

<u>No:</u>	BH2016/01903	<u>Ward:</u>	Rottingdean Coastal Ward
<u>App Type:</u>	Outline Application Some Matter Reserved		
<u>Address:</u>	COOMBE FARM, Westfield Avenue North, Saltdean, Brighton, BN2 8HP		
<u>Proposal:</u>	Outline application for Demolition of existing farm buildings and erection of 60 family dwellings with public open space and approval of reserved matters for access and landscaping.		
<u>Officer:</u>	Stewart Glassar, tel: 292153	<u>Valid Date:</u>	24.06.2016
<u>Con Area:</u>	N/A	<u>Expiry Date:</u>	23.09.2016
<u>Listed Building Grade:</u>	N/A	<u>EOT:</u>	13.12.2017
<u>Agent:</u>	Lewis & Co Planning 2 Port Hall Road Brighton BN1 5PD		
<u>Applicant:</u>	Mike & David Carr c/o Lewis & Co Planning 2 Port Hall Road Brighton BN1 5PD		

1. RECOMMENDATION

1.1 That the Committee has taken into consideration and agrees with the reasons for the recommendation set out below and resolves to be **MINDED TO GRANT** planning permission subject to a s106 agreement and the following Conditions and Informatives:

1.2 S106 Heads of Terms

- 40% affordable housing with an indicative split of 48% as Affordable Rent and 52% shared ownership
- A total contribution of £335,291 towards the cost of providing primary and secondary education
- A contribution of £32,300 towards the Council's Local Employment Scheme,
- Construction Training and Employment Strategy including a commitment to using 20% local employment during the demolition and construction phases of the development
- Financial contribution of £105,000 which shall go towards public transport and pedestrian improvements within the vicinity of the site
- A Residential Travel Plan, to include a Residential Travel Pack, to be provided for all first occupiers of the development, to include:
 - Provision of 2, three month bus season tickets to each first residential property
 - Free voucher towards the purchase of a bike – voucher £200 1 per household
 - Public Transport Information
 - Local walking & cycling maps

- The provision and management of the children's equipped play area (a LEAP), picnic areas, informal open space and landscaping together with any necessary financial contribution together with a £13,818.00 contribution towards indoor sport
- Artistic Component element of £45,000.

Conditions:

1. The development hereby permitted shall be carried out in accordance with the approved drawings listed below.

Reason: For the avoidance of doubt and in the interests of proper planning.

Plan Type	Reference	Version	Date Received
Site Layout Plan	101	E	24 March 2017
Landscaping Proposed	0072P.100	D	24 March 2017
Landscaping Proposed	0072.P.101	D	24 March 2017
Landscaping Proposed	0072.P.102	D	24 March 2017
Landscaping Proposed	0072P.103	D	24 March 2017
Block Plan	102	C	24 March 2017
Landscaping Proposed	0072P.104	D	24 March 2017
Landscaping Proposed	103	C	24 March 2017
Other	104	C	24 March 2017
Other	105	C	24 March 2017
Other	AIR QUALITY ASSESSMENT	773713-REP-ENV-005 Rev 4	24 March 2017
Other	TRANSPORT STATEMENT	5452/001/R01A	24 March 2017
Design and Access Statement	ADDENDUM	7 February 2017	24 March 2017
Other	0072P.201	B	24 May 2016
Other	0072P.211	B	24 May 2016
Landscaping Proposed	0072P.300	B	24 May 2016
Landscaping Proposed	0072.P.310	B	24 May 2016
Archaeological Assessment	CBAS0603		24 May 2016
Ecology Report	PRELIMINARY ECOLOGICAL APPRAISAL	141652	24 May 2016
Ecology Report	REPTILE SURVEY		24 May 2016
Landscaping Proposed	LANDSCAPE AND VISUAL IMPACT ASSE		24 May 2016
Other	TOWN PLANNING STATEMENT		24 May 2016

Location Plan	LOC	A	24 May 2016
Other	LEWIS _CO. LETTER	24th March 2017	24 May 2016

Conditions:

1. The development hereby permitted shall be carried out in accordance with the approved drawings listed below.

Reason: For the avoidance of doubt and in the interests of proper planning.

2. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission or two years from the approval of the last of the reserved matters as defined in condition three below, whichever is the later.

Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.

3. a) Details of the reserved matters set out below (“the reserved matters”) shall be submitted to the Local Planning Authority for approval within three years from the date of this permission:

- (i) Layout;
- (ii) Scale;
- (iii) Appearance;

b) The reserved matters shall be carried out as approved.

c) Approval of all reserved matters shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 (as amended) of the Town and Country Planning Act 1990.

General/Site Wide

4. The development hereby approved shall not exceed a maximum of 60 residential units.

Reason: For the avoidance of doubt and as this matter is fundamental to protecting the visual amenities of the area and to comply with policies QD6, QD18 and NC4 of the Brighton & Hove City Plan Part One and policies CP10 and CP12 of the Brighton and Hove City Plan Part One.

5. The buildings within the reserved matters submission shall not exceed 2 storeys in height and be in general conformity with the Building Heights Plan (102 Rev C).

Reason: To ensure the development integrates effectively with its surroundings including the setting of the South Downs National Park and to comply with policies SA4, SA5 and CP12 of the Brighton and Hove City Plan Part One.

6. No extension, enlargement, alteration or provision within the curtilage of the of the dwellinghouses as provided for within Schedule 2, Part 1, Classes A - E of

the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended (or any order revoking and re-enacting that Order with or without modification) other than that expressly authorised by this permission shall be carried out without planning permission obtained from the Local Planning Authority.

Reason: The Local Planning Authority considers that given the sensitive location of the site, permitted development could cause detriment to the amenities of the occupiers of nearby properties and to the character of the area including the setting of the South Downs National Park, and to comply with policy QD27 of the Brighton & Hove Local Plan and policies SA4, SA5 and CP12 of the Brighton and Hove City Plan Part One.

7. A minimum of 10% of the affordable housing units and 5% of the total of all of the residential units hereby approved shall be built to wheelchair accessible standards. The wheelchair accessible dwellings shall be completed in compliance with Building Regulations Optional Requirement M4(3)(2b) (wheelchair user dwellings) prior to first occupation and shall be retained as such thereafter. All other dwelling(s) hereby permitted shall be completed in compliance with Building Regulations Optional Requirement M4(2) (accessible and adaptable dwellings) prior to first occupation and shall be retained as such thereafter. Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

Reason: To ensure satisfactory provision of homes for people with disabilities and to meet the changing needs of households and to comply with policy HO13 of the Brighton & Hove Local Plan.

8. No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include:
 - i) The phases of the Proposed Development including the forecasted completion date(s)
 - ii) A commitment to apply to the Council for prior consent under the Control of Pollution Act 1974 and not to Commence Development until such consent has been obtained
 - iii) A scheme of how the contractors will liaise with local residents to ensure that residents are kept aware of site progress and how any complaints will be dealt with reviewed and recorded (including details of any considerate constructor or similar scheme)
 - iv) A scheme of how the contractors will minimise complaints from neighbours regarding issues such as noise and dust management, vibration, site traffic and deliveries to and from the site
 - v) Details of hours of construction including all associated vehicular movements
 - vi) Details of the construction compound
 - vii) A plan showing construction traffic routes which demonstrates that construction vehicles will only access the application site from the north, in order to avoid the Rottingdean Air Quality Management Area (AQMA).

- viii) An audit of all waste generated during construction works, to include;
- a) The anticipated nature and volumes of waste that the development will generate
 - b) The steps to be taken to ensure effective segregation of wastes at source including, as appropriate, the provision of waste sorting, storage, recovery and recycling facilities.
 - c) Any other steps to be taken to manage the waste that cannot be incorporated within the new development or that arises once development is complete.

The construction shall be carried out in accordance with the approved CEMP. **Reason:** As this matter is fundamental to the protection of amenity, highway safety and managing waste throughout development works and to comply with policies QD27, SU9, SU10 and TR7 of the Brighton & Hove Local Plan, policy CP8 of the Brighton & Hove City Plan Part One and Supplementary Planning Document 03 Construction and Demolition Waste.

9. No development shall commence until full details of existing and proposed ground levels (referenced as Ordnance Datum) within the site and on land and buildings adjoining the site by means of spot heights and cross-sections, proposed siting and finished floor levels of all buildings and structures, have been submitted to and approved by the Local Planning Authority. The development shall then be implemented in accordance with the approved level details.
Reason: As this matter is fundamental to the acceptable delivery of the permission to safeguard the amenities of nearby properties and to safeguard the character and appearance of the area, in addition to comply with policy QD27 of the Brighton and Hove Local Plan and CP12 of the Brighton & Hove City Plan Part One.
10. The development hereby approved shall not be occupied until refuse and recycling storage facilities have been installed to the side or rear of the building and made available for use. These facilities shall thereafter be retained for use at all times.
Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling and to comply with policy QD27 of the Brighton & Hove Local Plan.

