeks to promote sustainable modes of transport and cycling and walking in particular to reduce reliance on the private car. Local plan policy TR4 promotes the use of Travel Plans. Policy TR7 seeks to ensure highway safety. Development is expected to meet vehicular and cycle parking standards set out in SPD14. Policies DA1 and SA1 outline that new development should contribute to improve sustainable transport.

### **The approach of the Go-Ahead Group to sustainability**

6.17 The Go-Ahead Group (GAG) have created a sustainability strategy that outlines the five business areas where they can have the biggest positive impact. Over the past year GAG have further integrated sustainability into their business and have selected five UN Sustainable Development Goals as their areas of focus.

6.18 GAG produce sustainability reports for all their companies and have improved their environmental social governance disclosure to investors through leading scores in corporate submissions.

6.19 Brighton And Hove Buses is committed to zero carbon emissions by 2030, key investments are:

- EuroV1 technology augmented by Microhybrid advances — 82 buses in Brighton since 2015.
- Upgrade of SCRT equipment to a further 90 buses in the Brighton fleet further aids air quality improvement.
- 31 Microhybrid EuroV1 buses since 2015 for Metrobus.
- 54 ADL E400ER hybrid electric buses with geo-fenced zero emission electric only operation through the city's Low Emission Zone delivering 244,000 miles of zero emission bus travel every year over 3 million passenger journeys.
- Commitment to Hydrogen Fuel Cell Electric Buses. Only zero emission bus as flexible and efficient as we need range of up to 370 miles per day. Short refuel time. Low impact in mining of heavy metals. Low impact on national grid. First commercial application of this technology worldwide. Funding from UK Government, and other partners. Due in service on Fastway route Autumn/Winter 2021, with further routes to follow then into Brighton.

6.20 Stakeholder engagement: GAG play an important role providing a vital service for communities through the people they employ and the taxes they pay. GAG place great importance on partnership, adopting a collaborative approach with governments, local communities and strategic partners, and developing and running services that create long term value for all.

6.21 GAG stakeholders are the groups of people and individuals who have an interest in what they do, how they do it and the impact that they have as a business. By engaging their key stakeholders meaningfully, they gain insights into their expectations and identify the material issues that are of high concern. This feedback forms part of the GAG decision-making process and helps them continuously improve, and progress towards their vision and long-term ambitions. Further details on the policies and approach of Brighton and Hove Buses can be seen at:

<https://images-brightonhove.passenger-website.com/downloads/Air%20quality%20and%20carbon%20reduction.pdf>

<https://www.go-ahead.com/sustainability/policies>

- 6.22 In respect of encouraging the use of public transport, the site is sustainably located, all employees have free public transport and cycle parking spaces will be provided in the East Garage (Conditioned).

### **Sustainability and energy**

- 6.23 In respect of sustainability and energy matters, in accordance with policy CP8 of the development plan the project will target BREEAM excellent. THE DAS and sustainability check list sets out the approach to achieving a highly sustainable development.

### **Ecology**

- 6.24 There are no sites designated for their nature conservation interest that are likely to be impacted by the proposed development. The site is currently covered in buildings and hardstanding and has no material biodiversity value.
- 6.25 An ecology assessment has been submitted in respect of the development and its recommendations will be followed.
- 6.26 The site boundary proposals provide the opportunity for improvements to biodiversity through the planting of appropriate native species and other details.

### **Contaminated Land**

- 6.27 The site is a working bus garage, so no intrusive assessments have been carried out. This matter can be dealt with by condition as follows:

(1) No works pursuant to this permission shall commence until there has been submitted to and approved in writing by the local planning authority:

(a) A desk top study documenting all the previous and existing land uses of the site and adjacent land in accordance with national guidance as set out in Contaminated Land Research Report Nos. 2 and 3 and BS 10175:2011+A1:2013 - Investigation of Potentially Contaminated Sites - Code of Practice; 11 And if notified in writing by the local planning authority that the desk top study identifies potentially contaminant linkages that require further investigation then,

(b) a site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study in accordance with BS 10175:2011+A1:2013; And if notified in writing by the local planning authority that the results of the site investigation are such that site remediation is required then,

(c) a detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such a scheme shall include nomination of a competent person to oversee the implementation of the works.

