

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

Item B: BH2022/00203 (duplicate
application)



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Application Description

This is a duplicate (identical) application to the original 2018 application currently at appeal against non-determination

Outline Planning Permission is sought 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



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 KGV Ave on the right.

Aerial image of site looking south/west



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Policy Context

- **Allocated as a Development Area (Policy DA7) in City Plan Part One (adopted 2016)**
- Principle of developing the site accepted through Plan's adoption
- ∞ • Plan supported by a Strategic Transport Assessment
- Largest development site in the city
- **SPD15 adopted in 2017 to help deliver the City Plan vision**
- Significant contribution towards meeting the City Plan housing target and other strategic priorities

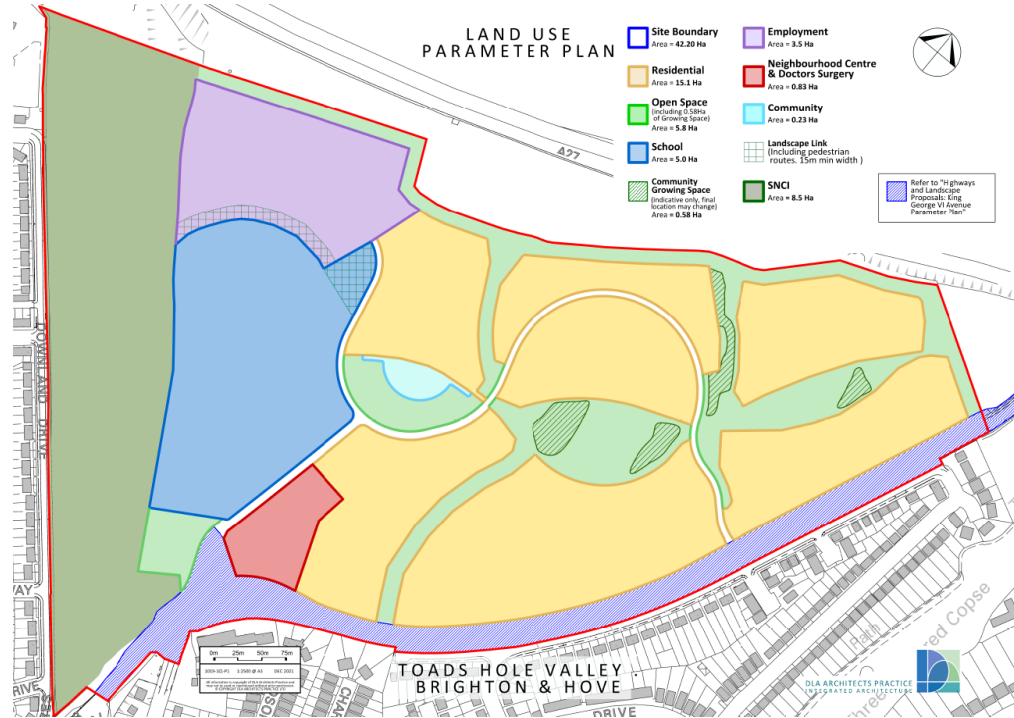
Policy Compliance

- Exceeds the minimum housing requirement
- 40% affordable housing (352 units)
- 50% family housing (i.e. 3 or more bedrooms)
- 3.5ha of employment land
- community centre, doctor's surgery and small retail units within a new neighbourhood centre.
- Provision for 5.8 ha of open/green space
- Improvements to the 8.5ha Local Wildlife Site
- Site reserved for new secondary school

