

Brighton Marina Neighbourhood Forum.

Table of responses to Regulation 14 Consultation on the Draft Neighbourhood Plan submitted using survey form online or on paper.

December - January 2023.

Policy BM1: Design

Respondent	Comment	Response to Comment	Action Taken
1	The approach to the Marina is like a concrete jungle, and currently restaurants and shops are closing making the area less attractive for residents and visitors	Noted. Addressed in other policies	None
2	Too brief. Lacks sufficient details Should not allow skyscrapers or caravans in the neighbourhood.	The Plan has been designed to address a specific range of issues.	None
4	Particular attention should be paid to the density of residential development	Noted. Addressed in Policy BM1	None
7	There is no detail given. Having gone on line and looked at other Neighbourhood plans, this plan is vague and could lead to many different interpretations. Insufficient regard to the Brighton Marina Act and the paramount purpose of this neighbourhood is that it is a Marina. Further no mention has been given that the Marina has been neglected with poorly managed in that Landsec have failed to maintain and promote which has had a detriment effect on the viability of the Marina. This Plan could apply to any village, city or suburb in UK and is not specific to the Marina.	The Plan has been designed to address a specific range of issues.	None
14	Yes - Rather than reclaiming more land at the rear of David Lloyd, perhaps focus upon the existing poorly designed buildings at the Commercial end of the Marina for redevelopment. The David Lloyd building, Casino and Bowling Alley are poorly deigned and poorly built yet take up a prime location within the Marina. Is there not an opportunity to re imagine that large area, remove the buildings	Noted	None

	and include a new gym and leisure facilities within the new development planned for this area?		
15	The marina looks very disjointed and that each area of the marina looks different	Noted	None
16	There is no mention of the plan maintaining 'access to the sea' the main aim for a marina! There is no doubt that the changes to the marina entrance to allow the building of the residential blocks has affected the water flow into the marina and therefore the silting - seriously changing the depth of water within the marina	This is addressed in several of the policies	None
23	Can a greening up of the environment be included? It's been great to see the more interesting planting along the restaurant strip this last year, and the sunflowers by Asda's carpark. Asda is pretty lamentable at maintenance of its planting, especially by not watering during dry summers ie every summer. A few years ago, the lines of young trees planted in their carpark were allowed to die, again through lack of watering. Pretty unimpressive. The original planters etc around the entire marina are very few and very unimaginative. Much more, for example, could be made of the Laughing Dog Square (a very successful business) which has the fountain in the centre.	Noted	None
25	Should be more about the residents than the public.	Noted. The Plan is for all users of the Marina	None
31	I'm concerned about the 'Landmark building' and what that constitutes. Does it mean a tower block (not ideal) or something like the Spinnaker Tower in Portsmouth (which could be interesting). The older building past the barrier, is the nicest style - more like that, not the big blocks.	Noted	None

44	No New buildings whatsoever.	This would be contrary to national and local policies	None
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Policy BM2: Public realm/open spaces

Respondent	Comment	Response to Comment	Action Taken
1	Better lighting is required in some parts of the Marina	Noted	None
2	Need more details and clarification	The Plan has been designed to address a specific range of issues.	None
5	The concrete that surrounds you when entering and leaving the Marina is ugly; whether by foot, or vehicle. It could do with a Jet Wash to return it to its original colour, which would also reveal the texture. The swift removal of any graffiti would also be welcome.	Noted	None
7	No thought has been given to the public realm/open spaces - where are the ideas to move forward. How can the public vote on such vague concepts - of course we want safe and attractive. Does this mean you could put a caravan park in the middle of The Strand if it was safe and nicely parked?	This is addressed in Policy BM2	None
9	Public Realm and the safety and security of any development is key to its future success	Noted and agreed	None
11	The roads within Brighton Marina are under multiple private ownerships which poses a constraint on the practical ability of individual landowners to improve connectivity/permeability (particularly for pedestrians and cyclists) across/within the Marina itself. As a consequence, we recommend that the text in the first paragraph of the policy is amended to read as follows: '.....should demonstrate	This has been incorporated into the supporting text of Policy BM2	Incorporated

	good connectivity between buildings and spaces within the Marina and wider area insofar as is reasonably practicable'		
14	The Marina needs an overall design scheme / vision. Currently it is made up of lots of fragmented design ideas and as a result looks very messy. The residential area has achieved this well, however the commercial area is ugly. Many visitors walk around the area baffled as to where they are supposed to go and what they are supposed to do. There needs to be an overall master plan to pull the entire estate "together". This may include removing some of the less successful poorly designed/built buildings and starting again. The Harvester, The Greek Restaurant, gym, Casino, bowling alley. None of these are successful buildings and bring little to the overall look and feel of the place.	Noted. The Plan looks to achieve high quality design in the future.	None
16	Again no mention of the water ways and water access within the marina	See earlier comment	None
23	The design of public spaces could be so much more ambitious, both temporary and permanent features. Christmas decorations around the roundabout for example. Seating .	Noted. These are management issues rather than planning matters	None
31	There should be a nice children's playground, like there used to be in the 90s.	Noted	None
44	The ramp up from Asda should be an all weather travelator 24/7. Safety and proper lighting is vital. Include large boulevards. Restore the arches from Brighton in rapid time as it does not feel safe especially for young girls and women. Uplifting positive murals. Gold statues of positive role models eg Sally Gunnell, Chris Eubank, Magnus Volk.	Noted	None