Landscaping/Ecology

11. Prior to first occupation of the development hereby permitted, a scheme for the detailed planting of the approved landscaping plan shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of all proposed planting including to all communal areas and all areas fronting a street or public area, including numbers and species of plant, and details of size and planting method of any trees. All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the building or the completion of the development, whichever is the sooner; and any

trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD15 of the Brighton & Hove Local Plan and CP12 of the Brighton & Hove City Plan Part One.

12. No development shall commence until fences for the protection of trees to be retained have been erected in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority. The fences shall be erected in accordance with BS5837 (2012) and shall be retained until the completion of the development and no vehicles, plant or materials shall be driven or placed within the areas enclosed by such fences.

Reason: As this matter is fundamental to protecting the trees which are to be retained on the site during construction works in the interest of the visual amenities of the area and to comply with policies QD16 of the Brighton & Hove Local Plan and CP12 of the City Plan Part One.

13. Prior to first occupation of the development hereby permitted, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and be approved in writing by, the Local Planning Authority. The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed;
- b) Ecological trends and constraints on site that might influence management;
- c) Aims and objectives of management;
- d) Appropriate management options for achieving aims and objectives;
- e) Prescriptions for management actions, together with a plan of management compartments;
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
- g) Details of the body or organisation responsible for implementation of the plan;
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: As this matter is fundamental to the acceptable delivery of the permission to ensure the long-term management of the ecological areas and to comply with policies QD18 and NC4 in the Brighton and Hove Local Plan 2005, policy CP10 of the Brighton & Hove City Plan Part One and Supplementary Planning Document SPD11 Nature Conservation and Development.

14. In accordance with the recommendations in the approved ecological report, no development shall take place prior to the following being submitted to and approved in writing by the Local Planning Authority:
- (a) An Invertebrate survey
 - (b) Details of the dense scrub in the south of the site being checked for badgers
 - (c) An assessment of any tree to be removed as part of the proposals as to its potential value for bats
 - (d) a nesting bird check should be carried out prior to any demolition/clearance works to be undertaken during the bird breeding season (March to August)
 - (e) A mitigation strategy for the protection of reptiles

The above submissions shall include where relevant the following:

- a) The purpose and objectives for the proposed works;
- b) Detailed design(s) and/or working method(s) necessary to achieve stated objectives (including, where relevant, type and source of materials to be used);
- c) The extent and location of proposed works shown on appropriate scale maps and plans;
- d) A timetable for implementation, demonstrating that works are aligned with the proposed phasing of construction;
- e) The persons responsible for implementing the works;
- f) The initial aftercare and long-term maintenance ; and
- g) Disposal of any wastes arising from works.

The works shall be carried out in accordance with the approved details prior to commencement of the development and shall be retained in that manner thereafter.

Reason: As this matter is fundamental to the acceptable delivery of the permission to ensure the long-term management of the ecological areas and to comply with policies QD18 and NC4 in the Brighton and Hove Local Plan 2005, policy CP10 of the Brighton & Hove City Plan Part One and Supplementary Planning Document SPD11 Nature Conservation and Development.

15. Prior to first occupation of the development hereby permitted, details of all hard and soft surfacing and details of all boundary treatments shall have been submitted to and approved in writing by the Local Planning Authority. The hard surfaces shall be made of porous materials or provision shall be made and retained thereafter to direct run-off water from the hard surface to a permeable or porous area or surface within the site. All hard landscaping and means of enclosure shall be completed in accordance with the approved scheme prior to first occupation of the development.

Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD15 of the Brighton & Hove Local Plan and CP12 of the Brighton & Hove City Plan Part One.

16. No development shall take place (including demolition, ground works, vegetation clearance) until a Biodiversity Construction Environmental

Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) shall include the following:

- i. Risk assessment of potentially damaging construction activities;
- ii. Identification of “biodiversity protection zones”;
- iii. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
- iv. The location and timing of sensitive works to avoid harm to biodiversity features;
- v. The times during construction when specialist ecologists need to be present on site to oversee works;
- vi. Responsible persons and lines of communication;
- vii. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person;
- viii. Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period in accordance with the approved details.

Reason: As this matter is fundamental to the acceptable delivery of the permission to ensure the long-term management of the ecological areas and to comply with policies QD18 and NC4 in the Brighton and Hove Local Plan 2005, policy CP10 of the Brighton & Hove City Plan Part One and Supplementary Planning Document SPD11 Nature Conservation and Development.

Highways/Transportation

17. Prior to first occupation of the development hereby permitted, details of secure cycle parking facilities for the occupants of, and visitors to, the development shall have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and shall thereafter be retained for use at all times.

Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles and to comply with policy TR14 of the Brighton & Hove Local Plan, CP9 of the Brighton & Hove City Plan Part One and SPD14 Parking Standards.

18. Prior to first occupation of the development hereby permitted, details of disabled car parking provision for the occupants of, and visitors to, the development shall have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented and made available for use prior to the first occupation of the development and shall thereafter be retained for use at all times.

Reason: To ensure the development provides for the needs of disabled staff and visitors to the site and to comply with policy TR18 of the Brighton & Hove Local Plan, CP9 of the Brighton & Hove City Plan Part One and SPD14 Parking Standards.

19. Prior to first occupation of the development hereby permitted, full details of electric vehicle charging points within the proposed car park hereby approved have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be fully implemented and made available for use prior to the occupation of the development hereby permitted and shall thereafter be retained for use at all times.
Reason: To encourage travel by more sustainable means and seek measures which reduce fuel use and greenhouse gas emissions and to comply with policy CP9 of the Brighton & Hove City Plan Part One and SPD14 Parking Standards.
20. No development shall be commenced until full engineering, drainage, street lighting and constructional design details, including full details of signing and lining and construction materials of the streets including footpaths proposed within the development have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority. No dwelling hereby approved shall be occupied until the approved highway works have been carried out in accordance with the approved scheme.
Reason: In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the interests of users of the highway in accordance with Local Plan Policies TR7 and Policy CP9 of the Brighton & Hove City Plan Part One.
21. No dwelling shall be occupied until the car parking areas have been constructed and provided in accordance with the approved plans. The vehicle parking area shown on the approved plans shall not be used otherwise than for the parking of private motor vehicles and motorcycles belonging to the occupants of and visitors to the development hereby approved.
Reason: To ensure that adequate parking provision is retained and to comply with policy CP9 of the Brighton & Hove City Plan Part One.
22. No development shall be commenced until the full design and layout of all parking (excluding garages), up to a total maximum of 100 spaces, (of which 85 shall be designated for residents, 13 for visitors and 2 disabled spaces) within the development has been submitted to and approved in writing by the Local Planning Authority.
Reason: To ensure that an appropriate level of parking provision is provided and to comply with policy CP9 of the Brighton & Hove City Plan Part One and Parking Standards SPD14.
- Flooding/Drainage***
23. No development shall take place until a detailed design and associated management and maintenance plan of surface water drainage for the site using sustainable drainage methods as per the Flood Risk and Sustainable Drainage Assessment (Ref: 10180/3/FRA01 REVA) has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved detailed design prior to the building commencing.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal and to comply with policy SU3 of the Brighton & Hove Local Plan.

24. Prior to commencement of development a detailed design and implementation plan of foul and surface water disposal from the site and an implementation timetable shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and timetable.

Reason: As this matter is fundamental to the acceptable delivery of the permission to ensure that the principles of sustainable drainage are incorporated into this proposal and to comply with policy SU3 of the Brighton & Hove Local Plan.

Contamination

25. No development shall be commenced until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site has each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:

- a) All previous uses
- b) Potential contaminants associated with those uses
- c) A conceptual model of the site indicating sources, pathways and receptors
- d) Potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. An options appraisal and remediation strategy based on the results of the site investigation and the detailed risk assessment referred to in (2), giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The approved details shall be fully implemented unless otherwise agreed in writing by the Local Planning Authority.

Reason: As this matter is fundamental to the acceptable delivery of the permission to safeguard the health of future residents or occupiers of the site and to comply with policy SU11 of the Brighton & Hove Local Plan.

26. No dwelling shall be occupied until a verification report demonstrating completion of works set out in the approved remediation strategy in Condition 25 and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: As this matter is fundamental to the acceptable delivery of the permission to safeguard the health of future residents or occupiers of the site and to comply with policy SU11 of the Brighton & Hove Local Plan.

27. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: As this matter is fundamental to the acceptable delivery of the permission to safeguard the health of future residents or occupiers of the site and to comply with policy SU11 of the Brighton & Hove Local Plan.

Sustainability

28. No development above ground floor slab level of any part of the development hereby permitted shall take place until information has been submitted and approved in writing by the Local Planning Authority demonstrating that each residential unit would be built to achieve an energy efficiency standard of a minimum of 19% CO2 improvement over Building Regulations requirements Part L 2013 (TER Baseline).

Reason: To ensure that the development is sustainable and makes efficient use of energy and to comply with policy CP8 of the Brighton & Hove City Plan Part One.

29. None of the residential units hereby approved shall be occupied until each residential unit built has achieved a water efficiency standard using not more than 110 litres per person per day maximum indoor water consumption.

Reason: To ensure that the development is sustainable and makes efficient use of water to comply with policy CP8 of the Brighton & Hove City Plan Part One.

