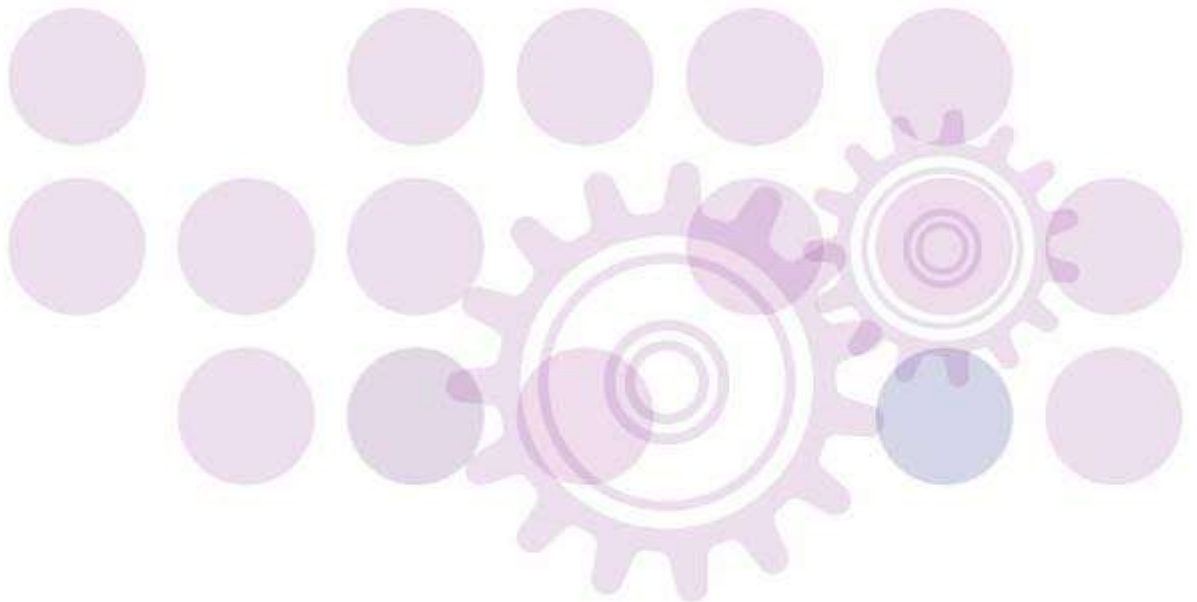


spd 15

supplementary planning document

Toad's Hole Valley





Aerial view of the Toad's Hole Valley site (foreground) to the sea.

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1 About this SPD



Fig. 1.1: Site components and developable areas

- 1.1 The aspirations for the development of a new community on the Toad's Hole Valley (THV) site have been established in City Plan Part One Policy DA7 Toad's Hole Valley.
- 1.2 **The purpose of this Supplementary Planning Document (SPD) is to assist in the delivery of this policy's vision for 'a modern, high quality and sustainable mixed use development [that helps to] meet the future needs of the city, improve accessibility and provide new community facilities to share with adjacent neighbourhoods.'**
- 1.3 To that effect this SPD provides illustrations and examples which could aid the preparation of detailed development proposals and support the successful delivery of a new neighbourhood for the city.
- 1.4 As such, this SPD:
 - identifies opportunities to meet the policy requirements as set out in City Plan Part One Policy DA7 and the City Plan generally; and

- signposts good practice examples of how the challenges of the site (topography, access, linkages, landscape impact and drainage) have been addressed elsewhere in the city or in other areas.
- 1.5 This document applies to the whole strategic allocation designated in DA7 of the City Plan Part One).
 - 1.6 It is to be read in conjunction with Policy DA7 and other relevant City Plan and saved Local Plan policies (see 2 Planning policy context and 6 Relevant planning policies).
 - 1.7 It is important to note that SNCIs are currently being reviewed and will be renamed Local Wildlife Sites (LWS) as part of the City Plan Part Two process.

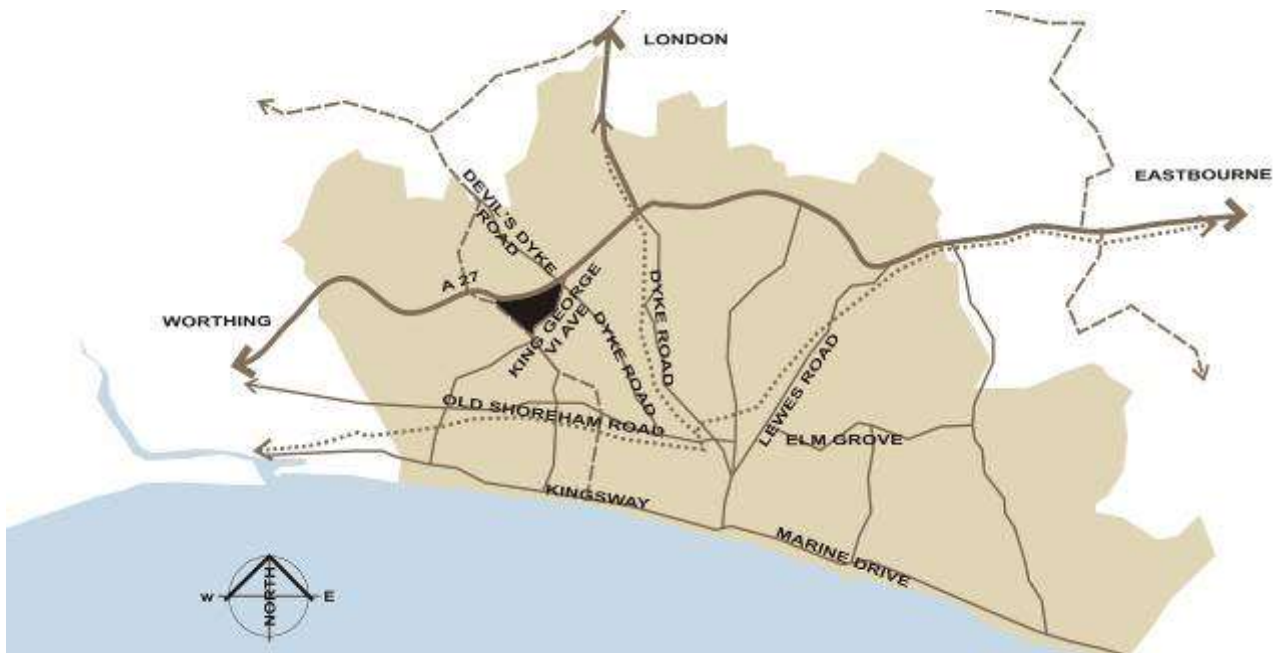


Fig. 1.2: Location of Toad's Hole Valley site in Brighton & Hove's road (continuous lines), rail (dotted lines) and national cycle way (dashed line) network.

2 The site

- 2.1 The Toad's Hole Valley (THV) site is located on the northern edge of Brighton & Hove (Figure 1.2), between the Hangleton and Goldstone Valley residential areas, the THV Site of Nature Conservation Importance (SNCI) and the South Downs National Park (SDNP). It is formed of two separately owned areas - Court Farm (north eastern tip of the site) and Toad's Hole Valley, which includes the SNCI (see Figure 1.1).
- 2.2 With a developable area of 37 hectares (excluding the SNCI), THV is the city's largest greenfield development site. As such, it presents a major opportunity to deliver purpose-built, mixed-use sustainable development that contributes to meeting the city's identified needs for housing, education, office and open space.

- 2.3 The site has a number of notable physical elements that present challenges to the objective of developing a sustainable neighbourhood. The principal barriers are shown in Figure 2.1 and described in more detail below.
- 2.4 The **topography** of the site is determined by a change in elevation of around 70m across the site from east to west, a steep bank at its western and northern boundaries and a flat-bottomed valley floor rising up again towards the east.

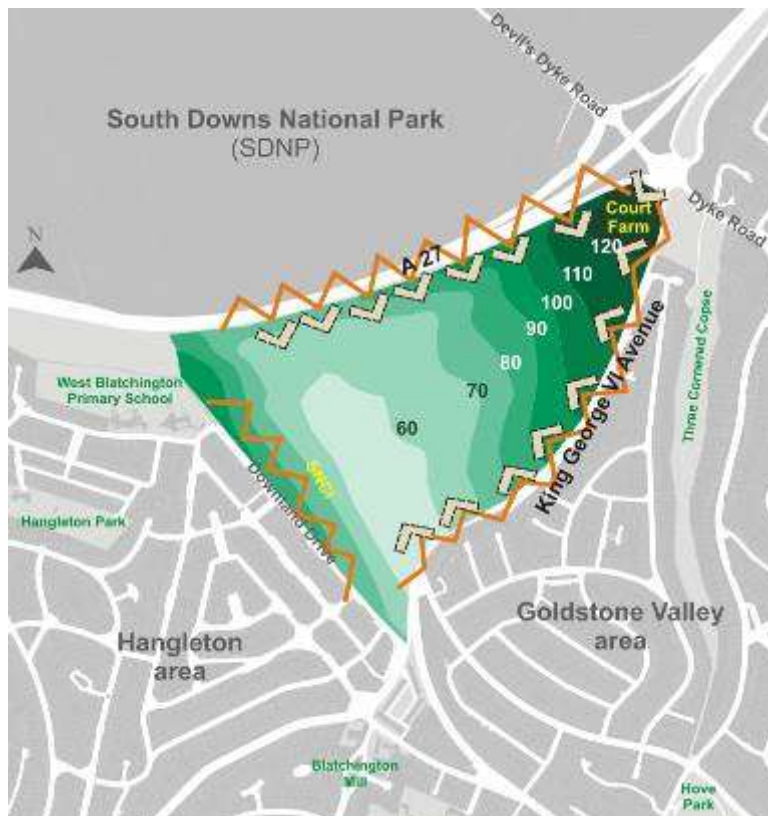


Fig. 2.1: THV site constraints/barriers. Base map: © Crown Copyright. All rights reserved. Licence: 100020999, Brighton & Hove City Council, 2016.

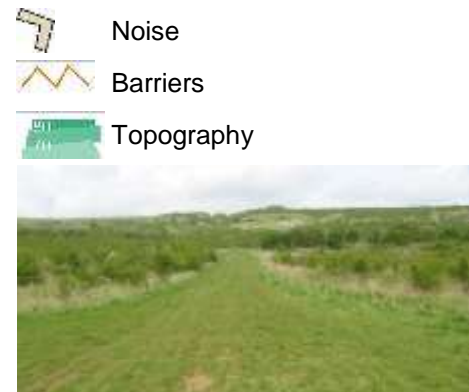


Fig. 2.2: View of site looking north towards the South Downs National Park.



