

Toad's Hole Valley, Land At King George VI Avenue

BH2018/03633



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Application Description

Outline Planning Permission for the following in principle:

- Up to 880 dwellings including 40% affordable (352 units), 30 custom/self-build plots
- 5ha of land for a 6-form entry secondary school for up to 900 pupils including community sports facilities
- 3.5ha land for office/research/light industry employment uses to accommodate 25,000m² of floorspace
- A neighbourhood centre including 790m² retail outlets, a 750m² doctors' surgery for 3GPs and 555m² community building
- Open space totalling 5.8 ha including landscaping, ecological buffers, open space and amenity areas. 0.58ha public food growing space and 2 children's play spaces.
- Enhancements and alterations to the 8.5ha Site of Nature Conservation Interest

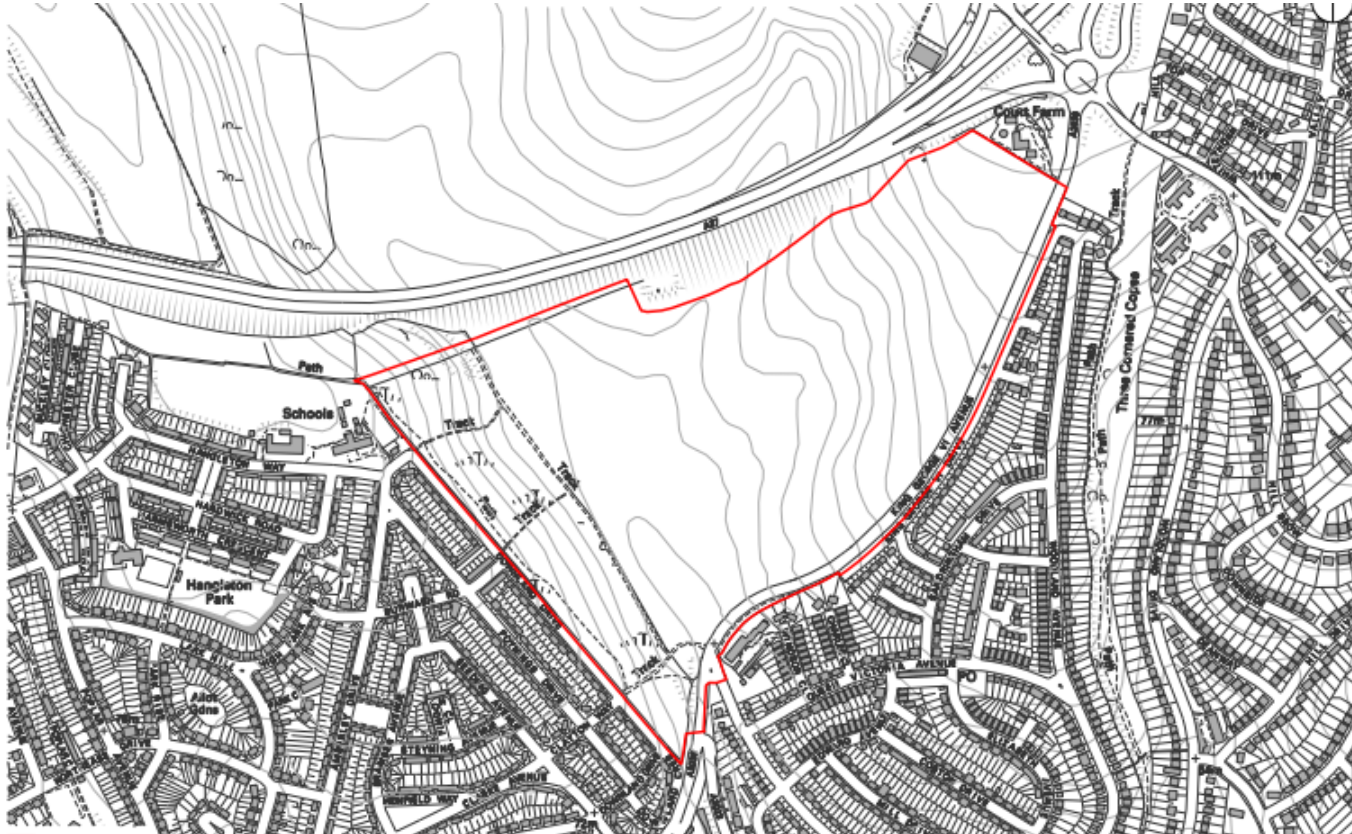
'Un-reserved' (ie full and detailed) planning permission for 3 main vehicular accesses onto King George VI Avenue with associated highway alterations.

Application site in wider context



4

Existing Location Plan



5

Aerial photo(s) of site



3D Aerial photo of site



Aerial image of site (in SPD15)



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



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Aerial image of site looking north/east



Aerial view of THV from the south, looking north east, with A27 on the left and KGW Ave on the right.

Aerial image of site looking south/west



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Image of site (from SDNP) footpath north of Hangleton bridge

11



Image of site (from SDNP) Devils Dyke Rd

12



Image of site from SDNP (Devils Dyke Rd)



Image of site from A27 looking south/east



14

Image of site from Downland Drive (junction Burwash Rd) looking east



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Views from Downland Drive



View east within site



Wharfedale path SMCU Open Access Land

Views from Hangleton Rd



View from Goldstone Crescent



19

Views along KGVI Ave



Views along KGVI Ave



Images of site (from KGVI Ave)



Views along KGVI Ave



Images of N/E of site (looking N/E towards Court Farm) along KGVI Ave



Views along top of KGVI Ave (incl Court Farm)



View of northern A27 dumbbell roundabout



26

View of southern dumbbell roundabout

27



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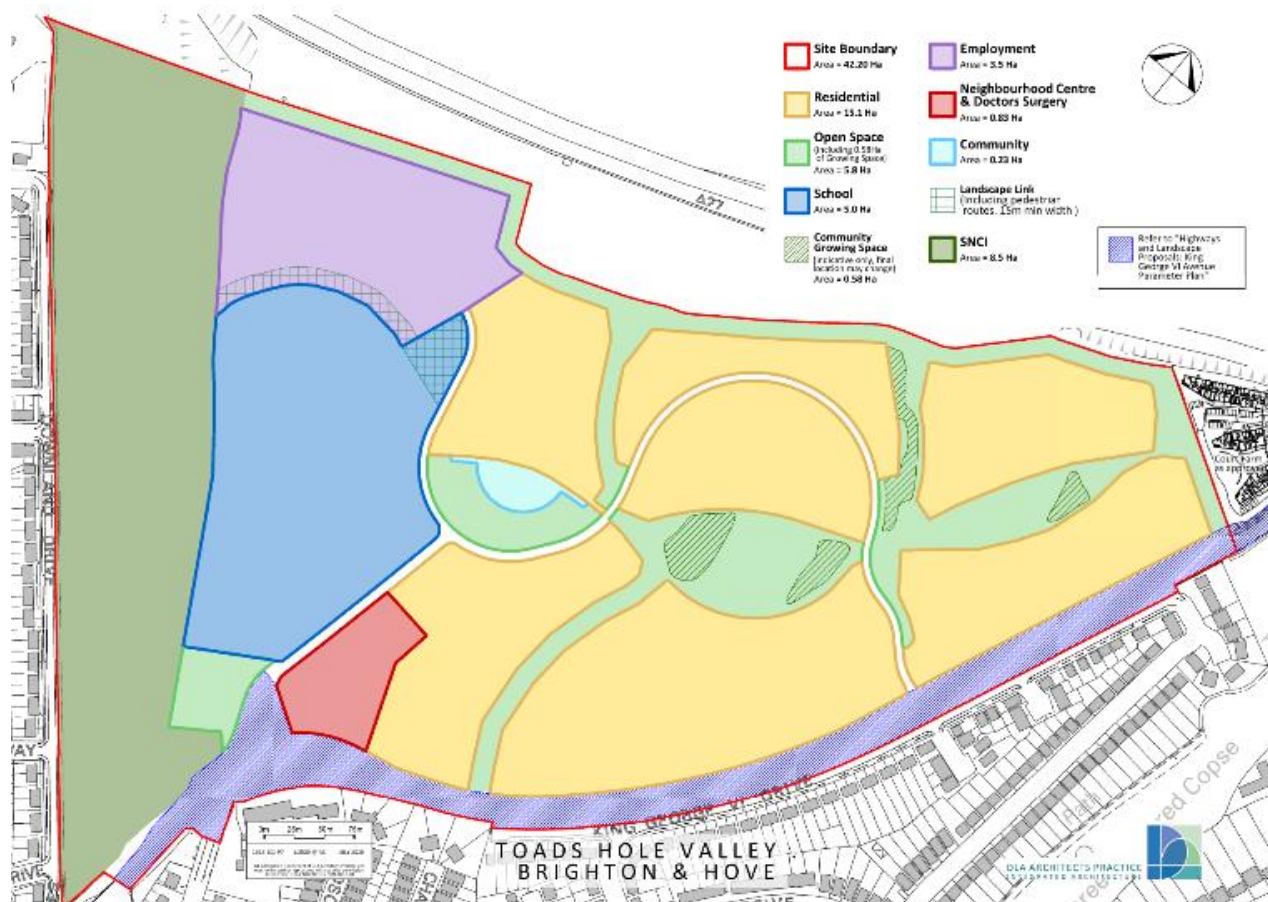
Main documents submitted

- Environmental Statement under the Environmental Impact Assessment Regulations (2107)
- An illustrative masterplan & other indicative drawings
- A set of Parameter Plans (Land Use, Density, Building Heights, Phasing, Transport and Key Infrastructure, Landscape and Ecology, Highways & Landscape Proposals King George VI Avenue, Acoustics)
- A set of highway drawings