Policy BM3: Connectivity

Respondent	Comment	Response to Comment	Action Taken
1	The very garish colour of the Glowballs retail site make the marina look downmarket	Noted	None
6	A new welcoming pedestrian route into the Marina is much needed instead of being confronted by a massive concrete carpark. At present new visitors to the Marina find it hard to find the Village and Waterfront amenities. I propose a new tree lined boulevard from the newly built Black Rock Sea wall down past David Lloyds, the Casino and McDonalds direct to the Waterfront shops and restaurants and Marina Village	Noted This may be a detailed proposals for a review of the Plan.	None
7	You state that the Marina is an attractive part of the City and popular with residents and visitors. If this was correct why do people park in the multi store and walk into Brighton and why have four/five restaurants shut in the last four months. Neither Brighton Council nor Brighton Marina Group have positively promoted the Marina. Restaurants have volunteered to run a minibus service. No one has listened.	Noted.	None
9	Wayfinding is important for not only the enjoyment and ease of use of the area but also to keep people safe and not find their own routes which are not always as safe to use.	Noted and agreed	None
10	As well as pedestrians, cycle access and routing should also be emphasised. The dominance of cars in the design of the Marina has been a negative thing and the balance needs to be redressed. Public transport is unlikely to mean anything other than buses and cycling into the City from the Marina	Noted	None

	generally takes around half as long as the bus, along one of the few cycle lanes in the city, so it would be appropriate to make the Marina good for cycling to join up with the Madeira Drive cycle lane and make cycling between the Marina and the City more attractive.		
11	The roads within Brighton Marina are under multiple private ownerships which poses a constraint on the practical ability of individual landowners to improve connectivity/permeability (particularly for pedestrians and cyclists) across/within the Marina itself. As a consequence, we recommend that the text in the first paragraph of the policy is amended to read as follows: 'All new elements of public realm should be designed and laid out so that they are connected in a sensitive, legible, and imaginative way both to its related development and to other adjacent developments and associated public realms insofar as is reasonably practicable.	Noted	None
14	The undercliff walk to the rear of Asda is very poorly maintained. It's not a great start to what is a very nice feature of the Marina. The rear of Asda is a total mess as is the rear of the boat yard. There is an area full of junk with no obvious purpose. It's detracts from what should be a very nice feature.	Noted	None
17	Although there is a reference in BM1 to "visual appeal" and in BM2 to "connectivity" in general, I think it would be helpful for there to be a specific statement that future developments should seek to enhance the visual permeability within the Marina so that views of the boats, sea, cliffs, and beaches towards Brighton and Rottingdean are improved. These views are fundamental to recognising	Noted	None

	the unique location that the Marina is in and help to orientate everyone, especially visitors, using the Marina.		
23	The area giving access to the Undercliff is particularly bleak - and the back of Asda could be much less trash filled.	Noted	None
25	more focus on residents instead of public	The plan has been prepared to respond to the needs of all concerned.	None
29	I agree with policy entirely but wish to see it extended to have active travel components. The marina has great potential for active travel improvement given its location next to a national cycle route (route 2) and integrating with the Maderia Drive cycle lane and proposed Marine Drive cycle lane. The Black Rock redevelopment will include a cycle lane in the access road being built and it would be great to see this integrated into existing active travel infrastructure. I'd like to see a bus stop in the middle of The Strand (restricted to buses that are quiet and low emissions or electric). It's a 10-minute walk from my property to the bus stop outside McDonalds. That is a significant distance for those with limited mobility and it significantly reduces the convenience of taking the bus.	Noted	None
31	This is all very necessary. Also the East access to the wall should additionally be located where it was during the pandemic	Noted	None
37	Would like the old access point to the beach by the boatyard to be re-instated.	Noted	None

44	Not sure without seeing it, just please use silent machinery. Primarily for residents. Quiet as many residents work from home..	Noted	None
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Policy BM4: Residential Development

Respondent	Comment	Response to Comment	Action Taken
1	There need to be more community resources here, ie a GP surgery, community centre and more events	Noted. This is addressed in Policy BM8	None
2	We should not allow skyscrapers built or let caravans in	Noted	None
4	The policy should make more specific reference to housing density (and keeping it within acceptable limits). Also the reference to mix of dwelling type is too vague and should be spelled out a bit more.	Noted	None
5	This policy highlights the problems with the staged development, which does not provide the cohesive and attractive result we all wish for; and therefore, it specifically includes attractiveness as a requirement. The water lodges are extremely unsightly and certainly do not meet the aims of this policy. These are being used as residential properties (albeit for only 11 months of the year). This is a Marina, not a floating Caravan Park and it is destroying the very essence of this area; going against the Policy aims of retaining and encouraging the boating element.	Noted. Many of these issues are commercial/managerial issues rather than land use matters.	None
7	Reference has not been given to the very protracted court case restricting new build to Cliff Height. What does	Noted	None

	improved legibility and permeability mean in connection with new developments.		
9	Any areas of mix should be stressed that mix is exactly what the development offer is to manage future expectations	Noted	None
11	- The roads within Brighton Marina are under multiple private ownerships which poses a constraint on the practical ability of individual landowners to improve connectivity/permeability (particularly for pedestrians and cyclists) across/within the Marina itself. As a consequence, we recommend that the first bullet of Policy BM4 should be amended to read as follows: 'Access and Permeability: insofar as is reasonably practicable, new developments should secure 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'	Noted The policy has been revised based on these and other comments	Policy revised
12	Please see the next Policy BM5	Noted	None
16	Density and mass are important and need to be considered - as does the issue of building a community not just beds!	Noted	None
23	Absolutely crucial to legislate against cynical investors with no connection to the area or interest in actually providing housing, to avoid both empty properties and lack of decent and ethical management.	Noted. It is not the role of the Plan to comment on the way in which properties have been bought and used.	None
25	no more new buildings	This would conflict with national and local planning policies	None

30	Please use Plain English. I have no idea what is meant by 'improved legibility, permeability and connectivity for pedestrians'.	Noted A degree of refinement has been made to the policy wording	Revised policy
44	NO! we have enough noise and disruption already. We don't require any more residential properties whatsoever. These have already violated the original promises made when the marina was built. There has been illegal development already.	This would conflict with national and local planning policies	None

