

The Brighton & Hove Labour Group is pleased to have the opportunity to respond to the consultation on Warding Arrangements for Brighton & Hove City Council to take effect as from the scheduled all-out City Council election in May 2023. We hope the advertised timetable for the Review will be adhered to, because in common with other political parties, Labour will need to select its candidates for that election and that period is already shortened by the fact that the final pattern of wards will not be known until June 2022.

The decision of the Local Government Boundary Commission that it was minded to approve a council size of 54 councillors was a surprise, given that the City Council itself had proposed a modest increase to 58 which would have led to less of an increase in the number of electors represented by each city councillor.

However, as required, this proposal is for 54 councillors across the city, in 27 two-member wards.

The City of Brighton & Hove

Brighton & Hove was created as a Unitary Authority as one of a number of unitary councils proposed by the Local Government Commission in the mid-1990s. It was to assume the functions of the district councils of both Brighton Borough and Hove Borough, and East Sussex County Council, as from April 1997, with the first election to the new authority being held in May 1996.

There was no review of warding arrangements at that time, rather the Local Government Commission adopted the 16 wards of Brighton Council and 10 wards of Hove Council as each being a ward of the new combined council. Both councils had long standing arrangements for three councillors per ward, and the Commission continued this practice, giving a council size of 78 members for the new authority.

The second election for Brighton & Hove was in May 1999, when 78 councillors were elected for a four-year term up to 2003. (Brighton & Hove was declared a City in 2000.)

The 2003 electoral review

In 2001 the Local Government Commission announced the start of its review into BHCC's electoral arrangements. This was of course the first review since the merger of the two former boroughs, and the Commission made a special indication that it would not follow its then usual practice of assuming the existing council size was appropriate, since it resulted from the merger rather than a previous review. A strong indication was given that proposals for a smaller council than 78 members would be preferred, but no number was suggested. This led to a variety of sizes in the submissions made, with the main parties on the council proposing numbers of 54, 66 and 78.

The Commission opted for a size of 54 councillors, and unsurprisingly most of the warding solutions were derived from the submission that proposed that number. Although there were some changes made as a result of the second round of consultation, it would have been more satisfactory for a further consultation stage to have been inserted, which had been done elsewhere at the same time.

We consider the current procedure is much more satisfactory whereby we have the indication from the LG BCE as to council size in advance of making our submission.

Two- and three-councillor wards

As already mentioned, both predecessor councils had uniform patterns of three-member wards, and in the initial submission for 54 councillors the only 2-member wards proposed were one for Woodingdean and two in Portslade, where that solution meant those two very distinct parts of the city would be represented in their own right rather than being combined into larger wards with adjacent areas. But for the rest of the city, three-member wards were proposed uniformly, with electorates approaching 11,000 rather than the 7,000 size both boroughs were used to. During the two rounds of consultation other 2-member wards were introduced along the western coastline which largely preserved the then existing wards, but in the rest of the city the large wards were implemented.

This submission proposes that all wards in the city should be of the 2-member size, with a typical electorate (using the council's electorate projections for 2027) of 8,300.

The majority of wards in the present council are of the large size which if retained after this review would require to contain around 13,000 electors. These large wards almost inevitably incorporate many more distinct areas than would be expected to be represented by a councillor, and many communities are likely to feel their councillors are more distant if they also have to speak for the communities a considerable distance away. It is noticeable that other large local authorities, such as London boroughs often of a similar size to Brighton & Hove, have moved towards two rather than three councillors per ward.

An example would be the present St Peter's & North Laine ward which extends all the way from Dyke Road to the 'Vogue Gyratory' on the A270. Within this ward are the following distinct communities: West Hill; North Laine, New England Quarter/Preston Circus/St Saviour's; Round Hill; Upper Lewes Road. A smaller ward including only some of these areas would surely feel more local to everyone involved.

The easternmost ward in the city "Rottingdean Coastal" is another artificial construction named after the parish of Rottingdean (although Saltdean is larger) and extending far to the west into the built-up area of Brighton proper. A glance at the map will also show how far the ward of Withdean stretches, including into parts that have no relationship with the area that provides its name.

While some of these 3-councillor wards work well, it is still likely that representation of their populations would be improved by placing them in smaller wards with councillors more tuned in to the issues of interest to that area, thanks to having fewer areas to keep in touch with.

Proposed wards for Brighton & Hove City Council

The Labour Group's proposed wards are set down in the following sections, taking different areas of the city in turn. We estimate that none of these wards would have an electoral variance of 10% or more by 2027, using the Council's projections, although some come close to that figure as we have attempted to avoid dividing communities, or creating strange boundaries, where possible.

We have had limited time to consult communities in all parts of the city since the announcement of the Commission's preferred council size of 54. We therefore look forward to the opportunity to consult more during the second round consultation and perhaps arrive at modified proposals. In particular, our proposed ward names are in some cases very provisional and some better ideas may be suggested locally in due course.

Portslade and West Hove.

This area consists of the present wards of North Portslade, South Portslade, Wish and Westbourne. All four current wards are 2-councillor wards and on their current boundaries all are within the acceptable range of electorate both now and using the Council's projections for 2027.

Portslade is a town in its own right, which had its own local authority prior to 1974 (Portslade-by-Sea Urban District Council) and Portslade Town Hall is still used as a municipal building by the City Council. Every part of Portslade has "Portslade" in its postal address rather than "Hove": for example the main shopping street for Portslade and western West Hove is named Station Road, Portslade on the west side and Boundary Road, Hove on the east. The ward boundary between South Portslade and Wish wards along that road recognises this distinction.

There has never been any part of Portslade that was in a ward that crossed the boundary of the town; and given that the two wards show acceptable electoral variance we propose that these two wards should remain unchanged.