(2) The development hereby permitted shall not be occupied or brought into use until there has been submitted to, and approved in writing by, the local planning authority a written verification report by a competent person approved under the provisions of condition (1)c that any remediation scheme required and approved under the provisions of condition (1)c has been implemented fully in accordance with the approved details (unless varied with the written agreement of the local planning authority in advance of implementation). Unless otherwise agreed in writing by the local planning authority the verification report shall comprise:

a) built drawings of the implemented scheme;

b) photographs of the remediation works in progress;

c) certificates demonstrating that imported and/or material left in situ is free from contamination.

If during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing by the Local Planning Authority), shall be carried out until a method statement identifying and assessing the risk and proposing remediation measures, together with a programme for such works, shall be submitted to and approved in writing by the Local Planning Authority. The remediation measures shall be carried out as approved and in accordance with the approved programme.

### **Arboriculture**

6.28 No trees are growing on this site. There are no arboricultural impacts from the development.

### **Sustainable Urban Drainage / Flood Risk**

6.29 Policy CP11 in the City Plan Part One sets out that the Council will seek to manage and reduce flood risk and any potential adverse effects on people or property in Brighton & Hove, in accordance with the findings of the Strategic Flood Risk Assessment (SFRA). Saved policies SU3, SU5 and SU11 in the B&H Local Plan relates to water resources and their quality, surface water and foul sewage disposal infrastructure and polluted land and buildings.

6.30 A Flood risk and SUDS report has been submitted submitted in support of the application.

6.31 We would agree to the following condition:

No development shall take place (other than demolition works) until a detailed design for the site using sustainable drainage methods has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved detailed design prior to the building commencing.

### **External lighting**

The site is not located in an area which is sensitive to lighting. However, for health and safety reasons the external parking area will be lit at appropriate times. Also, the lighting will meet Network Rail standards, in terms of not being an issue to train drivers. A condition is suggested to control the lighting scheme:

No development above ground floor slab level hereby permitted shall be first occupied until

i) details of external lighting, which shall include details of; levels of luminance, hours of use, siting, predictions of both horizontal illuminance across the site and vertical illuminance affecting immediately adjacent receptors, hours of operation and details of maintenance have been submitted to and approved in writing by the Local Planning Authority.



ii) the predicted illuminance levels have been tested by a competent person to ensure that the illuminance levels agreed in part 1 are achieved. Where these levels have not been met, a report shall demonstrate what measures have been taken to reduce the levels to those agreed in part i).

iii) The submitted details should clearly demonstrate that areas to be lit will not disturb or prevent sensitive species using their territory or having access to their breeding sites and resting places. The lighting installation shall comply with the recommendations of the Institution of Lighting Professionals (ILP) e.g. Guidance On Undertaking Environmental Lighting Impact Assessments. A report and certification on completion, from a competent person shall be submitted to show the lighting installation complies with the guidance. The external lighting shall be installed, operated and maintained in accordance with the approved details and thereafter retained.

### **Air Quality**

6.32 PPG sets out that: “Whether air quality is relevant to a planning decision will depend on the proposed development and its location. Concerns could arise if the development is likely to have an adverse effect on air quality in areas where it is already known to be poor, particularly if it could affect the implementation of air quality strategies and action plans and/or breach legal obligations (including those relating to the conservation of habitats and species). Air quality may also be a material consideration if the proposed development would be particularly sensitive to poor air quality in its vicinity.”

6.33 Brighton and Hove Buses has a wider commitment to improving air quality in the City, this is set out in : “A blueprint for the role of sustainable public transport”.

[https://s3-eu-west-](https://s3-eu-west-1.amazonaws.com/images.buses.co.uk/downloads/AIR_QUALITY_-_DIGITAL.PDF)

[1.amazonaws.com/images.buses.co.uk/downloads/AIR\\_QUALITY\\_-\\_DIGITAL.PDF](https://s3-eu-west-1.amazonaws.com/images.buses.co.uk/downloads/AIR_QUALITY_-_DIGITAL.PDF)

6.34 The Company’s investments in air quality improvement also play a key element in the City’s 2020 Air Quality Annual Status Report.

6.35 It is also relevant that the proposal is to re provide existing facilities and therefore even if the bus company did not wish to improve emissions, air quality would not decrease.

However, the bus company clearly intends to improve emissions and thereby improve air quality.