Policy BM5: Natural Environment/Marine Wildlife

Respondent	Comment	Response to Comment	Action Taken
1	The environment here could be badly damaged by the development of the gas works site, with dangerous chemicals making their way into the water system	Noted	None
4	More emphasis should be placed on water quality both in and around the Marina and the amelioration of the unhealthy discharges plaguing this part of the Brighton coast, due in large part to the water companies.	Noted	None
6	Given recent droughts and hosepipe bans which are going to become common due to climate change I propose changing the planting policy for the Marina. At present there is labour and very water intensive annual bedding planting throughout the residential marina. This should be changed for drought resistant and evergreen shrubs and trees. The loss of trees on the Strand is particularly noticeable. The olive trees seem successful and are used to dry conditions.	Noted	None

7	<p>Again this says the right words but does not take into account existing failures such as - Surfers Against Sewerage taking action against Premier through the MMO on water contamination (23.11.22), does not take account of the failure to dredge reducing access for larger boats, failure to desilt which means that the Marina is no longer open 24 hours per day, no mention made of sewerage in outer/inner harbours, the admission of water lodges which are not vessels as defined in the leases or bylaws of the Marina and which do not uphold the integrity of the Marina as a sailing/boating venue or tourist venue. The Marina needs to address historic problems. Further the wording regarding protecting the Cliffs is again vague and open to contradicting interpretation. Further when considering the environmental issues, no comment has been made with regard to the impact of the gasworks redevelopment which could lead to devastating contamination of the Marina - health hazards at similar sights include breathing difficulties, migraine, nausea and increase in carcinogenic illness. Further it is a huge disappointment that the Marina has not made any comment with regard to new green renewables. The Marina would be an ideal location for a solar farm and further wind farms should be investigated. Again, far too vague.</p>	<p>Noted. Most of the matters raised are not land use matters which can be addressed in a Plan of this type</p>	None
11	<p>Policy BM5 states that 'new developments should demonstrate that their proposals do not impact adversely on the visibility of the cliffs'. City Plan Part 1 recognises that the cliffs are nationally important for their geological interest and that they form part of a designated SSSI, however there is nothing in the strategic policies that requires the 'visibility' of the cliffs (an entirely different matter) to be maintained. We consider there to be no</p>	Noted.	None

	<p>planning reason to protect the visibility of the cliffs, nonetheless if the Neighbourhood Plan is to retain this policy requirement, evidence should be provided to justify why visibility of the cliffs is necessary in planning terms. Furthermore, the wording is currently ambiguous – it should be revised to clarify from where (i.e. what viewpoint(s)) visibility should be maintained, which should be underpinned by the evidence referred to above.</p>		
12	<p>In addition to the consideration of ‘Mitigation of Flooding Risk’, we would strongly support the inclusion of sustainable design principles in this policy. The risk assessments completed for the Adur and Ouse catchment wastewater systems as part of our Drainage and Wastewater Management Planning* show that climate change is expected to have an impact on the risk of flooding in the Brighton area of this catchment. The risk of flooding is likely to increase with climate change and ‘urban creep’ (the gradual expansion of impermeable areas from development) in all wastewater systems by 2050 unless measures are taken to manage and reduce these risks.</p> <p>https://www.southernwater.co.uk/dwmp/adur-and-ouse-catchment/problem-characterisation-adur-and-ouse Well-designed sustainable drainage systems help to reduce the volume of surface water entering the foul sewer system – which could help to reduce localised flooding and, in turn, help to reduce the risk of pollution events. Sustainable drainage systems will therefore be key to enabling neighbourhoods to respond to the impacts of climate change into the future. Through our work with stakeholders on the Drainage and Wastewater Management Plan process, we have considered the following options to address surface water flooding: 1. Continuously upsizing the sewer network</p>	<p>Noted The Forum is satisfied that the policy strikes the correct balance</p>	<p>None</p>

	<p>to accommodate existing and new development as well as surface water for future climates, whilst working to address the impact of CSOs by removing these from the network - all of which will require bigger treatment works to treat the greater volumes of at times highly diluted wastewater. This option would be expensive, inefficient, disruptive and unlikely to future-proof our society from evolving climate change challenges. 2. Reduce the amount of rainfall getting into the sewer system, to create more capacity for foul sewage. This is the adaptation required in urban developments and environments in order to manage surface water differently, and to respond to the impacts of climate change in a sustainable way. We will need to move away from impermeable surfaces, tiled roofs and rapid rainfall runoff, towards permeable paving, green roofs and measures to “slow the flow” at source. Making space for water in the urban environment will be critical too – green spaces, urban forests etc – will reduce the need for drainage infrastructure whilst at the same time creating places for people to access to improve their health and wellbeing. Drainage should therefore be considered at the planning application stage for all developments. Please find our guidance on SuDS here. Also, the south east is classified as an area of ‘serious water stress’, and a variety of factors such as an increasing need to limit surface and groundwater abstractions, increase drought resilience, meet the needs of a growing population and adapt to climate change, all combine to present both challenges and opportunities to change the way we manage water. Where conditions allow it, SUDs can be designed to safely infiltrate surface water back into groundwater reserves, thus protecting the natural water cycle. Whilst tackling the water resources challenge will require a multi-faceted approach, there is an</p>		
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	<p>opportunity for all levels of the planning system to play their part, by ensuring through policy that new development is required to meet higher standards of water efficiency. High standards of water efficiency in new developments equate to greater long-term sustainability – with the potential to delay or reduce the need to increase abstraction or find new water resources. We therefore recommend as a minimum the tighter Building Regulations optional standard for water efficiency of 110 litres per person per day be incorporated within your Neighbourhood Plan, as appropriate to the ‘serious water stress’ status of the South East. Accordingly, we propose the following additional wording to policy BM5:</p> <ul style="list-style-type: none"> • Sustainable urban drainage systems (SuDS) will be required unless evidence shows a specific reason preventing their use (eg ground contamination). Development is encouraged to demonstrate a wide range of SuDS solutions, for example through the provision of SuDS as part of green spaces, rain gardens and permeable surfaces. • Reduce water consumption using water re-use measures including rainwater harvesting, surface water harvesting and/or grey water recycling systems. Meet, as a minimum, the Building Regulations water efficiency standard of 110 litres per person per day that is suggested for water stressed areas. 		
14	<p>The water quality within the inner harbour is poor and not looked after. When the water is clear (rare) it is possible to see build off of silt along with dumped shoeing trollies, planks of wood, traffic cones etc. I have never seen any effort made by Premier Marina to clear up the inner harbour. Alarminglly, the inner harbour is now rented to inexperienced paddle boarders. The entry place for this activity is where a young man drowned only a few years ago - allegedly having been caught on debris within the water</p>	Noted	None