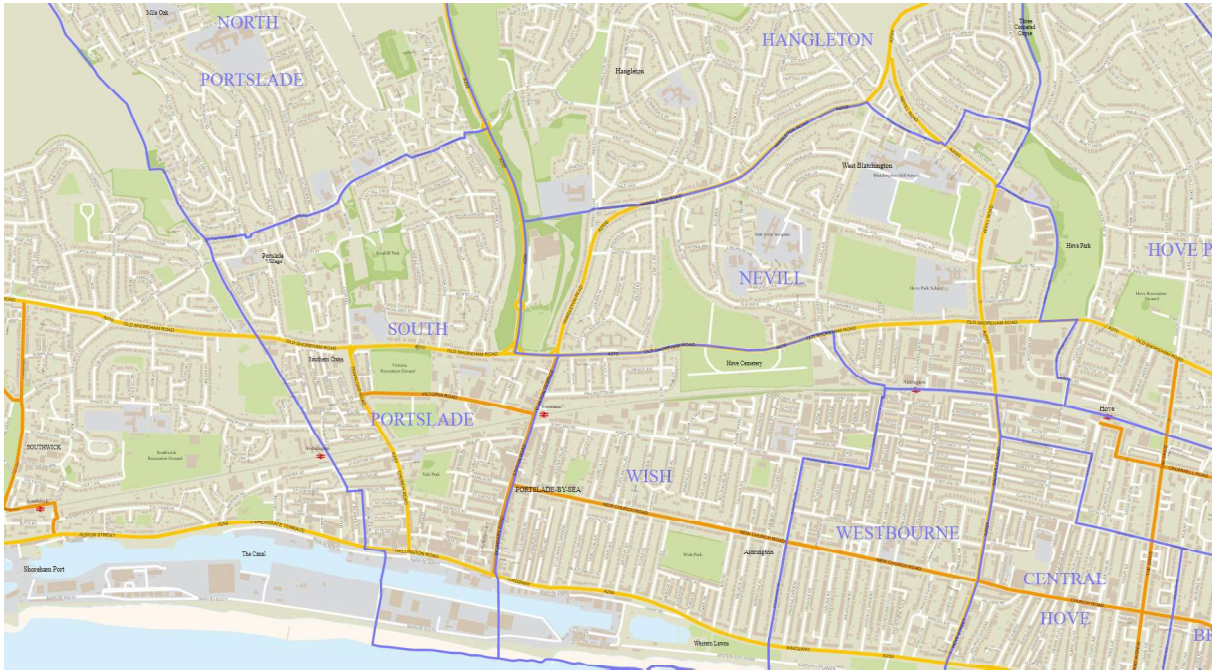
The term "West Hove" is in common usage (see for example <https://whforum.wordpress.com/about/>) and generally refers to the area served by shops in Portland Road, West Hove schools in School Road, Wish Park and Stoneham Park, and represented electorally by councillors for Wish and Westbourne wards. These wards were unchanged in the last review so have existed for at least 40 years. The eastern boundary of the area at Sackville Road is an identifiable main road and makes a clear and well understood boundary between West and Central Hove.

Boundary Road, Hove continues north of the railway line (facing Carlton Terrace, Portslade) but this stretch is currently in the Hangleton & Knoll ward although it has no connection with either Knoll or Hangleton, being separated from the Knoll by the A270. Similarly Olive Road further east also crosses the railway line and is split between the same two wards.

We therefore propose to add the area between Boundary and Olive Roads including Hallyburton Road, Isabel Crescent etc to Wish ward, by moving the northern boundary of the ward from the railway to the A270. This will make Wish 6% over the electoral average, improving to 2% over the period to 2027. We propose no change to Westbourne ward.

The wards proposed with projected electorate and variance:

North Portslade	7968	-6.6%
South Portslade	8143	-4.6%
Wish	8736	+2.4%
Westbourne	7912	-7.3%



North Hove (Hangleton & Knoll, Hove Park, Goldsmid)

This area is served by 8 councillors, currently 3 in Hangleton & Knoll, 3 in Goldsmid and 2 in Hove Park. As we are supporting a move to 2-councillor wards throughout the city we are proposing four new wards in this area. This boundary review is in part prompted by the very large amount of new housing development being planned (and just recently started) in the area of the Sackville Trading Estate which is located to the east of Sackville Road and north of the railway line.

The City Council projections suggest that this development and others in the near vicinity will increase the electorate of the area by 1,832 by 2025. (Council-provided figures for sites at Sackville Trading Estate, Orchard Gardens, Fonthill Road, Newtown Road and Conway Street). Most of this increase would fall in the current Hove Park ward, although some is in Goldsmid.

Hangleton is a well established community deriving its name from the original parish of Hangleton whose manor house and St Helen's church are some of the oldest surviving buildings in Brighton & Hove. Of course most of the housing is from the 20th century including a large proportion that was built by Hove Council. For the purposes of this proposal we define Hangleton as the area north from Hangleton Road, which is the extent of the previous Hangleton ward up to the 2003 review.

The current electorate of this area is 6,472 which is insufficient for a 2-councillor ward. The adjacent area of Goldstone Valley is a well-defined community lying between Hangleton and the "Three Cornered Copse", that is to say between King George VI Avenue and Woodland Avenue. We therefore propose to include this area in a 2-councillor Hangleton ward.