### **Noise**

- 6.36 The site is distant from sensitive receptors and will not add to existing noise levels. However, new plant will be provided and therefore the following condition is suggested:

Prior to completion and occupation of the development hereby permitted, details of all plant and machinery and the noise associated with it shall be submitted to and approved in writing by the Local Planning Authority. Noise associated with plant and machinery shall be controlled such that the Rating Level, measured or calculated at 1-metre from the façade of the nearest existing noise sensitive premises, shall not exceed the representative background noise level. Rating Level and existing representative background noise levels to be determined as per the guidance provided in BS 4142:2014. In addition, there should be no significant adverse impacts from low frequency noise.

### **Sustainable Transport**

- 6.37 A transport statement is submitted with the application this concludes that the proposals will not adversely affect highway safety. The development is essentially re providing the existing uses on the same site in a modern and more efficient way, but the site as a whole will be flexible on capacity, dependant on the needs of the community as expressed by the Council.
- 6.38 The proposals are located in a highly accessible location next to Hove station. The development includes a proposal to cycle spaces in the East Garage, identified as blue land on the site location plan.
- 6.39 City Plan policy CP9 seeks to promote sustainable modes of transport and cycling and walking in particular to reduce reliance on the private car. Local plan policy TR4 promotes the use of Travel Plans. Policy TR7 seeks to ensure highway safety. Development is expected to meet vehicular and cycle parking standards set out in SPD14. 8.67. Policies DA1 and SA1 outline that new development should contribute to improve sustainable transport with the area with improvements to the public realm and cycling and pedestrian routes.

6.40 The proposals clearly form part of the City's sustainable transport infrastructure. Employees benefit from free public transport which is a significant encouragement to use it. This is beyond any other "general" employer in the City. Any cars that are used are parked on site as the bus fleet is out on route all day.

6.41 The development will take place in accordance with the recommendations of the submitted Transport Statement.

## **7 Integration with the Masterplan for the area.**

7.1 We set out here how the bus company can integrate its future with the planning aspirations of the Council. We have developed this as a Concept Masterplan Programme for the future development of the Brighton and Hove Bus Garage at Conway Street Hove

7.2 The programme is a suggested way forward by Brighton and Hove Bus Company Ltd (The Bus Company) for the consideration of development stages forming part of the regeneration of the Bus Garage and the surrounding area.

### **Background**

7.3 The Bus Company operates from its Conway Street garage at Hove, which comprises three parcels of land:

- The West garage;
- The East garage; and
- Land fronting onto Ellen Street.

7.4 The Bus Company has operated from this site, providing public transport services under various ownerships since around 1939. There are buildings dated from that era on the East and West parcels of land. The buildings are dated and in need of substantial repair or replacement.

7.5 The Bus Company is responsible for public transport bus services within The Brighton and Hove area. It works with The Council to provide a comprehensive service for the Brighton and Hove community. In addition to the Conway Street site the bus company has additional garages at Lewes Road, Whitehawk Road and in Newhaven. Together these garages provide a comprehensive cover for public transport services including the parking of vehicles, maintenance, washing, fuelling and ancillary offices.

7.6 The Bus Company is currently actively considering improvements to its Lewes Road garage. As part of this the Bus Company is working with the Council to see how the

Council's development Plan objective for student housing on part on the site can be accommodated. The Bus Company is also seeking a longer/125 year lease on the site.

7.7 It is the intention of the Bus Company to replace the current bus facilities at Conway Street with new, fit for purpose, buildings and parking facilities. The location of Conway Street bus garage is of material importance to the Bus Company in terms of efficiency - cost of delivery - value for the users - and no acceptable alternative locations are available to the Company that come anywhere near being able to match the current site for scale and efficiency of location.

7.8 The Council is the local planning authority for the area which includes the Conway Street site. Within the adopted Brighton and Hove Local Plan 2016 The Council has included a development plan policy, DA6 Hove Station Area, which includes the Conway Street site. The policy encourages the redevelopment of both the Conway Street site and wider areas for mixed use purposes. The Council has recently published a guidance document in respect of development density and within this document it indicates that higher density development will be encouraged within this area.

7.9 The Bus Company has researched the potential for the large-scale mixed-use redevelopment of its Conway Street garage over many years. No scheme has been identified for the following reasons:

- Any proposals have compromised the operation of the bus Company, by, for example, structural frames reducing the area of bus parking;
- Network rail being unwilling to actively participate with its car park land holding;
- The provision of ground floor / core areas would impact on the current parking capacity that is already fully utilised
- Development complexities and development return problems; and
- Lack of available, alternative land in the area with similar locational benefits;

7.10 The Bus Company has also engaged with the local Neighbourhood forum and consultant to the Council on master planning matters and policy.