Fig. 2.3: View from the top of King George VI Avenue looking southwest with THV site to the right of the road, the steep bank (SNCI) and rooftops of the Hangleton residential area at the top.

- 2.5 The **steep bank to the west of the site is protected as a Site of Nature Conservation Interest (SNCI)** and is also Open Access Land (Countryside and Rights of Way Act 2000). The SNCI has been subject to little if any management over the last decades and in its existing form can be characterised as scrubland: a mixture of trees, grass and other vegetation. It is not included within the area identified for development but it has the potential to become an important asset if managed sensitively for its ecological value and assessed in terms of its potential for enhancement and as a recreational use in conjunction with the wider development of the valley.
- 2.6 The **city's bypass runs at a high level upon a steep bank on the northern boundary of the site** and is part of the strategic, south coast **A27 Trunk Road** mainly accommodating long distance traffic from within Sussex. North of the road lies the South Downs National Park.
- 2.7 **King George VI Avenue** is a local Principal (A class) Road which runs along the southern boundary of the site and is a major arterial road that connects the bypass to central Hove. The road has a fairly steep incline.

- 2.8 Whilst efforts were made at the time of the construction of the bypass to shield adjacent residential areas by way of cuttings and landscaped noise bunds, THV was left relatively unprotected and open to traffic noise, due partly to its topography.
- 2.9 Court Farm and much of the northern section of the site lie within the Court Farm Article 4 direction which serves to regulate the provision of agricultural buildings. The entire site lies within a Groundwater Source Protection Zone (majority zone 2, with southern tip within zone 1 and north western corner within zone 3).



Fig. 2.4: View from SDNP looking southeast. A27 in the centre of the image with THV and Goldstone Valley residential area on the background.



Fig. 2.5: View from Devil's Dyke Road looking southwest towards the sea.

3 Planning policy context

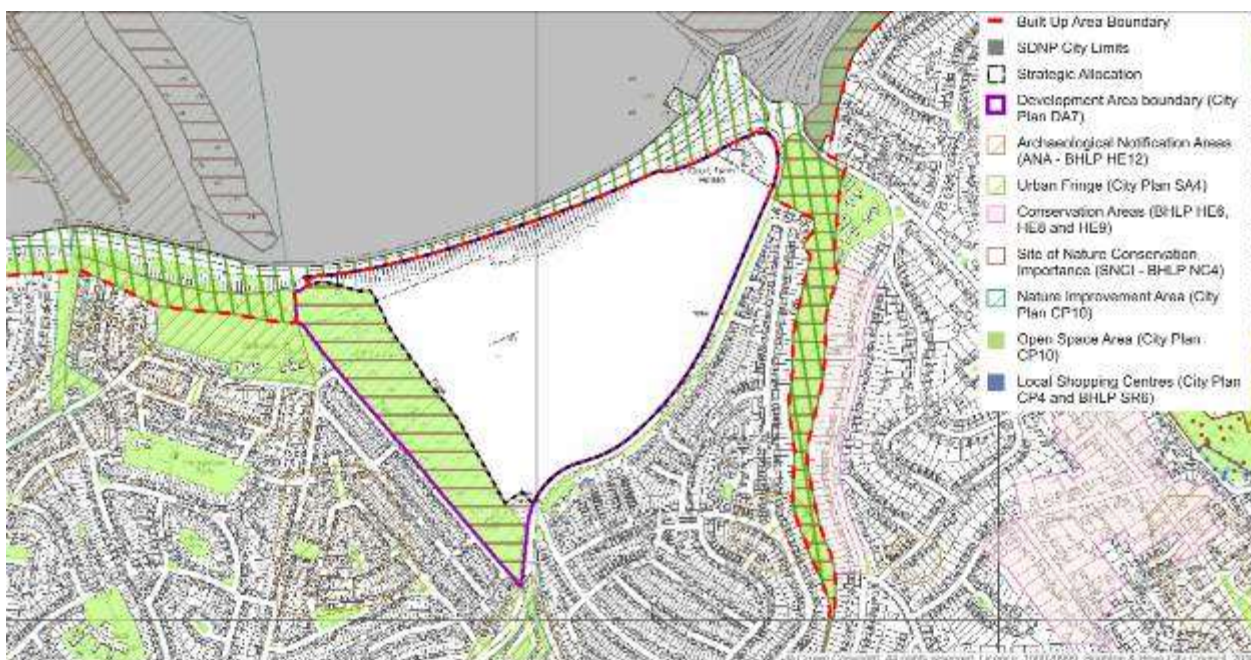


Fig 3.1: Extract from the Brighton & Hove City Plan. Base map: © Crown Copyright. All rights reserved. Licence: 100020999, Brighton & Hove City Council. 2016.

3.1 In preparing this SPD the council has had regard to relevant policy documents, particularly those highlighted below. A more detailed list of planning documents and policies relevant to the future development of the THV site is contained at the end of this document.

National context

3.2 The [National Planning Policy Framework \(NPPF\) 2012](#) indicates that a Supplementary Planning Document (SPD) can be used to help applicants make successful applications or aid infrastructure delivery but that it should not be used to add unnecessarily to the financial burdens on development.

Local context

3.3 The local development plan currently comprises the [Brighton & Hove City Plan Part One adopted in 2016](#), the [Brighton & Hove Local Plan 2005 \(retained policies March 2016\)](#) as well as the [East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan \(adopted February 2013\)](#) and [East Sussex, South Downs and Brighton & Hove Waste and Minerals Sites Plan \(adopted January 2017\)](#).

3.4 The following City Plan Part One policies are particularly relevant in informing this SPD:

- **Policy DA7 Toads Hole Valley** sets out the principle for developing the site including key priorities, amounts of development and open space to be delivered. It also outlines the need for new development to achieve One Planet Living targets and promotes the city's Biosphere objectives; the need to respect the setting of the South Downs National Park (SDNP); and conserve and enhance the Site of Nature Conservation Importance (SNCI).

- **Policy CP8 Sustainable Buildings** outlines the city’s commitment to achieving excellence in sustainable building design and sets out environmental standards for new development.
- **Policies CP12 Urban Design, CP13 Streets and Open Spaces and CP14 Housing Density** set out the general strategic design criteria for new development to achieve high quality buildings, spaces and routes. These include, for example, the requirement for development to be attractive, accessible, inclusive, adaptable, safe, sustainable and integrated into the wider site context.
- **Policy CP10 Biodiversity, Policy CP16 Open Space and CP17 Sports Provision** outline the city’s expectations in respect of enhancing biodiversity and existing open spaces and also the provision of new open space. They recognise the importance of the South Downs Way Ahead Nature Improvement Area and the need for taking a landscape scale approach.
- **CP9 Sustainable Transport** sets out the general strategic approach to enhancing and delivering a sustainable transport network.
- **CP1 Housing Delivery, CP19 Housing Mix, CP20 Affordable Housing, SA6 Sustainable Neighbourhoods and CP18 Healthy City** outline the city’s need for housing and the overarching elements for the delivery of sustainable communities.
- **CP2 Planning for Sustainable Economic Development, CP3 Employment Land and CP4 Retail Provision** outline the general strategic approach for meeting employment and retail needs.
- **CP5 Culture and Tourism** recognises the role of the South Downs as a visitor, education and recreation asset and seeks to promote eco-tourism and create a stronger visitor experience.

3.5 Court Farm, the smaller portion of the THV site to the east, has been the subject of a planning decision. Application BH2015/04184 grants planning permission for the ‘demolition of existing buildings and erection of 4 residential blocks, part three-, part four-storey containing 74 one-, two- and three-bedroom flats (30 affordable). However this planning consent has yet to be implemented.

4 Opportunities for development response

Submitting a planning application

- 4.1 Brighton & Hove offers a **pre-application service** and, in line with the NPPF, invites applicants to engage with the service as early as possible in the development process. In the case of complex, strategic schemes, it invites applicants to consider the option of entering into a Planning Performance Agreement (PPA). Information about the council’s [pre-application service is available on the council’s website](#).
- 4.2 A site of the size and complexity of THV has the potential to be developed in parcels over a period of time. Sites such as this are not common in the city. The staged delivery of the New England Quarter (NEQ) in Brighton over the last decade or so is an example of the way in which a ‘masterplan application’ approach can help to steer a successful development (see summary below).

New England Quarter (NEQ) planning application approach example



Source (image above): www.google.co.uk/maps

Below: Pedestrian and cycle link connecting London Road area to the back of Brighton Station and northern SNCI/Greenway.



Construction on the 8-hectare, former rail yard, NEQ site commenced in 2004. It is due for completion in 2017.

The proposal for a mixed use scheme included 355 residential units, new car park for Brighton Station, foodstore, community facility, training centre, 5,265sqm office/workspace, hotel and language school.

The outline planning permission which relied on a masterplan for the whole site was granted in 2003 along with reserved matters for blocks A-D. A Section 106 Legal Agreement (S106) was signed with the developers prior to the issue of the permission.

The masterplan approved under the outline consent set parameters for reserved matters applications on remaining blocks.

Different blocks were sold to separate developers after masterplan approval.

Each subsequent full planning application for the different blocks/parcels of the site was tested against the original masterplan and adopted planning policy framework.

The masterplan/S106 secured delivery of:

- land use requirements and design principles across the site;
- primary pedestrian, cycle and vehicle links/routes across the site, including incorporation of SNCI as 'greenway' of ecological and amenity value; and
- delivery of improved environmental design achieved through a variety of measures.

- 4.3 In line with NPPF recommendations, the council has put in place arrangements for design review. In order to save time and resources, the council invites applicants to submit their schemes for review as early as possible in the design development process preferably prior to submitting a planning application. It is important to note that this service incurs a fee for applicants. More information about the [DesignPLACE service is available on the council's website](#).
- 4.4 Applicants may want to consider the benefits of preparing a design code as demonstrated by the Upton example illustrated in page 25 of this document.
- 4.5 The scale, form, height and siting of any proposed development on the THV site would be assessed in terms of its impact upon the **setting of South Downs National Park** (SDNP). In particular in regard to its landscape character and [SDNP Dark Sky Reserve status](#). The SDNP Integrated Landscape Character Assessment could be used to guide impact assessments.
- 4.6 Preliminary consultation with statutory consultees suggests applicants may need to consider integrating as part of their work programme the indicative list of assessments provided below. Applicants are advised to talk to the Local Planning Authority about how much information is required at the pre- and/or application stages of the planning process.
- **Transport Assessment** (TA) including an appropriate level of analysis and mitigation for the scale of development that addresses trip generation and movement by all forms of transport and other transport/travel-related issues such as road safety.
 - **Environmental Impact Assessment** (EIA) to identify the site's landscape and natural value together with mitigation measures to minimise development impact.
 - **Landscape Sensitivity Assessment** to inform development design and **Landscape and Visual Impact Assessment** (LVIA) to assess the impacts of the development in relation to the setting and special qualities of the South Downs National Park and surrounding area. The LVIA could be submitted separately or as part of an Environmental Statement submitted with a planning application.
 - **Archaeological Assessment** consisting of an initial desk-based assessment followed by field evaluation, if necessary, comprising geophysical survey and trial trenching to provide an understanding of archaeological interest that could be used to understand risk and inform the nature and layout of the development.
 - **Ecological Constraints and Opportunities Plan** and **Tree surveys** to help inform the design process and an **Ecological Impact Assessment** to provide benchmark data against which the impact upon ecosystem services can be assessed and recommendations for appropriate mitigation, compensation and enhancement be made.

