

Licensing Panel (Licensing Act 2003 Functions)

Date: **14 March 2022**

Time: **10.00am**

Venue

Members: **Councillors:** Deane, O'Quinn and C Theobald

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AGENDA

PART ONE

Page

- 3 SOHO HOUSE, SOHO WORKS & THE KIOSK LICENSING PANEL (LICENSING ACT 2003 FUNCTIONS)** **5 - 34**

Ward Affected: Queen's Park

Date of Publication - Friday, 4 March 2022

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For further details and general enquiries about this meeting contact Clare Chapman, (01273 291065, email penny.jennings@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

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ttp consulting

transport planning specialists

Brighton Seafront Regeneration
Limited on behalf of the Soho
House Group

Units 2-8 The Terraces
Madeira Drive
Brighton

Transport Statement

June 2015

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Figure 1 - Site Location Plan

Appendices

Appendix A - Existing Layout Plans

Appendix B - Bus Map

Appendix C - Proposed Layout Plans

Appendix D - Existing and Proposed Floor Areas

1 INTRODUCTION

- 1.1 TTP Consulting is retained by Brighton Seafront Regeneration Limited on behalf of the Soho House Group to provide transport advice in relation to their proposals for the Units 2-8 The Terraces, Madeira Drive site (“the site”), in Brighton. The site location is indicated at **Figure 1**.
- 1.2 The site is currently in bar/restaurant (A3) and amusement arcade use and it is proposed to refurbish and extend the existing bar and restaurant units, including the provision of a members club area and to remove the amusement arcade.
- 1.3 Soho House opened its first Members Club in London in 1995 and this site would become the 15th in the network.
- 1.4 The report concludes that the proposed development will not realise any material transportation impact in comparison to the existing use of the site.
- 1.5 The Statement has been prepared following a site visit and the remainder of the report is set out as follows:
- Section 2 sets out the existing situation;
 - Section 3 sets out the development proposals;
 - Section 4 sets out relevant transport policies; and
 - Section 5 summarises and concludes.

2 EXISTING SITUATION

Site Location

- 2.1 The site is located between Marine Parade and Madeira Drive, above the Brighton Sea Life Centre.
- 2.2 The site contains a number of separate bar/restaurant units and an amusement arcade.
- 2.3 The listed pavilion provides a service lift allowing for goods to be readily transferred from street level and also includes a shared refuse area, a further refuse storage area is also available at the eastern end of the site. The existing layout plans are at **Appendix A**.
- 2.4 The site location with respect to the local highway network is shown at **Figure 1**.

Local Highway Network and Parking Provision

- 2.5 The site is fronted by Madeira Drive at ground floor level and by Marine Drive at upper tier level.
- 2.6 Parking close to the site is generally pay and display, with controls in place every day from 09:00 to 20:00. Charges are £3.00 for 1 hour, £5.00 for 2 hours, £10.00 for 4 hours and £15.00 for up to £11.00. Motorcycle and cycle parking is also available in close proximity to the site.
- 2.7 Servicing bays are provided on the site frontage to Madeira Drive and double yellow lines allow for servicing on the site frontage at upper tier level to Marine Drive. A 30 metre long loading bay is on Madeira Drive adjacent to Unit 2 and a 20 metre loading bay adjacent to Unit 8.

Accessibility

- 2.8 The site is on the edge of Brighton City Centre and is within walking distance of a number of hotels, other bars and restaurants, a significant residential catchment area and is also close to numerous bus services and Brighton Rail Station. The bus map for the area is at **Appendix B**.
- 2.9 Brighton Station provides regular services to a range of destinations including Gatwick Airport, London Bridge, London Victoria, Hove, Worthing, Chichester, Southampton, Lewes, Eastbourne and Hastings.

- 2.10 The site is therefore located in a highly accessible area and so the vast majority of staff and customers would be expected to walk or use public transport to access the site.