**Concept Masterplan Programme:**

7.11 Given the complexities of developing in the area and respecting both the Bus Company's aspirations and those of the Council, this Concept Masterplan Programme (CMP) sets out an option for the way forward for all parties.

7.12 The CMP identifies the Bus Company's sites and the additional masterplan site which would facilitate the final scheme.

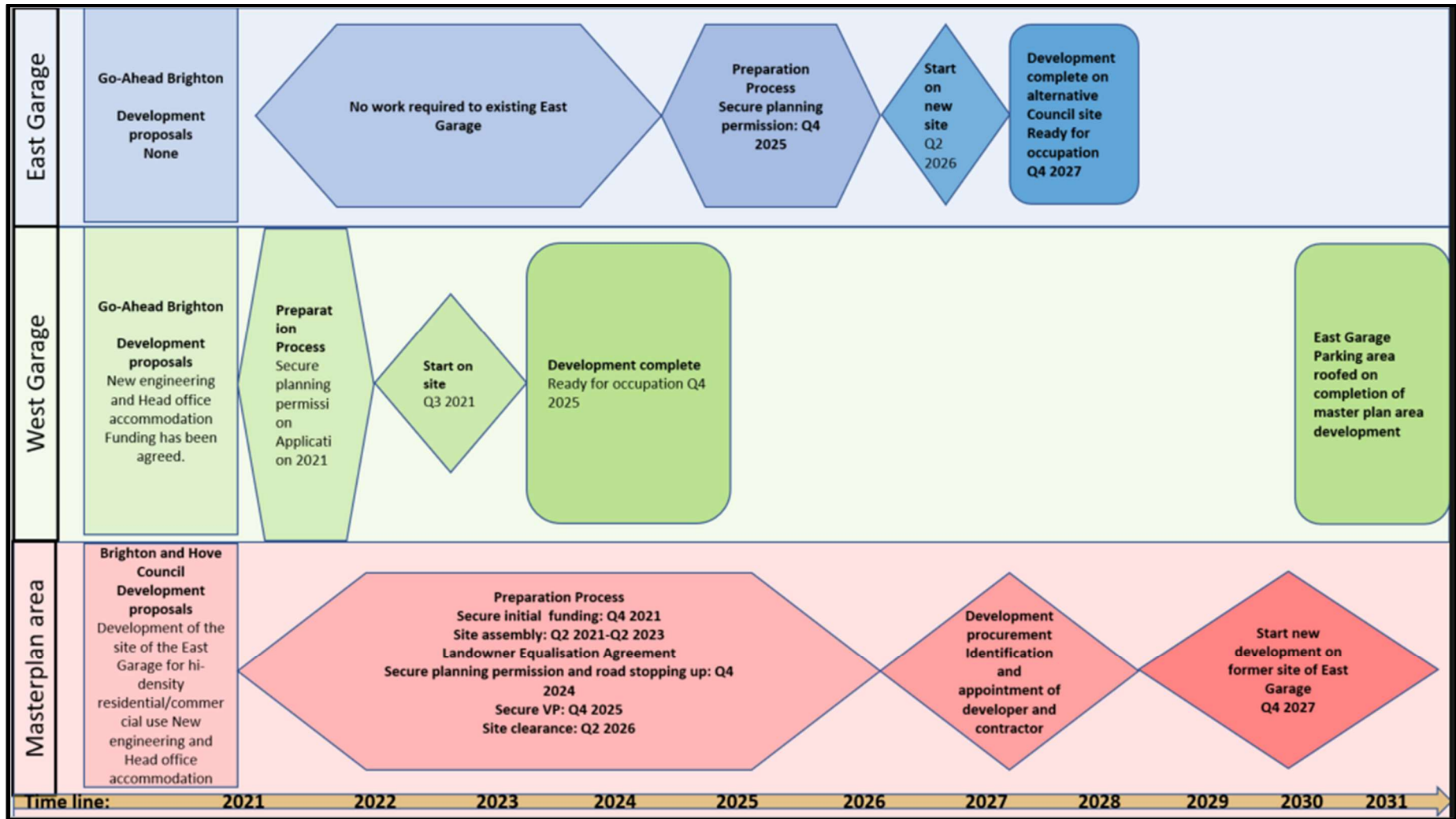
7.13 The Concept Masterplan Programme is summarised as follows:

**West Garage:** Submit planning application shortly for new office and engineering garage with forecourt parking (without roof over parking area); roof or develop over the parking area when masterplan and East Garage areas are being completed;

**East Garage:** no works until the masterplan area is developed and can accommodate the required level of bus parking; Once this has been achieved release the East Garage for development

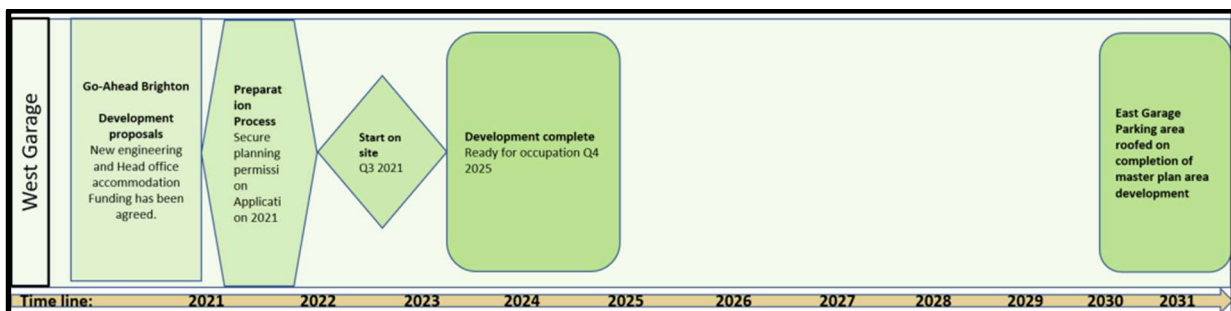
**Masterplan area (option);** obtain development rights over the area, secure road closures, including Conway Street, procure development; develop the site, release bus parking spaces to the Bus Company.

## Concept Masterplan Programme



## Concept Masterplan Programme: Individual areas

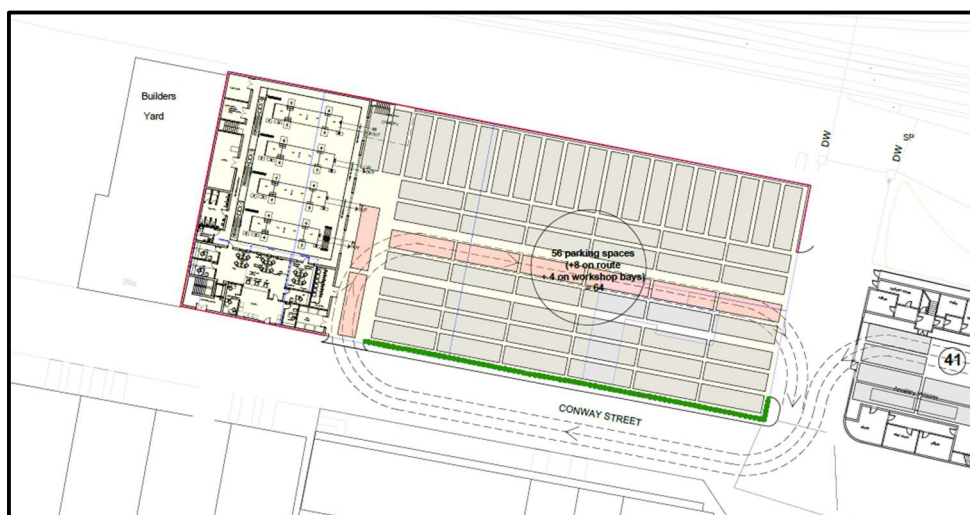
### West Garage Programme



7.14 The proposals for the redevelopment scheme for the West Garage are well advanced. They are at a point where a planning application could be submitted Q1/Q2 2021. There are no land ownership or covenant issues. Following the potential grant of planning permission work can commence on site. The development would take approximately 18 months to complete, ready for occupation.

7.15 The initial proposals would not include a roof for the forecourt parking area as this would serve no reasonable purpose and say would not allow for the maximised parking layout required to serve the Brighton & Hove area. One residential development is completed which overlooks the forecourt a roof will be erected to shield views if this is required.