Amounts of development

- 4.7 The amounts of development proposed for the THV site are identified in City Plan Policy DA7. These include a wide range of housing types, sizes and tenures; office and business space; multi-use community facilities; shops and cafes; a secondary school; and open space.

4.8 The challenge for delivering this scale of development at THV is illustrated in the graph below which shows approximate proportions of the site area requirements in relation to the developable area of the site (excluding the SNCI).

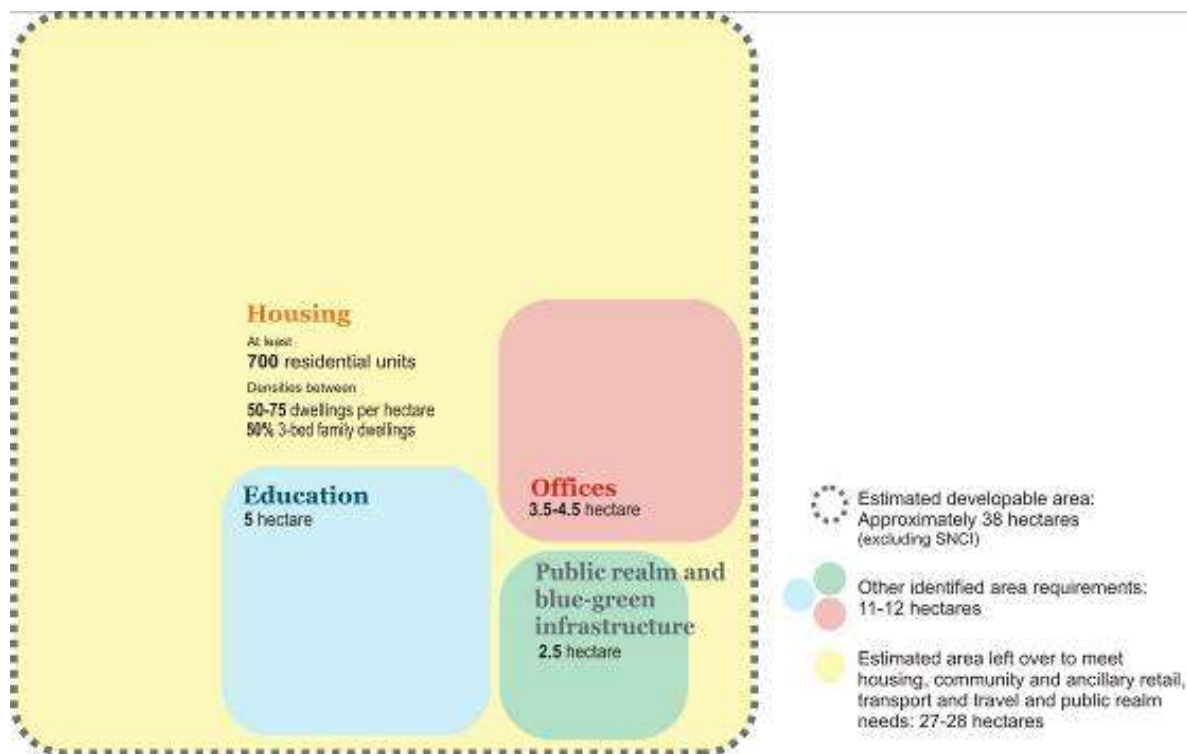


Fig. 4.1: City Plan Policy DA7 area requirement (proportionate representation of areas only).

Landscape-led design

4.9 The creation of a modern, high quality and sustainable mixed use development that people want to live, work and visit is the ultimate aim of City Plan Policy DA7.

4.10 The sloping nature of the terrain, the setting of the SDNP and the protected SNCI provide a number of delivery challenges. Policy DA7 provides that one of the criteria against which development proposals will be assessed is the provision of a good quality public realm that encourages healthy lifestyles. Paths and open spaces that sit well in the landscape that link effectively with the existing footpaths and national cycle route could encourage people to keep active (see Fig. 4.15, page 22). Sport England's Active Design guidance shows how active design could be incorporated.

4.11 The **design and layout of the development** could take a bespoke approach to key elements of site layout, solar orientation, site topography, visual impact and access. One way in which this could be achieved, for example, is through utilising building forms and combining land uses that are responsive to site conditions such as using the contours of the site to orientate dwellings to obtain solar gains.

4.12 The Local and South Downs National Park Planning Authorities can help applicants to identify **strategic views** prior to a Landscape and Visual Impact Assessment being carried out. It may be useful for applicants to consider indicative strategic views already identified in the Brighton & Hove Tall Buildings Study, such as views 1 and 2 below, and those in the [SDNP's Viewshed Analysis](#).



Fig. 4.2: Strategic views as per Tall Buildings Study (1 and 2). Base map: © Crown Copyright. All rights reserved. Licence: 100020999, Brighton & Hove City Council. 2016.



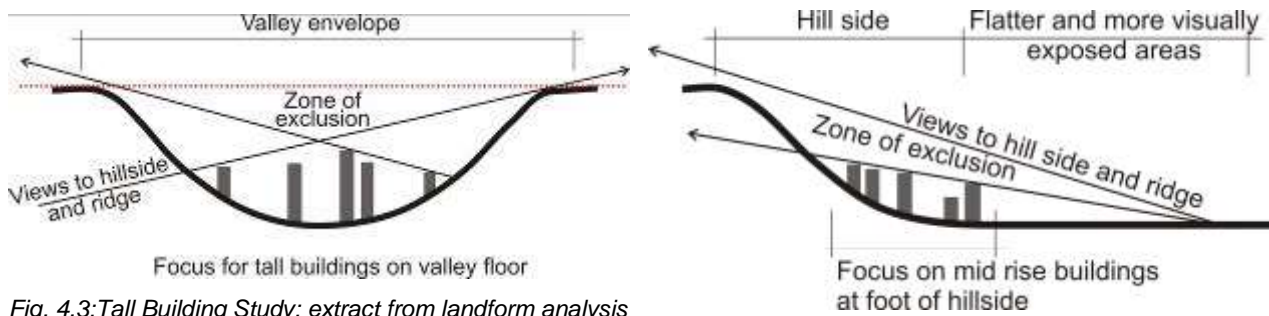


Fig. 4.3: Tall Building Study: extract from landform analysis



Fig. 4.4: Flatted development south of King George VI Avenue.

4.13 With regard to **building heights**, the city's Urban Characterisation Study suggests that the impact of taller buildings would be lessened if these were located at the flat-bottomed valley floor at the western end of the site subject to visual impact assessment. This approach would also be in line with existing development south of King George VI Avenue and in the area furthest away from the SDNP boundary (see Figs. 4.3 and 4.4). The valley floor is located along the SNCI border and a need to consider the impacts of development in this location upon the SNCI is likely to be required.

4.14 The undulating landscape of the development area provides opportunities for **building siting, massing and form** to:

- raise the standard of architecture and design in the city;
- enhance strategic views through and from within the site towards the sea and the SDNP and help to soften the hard edge of the current built-up area; and
- minimise the impact of light pollution and exposure to air pollution and road noise for residents and users of the new and existing neighbourhood (see Pollution and emissions, page 24) .

4.15 In order to allow the Local Planning Authority, South Downs National Park Authority and consultees to have a better understanding of the design rationale behind the development, applicants may want to consider submitting sections and 3D terrain modelling of strategic views as part of a planning application.

4.16 A positive, creative approach to the mix of land use policy requirements could help to make the best use of the THV site and optimise housing provision as well as generate a critical mass of activities and housing densities to enable a diverse, welcoming and economically viable new neighbourhood to develop.

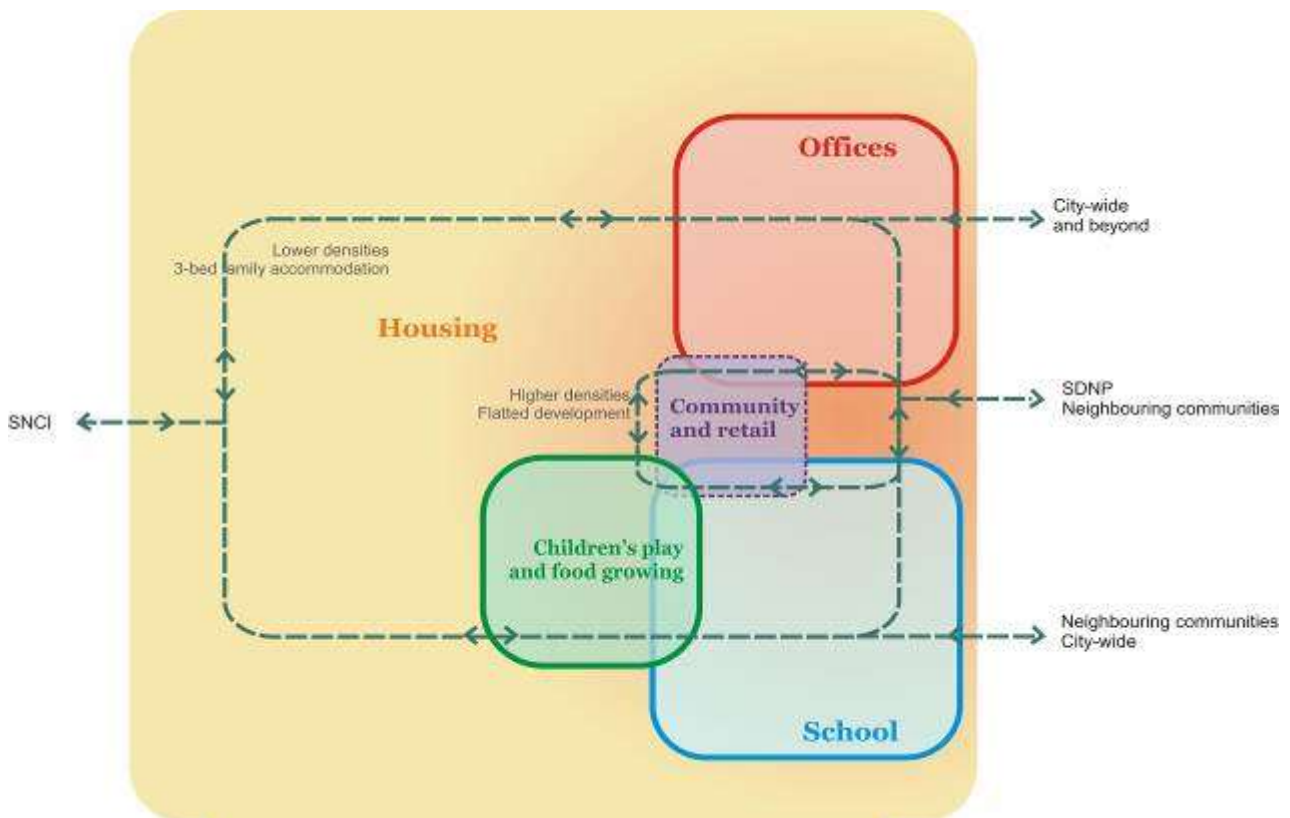


Fig. 4.5: Example of land use relationship/clustering of Policy DA7 requirements.