30. No development above ground floor slab level of any part of the development hereby permitted shall take place until an Energy Strategy has been submitted and approved in writing by the Local Planning Authority. The Strategy should include a renewables feasibility study and proposals to install renewable energy generation, a strategy for energy efficiency and means to achieve the 19% carbon reduction target and, passive design approach providing details of climate adaptation.

Reason: To ensure that the development is sustainable and makes efficient use of energy and to comply with policy CP8 of the Brighton & Hove City Plan Part One

31. No development above ground floor slab level of any part of the development hereby permitted shall take place until details of all the external lighting of the development (including design, layout and levels of illuminance) shall be submitted to and approved in writing by the Local Planning Authority. Prior to occupation, the illuminance levels shall be tested by a competent person to ensure that the agreed illuminance levels are achieved. Where these levels have not been met, a report shall demonstrate what measures have been taken to reduce the agreed levels. The approved installation shall be maintained and operated in accordance with the approved details unless the Local Planning Authority gives its written consent to a variation.

Reason: As this matter is fundamental to the acceptable delivery of the permission to safeguard the amenities of the occupiers of adjoining properties and to ensure a satisfactory appearance to the highways infrastructure serving the approved development, to safeguard the interests of users of the highway and to strike an acceptable balance between highway public safety, neighbouring amenity and safeguarding the wider amenities of the urban fringe, including ecological interests and the nearby South Downs National Park and to comply with Policies TR7, CP9 and SA5 of the Brighton & Hove City Plan Part One and policies QD25 and QD27 of the Brighton & Hove Local Plan.

Informatives:

1. In accordance with the National Planning Policy Framework and Policy SS1 of the Brighton & Hove City Plan Part One the approach to making a decision on this planning application has been to apply the presumption in favour of sustainable development. The Local Planning Authority seeks to approve planning applications which are for sustainable development where possible.
2. The following may help to fulfil the requirements of the contamination conditions and ensure the development does not result in unacceptable and unnecessary impacts on the environment.
 - a) Following the risk management framework provided in CLR11 - 'Model Procedures for the Management of Land Contamination': <https://www.gov.uk/government/publications/managing-land-contamination>
 - b) Refer to Environment Agency guiding principles for land contamination, including in our 'Groundwater Protection: Principles and Practice' document:
 - i. <https://www.gov.uk/government/publications/managing-and-reducing-land-contamination>
 - ii. <https://www.gov.uk/government/publications/groundwater-protection-principles-and-practice-gp3>
 - c) Further information may be found on the land contamination technical guidance pages on the direct.gov website:

(+30% allowance for climate change) year event in any part of a building or in any utility plant susceptible to water.

The applicant will also need to provide a comprehensive maintenance plan for the drainage system in a formal maintenance plan. This should describe who will maintain the drainage, how it should be maintained and the frequency needed to monitor and maintain the system for the lifetime of the development. It is not sufficient to state: “the system is therefore designed to cause a nuisance if the silt traps block, prompting the resident to clear the silt trap.” Examples of suitable maintenance plans can be found at www.susdrain.org.

6. The applicant is advised that the details of external lighting required by the condition above should comply with the recommendations of the Institution of Lighting Engineers (ILE) ‘Guidance Notes for the Reduction of Light Pollution (2011)’ for Zone E or similar guidance recognised by the council. A certificate of compliance signed by a competent person (such as a member of the Institution of Lighting Engineers) should be submitted with the details. Please contact the council’s Pollution Team for further details. Their address is Environmental Health & Licensing, Bartholomew House, Bartholomew Square, Brighton, BN1 1JP (telephone 01273 294490)
7. The applicant should be aware that whilst the requisite planning permission may be granted, should any complaints be received at any time with regards to noise, vibrations, dust, odour, smoke or light, this does not preclude the Council from carrying out an investigation under the provisions of the Environmental Protection Act 1990.
8. The applicant is advised that advice regarding permeable and porous hardsurfaces can be found in the Department of Communities and Local Government document ‘Guidance on the permeable surfacing of front gardens’ which can be accessed on the DCLG website (www.communities.gov.uk).
9. The applicant is advised that accredited energy assessors are those licensed under accreditation schemes approved by the Secretary of State (see Gov.uk website); two bodies currently operate in England: National Energy Services Ltd; and Northgate Public Services. The production of this information is a requirement under Part L1A 2013, paragraph 2.13.
10. The water efficiency standard is the ‘optional requirement’ detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1. The applicant is advised this standard can be achieved through either: (a) using the ‘fittings approach’ where water fittings are installed as per the table at 2.2, page 7, with a maximum specification of 4/2.6 litre dual flush WC; 8L/min shower, 17L bath, 5L/min basin taps, 6L/min sink taps, 1.25L/place setting dishwasher, 8.17 L/kg washing machine; or (b) using the water efficiency calculation methodology detailed in the AD Part G Appendix A.
11. The Construction Environment Management Plan should include commitments to implementing appropriate working practices and managing construction

vehicle movements to that which avoid peak times and wheel wash facilities are the site and other mitigation measures.

12. The applicant is advised that Southern Water have stated that no development or new tree planting should be located within 3m either side of the centreline of the foul sewer, no new soakaways should be located within 5m of a public sewer and all existing infrastructure should be protected during the course of construction works. The applicant can discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire, SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk
13. A Section 278 Agreement with the Highway Authority must be entered into prior to any works commencing on the adopted highway.
14. The applicant is advised for the roads that are to be adopted that they must enter into a Section 38 Agreement with the Highway Authority prior to any works commencing. The applicant is advised to obtain technical approval for all estate road details from the Local Highway Authority prior to the submission of such approved details to the Local Planning Authority to discharge condition 22 of this consent.
15. Under Part 1 of the Wildlife and Countryside Act 1981 disturbance to nesting birds, their nests and eggs is a criminal offence. The nesting season can be from 1st March – 30th September. The developer should take appropriate steps to ensure nesting birds, their nests and eggs are not disturbed and are protected until such time as they have left the nest.
16. There is the possible presence of bats on the development site. All species of bat are protected by law. It is a criminal offence to kill bats, to intentionally or recklessly disturb bats, damage or destroy a bat roosting place and intentionally or recklessly obstruct access to a bat roost. If bats are seen during construction, work should stop immediately and Natural England should be contacted on 0300 060 0300.
17. Badgers may be present on site. Badgers and their setts are protected under the Protection of Badgers Act 1992. It is a criminal offence to kill, injure or take badgers or to interfere with a badger sett. Should a sett be found on site during construction, work should stop immediately and Natural England should be contacted on 0300 060 0300.

2. SITE LOCATION & APPLICATION DESCRIPTION

- 2.1 The application relates to land located on the north-eastern edge of Saltdean.
- 2.2 The site covers 3.7 hectares and comprises the former buildings and yard of Coombe Farm (which is no longer used for agricultural purposes); a large slurry pit at the northern end of the site; the paddock adjacent to Coombe Bottom; the paddock adjacent to Coombe Meadow; and the strip of land between the dwelling known as Jesmond and the newly constructed house.

- 2.3 The former farm buildings/yard are now used for a variety of purposes including livery stables, vehicle repairs, caravan/motorhome storage, construction/scaffold storage. The surrounding fields are still in agricultural use as arable land but are now farmed by contractors and the crop grain is stored in Shoreham. The site is not uniformly level and does undulate across the site.
- 2.4 The site is accessed from Westfield Avenue, a residential distributor road. The site access serves a number of existing residential properties adjacent to the application site as well as the application site itself.
- 2.5 The wider area to the south of the site is suburban and residential in character. The South Downs National Park bounds the site to the north, west and east. The site can therefore be described as 'urban fringe' in that it adjoins the existing built up area of the City but is not undisturbed countryside as it contains a number of functional buildings and has developed the character of a low-level quasi industrial estate. However, the surrounding land (particularly the National Park) is generally at a higher ground level than the application site, and so provides something of a natural amphitheatre and thereby limits longer views into the site.
- 2.6 The application proposes the redevelopment of the site for housing. The application has been submitted in outline to establish the principle of the use. The detailed matters of access and landscaping are also to be considered at this stage. However, the issues of layout, scale and appearance are not matters which form part of the consideration of this application.
- 2.7 Although the issues of scale and layout are reserved, the application has provided illustrative details which shows a potential layout and indicates that there would be a maximum of 60 dwellings. Given that it is necessary to know the likely scale of the development in order to be able to assess the access and landscape issues it is appropriate that this information is provided. It is also necessary to know the likely make up of the development in order to calculate the developer contributions. If the application is approved, any permission would be subject to a condition limiting the development to a maximum of 60 dwellings and therefore to all intents and purposes the maximum scale of development will be established. (It should be noted that the application was originally submitted for 67 dwellings but has been reduced due to the likely landscape/ecological impact of this number of units.)
- 2.8 The existing access from Westfield Avenue North will be utilised and improved.
- 2.9 Since submission of the application the proposal has been amended to reduce the number of units being sought and additional information provided with regard to landscape, ecology and transportation issues.
- 2.10 The scheme has not been subject to pre-application discussions.

