

Brighton Marina Neighbourhood Plan

2023-2030

Referendum Draft



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The constitution of the Brighton Marina Neighbourhood Forum states that its purpose shall be:

‘to produce a Neighbourhood Plan to further the social, economic and environmental well-being of individuals living, or wanting to live, in Brighton Marina and shall promote and improve the social, economic and environmental well-being of the area including actions that deliver a Neighbourhood Plan and enable community views and choices to be more effectively made.’

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Foreword

A neighbourhood plan is a document that sets out planning policies for a neighbourhood area. It is used alongside Local Authority and Government planning policies to decide whether to approve planning applications for the area, including new buildings or changes to existing buildings.

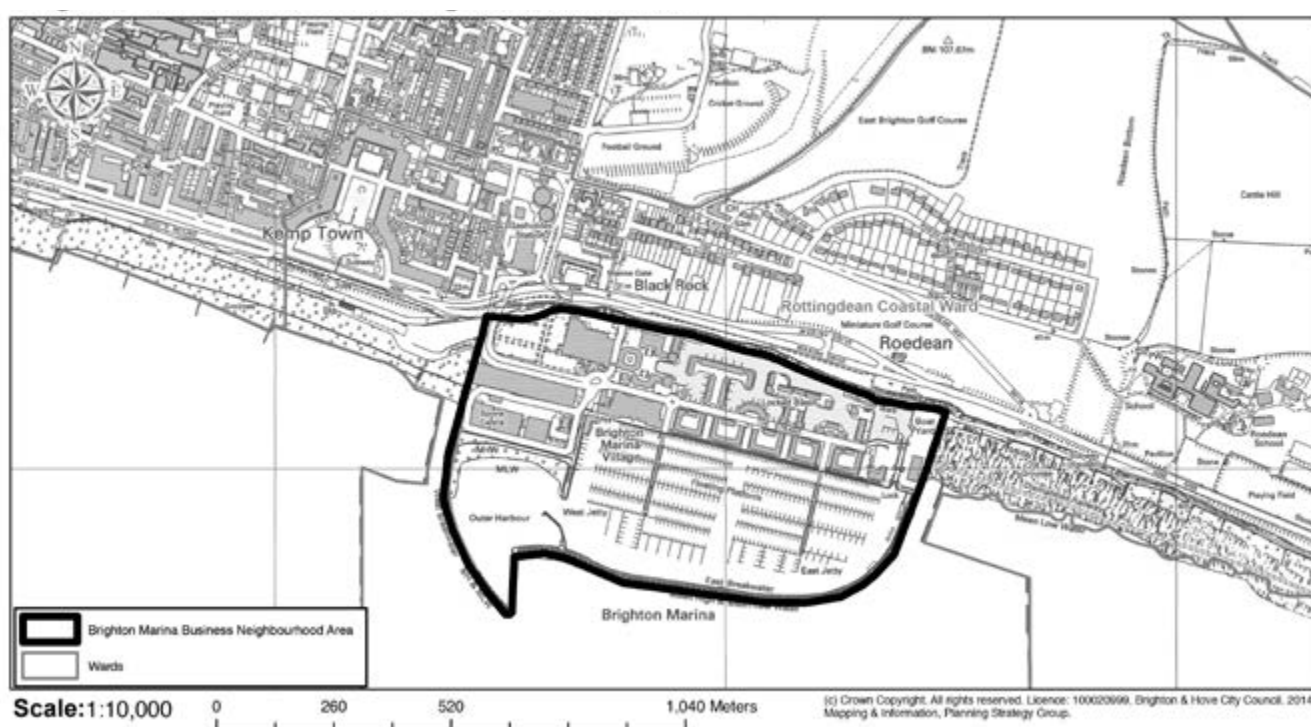
Neighbourhood plans are written by people who live or work in the local community and so they know the area and want to ensure that the community gets the right type of development, in the right place. Neighbourhood planning is supported by central government through the Localism Act of 2011.

Brighton & Hove City Council formally designated the Brighton Marina Neighbourhood Forum and the Brighton Marina Business/Neighbourhood Area (*shown in the plan below*) for a 5-year period on 18 June 2015. It was re-designated for a further 5-year period on 3 November 2020.

At the first Annual General Meeting of the forum in June 2017 a six-member steering committee was elected by forum members. The steering committee is tasked with steering the neighbourhood plan making process and generally progressing the work of the forum. The constitution requires that the steering committee consist of both residents of and workers in the designated area.

The steering committee members are: Andrew Knight (*worker, chair*); Mike Hatch (*worker*); Mary Pett (*resident*); Keith Malcolm (*resident*); Ken Sainty (*resident*); Alison Poole (*resident*).