4.17 Figure 4.5 illustrates one way in which **land use relationships, connections and clustering/co-provision** of non-residential uses could be articulated to deliver these objectives by, for example:

- pulling together a mix of land use requirements that brings together community facilities and shops, children's play and food growing and high-density housing, secondary school and office space;
- placing in or near the periphery of the site with easy access into and out of the site land uses with greater user reach such as the secondary school (city-wide) and offices (city-wide and beyond);
- siting a secondary school that provides a community focus and optimises community use of indoor and outdoor play, sports and food growing facilities; and/or
- providing a network of open spaces, paths and roads that connects land uses within the THV site and incorporates features such as food growing and play/recreation opportunities but also links up with neighbouring communities, the National Cycle Network Regional Route 82 (Brighton & Hove /West Sussex) and the SNCI.

Place making

4.18 Many of the city's outer suburbs lack a clearly defined cluster of mix of uses. Policy DA7 requires provision be made for a multi-purpose community facility and local shops and services as part of a balanced and sustainable community.

4.19 Combining these with other non-residential and some residential use requirements for the site along with an attractive, green, safe, flexible and accessible public realm to form a well-designed and integrated mixed use neighbourhood could

provide opportunities for applicants to achieve a range of policy requirements including Biosphere Reserve objectives such as culture, community, health and nature conservation and enhancement.

4.20 In Brighton, there are examples of how a concentration of land uses and activities can be combined to form social and commercial clusters. These include the Jubilee Street and Whitehawk- Wellsbourne developments.

4.21 Even though the Jubilee Street development is located in the centre of Brighton and the Whitehawk Library Hub in the city suburbs, these schemes illustrate how non-residential and some residential uses can be clustered to create a focal point where various activities combine to serve the various communities living and working in the development and beyond (see summary below).

4.22 These examples illustrate how the clustering of land uses can be a useful tool in meeting land use requirements while optimising the use of the site, in particular for residential development.



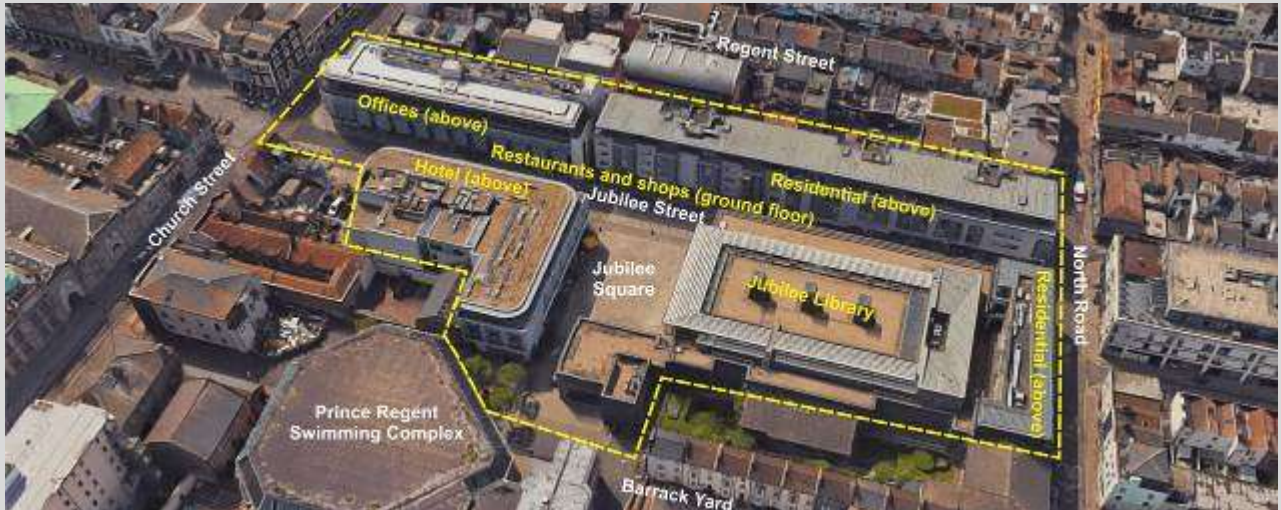
Flexible, versatile local meeting spaces that can accommodate active and passive, formal and informal activities.

Fig. 4.6 (above left): Paris Plage, France and proposals for flexible use of open space. Saint-Sauveur mixed use development, Lille, France (Ghel Architects). Source: www.lm-tv.fr.

Fig. 4.7 (above right): Paris Plage, France.

Examples of mixed use clusters in the city

Source (images): www.google.co.uk/maps



Jubilee Street development

Estimated density: 70 dwellings per hectare

Situated in Brighton's historic centre it comprises the central library, shops, restaurants, 76 flats and a hotel based around a new road and central square.

The framework for the development was set out in a planning brief with planning permission being granted in 2002. Construction started soon after and was completed in stages with the Library and the Square opening in 2005 and the hotel, restaurants, offices and residential units in 2006.

The development is well knitted into the surrounding area with Jubilee Street being the vehicle access route and pedestrian-cycling links to side streets such as Regent Street and Barrack Yard.

Jubilee Square, with its open, flexible layout, provides opportunities for a variety of activities to take place attracting a range of different users.



Whitehawk-Wellsbourne cluster

Estimated density: 21 dwellings per hectare

This suburban, steeply sloping site was part of City Academy Whitehawk. Two planning permissions were granted for a mixed use development that included a new library, café, offices, ancillary uses for the co-location of various council community services (2009) and Hobby Place which provided 29 affordable rented council flats (2016).

All have been built with the exception of the flats that will be completed in 2018.

This cluster brings together a range of community services that were previously spread out across the local area.

However, a piecemeal approach and lack of a masterplan have meant that an opportunity has been lost to further improve pedestrian and cycle links across the site and access to the bus stop at Whitehawk Way.

Housing

- 4.23 City Plan Policies CP1 and DA7 set a minimum target of 700 residential units to be brought forward on the THV site. This is to be achieved via residential densities varying between 50-75 dwellings per hectare with a minimum of 50% 3+ bedroom family housing. To gauge how this density range compares to that in other parts of Brighton & Hove examples are set out in page 18.
- 4.24 The Local Planning Authority recognises that housing numbers are set at a minimum and there may be an opportunity for increased housing provision which could help create a more viable neighbourhood that supports a variety of businesses and activities and is well served by regular bus services (see Transport and Travel on page 21).
- 4.25 In line with City Plan Policy CP19 **Housing Mix**, the ability of the THV site to accommodate a wide range of needs and lifestyles will be an important factor in creating a lively, diverse and economically-viable new neighbourhood. A range of housing delivery options could include for example, custom- and self-build, community land trust and co-operative housing .
- 4.26 Ways to achieve Development Plan policy compliance could arise from:
- locating higher density residential flats above shops and businesses with close access to public transport which could help to provide a neighbourhood hub/cluster with critical mass to sustain viable customer base and public transport services;
 - accommodating a variety of typologies to meet a range of needs including housing for older people, disabled people, non-family households and non-car owners;
 - enabling people to choose to reduce car dependency and ownership or choose ultra low-emission options;
 - optimising provision of affordable housing units;
 - creating flexible spaces able to respond to changes in user lifestyle over time and to adapt to homeworking;
 - achieving high standards of sustainable building design; and
 - adopting efficient, affordable design and construction techniques that address specific local environmental issues such as traffic noise and water conservation.



Fig. 4.8: The Hyde, Kent, UK, Idris Perrineau Town Architects (left). Source: www.ecofriend.com

Fig. 4.9: Housing accommodation and facilities for older people. Image courtesy of Age Action Alliance's Glenise Martin (above).



Figs. 4.10 and 4.11: Accessible pathway solutions up steep slopes in Pittsburgh, USA (below left - Source: <http://www.nextpittsburgh.com/city-design/august-wilson-park/>) and Robson Square Vancouver, Canada (below right – Source: <http://justcutepics.blogspot.co.uk/2009/08/40-cool-and-creative-wheelchair-ramps.html>)

Estimated densities of existing residential areas (in dwellings per hectare – dph)



Hanover

80-100



Poet's Corner

110



Brunswick Town Area

216

Estimated densities of recent development (in dwellings per hectare – dph)



NEQ, City Point (resi+retail+offices)

175



NEQ, Gladstone Row (resi+offices)

147



NEQ, One Brighton (resi+community+offices)

500

NEQ, Block J (resi+hotel+offices)

270



Open Market (resi+market)

191

Office

4.27 City Plan Policy DA7 requires that 25,000 square metres of B1 employment space within a site area of between 3.5 and 4.5 hectares be provided at THV. A flexible mixture of built forms and unit sizes that could cater for a variety of business types from small start-up businesses and medium-sized enterprises to larger spaces suitable for the knowledge based economy, a key growth sector for the city and wider city region.

4.28 There are also a number of opportunities for applicants to achieve multiple policy objectives and optimise the use of land. For example, by:

- creating flexible high quality office spaces that address changing work practices and incorporating green technologies;
- locating office use where it can take advantage of transport connections and/ or of amenities; and/or
- clustering office space with multi use community building, shops and cafes to help create an attractive environment for employees to work, socialise and in many cases live.



Fig. 4.12 (above): Stockley Park, Heathrow. Source: *The new geography of office demand 2: Business Parks*, UK Office Market Research, 2014.