Illustrative Masterplan



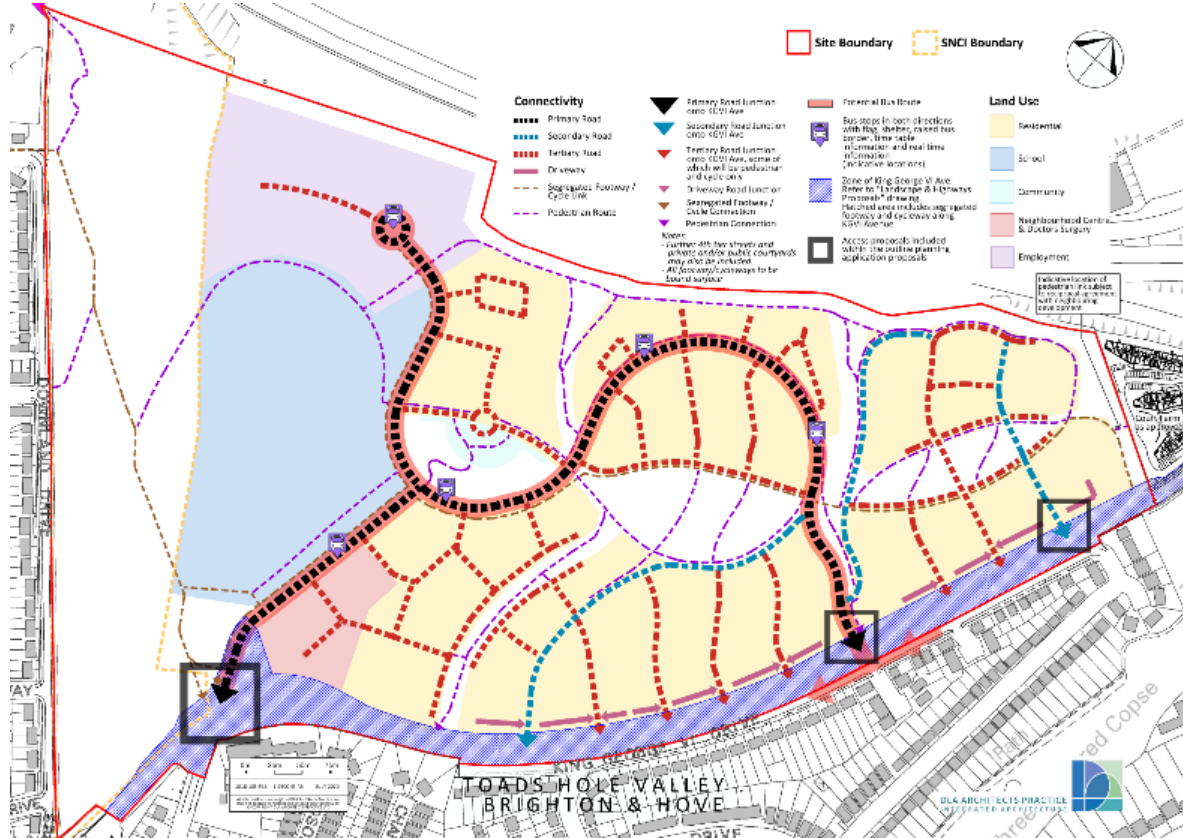
Land Use Parameter Plan



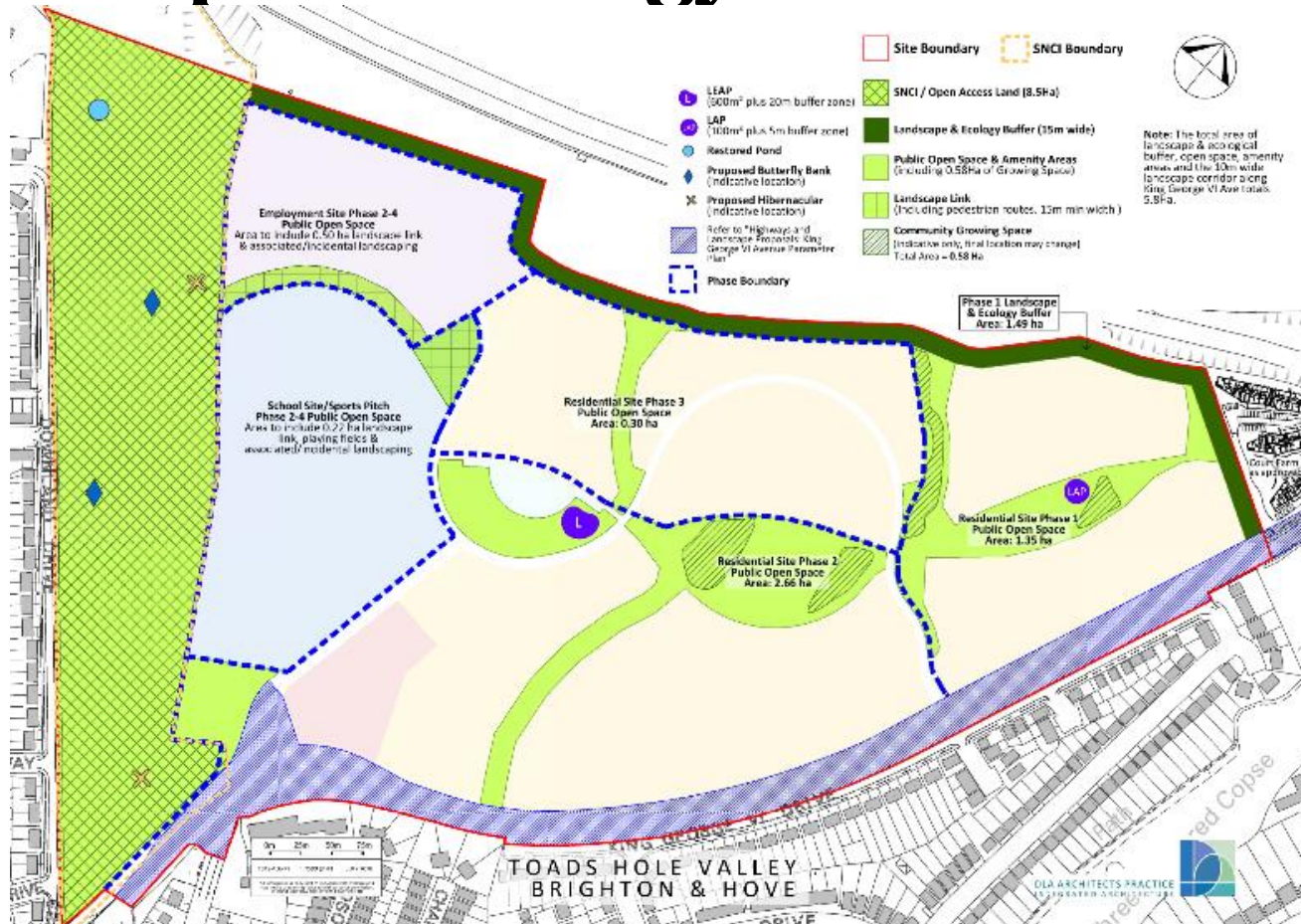
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1018-101-P7

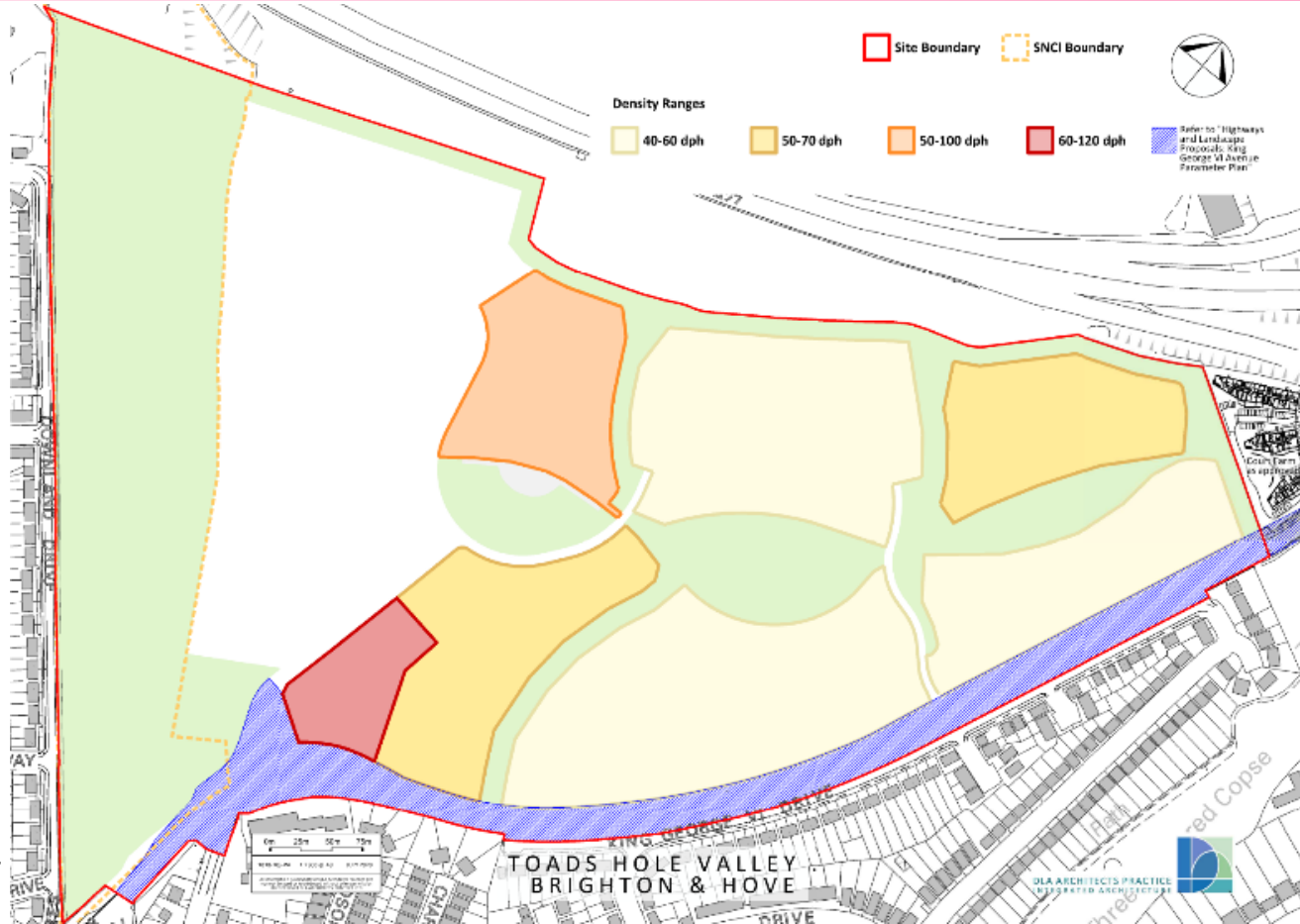
Transport & Key Infrastructure Parameter Plan