3. RELEVANT HISTORY

BH2005/05939 - Change of use of 332 square metres for the storage of skips and two skip lorries, and waste transfer station. (Retrospective). Refused 12.12.2005

BH2001/01619/FP - Proposed extension to existing cow housing. Approved 17.12.2001

BH2000/00880/OA - Erection of detached agricultural dwelling and new vehicular access. Refused 20.07.2000.

95/0112/FP - Construction of cattle yard to house dry cows (20) prior to calving and re-arrange access to building. Approved 18.05.1995

3.1 Officer pre-application discussions were held in May 2015 and draft proposals for the site were also presented to planning committee members in March 2016. The key feedback was:

- 40% affordable housing is welcome;
- Clarity required between public space to be offered for adoption;
- Buffer planting is welcome;
- Welcome the aspiration to improve links to the National Park;
- Encourage the submission of full details of landscaping with any outline applications as a matter for consideration;
- Neighbourliness was considered to be an important issue particularly the relationship between existing and proposed development.

4. REPRESENTATIONS

4.1 **One Hundred and Fifty Eight (158)** representations have been received (including representations from former MP for Kempton & Peacehaven Simon Kirby, Ramblers East Sussex, Saltdean Swimmers and Saltdean Residents) objecting to the proposed development for the following reasons:

4.2 Design/Visual Amenities/Landscape Impacts

- Development will change character of area, will destroy landscape character,
- Will lead to urban sprawl,
- Development should only be where the existing buildings are positioned
- Area is not suitable for housing development at all and should not be included in the Council's designated areas for development,
- Proposal will affect view into and out of the South Downs National Park,
- Loss of agricultural land
- Proposed landscape planting will be hard to achieve given ground conditions

4.3 Amenity Issues

- Loss of privacy/aspect for neighbouring residents,
- Increased noise and disturbance, including from construction
- Light pollution,

- Overshadowing to existing neighbour residents, and
- Overlooking and loss of privacy to existing neighbour residents,
- Impact on existing high pollution levels
- Impact on wildlife
- Impact of dog kennels on new occupants
- Impact of using former slurry pit on future residents health

4.4 Transport/Highway/Access Issues

- The local road infrastructure is currently inadequate so additional traffic will aggravate existing problems
- Query information in submitted transport assessment,
- Increased journey times, affects peoples jobs/home life and businesses,
- Congestion
- Concerns regarding access to/from site especially for construction vehicles and emergency vehicles,
- Increased road/pedestrian/horse rider safety issues/concerns,
- Increased parking demand/problems,
- Implications for bus services,
- Site inaccessible in bad weather, and

4.5 Other Issues

- Lack of local services/infrastructure (Schools, GPs)
- Loss of horses/livery facilities.
- Harm and disruption to wildlife/ecology/biodiversity/insects/plants
- Light pollution,
- Proposal would result in further loss of green/open space,
- Increased air pollution/ poor air quality levels especially in Rottingdean AQMA, levels which are already high/exceed acceptable limits. Any increase in pollution will have adverse impact on people's health, especially school children and the elderly, and subsequently cause an even greater strain on the health service,
- Site is a greenfield site, brownfield sites should be considered for development/refurbishment first,
- There is poor drainage in the area which is prone to flooding, proposal will increase flood risk,
- Over-development/over-crowding of site,
- Increased noise pollution,
- Query information in Air Quality Report,
- Is contrary to national and local policies especially NPPF/PPG, City Plan Part 1 and the Urban Fringe Assessment conclusions
- Affordable housing is not wanted in this area
- Need to ensure properties are not 'buy-to-let' but owner/occupier only
- Lack of consultation by developers
- Consultee comments not favourable to the proposal

- 4.6 In addition 7 letters have been received supporting the proposal for the following reasons:
- the City needs additional housing
 - the scheme provides 40% affordable housing
 - the site already contains buildings
 - the site cannot be widely seen and will have limited landscape impact
 - will have limited traffic impacts and remove heavy/agricultural vehicles from the area.

4.7 **Councillor Mary Mears:** Objects A copy of her letter is attached.

5. CONSULTATIONS

5.1 External

Brighton and Hove Archaeological Society: Comment that the County Archaeologist is contacted for his recommendations.

5.2 County Archaeologist:

No objection

The application site has been subject to a recent archaeological evaluation, which failed to reveal a single archaeological feature and only a small number of unstratified archaeological artefacts. The archaeological evaluation report concludes that the site has only a 'limited potential for producing archaeological remains'. Thus based on the information supplied, I do not believe that any significant below ground archaeological remains are likely to be affected by these proposals.

5.3 County Ecologist: No objection

Provided the recommended mitigation measures are implemented, the proposed development as amended, can be supported from an ecological perspective.

5.4 County Landscape Architect: No objection

The revised layout does address the concerns with regard to the potential landscape and visual impacts of the proposals and it is recommended that it can be supported.

5.5 It is recommended that a detailed planting scheme is required as a condition. A landscape and ecological management plan (LEMP) should be required to ensure that the landscape scheme and natural areas are managed in accordance with the design intentions in the long term. The LEMP should include positive management of the area of existing woodland in the south east corner of the site, if this is in the same ownership as the development site.

5.6 Environment Agency: No objection

Subject to conditions on land contamination relating to site investigation, remediation and verification there are no objections to the proposal.

5.7 Lewes District Council: No comments received

- 5.8 **Natural England: No objection**
The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.
- 5.9 [Note: Natural England's original comments advised that the LPA have regard to Natural England's Standing Advice. It is noted that surveys were carried out with regard to designated sites and protected species, reptiles, breeding birds, badgers, bats, invertebrates and that mitigation measures and enhancement opportunities were proposed. The amendments to the application were a direct consequence of the County Ecologists assessment of the submitted surveys having regard to best practice advice and guidance.]
- 5.10 **South Downs National Park Authority No comments received**
- 5.11 **Southern Water: Comment** Southern Water can provide a water supply to the site. Measures will need to be undertaken to divert/protect the public water supply main and a formal application for connection to the public sewerage system will be required in order to service this development
- 5.12 The proposed development would lie within a Source Protection Zone around one of Southern Water's public water supply sources as defined under the Environment Agency's Groundwater Protection Policy. Southern Water will rely on the consultations with the Environment Agency to ensure the protection of the public water supply source. A condition requiring the submission of foul and surface water details prior to the commencement of development is recommended.
- 5.13 **Sussex Police: Comment**
Being an outline application no further crime prevention advice will be necessary at this stage.
- 5.14 **Internal
City Regeneration: Support** the application as the additional housing provision which will make some contribution to addressing the council's challenging housing needs. The new households will contribute to the economic wellbeing of the local and wider area.
- 5.15 An Employment and Training Strategy will be required and in accordance with the council's Developer Contributions Technical Guidance, a contribution of £32,300 towards the delivery of the council's Local Employment Scheme will be required.
- 5.16 **Education Officer: Comment** Would seek a contribution towards the cost of providing educational infrastructure for the school age pupils this development would generate. In this instance would be seeking a total contribution of £335,291 in respect of primary and secondary provision.

- 5.17 This calculation is based on 60 units. The primary provision would be likely to be spent at Saltdean Primary School, Our Lady of Lourdes RC Primary School and St Margaret's C E Primary School.
- 5.18 This proposed development is in the catchment area for Longhill School in terms of secondary places. While there is currently some surplus capacity at Longhill with the recent growth in primary numbers know that this will not remain the case for much longer. Consequently it is appropriate to seek a contribution for secondary school provision.
- 5.19 **Environmental Health: (Air Quality)** Further information was sought with regard to dispersion modelling. Query if there will be central boilers and CHP plant with emissions to air or whether each household would have its own gas boiler and chimney? Query whether heat and power be met by electric supply including renewables without combustion? Recommend that all permanent residential dwellings are wired and ready for vehicle charging (bikes, cars and vans) as appropriate
- 5.20 **Flood Risk Management Officer:** Recommends approval as has no objections to the application subject to the inclusion of a condition regarding surface water drainage.
- 5.21 **Housing Strategy:** Comment that the application is for 60 properties including 40% affordable, which equates to 24 properties. The council requires 10% of the affordable units (and 5% of all units) to be built to the Council's wheelchair accessible standard which requires that it meets national technical standards Part 4M (3) at build completion. In this case the affordable housing should include at least 2 properties (and the site overall 3) built to this standard.
- 5.22 Affordable housing should not be visually distinguishable from the market housing on the site in terms of build quality, materials, details, levels of amenity space and privacy. The scheme design appears to show all the housing is all of the same standard and design.
- 5.23 This scheme provides only family houses – with a large proportion expected to be 3 beds+. Family housing is welcome but a mix that includes smaller units would meet the Affordable Housing Brief. The preferred mix would be: 6 x 2 bed units, 17 x 3 bed units, 1 x 4 bed unit with a tenure split of 55% Social Rent or Affordable Rent and 45% Intermediate e.g. shared ownership being the preferred Citywide objective.
- 5.24 **Planning Policy Comments** The potential for housing development on this site has been established through the conclusion of the Urban Fringe Assessment. However, the acceptability of this proposal is subject to detailed consideration of ecology and landscape impacts by the County Ecologist and the County Landscape Architect.
- 5.25 **Sustainable Transport** Following the initial observations of the Highway Authority the scheme has been amended and further information provided to allay the concerns of the Highway Authority with regard to the impact of the

development. In particular, clarification was provided on pedestrian routes and trip generation, amendments were made to the vehicular access and parking provision.