Fig. 4.13 (left): Filwood Green Business Park, Bristol. Source: bristolgreencapital.org/launch-of-filwood-green-business-park-a-new-sustainable-home-for-businesses/#

Fig. 4.14 (below): Sussex Innovation Centre, Brighton. Source: bdaily.co.uk/entrepreneurship/01-06-2015/south-east-startup-scene-confidence-and-community-are-key-for-sussex-innovation/



Education

- 4.29 City Plan Policy DA7 requires that an area of 5 hectares be reserved for a six form-entry secondary school for ages 11-18, or a through school, in order to meet identified needs.
- 4.30 The siting and design of the school could explore opportunities for :
- access via safe cycle and walking routes and public transport from the new development and wider residential catchment area, the SNCI and the South Downs National Park;
 - maximised road safety and Travel plans and facilitated bikeability training to pupils, staff and parents;
 - the provision of flexible, sustainable facilities which can offer a range of functions including lifelong learning, sport and leisure and have the potential for adaptation to future needs; and/or
 - optimise community use of the playing field as well as indoor sports and other facilities, especially for young people.

Community and retail

- 4.31 City Plan Policy DA7 requires the provision of a new multi-use community facility to include a community meeting place, a doctor's surgery, a resource promoting links with the SDNP as well as shops and cafes.
- 4.32 Consideration could be given to locating these uses alongside residential flats and other facilities and enabling these to be easily accessed, used and valued by local communities.
- 4.33 The SDNP Authority has advised, as part of consultation on this SPD, that provision be made for any multipurpose community facility to include a National Park Interpretation/education facility. There may be advantages from clustering this with other land use requirements for the site and connecting the linking it to the park via the public realm network, in particular pedestrian/cycling links.

Environment

- 4.34 The supporting text to City Plan Policy DA7 states it is expected that development in THV to be 'an exemplar of sustainable development and demonstrate that the city's UNESCO Biosphere Reserve objectives can be successfully integrated throughout the development scheme subject to viability and deliverability' (paragraph 3.84). City Plan Policy CP8 Sustainable Buildings lists priorities and sets out minimum standards to inform development design subject to viability and deliverability.
- 4.35 There are a number of opportunities to reduce the ecological footprint of the development at THV and combine Biosphere objectives to deliver sustainability policy requirements. These could include, for example:
- combining efforts to deliver ecosystem services and high standards of building design and construction (energy generation, passive design approaches, food growing and minimising water use and waste management), effective, accessible and sustainable transport links (cycle and pedestrian routes and public transport);

- reducing heat island effect (green roofs and walls and greening of public streets and spaces);
- making the most of the unique opportunity to plan for sustainable energy and a transition to zero carbon energy in future, by designing in renewable energy, decentralised energy, for example a heat network to supply heat (and power) to high density areas; energy storage and grid services, and designing to high standards of energy efficiency;
- making creative use of steep slopes maximising the opportunities for good orientation to reduce the need for mechanical cooling and heating, maximise opportunities for renewable energy technologies, especially solar, and contribute towards meeting the environmental criteria for the different types of buildings and land uses;
- utilising access to SDNP open spaces, its ecosystem services and resources (such as local materials, wood fuel etc.) to enhance health and wellbeing, the local economy and the lives of the new and existing communities;
- using innovative, low energy design and construction methods that add to the sustainability, biodiversity and quality of the natural environment through the inclusion of elements such as chalk grassland roofs, green walls and drought resistant planting, to minimise the visual impact of the development;
- taking advantage of the benefits associated with economies of scale created by the wider development to deliver site-wide community-based energy and water solutions such as district heating and rainwater harvesting;
- using landscape-led, climate resilient water management solutions appropriate to use within a Groundwater Source Protection Zone (part of the site is within GSPZ1 and GSPZ2) including rain gardens, swales, ponds and green roofs and walls that help to reduce the risk of flooding, contamination of the aquifer and enhance biodiversity within the site and the SNCI (see Public realm and blue-green infrastructure on page 26);
- choosing building materials based on their sustainability, functional performance and low maintenance over time; and/or
- carbon emission reduction via, for example, promotion and provision associated with ultra-low emission vehicles.

4.36 A Toad's Hole Valley Heat Network Study has been undertaken by the council to explore the feasibility and viability of a heat network for the site. A summary and detailed study is available on the council's website. The techno-economic assessment shows that, depending on scheme design, a viable heat network could be delivered enabling an easier transition away from fossil fuels. All heat sources considered in the study have lower emissions than a standard solution utilising gas boilers for heating.

Transport and Travel

4.37 City Plan Policy DA7 seeks the development of a fully connected new neighbourhood at THV. The site's location on the edge of the built up area, and the physical severance caused by the steep slopes of the SNCI, the A27 and King George VI Avenue pose specific challenges in achieving this objective.

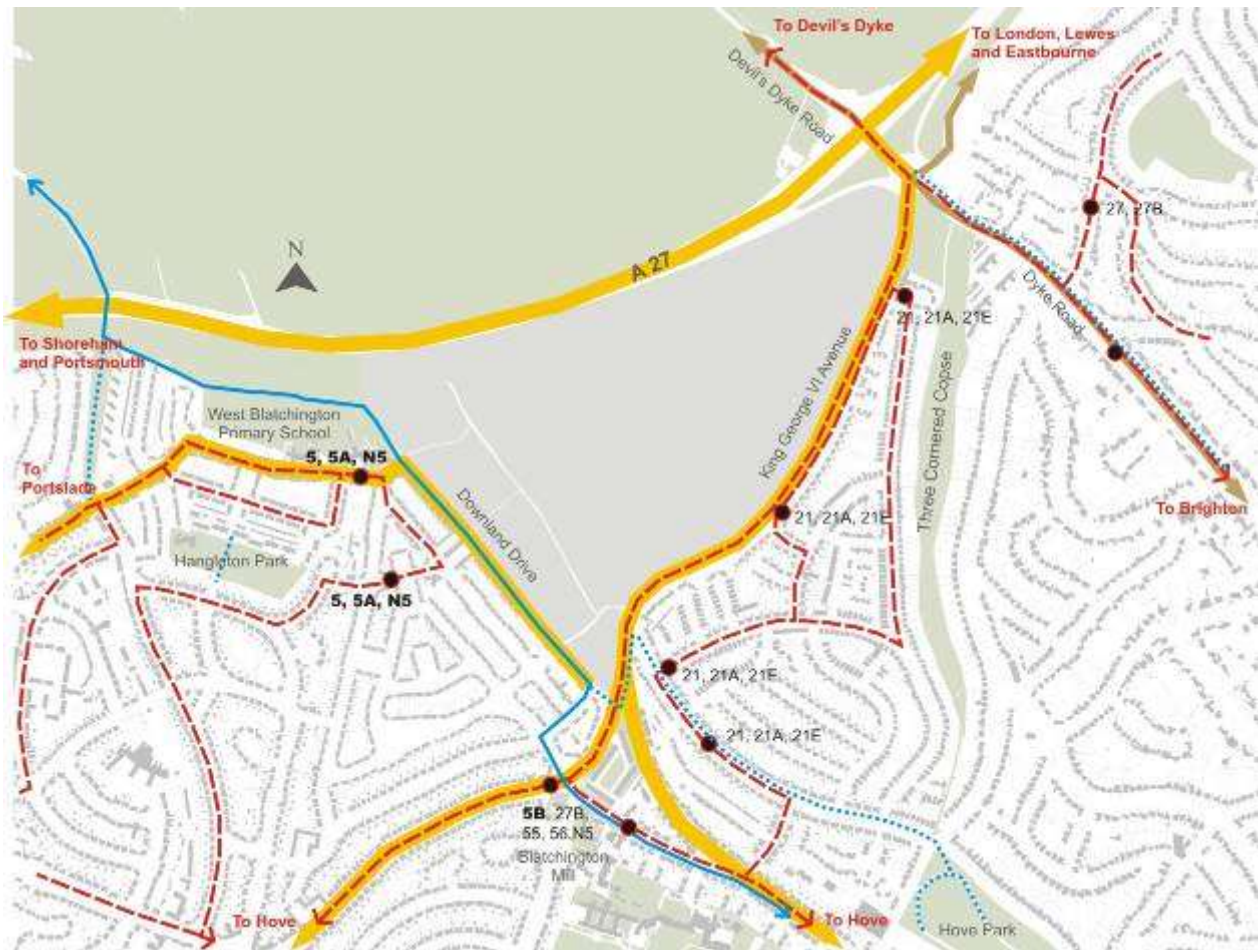
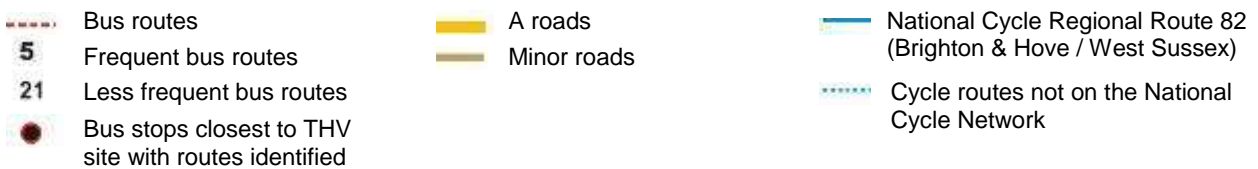


Fig. 4.15: Existing A and minor roads with public transport and cycle links. Base map: © Crown Copyright. All rights reserved. Licence: 100020999, Brighton & Hove City Council. 2016.



4.38 Other policy challenges include establishing and maintaining a viable, regular public transport service; creating sustainable transport linkages within and across the site which connect safely and conveniently with existing provision in the surrounding area; enabling safe and efficient vehicle movement within a neighbourhood that is designed for and prioritises movement for people; includes better links with existing neighbourhoods and communities, shops and services; creates new links with the SDNP; and reduces or minimises traffic-related light, air and noise pollution and carbon emissions

4.39 Transport and travel goals and objectives, and priorities and themes, are set out within the council's current [Local Transport Plan \(LTP4\)](#) for the city as a whole.

4.40 As part of the development, any works that are proposed or required to be carried out on the public highway to mitigate the impact of the development will require an appropriate legal agreement to be entered into with the Highway Authority.

4.41 Resolving a number of these challenges may require developers/ planning applicants to work in partnership with the Council, Highways England and public transport operators and local partners, stakeholders and communities to examine how existing sustainable transport routes can link up with Toad's Hole Valley.

4.42 Transport and travel options for the site would need to be tested once the location of land uses (i.e. residential, employment, school, etc.) has been finalised. This is because the land use layout would be critical to determining how Policy DA7 and other Transport policies will be realised. For example, creating frontages onto existing or new routes will influence the way in which those routes could or will be used and reducing areas of, or surfaces for, circulation for vehicles could minimise their potential dominance.