Illustrative Masterplan



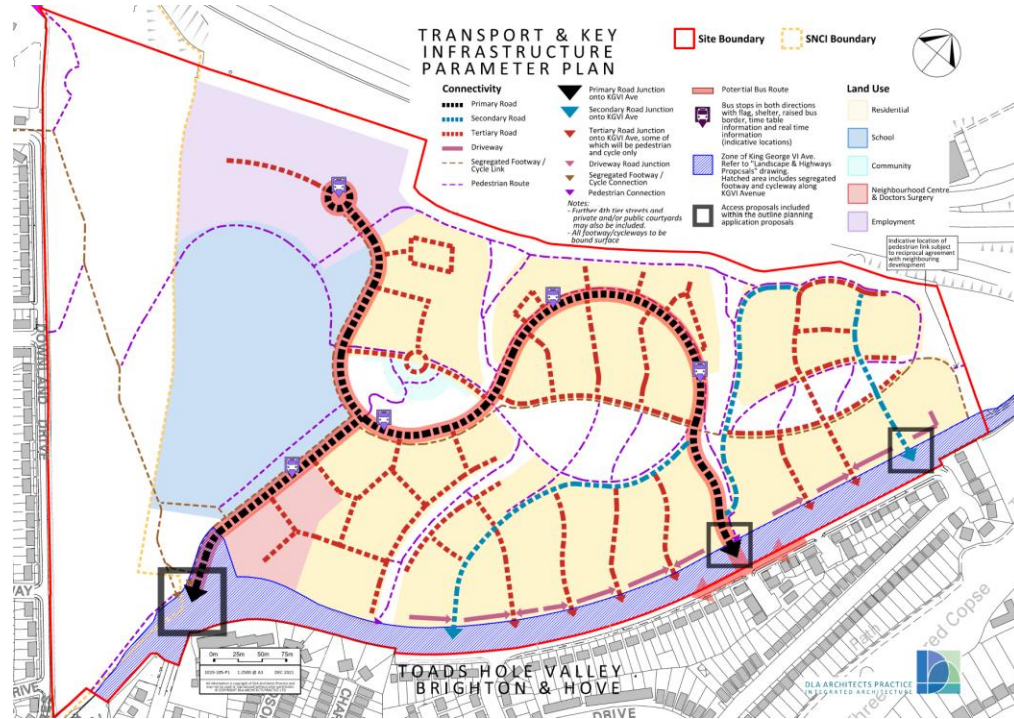
Set of Parameter Plans to guide RM applications