	after jumping in. Small children learning to paddle board are now using the inner harbour but is it safe? If they fall in, will they be caught on debris? This needs to be addressed.		
17	The Marina should be a good place for our local Universities to have a Marine Biology study facility. Perhaps the potential for such a facility could get a mention.	Noted	None
19	Quote: "and where possible, will reduce the overall flood risk profile at the Marina". Delete 'where possible' and read 'and will reduce the overall flood risk profile at the Marina'	Noted	None
23	This could go much further. This seems to be only about maintaining the current (rather depleted) natural environment. Could we please see an ambition actually to encourage wildlife and make habitats ? The bird life in the Marina is very special - I have seen a pair of black swans, a pair of white swans nest building, cormorants using structural columns as viewing posts, and , in the inner harbour/lagoon, a gannet eating an eel. The inner pools especially, where there is little water traffic, are ideal for floating plant platforms such as have so successfully been cultivated along the canal near the new Kings Cross development. There are plenty of birds round the Marina despite lack of encouragement - think how fantastic that part of the Undercliff walk could be if there were active encouragement and creation of habitats.	Noted The Plan has been designed to address a specific range of issues.	None
30	You need to tighten up the wording of the Sustainability objective in the 'Vision Statement'.	Noted	None
44	The cliffs are crumbling and losing their integrity already by overbuilding. Please stop building.	Noted	None

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

Respondent	Comment	Response to Comment	Action Taken
1	The restaurants that are currently empty could be developed into pop ups to draw in more people. Non chain restaurants should be encouraged here	Noted	None
2	Please provide more details	Noted	None
4	The text of Policy BM6 is missing on this page. The current state of the Marina in this regard is very poor. Businesses focused on comparison purchases and services where the availability of parking is a real boon should be encouraged as the Marina is far from achieving its potential in this regard. Also noise caused by businesses needs to be taken into account more, monitored and sanctions enforced eg restaurants that blare their music out across the inner Marina.	Noted	Now included
5	Covid and the current cost of living crisis should not make us short-sighted with respect to Restaurant and Cafe businesses doing well in the future; especially those units facing the water. I believe that they are a huge asset to the Marina and they should be encouraged; to attract new visitors and keep the local population supporting businesses within the Marina. I am concerned that any change of use for the units overlooking the water to non hot-food business (offices for example), would create a downward spiral. Local people would be forced to eat and socialise elsewhere and visitor numbers would be reduced. This would put more	Noted	None

	pressure on the existing restaurants. David Lloyd a huge asset for the health and fitness of local people and its location prevents people having to use vehicles. I believe that any plan for the Marina should include a gym of at least the size of David Lloyd.		
6	The units are too big and would be better split up to allow for small start-up companies, independent restaurants and bars.	Noted. They are mainly commercial rather than planning issues	None
7	Everyone wants to see busy, buzzing cafes and restaurants. However, no reference has been made to the fact that the premises are mainly too large and need to be subdivided. Why are businesses not allowed to advertise to gain customers? Landsec has failed to promote and protect the commercial businesses on the Marina including engaging with prospective tenants. Surely Brighton Marina Group Ltd must ensure that their tenants are proactive . As well as stating what we would like in an ideal scenario, consideration must be given under BM6 as to what action can be taken to remedy the Marina which is failing and turning into a ghost town.	Noted As above	None
9	To become a destination and succeed and survive the development needs a mix.	Noted	None
16	The policy is not listed here	Noted	
19	BM6 should be more explicit ensuring food outlets provide a majority of sustainable, local and plant-based options. Encourage local, non-multinational, outlets.	Noted. They are mainly commercial rather than planning issues	None
23	More individual small businesses and fewer chain restaurants would be great.	As above	None
25	no more new buildings	Noted	None
29	I'd like to see this policy restrict "drive-thru" businesses such as McDonalds and the KFC that is currently in planning	As 19 above	None

	(BH2021/04067). If possible, it would be great for this policy to champion independent businesses over larger businesses.		
31	There are too many empty places, these need to be filled. Maybe temporary start-up grants could be given to kick start this.	Noted	None
44	We need jacuzzis and relaxation spaces & gold buddha statues & healing herbs& fragrant flowers & green space. Please bring calm romantic restaurants back eg Chinese boat restaurant overlooking the swans majestically floating past. The marina needs way more vegan veggie restaurants, needs a Wagamama and a Chinese restaurant and healthy wholefoods.	Noted	None

BM7: Energy use, waste minimisation and recycling

Respondent	Comment	Response to Comment	Action Taken
1	Plans to provide electric charging points for residents and visitors must be accelerated	Noted	None
4	The fact plastic can't be recycled at the Marina (and in the city) is a travesty that needs to be rectified urgently.	Noted	None
6	Could the Marina be part powered by wind turbines on the breakwater ?	Noted	None
7	Again too vague. We need specifics such as: solar farm, windfarm, more electric charging points in the flats, limiting street lights but maintain safety, buses direct from Marina to Station. We need ideas.	Noted The Plan has sought to address a specific series of issues.	None