4.43 The design of the network of paths, roads and public transport across the site may offer opportunities for meeting a range of policy objectives by, for example:

- promoting and providing for sustainable transport initiatives such as minimum on-site car-parking, public transport use, car sharing and access to car clubs;
- creating a more built-up area feel to King George VI Avenue could improve road safety and provide a sense of spatial containment to the road;
- adopt physical measures along the King George VI Avenue such as central reservations and crossing points that help place the needs of pedestrians and cyclists as top priorities, and which could also help to change driver perceptions and behaviours and therefore manage traffic flow and reduce the impacts of vehicles ;
- using existing informal pedestrian and cycling entry points and desire lines into the THV site to inform design of road network of the new neighbourhood;
- an appropriate number of accessible bus stops with up to date information systems;
- improve pedestrian and cycle access to THV site to and from Hangleton area via the SNCI whilst taking steps to minimise impact upon this protected part of the site; and
- design a network of paths, roads and open spaces in the development site to be as accessible as possible for all users.

4.44 Other issues and combined policy gains that may be useful to consider in the overall design/layout of the development include, for example:

Public transport

- There are several bus routes and stops close to the THV site's south and west edges that could be extended to support new bus services at THV and/or improvement of services to existing communities and visitors to the SDNP; and
- the secondary school could be located near and/or close to existing services in order to use these until resident numbers at THV are high enough to support new services going into the site.

Parking for vehicles and servicing areas

- The amount and type of parking provided for developments/land-uses should have due regard to the council's [SPD 14 Parking Standards](#);
- the provision of adequate cycle parking facilities could encourage more sustainable movement patterns throughout the site;

- individual developments could design in sufficient areas to enable servicing and delivery in a way that does not hinder movement and access within the site and/or affect the local community and environment; and
- parking provided in connection with a future office use may offer opportunities for informal weekend Park + Ride provided the criteria set out in the supporting text of policy CP9 Sustainable Transport can be met.

Travel plan

- Providing detailed Travel Plans for different land-uses that set out how access and movement could help prevent or mitigate the potential impacts of the new community on the site and its surrounding areas, including the setting of the SDNP.

Links with the SDNP

- Improving legibility and the condition of existing links over the A27 to the east (Devil's Dyke roundabouts) and west (pedestrian bridge north of Hangleton);
- providing information boards about the SDNP at the two existing access points (car and foot bridge over the A27 to the east and west of the site); and
- exploring opportunities for new connections for people and wildlife into the SDNP including identifying a broad location for the provision for a **National Park Gateway** that connects the Park with THV and surrounding neighbourhoods.

Pollution and emissions

- The best air quality will be set back from roads and towards the top of the slope where dispersion conditions are easier;
- there is likely to be higher pollution within three metres of the A2038 King George VI Avenue due to heavy vehicles climbing up the hill with limits for particulate, nitrogen dioxide and carbon monoxide being at risk if the main carriageway is enclosed by walls or buildings within a few metres of road kerb;
- it could be beneficial for air quality if steep road gradients are avoided (minimising fuel consumption, tailpipe emissions and tyre and brake wear);
- taking account of development impact on local air quality and the [SDNP Dark Sky Reserve](#) by, for example, taking steps to minimise light pollution and seeking improvements in air quality and noise pollution;
- promoting reduction in car use in order to contribute to meeting the local and national carbon reduction targets;
- ensuring that options considered for traffic-calming do not have any unacceptable indirect adverse effects for noise or air quality; and
- exploring options for the design and placement of buildings, hard and soft landscaping design and innovative solutions that can positively change and sculpt the nature of the acoustic environment within the new neighbourhood.

An example: Upton (Northamptonshire, UK)



Construction of the Upton residential extension to the market town of Northampton began in 2004. By 2011, it was estimated to have 5,536 inhabitants with most of the 8 development sites having been occupied by 2016. The development was guided by a masterplan and design codes and demonstrates how large scale developments can incorporate sustainable principles of urban growth. The masterplan outlines design principles and the design codes provide the detailed guidance that ensures coherence and consistency through the different phases of the development.

Design features include:

- a variety of housing types, sizes and tenures at higher densities;
- improved public transport and pedestrian and cycle links in and around the site;
- a main street and square with a school and recreational and children play and local shopping facilities to serve as focal points for the community;
- innovative drainage techniques that combine surface water discharge into a swale system and porous paving in courtyards and residential areas; and
- requirement for developers to procure green tariff electricity supplies, use a common service corridor, optimise passive solar gain, meet CO2 emissions targets, adopt rainwater harvesting technologies, use recycled or local, sustainably sourced materials and recycle waste during construction and afterwards.

As part of the design process, a working group and a steering committee of local stakeholders were set up to oversee the project's implementation and maintain the involvement of the wider community.

Source: https://www.itdp.org/wp-content/uploads/2014/07/26-092211_ITDP_NED_Vauban.pdf

Public realm and blue-green infrastructure

- 4.45 City Plan Policy DA7 expects the provision of 2 hectares of public open space with children's play space and informal sports facilities and 0.5 hectares of food growing space. It also expects proposals to conserve and enhance the SNCI and for green infrastructure to be integrated through the site to deliver Biosphere objectives and contribute to Biodiversity Action Plan targets.
- 4.46 The creation of a new neighbourhood/community provides opportunities to design open spaces that are accessible, usable, rich in biodiversity and help reduce vulnerability to a changing climate.
- 4.47 The ability to incorporate landscape-led solutions for the provision of transport and communication, water management, biodiversity and ecosystem services into the network of open spaces could be an important element of any development proposal.
- 4.48 This may include for example effective links through and between the school playing field, food growing space, public open space and to the SDNP and South Downs Way Ahead Nature Improvement Area and contributing to Biodiversity Action Plan Targets.
- 4.49 The design of the network of paths, roads and open spaces at THV could provide opportunities to meet policy objectives (connectivity, legibility, low ecological footprint and reduced landscape impact) and City Plan policy requirements (such as space for children's play; informal sport facilities; food growing space; SNCI enhancement; biodiversity gains; water management; recreation; pedestrian and cycle linkages; vehicle movement; and parking).
- 4.50 There are a number of ways in which this could be achieved including, for example:
- locating housing and associated outdoor amenity space for the older people alongside a children's play area could assist with the creation of a successful and sustainable neighbourhood where people positively engage with the wider community.
 - designing in plot boundaries that are permeable to wildlife and reduce light pollution in and around important wildlife areas and green spaces could contribute towards reducing the impact upon biodiversity and the SDNP's Dark Skies reserve and meet the Biosphere objectives by encouraging active, sociable lives to promote good health and well-being;
 - weaving the open space network into the fabric of the development in order to encourage social interaction and, as often as possible, passive surveillance for squares, streets and pedestrian and cycling routes;
 - creating spaces that can be used flexibly to perform different functions for users at different times such as residential streets that can be used as play space or for community events and use of the topography for extreme play opportunities;
 - incorporating landscape-led, natural ways of preventing flooding and contamination of the aquifer via sustainable drainage solutions that are appropriate to the Ground Water Protection Zone and can help increase the capacity of the piped system to cope with rainwater events and reduce impact upon the rest of the catchment area;

- integrating informal children’s play and adult health and fitness into the design of public spaces such as the use of street furniture, natural features or public art that doubles-up as play equipment and/or an exercise trail;
- incorporating the SNCI as a unique resource and create opportunities for enhancing biodiversity through appropriate management and habitat creation; and/or
- using robust, durable and sustainable materials that take into consideration and factor in long-term financial arrangements, including maintenance costs.

4.51 Examples illustrating how the challenge of delivering public realm and infrastructure has been tackled elsewhere is provided below.

4.52 Other issues and combined policy gains that may be useful to consider when considering the overall design/layout of the development include:

Food growing

- The Food and Development Planning Advice Note (PAN) 06 illustrates how the required minimum of 0.5 hectares of food growing could be woven into the fabric of the development to provide successful multi-functional uses of space. The integration of productive planting into landscape plans, provision of community food growing areas, or bespoke small scale allotment type areas within developments can bring these areas to life and support community cohesion, biodiversity enhancement and offer health benefits to users.

SNCI and other large open spaces

- Located west of the site, the SNCI is not included in the developable area for the THV site. However, its restoration and enhancement could provide a unique, desirable resource that existing and future communities.
- It could be useful to consider how the SNCI’s nature conservation and biodiversity importance could be recognised, appropriately managed, enhanced and utilised in the landscaping and ecological planning of the new development. For example, by making it an integral part of the public realm and improved pedestrian and cycle linkages from the site to the SNCI and SDNP. Ecological surveys have the potential to help inform a management plan for the SNCI and the appropriate level of public access.
- Proposals for access to and use of the SNCI should be developed in the light of conservation objectives and any plans for linkages and improved access should be sensitive to its needs. For example paths through could have as small a footprint as possible or remain unlit and a management plan for the SNCI could be developed early on in the design process with resources secured for its implementation and review over time.

Guidance and examples illustrating blue-green infrastructure within developments



Figs 4.16 and 4.17 (above): Landscape-led opportunities for play and food growing. Source: www.pinterest.com

Fig. 4.18 (right): Residential street in Vauban, Germany. Source: expo2010.freiburg.de/servlet/PB/menu/1220468_l2/index.html



Fig. 4.19 (left): Sustainable housing with SUDS infiltration ditches, Euralille 2, Lille, France.

Fig. 4.20 (below): Examples of commonly used sustainable drainage for different development types. Image courtesy CIRIA C753, 2016 (WOODS BALLARD, B, WILSON, S, UDALÉ-CLARKE, H, ILLMAN, S, SCOTT, T, ASHLEY, R, KELLAGHER, R (2015) *The Suds Manual*, C753, CIRIA, London ISBN: 978-0-86017-760-9, www.ciria.org).