3 DEVELOPMENT PROPOSAL

- 3.1 It is proposed to refurbish and extend the current units, to give a total floor area of 3,210sqm of bar/restaurant and members club use. The proposed layout plans are at **Appendix C**.
- 3.2 This will include 4 restaurant/café units (1,410sqm) and a members club (1,800sqm) which includes a fish bar, gym, games room, drawing room, bar/pool lounge and changing area. Outdoor seating areas will also be provided. The plans at **Appendix D** give a breakdown of the floor areas.
- 3.3 A service/back of house access corridor links kitchen and storage areas with access to the pavilion service lift.
- 3.4 The restaurant/café units are expected to have a total customer capacity of the order of 430, comprising 80 open air seating and 350 seated/takeaway customers. Up to an additional 430 people could be accommodated in the members area, 260 in outside seating and 170 internally.
- 3.5 This gives a total customer capacity of 860. It is expected that a total of 120 full and part time staff will be employed, with at most 60 of these on site at any one time.
- 3.6 Opening hours are expected to be from 08:00 to 01:00 Monday to Thursday, 08:00 to 03:00 Friday and Saturday and 08:00 to 24:00 on Sundays.

Cycle Parking

- 3.7 A cycle store area will be provided for staff.

Servicing and Refuse

- 3.8 The entire site will be operated and managed by Soho House, offering certain efficiencies in servicing and refuse operations and management over the use of the site by separate tenants.

Servicing

- 3.9 A shared back of house access ensures that food deliveries can be combined, drinks deliveries will also be coordinated where possible.
- 3.10 It is expected that typically between 5 and 8 deliveries will take place per day, ranging from transit vans up to a 7.5 tonne truck for drinks deliveries. The majority of deliveries will take

place between 08:00 and 11:00 and will be planned to avoid more than 1 vehicle turning up at the same time.

Refuse and Recycling

- 3.11 A centralised waste room will be provided, with waste and recycling transferred from each unit to this area as required.
- 3.12 A cardboard compactor and glass compactor will be used to reduce the volume of waste, again offering benefits over the occupation of the site by separate tenants. A lift allows for ready access to street level.
- 3.13 It is expected that a private waste contractor will be used (likely to be Veolia) with waste collection likely to take place between 08:00 and 10:00 on weekdays and 09:00 to 11:00 on weekends.

4 POLICY

4.1 This section summarises the relevant transport policies at national, regional and local level and these are considered in the context of the development of the site and how it complies with those policies.

National Planning Policy Framework (March 2012)

4.2 Paragraph 32 sets out that:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

4.3 The site has good accessibility to rail and bus services and is located close to a large residential catchment, hotels and other bars and restaurants, which will ensure that patterns of travel to the site will be sustainable.

Brighton and Hove Local Plan (2005)

4.4 Adopted on the 21 July 2005, the Local Plan aims to improve travel to and within Brighton and Hove. It seeks to limit traffic growth to enable a free flowing network. The Council promotes forms of transport that are less damaging to the environment with lower levels of air and noise pollution.

4.5 The transport policies in the Local Plan have been saved until the adoption of the Local Development Framework Documents.

- 4.6 The following policies complement the proposals in the Local Transport Plan and are relevant to the proposed development.
- 4.7 **Policy TR1** states '*Development proposals should provide for the demand for travel they create and maximise the use of public transport, walking and cycling.*'
- 4.8 The additional floorspace is likely to attract little in the way of new trips over and above the existing consented uses on site as the vast majority of customers and members will already be utilising existing restaurant and evening entertainment facilities in the surrounding area and will transfer their trade from these existing venues.
- 4.9 **Policy TR7** promotes safe development stating '*Planning permission will be granted for developments that do not increase the danger to users of adjacent pavements, cycle routes and roads.*'
- 4.10 The layout of the site provides for good pedestrian access to the lower tier of the development via the terraces, which will act to disperse pedestrian movement between several routes to Madeira Drive and Marine Parade.
- 4.11 **Policy TR14** states: '*In all proposals for new development and changes of use, applicants should provide facilities for cyclists in accordance with the parking guidance.*'
- 4.12 **Supplementary Planning Guidance Note 4 [SPG4] 'Parking Standards'** indicates a cycle parking standard of 1 space per 300sqm. Cycle parking is available on-street to cater for customers and it is proposed to provide 12 secure spaces within the site to allow for staff cycle parking.