10	Provision of secure, covered bicycle parking at the Marina is presently very limited and should be a priority	Noted	None
11	Policy BM7 requires that 'development proposals should demonstrate the highest standards of energy use'. The term 'highest standards' is ambiguous. We recommend that this is revised to clarify specifically what standards development proposals should demonstrate. For consistency purposes, we recommend signposting to City Plan Part 1 Policy CP8 which sets out clear city-wide standards. Policy BM7 requires 'charging facilities for electric vehicles in all parking spaces provided'. This is not in general conformity with the parking standards set out in City Plan Part 2 which requires 10% actual plus 10% passive provision, nor is any evidence provided to justify deviating from the city-wide policy. We recommend that this requirement is amended to tally with City Plan Part 2 Policy DM36 (Parking Standards at Appendix 2).	Noted	Revised in submission version
14	Electric vehicle charging points can be extremely unattractive. Thought needs to be given as to the design and how this can be incorporated subtly and sympathetically. Charging points are now being installed within conservation areas throughout the UK so it is possible to roll this out thoughtfully.	Noted.	None
19	Mandatory "Proposals which incorporate zero carbon construction energy initiatives...etc." NOT 'particularly supported'.	Noted	None
23	The Marina is usually very clean . Thanks.	Noted	None
25	woke rubbish	Unclear	None
29	Suggest to also require all new residential development to include secure cycle storage.	Noted	None
31	Existing car parks should also have charging points, this could be funded by the new developments	Noted	None

37	Improved and electric charging could be incorporated now - not just with new development proposals.	Noted	None
44	Please halt and ban all future residential building works the Marina is already big enough there is already dredging boat for almost half the year enough people live here already.	Noted. However such an approach would conflict with national and local policy	None

BM8: Community Facilities

Respondent	Comment	Response to Comment	Action Taken
1	The Master Mariner needs greater support to keep the pub going!	Noted	Format of policy revised
4	Master Mariner is a very average pub and does not need to be protected.	Noted	As above
6	A GP surgery in the Marina is urgently needed even before any new residential development is started. Brighton already has one of the lowest GP to patient ratio's in the country. The Master Mariner is badly managed, in need of renovation and should become a destination pub and kitchen due to its excellent location.	Noted	None
7	Under no circumstances should the pubic house or pharmacy be removed from the Marina. Further, I believe we were promised a GP surgery which is critical. Consideration could also be given to a communal work space unit - where people can take their computers and work in a nice area with heating and lighting for a couple of pounds per day. Further community areas are essential. I would like consideration given to a sports hub - one of the outdoor fitness groups taking classes on the Green with the provision of a lock up storage area for them. We think buskers/open mic should be sought and encouraged onto the Marina regularly - even paid, more community events such as	Noted Addressed generally in the policy	None

	Badminton nets on the green in summer or bowls. Currently there are no community facilities. Further many of the events that finish on Madeira Drive could be invited into the Marina - such as the Marathon, Veteran cars - provision of light refreshments etc,		
9	Only that a post office would certainly be of benefit and add to the services within the marina	Noted and agreed	None
10	I am not clear as to why the Master Mariner should be prioritised as a community facility ahead of other licensed premises, for example the Yacht Club, West Quay or Katarina. I think it may just be proportionately used more by Marina residents because it is in a poor location in terms of footfall, so visitors to the Marina do not find it!	Noted	Policy format has been revised
16	There are 3 pubs in the marina and more bars - why does the Master Mariner get singled out?	Noted	As above
17	Not sure why the master Mariner gets a specific mention when West Quay and Yacht Club don't.	Noted	As above
23	It's a pity that the first view the visitor gets of the Marina is a huge carpark. Could it be softened by decent and well-maintained landscaping?	Noted	None
31	Also we would benefit from a bakers shop and a Newsagents	Noted	None
33	Not sure why West Quay (Weatherspoons) wasn't included as in my view it has equal standing to Master Mariner	Noted	Policy format has been revised
44	Maybe it could be like Venice with beautiful gondolas and boats that go out to sea that you can eat lovely plant-based food on, or beautiful soothing harp music playing on a boat. Angel statues. Post Office. VIP Lounge for residents	Noted Sounds rather idyllic	None

Community Action BMCA1: Access/Transport

Respondent	Comment	Response to Comment	Action Taken
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1	The Express service would be very welcome. Also, this could run more frequently backed by advertising boards at Brighton station to alert visitors that the Marina is a great place to visit	Noted This aspiration is deliberately wide-ranging	None
4	An express bus service is urgently needed to make us an integrated part of the city	Noted	None
5	I understand that the City bikes are being changed to a new provider, but more spaces (and possibly more locations), would be preferred as there were often no bikes available.	Noted	None
6	See earlier comments on Marina access	Noted	None
7	Express Bus direct to Station essential. Further proper bike access onto the Marina from the Rottingdean Undercliff Walk. The walkway by the boatyard is not sufficient.	Noted	None
14	An Express Bus service would be a game changer for the Marina	Noted	None
16	Though should go into extending the Volks railway into the marina - or making use of the track infrastructure in the winter to provide a fast connection to the city	Noted	None
19	All new and future transport must be carbon neutral	Noted	None
29	I'd like to see bus services better integrated into the residential part of the marina by introducing a bus stop in the middle of The Strand (restricted to buses that are quiet and low emissions or electric).	Noted	None
31	Please re-open the steps into the marina from the front, so we don't have to take our lives in our hands walking up the slope with bicycles flying down it at you.	Noted	None
37	Improved lighting is essential	Noted	None
44	Just get the buses to turn up please. More buses. I waited 50 minutes in dark and cold outside Brighton station for a bus to turn up. Please ensure buses run every 7 minutes to the Marina day and night, this is why I brought my flat.	Noted	None

Community Action BMCA2: A Valued resource and an Active destination for visitors

Respondent	Comment	Response to Comment	Action Taken
1	See previous comments		
4	The perception of the Marina is very poor and needs countering. It feels nothing like the rest of Brighton and that needs to be addressed.	Noted This aspiration is deliberately wide-ranging	None
5	Does this mean the encouragement of AirBnB's? I have been forced to move a number of times in Brighton due to the rise of AirBnB's. They cause a great deal of noise, often into the early hours, as people are on holiday and want to party (not just stag and hen parties). I do not believe that these should be encouraged and in fact limits should be placed on any such activity for the benefit of the people who actually live here. Short term lets are destroying communities within Brighton and Hove and have forced people who have lived here for generations to have to move.	Noted. The issue of Airbnb lets is complex.	Note
16	The marina should be promoting marine use - an annual regatta - encouraging visiting yachts - making the entrance safe and attractive for visiting boats etc etc	Noted	None
31	I think the concorde is fine as a local venue as long as you improve access to the front, and light it well.	Noted	None
33	The importance of the provision of short break holidays in "private" accommodation should not be overlooked.	Noted	None
44	No short breaks, Marina should be for residents' enjoyment. I want peace and quiet, not drunk idiotic festivals here. You are risking ruining the heart and soul of this marina with endless flats building and noise, it's supposed to be a village.	Noted.	None