- 5.26 Accordingly, subject to the provision of the suggested conditions and completion of a s106 agreement, there is no objection to the proposal.
- 5.27 **Sustainability Officer:** Adopted Brighton & Hove City Plan Part One policy CP8 requires that all development incorporate sustainable design features to avoid expansion of the City's ecological footprint, radical reductions in greenhouse gas emissions and mitigate against and adapt to climate change.
- 5.28 The use of building integrated photovoltaic technology, composting bins and rainwater butts is welcomed. Compliance with policy CP8 can be secured through planning conditions and in particular an Energy Strategy including: renewables feasibility study, renewable energy generation and energy efficiency.

6. MATERIAL CONSIDERATIONS

- 6.1 In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the policies and proposals in the National Planning Policy Framework, the Development Plan, and all other material planning considerations identified in the "Considerations and Assessment" section of the report
- 6.2 The development plan is:
- Brighton & Hove City Plan Part One (adopted March 2016);
 - Brighton & Hove Local Plan 2005 (retained policies March 2016);
 - East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (adopted February 2013);
 - East Sussex, South Downs and Brighton & Hove Waste and Minerals Sites Plan (adopted February 2017).
- 6.3 Due weight has been given to the relevant retained policies in the Brighton & Hove Local Plan 2005 according to their degree of consistency with the NPPF.

7. POLICIES

The National Planning Policy Framework (NPPF)

Brighton & Hove City Plan Part One

- SS1 Presumption in Favour of Sustainable Development
- CP1 Housing delivery
- CP7 Infrastructure and developer contributions
- CP8 Sustainable buildings
- CP9 Sustainable transport
- CP10 Biodiversity
- CP11 Flood risk

CP12 Urban design
CP14 Housing density
CP16 Open space
CP17 Sports provision
CP18 Healthy city
CP19 Housing mix
CP20 Affordable housing
SA4 Urban Fringe
SA5 The Setting of the National Park
SA6 Sustainable Neighbourhoods

Brighton & Hove Local Plan (retained policies March 2016):

TR4 Travel plans
TR7 Safe Development
TR14 Cycle access and parking
TR15 Cycle network
TR18 Parking for people with a mobility related disability
SU3 Surface Water Drainage
SU5 Surface water and foul sewage disposal infrastructure
SU9 Pollution and nuisance control
SU10 Noise Nuisance
SU11 Polluted land and buildings
QD15 Landscape design
QD16 Trees and hedgerows
QD18 Species protection
QD25 External lighting
QD27 Protection of amenity
HO5 Provision of private amenity space in residential development
HO13 Accessible housing and lifetime homes
NC4 Sites of Nature Conservation Importance

Supplementary Planning Documents:

SPD03 Construction & Demolition Waste
SPD11 Nature Conservation & Development
SPD14 Parking Standards

Supplementary Planning Guidance:

SPGBH9 A guide for Residential Developers on the provision of recreational space

Other Documents:

- Brighton & Hove Urban Fringe Assessment - June 2014
- Further Assessment of Urban Fringe Sites 2015 - Landscape and Ecological Assessment - December 2015
- South Downs Integrated Landscape Character Assessment - December 2005 (Updated 2011)

8. CONSIDERATIONS & ASSESSMENT

8.1 The main considerations in the determination of this application relate to the principle of the proposed development, the likely impacts of such a development on the visual amenities of the surrounding area, including the setting of the South Downs National Park, the landscape and ecology implications. The proposed density of development, the access arrangements and related traffic implications must also be assessed. The report also considers the issues of air quality, sustainability, drainage/flood risk and archaeology.

8.2 Principle of Development

The City Plan Part 1 Inspector's Report was received in February 2016. The Inspector's conclusions on housing were to agree the target of 13,200 new homes for the city until 2030 as a minimum requirement. It is against this minimum housing requirement that the City's five year housing land supply position is assessed annually. The most recent land supply position was published in the 2016 SHLAA Update (February 2017) which demonstrates a 5.6 year supply position. The Council can therefore currently demonstrate an up to date housing supply position in accordance with the NPPF.

8.3 Accordingly, there remains a pressing need to ensure residential development continues to come forward and in this context the current proposal for up to 60 new dwellings would make an important contribution towards that objective.

8.4 It is recognised that the proposed scheme would also make a contribution towards meeting the City's significant affordable housing requirements by providing 40% affordable housing units (which equates to 24 units) create jobs, particularly during the construction phase, as well as make appropriate contributions towards education, open space/recreation and public transport infrastructure.

8.5 Urban Fringe

The site is classed as an urban fringe site and is located between the defined built up area boundary of the City and the boundary of the South Downs National Park.

8.6 The potential for some residential development on part of the application site was identified through the Urban Fringe Assessment studies that were undertaken in 2014 and 2015 to support City Plan Part 1 and the preparation of City Plan Part 2.

8.7 Under the adopted Brighton & Hove City Plan Part One the site is subject to the urban fringe policy SA4, which states that development within the urban fringe will not be permitted except where a site has been allocated within a Development Plan or where a countryside location can be justified and where certain specified criteria are met, including regard to the downland landscape setting of the City and any adverse impacts of development are minimised and appropriately mitigated and/or compensated.

8.8 Policy SA4 also states that where proposals for residential development come forward prior to the adoption of City Plan Part Two (which is to include site

allocations) then the 2014 Urban Fringe Assessment will be a material planning consideration in the determination of planning applications.

8.9 The Urban Fringe Assessments 2014 and 2015

The Urban Fringe Assessment 2014 (UFA) is an independent, high level assessment that was commissioned by the Council in response to the Planning Inspector's initial conclusions on the City Plan Part One in order to inform the overall housing delivery requirement for the City being taken forward through the preparation of Brighton & Hove City Plan Part One.

8.10 The UFAs provided an indication of the overall potential for housing within each of the City's identified urban fringe sites, 66 in total, against 5 key criteria (landscape, open space, historic environment, ecology and environment) and considers the scope for mitigation of any adverse impacts identified. As a result of the UFA 2014 policy CP1 identifies the potential for around 1000 new dwellings within the City's urban fringe.

8.11 The UFAs are a material consideration in the determination of planning applications for development proposals within the urban fringe and therefore the in-principle acceptability of some residential development on part of the site has been established through the findings of the UFAs. It is however noted that the findings of the UFAs are indicative and should be applied flexibly on a site by site basis and, where appropriate, and justifiable, an increased level of development may be accepted.

8.12 As stated within the 2014 assessment "Accommodating housing in the urban fringe will contribute towards the objectively assessed need for housing in the city. It will also benefit the wider local economy and present opportunities for investment and regeneration in the more outlying communities of the city, both around the main urban area, and at the edges of the 'satellite' settlements to the east". The assessment goes on to state that, "This investment has the potential to result in wider economic, environmental and social (e.g. health and wellbeing) benefits to the city and not just individual communities".

8.13 The 2015 Further Assessment of the Urban Fringe Sites was undertaken to provide more detailed assessments (with regards to landscape and/or ecology) of the sites identified as having housing potential, to inform potential site allocations to be taken forward through City Plan Part Two, which is now in preparation.

8.14 The UFAs identify four parcels of land around Coombe Farm which are referred to as Sites 48, 48a, 48b and 48c and were known collectively as Study Area L18/E15. Sites 48, 48a and 48b correspond broadly to the current application site. Site 48c is adjacent to but outside the current application site. The 2014 UFA identified all four parcels as having the potential for either low or medium density housing development which cumulatively could provide approximately 55 units. This initial assessment only identified flooding as a potential key constraint to development.

- 8.15 For site 48 (the area of Coombe Farm to the west of the access road) the UFA states that ‘The whole site is potentially developable apart from the wooded area and two dwellings with gardens in the south east corner and the north west edge where the land rises and buildings start to dominate the surrounding landscape.’
- 8.16 For sites 48a and 48b the UFA states that low density residential development could be appropriate in these areas. The UFA recommends that development in these areas should maintain the existing building line and not extend further up the slope than the properties Jesmond and Grenofen. In wider views from the downland and residential roads to the west of the site, notably Wivelsfield Road, the higher part of this area is visible as an open green field which is contiguous with the open space of Tenant Hill.
- 8.17 The 2015 UFA concluded that:
- “In conclusion, it is considered that housing can be delivered at certain parts of the potential development areas within Study Area L18/E15 without significant impacts on landscape and ecology, on the assumption that:
- New development is sensitively located, to avoid upper slopes of Sites 48a, 48b and 48c
 - Avoidance of impacts on retained habitats within the Study Area and the adjacent SNCI including implementation of best construction practice and measures to address potential increases in recreational pressure
 - Implementation of mitigation measures to address potential impacts on protected species
- 8.18 Given the existing nature of the study area, it may be possible to enhance the site for ecology through the incorporation of green infrastructure and wildlife habitat within proposals.”
- 8.19 Landscape and ecology are discussed in more detail below.
- 8.20 National Park/Landscape Impacts
As set out above the application site is located on the boundary with the South Downs National Park, which is a landscape of national importance. Policy SA5 of the City Plan relates to the setting of the National Park and seeks to both protect and enhance its natural beauty by requiring developments within its setting to have regard to the impact on the National Park, in particular its purpose and its ability to deliver its duty.
- 8.21 The South Downs Integrated Landscape Assessment identifies the site as being bounded by the Adur to Ouse Open Downland Character area A2. This is characteristically open downland with sparse hedges and post and visually transparent wire field boundaries. The description also identifies that the landscape is sensitive to changes beyond the South Downs boundary, for example within the adjacent urban areas.
- 8.22 The National Parks and Access to the Countryside Act 1949 imposes certain duties on local planning authorities, when determining planning applications in

relation to, or affecting, National Parks. Specifically, s11A (2) of that Act, as inserted by s.62 of the Environment Act 1995, states:

"In exercising or performing any functions in relation to, or so as to affect, land in a National Park, any relevant authority shall have regard to the purposes specified in subsection (1) of section five of this Act and, if it appears that there is a conflict between those purposes, shall attach greater weight to the purpose of conserving and enhancing the natural beauty, wildlife and cultural heritage of the area comprised in the National Park".