Proposed Submission City Plan (February 2013)

- 4.13 Within **CP9 Sustainable Transport** it is set out that the Council will ensure the priorities of the Transport Strategy are delivered within the city by '*Directing significant development into areas with good sustainable transport links*' and '*By informing and influencing journey patterns, promoting and encouraging the use of more sustainable transport options, and providing measures that increase people's travel options, the council and city can help tackle climate change and reduce carbon emissions*'.
- 4.14 The accessibility of the site ensures that the proposed development is in line with this policy.

Section Summary

- 4.15 This section has shown that the proposed scheme is consistent with national and local transport policy guidance.

5 SUMMARY AND CONCLUSION

Summary

- 5.1 Brighton Seafront Regeneration Limited along with The Soho House Group proposes to refurbish and extend the bar and restaurant units located adjacent to the Brighton Sea Life Centre to provide restaurants, bars and a members club with a total customer capacity of up to 860. It is expected that a total of 120 staff will be employed.
- 5.2 It is proposed to refurbish and extend the current units, to give a total floor area of 3,210sqm of bar/restaurant and members club use. This will include 4 restaurant/café units (1,410sqm) and a members club (1,800sqm) which includes a fish bar, gym, games room, drawing room, bar/pool lounge and changing area. Outdoor seating areas will also be provided.
- 5.3 Opening hours are expected to be from 08:00 to 01:00 Monday to Thursday, 08:00 to 03:00 Friday and Saturday and 08:00 to 24:00 on Sundays.
- 5.4 Though several different restaurants will be offered and a bar and a members club are to be provided, these will all be managed by Soho House, offering certain efficiencies in servicing and refuse management over the use of the site by separate tenants and so it is not expected that the proposals will give rise to any additional service vehicle demand in comparison to the full use of the existing site by separate tenants.
- 5.5 A shared kitchen area with links to all the restaurant units ensures that food deliveries can be combined and drinks deliveries will also be coordinated.
- 5.6 A centralised waste room will be provided, with waste and recycling transferred from each unit to this area as required. A cardboard compactor and glass compactor will be used to reduce the volume of waste, again offering benefits over the occupation of the site by separate tenants. A service lift allows for ready access to street level.
- 5.7 The site is in a highly accessible location so it is expected that the majority of both staff and customers will arrive on foot. The pay and display parking controls in the vicinity of the site will also help to discourage private car travel to the site.

Conclusion

- 5.8 The proposed scheme is consistent with national and local transport policy guidance and will give rise to no transport related impacts.