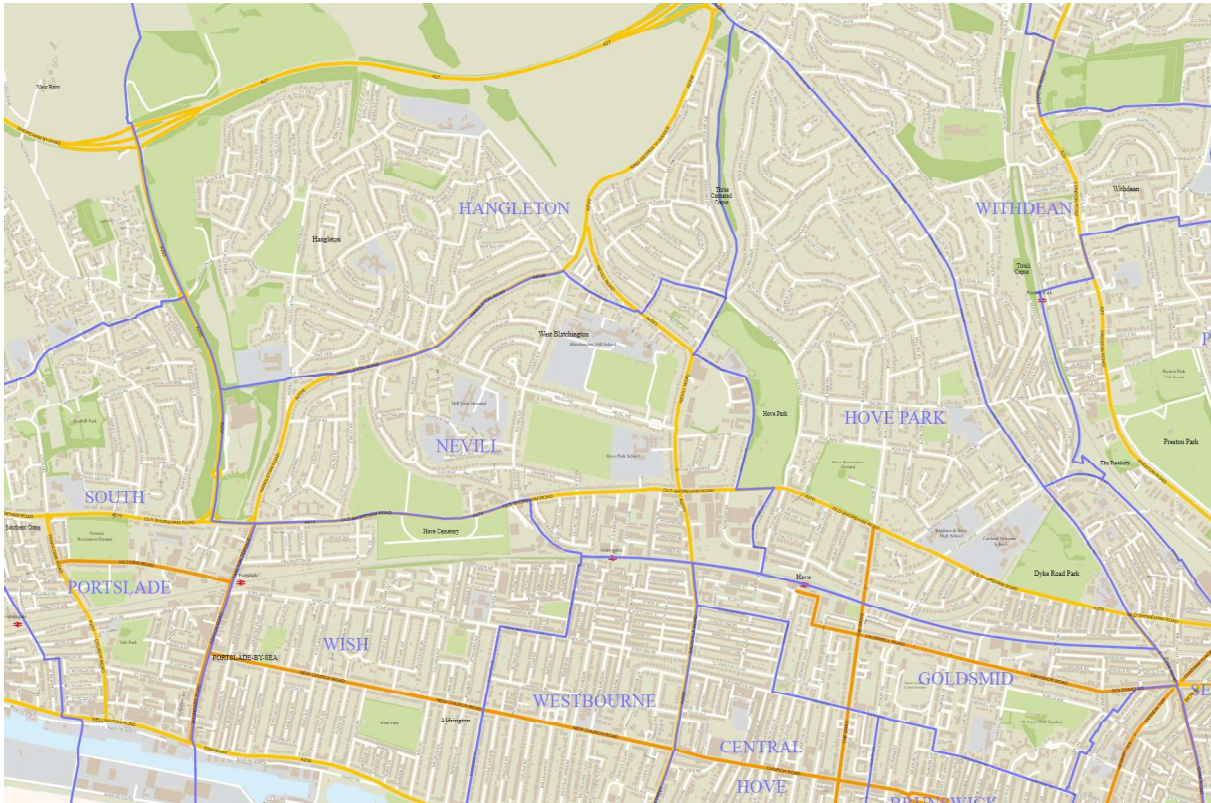
The southern part of the current Hangleton & Knoll ward includes the Knoll Estate, Elm Drive area south of Nevill Avenue and to the north Holmes Avenue including Fallowfield and Meadway Crescents. We propose to add to this area the southwestern part of the Hove Park ward, including the rest of Nevill Avenue and roads to the south as far as the railway line, Nevill Road, and the area of Sackville Road north of the railway including the Leighton Road area and the locations of the new developments referred to above. As this proposed ward includes both Nevill Avenue and (most of) Nevill Road, we propose it should be named "Nevill" and note this was the name of a somewhat similar ward prior to the 2003 review.

The present 2-councillor Hove Park ward will have an electorate of 9,900 by 2025 using the council's projections which clearly is too large. By taking the western part of the current ward into our proposed Nevill, the area remaining is from the Park east to the boundary of Hove and Brighton at Dyke Road Avenue/Dyke Road. We propose that this part of Hove should be combined with that part of the existing Goldsmid ward that is north of the Hove – Brighton railway line.

We then propose that a 2-councillor Goldsmid ward should be formed of the existing ward south of the railway line, from Goldsmid Road at the Seven Dials junction west to Goldstone Villas, but extending to Sackville Road only north of Clarendon Road, with the streets between Clarendon Road and Clarendon Villas being brought together in Central Hove ward as described in the next section.

The wards proposed with projected electorate and variance:

Hangleton	8660	+1.5%
"Nevill"	8307	-2.7%
Hove Park	7839	-8.1%
Goldsmid	8516	-0.2%



Central Hove, Brunswick and Regency

These three wards continue the coastal strip of wards from Sackville Road/Hove Street to the Palace Pier. All are two-councillor wards, and all are currently within 6% of the average electorate and projected to remain so by 2027.

As mentioned above, we are proposing to extend Central Hove ward northwards at its west end, from the current boundary at Clarendon Villas to Goldstone Road, Shirley Street, Livingstone Road and ending at Clarendon Road. These roads form a contiguous group of similar roads and it would be suitable to include them in the same ward given that this is possible within the constraints of electoral equality. The area north of Clarendon Road is different, consisting of both council-built blocks and industrial properties, so Clarendon Road is an appropriate place to fix a boundary.

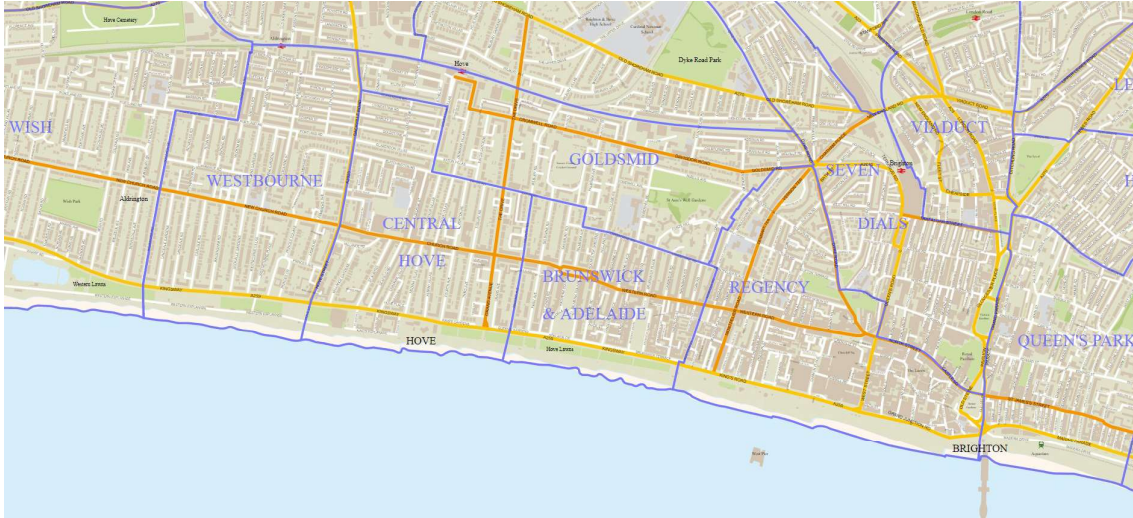
We propose transferring the seafront block Kingsway Court from Central Hove into Brunswick & Adelaide ward. This building is situated at the bottom end of Second Avenue on the east side of that road, and all other buildings on this side of that road are in the Brunswick & Adelaide ward. It would improve the electoral imbalance between the two wards to also allocate the flats currently being built on the adjacent King's House site to Brunswick & Adelaide; however as some at least of those properties would presumably have entrances on Grand Avenue that might cause some confusion so that option is not included in our figures.

We propose no other changes to Brunswick & Adelaide ward.