8.23 The purposes of National Parks, as set out in s5(1) of the 1949 Act, are:

"(a) of conserving and enhancing the natural beauty, wildlife and cultural heritage of [National Parks]; and

(b) of promoting opportunities for the understanding and enjoyment of the special qualities of [National Parks] by the public".

8.24 As the proposed development is not sited within the National Park it is not considered that s5(1)(b) above applies in this instance.

8.25 As a result of the 1949 Act, in determining this application, regard therefore must be given to the statutory purpose of conserving and enhancing the natural beauty, wildlife and cultural heritage of the SDNP.

8.26 It is acknowledged that the site is not a completely undeveloped area land and already contains a number of buildings, uses and open areas of storage, all of which have an impact on the landscape and setting of the National Park. The site does not therefore have an open form or character which would be seen as significantly contributing to the distinctiveness of the setting.

8.27 Clearly, the scale of development would be greater than the existing levels of built form and activity but as the site is set at a low level relative to the surrounding higher levels of the SDNP and, whilst there would be inter-visibility between parts of the SDNP and the development, the scheme would be more widely viewed in the context of the existing settlement boundaries of Saltdean and would reflect a similar relationship to the SDNP as existing elsewhere.

8.28 Since submission of the application the proposal has been amended to reduce the overall number of units (from 67 to 60 dwellings) to ensure development on higher, more sensitive areas of the site are not developed and so the setting of the National Park is protected. This amendment accords with the 2015 UFA which noted that "new development on the coombe-side sites (48a, 48b and 48c) should not be located on higher ground than existing houses."

8.29 The South Downs Integrated Landscape Assessment and the Brighton and Hove Urban Characterisation Study identify that the lack of mature planting on the Saltdean urban interface with the national park creates a hard edge to the downland countryside. The landscape masterplan for this proposed development provides a landscape buffer that will offer a landscape screen and buffer between the new development and the wider national park countryside.

- 8.30 The proposal for low density development with houses in large gardens would be in character with the neighbouring residential areas and the Mount Estate Character Area as described in the Brighton and Hove Urban Characterisation Study. The extensive tree planting proposed in gardens and public areas and the central open space within the development will help to mitigate the new development and integrate it into the suburban landscape.
- 8.31 Accordingly, it is considered that the proposal has addressed the concerns identified in the initial submission and that the extent of development generally accords with that envisaged in the UFAs. The principle of well-designed and adequately mitigated housing development on this site could therefore conserve and enhance the character of this area in the context of the surrounding National Park.
- 8.32 **Ecology/Biodiversity/Nature Conservation**
The site is not covered by any designations, statutory or non-statutory, for nature conservation interest. However, the site is adjacent to the Coombe Meadow Site of Nature Conservation Importance (SNCI) which is designated for its chalk grassland, scattered scrub and rough grassland. Given the proximity of the SNCI to the site, Policy CP 10 of the Brighton & Hove City Plan is a relevant consideration in that it seeks to ensure developments conserve, restore and enhance biodiversity.
- 8.33 The County Ecologist made some initial observations on the proposed development and as a result the scheme was amended. The main concerns were that insufficient land would be retained to accommodate the necessary mitigation and enhancement measures and offered little potential for retention of semi-natural habitats (and the species they support) within the development or offer little opportunity for compensatory habitat, other than around the boundaries and within the communal open space where habitats would be isolated and subject to disturbance.
- 8.34 As a result of these observations, in tandem with those of the County Landscape Architect, the following amendments were made to the scheme:
- Development is no longer proposed on the upper slope of Coombe Meadow;
 - An ecology zone will be introduced in the northern corner of the site;
 - New buffer planting is now proposed along the northern boundary (new Hawthorn and Whitebeam trees);
 - The set-back between dwellings on the north-eastern boundary and the National Park would be increased from 2.5 metres to 10 metres.
- 8.35 Prior to any development taking place it is acknowledged that appropriate mitigation strategies would need to be in place to protect the various species and habitat supported by the site. These would need to cover:
- The protection of reptiles and enable them to be retained on site through the provision of refuges and habitat management;

- A nesting bird check if demolition/clearance works are to be undertaken outside the bird breeding season;
 - The provision of alternative nesting opportunities as part of the development;
 - The dense scrub in the south of the site which would need to be surveyed for badgers prior to construction;
 - An assessment of bat roost potential for any trees proposed for removal;
 - An invertebrate survey.
- 8.36 As a result of the amendments to the scheme, the County Ecologist has now confirmed that the scheme is acceptable and subject to the appropriate mitigation measure, which can be secured through conditions, the scheme can be supported from an ecological perspective.
- 8.37 Overall given the above, it is not considered that the current proposal would have a significantly harmful impact upon visual amenities and the local landscape, including the setting of the National Park and as such the proposal accords with relevant policies.
- 8.38 **Proposed Housing, Amenity and Recreation Provision**
The application is in outline and therefore there are no formal layout plans or detailed designs for the houses. Some illustrative material has been provided which has been necessary to inform the impact of the development on the wider landscape. By implication, this work and the subsequent amendments have set a limit on the likely scale of development.
- 8.39 The 2014 UFA study indicated potential for low (25 detached houses per hectare) to medium (50 terraced houses per hectare) density residential development on the site. The current application proposes an average net density across the site which is considered low (16 dwellings per hectare) and although it is recognised that the total developable area of the site and number of units proposed have been reduced as a result of the amendments, the original proposed density was similarly low at 18 dwellings per hectare.
- 8.40 The illustrative layout for the site suggests that the density is likely to be varied across the site, with the density generally decreasing as the development moves away from the existing built up area and closer to the South Downs National Park boundaries to the north and west. Although the appearance of the dwellings is reserved for subsequent approval the indicative information indicates that the development would be two storeys in height. It is considered that the height of development should be restricted by condition to 2 storeys in order to ensure that the development is in character with the surrounding residential area and to ensure that the landscaping scheme remains effective.
- 8.41 This approach generally accords with what was envisaged in the UFA studies.
- 8.42 The proposal complies with policy CP20 in that 40% (24 units) of the proposed units would provide affordable housing. The tenure split on each site will be a matter for negotiation subject to up to date local need assessments. The applicants have asked for the exact split to be determined at the reserved matters stage but this would normally be included with the legal agreement that

is concluded at the outline stage. However, it is noted that the original application (for 67 properties) showed a split of 48% as Affordable Rent (13 properties) and 52% (14) for shared ownership sale and this would seem to be a reasonable basis on which to proceed at this stage.

- 8.43 The council requires 10% of the affordable units (and 5% of all units) to be built to the Council's wheelchair accessible standard which requires that it meets national technical standards Part 4M (3) at build completion (i.e. at time of letting / shared ownership sale). In this case the affordable housing should include at least 2 properties (and the site overall 3) built to this standard. As this is an outline application these requirements will be secured through a combination of the s106 agreement and conditions.
- 8.44 Policy HO13 also requires all other residential dwellings in a development, that are not wheelchair accessible, to be built to Lifetime Homes standards whereby they can be adapted to meet people with disabilities without major structural alterations. The requirement to meet Lifetime Homes has now been superseded by Building Regulations Optional Requirement M4(2) (accessible and adaptable dwellings) standards, which can be ensured via the attachment of a condition.
- 8.45 Policy QD27 of the Brighton & Hove Local Plan states that planning permission for any development or change of use will not be granted where it would cause material nuisance and loss of amenity to the proposed, existing and/or adjacent users, residents, occupiers or where it is liable to be detrimental to human health. As the application is submitted in outline the issues of privacy, outlook and overshadowing would be assessed at the reserved matters stage. At certain points existing properties will be adjacent to new dwellings. The illustrative layout indicates that it should be possible to achieve the development without compromising the overall character of the area or the amenity of neighbours.
- 8.46 Policy HO5 requires new residential development to provide adequate private and usable amenity space for occupiers, appropriate to the scale and character of the development. From the illustrative plans submitted it is apparent that each unit of accommodation could be provided with private amenity area appropriate to the scale and character of the development proposed. It is also noted that the submission indicates that 2292m² of informal open space would be provided in the centre of the application site. This would be available for use by the wider community and would include a children's equipped play area (a LEAP), picnic areas, informal open space and landscaping. The provision of these facilities could be secured through the legal agreement
- 8.47 **Sustainable Transport:**
Policies require development proposals to provide for the demand for travel which they create and maximise the use of public transport, walking and cycling.
- 8.48 Trip Generation and Highway Impact
The applicant has provided a revised Transport Statement to address the concerns of the Highway Authority with regard to trip generation modelling and the potential highway impact. In particular, the submission now assigns vehicle

trips through the transport network based on Census 2011 Travel to Work data which the Highway Authority deems to be an acceptable approach.