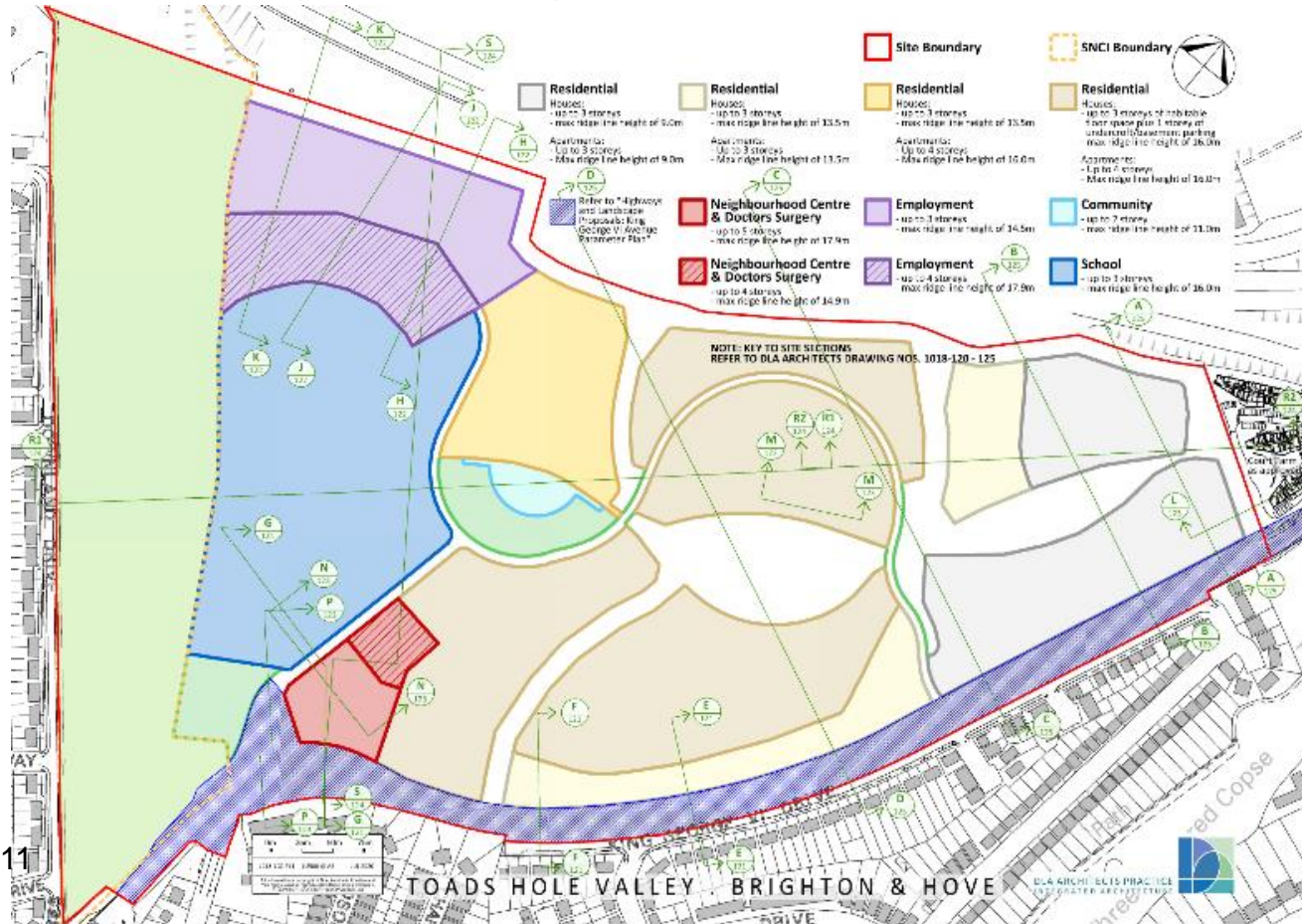
Landscape & Ecology Parameter Plan



Residential Density Parameter Plan



Building Heights Parameter Plan



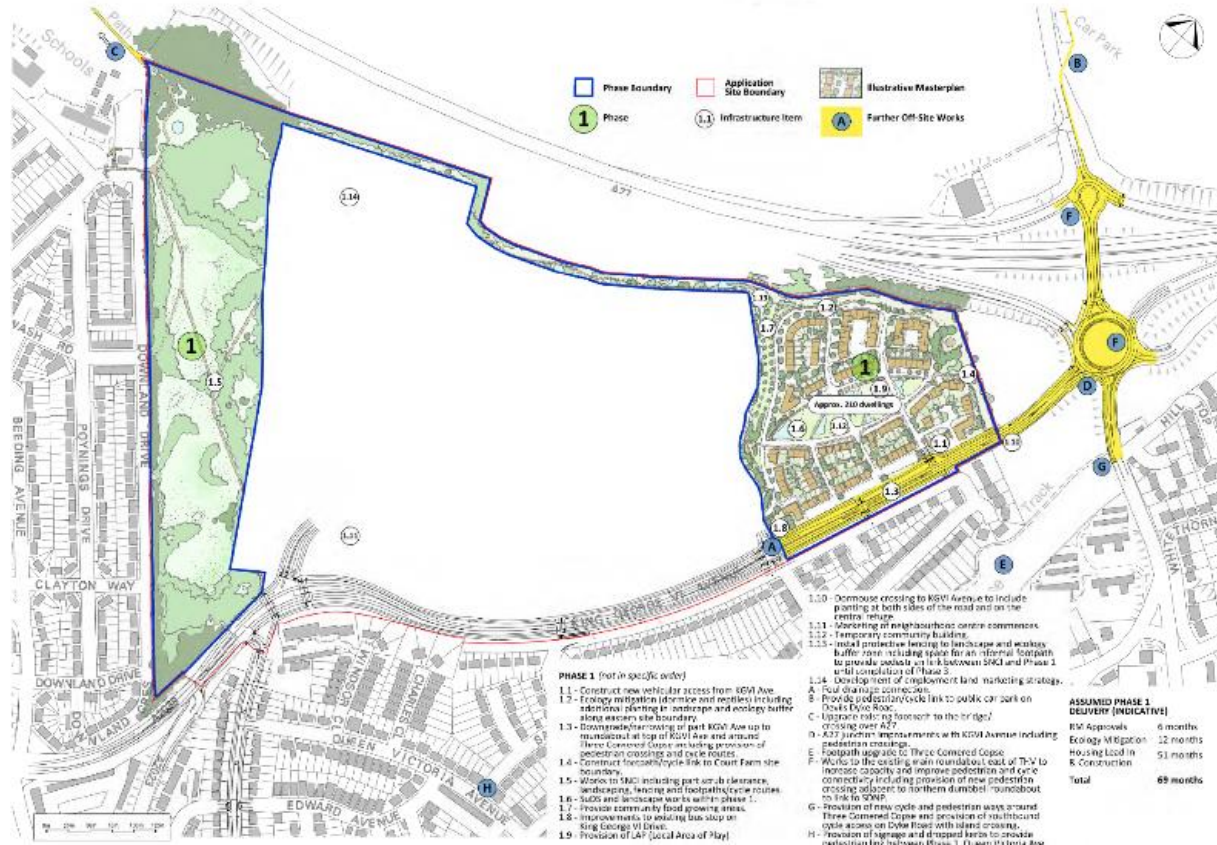
Acoustic Parameter Plan – Oct 21



Highways and Landscape Proposals KGVI Parameter Plan



Phasing Parameter Plan Phase 1 (incl circa 210 dwellings)



Phasing Parameter Plan Phase 2 (incl circa 402 dwellings)



38



Phasing Parameter Plan Phase 3 (incl circa 268 dwellings)