Regency ward is a 2-councillor ward with clear boundaries of Brunswick to the west, Dyke Road and North Street to the north/east and Old Steine at the east end. We propose a small change to correct an anomaly in the border between Regency and Goldsmid wards caused by developments that have been built straddling the boundary. Temple Heights and Windlesham House at the south end of Windlesham Road should be moved into Regency to be consistent with the rest of the road. Also, as described in a later section, Regency ward could take in a small area at the south end of Dyke Road which includes Wykeham Terrace and St Nicholas' Church.

The wards proposed with projected electorate and variance:

Central Hove	9234	+8.2%
Brunswick & Adelaide	8346	-2.2%
Regency	8795	+3.1%



Saltdean, Rottingdean, Woodingdean and Ovingdean.

This area is currently served by 2 councillors representing Woodingdean ward and 3 from the “Rottingdean Coastal” ward which also extends further west into Kemp Town.

Rottingdean Coastal, created at the time of the last review, is an incoherent construct, running from Sussex Square, Black Rock, Roedean and the Marina in the west of the ward to Ovingdean, Rottingdean and West Saltdean in the east. There is a gap in the middle with no electors in the space between Roedean and Ovingdean. It can be safely said that few people in Sussex Square, Black Rock, Roedean and the Marina identify as being part of a ward with Rottingdean in its title. These areas have more in common with East Brighton. As we are favouring 2-councillor wards of approximately 8400 in size, we note that the 2027 projected electorate of the area is 7734 for Woodingdean, 7868 for Rottingdean and Saltdean, and 1001 for Ovingdean. It therefore would be appropriate to add Ovingdean to one of the two larger areas.

Woodingdean ward as it exists was left unchanged at the last review so has existed for 40 years with coherent, identifiable boundaries, being surrounded on all sides by green open space. It can be strongly argued that Woodingdean is an established self-contained community in the Deans, north of Rottingdean. It has its own shopping areas, library, GPs, primary schools, churches, community spaces etc. A network of bus routes exists which as well as allowing residents to access the city centre, are also used to go to the local shops in other parts of Woodingdean.

Rottingdean is the only parished area in the City of Brighton & Hove, so has clear legally defined boundaries. Almost all addresses in the parish have a “Rottingdean” postal address. The settlement of Saltdean forms a contiguous built-up area with Rottingdean and extends beyond the City boundary, “East Saltdean” being part of Lewes District. Therefore in this submission we are discussing “West Saltdean”. Shared facilities include Longhill Secondary School and its “feeder” primaries across Rottingdean and Saltdean, Saltdean Lido (currently being restored to include an outdoor swimming pool, restaurant and bar, multi-purpose ballroom, gym and community space) Rottingdean and Saltdean libraries, local shops in Rottingdean High Street, Lustrells Vale and Longridge Avenue. The area is well-served by a number of frequent bus routes that run along Marine Drive (the A259) into Brighton City Centre. There is currently a proposal to create a new park and ride scheme based on the current long-stay car park in Rottingdean.

Ovingdean is a village expanded by recent developments and more are perhaps likely in the future. There are community facilities and groups and an annual community fair. It would not be a suitable proposition to divide Ovingdean between different wards. Ovingdean is currently part of the same ward as Rottingdean Parish, and was part of the previous Rottingdean ward. In places the built up area of Ovingdean village adjoins the border of Rottingdean parish, so to allocate the two to different wards would not provide for effective representation in that area.

We therefore propose that Woodingdean ward remains unchanged, although the Commission might want to examine the external boundaries of the ward where it almost touches the built-up areas of neighbouring wards.

We propose that a two member “Rottingdean and West Saltdean” ward should comprise the existing Rottingdean Coastal ward east of a boundary to be drawn between Ovingdean and Roedean School.

The wards proposed with projected electorate and variance:

Woodingdean	7734	-9.4%
Rottingdean and West Saltdean	8869	+3.9%



Kemp Town, Whitehawk, Roedean and Brighton Marina

The western portion of Rottingdean Coastal ward, together with the two 3-councillor wards of East Brighton and Queen's Park, make up the eastern part of coastal Brighton bounded by the sea, open downland between Brighton and Ovingdean/Woodingdean, and Warren Road/Race Hill and the Brighton race course. To the west this area adjoins the city centre at Old Steine, the Hanover area and the Lewes Road area.

This area or at least the part closer to the seafront, is often referred to as "Kempton" although this name has widely differing meanings to Brighton people. "Kempton" can refer to the parliamentary constituency which covers nearly half of Brighton, or at the most precise local level it can refer to the "Kemp Town Estate" laid out by Thomas Read Kemp and centred on Sussex Square. Even using this very local meaning of Kemp Town, the estate is currently split with Sussex Square and Lewes Crescent being anomalously in "Rottingdean Coastal" with Chichester Terrace being placed in East Brighton ward. We propose to remove this anomaly and create three 2-councillor wards to allow for more local representation to each part of the area.

Roedean is a small community of about 600 electors situated above the A259 seafront road along Roedean Road and The Cliff. The local Fire Station serving all of east Brighton is at the west end of Roedean. To the west is the access point to Brighton Marina where several large developments of flats have been built over the years with about 1000 electors currently.

Whitehawk and Manor Farm is a large council-built estate with houses and flats of widely differing types including some houses/flats built recently by the City Council. To the southwest of Whitehawk is Bristol Estate located behind the Royal Sussex County Hospital.

Craven Vale estate is to the west of the other estates, being centred on Queensway which is an extension from Sutherland Road. This estate is currently part of the East Brighton ward as are the other estates mentioned. But the Sutherland Road area immediately south known as "Bakers Bottom", including Rochester Street and roads to the south, is in the existing Queen's Park ward. These areas share the Vale community centre and association <http://www.cravenvale.org.uk/>. Our proposals will mean that these two parts of the area move into a single council ward.

We propose a revised East Brighton ward to include the Whitehawk area plus Craven Vale and Baker's Bottom/Sutherland Road. The boundary of this ward would generally follow Eastern Road. Secondly a "Marine" ward would include the whole of "Kempton" south of Eastern Road eastwards from Bedford/Upper Bedford Streets, and further east would take in the Marina and Roedean. The suggested name "Marine" reflects the names of the A259 coast road, Marine Parade up to the Marina/Black Rock and Marine Drive thence. It is also the name of a ward that existed 1983-2003 although with different boundaries to the west.