The steering committee have been assisted by an independent consultant, Andrew Ashcroft. Grant funding has been provided by the government to cover the costs incurred in the work of the Forum.



Introduction

The initiative to form the Brighton Marina Neighbourhood Forum, seek formal designation of the area and prepare a neighbourhood plan came from Marina workers and residents in 2014. The Localism Act provided the opportunity for designating neighbourhood areas; the Marina fitted clearly into the category of being a distinct neighbourhood area. Ongoing development at the Marina is envisaged within Brighton & Hove planning policy and the local plan. By having a neighbourhood plan the workers and residents of the Marina have the opportunity to bring their knowledge and experience of the area into the heart of the planning process, along with their commitment, vision and passion for the area.

The prospect of development usually brings some anxiety and fear associated with uncertainty. In the case of the Marina area this is accompanied by a widely held acknowledgement that large areas of the Marina have never achieved their potential and are in need of development. The Marina could be so much more than it is at present; for residents, for workers and for the City.



A timeline of progress towards a neighbourhood plan is as follows:

Date	Activity
September 2014	Application to Brighton & Hove City Council for designation of a neighbourhood forum and neighbourhood area.
June 2015	Forum and area designated by Brighton & Hove City Council.
June 2017	Inaugural Forum AGM and election of steering committee
October 2017	Forum website established www.bmnf.org.uk
May 2018	Forum AGM including presentation of a consultation on a draft vision statement for the forum. Amended forum constitution unanimously adopted.
September 2018	Forum 'Vision Statement' adopted.
November 2018	Consultant engaged to assist the work of the forum
May 2019	Forum AGM including consultation with attendees on policy areas for the neighbourhood plan.
September – October 2019	Community-wide survey of Marina residents and workers conducted. Results used to inform plan policy priorities.
2020-2021	Progress substantially delayed by the 'Covid-19' pandemic.
November 2020	Forum redesignated by Brighton & Hove City Council for a further five years.
February 2022	Draft plan policies submitted to Brighton & Hove City Council for 'screening.'
April 2022	Brighton & Hove City Council screening report determines that the policies as submitted would not require a strategic environmental assessment.
April 2022	Forum AGM held following the pandemic 'hiatus.'
Summer 2022	Drafting of 'consultation draft' plan.

Within this timeline is listed consultation carried out with both forum members and the Marina Community as a whole to discover the aspirations of the community for the Neighbourhood Area. Responses from initial consultation exercises and the consultation process on the pre-submission Plan are located in the appendices of the Consultation Statement.

The neighbourhood area

The Designated neighbourhood area follows the boundaries of Brighton Marina. The unique feature of this area within the city of Brighton & Hove is that in its entirety it is reclaimed land in what was formerly the sea. Before the 1970s none of the land existed; all was under water. Nevertheless, the short history of the area has been quite full of activity.

The neighbourhood area is shown in the map on page 3. The neighbourhood area was designated in June 2015. It was redesignated in November 2020.

The Plan period is 2023 to 2030. This will enable it to correspond to the Plan period for the City Plan Parts One and Two.



Development history

First conceived as the vision of a Brighton businessman, Henry Cohen, in the 1960s, the Marina progressed through various legal hurdles: a public enquiry in 1966; a town vote; the Brighton Marina Act in 1968. Construction began in 1971 and continued through the '70s. The Marina opened to the public on 25th July 1978 and the official opening by HM the Queen was in May 1979.

Despite earlier plans for mixed use development, the Marina opened as just a harbour, and one with a significant financial debt resulting from higher than projected construction costs.

Big changes came in the second half of the 1980s when the Marina was purchased by the Brent Walker group. They formed new land areas (the inner harbour promontories and the Village Square) and developed the supermarket, cinema, car park, Village Square and the first residential properties. Brent Walker failed financially in 1991 and development at the Marina ceased.

Development began again in the first half of the '90s in the inner harbour with residential blocks by the developer Barratt Southern Counties. The buildings were in a different style to previously, described as 'insipid neo-regency' (*Pevsner guide*).



Further change came in 1996 when a Brighton Company, Brunswick Developments, purchased Brighton Marina Company. The following five years saw rapid development. Barratt continued building with the five large blocks South of the Strand Road, the East Lockside Offices were built as were the West Quay pub and 'Leisure sheds'. Brunswick sold areas of the Marina: Premier Marinas bought the harbour and Parkridge Developments bought the commercial areas where they developed the Waterfront building.

After a hiatus in development of some 10 years the Boardwalk Development was constructed, completing in 2016. This development is the first phase of a much larger consented scheme; the other phases have not proceeded to construction. The Marina's history can best be described as piecemeal development over 40 years.