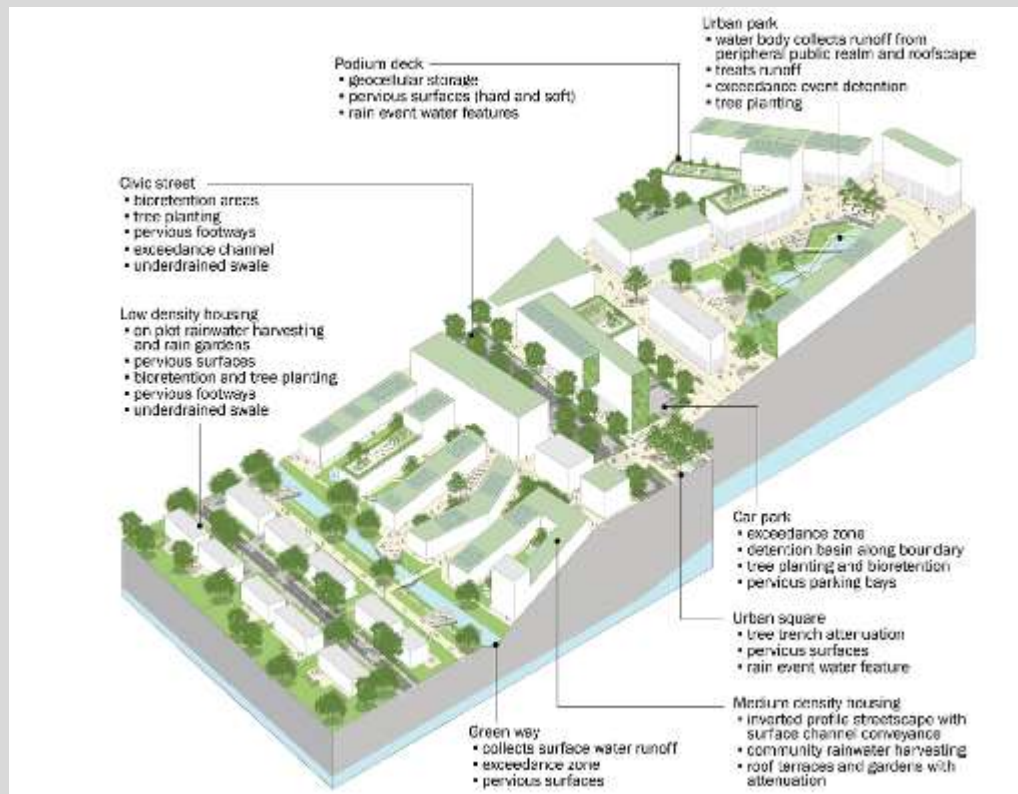




Fig. 4.21 (above): Colourful decorated channels capture water runoff and allow children to play when water is present in Westminster, London.



Fig. 4.22 (right): Green roof bike shelter with green roof in Islington, London.

Fig. 4.23 (below): Cross-section showing example of SuDS on a sloping site.

Images courtesy CIRIA C753, 2016.

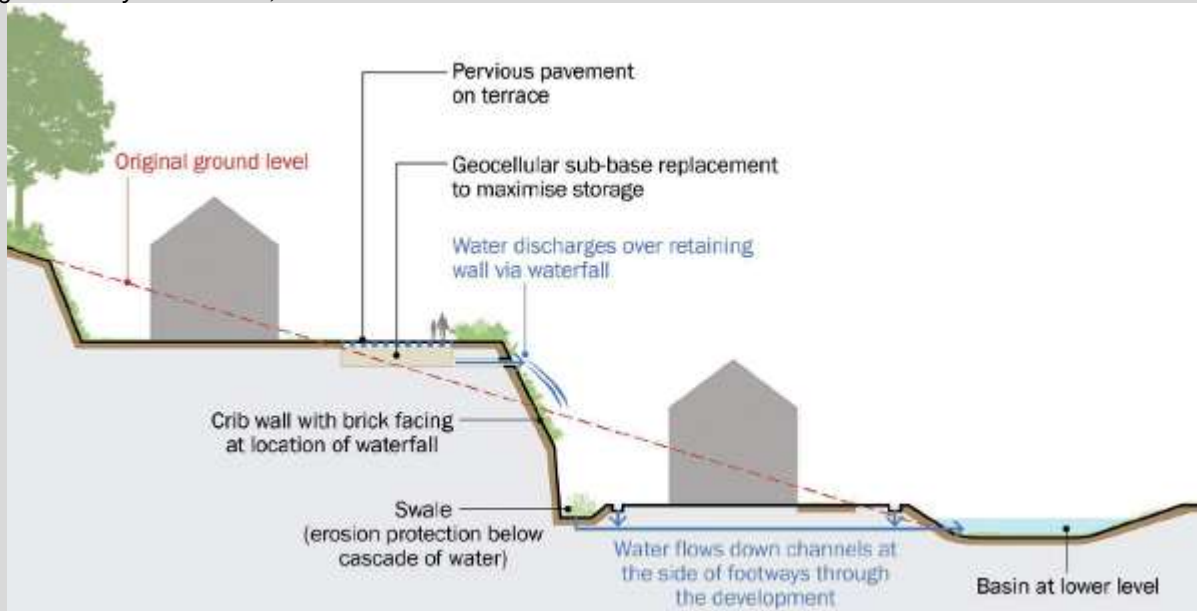


Fig. 4.25: Alara Factory community garden, London

5 Development phasing and infrastructure delivery

- 5.1 Given some of the complexities of delivering development at the THV site, decision-making and construction may take place in phases. If that is the case, it will be important to ensure that each phase incrementally and cumulatively can meet the aspirations of City Plan Part One Policies.
- 5.2 Infrastructure requirements will largely depend upon the design and phasing of development and need to be provided in a timely manner to serve the development. .
- 5.3 To facilitate development at THV, planning applicants will be required to deliver a range of measures for mitigating site impacts and ensuring the development complies with policy, either by way of s106 Agreements or by developer contributions through a Community Infrastructure Levy (CIL). The latter is estimated to be adopted in Summer-Autumn 2018.
- 5.4 To inform discussions with the Local Planning Authority, the timing of any necessary developer contributions would be secured via planning conditions and/or in a phasing plan.
- 5.5 The areas where contributions may be sought will be in accordance with City Plan policy objectives and as further defined in Policy CP7 Infrastructure & Developer Contributions and the annexe Infrastructure Delivery Plan document. The type of contributions may include, for example:
 - Affordable business accommodation provision and retention;
 - Affordable housing provision including accessibility and retention;
 - Air quality mitigation measures and/or management;
 - Community safety measures and maintenance including appropriate lighting infrastructure;
 - Education and learning facilities provision and/or upgrade;
 - Employment, commercial space provision and retention;
 - Employment training and job opportunities throughout construction phases;
 - Health care facilities including integrated provision for other community needs, retention or replacement, including engagement and support;
 - Highways site-specific connectivity and upgrade to main trunk road and local corridors and sustainable transport accessibility;
 - Phasing Plan;
 - Project management monitoring contribution;
 - Public Open Space including parks recreation, children's equipped play space, formal sports area and food growing;
 - Public realm, environmental improvements, legibility including site specific artistic components
 - Sustainable development high standard achievement measures and biodiversity landscape enhancement including SNCI reinstatement and connectivity to SDNP; and
 - Utilities appropriate connectivity, upgrade and management.

6 Relevant planning policies

- 6.1 Applications for planning permission must be determined in accordance with the local development plan unless material considerations indicate otherwise, as set out in Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990.
- 6.2 The local development plan currently comprises the Brighton & Hove City Plan Part One (adopted in 2016) and saved Local Plan policies (adopted in 2005). In conjunction with the National Planning Policy Framework (adopted in 2012), these documents are a material consideration in planning decisions.
- 6.3 It is important to note that saved Local Plan policies will be superseded by elements of the emerging City Plan Part Two that is estimated to be adopted in Summer 2020).
- 6.4 The policies listed are indicative as the relevant policies will depend on the design for the development. For this reason, planning applicants should check with the local planning authority prior to submitting a planning application.

City Plan Part One policies

- 6.5 Special Area policies
 - SA5 The Setting of the South Downs National Park
 - SA6 Sustainable Neighbourhoods
- 6.6 Core policies
 - CP1 Housing Delivery
 - CP2 Planning for Sustainable Economic Development
 - CP3 Employment Land
 - CP4 Retail Provision
 - CP5 Culture and Tourism
 - CP8 Sustainable Buildings
 - CP9 Sustainable Transport
 - CP10 Biodiversity
 - CP12 Urban Design
 - CP13 Streets and Open Spaces
 - CP14 Housing Density
 - CP16 Open Space
 - CP17 Sports Provision
 - CP18 Healthy City
 - CP19 Housing Mix
 - CP20 Affordable Housing

Saved Local Plan policies (2005)

- 6.7 Housing
 - HO13 Accessible housing and lifetime homes
 - HO15 Housing for people with special needs
 - HO19 New community facilities
 - HO21 Provision of community facilities in residential and mixed use schemes
- 6.8 Transport and movement

- TR4 Travel plans
- TR7 Safe Development
- TR11 Safe routes to school and school safety zones
- TR12 Helping the independent movement of children
- TR14 Cycle access and parking
- TR15 Cycle network
- TR18 Parking for people with a mobility related disability

6.9 Sustainable development

- SU3 Water resources and their quality
- SU5 Surface water and fowl sewage disposal infrastructure
- SU10 Noise nuisance

6.10 Design and quality of development

- QD5 Design – street frontages
- QD15 Landscape design
- QD16 Trees and hedgerows
- QD18 Species protection
- QD25 External lighting
- QD26 Floodlighting
- QD27 Protection of amenity

6.11 Nature conservation and the countryside

- NC4 Sites of Nature Conservation Importance (SNCIs) and Regionally Important Geological Sites (RIGS)

6.12 Historic environment

- HE12 Scheduled ancient monuments and other important archaeological sites

Supplementary guidance

6.13 The council has also produced the following supplementary guidance which are material considerations for the future redevelopment of Toads Hole Valley:

- SPD03 - Construction and Demolition Waste
- SPD06 - Trees and Development Sites
- SPD11 - Nature Conservation and Development
- SPD14 - Parking Standards
- SPGBH 9 - A guide for Residential Developers on the provision of recreational space

7 Glossary

7.1 This glossary provides a brief explanation of some terms used in this document.

Active frontage

Where, at street level, the buildings have a high level of activity, coming and going, 'busy-ness' visible from or spilling out onto the street e.g. as a result of shops and cafes (including street cafes). In the right place an active frontage will make a place more interesting.

Affordable housing

Residential accommodation that is provided with a subsidy to ensure that rents/prices remain at a level that is genuinely affordable by local people whose incomes mean that they are unable to meet their housing needs via the housing market.

Air Quality Management Area (AQMA)

Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

Archaeological Notification Areas (formerly referred to as Archaeologically Sensitive Areas)

These are sites that have been compiled by the County Archaeologist as part of the Sites and Monuments Record on behalf of the local planning authority. These areas are judged to have county and city wide importance and are known to have archaeological remains or features, although the extent and richness of the site is often unknown. Some might on further detailed investigation merit designation as a Scheduled Ancient Monument.

Biodiversity (Biological Diversity)

The range and variety of life (including plants, animals and micro-organisms), ecosystems and ecological processes.

Biosphere Reserve

These are designated by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) as centres of excellence to demonstrate conservation and sustainable practice by bringing nature and people together.

Blue infrastructure

This is the use of proprietary small footprint high-efficiency devices installed and retrofitted within and/or to complement existing conventional piped drainage and water management systems.