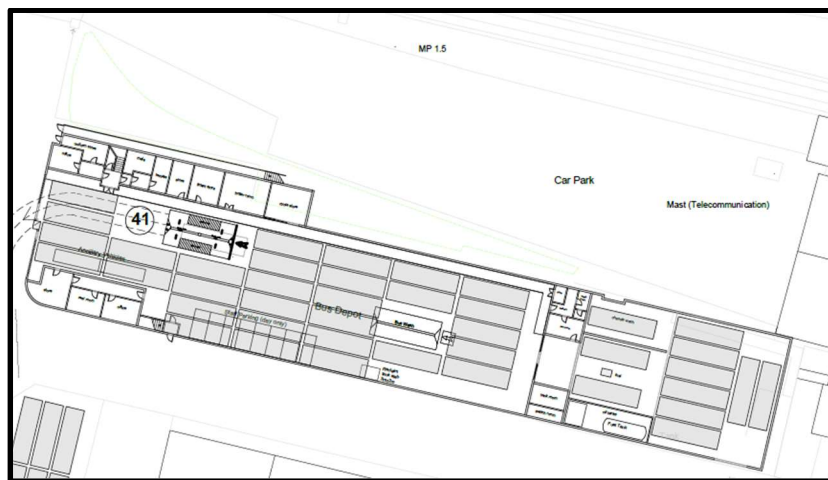
7.16 The current proposed layout is as follows:



### East Garage Programme



7.17 The redevelopment of the East Garage is dependent on the release of the masterplan area for the parking of buses equivalent to the facility currently provided by the East Garage. Until that time the East Garage will not be the subject of development.



*Existing East Garage usage*

7.18 Once the masterplan area is released for bus parking the East Garage area can be considered for redevelopment. Subject to commercial terms the Bus Garage would work with the Council to bring this site forward as soon as possible following its release.

7.19 The Council has considered the redevelopment of the Site in the Hove Station Area Supplementary Planning Document, as follows:



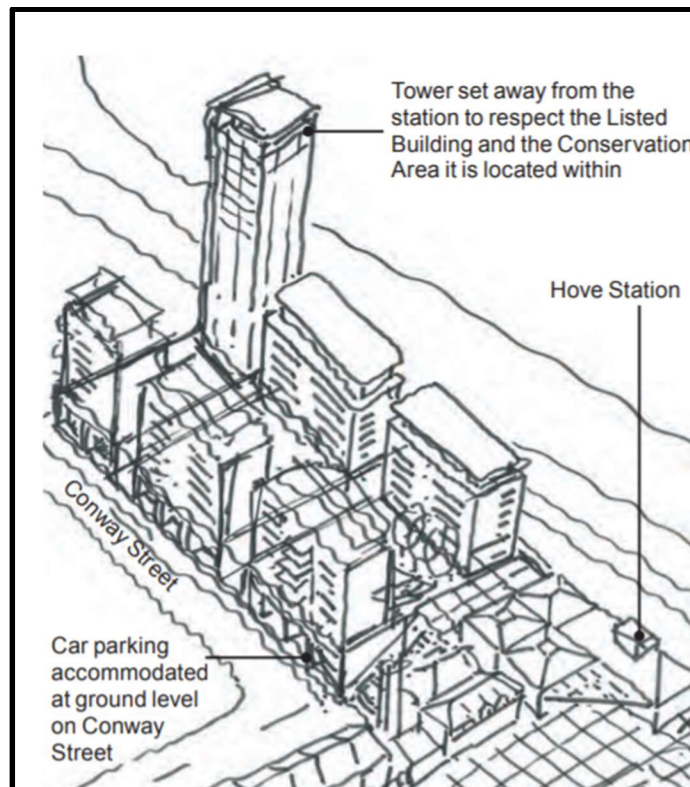
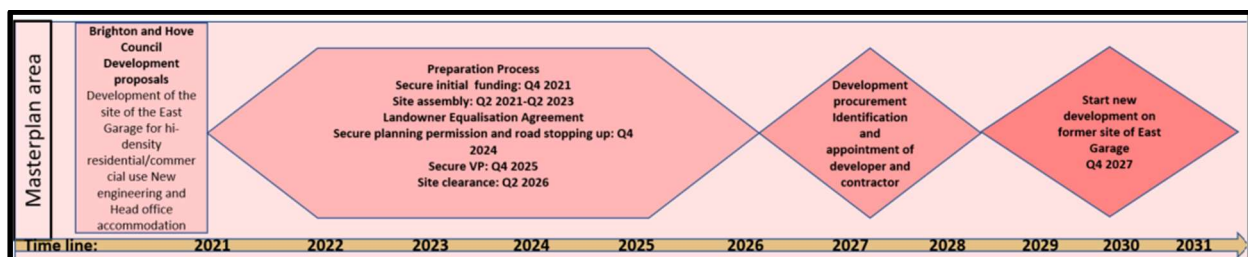