25 years of development
progress at Brighton Marina

Demographics and Economy

Summary demographic data for the designated plan area is found below. This is sourced from OCSI data from Brighton & Hove City Council website.

This summary provides an overview of the residents of the area as background information. Whilst not directly pertinent to the neighbourhood plan it does give a sense of the area. For example the below average car ownership reinforces the importance of public transport for residents.

Alongside the residential estate the designated plan area also hosts significant economic activity across a very wide range of businesses. These encompass national chains, regional and local businesses and independent traders. Employment sectors include retail, leisure, hospitality, healthcare, business and professional services and marine related trades and engineering. The plan area contributes much employment to the City and wider area.



Population

There are 1,614 people living in Brighton Marina neighbourhood plan area



Housing

2% of households lack central heating in Brighton Marina neighbourhood plan area compared with 3% across England



Education & skills

11% of people have no qualifications in Brighton Marina neighbourhood plan area compared with 22% across England



Access & transport

30% of households have no car in Brighton Marina neighbourhood plan area compared with 26% across England



Vulnerable groups

9% of children aged 0-19 are in relative low-income families in Brighton Marina neighbourhood plan area compared with 19% across England



Crime & safety

The overall crime rate is higher than the average across England



Communities & environment

The % of people 'satisfied with their neighbourhood' (85.9%) is higher than the average across England (79.3%)



Economy

44% people aged 16-74 are in full-time employment in Brighton Marina neighbourhood plan area compared with 39% across England



Health & wellbeing

11% of people have a limiting long-term illness in Brighton Marina neighbourhood plan area compared with 18% across England

Oxford Consultants for Social Inclusion (OCSI), www.ocsi.co.uk / 01273 810 270. © OCSI 2020.

[This is a summary page from a report on the B&HCC website - https://brighton-hove.communityinsight.org/reports/516/Locallnsight-Brighton-Marina-ca51650901_8823d2ee1346620b16f57943de69ddaa-20220906202238809.doc]

Key development pressures and issues

“Different construction phases within the Marina have occurred without the benefit of a planned approach. Consequently, the Marina has become characterised by piecemeal development and areas of poor public realm.”

(B&HCC City Plan part 1, March 2016, DA2).

Although the City Plan refers to a ‘unique marine character,’ others have been less kind: “The architecture to date is worthless.” *(Brighton and Hove; Pevsner Architectural Guides. Nicholas Antram and Richard Morrice. Yale University Press 2008).*

In the work of the Neighbourhood forum to date, we have found a wide recognition that large areas at the West of the plan area are unattractive and of low quality.

Development has happened with no overall masterplan. This neighbourhood plan seeks to introduce policies which will improve this situation and make future developments take account of their context within the Marina. We must add value to what is already here. We must avoid repeating the planning mistakes of the past.

The Plan has also been produced within the context of the ongoing processing of planning applications and the legacy provided by extant permissions. In particular Phases 2 and 3 of the Outer Harbour site (BH2006/01124) have yet to be implemented. If implemented they will deliver 658 houses and associated uses in nine buildings of 6 to 40 storeys in height.



The Vision and Objectives

As the Neighbourhood Forum began meeting and consultation and discussion with members and the wider area community took place a high degree of consensus emerged in the aspirations expressed for the Marina. From the information collected the forum steering committee drafted a Vision Statement for the forum and this was consulted on at the forum AGM held on 16th May 2018 and adopted at the forum steering committee meeting on 24th September 2018.



Brighton Marina Neighbourhood Forum Vision Statement

We want Brighton Marina to be developed in a way that realises the full potential of this special place by the sea for residents, workers and visitors. Our shared aim for Brighton Marina is that future development of the Marina fulfils the objectives of supporting high quality of life, sustainability, connectedness and being a highly-valued asset. A place where residents, tourists and businesses all thrive.

Objectives:

High Quality of Life:

- A positive choice as a feel-good place to live, work and visit.
- Public spaces and facilities that are enjoyable places to be.
- Making the most of our location on the coast and by the sea.

Sustainability:

- Economically sustainable. A mix of residential and commercial premises and property uses that are always in demand, maximising numbers of people in the Marina throughout the year.
- Environmentally sustainable. Aiming to have a positive effect on the natural environment and marine wildlife, and to minimise negative impacts.
- Future sustainable. Able to respond to changing requirements and demand to provide a significant contribution to the City's need for homes, workplaces and leisure space.

Connectedness:

- Connected within itself. Development plans must bring stakeholders together to make a cohesive and enjoyable place for individual employees, residents, berth holders and visitors.
- Connected to the city. Joined up transport links and welcoming entrances for vehicles, pedestrians, cyclists and boats.
- Development should make the Marina better and easier for pedestrians to get around.
- Residents across long-standing and new developments have a great sense of community, respect and shared interests and work together to build a collective sense of pride and belonging.
- Represented in the city by being an electoral ward.