Community Action BMCA3: Public Art

Respondent	Comment	Response to Comment	Action Taken
2	More details of the projects should be provided	Noted	None

4	This would be very welcomed to counter the tackiness of the piecemeal development to date.	Noted and agreed	None
5	I welcome the idea of public art. I do reject the idea that graffiti is art (as proposed by one council member).	Noted and agreed	None
7	The universities may wish to use the space or we could sponsor wall art competitions.	Noted	None
9	I think personally that there are far better and greater things that could benefit a development and bring more value to a development than art	Understood. Others seem to disagree	None
14	A pop-up art gallery or changing gallery space would be amazing. Also creating affordable studio space for artists would be good. The Marina has many empty retail spaces that could incorporate this idea. I do not support graffiti. There is a significant issue with this type of "art" around the black rock area and roadways in and out of the Marina. I do not think it's a good idea to encourage it into the Marina itself.	Noted	None
17	The harsh environment here needs to be recognised and ongoing maintenance charges should be mitigated.	Noted	None
19	As a photographer I encourage expression, but, inappropriate or poor-quality graffiti should be discouraged	Noted	None
23	One thing the Marina does not have is a playground. Perhaps the further reaches of the car park could be used, and incorporate art?	Noted	None
25	what nonsense	Noted. Understood. Others seem to disagree	None
31	I'm already making public art works for the Black Rock Development so please keep me informed!	Excellent	None
33	This must be used to improve the looks of the very 60s concrete jungle that currently greets visitors and residents	Noted	None

	alike as they enter the Marina. Something must be done to make the concrete jungle more appealing. In my view this should be the top of the list to improve. Currently it is very off putting.		
44	Good. Happy uplifting murals by children please. Animals cats kittens unicorns angels places around the world fish dolphins	Noted	None

Community Action BMCA4: Air Quality

Respondent	Comment	Response to Comment	Action Taken
7	This is in direct conflict with the proposed Gasworks redevelopment. We would like to see positive suggestions not just vague ideas.		None
16	The burning of solid fuels within the e marina and among the immediate coast should be banned		None
19	I am concerned that this is non-specific. BMCA4 should have more teeth. Car and fossil fuel emissions appear not to be abating. Set a specific 'ppm' target on obnoxious, toxic and Green House Gases		None
29	To reduce emissions from the A259 by lowering the speed limit to 40 or 30mph at the marina boundary.		None
44	stop building unnecessary residential buildings and then the air quality will not decrease as the volume of traffic will stay as it was instead of more and more pollution and congestion this is common sense don't overpopulate a small area		None

Community Action BMCA5: Boundary Review

Respondent	Comment	Response to Comment	Action Taken
1	The recent reorganisation twinning us with Whitehawk makes no sense	Noted	None
4	This would be very much welcomed as our community is distinct from the rest of the current ward.	Noted	None
9	i feel we want to integrate the marina with the city but this boundary aspiration says the opposite. We should be cited within a boundary that covers our closest neighbours.	Noted	None
16	Not enough residents - and why want to be separated from the city?	Noted	None
25	be serious	Noted Others disagree.	None
30	Not for 1,600 residents. There would need to be a considerable increase in the number of residents for this to be fair.	Noted	None
31	Yes I very much agree, it's very different to the other locations in the ward.	Noted	None
44	An interesting idea. Will this mean we payless maintenance and council tax Cos it's very very high tax considering a tiny tiny noisy flat please lower the council tax rates of the properties as they are very expensive	Noted	None

Please make any other comments which you have on the proposed plan

Respondent	Comment	Response to Comment	Action Taken
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1	A proactive approach needs to be taken to seek alternatives for empty shops and restaurants	Noted	None
4	This plan is very much welcomed and we would like our home area to be made to feel much more like the rest of the city, more colourful and progressive. More should be made of the fact it is surrounded by sea and indeed reclaimed from the sea.	Noted	None
7	The plan is not being promoted adequately and most residents have no idea about the proposed Plan or issues effecting them such as the gasworks. The emails are not being opened and there is no signage up on your notice boards . Further this plan is far far less detailed than others we have googled online and is too vague to be appropriate for such important decision making and will lead to arguments later. Why has no detail been given. We have considered other Plans prepared by Andrew Ashworth which are very detailed. Further who is the Examiner who will be reviewing the plan. We strongly believe that too much has changed (including occupants) since questionnaires were sent out (due to the pandemic) and more time must be taken to gather responses from the residents. We have spoken to a number of residents who are clueless. I believe Resident Assns must have 60% of the residents aboard before taking action. This is not happening and it may well be necessary to push letters through doors or get a loudspeaker out on the weekends! The residents are poorly informed and not ready to vote.	Noted There will be a final period for consultation once the Plan has been submitted. If the Plan is then considered to meet the basic conditions (following examination) it will be presented to the wider community at the referendum stage.	None
11	The Outer Harbour Development Company Partnership LLP (OHDCP) is supportive of the principle of preparing a Neighbourhood Plan (NP) for the area, however we have a number of comments, as set out in our comments to earlier questions and as set out below, which we hope the Forum find helpful. (A) Comments on Policies BM1-8 In reviewing	Addressed separately	None