5.9 We therefore conclude that the planning application proposal is acceptable in traffic and transport terms.

Figures

APPENDIX A

Existing Layout Plans

Notes
Notes

Revisions

Project

BRIGHTON MADEIRA DRIVE

Client

SOHO HOUSE

Drawing Title

**Lower Level Existing Plan
(UNITS 2-5)**

Scale

1:200 @ A1

Date Created

16.04.15

Drawing Number

12076/ SHG/ 010

Revision

P

Revision Date

-

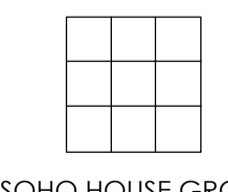
Drawn By

TG

Checked By

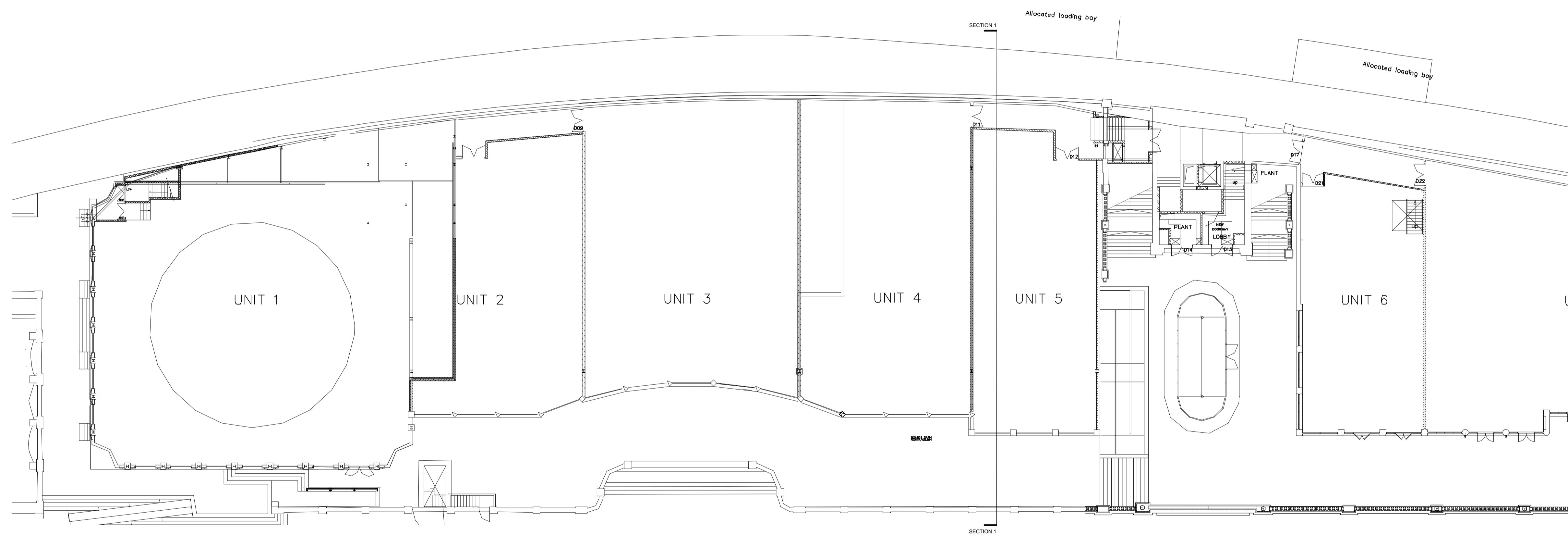
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SOUTH ELEVATION
FROM MADEIRA DRIVE

0 5 10 15 20m

**EXISTING LOWER TIER PLAN
(UNIT 2-5)**

APPENDIX B

Bus Map

Brighton Area Bus Routes

KEY

- Regular Brighton & Hove frequent services are shown in colour 2
- Other less regular and other operator services are shown in grey 59
- Route terminus 49
- Evening or Sunday service only +
- Peak time or infrequent service †
- Route operates one-way →
- Start for bus walks-leaflets from Visitor Information Centre +
- Railway line and station +

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South Downs National Park

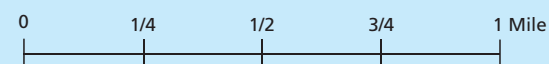
South Downs National Park



Key to frequent services

- | | |
|----------------|------------------|
| 1/1A | 18/20/21 |
| 2/2A | 22 |
| 5/5A/5B | 23 or 25 |
| 6 | 24/26/46/50 |
| 7 | 27 |
| 12/12A/12X/13X | 28/29 |
| 14/14c | 37/37A/37B or 38 |
| 16/66 or 47/52 | 48/49 |
| | 56 |