A Valuable Asset

- Valued as a unique part of the city. Brighton's marina and the City's access to the sea. The UK's largest marina.
- Valued for quality of management.
- Valued in the city and region for its positive environmental and economic contribution.

The planning policy context

The neighbourhood plan has been prepared in the context of an up-to-date planning policy context at both a national and local level. As such the Plan has sought to bring added value to this strategic context.

National policies

National planning policy is set out in the National Planning Policy Framework (*NPPF*). It was most recently updated in December 2023. It comments that the purpose of the planning system is to contribute to the achievement of sustainable development

Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- **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
- **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 well-designed beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

- **an environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The NPPF (2023) also includes a series of more detailed sections on specific elements of the planning system. The following are particularly relevant to the Marina Neighbourhood Area:

- **Section 5** Delivering a sufficient supply of homes
- **Section 6** Building a strong competitive economy
- **Section 9** Promoting sustainable travel
- **Section 12** Achieving well-designed places
- **Section 14** Meeting the challenge of climate change, flooding and coastal change
- **Section 15** Conserving and enhancing the natural environment

The neighbourhood plan has sought to pursue these matters. They feature in the related policies.

Local policies

The Brighton and Hove City Plan Part 1 was adopted in March 2016. It provides the strategic context for the wider City.

The following policies in the Plan are of particular relevance to the designated neighbourhood area:

continued overleaf

Policy DA2 Brighton Marina, Gas Works and Black Rock Area: This is one of eight identified Development Areas in the City. The policy sets out a series of strategic development policies for the three areas.

In summary part B of the policy comments that provision will be made for the following amounts of additional development to be provided by 2030:

- 1,938 residential units (including the 853 residential units already granted planning permission for the outer harbour, 1000 residential units allocated for the inner harbour and 85 residential units allocated for the Gas Works site);
- 5,000 square m (net) retail (A1-A5) floorspace;
- 2,000 square m employment (B1a, B1c) floorspace;
- 10,500 square m of leisure and recreation floor space;
- A community building within the Marina;
- A health facility within or in the vicinity of the Marina to be agreed with the relevant NHS organisation;
- A primary school or increase in the number of school places within or in the vicinity of the Marina.

Full details can be found on the Brighton & Hove City Council website here:

<https://www.brighton-hove.gov.uk/planning/planning-policy/city-plan-part-one>

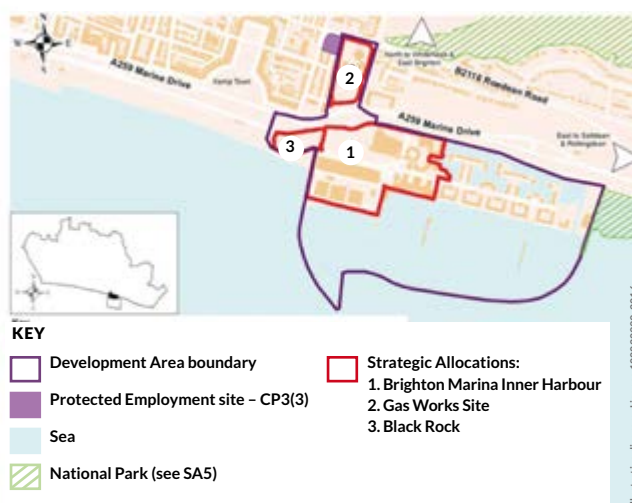
Policy CP5 Culture and Tourism

Policy CP11 Flood Risk

Policy CP12 Urban Design

The City Plan Part 2 was adopted in October 2022. It has been designed to complement Part 1 of the Plan and to provide site

DA2 Brighton Marina, Gas Works and Black Rock Area



allocations and development management policies.

The following policies in the Plan are of particular relevance to the designated neighbourhood area:

Policy DM9 Community Facilities

Policy DM14 Commercial and Leisure Uses at Brighton Marina

Policy DM18 High Quality design and places

Policy DM42 Protecting the Water Environment

The policies in the City Plan Parts 1 and 2 build on earlier work which was undertaken on the Marina. The Supplementary Planning Guidance Note 20 (Brighton Marina) included a development brief for the western half of the Marina. Thereafter the Brighton Marina masterplan (*PAN04*) was published in March 2008.

The neighbourhood plan seeks to bring added value to the policy context set by the City Plan. In addition, it seeks to respond to the various design considerations in national policies, the City Plan and the earlier supplementary planning design and masterplan work.

The Neighbourhood Plan Policies

Policy in blue • Supporting text in black

Policy BM1: Design

New development within the Marina should be designed to reflect its relationship to the English Channel in general, and to the Marina in particular. As appropriate to its scale, nature and location, new development should respect its prominence and visibility from the waterside.