	<p>NP Policies BM1-8, our key consideration is whether they satisfy the Basic Conditions (as set out at paragraph 8(2) of Schedule 4B to the Town and Country Planning act 1990), particularly with regards to whether they are in general conformity with the strategic policies set out in the adopted City Plan. We have also had regard to the importance of ensuring that the policy wording is clear, unambiguous, justified, and achievable in the interest of ensuring the effectiveness of the policies. Our comments on thee policies are set out in the response to the specific earlier questions.</p> <p>(B) General Comments (1) Adding Value There is repeated reference throughout the document to 'adding value' as being one of the main aims of the NP. This term is ambiguous in the planning sense. We recommend that this wording is revised or clarification is given as to its intended meaning for the purposes of the NP. For example, one interpretation would be that it seeks to secure gains against the 3 objectives of sustainable development (economic, social, and environmental). (2) Role of the NP in the Framework of Existing Policy and Guidance: The Marina is subject to multiple layers of existing planning policy and guidance comprising: the National Planning Policy Framework (NPPF) (and associated Planning Practice Guidance (PPG)); the Brighton and Hove City Plan Part 1 (CPP1) and Part 2 (CPP2); The Brighton Marina SPG20 (Volumes 1 and 2); and Planning Advice Note (PAN) 4 (the Brighton Marina Masterplan). The various documents that make up this framework of policy and guidance are not entirely consistent with one another which creates uncertainty and confusion for applicants, decision-makers, and the public when trying to apply them together as a whole. The adoption of a NP with its own set of site-specific policies will add a further document (layer of policy) into this</p>		
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	<p>framework which risks adding further confusion, and prejudicing the effectiveness of the NP unless carefully managed. In order to address this, we recommend that the Planning Policy Context section of the NP provides a much clearer explanation of how the NP will sit within this existing framework of policy/guidance, including its role in informing the SPD required by CPP1 Policy DA2. We recommend that the content in the supporting text to Policy BM4 regarding the new SPD (including that it will replace SPG20 and PAN04) should be brought forward to the Planning Policy Context section. (3) Reference to the Part-Implemented Consent (Outer Harbour Site) As referred to in CPP1 Policy DA2, the Outer Harbour site is subject to a part-implemented planning permission (ref. BH2006/01124), which, in total, allows the phased development of 853 homes in buildings ranging from 6 to 40 storeys alongside non-residential uses:</p> <ul style="list-style-type: none"> - Phase 1 has been completed. This includes the ‘Sirius’ and ‘Orion’ buildings which accommodate ground floor commercial uses with residential above (195 homes) in buildings of up to 9-storeys with basement car parking; and - Phases 2 and 3 have not yet commenced. These comprise 658 homes and associated non-residential uses in 9 buildings of 6-40 storeys. This should be treated as a ‘commitment’ in planning terms which could be implemented in full and therefore is an important material consideration in the preparation/determination of any planning applications within the NP area. We recommend that for completeness, content that describes/explains this (as set out above) is added to the introductory sections of the NP. 		
12	<p>New Policy to support the provision of infrastructure: Southern Water may have to provide additional water or wastewater infrastructure to serve new and existing customers or meet stricter environmental standards. It is</p>	<p>The Forum has the ability to include whatever matters it sees fit in the Plan. Unlike a Local Plan a</p>	<p>None</p>

	<p>likely that there would be limited options with regard to location, as the infrastructure would need to connect into existing networks. Planning policies should therefore support proposals that come forward in order to deliver necessary infrastructure. The NPPF (2019) paragraph 28 establishes that communities should set out detailed policies for specific areas including 'the provision of infrastructure and community facilities at a local level'. Also the National Planning Practice Guidance states that 'Adequate water and wastewater infrastructure is needed to support sustainable development'. Although the Neighbourhood Forum is not the planning authority in relation to water or wastewater development proposals, support for essential infrastructure is required at all levels of the planning system. To ensure consistency with the NPPF and facilitate sustainable development, we propose an additional policy as follows: New and improved utility infrastructure will be encouraged and supported in order to meet the identified needs of the community subject to other policies in the plan.</p>	<p>neighbourhood plan can include as much or as little as it sees fit.</p>	
14	Overall, very positive.		None
16	The plan does not consider water users enough and does not do enough to promote nautical activity		None
17	<p>1. Developments that contribute to a visual improvement or softening of the harsh concrete access routes, both vehicular and pedestrian, could be encouraged. 2. Very surprised under Demographics to see that the Marina has a higher-than-average crime rate as we are often told by Security reports that our rate is low. Is this because we have Security team and are rightly encouraged to report all "crimes". Which category of crime is considered? what are the rates nationally and in UK? 3. Page 13 National Policies, second sentence "In comments that the purpose of the planning</p>	Noted	None

	system is to contribute to the achievement of sustainable development" does not make sense for me		
19	I applaud the intention of this plan but let it not waver in the face of large development companies' proposals that seek profit only solutions	Noted	None
23	I agree with all the negative comments made about the Marina's truly awful architecture. Brighton deserves housing more along the line of Peter Barber's designs.... The position of Asda is a disaster in terms of first impressions. If future developments could in some way unify all the mock, codswallop units into an overarching idea it would be a major improvement. I am very much against the proposed tower block, which will be a bully of a building, and ruin the entire seafront landscape, as well as having the potential to turn into an underused ghetto. Absolutely nobody I meet locally wants it. However I live five minutes away and I often use the Marina. My husband moors a small boat there and is very satisfied with the facilities of the actual Marina. The shops are mostly a bit impractical, if not weird, so my use of the site is leisure based. I walk along the Undercliff behind Asda and make a circuit around the moorings, usually ending up in the Laughing Dog. I enjoy the Sunday market, which could be supported further by the Marina management - maybe included in their advertising ? The bird life is a big draw. Asda is an emergency destination only. The cinema is just too dispiriting and corporate to use, even though it's so near...ditto the restaurants. My ideal would be an urban landscape that fully uses its fantastic setting and actively greens up to provide habitats for the sea life it originally usurped. There are many potential areas waiting for an imaginative approach - the green bank alongside the carpark (drought tolerant plants like lavender and rosemary etc), the quieter lagoons, the wide pavements...but a new policy of	Noted	None

