

## Appendix 1: LDF Core Strategy – Background Studies

### Summary of Background Studies

#### 1. *Green Network for Brighton & Hove*

The purpose of the Study is to identify a green infrastructure network, to identify the locations for delivering areas of new habitat under Biodiversity Action Plan targets and to improve access for people to natural green space. The network also links open spaces to establish continuous routes of green through the city and into surrounding countryside. The green infrastructure network has been defined by a partnership of the City Council, Sussex Wildlife Trust and Geospec (a GIS consultancy based at the University of Brighton). The method used reflected the three key aims of the network:

- Access to natural green space method: Using as a baseline a detailed habitat audit of the City, Natural England's Accessible Natural Greenspace standards (ANGSt) were used to define a 'buffer' around each area of known natural green space.
- Biodiversity method: An alternative method of defining hinterlands around natural green space was devised using 'generic species'. These were combined with other data to show the parts of the landscape outside the natural green spaces which are most accessible to the generic species.
- A 'final potential network' was defined as being all land identified by either method 1 or 2 or both. Expert opinion and local knowledge was then used to identify the most appropriate linkage areas between the 'baseline' spaces. This final stage achieved a continuous green network through the city and defined four types of space within the network: i) core areas, ii) potential core areas, iii) biodiversity enhancement areas linking core areas and potential core areas; and, iv) buffer areas where the primary land use is not biodiversity related.

The findings of the study include maps setting out the proposed Green Network that link to preferred option CP5 in the Core Strategy. It is anticipated that funding to implement the network will be generated by a combination of off-site developer contributions and external funding. The interim findings of the Study were subject to consultation which then informed the final version of the Study.

#### 2. *Open Space, Sport and Recreation Study*

The Open Space, Sport and Recreation Study is designed to help deliver the Council's statutory requirements – establishing a baseline appreciation of levels of provision in Brighton & Hove and setting standards for quality, quantity and accessibility. The Study aims to provide a clear vision, identify priorities for future open space, recreation and sport provision, and consequently provide direction for the allocation of future Council and developer resources.

The purpose of the Study is to provide a comprehensive assessment of the open space, sports and recreational facilities within the city and recommend open space standards and future strategic options. The Study:

- identifies the current and future needs of the city;
- reviews and analyses the open space and indoor facilities audits;
- recommends local provision standards for all types of open space in terms of quantity, quality and accessibility and recommends the future requirements for indoor sport facilities;
- identifies an appropriate approach to calculating the methodology for developer contributions;
- provides basic information on areas of deficiency (please note no areas of over provision were identified);
- proposes strategic options for addressing identified shortfalls in provision, protection and enhancement of existing provision, to relocate or make better use of existing provision and seek new provision.

The findings of the study primarily inform preferred options CP5, CP6 and CP7 in the Core Strategy

### **3. Strategic Housing Land Availability Assessment (SHLAA)**

Planning Policy Statement 3 – Housing (PPS3) specifically requires local planning authorities to undertake a Strategic Housing Land Availability Assessment (SHLAA) as part of the evidence base to inform policies and strategies for delivering strategic housing requirements (set out in the South East Plan) for at least the first 15 years of plan provision. The SHLAA sets out:

- The potential level of housing that could be provided on identified sites/land from the anticipated adoption date of the Core Strategy (including sites which already have planning permission, sites already identified in the adopted local plan, supplementary planning guidance, supplementary planning documents, planning briefs and other sites within the city which have potential for future housing development).
- The likely contribution to land supply from windfall sites (sites likely to come forward over the plan period which are not currently identified) by an evaluation of past trends in windfall land coming forward for development and an estimate of the likely future implementation rate.
- Constraints that might make a particular sites unavailable and /or unviable for development.
- Identifies sustainability issues and physical constraints that might make sites unsuitable for development.
- Identify what action could be taken to overcome constraints on particular sites.

The report indicates that South East Plan housing targets can be met over the first 15 years of the Core Strategy period with a robust allowance for windfall

site development (which is highly significant in B&H) The interim results were tested through consultation with key stakeholders.

#### **4. Transport Assessment (update)**

In accordance with government advice, a strategic Transport Assessment has been carried out to examine the transport-related impacts of adopting the proposed Spatial Strategy for new development and land uses in the city, as set out in the Local Development Framework [LDF] Core Strategy Revised Preferred Options (June 2008) and the Core Strategy Proposed Amendments (June 2009) documents.