Approximate Scale



Brighton & Hove
essential travel for our city

APPENDIX C

Proposed Layout Plans

Notes
Notes

Revisions

Project

BRIGHTON MADEIRA DRIVE

Client

SOHO HOUSE

Drawing Title

**Lower Level Proposed Plan
(UNITS 2-5)**

Scale

1:200 @ A1

Date Created

16.04.15

Drawing Number

12076/ SHG/ 100

Revision

P

Revision Date

-

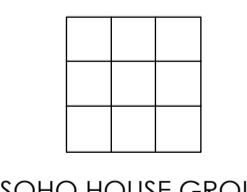
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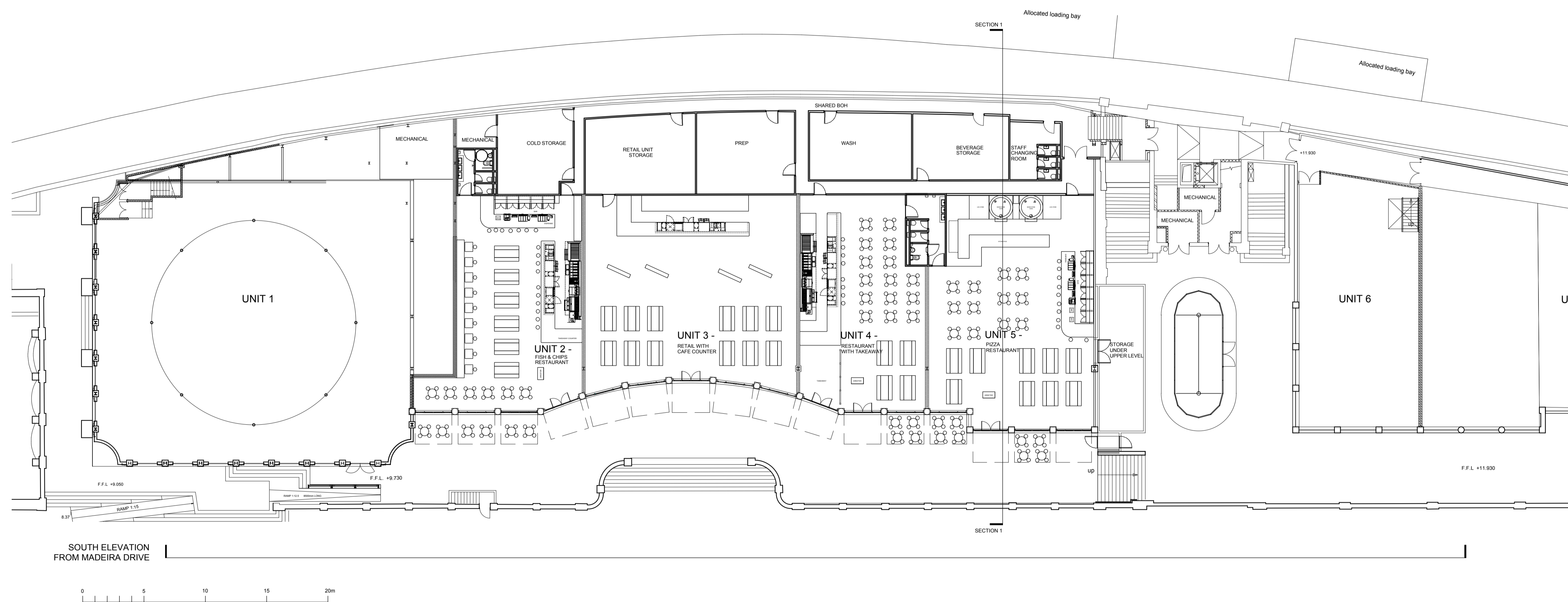
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**PROPOSED LOWER TIER PLAN
(UNIT 2-5)**

KEY SERVICES REQUIREMENTS

----- DOTTED BLUE LINES INDICATES AREAS FOR SERVICES (EXTRACT AND VENTILATION) EQUIPMENT AND AREA INCLUDES CIRCULATION SERVICES ACCESS REQUIRED

Kitchen/Restaurant Ventilation Services

M.K
(1) Main Kitchen plant (int location) 8000 w x 7000 l x 2800 h
(2) AHU heat pump condenser (ext location) 1400 w x 2000 l x 1800 h

F.R
(3) Fish Restaurant plant (int location) 6000 w x 7500 l x 2800 h
(4) AHU heat pump condenser (ext location) 1400 w x 2000 l x 1800 h

Fresh Air Ventilation Services

GR
(5) Drawing and games room
(6) Ventilation plant (int location) 3500 w x 5000 l x 1600 h
(7) AHU heat pump condenser (ext location) 1400 w x 2000 l x 1800 h