	proper maintenance would need to be implemented - I mean the blinking obvious fact that in dry summers plants need water.... It would be lovely too if art were used not just for commissioned pieces, but for the street furniture like benches, planters, pavement surfaces. The paved areas could be so much more interesting. I am very grateful for being given this opportunity to voice my opinions. This is a great initiative.		
25	waste of time	Noted. However, the Forum has sought to address many of the issues facing the Marina	None
29	Much appreciation for the development of such a detailed and well thought out plan. As mentioned I'd like to see the potential for active travel unlocked by making the marina an attractive place to get around by cycling.	Noted	None
30	Elements of this plan are vague and incomprehensible. Eg, the Sustainability objective of the Vision Statement says you are 'Aiming' to have a positive effect and... minimise negative effects on wildlife and the environment. 'Aiming' to do this is not good enough. You need to say how you expect this to be achieved, otherwise developers only have to be seen to try and are off the hook if they fail. Eg, you frequently use the word 'permeability'. This is a scientific term relating to the passage of liquids and gases through membranes. What is it supposed to mean in this document? p. 19 states 'legibility, permeability and connectivity' - is that pedestrian routes and signage or is it something else? Either way, use Plain English.	Noted	Revisions have been made to some policies
31	I generally like it. I hope it does not put up prices and that there are enough resources for visitors. Also the restaurant formally known as Skara needs to be re-opened. We do not have enough restaurants now.	Noted	None

33	One thing that is currently missing from the marina is a public slipway. Compared to the south west where slipways are plentiful, they are as rare as hens' teeth on the Sussex coast. Incorporation of such a facility in the black rock area to me would be a very good addition to the marina.	Noted	None
39	We are writing as concerned residents of Brighton Marina. We are alarmed to see that the Neighbourhood Plan lacks any depth of information about the future direction of the marina. Brighton Marina was built for leisure craft, which should be seaworthy and able to travel under their own power, not for static, waterborne caravans, which are neither seaworthy nor able to move under sail or engine. We would like to see all interested parties and stakeholders go back to the drawing board for a constructive discussion that will hopefully result in the marina being used for its true purpose and flourishing as an attraction in its own right.	The comments are noted. However, the Plan provides a vision and objectives for the Marina up to 2030 and includes a series of land use policies and a series of community aspirations.	None
41	I read this proposal. It does not say anything that is earth-shattering. There is heaps of empty commercial space in the "Village" area if you call it that. Making a big deal about getting a GP, or some sort of NHS facility should not be a drama with the vacancies in this dust bowl of commerce. The same applies to the second on commerce. There are numerous spaces for potential restaurants/cafes/bars. Attracting business needs to be addressed. Connectivity? Within the Marina, I see no problems. The access from Black Rock to the Marina can be improved, but so can the development in that area which is informal at best. I walked past today (Monday at 1:00 PM) there was nobody working! Needless fencing is up. Old vandalised fences remain. Rubbish all over the place. It is hardly "welcoming" to anyone.	As 39	Noted

	<p>Perhaps extend the Volk railway actually into the Asda car park if possible, connecting the parking structure, then extend it to the Brighton Pier. Make it useful, not just some seasonal tourist tap where anyone with feet can walk in 30 minutes to view the local weeds.</p> <p>My suggestion is that someone in the Steering Group flies to the south of France and visits Golfe Juan. There you will find a proper working marina which houses superyachts. Something that Brighton Marina needs to attract, along with the money, for it to evolve. Not these ridiculous houseboats, barges permanently moored, and tinnies. The dustbowl of Village Square is awful.</p> <p>What happened to the master plan of putting the Asda undergone and residential towers over it and the massive parking lot? Focus on that to bring new residents and money.</p> <p>This is the largest marina in the UK? Given the quality of seafaring vessels that might make it out to sea, I would hate to see a smaller marina.</p> <p>There is a Post Office in Kemptown, Churchill Square, and Rottingdean. One is not needed in the Marina, but if one was to occupy any of the numerous free spaces in the "Village Square" it would be better than tumbleweeds and cobwebs.</p> <p>Get rid of that daft "swap meet" every Sunday morning too.</p>		
42	<p>I don't see any mention of fishing, yet this is clearly and activity for which the Marina is known. It is after all by the sea.</p> <p>By fishing I mean: anglers using the arms, small inshore boats taking anglers to sea and of course the inshore fishing boats. The latter of these should be encouraged and supported as their</p>	<p>Noted. However, fishing is not a land use matter</p>	None

	<p>methods are sustainable and preferable to large trawlers which take vast quantities and damage the seabed.</p> <p>I am surprised fishing is not given some clear recommendations, why the omission?</p>		
43	<p>Some questions/comments</p> <ul style="list-style-type: none"> - identify whether residents in the marina (either in boats or purpose-built 'houseboats') are included in the Demographic (p9) figures. Are they classed as 'residents'? - clarify who is responsible for (and maintains) what - eg housing area, harbour wall, dredging etc - on p14 is 'inner harbour' misnamed as its just buildings? 'outer harbour' is not on the map - the interests of boat users (marine activity is hopefully more than just window dressing) don't seem to have been considered explicitly - despite it being listed on the community survey. These need to be listed with responses to each point. <p>Some key examples are:</p> <ul style="list-style-type: none"> - dredging - what is the official policy - eg to keep entrance at Chart datum by annual dredging, pontoons x - y at chart datum +0.1 ... etc - access to parking - on the west side the short term and small longer-term parks are often full - commercial needs - trips, sail-training, fishing? - increase in house boats (puts pressure on facilities, and space for sailing craft) - impact of policies on marina fees - Wi-Fi provision improved - improved toilet/wash facilities in boatyard 	All noted	None
44	<p>in a nutshell: 1. no more residential building should be allowed ever, it's illegal. 2. the noisy dredge boat should only be daytime and staff must be put in on land</p>	<p>Noted. However, there are extant planning permissions at the Marina</p>	None

	accommodation because the generator on the boat stops me sleeping. 3. we need murals flowers fairy lights uplifting positive art and design beautiful gold statues of Magnus Volk Chris Eubank Sally Gunnell etc.		