- 8.49 Thus, the proposed development is anticipated to generate 30 two-way car trips during both the network morning peak hour (08:00 - 09:00) and evening peak hour (17:00 - 18:00) and that the proposed development would generate a total of 383 vehicle trips over a 24-hour period on a typical weekday. Based on the TRICS assessment it is identified that approximately 62.5% of trips will be undertaken by car followed by approximately 21% on foot. Using the data for method of travel to work for the Rottingdean Coastal ward as a whole indicates that 42.0% of existing residents travel to work as drivers or passengers in a car. This suggests that the mode share of 62.5% for travel by car for the proposed development is robust and that the development may well generate fewer trips than indicated.
- 8.50 From the detailed impact assessment, the level of trips during the peak hours would have a limited impact on junction capacity, especially as the trips will be dispersed across the local highway network. The anticipated trip generation of the proposed development is therefore not expected to have a material impact on the local highway network and as such detailed assessments of junction capacity has not been considered necessary.
- 8.51 Using the travel to work 2011 Census data, an assessment of traffic distribution has been undertaken which predicts the following distribution of traffic by destination during the morning and evening peak hours:
- i) Residents travelling within Saltdean – 1 additional car
 - ii) Residents travelling to/from Newhaven – 2 to 3 additional cars
 - iii) Residents travelling to/from Brighton & Hove and High Street/Falmer Road – 13 to 16 additional cars
 - iv) Of those travelling west from Saltdean, 2 to 3 additional cars are predicted to travel via the High Street/Falmer Road.
- 8.52 Based on the predicted traffic distribution it is not considered that traffic from the proposed site will have a material impact on local junctions in the peak hours.
- 8.53 Vehicular Access
The applicant is proposing that the current narrow vehicular access on Westfield Avenue North, which provides access to the farm, is to be widened to 5.5m and the access road into the site will be formed of a priority T-junction. This section of Westfield Avenue North is currently un-adopted and this will remain the case. Access to Saltdean Kennels is retained as part of the proposals.
- 8.54 The section of road at this junction leading into the development site will have priority over vehicles accessing the Saltdean Kennels. Vehicles egressing from the Saltdean Kennels will have to give way to vehicles exiting the residential development. Given the likely vehicle numbers the Highway Authority agree with the priority given at this junction.

- 8.55 The bend in the road will assist with reducing vehicle speeds as they enter the development site but the applicant is also proposing a raised table at this junction. The Highway Authority welcomes this treatment as it will provide an effect treatment at reducing vehicle speeds and act as an entry treatment to encourage an appropriate vehicle speed within the development.
- 8.56 Between the site access junction and the end of the adopted highway on Westfield Avenue North the intended road design has been amended to prevent higher speeds on the approach to the site. A dropped kerb pedestrian crossing on this access road is also proposed, which is welcomed.
- 8.57 Further details of internal access roads including full details of the design, materials, lining and signing should be secured via condition.
- 8.58 Due to the nature and scale of the development a Construction Management Plan is required. The Highway Authority would look for the need to produce a plan prior to commencement to be secured via a condition. The Construction Management Plan must include measures to mitigate the highway impact the construction will have. The plan shall include a clear construction plan with a timeline, likely delivery numbers and measures should include but not be limited to reducing deliveries and vehicle movements such as consolidating deliveries and advising deliveries of suitable routes to and from the site.
- 8.59 Pedestrian Access
The main pedestrian access is directly from Westfield Avenue North. As noted above, the current vehicle access that provides access to the farm is proposed to be widened to include a 5.5m carriageway. A 2m footpath is also proposed although it is not proposed to be a continuous footpath on the western side of Westfield Avenue North which connects into the existing adopted highway footpath. However, the pedestrian route is an acceptable design solution and therefore the Highway Authority does not deem it warrants a reason for refusal.
- 8.60 The applicant is also proposing various pedestrian access points which predominantly provide access to the surrounding countryside and Public Rights of Way in the local vicinity. This level of pedestrian permeability into the surrounding countryside is welcomed by the Highway Authority. These links appear all to be in private ownership and it is assumed that this will remain the case.
- 8.61 In relation to internal pedestrian access within the site the applicant is proposing a shared surface access for the majority of the site. Given the alignment and design of the roads, speeds are considered to be low and therefore the Highway Authority would not wish to object to a shared surface approach. The applicant is proposing that the roads and footpaths within the site remain private and are managed under a service agreement. Further details of the internal access roads should be secured via condition and this should include full details of the design and layout of all roads and footpaths including details of materials, signing and lining, materials and cycle stands.
- 8.62 Public Transport

The nearest bus stops to the site are located on Coombe Vale just to the north of its junction with Westfield Avenue North. This is approximately 0.1mile/a 3 minute walk from the development site.

- 8.63 This bus stop simply has a bus stop flag and timetable information. The bus stop does not benefit from any measures that the Highway Authority would look for to provide accessible access and a high quality bus service (Real Time Passenger Information (RTPI), accessible bus kerbs, bus shelter). This bus stop is served by the 27 route which runs between Saltdean and Westdene. This service serves Rottingdean, Brighton Marina, Brighton Station and Withdean Sports Complex. During the day on Mondays to Saturdays there are 4 services per hour, reducing to 3 an hour in the early evening and 2 an hour from 8pm.
- 8.64 The 47 bus service also serves this area of Saltdean. The bus stops at Saltdean Vale shops is served by the 47 service (Monday – Saturdays and 57 service (Sundays and public holidays). These services run from Saltdean via Rottingdean and Ovingdean to Brighton whilst also serving Brighton Marina, the County Hospital and Brighton station. This service runs only once an hour.
- 8.65 These bus stops (Saltdean Vale Shops West Bound and adjacent to Saltdean Vale Shops) do not benefit from real time passenger information or accessible kerbs as they only have a flag with timetable information and a shelter.
- 8.66 Whilst the existing public transport system can accommodate the proposed increase in demand for public transport, the intention is to encourage more future residents to travel by bus. Improvements are therefore needed to public transport infrastructure in order for the development to benefit from a quality public transport service that provides a real alternative for residents than using a car. This would also ensure that the development is in accordance with the National Planning Policy Framework (NPPF) and policy CP9 of the City Plan Part One. These improvements would need to be provided as part of the s106 agreement.
- 8.67 Car Parking
SPD14 states that the maximum car parking standard for residential units in this location is 1 space per dwelling plus 1 space per 2 dwellings for visitors. For this development of 60 residential units the maximum car parking standard is 90 spaces (60 spaces for residents & 30 visitor spaces).
- 8.68 The Highway Authority initially tested the parking requirement for the original 67 units against existing data to calculate the cars per bedroom and apply this to this development and the number of bedrooms proposed. This was to enable the forecast of likely car ownership to take account of unit size as well as location factors. When looking at all the available census data and the applicants own assessments, the likely resident parking demand was shown to be 93 vehicles.
- 8.69 The revised Transport Statement states that, “... *parking numbers have been reduced from those previously proposed such that the new layout includes 85 dedicated parking spaces for the residential units. In addition there will be 13*

visitor parking spaces (eight of which will be electric parking) and 2 disabled parking spaces, a total of 100.”

- 8.70 The Highway Authority does not wish to object to this level of car parking provision but would look for an additional condition to be included on any permission granted which requires full details of the parking layout and design for both residents and visitors.
- 8.71 Disabled Parking
SPD14 states that the minimum standard for disabled parking for a residential land use is 1 disabled space per wheelchair accessible unit plus 50% of the minimum parking standard to cater for visitors.
- 8.72 From the submitted illustrative layout plan it appears that all units have access to at least 1 dedicated car parking space. If a resident was disabled they would therefore have a dedicated bay which would be for their sole use. Therefore in such an instance it is not necessary for any of the houses to have a dedicated disabled bay.
- 8.73 The submission indicates that 17 of the 34 visitor car parking spaces would be marked as disabled parking bays. This does appear excessive given that approximately 5% of the population of Brighton & Hove have a Blue Badge and that approximately 16.3% identify themselves as having a long term health problem or disability. The Highway Authority has concerns that given the number of disabled parking bays proposed these will be abused by non-disabled users and that this could lead to other disabled bays being abused in other locations as people become accustomed to parking in these bays. Therefore the Highway Authority would look for the number of disabled visitor spaces to be reduced to better reflect the likely need for these bays. Further details can be secured via condition.
- 8.74 Electric Vehicle Parking
SPD14 requires a minimum of 10% of car parking spaces to be equipped with electric vehicle charging points and a further 10% to have passive provision to allow conversion at a later date. As well being required by SPD14 for all new residential developments above ten residential units, ensuring that facilities for electric vehicles are provided will in the long-term facilitate a shift to lower emission vehicles and assist in mitigating any potential impact on local air quality from increased trips. Such details can be required via a condition.
- 8.75 Cycle Parking
SPD14 states that a minimum of 1 cycle parking space per unit for 1 – 2 bed units and a minimum of 2 cycle parking spaces per unit for 3 – 4+ bed units is required. Whilst visitor cycle parking should be provided at a rate of 1 space per 3 units.
- 8.76 In order to be in line with Policy TR14 of the Brighton & Hove Local Plan 2005 cycle parking must be secure, convenient, well lit, well signed and wherever practical, sheltered. The Highway Authority’s preference is for the use of

Sheffield type stands spaced in line with the guidance contained within the Manual for Streets section 8.2.22.