39

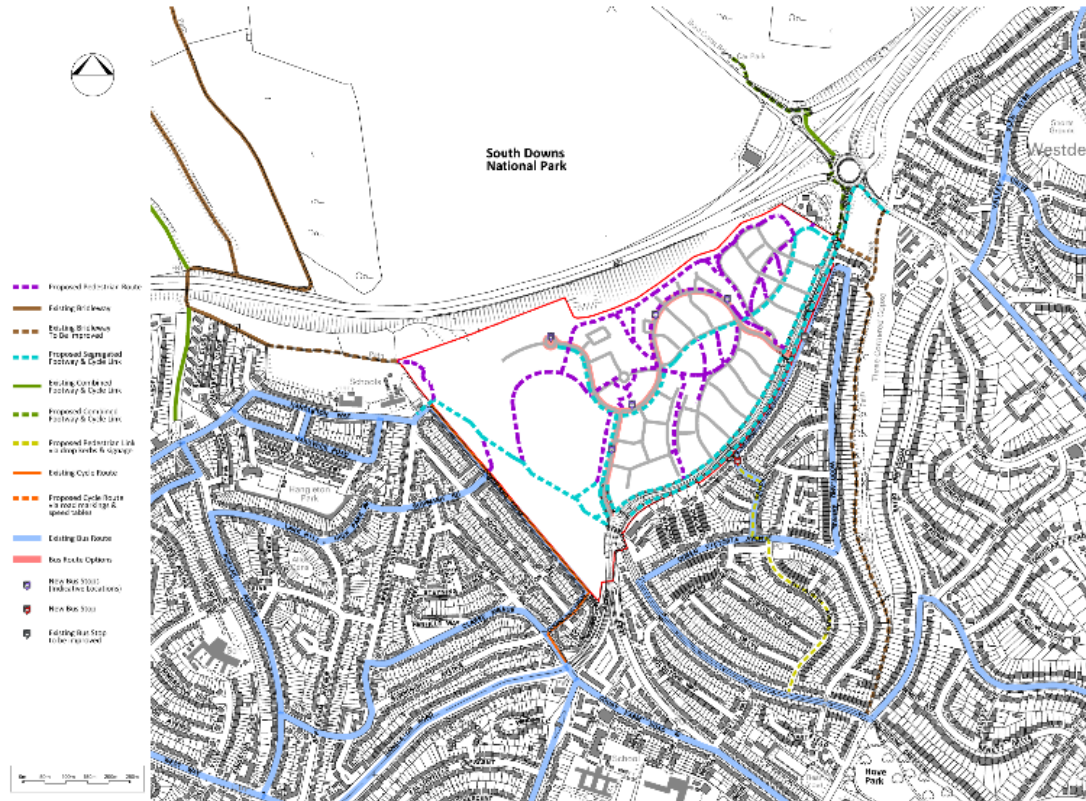


Phasing Parameter Plan Phase 4

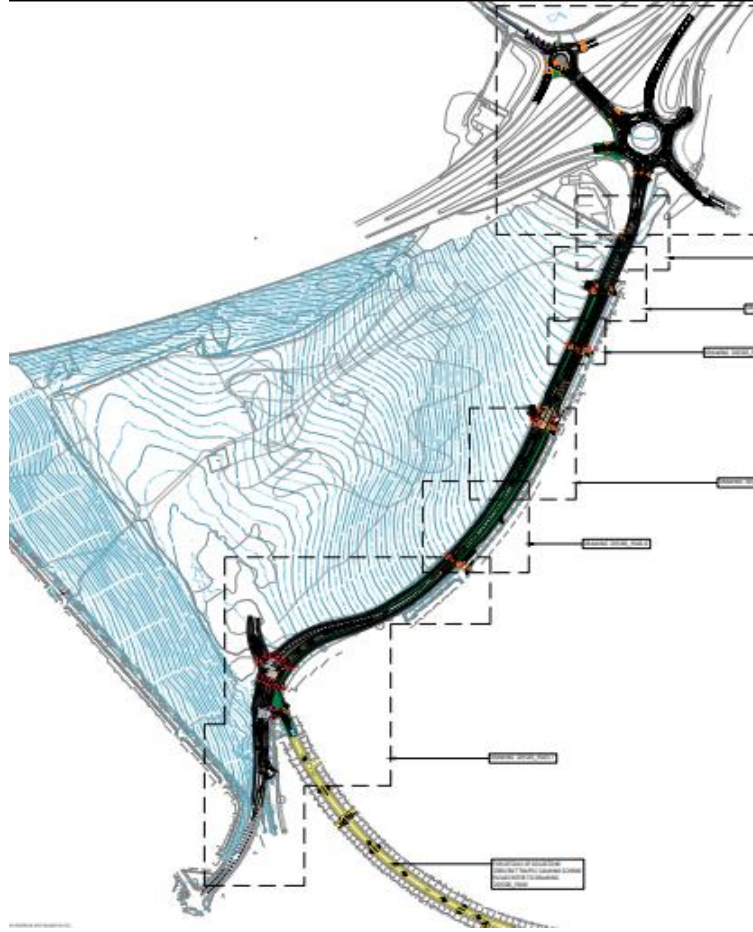


Sustainable Transport Connectivity Plan

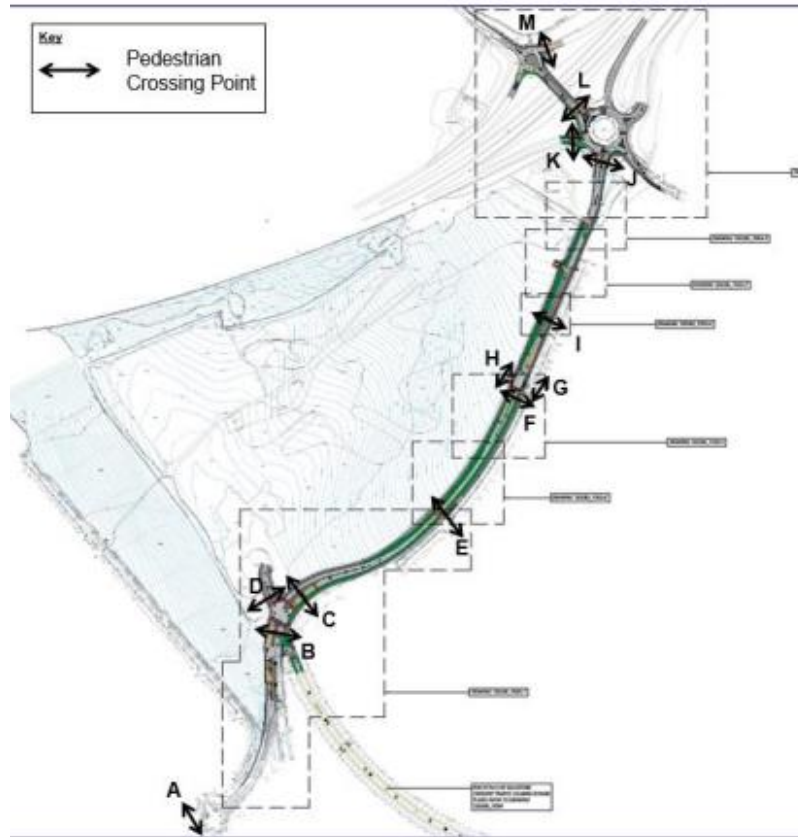
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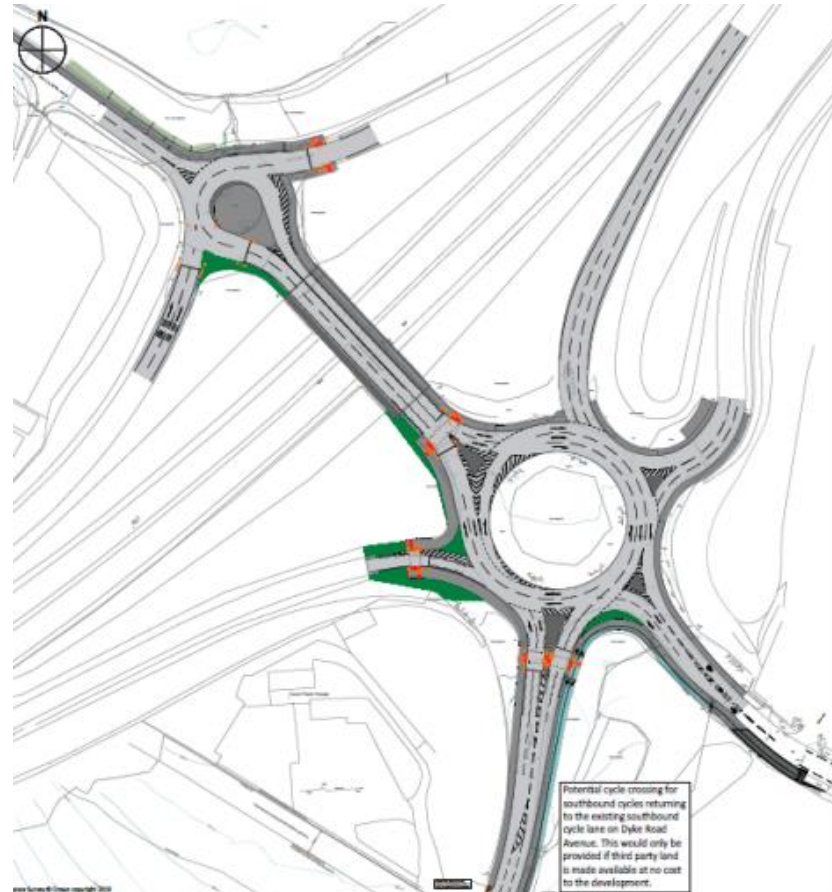
Outline of main proposed highway works



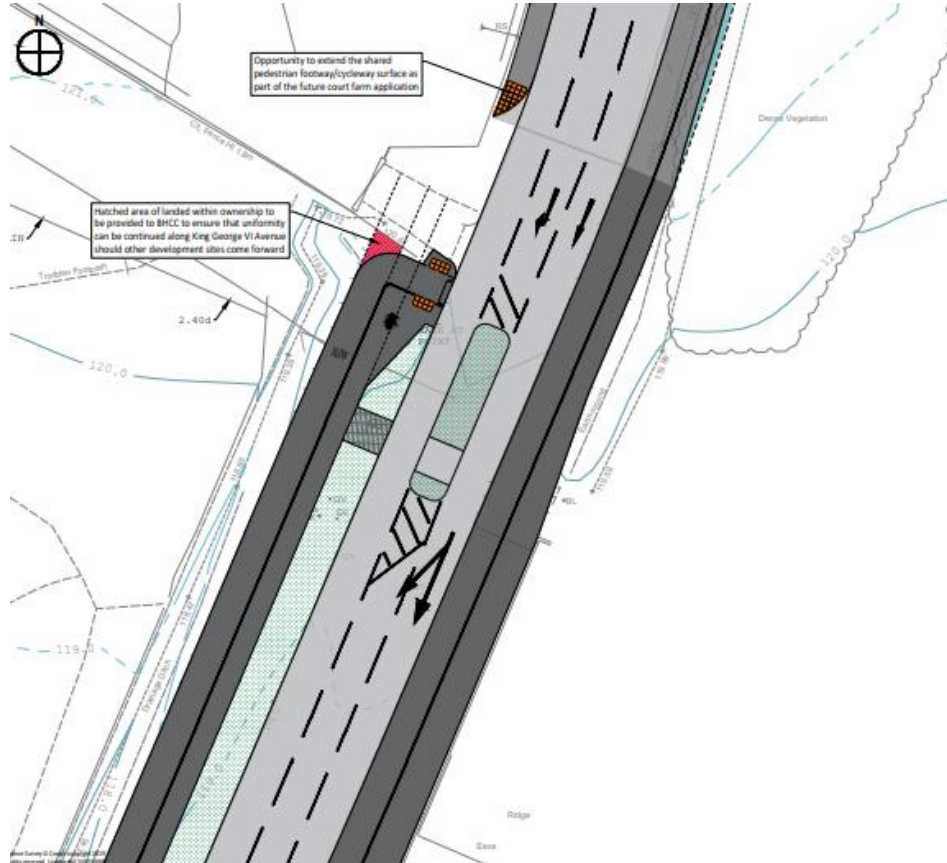
Highway works proposed – KGVI Ave pedestrian crossing points