G
(7) Gym
(8) Ventilation plant (int location) 3500 w x 5000 l x 1600 h
(8) AHU heat pump condenser (ext location) 1400 w x 2000 l x 1800 h

M.B
(9) Main Bar
(10) Ventilation plant (int location) 3500 w x 4000 l x 2600 h
(10) AHU heat pump condenser (ext location) 1400 w x 2000 l x 1800 h

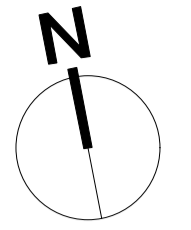
Toilet Ventilation Services

T.S1 Toilet system 1 (int location) 2500 w x 5000 l x 1800 h
T.S2 Toilet system 2 (int location) 2500 w x 5000 l x 1800 h

Comfort Cooling System

(11) Gym (ext location) 1400 w x 2000 l x 1800 h
(12) Drawing Room (ext location) 1400 w x 2000 l x 1800 h
(13) Fish Restaurant (ext location) 1400 w x 2000 l x 1800 h
(14) Main Bar (ext location) 1400 w x 2000 l x 1800 h

Notes



Revisions

Project

BRIGHTON MADEIRA DRIVE

Client

SOHO HOUSE

Drawing Title

Proposed Upper Tier Plan (UNIT 6-8)

Scale

1:200 @ A1

Date Created

06.05.15

Drawing Number

12076/ MBA/ 101

Revision

P

Revision Date

-

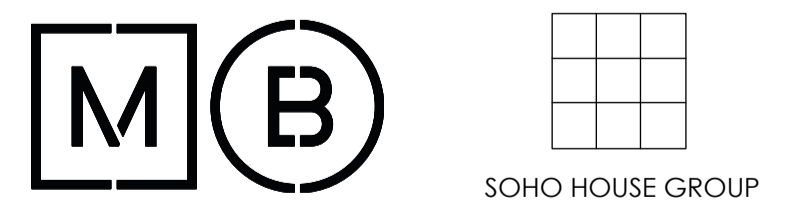
Drawn By

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Checked By

ZJ

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NORTH ELEVATION

GRILL FLOOR COVERING FOR VENTILATION OF PLANT BELOW (REFER TO LOWER GROUND PLAN)

DOTTED BLUE LINES INDICATES AREAS FOR SERVICES (EXTRACT AND VENTILATION) EQUIPMENT AND AREA INCLUDES CIRCULATION SERVICES ACCESS REQUIRED