The city council's computer-based transport model has been used to:

- examine the possible transport impacts of the proposed spatial strategy in two future years - 2016 and 2026;
- determine the particular impact that the proposed spatial strategy might have on the national (Highways Agency) Trunk Roads, as well as local roads;
- test a range of indicative transport measures that could be used to offset any future detrimental impacts that the proposed spatial strategy might have on the Strategic Road Network; and
- consider the implications of the additional regeneration proposals that are planned for the Shoreham Harbour area, following the designation of Growth Point status

In summary, the analysis that has been undertaken shows that the additional impacts of the city council's proposed Spatial Strategy, over and above the impacts of the 'without Spatial Strategy' scenario, can generally be overcome by implementing transport measures that involve a continuation and, ideally, an increase in the proposals/approach currently set out in the city council's LTP2.

Measures that involve the introduction of Park and Ride and the principle of some form of fiscal/charging measure for road use would have a greater impact in reducing overall levels of future congestion. Generally, the introduction of such measures will have the impact of reducing congestion levels below those that are forecast to be experienced solely in the 'without Spatial Strategy' levels of development. Table 1.2 and Table 1.3 summarise these findings for 2016, without and with the Shoreham regeneration proposals, and Table 1.4 and Table 1.5 do so for 2026. However, in order to ensure that the effects of any charging measure do not have a detrimental effect on the government's Trunk Roads, it is not proposed that such a fiscal measure should be implemented in the local area independently of a nationally-led scheme.

A further assessment of the likely levels of development that will occur at Shoreham Harbour, over and above the council's originally proposed Spatial Strategy, indicates that in 2016 the effects are relatively small in terms of congestion. This reflects the fact that the majority of the proposed

development will come forward between 2016 and 2026. However, in 2026 the additional amount of travel likely to be generated will be more significant and therefore associated congestion levels will increase, despite the proposed mitigating measures that have been tested, to levels that exceed those predicted in the 'without Spatial Strategy' scenario.

This underlines how essential the work being undertaken as part of the Joint Area Action Plan [JAAP] for Shoreham Harbour will be in terms of providing a more in depth understanding of the local and strategic implications for the transport network, based on the emerging land-use and transport strategies that are being developed by the partners involved in the project.

### **5. Employment Land Study Update**

The purpose of the Study is to update Brighton & Hove's Employment Land Study 2006 to take account of the current proposals for Shoreham Harbour. It is an addendum to the ELS 2006 that sets out the potential impact of the current proposals for Shoreham Harbour on the conclusions of the 2006 ELS.

It concludes that the proposed development at Shoreham Harbour must be of a form that does not adversely impact upon the development planning proposals elsewhere in the city. Development at Shoreham Harbour should complement proposed activity elsewhere in the city. In this context, the aspirations for growth and development at Shoreham Harbour present both opportunity and risk for the Brighton & Hove economy, This includes potentially conflicting or competing development. One of the roles for the LDF is to guide a way through this potential conflict by not over-allocating sites and by trying to provide clear guidance to the investment and developer market as to where it seeks to encourage development.

Brighton & Hove has a shortage of sites for development of large new employment activity and the prospects being generated at Shoreham Harbour should be welcomed as adding to the stock of available land.

The results of this review do not have any significant implications for the conclusions with regard to industrial and warehousing floorspace. The supply and demand for industrial space remains fairly well balanced and the 2006 conclusions were that any significant growth or large scale development in this sector should be accommodated outside the city boundaries.

With regard to the office sector the current recession should not affect long term land use allocations as the Plan should be providing for when the economy emerges from recession. However given the severity of the recession and period of below trend growth the consultants could not see the prospect of substantially higher forecast being realised during the plan period.

The Cambridge Econometrics forecasts produced for this study can be seen as an upside sensitivity test. The Baseline projections imply an additional 25,000 sq m of office floorspace over and above the 2006 ELS. However this is more than accommodated on the Supply side as the Development Area

office space exceeds the MDA figure used in the 2006 report by over 30,000sqm.

The City Council may wish to review its Development Area targets in the light of the Shoreham Harbour proposals. It might be considered, for example, that Shoreham Harbour is a better location and more deliverable product than the Hove Station Area which is slated for 20,000 sq m of office space. Alternatively is the City Council wished to plan for a higher growth scenario in line with Scenario 5 of the Cambridge Econometrics projections, then Shoreham Harbour would be needed in addition to all the Development Areas of the Core Strategy.