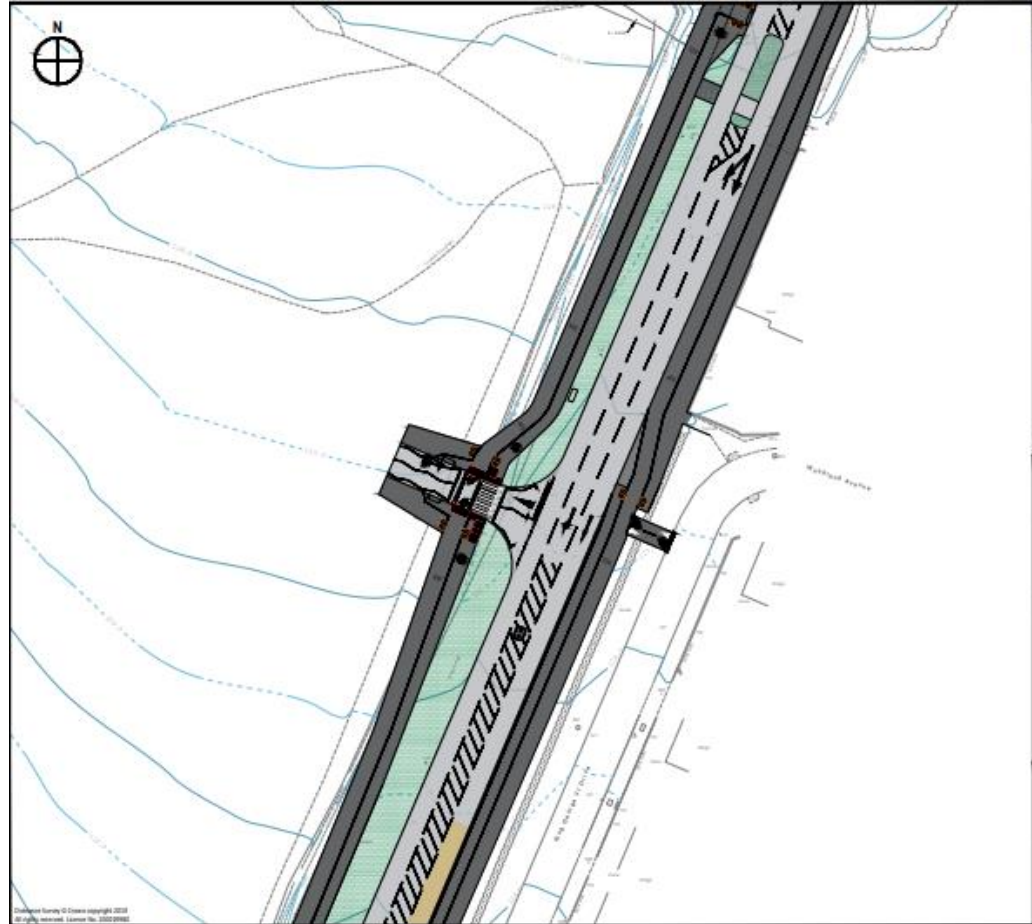
Proposed highway works to A27 dumbbell roundabouts



Proposed highway works- KGVI Ave (top) incl dormice crossing



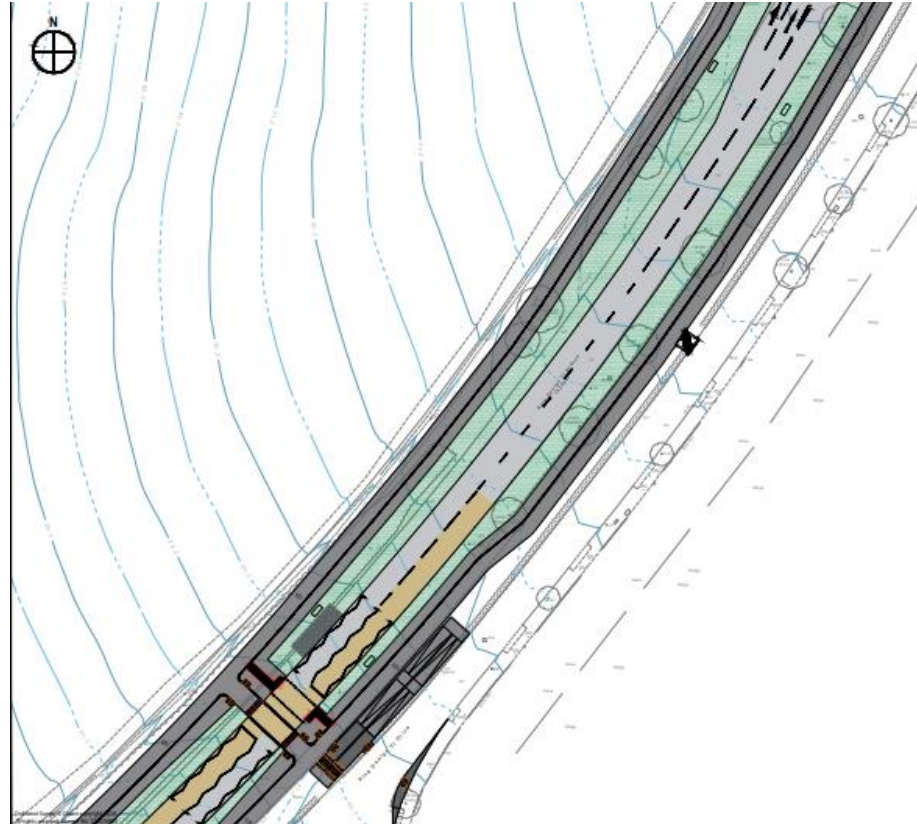
Proposed highway works KGVI Ave (mid 1)



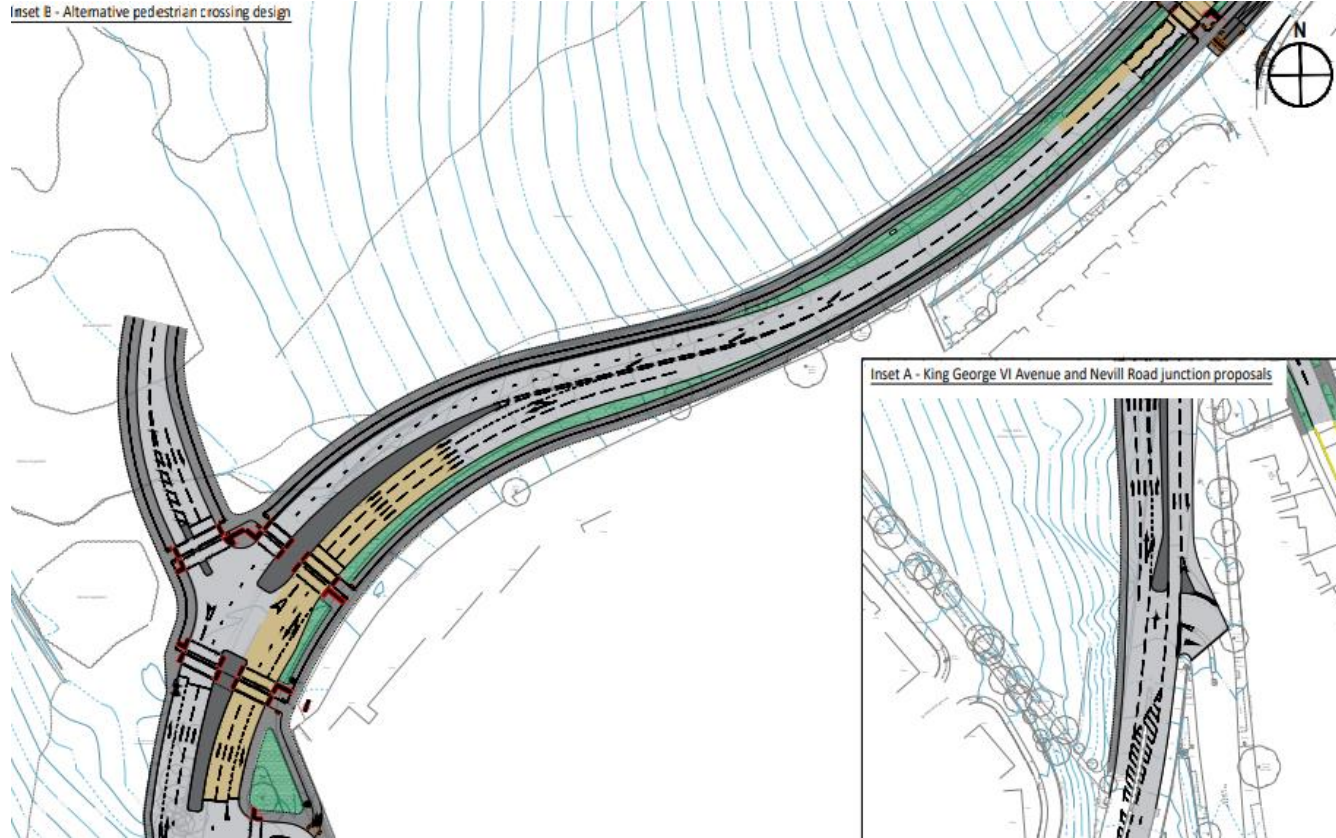
Proposed highway works KGVI Ave (mid 3)



Proposed highway works KGVI Ave (mid 4)