Our proposals for this area will mean that firstly, the Sussex Square area and all the roads south of Eastern Road as far west as Bedford and Upper Bedford Street will be in the same ward; Whitehawk, Manor Farm and Bristol Estate will also be kept together; as will Craven Vale estate and Bakers Bottom.

We intend that the part of the wider Kemptown area to the west of Bedford Street/Freshfield Road will remain in a revised Queen's Park ward to be discussed next.

Queen's Park and Hanover

The area from Freshfield Road west to the Old Steine/Grand Parade and north to Elm Grove is currently in Queen's Park ward (southern half) and Hanover & Elm Grove ward (northern). The area shares many facilities, such as the park, schools at St Luke's, Elm Grove and Carlton Hill; both wards have local shops: Queen's Park has St James's Street shops while Hanover residents will be closer to shops in London Road or Lewes Road.

As the total electorate of this area will allow for two 2-councillor wards we propose to use the existing boundary between the two wards, except for a small adjustment to provide electoral equality. Our proposal is to transfer the area around St Luke's Primary School, with an estimated 860 electors in 2027, into our proposed Hanover ward, bringing the current boundary at Down Terrace south to just north of Queen's Park Terrace and moving the "Hanover" pub into the Hanover ward. The school is one of those that serves families of both Queen's Park and Hanover. This transfer is the simplest choice to adjust the two electorates, although others are possible and we may revisit this in the second round consultation.

The wards proposed with projected electorate and variance:

East Brighton	8750	+2.5%
"Marine"	7938	-7.0%
Queen's Park	9039	+5.9%
Hanover	8219	-3.7%



Lewes Road, Coombe Road, Moulsecoomb, Bevendean

Lewes Road runs from Elm Grove/The Level to Lewes, leaving the city at Falmer. There are several main sections: first as a main local shopping street as far as the Sainsbury's roundabout also known as "Vogue gyratory"; then as A270 the road passes the main buildings of the University of Brighton where there is currently a major redevelopment incorporating also the former MOD Preston Barracks site; then after the university and Moulsecoomb Station the road has a greener aspect as it passes Wild Park, Coldean Lane and Stanmer Park where the A27 Brighton Bypass joins the road.

Currently the road forms a ward boundary for the whole length: up to the Vogue between St Peter's & North Laine and Hanover & Elm Grove; and from that point between Hollingdean & Stanmer and Moulsecoomb & Bevendean. All four of these wards are large three-councillor wards each covering a large area and multiple communities. Our proposals are for a range of 2-councillor wards which will be more local to the residents, while taking account of the electorates of each area and in particular, the large amount of future growth in the Lewes Road area projected in the Council's estimates for 2027.

Moulsecoomb and Bevendean are largely a collection of council-built estates on the stretch of Lewes Road starting from The Avenue. This part of Brighton is served by the secondary school BACA (Brighton Aldridge Community Academy) which is located at the northern end of the area adjacent to Lucraft Road, as well as Moulsecoomb Primary school near the bottom of Moulsecoomb Way and Bevendean primary school in Heath Hill Avenue. The majority of the Moulsecoomb and Bevendean area is currently in the ward of that name, being on the east side of Lewes Road.

The Bates Estate is on the west side of the A270, centred on Selsfield Drive, and in this area are found Moulsecoomb Library, Moulsecoomb community Hall, as well as the access to Moulsecoomb railway station on the Brighton – Lewes line. Because of its position on the "wrong" side of Lewes Road, this area is in the current Hollingdean & Stanmer ward, although the community has no obvious links with Hollingdean and even less with Coldean, Stanmer etc in that ward. The Bates Estate is part of the Moulsecoomb LAT (Local Action Team with communities in the area represented) and we are proposing that it will be included in our revised 2-councillor Moulsecoomb & Bevendean ward; the Falmer campus of the University of Brighton would be combined with the University of Sussex campus directly opposite so that both parts of Falmer that are within the city boundary would be in our proposed Hollingbury and Stanmer ward.

South of The Avenue and Moulsecoomb Station, we come to the main campus buildings of the University of Brighton, on both sides of the road and with a major development currently taking place of both academic and residential buildings for the university as well as a significant housing development on the Barracks site on the west side. The current wards are again Moulsecoomb & Bevendean (M&B) ward on the east side and Hollingdean & Stanmer on the west.

To the east of Lewes Road and still in M&B ward, is Coombe Road and surrounding streets, which stretch up the hill with some newer housing such as the Meadowview area. The ward boundary of the existing M&B is along Bear Road. The population of this Coombe Road area has risen markedly in recent years, due to both new building and increased use of local houses as student rentals.

On the west side of the A270, between the road and the Lewes railway line, the main housing is a fairly small development of houses behind the small Saunders Park playground adjacent to the railway at Saunders Park View, although the major project on the Barracks site will mean this population will increase substantially in the next few years. The Council's projections for 2027 say that the electorate here will go from its present 500 to about 1,800.

Round Hill is the name given to a section of the city with many hilly residential roads, on the eastern side of Ditchling Road, between Lewes Road and Prince's Road close to the railway. More specifically, the name as a community refers to the area north of Upper Lewes Road and as defined by the Round Hill Society it includes the Sylvan Hall Estate around Bromley Road, although that estate is excluded from the council's Round Hill Conservation Area. Prior to the 2003 review. This area was split between the Hollingbury and St Peter's wards, but our ward proposals keep this community together by including it in the Hollingdean ward as mentioned in the following section. The projected electorate of this area is a little over 2,000.

The area between Upper Lewes Road and Lewes Road is appropriately known as The Triangle and we consider this as part of our proposed Lewes Road ward together with housing on the other side of Lewes Road bounded by Elm Grove and Hartington Road currently in the Hanover & Elm Grove ward. As previously mentioned, this stretch of Lewes Road is a local shopping area and therefore a magnet for residents from both sides of the road. The Fairlight Primary School off Pevensey Road serves this area. This area has seen some in-fill housing developments but not generally on a large scale and most of the housing is older small terraced houses.

We are provisionally naming this ward "Lewes Road" which was the name of an earlier (pre-1983) ward, but recognise that this name could equally be applied to the ward we are proposing further north. An alternative name might be "St Martin's" as the church (Lewes Road) and primary school (Hartington Road) of that name as well as St Martin's Street and Place are in the ward. The third ward we propose in this area would take in the Saunders Park/Preston Barracks area on the west side of Lewes Road, and the Coombe Road area on the east, including therefore the majority of the University of Brighton's campus including the new residential developments; we provisionally suggest this ward could be named "Coombe Road"; another suggestion has been made of "Vogue" since the "Vogue gyratory" traffic roundabout is a well known landmark in the area, having been nicknamed, and later officially named, after a former Vogue cinema on the street corner.