Figure 5.3: Illustrative sketch showing massing and key principles

### The Masterplan area



7.20 The Bus Company has looked at the practicalities of enlarging the West Garage area, assuming the availability of adjoining land. Options are identifiable in principle.

### Ownership of additional land

7.21 Our initial investigations indicate that the additional land would involve three additional freehold interests, including the Council and leasehold interests.

7.22 Masterplan proposal would be a Council lead development with the following key development stages:

- Preparation Process
- Secure initial funding: Q4 2021
- Site assembly: Q2 2021-Q2 2023

- Landowner Equalisation Agreement
- Secure planning permission and road stopping up: Q4 2024
- Secure VP: Q4 2025
- Site clearance: Q2 2026
- Development procurement
- Identification and appointment of developer and contractor
- Construction Q3 2026
- Completion and transfer to the Bus Company Q3 2027

7.23 The masterplan could include a structural grid to facilitate potential building over the bus parking area. This option would add 2 years to the development programme.

### **Conclusion**

7.24 The current proposals would facilitate in part a wider Master planning approach to the regeneration of the area. The above programme is intended to set out the actions required for a potential concept option to deliver the development aspirations of the Bus Company and the Council

## **8 Other matters**

### **Draft S106 Heads of Terms**

- 8.1 Brighton and Hove Buses agree to provide the following, should the application be approved:
- i Local Employment Scheme Contribution
  - ii Training and Employment Strategy using minimum 20% local labour during
  - iii demolition (where appropriate) and construction phase,
  - iv Sustainable Transport Contribution towards; footway, cycle and public realm improvements on routes between the site and local facilities including, but not limited to, Hove Station.
  - v Confirmation of a scheme for the artistic component.

### **Community infrastructure levy**

8.2 The proposal is not liable for a CIL payment in accordance with the adopted Charging Schedule.

## 9 Summary and Conclusions

- 9.1 This proposal to re provide a new bus garage, including offices, engineering facilities and bus parking for Brighton and Hove buses will be a significant investment in the area. This fully accords with development plan policy and will result in a highly sustainable development, designed to a high quality both in its architecture and new public realm.

## Appendix 1

### Relevant Planning Policies

The National Planning Policy Framework (NPPF)

Brighton & Hove City Plan Part Two

Policies in the Proposed Submission City Plan Part 2 do not carry full statutory weight but are gathering weight as the Plan proceeds through its stages. They provide an indication of the direction of future policy. Since 23 April 2020, when the Plan was agreed for submission to the Secretary of State, it has gained weight for the determination of planning applications but any greater weight to be given to individual policies will need to await the outcome of the Regulation 19 consultation, which ended on the 30 October 2020.

Brighton & Hove City Plan Part One

SS1 Presumption in Favour of Sustainable Development

CP2 Sustainable economic development

CP5 Culture and Tourism

CP7 Infrastructure and developer contributions

CP8 Sustainable buildings

CP9 Sustainable transport

CP10 Biodiversity

CP11 Flood risk

CP12 Urban design

CP13 Public streets and spaces

CP18 Healthy city

Brighton and Hove Local Plan (retained policies March 2016):

TR4 Travel plans

TR7 Safe Development

TR14 Cycle access and parking

TR18 Parking for people with a mobility related disability

SU5 Surface water and foul sewage disposal infrastructure

SU9 Pollution and nuisance control

SU10 Noise Nuisance

QD5 Design - street frontages

QD15 Landscape design

QD16 Trees and hedgerows

QD18 Species protection

QD25 External lighting

QD27 Protection of amenity

Supplementary Planning Documents:

SPD03 Construction & Demolition Waste

SPD11 Nature Conservation & Development

SPD14 Parking Standards

Further Guidance

Developer Contributions Technical Guidance (March 2017).