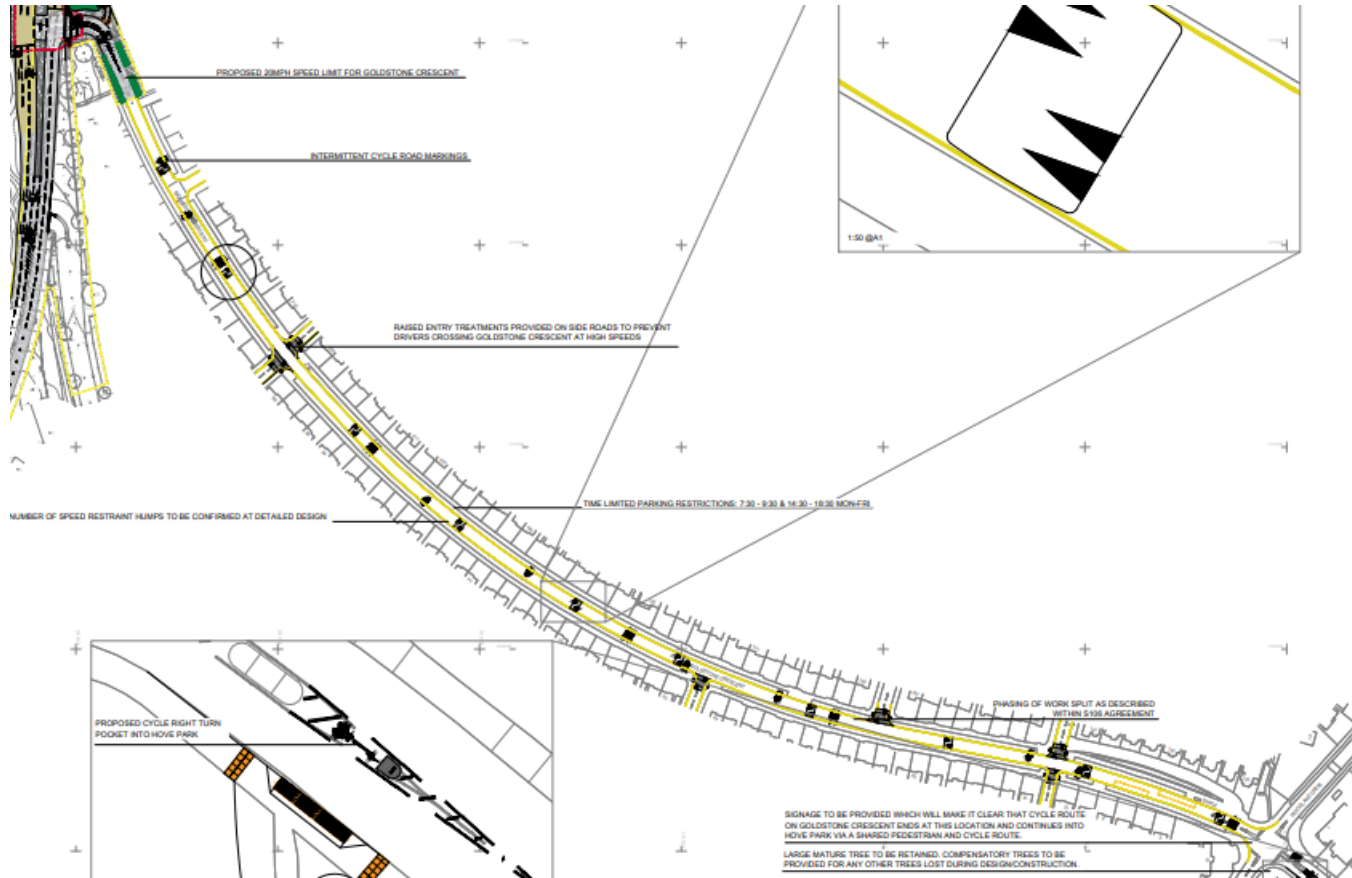
Proposed highway works KGVI Ave



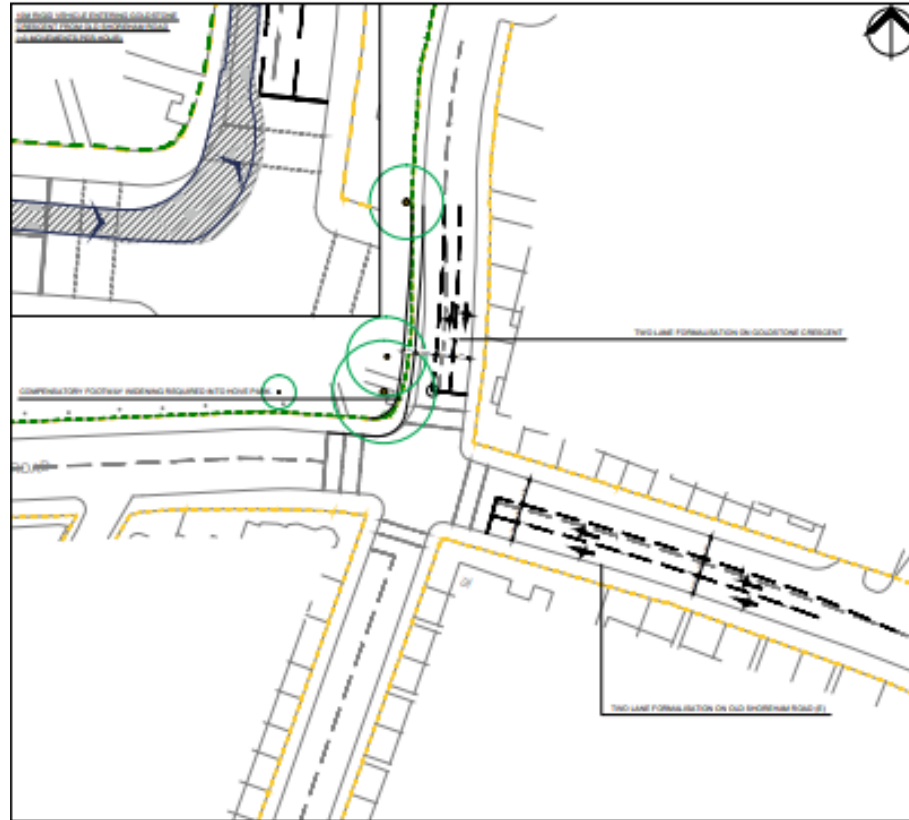
Highway works proposed (main access) opposite Goldstone Crescent



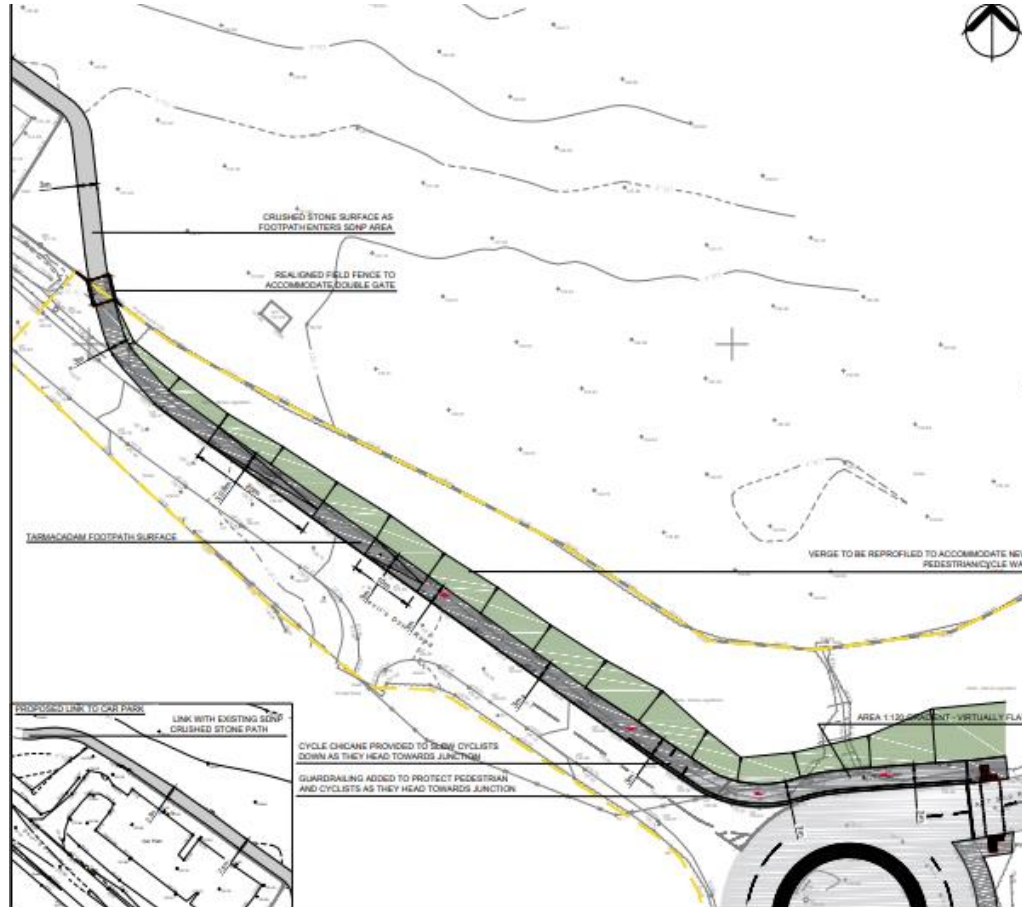
Goldstone Crescent Proposals (illustrative only)



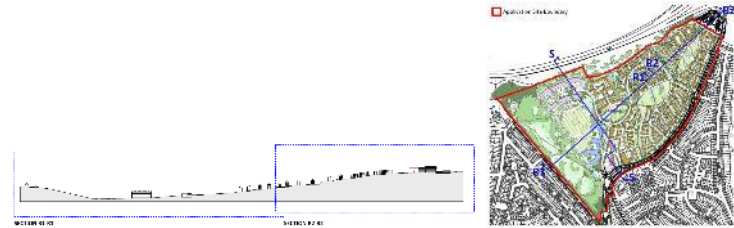
Old Shoreham Road, Goldstone Crescent, Fonthill Road Junction works (illustrative only)