The wards proposed with projected electorate and variance:

Moulsecoomb & Bevendean	9007	+5.5%
“Coombe Road”	7899	-7.4%
“Lewes Road”	8214	-3.7%



Hollingdean, Coldean, Stanmer/Falmer, Hollingbury, Patcham

These suburban areas to the north and northeast edge of the City are currently assembled in two large 3-councillor wards: Patcham, and Hollingdean & Stanmer. If these wards were left unchanged, the Patcham ward would have a variance of -9% or -10% by 2027. The current Hollingdean & Stanmer would have +15% as confirmed by the Council's projections, this being very largely due to the development on the Preston Barracks and University of Brighton site on Lewes Road, as described earlier, as well as a planned development on the east side of Coldean Lane. A Hollingdean & Stanmer ward of 3 members bounded by the railway rather than Lewes Road would be closer to electoral equality. We propose three 2-councillor wards in this area, to a great extent reproducing the ward pattern that existed before the last boundary review.

A note on nomenclature: In the past the name "Hollingbury" was attached to a ward that would better have been named "Hollingdean". The maps show the ancient Hollingbury Fort (or "camp" or "castle") on the summit of Hollingbury hill. In modern usage the name Hollingbury refers to the area on the northwestern slopes of the hill while Hollingdean was expanded to the south. In the 2003 boundary review the name "Hollingbury & Stanmer" was given to the ward that actually contains Hollingdean, while Hollingbury is conflated with Patcham in the existing ward of that name. The ward name was changed to Hollingdean & Stanmer by resolution of the City Council soon after the ward came into effect.

The community of Coldean, like some others in the city such as Woodingdean, is surrounded by open space on all sides, but being much smaller (2500 electors, rising to over 3000 as the planned "northeast of Coldean Lane" housing is completed) would not form a ward of its own. There is Coldean primary school centrally located and Coldean library nearby. On the eastern side of Coldean Lane are student residences owned by the University of Brighton. To the east of Coldean is Stanmer Park with a small residential population of less than 100 in Stanmer Village and the campus of the University of Sussex with something like 2000-2500 students resident on site.

Hollingdean is predominantly a council-built estate with a variety of housing from the 1950s to much more recent smaller developments. In the same area of the city are large Victorian houses on the main Ditchling Road (which forms the ward boundary) and nearby roads both north and south of the Five Ways junction. There is no clear break in the road pattern between these older roads and the start of Hollingdean proper, and we will call the whole area Hollingdean, contained in three polling districts PHSE/F/G. The electorate of this area is over 6000, meaning that it will form the bulk of our proposed 2-member ward. The balance of the ward would be the Round Hill community discussed in the previous section.

As already mentioned, Hollingbury was developed originally as a large council housing estate beginning shortly after WW2. The earliest parts to be developed were in the area around Midhurst Rise just off the main Carden Avenue which links Hollingbury with Patcham. Nearby is the local school Carden Primary and the Hollingbury Industrial Estate around Crowhurst Road which was a major source of manufacturing employment in Brighton in earlier decades and is still in use today. In that area is also the large ASDA store which is served by regular bus routes from the city centre and also from Coldean, Patcham, the Falmer campus, and Lewes Road. Also in the Carden Hill area is the Old Boat Corner community centre which now houses the Hollingbury branch library. A major doctor's surgery is at County Oak Avenue near Carden school.

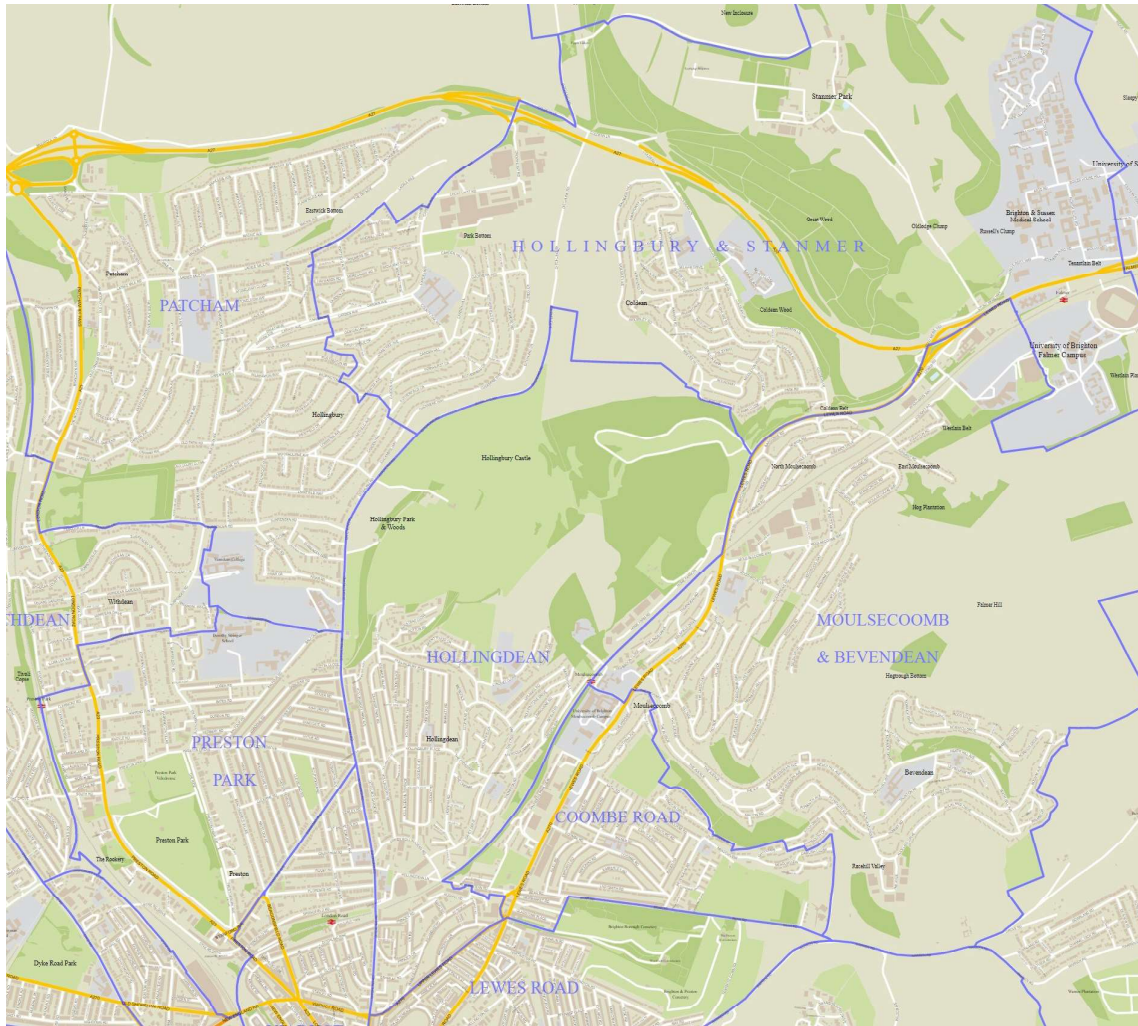
Patcham was the name of one of the large rural parishes that was incorporated into the Borough of Brighton during the 20th century. The old village of Patcham is centred just off the A23 on Old London Road and Church Hill, while 20th century developments have taken place from Mackie Avenue in the east across to the Brangwyn estate on the west side of A23 and abutting the nearest part of Westdene. Patcham Primary school and High school, Patcham library and local shops are all located in the area of Patchdean and Warmdene Avenue.