Development proposals will be supported that bring forward high quality design appropriate to their location within the Marina and their scale and which demonstrably address the following matters:

- the scale and massing of new buildings reflects the maritime setting of the Marina and contributes towards its attractiveness, interest and visual appeal whilst recognising the prominence of the location in views along the coast, including the setting of important heritage assets such as the Madeira Terrace;
- any access arrangements are sensitive both to the development concerned and the wider Marina;
- the appearance of any access arrangements should be sensitive when viewed from the waterside; and
- any development should retain and improve the setback distance from the water's edge to improve pedestrian access and permeability adjacent to the waterside.

Proposals for major development should take into account the layout, form and density of the wider composition and layout of the Marina and have regard to connectivity within the development and to pedestrian and traffic flows in/out of and around the Marina. New developments should seek to improve connectivity and linkages to areas beyond the Marina, both eastwards to the undercliff Walk and westwards to Madeira Drive.

Proposals for the development of a landmark building which otherwise complies with the general elements of this policy will be particularly supported.

In addition, public spaces within major developments should be secure, accessible, inclusive, connected and display the highest quality of design, landscaping, planting, street furniture and materials. This public realm should be comprehensible through the use of gateways, focal points and landmarks as appropriate to help people find their way around the development in general, and to the waterside and other key facilities within the wider Marina in particular. Regard should be given to connectivity throughout the Plan area and in particular to the pedestrian and vehicular movements to/from and around the Marina.

This policy has been designed to have general effect within the designated neighbourhood area.

continued overleaf

Whilst the local community acknowledges that the Marina has its role to play in assisting the development of new homes in the wider City, and the strategic growth proposed in the City Plan, it is anxious that any new development is to the highest standard and properly reflects its marine environment.

This concern was expressed in the community consultation in Autumn 2019 (Questions 10 and 11) where the wider issue of design in the Marina achieved high scores.

This approach seeks to provide a local interpretation of Section 12 of the NPPF (2023). In particular it incorporates a local policy to deliver the ambitions of paragraph 130 of the NPPF (2023) for the design of planning policies.

The policy approach takes account of the ongoing work of the Building Better, Building Beautiful Commission, the National Design Guide and the National Model Design Code. More detailed area-specific design principles should be set out as part of a future masterplan and design code to support this Neighbourhood Plan as well as Policies CP12 (Urban Design) and DM18 (High Quality Design and Places) in the adopted Brighton & Hove City Plan.

Policy BM2: Public realm/open spaces

As appropriate to their scale and location new developments should incorporate public realm and/or open spaces development and should demonstrate good connectivity between buildings and spaces within the Marina and wider area.

Within the context of their wider development areas of public realm and other open spaces should demonstrate the ways in which they respond to the following matters:

- **Safety and Surveillance:** public realm should be designed and laid out so that they would be safe to all users during the day and the night. Where it is practicable to do so areas of public realm and open space should be overlooked by their associated developments.
- **Attractiveness:** public realm should also be attractive and meet the needs of residents, boat owners and visitors using the Marina during the day and night. Proposed developments which demonstrate appropriate responses to these design principles will be supported.
- **Landscaping:** areas of public realm should include appropriate landscaping features, clearly defined routes for all users of the Marina and open spaces that provide attractive, safe areas for informal recreational and leisure activities, particularly for children and young people.

Proposed developments which do not demonstrate appropriate responses to these design principles will not be supported.

This policy is important in its own right. It also overlaps with Policies BM1: Design and BM3: Connectivity.

The Marina is an attractive part of the City. It is popular with residents and visitors alike. Nevertheless, its development in phases over time has resulted in an overall environment that is not as well-connected as it could have been. This means that accessibility within the Marina is limited in places. In particular, the quality of the public realm does not contribute either to wider accessibility or to connecting the different elements of the wider area. The policy comments about safety and surveillance. This is an important matter in the Marina given that it is used by residents, workers, visitors and boaters at different times during the day. Wherever practicable development proposals should follow the principles of 'Secured by Design'.

This Plan recognises that new development does not necessarily need to address existing issues with the wider public realm. New developments which will deliver improvements to the public realm in the Marina will be supported. Proposals that incorporate public art into the wider public realm will be welcomed.

The policy approach also takes account of the ongoing work of the Building Better, Building Beautiful Commission and the National Model Design Code. Whilst site specific issues may arise the policy should be applied wherever it is reasonably practicable to do so.

A wish for improved design of public realm and open spaces achieved high scores in the feedback to the community consultation in Autumn 2019 (*Questions 13 and 14*).