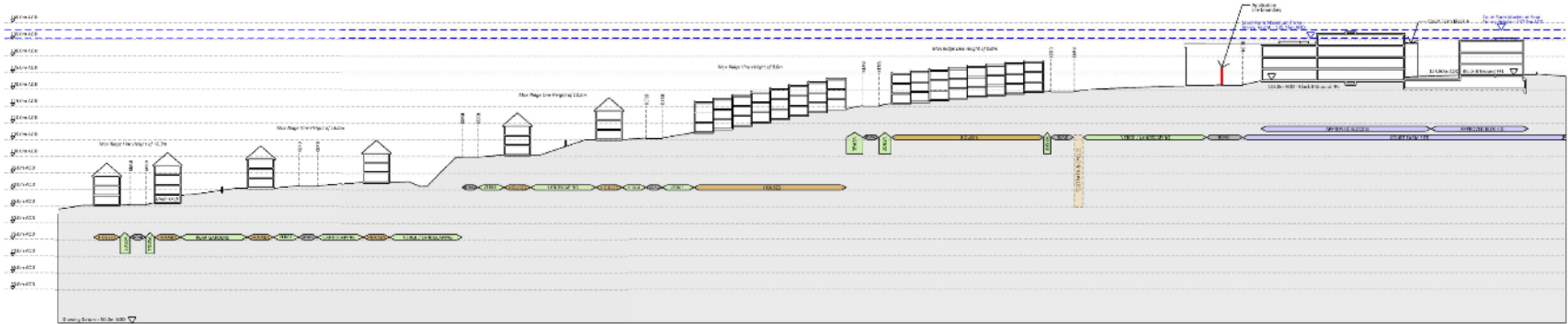
Illustrative ped/cycle SDNP link (N/E)



Indicative Site Sections R2-R2 (incl approved scheme Court Farm)

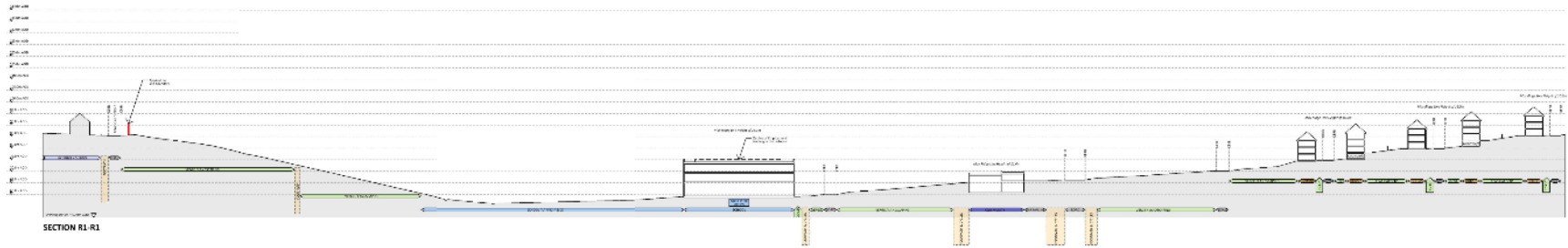
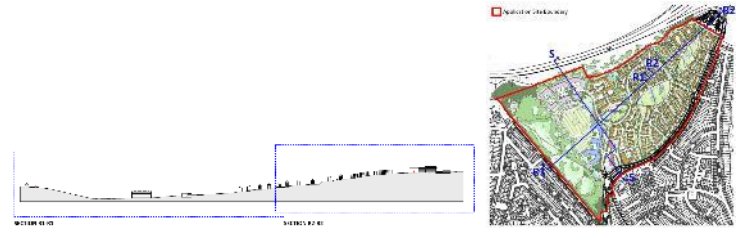


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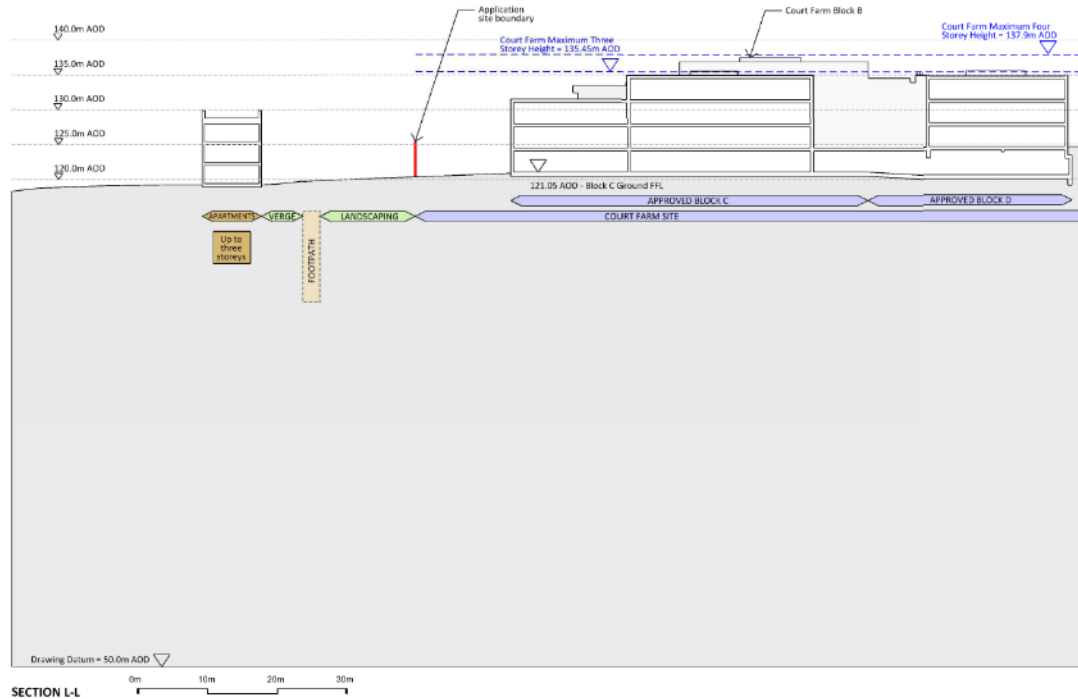
SECTION R2-R2

Indicative Site Sections R1-R1



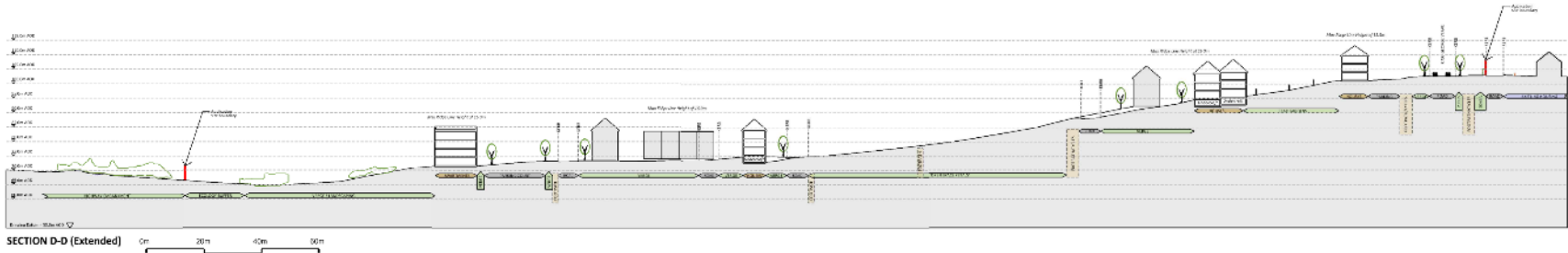
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Indicative Site Sections L-L (showing previous Court Farm approval)



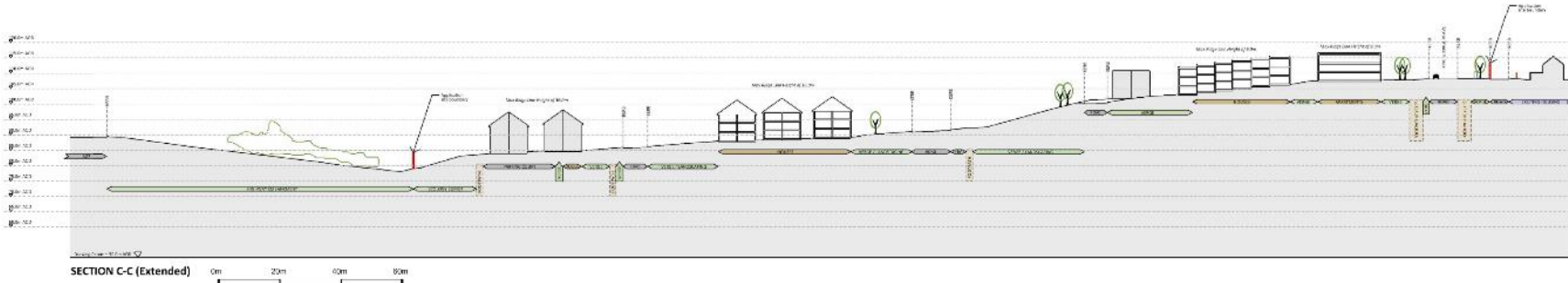
57

Key indicative site sections (DD)