Although the two communities are distinct, have separate histories and their centres are far apart, there is no obvious dividing line between the two. Before the last boundary review, the “Stanmer” ward included that portion of Hollingbury nearest to Old Boat Corner where Hollingbury meets Coldean; with the remainder joining Patcham in a ward named for the latter. Our proposal for two-member wards in the area is to reproduce that pattern with a ward we propose should be named “Hollingbury and Stanmer” including the eastern part of Hollingbury, Coldean, Stanmer Park and the two Falmer campuses. Although the ward will still be spread out from one end to the other similar to the current Hollingdean & Stanmer, the separation between Coldean and Hollingbury is much less than between Coldean and Hollingdean; and there are two regular bus routes (24 and 5B) linking Coldean with Hollingbury.

A “Patcham” ward would then occupy the remainder of the current ward and as remarked earlier, should also take in the Friar Road estate on the southern side of Surrenden Road which will contribute to the electoral equality in the area. As already mentioned, our “Hollingdean” ward would include the Round Hill area adjacent to Hollingdean itself down Ditchling Road.

The wards proposed with projected electorate and variance:

Hollingdean	8823	+3.4%
Patcham	9069	+6.3%
“Hollingbury & Stanmer”	9199	+7.8%



West Hill, North Laine, New England Quarter and Preston Circus

These areas, together with streets north of Preston Circus, form the western half of the current large 3-member St Peter's & North Laine ward.

West Hill is the name given to the community between Queen's Road (which leads from Brighton Station to the city centre and seafront) and Dyke Road. Much of the area consist of terraced houses, many divided into flats. The community benefits from the West Hill Hall, the base for community activity. <https://westhillwhistler.com/1937-2/> The number of electors is approaching 3,500.

North Laine is the corresponding area east of Queen's Road and is a mixture of residential and business premises, including the shopping streets of Trafalgar Street and south of there roads from Sydney Street to Bond Street. Houses tend to be small terraces or cottages including those built for railway workers in the 19th century and so are mostly not subdivided. <https://www.northlainebrighton.org.uk> North Laine has about 2,000 electors from Trafalgar Street southwards to North Street.

The New England Quarter is how a major development on the site of the old Brighton Station Goods Yard was marketed in the early 2000s. Key streets in the area are New England Street, Fleet Street and Stroudley Road, consisting of mostly blocks of flats, interspersed with commercial and community buildings and a Sainsburys' supermarket. Together with the older housing in the area, including some council flats at Mayflower Square and Theobald House, the electorate is currently about 1,500 rising to an estimated 2,000 by 2027 by new building.

London Road A23 is a main shopping street serving this part of Brighton and served by bus routes from many areas. Recently a number of properties have been converted or rebuilt as commercially run student accommodation, and further such moves are expected. This expansion of population, together with the New England developments, explains why the St Peter's & North Laine ward has a total electorate already of just about 13,500 projected to increase by a further 3,000 by 2027.

Preston Circus is the road junction where the A23 crosses the east-west route New England Road and Viaduct Road. North of here, the A23 is Preston Road northbound and Beaconsfield Road southbound, and the area north from here to the south end of Preston Park is largely residential with a variety of building types and ages.

Westdene, Withdean and Preston

Westdene forms the north westerly part of the area under discussion, situated between Dyke Road Avenue and the London-bound railway line. In this outer suburban part of the city, houses tend to be larger and residents rely less on public transport than in other areas.

To the south of Westdene is Withdean Stadium, built by Brighton council before WW2 and improved several times since, it acts as a landmark and being close to one of the limited number of roads (Tongdean Lane) that crosses the railway to reach the A23.

The area east of the A23 and south of Patcham is part of Withdean and in the eastern corner adjoining the current Patcham ward is the group of roads that include Friar Road and Crescent, Surrenden Park etc.

Preston Park is a large green space in the centre of the area under discussion. It also gives its name to Preston Park railway station, much used by commuters to London who recently mounted a strong campaign when the rail operator introduced a massive reduction in the number of peak-hour trains calling at the station: which was eventually reversed. Many of these commuters will live close to the station which is considered a selling point by estate agents.

Prestonville is the name of the area west of the railway line from Highcroft Villas in the north to Old Shoreham Road and like West Hill to the south, benefits from a community hall at Exeter Street. Prestonville Road links this area with the Seven Dials junction and local shopping area.

Our proposals for warding in this area note the fact that the Prestonville area west of the main railway line does not have an obvious connection with the existing Preston Park ward. The proximity of the area to Seven Dials suggests that Prestonville would be better linked with the West Hill immediately to the south. Indeed, this was the case before the last boundary review when Prestonville, West Hill and North Laine formed the “Seven Dials” ward. We propose returning to this combination. We do not include the New England Quarter in this ward, the total electorate would be too large and in any case that section bears more resemblance to other parts of the London Road/Preston Circus area. Therefore our proposed Seven Dials ward will not extend north of Trafalgar Street.