EXISTING LISTED LAMP POSTS TO BE RETAINED

DOTTED LINE INDICATES ROOF AND CANOPY ABOVE

EXISTING LISTED BALUSTERS AND HANDRAIL TO BE RETAINED AND CLEANED

DOTTED ORANGE LINE INDICATES EXISTING GLAZED OVAL PAVILION TO BE DEMOLISHED

PROPOSED NEW PAVILION TO 'FOOT PRINT' OF EXISTING FOR CAFE

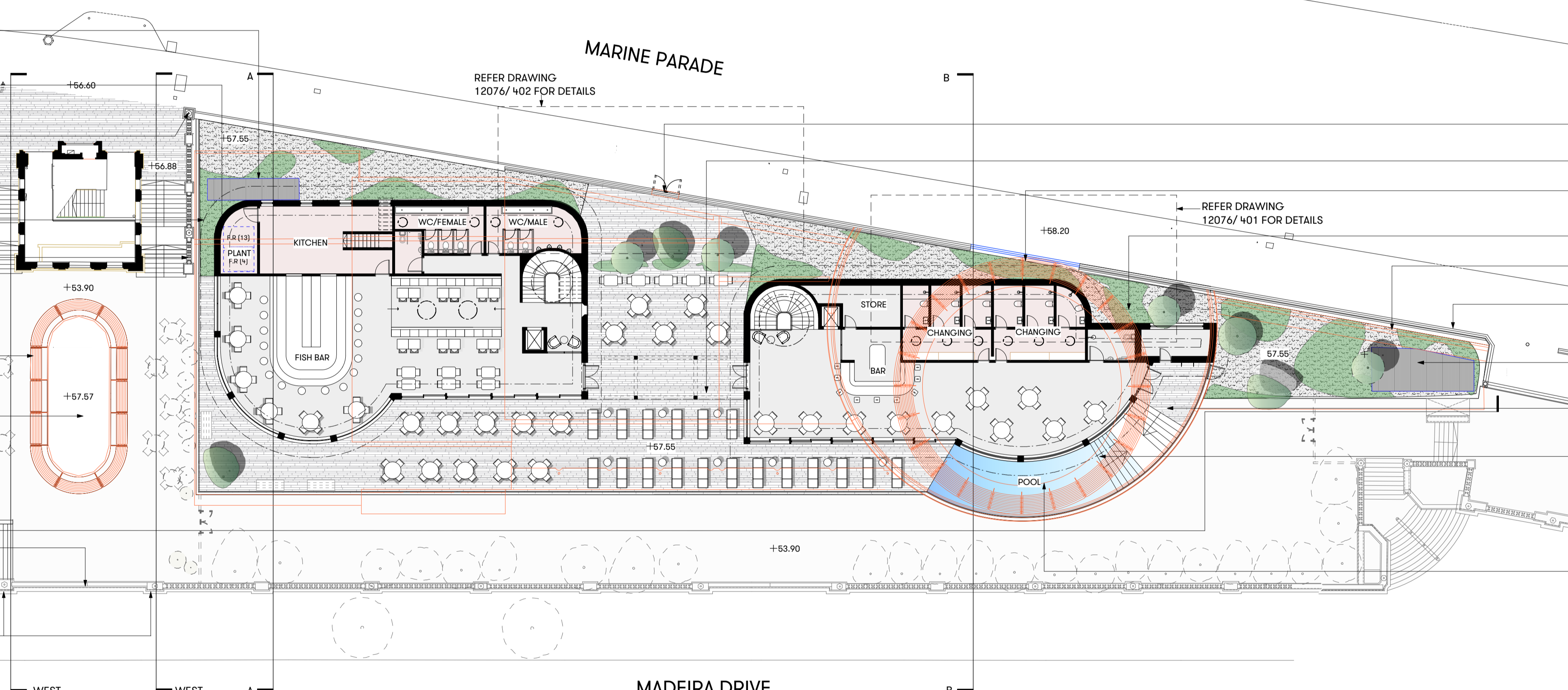
POTENTIAL LIFT POSITION TO PROVIDE DISABLED TO ACCESS THROUGH THE DEVELOPMENT IN PLACE OF EXISTING NON-COMPLIANT RAMP

SOUTH ELEVATION

EXISTING BALUSTERS AND HANDRAIL TO BE RETAINED AND CLEANED

EXISTING LAMP POSTS TO BE RETAINED

SOUTH ELEVATION FROM MADEIRA DRIVE



REFER DRAWING 12076/ 402 FOR DETAILS

REFER DRAWING 12076/ 401 FOR DETAILS

SMALL AREA OF RAILING TO BE REPLACED WITH GATES TO MATCH EXISTING RAILING DESIGN

BREAK BETWEEN BUILDINGS TO ALLOW FOR VIEWS TO THE SEA

INFILL RAILING TO EXISTING OPENING TO MATCH EXISTING

DOTTED LINE INDICATES ROOF AND CANOPY ABOVE

SHINGLE COVERED ROOF WITH DUNE GRASS

EXISTING LISTED RAILINGS TO BE RETAINED AND REDECORATED

GRILL FLOOR COVERING FOR VENTILATION OF PLANT BELOW (REFER TO LOWER GROUND PLAN)

RECONSTITUTED LIME STONE PAVING

DOTTED ORANGE LINE INDICATES EXISTING CYLINDRICAL BUILDING TO BE DEMOLISHED

1M DEEP OPEN AIR PLUNGE POOL

PROPOSED UPPER TIER PLAN (UNIT 6-8)

APPENDIX D

Existing and Proposed Floor Areas