Policy BM3: Connectivity

All new elements of public realm should be designed and arranged so that they secure improved connectivity and are connected in a sensitive, legible and imaginative way both to related developments and to other adjacent developments and associated public realms.

Development proposals which positively address the difficulties for pedestrians getting around the Marina will be supported, including the following initiatives:

- Joining up the Coastal path through the Marina;
- Making it possible to walk around the Marina in a safe, pleasant environment; and
- Improving the pedestrian access from the beach and Black Rock site.

The City Council is preparing an Eastern Seafront Masterplan SPD and development proposals within the Plan area should take account of that document in ensuring that connectivity to areas beyond the Marina is secured by attractive and fully accessible routes.

Consultation with Marina residents and workers has highlighted issues of connectivity, and the current difficulties of getting around within the marina on foot, particularly around the western end. Pedestrian routes in and out of the Marina are of poor quality and do not feel safe. Whilst site specific issues may arise the policy should be applied wherever it is reasonably practicable to do so. Development proposals should keep dirty and/or noisy uses away from areas of high pedestrian footfall.

Policy BM4: Residential Development

Proposals for new residential development will be supported where they help to deliver the strategic allocation for the Marina as identified in Policy DA2 of the City Plan Part One.

Proposals for new residential development should incorporate the following three design principles as appropriate to their scale and location:

- **Access and Permeability:** new developments should contribute to improved legibility, permeability and connectivity for pedestrians within and to the Marina and the surrounding areas through high quality building design, townscape and public realm;
- **High Quality Design:** new developments should be of a high quality with excellent use of durable materials to reflect the unique location and surroundings of the Marina; and
- **Housing Type and Mix:** new residential developments should provide for an appropriate mix of dwelling types, tenures and sizes, including affordable housing, to meet housing requirements and to improve housing choice within the Plan area in accordance with Policies CP19 and CP20 in the adopted Brighton & Hove City Plan.

This policy acknowledges that the Brighton and Hove City Plan Part One includes strategic residential proposals for the Marina. The Neighbourhood Plan supports such development.

Policy BM4 has been designed to add complementary detail to Policy DA2 of the City Plan Part One. The Neighbourhood Forum will work with the City Council on a holistic approach to the regeneration of the development area.

The importance of securing an appropriate mix of housing types including affordable housing in new development at the Marina is an important element of the policy. It takes account of community feedback in Autumn 2019 and the range of housing and affordability issues in the City in general, and in the Marina in particular.

Policy BM5: Natural Environment/ Marine Wildlife

Development proposals should respect the natural environment within which the Marina is located.

Proposals for new development should incorporate the following environmental design principles as appropriate to their scale and location:

- **Mitigation of Flood Risk:** all proposals for new development within the Plan area should demonstrate that they will be safe for their lifetime, taking account of the vulnerability of their users, will not increase the risk of flooding elsewhere and, where possible, will reduce the overall flood risk profile of the Marina. All new development should have regard to the Sea Defence Management Plan of the Brighton Marina Estate Management Company and to the Brighton & Hove City Council Strategic Flood Risk Assessment (SFRA) and SuDS Supplementary Planning Document (SPD 16). The need for a site-specific Flood Risk Assessment will be informed by national Policy and the SFRA.
 - **Integrity of the cliffs to the north of the Marina:** proposals for new development in the Plan area should demonstrate that the proposals will avoid any adverse impacts on the cliffs located to the north of the Marina. The cliffs are protected for their unique and irreplaceable geological features, being designated as the Brighton to Newhaven Site of Special Scientific Interest (SSSI) and the Friar's Bay to Black Rock Marina Local Geological Site.
 - **Water Quality:** proposals for new development in the Plan area should incorporate appropriate sustainable drainage systems (SuDS) and demonstrate no unacceptable impacts on the quality of the water environment both within the immediate environment of the Marina and more widely in the English Channel.
 - **Biodiversity:** proposals for new development in the Plan area should avoid any adverse impacts on biodiversity in accordance with the mitigation hierarchy, conserve and enhance existing biodiversity and complement UNESCO Biosphere objectives. Proposals should ensure that the existing unique wildlife habitat and ecosystem of the Marina as identified in the Local Wildlife Site (LWS) BH33 designation is safeguarded at all times. In accordance with the Environment Act 2021, development proposals will, where required, need to include a Biodiversity Net Gain (BNG) requirement of at least 10% above the baseline position.
 - **Addressing Climate Change:** proposals for new development in the Plan area should demonstrate that they take into account the necessary mitigations and resilience in order to respond to the climate change risks identified for the Brighton & Hove area in the City Council's Climate Risk and Vulnerability Assessment (CRVA).
- Proposed developments which do not demonstrate appropriate responses to these design principles will not be supported.

continued overleaf

This policy recognises the importance of ensuring that new development takes account of the very special circumstances of the Marina and its marine setting. It overlaps with the separate responsibilities of the Brighton Marina Estate Management Company.