Also in order to provide an acceptable electorate, we propose to transfer an area close to the Brighton Clock Tower, containing St Nicholas Church and Wykeham Terrace, into the Regency ward. This area is part of the Montpelier & Clifton Hill Conservation Area, which is overwhelmingly located in Regency ward.

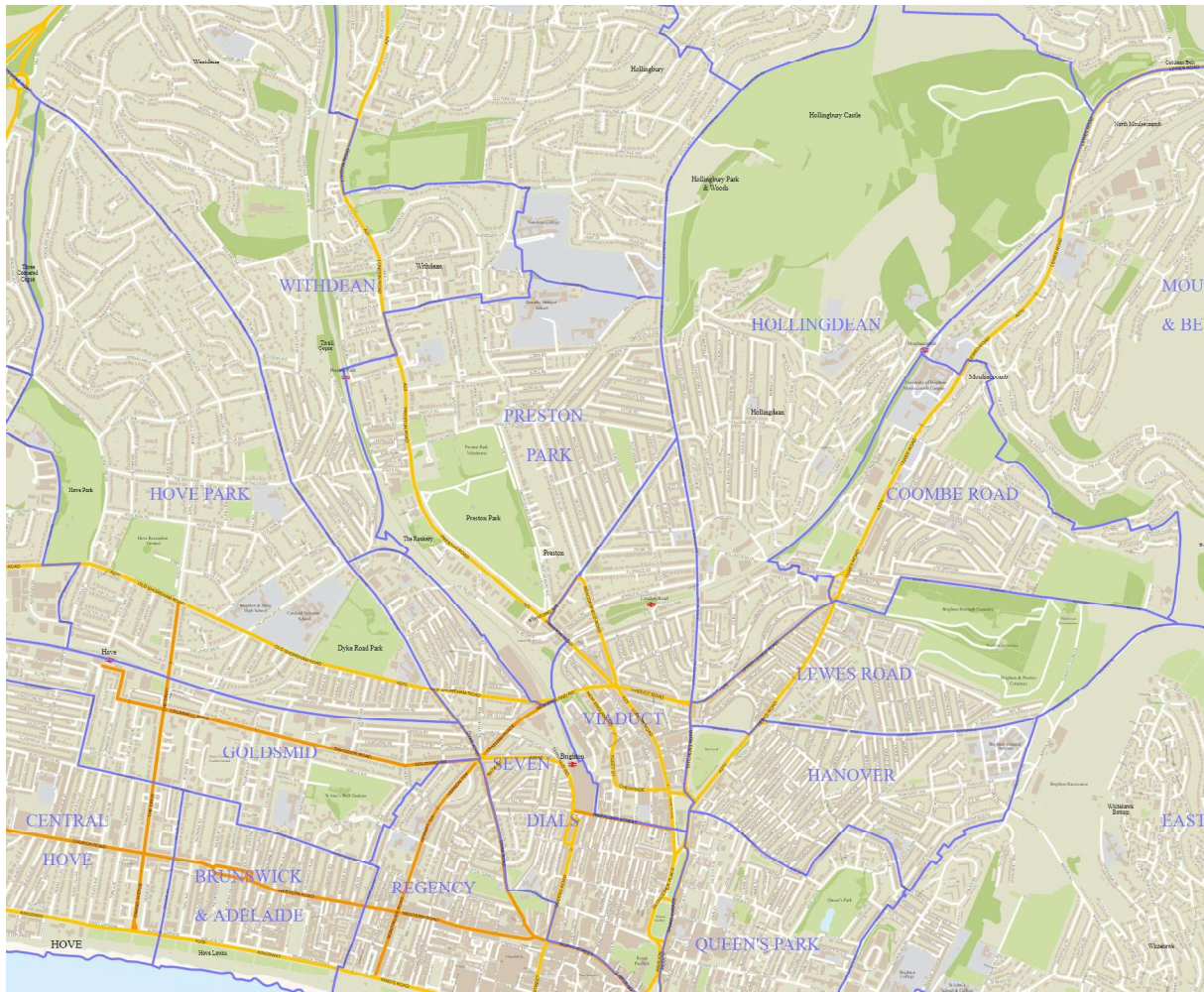
Next, we propose a ward centred on the Preston Circus junction, to include the New England Quarter and other areas between Trafalgar Street and Viaduct Road, then northwards to include the area between Preston Road, Ditchling Road and Stanford Avenue. This ward could be named “Preston Circus” or perhaps “Viaduct” to represent Viaduct Road in the middle of the ward and the impressive railway viaduct that carries the Lewes-bound railway high above the streetscape and which can be seen throughout the area from Argyle Road in the west to beyond Beaconsfield Road.

Thirdly, our revised two-member Preston Park ward would include the majority of the existing ward other than Prestonville, then extend north to take in parts of the current Withdean ward up as far as Loder Road and Stringer Way, Varndean Road and Clermont Road, thus placing all of Preston Village in the ward.

The remainder of Withdean, other than the Friar Road corner which we propose should be in the Patcham ward, would remain as two-councillor Withdean ward. This includes the area most likely to be associated with the Withdean name.

The wards proposed with projected electorate and variance:

"Seven Dials"	9254	+8.4%
"Viaduct"	8440	-1.1%
Preston Park	9089	+6.5%
Withdean	8412	-1.4%



SUMMARY OF WARDS PROPOSED

with projected 2027 electorate

<i>Discussed at page</i>	<i>Ward</i>	<i>Electors '27</i>
3	North Portslade	7968
	South Portslade	8143
	Wish	8736
	Westbourne	7912
5	Hangleton	8660
	"Nevill"	8307
	Hove Park	7839
	Goldsmid	8516
7	Central Hove	9234
	Brunswick & Adelaide	8346
	Regency	8795
9	Woodingdean	7734
	Rottingdean and West Saltdean	8869
11	East Brighton	8750
	"Marine"	7938
12	Queen's Park	9039
	Hanover	8219
13	Moulsecoomb & Bevendean	9007
	"Coombe Road"	7899
	"Lewes Road"	8214
16	Hollingdean	8823
	Patcham	9069
	"Hollingbury & Stanmer"	9199
19	"Seven Dials"	9254
	"Viaduct"	8440
	Preston Park	9089
	Withdean	8412