8.77 The applicant states within section 4.31 of the Transport Statement (TS) that:

“Cycle parking for residents will be provided within the dwelling curtilage, while visitor cycle parking will be provided at the open space central islands and footway.”

8.78 The illustrative layout shows that it would be possible for each dwelling to have a garage or side access which will allow a convenient means of access to a cycle store in the rear garden. Further details of the cycle parking provision can be secured via condition and any submission will need to include details of its location, number and nature.

8.79 Servicing

The main servicing activity associated with the proposed development is considered to be that of the collection of refuse and recycling and deliveries to each property. The applicant has submitted a swept path analysis of a refuse vehicle (8.5m in length) accessing the site. The Highway Authority has no objections to the proposed servicing arrangements.

8.80 Travel Plan

The applicant has submitted a draft Residential Travel Information Pack. The Highway Authority would look for the need to produce a Residential Travel Information Pack to be secured via S106 and for the following measures to be included as a minimum:

- Provision of 2, three month bus season tickets to each first residential property
- Free voucher towards the purchase of a bike – voucher £200 1 per household
- Public Transport Information
- Local walking & cycling maps

8.81 **Other Considerations**

8.82 Air Quality

Given the location of the site and its context adjacent to the National Park, the development will not introduce new residents to an area of known pollution.

8.83 Whilst there would not be a direct impact on future residents and occupiers of the site in terms of health and air quality the proposal would generate additional vehicle movements, which has the potential to impact on local air quality.

8.84 As noted earlier in this report, the level of additional traffic to be generated that would travel through the Air Quality Management Area (AQMA) in Rottingdean High Street would be limited. Given what the previous Planning Inspector said about the impact on the AQMA when considering residential development on land south of Ovingdean Road and the fact that it wasn't supported at appeal, it is not considered that this scheme would have a significantly worse impact.

- 8.85 However, it is recommended that the CEMP contains a requirement for construction traffic routes to avoid the Rottingdean Air Quality Management Area (AQMA) to ensure any impact is minimised.
- 8.86 Sustainability:
City Plan Policy CP8 requires that all new development achieves minimum standards for energy and water performance as well as requiring that all development incorporate sustainable design features to avoid expansion of the city's ecological footprint, radical reductions in greenhouse gas emissions and mitigate against and adapt to climate change.
- 8.87 It is acknowledged that this application is only in outline, with detailed design and layout reserved. Thus, whilst the provision of composting bins, rainwater butts and sustainable urban drainage is welcomed, many of the key sustainability issues, particularly around energy, will only properly be addressed at the detailed stage. Nevertheless, City Plan Policy CP8 sets minimum energy and water efficiency standards which will be required through the use of conditions on any outline approval.
- 8.88 The application submission refers to the use of integrated photovoltaic technology although at this stage it cannot be demonstrated that building orientation and roof slopes will necessarily be ideal for solar resource. Nevertheless, conditions can again be imposed to ensure this is included within the overall design methodology for the site by requiring the submission of an Energy Strategy for the development which can address the issues of energy efficiency, provision of renewable energy and help to address the issue futureproofing of the development in terms of sustainability.
- 8.89 Drainage/Flood Risk:
As part of the application a Flood Risk and Drainage Assessment has been submitted.
- 8.90 The Council's Flood Risk Management Officer acknowledges that there is a risk from the site suffering overland flooding from the surrounding farmland but has no objections to the proposal subject to a condition being attached to any approval requiring the submission of a detailed design and associated management and maintenance plan of surface water drainage for the site using sustainable drainage methods.
- 8.91 The Flood Risk Management Officer would expect to see as part of any such submission:
- Details of the final peak rate of the surface water runoff – post development
 - Appropriate calculations to demonstrate that the proposed sustainable drainage will be able to cope with both winter and summer storms for a full range of events and storm durations
 - A demonstration that the surface water drainage system is designed so that flooding does not occur on any part of the site for a 1 in 30 year rainfall event, and so that flooding does not occur during a 1 in 100 (+30%

allowance for climate change) year event in any part of a proposed buildings susceptible to water

- Maintenance plan for the lifetime of the development
- To demonstrate that any measures proposed to reduce the residual flood risk of overland flow will be not increase flood risk to third parties.

8.92 Archaeology

The site is adjacent to an Archaeological Notification Area. Policy HE12 states that development proposals must preserve and enhance sites with known and potential archaeological interest and their setting.

8.93 The site has been subject to recent archaeological investigation and the County Archaeologist confirms that this failed to reveal a single archaeological feature and only a small number of unstratified archaeological artefacts. Thus based on the information supplied, the County Archaeologist does not believe that any significant below ground archaeological remains are likely to be affected by these proposals.

8.94 **Other Developer Contributions**

8.95 Education

A total contribution of £335,291 towards the cost of providing primary and secondary educational infrastructure in the City for school age pupils this development would generate has been requested by the Council's Education Officer.

8.96 Saltdean Primary School, St Margaret's C E Primary School or Our Lady of Lourdes RC Primary School are the closest primary schools and offer a total of 960 permanent places. There are currently 934 pupils on roll which leaves a surplus capacity of just 2.7%. A development of 60 houses will significantly eat into the surplus accommodation at these schools and therefore a contribution is justified.

8.97 In terms of secondary education the development would fall into the catchment area for Longhill School. At the present time there is some surplus capacity within this school. However, school rolls are rising and so this will not be the case in the future, it is therefore appropriate to request a contribution in respect of secondary education.

8.98 Local Employment Scheme

In accordance with the Developer Contributions Technical Guidance a contribution, of £32,300 to the Local Employment Scheme in addition to the provision of a local employment strategy for the development is sought by the Council's City Regeneration Team.

8.99 Open Space

The application proposes 2292m² of informal public open space which would be provided through a S106 agreement. The legal agreement will cover any necessary management and financial contributions. The development also generates a £13,818.00 component towards indoor sports.

8.100 Artistic Component

Adopted City Plan Policy CP5 supports investment in public realm spaces suitable for outdoor events and cultural activities and the enhancement and retention of existing public art works. Policy CP7 seeks development to contribute to necessary social, environmental and physical infrastructure including public art and public realm; and CP13 seeks to improve the quality and legibility of the city's public realm by incorporating an appropriate and integral public art element. Based on the development proposed it is suggested that the Artistic Component element for this application is to the value of £45,000.

8.101 **Conclusion**

In conclusion it is considered that having regard to the need to identify housing sites, the previous work which has been undertaken in identifying sites in the urban fringe with potential for redevelopment and the provision of 40% affordable housing, there are sound planning policy reasons for supporting the principle of the application.

8.102 The 60 units would represent a low density development which is what has previously been stated as the preferred level of development for the area. Whilst the UFA suggested 55 units, the suggested developable area in the UFA was primarily due to the potential for significant adverse ecological effects. This application has been able to fully consider the ecological (and Landscape) issues and following observations and an amended scheme is now supported by both the County Ecologist and County Landscape Architect. Therefore a scheme for 60 units would not be contrary to the UFA.

8.103 It is acknowledged that the scheme will have some visual impact on the area but the impact upon the South Downs National Park has been fully considered and given the proposed landscaping, mitigation measures and existing topography, this impact is not at a level which would harm the setting or character of the Park, when viewed from either inside or outside the Park.

8.104 The impact upon the local road network has been considered closely by the Highway Authority as this is an issue of significant local concern. However, taking into account the submitted assessments, the proposed level of development and mitigation measures (improvements to walking and public transport facilities, provision of a Travel Plan and associated measures), the residual cumulative impacts of this development are not considered to be severe, as set out by the NPPF. The likely levels of traffic are not likely to cause adverse air quality impacts. The additional measures sought by the Highway Authority are considered necessary to mitigate the impact of the development and ensure that it complies with policy. The Travel Plan and other requested measures will be secured as part of the S106 agreement.

8.105 In view of the above it is considered that the proposal is acceptable and that the benefits of the scheme outweigh the concerns of developing the site.

9. **EQUALITIES**

- 9.1 The scheme would provide for 40% affordable housing. Conditions can be attached to ensure that all dwellings are built to Building Regulations Optional Requirement M4(2) (accessible and adaptable dwellings) and that 5% would be built to Wheelchair Accessible Standards.