59

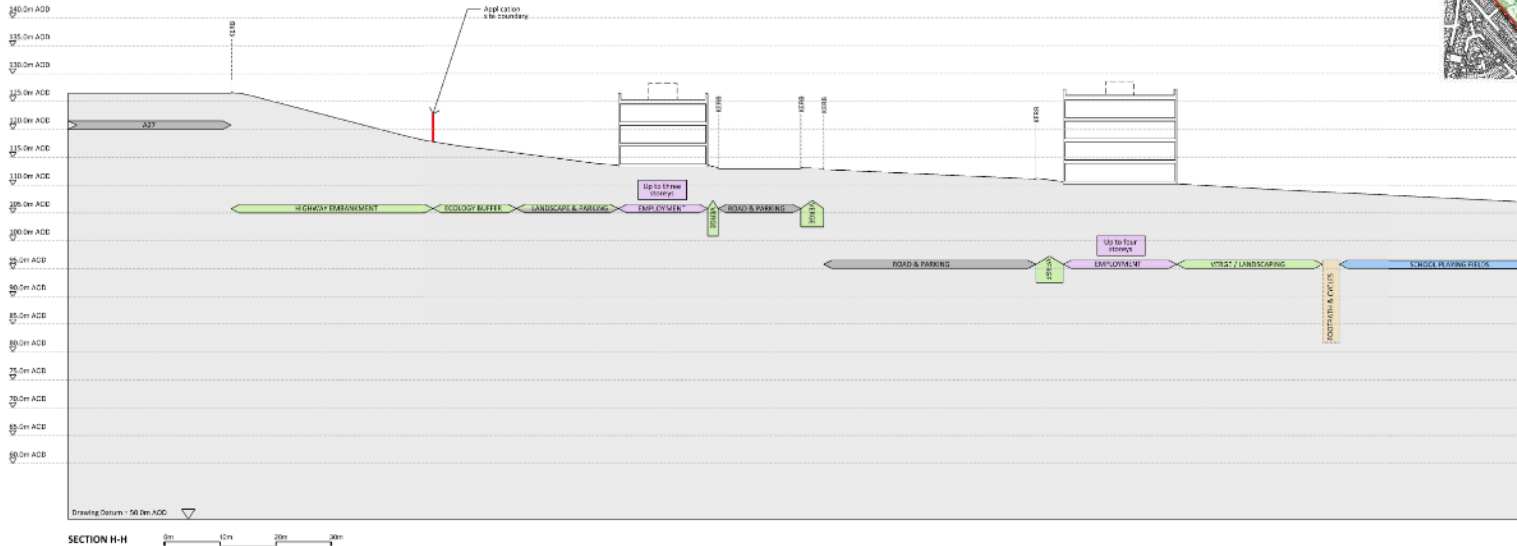
Key Indicative Site Sections CC



60

Indicative Site Sections

Employment Area



63

Indicative Site Sections S-S



64

Wireline VP19



65

ID

Wireline VP12



69

ID

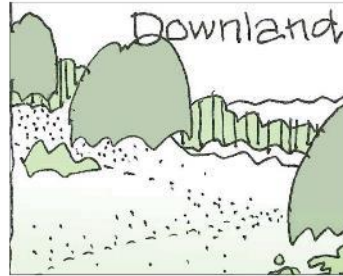
Wireline VP10



67

ID

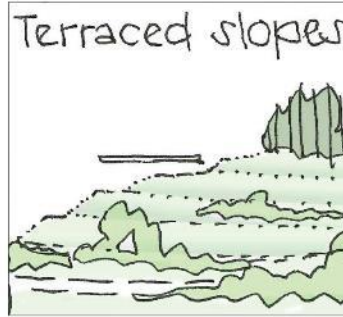
Illustrative Landscape Proposals - Restored Downland



"Restored Downland"

- Restore and enhance the existing SNCI through retaining the eastern and western fringe vegetation, as well as the denser and established vegetation to the north, and otherwise clearing areas of scrub to develop new calcareous chalk grassland.
- Provide for enhanced but controlled public access (segregate pedestrian/cycle routes including connecting with the National Cycle Regional Route E2 and potentially diverting it in the future) between the THV and Hangleton communities through the Open Access Land, as well as links to West Blatchington and Hangleton Schools and the South Downs. These routes would be ramped, angled across the steep slope at a maximum of 1:12 with landings at 20m, although more generally at 1:20 gradients.
- Retain and enhance the regenerating downland scrub along the site's northern boundary through new planting to promote continual vegetation cover and a wildlife corridor.
- Provide for new pedestrian links along the northern boundary.

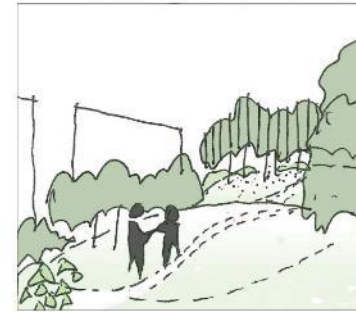
Illustrative Landscape Proposals - **Terraced Slopes and Park**



"Terraced Slopes and Central Park"

- The north-south aligned landscape corridors between the development areas and the semi-circular 'Central Park' would follow the contours and would be steeply sloped as a matter of necessity.
- The landscape corridors would be terraced open spaces through which pedestrian routes (separate to the streets) would run. They would be planted in the character of the scarp slope of the downs with a mix of grassland, including tussocky grassland, downland scrub and indigenous trees and will also include community orchards and edible shrubs.
- The Central Park would also be terraced and would be crossed east-west by the principal spine route through the scheme (segregated pedestrian/cycles) and north-south by the pedestrian routes linking to the landscape corridors. This open space would offer long views out to the south-west and would be landscaped to promote this open aspect.
- These areas would provide space for medium-scale play if appropriate, i.e. one LEAP.

Illustrative Landscape Proposals - Hill Top Clumps



"Hill Top Clumps"

- The highest and easternmost part of the site and close to the Court Farm boundary, is also close to the top of a characteristic downward 'whaleback' ridge of the Downs' dip-slope. The landscape character area would include the eastern boundary and an east-west landscape corridor that would run down the slope and perpendicular to the contours (i.e. the opposite relationship to that of the terraced slopes).
- Lying, in part, along the spine of the scheme, this corridor would be utilised by the principal spine route (segregated pedestrian/cycles).
- The landscape treatment would be more akin to hill top-downland, with tree clumps and grassland, a more open treatment than the terraced slopes.

Illustrative Landscape Proposals - King George VI Avenue



King George VI Avenue

- King George VI Avenue would be changed to become a two-lane single carriageway, 30mph restricted, serving directly a series of new linkings into the proposed residential streets.
- The landscape concept for the enhanced road will include treatment to both sides. A continual pedestrian route along the north side would be provided, within a green corridor, set back from the road. Cyclists would utilise a segregated route on the south side.
- The more level, eastern section of King George VI Avenue would have multiple residential road access onto it's frontage housing. Its character could be more formal with boulevards of Elm (disease resistant species). The steep and twisting western section would be too steep for access and would have a more downland landscape treatment.



Illustrative sketch image (KGVl Ave)



Illustrative images (neighbourhood centre & employment site)



Key Application Considerations

- **Principle** of developing the site
- **Mix, type and amount of land uses** and compliance with Policy DA7, incl % housing mix/affordable, employment, school, community, sport and other supporting uses
- Impact to **ecology** (incl protected species) & landscape in terms of mitigation/enhancement
- **Transport** impacts (safety, traffic generation, appropriate mitigation, promotion of sustainable modes, linkages to other areas, compliance with DA7 and SPD15)
- Whether **illustrative designs, density, layouts and heights** broadly policy compliant, and impacts to wider landscape setting incl of SDNP and heritage assets
- Incorporation of sufficient **public open space**, incl play & food growing areas
- Impact to **amenity**
- Whether proposal are **sustainable**, are an 'exemplar' and incorporate SUDs
- Incorporation of sufficient **supporting infrastructure** for new population incl delivery in phased timely way, via conditions/S106
- Robustness of assessment within **Environmental Statement**

S106 table (Draft Head of Terms)

- Highway works (incl downgrading of KGVI Ave incl crossings, narrowing, reduced speed limit, cycle/ped links; dumbbell roundabout works; junction works)
- Sustainable transport measures (incl cycle/pedestrian links incl to SDNP and 3CC; £2.1 million for bus service enhancement; bus stop upgrades; travel plans; £50,000 for city bike hire docks; Goldstone Crescent traffic calming)

S106 table (Draft Head of Terms) continued

- On and off-site ecological mitigation, enhancement and maintenance incl of SNCI (incl transfer to council), dormice crossing
- 40% affordable housing (352 units) incl wheelchair units
- 30 custom/self-build plots incl affordable
- Clearance and servicing of employment land; marketing strategy and direct provision if interest

S106 table (Draft Head of Terms) continued

- Two areas of childrens play and informal play and exercise scheme
- Food growing areas – orchard and allotments (0.58ha)
- Sports provision (in school or fallback MUGA and 3G pitch)
- Community centre incl hall for sport
- Health facility (for 3 GPs)
- Neighbourhood centre – provision of retail units
- Contribution towards Local Employment Scheme/20% local labour
- Public art component
- Monitoring fees
- See Appendix in report for full summary

Conclusion and Planning Balance

- Principle of development accepted - Policy DA7 allocation
- Policy-compliant scheme: mix, type and amount of land uses all meet minimum requirements in DA7 incl 40% affordable. Policy DA7 requires only a *minimum* of 700 residential units & 880 proposed welcomed - make effective use of site and help city's housing land supply position - which must be given significant planning weight (NPPF). Appropriate supporting uses incl community uses included.
- Ecology/protected species appropriately mitigated/enhanced on and off-site: County Ecologist and Natural England no objection. Detail at RM stage.
- Transport impacts appear broadly DA7 and SPD15 complaint, and comprehensive package of sustainable transport links/measures are included. Until audit of traffic modelling and Road Safety Audit are complete cannot, however, conclude proposals would not cause severe highway impact or that designs are safe. National Highways object on these grounds also.

Conclusion and Planning Balance (continued)

- Illustrative designs/density/layout/heights are policy compliant. Design Panel & County Landscape Architect raises no objection. No adverse impact to setting of SDNP or heritage assets and SDNPA raise no objection. Detail can be controlled at RM stage. Design Code recommended.
- Proposals contain substantial open space incl play, sport and food growing
- Impact to amenity acceptable in principle subject to mitigation (if transport case proven with regard to traffic/air quality)
- Proposals are sustainable. Sustainability Officer confirms the proposals go beyond current standards and are a sustainability exemplar, SUDs included.
- Indicative phasing acceptable, infrastructure would be delivered in timely way (note draft S106/conditions in report Appendix)

- **Notwithstanding the many policy-compliant benefits above, and the significant weight that must given to housing delivery, approval cannot be recommended until the transport assessment is complete.**