Built up area

Area identified within which the development of the city has occurred already. The outer limits of the built up area are defined on a policies map.

Carbon footprint

The term “carbon footprint” refers to the amount of carbon dioxide (CO₂) emitted as a result of specific activities. The carbon footprint is often considered over the period of a year and often is used specifically in relation to emissions resulting from energy use from buildings. ‘Zero carbon’ means that there will be no net annual CO₂ emissions resulting from energy use in a building.

Car Club

A Car Club provides its members with flexible access to the 'hire' of a vehicle. Vehicles are parked in reserved parking spaces close to homes or workplaces and can normally be used, and paid for, on an hourly, daily or weekly basis.

CIL

Community Infrastructure Levy is a levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Climate change

Accounts for long-term changes in temperature, precipitation, wind and other aspects of the Earth's climate. Often regarded as a result of human activity and fossil fuel consumption.

Connectivity

Connectivity or permeability refers to the visual and physical accessibility into and within an area.

Community infrastructure

The provision of infrastructure to support communities emerging from development, such as schools, community facilities, health facilities, open space, etc.

Comparison goods

Non-food items in shops.

Convenience goods

Food items in shops.

Creative industries

The creative industries include: advertising; architecture; art and antiques markets; computer and video games; crafts; design; designer fashion; film and video; music; performing arts; publishing; software; and television and radio.

Density (dwellings)

Measure used to describe the numbers of housing units associated with a given area. e.g. dwellings per hectare. Net density includes access roads within the site; private garden space; car parking areas; incidental open space and landscaping; and local children's play areas where these are to be provided. In Brighton & Hove, the method for calculating density is outlined in City Plan Policy CP14 Housing Density.

Design Code

A design code is an illustrated compendium of the necessary and optional design components of a particular development with instructions and advice about how these relate together in order to deliver a masterplan or other site-based vision.

Developer Contributions

See Planning Obligations.

District Heating Network

This term is generally given to a system where a centralised heat generating plant (using any one of a range of technologies) provides heat to surrounding buildings in the area by means of a network of pipes carrying hot water or steam.

Downland

Usually treeless open land with only a thin covering of soil on the chalk uplands.

Ecological footprint

A tool that measures the total amount of land and resources needed by an individual, and includes their carbon footprint.

Ecosystem services

Services provided by the natural environment that benefit people. That includes: provisioning (products from ecosystems such as food, fibre and medicines); regulating (results of ecosystem processes such as water purification, air quality maintenance and climate regulation); cultural (non-material benefits from interaction with the natural environment such as education and wellbeing); and supporting services (functions that are necessary for the production of other ecosystem services, such as soil formation and nutrient cycling).

Employment site

Land suitable and available for industrial and business use/ development.

Enabling development

Development which is acceptable in its own right but generates funds to allow the provision of a strategic development objective of the local planning authority (e.g. the restoration of a building or the construction or renovation of a much needed facility). This term also applies to development of a type or use which is not designated for that specific site on the Proposals Map but that would enable the designated use to be viably implemented (e.g. some housing development on a designated employment site).

Environment

Includes the 'natural' environment (air, water, land, flora and fauna) and 'built' environment (buildings and other structures built by humans).

Environment Agency

The leading public body for protecting and improving the environment of air, land and water in England and Wales.

Green Network (GN)

A series of interlinked natural green spaces and nature conservation features connecting the urban area, urban fringe, the seafront and surrounding downland.

Greenfield Land

Site that has not been previously been built on (includes areas such as playing fields, allotments, countryside and gardens).

Green infrastructure

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Green network

A series of interlinked natural green spaces and nature conservation features connecting the urban area, urban fringe and open downland.

Grey water

Grey water is the water from sinks, baths, showers, washing machines, etc.

Health Impact Assessment (HIA)

HIA is a practical approach that determines how a proposal (such as a development scheme or a policy) will affect people's health. Recommendations to 'increase the positive' and 'decrease the negative' aspects of the proposal are produced to inform decision-makers.

Hectare

10,000 m².

Legibility

The degree to which a place can be easily understood and traversed by people.

Local Planning Authority (LPA)

Brighton & Hove City Council exercises statutory town planning functions for the Brighton & Hove area.

Local Transport Plan (LTP)

This is a statutory document required by the Government. It sets out priorities, projects and programmes that need to be progressed in the future to help people move around the city more safely, sustainably, and easily and includes a long-term strategy and short-

term delivery plan. Most investment is delivered using capital funding provided by the Government, which is then allocated by the council.

Low Carbon technologies

Technologies that use grid electricity or mains gas to generate heat or power more efficiently. They are called low carbon because they result in lower CO2 emissions than using mains gas or electricity. These include: geothermal and ground sourced heat pumps (which require electricity to operate pumps); fuel cells (which require electricity to create hydrogen); gas fired CHP; or other district heating systems. The latter two are sometimes referred to as decentralised or localised energy, as they create heat and/or power local to where they are used. These technologies are sometimes referred to as microgeneration, producing heat or energy locally on a small scale.

Masterplan

A type of planning brief which outlines the preferred development for a large site or area, and the overall approach to its layout and design. The Masterplan provides detailed guidance for subsequent planning applications.

Material consideration

A matter that should be taken into account in deciding on a planning application or an appeal against a planning decision (e.g. a refusal of planning permission). When a Council (or a Planning Inspector) makes a decision on a planning application they have to take into account – and should only take into account - factors which constitute ‘material considerations’. These have been defined by the law (both legislation and the case law decisions of the Courts). They include the content of the Development Plan and supporting documents i.e. SPDs etc. but they also include ‘other material considerations’ like whether the Development Plan is sufficiently up to date, and factors which weren’t thought about when it was prepared but are now relevant.

Microclimate

Local climatic conditions.

Mitigation measures

Actions to prevent, avoid or minimise the actual or potential adverse effects of a plan, policy, development, project, etc.

Mixed use developments

A development that contains two or more uses e.g. residential, employment, leisure, community uses.

Natural England

A statutory body formed in 2006 with the bringing together of English Nature, the landscape, access and recreation elements of the Countryside Agency and the environmental land management functions of the Rural Development Service.

Nature Improvement Areas

Inter-connected networks of wildlife habitats intended to re-establish thriving wildlife populations and help species respond to the challenges of climate change.

One Planet Approach

The ‘One Planet Living’ 10 guiding principles are a simple way to plan, deliver, communicate and mainstream sustainable development and a sustainable economy.

Permeability

The degree of movement possible or permitted between public outside and private inside or between urban areas, buildings, places and spaces.

Place making

Public spaces are integral to any community. When they work well, they serve as a stage for public lives. They are the settings where celebrations are held, where both social and economic exchanges take place, where friends run into each other, and where cultures mix. Placemaking is a way to improve the streets, sidewalks, parks, buildings and other public spaces where these exchanges take place so that they invite greater interaction between people and foster healthier, more social and more economically viable communities.

Planning Obligations

Planning Obligations or Developer Contributions are secured through Section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. They are a legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990.

Public art

Public art includes permanent and temporary work, art facilities and arts training. Public art can create and enhance local distinctiveness and help develop a desirable sense of place. They often provide important opportunities to involve the local community and will offer work opportunities to local artists.

Public realm

This is the space between and within buildings that are publicly accessible, including streets, squares, forecourts, open spaces and public and civic buildings.

Renewable energy

Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat.

Section 106 Agreements

See Planning Obligations.

Sequential approach

The preferred hierarchy of land for certain uses in descending order of preference.

Sequential Test

A risk based approach to assessing flood risk, which gives priority to sites in ascending order of flood risk, i.e. lowest risk first.

Sites of Nature Conservation Importance (SNCI) soon to be renamed Local Wildlife Sites (LWS)

These are locally designated wildlife sites to support both locally and nationally threatened wildlife, and many sites will contain habitats and species that are priorities under the county or UK Biodiversity Action Plans (BAP).

Small business

A business with fewer than 50 employees.

South Downs National Park Authority (SDNPA)

Has statutory purposes and socio-economic responsibilities for the SDNP area as specified in the Environment Act of 1995.

Statutory consultees

Planning law prescribes circumstances where consultation must take place between a local planning authority and certain organisations, prior to a decision being made on an application. In the context of the THV site these include Natural England; the Environment Agency, Highways Authority and South Down National Park.

Strategic Flood Risk Assessment (SFRA)

Created to help appraise, manage and reduce flood risk in relation to the location of potential new development in the city.

Strategic view

The line of sight from a particular point to an important landmark or skyline.

Supplementary Planning Document (SPD)

Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary Planning Documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Strategic Environmental Assessment (SEA)

The aim of the SEA is to provide a high level of protection of the environment and to ensure that environmental considerations are integrated into the preparation of plans and programmes, with a view to promoting sustainable development. The basis for SEA legislation is European Directive 2001/42/EC which was transposed into English law by the Environmental Assessment of Plan and Programmes Regulations (2004).

Sustainable development

Development that looks to balance different, and often competing, needs against an awareness of the environmental, social and economic limitations we face as a society.

Tenure

Housing tenure describes the legal status under which people have the right to occupy their accommodation. The most common forms of tenure are home-ownership (including homes owned outright and mortgaged) and renting (including social rented housing and private rented housing)

Topography

The (description of the) surface physical features (built and natural) of a place or district (e.g. hills, rivers, buildings), usually represented on a map.

Topology

The shape of the landscape.

Townscape

General view, appearance and character of an urban scene/landscape.

Transport Assessment

A comprehensive and systematic process of looking at the impact on transport of a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling, and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

UNESCO Biosphere Reserve

Biosphere reserves are sites recognised under

UNESCO's Man and the Biosphere Programmes, which innovate and demonstrate approaches to conservation and sustainable development. They share their experience and ideas nationally, regionally and internationally within the World Network of Biosphere Reserves.

Urban Fringe

The land between the defined built up area boundary and the South Downs National Park.

Urban grain

General layout, pattern and footprint of buildings and streets as viewed overhead in plan form.

Use Classes

The Use Classes Order is an official document (a 'Statutory Instrument') approved by Parliament, which lists various land 'use classes':

Vitality and viability

A measure of the potential success and activity levels of an area or centre.

Zero carbon

'Zero carbon' means that there will be no net annual CO2 emissions resulting from energy use in a building.

Zero carbon technologies

Technologies that harness non fossil fuel energy to create heat or generate electricity, i.e. sun, wind, and water. They are also referred to as zero carbon because they produce no carbon dioxide (CO2) emissions when producing heat or power; 'renewable' energy; and sometimes microgeneration because they can produce heat or energy locally on a small scale.

City Planning
Brighton & Hove City Council
Hove Town Hall
Norton Road
Hove
BN3 3BQ