The approach taken seeks to reflect Section 14 of the NPPF (December 2023). In particular it takes account of climate change, rising sea levels and the relationship between the Marina and the chalk cliffs to its immediate north.

Policy BM6: Cafes, restaurants, retail facilities and other commercial facilities

The neighbourhood plan supports the availability of a wide range of retail and commercial facilities in the Marina.

Proposals for the use of existing commercial floorspace for commercial, business and service uses will be supported, particularly uses that are complementary to the harbour and marine activities.

Proposals for the use of land and/or buildings for boating, leisure and recreational activities will be particularly supported.

This policy reflects the attractiveness of the Marina to visitors and tourists. One of its defining features is the availability of cafes and restaurants.

The policy has been designed to be compatible with the 2020 version of the Use Classes Order which seeks to provide as much flexibility as is reasonably possible for commercial and business uses. This reflects the wider national approach which aims to respond efficiently to changing business opportunities and practices in general, and in response to the Covid pandemic in particular. It offers specific support to a wide range of facilities which would underpin the marine and other leisure activities which take place from the Marina

The wider issue of commercial facilities in the Marina achieved high scores in the feedback to the community consultation in Autumn 2019 (*Questions 2,7, 16 and 17*).

Policy BM7:

Energy use, waste minimisation and recycling

Proposals for new development within the Plan area should demonstrate the highest standards of energy efficiency, waste minimisation and recycling.

Proposals which incorporate zero carbon construction energy initiatives, which provide for a reduction in vehicle movements, which provide recharging facilities for electric vehicles, which generate renewable energy and any other similar initiatives which would reduce carbon emissions at the Marina will be particularly supported.

New residential development should include charging facilities for electric vehicles in accordance with the standards set out in Appendix 2 of the City Plan Part 2. Proposals which include a higher level of charging facilities will be particularly supported.

This policy reflects the location of the Marina and the opportunities which it presents for high standards of sustainability and environmental responsibility.

The policy has been designed to provide a supporting context for a series of initiatives.

Whilst the third part of the policy follows the approach in the City Plan Part 2 on electric vehicle charging facilities, it offers a supporting context for a higher delivery of charging facilities.

The wider issue of environmental sustainability in the Marina achieved high scores in the feedback to the community consultation in Autumn 2019.

Policy BM8: Community Facilities

Insofar as planning permission is required, proposals for the change of use of existing community facilities to other uses will not be supported unless:

- it can be demonstrated that there is no need for the community facility and that there is no reasonable prospect of the property concerned being occupied by an alternative community or social use; or
- it can be demonstrated that the continued use of the premises concerned by the existing community use is unviable; or
- they include the replacement of the existing community facility in an accessible and convenient location.

Proposals that would result in the availability of additional community facilities (Use Classes E(e), E(f), F1 and F2 in the neighbourhood area will be supported where they would not have an unacceptable detrimental impact on the amenities of any residential properties in the immediate locality.

Proposals that would result in the opening of a GP surgery, a Post Office or provision of community meeting space would be particularly supported.

This policy acknowledges that the Marina provides a range of community facilities for its resident and visitor population.

It has three related parts. The first offers support for new community facilities. The second part offers particular support for proposals that would result in the opening of a GP surgery or a Post Office or provision of community meeting space. They are key facilities sought by the local community and their availability would add significantly to sustainable development in the neighbourhood area. The third part sets out a general approach to safeguard existing community facilities. It takes account of the opportunities which may exist for replacement facilities to be included within development proposals and/or changes in the commercial viability of the facilities within the Plan period.

Non-land use Community Actions

The Plan has a clear focus on setting out a series of policies for the development and use of land. This reflects the approach in planning practice guidance and that, if made, the Plan will become part of the development and be used to determine planning applications.

National guidance also allows neighbourhood plans to include wider community aspirations than those relating to the development and use of land. Such aspirations have been identified as the Plan has been prepared. As indicated in national guidance the aspirations are clearly identifiable from the policies and are set out in the separate section of the Plan. The Aspirations will not form part of the statutory development plan.

The aspirations recognise the role which the Forum plays within the wider life of the Marina. They have a specific focus on travel and access (CA1), tourism and leisure (CA2) and the cultural life of the Marina (CA3).

In their different ways the aspirations will have natural overlaps with the land use policies in the Plan.

BMCA1: Access/Transport

The Forum will work with BHCC, the Brighton and Hove Bus and Coach Company Limited and other local agencies to improve the access and relationship between the Marina and the wider City.

In particular the following projects and aspirations will be developed within the Plan period:

- Improving the accessibility of the Coastal Path into and out of the Marina;
- Integrating the Marina with emerging City-wide infrastructure projects;
- Encouraging the development of sustainable modes of transport; and
- The introduction of an express bus service between the City Centre and the Marina.

BMCA2: A Valued resource and an Active destination for visitors

The Forum will work with BHCC, Visit Brighton, the Brighton and Hove Bus and Coach Company Limited and other local agencies to improve the awareness of the distinctive nature of the Marina and its relationship with the wider City.

In particular the following projects and aspirations will be developed within the Plan period:

- Promoting the availability of specialist marine and restaurant facilities at the Marina;
- Promoting short break holidays with local hotel operators and commercial marine operators in the Marina

continued overleaf

- Promoting the Marina as a key location along the Shoreham-on-Sea to Eastbourne section of the England Coast Path
- Incorporating the Marina as a venue into the Festival, the Great Escape and the Fringe within the wider City activities
- Undertaking a feasibility study on the development of a performance space/music venue.

BMCA3: Public Art

The Forum will work with the artist communities to explore opportunities to incorporate public art within the wider public realm.

The Forum will also support wider initiatives by developers and/or commercial organisations to sponsor or facilitate the availability of public art in the Marina.

BMCA4: Air Quality

The Forum will work with public and private bodies to ensure that the air quality in the Marina is of the highest possible standard and which reflects its maritime environment.

Where necessary the Forum will work with BHCC and any other relevant agencies to rectify any air quality issues which may arise in the Plan period.

BMCA5: Boundary Review

The Forum aspires for the Marina to be a City Council electoral ward. The Forum will work with the City Council to bring forward a boundary review at the appropriate time to achieve this aspiration.

BMCA6: Harbour Appearance

The visual amenity of the harbour is an important part of the attractiveness of the Marina. Therefore the Forum will explore opportunities to preserve this amenity when changes are planned within the harbour. In particular the forum would not want to see the amount of static craft exceeding the currently designated areas.

Monitoring and Review

The Plan has been developed within a positive and up to date planning policy context. Part 1 of the Brighton and Hove City Plan was adopted in March 2016, and Part 2 of the Plan was adopted in October 2022.

Decision-making

The Forum acknowledges its responsibility to ensure that the neighbourhood plan is properly applied in decision-making. In this context it will comment on planning applications in general, and draw to the attention of the City Council when it considers that planning applications deliver the policies in the Plan and where they may conflict with the Plan's approach.

Monitoring the effectiveness of the Plan

The Forum will also monitor the outcome of planning applications and the effectiveness of the policies in the Plan.

The Forum will invite the City Council to meet with the Forum twelve months after the Plan is made so that its initial effectiveness in the development management process can be assessed.

In the event that certain policies are proving to be ineffective or are not serving their intended purpose the Forum will consider the need for a partial review of the Plan.

Review of the Plan

The Forum acknowledges its responsibility to ensure that the Plan is kept up to date and, where necessary, responds positively to changes in local or national planning policy.

The Forum will monitor any updates to national planning policy and to the Local Plan and assess the need for any partial review of the Plan.

The Forum will assess the need for a full review of the Plan at the earliest of the two following events:

- Within six months of the adoption of a revised version of the City Plan; or
- Five years from the making of the neighbourhood plan.

Glossary

- **BNG** Biodiversity Net Gain: an approach to development, land and marine management that leaves biodiversity in a measurably better state than before development took place.
- **CRVA** Climate Risk and Vulnerability Assessment: a process that evaluates the likelihood of current and future climate hazards and their potential impacts on an area or development.
- **Connectivity:** the relationship between and integration of different elements and components within a built environment.
- **Heritage Assets:** a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest.
- **Flood Risk Assessment:** an assessment of the flood risk from all sources of flooding for an area or development.
- **Legibility:** the ease with which a person is able to see, understand and find their way around an area, building or development.
- **Permeability:** the ease with which people can move around a neighbourhood or development area.
- **Public Realm:** the space between buildings that is open and accessible to the public.
- **Renewable Energy:** energy that comes from unlimited, naturally replenished resources, such as the sun, tides, and wind.
- **SFRA** Strategic Flood Risk Assessment: an overview of the potential for flooding in a specific area, and how that risk may change in the future.
- **SSSI** Site of Special Scientific Interest: a protected area of land or water in the UK that is important for its wildlife, geology, or land features.
- **SUDS** Sustainable Drainage Systems: a way of managing rainwater runoff in a natural way.
- **Tenure:** a legal term that describes how a piece of land is owned. In the UK, the two main types of tenure are freehold and leasehold: Freehold: The owner owns the land outright, Leasehold: The tenant holds the land for a period of time by agreement with their landlord.

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