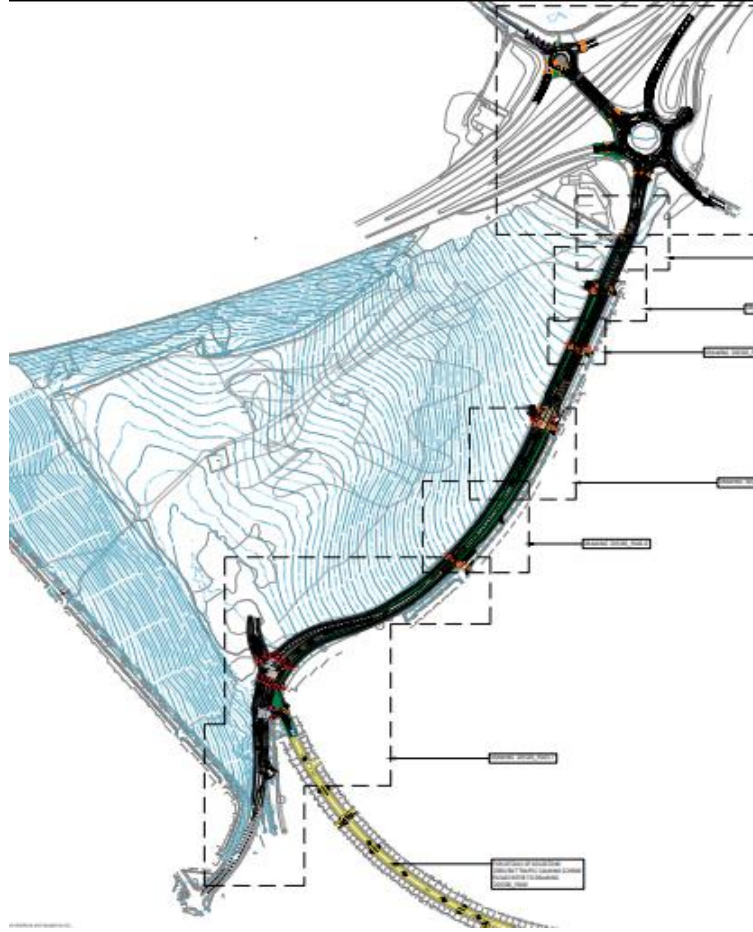
Phasing Parameter Plans



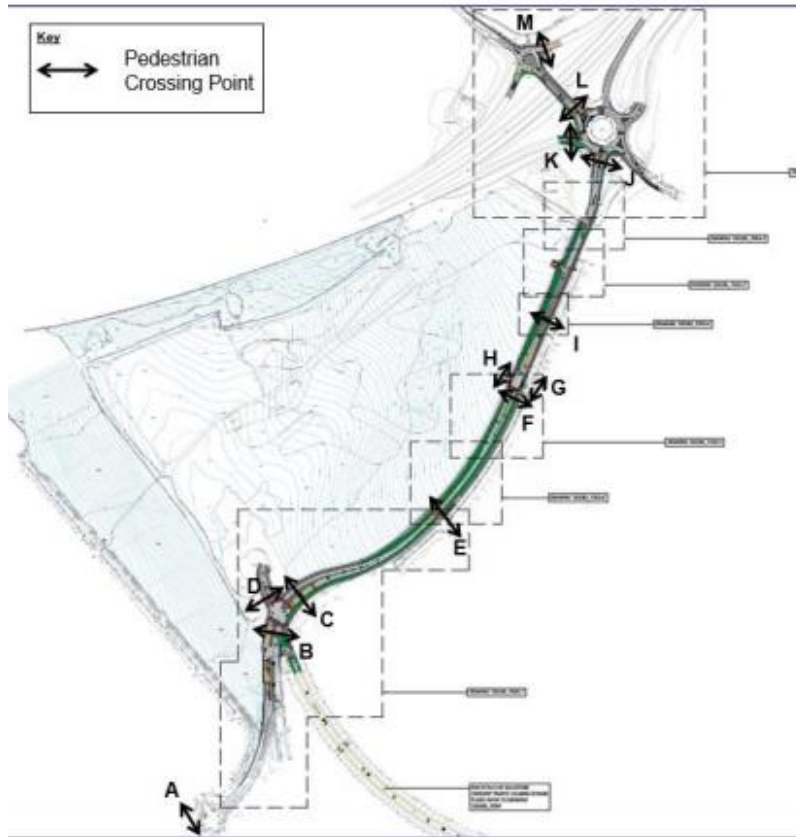
Transport & Key Infrastructure Parameter Plan (shows 3 vehicular accesses onto KGVI Ave)



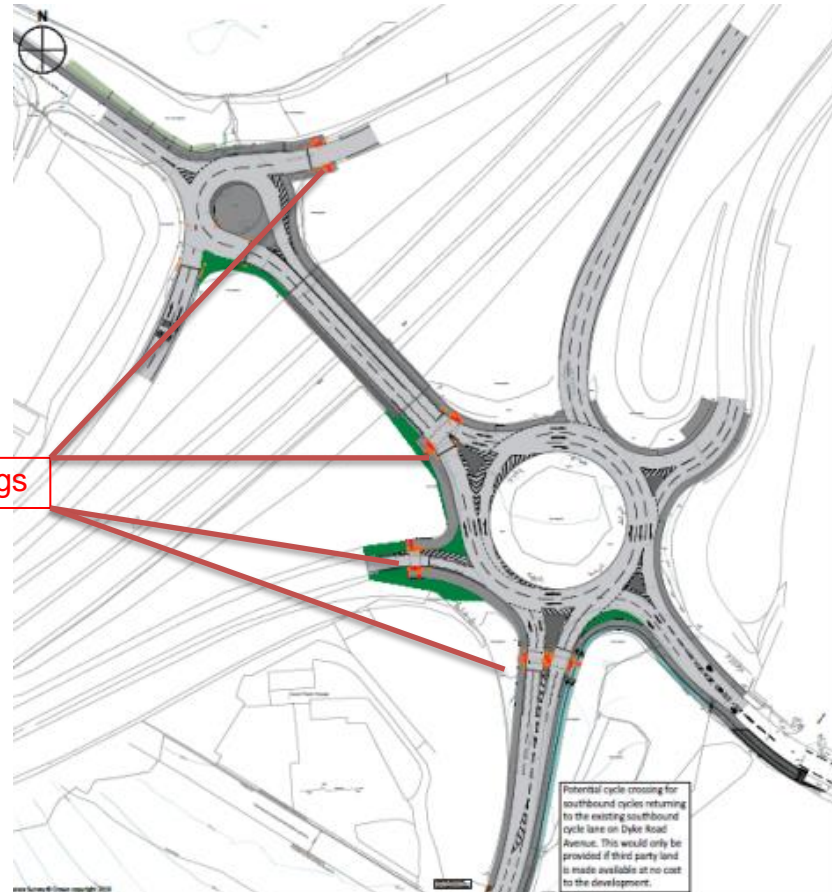
Outline of main proposed highway works



Proposed KGVI Ave pedestrian crossing points

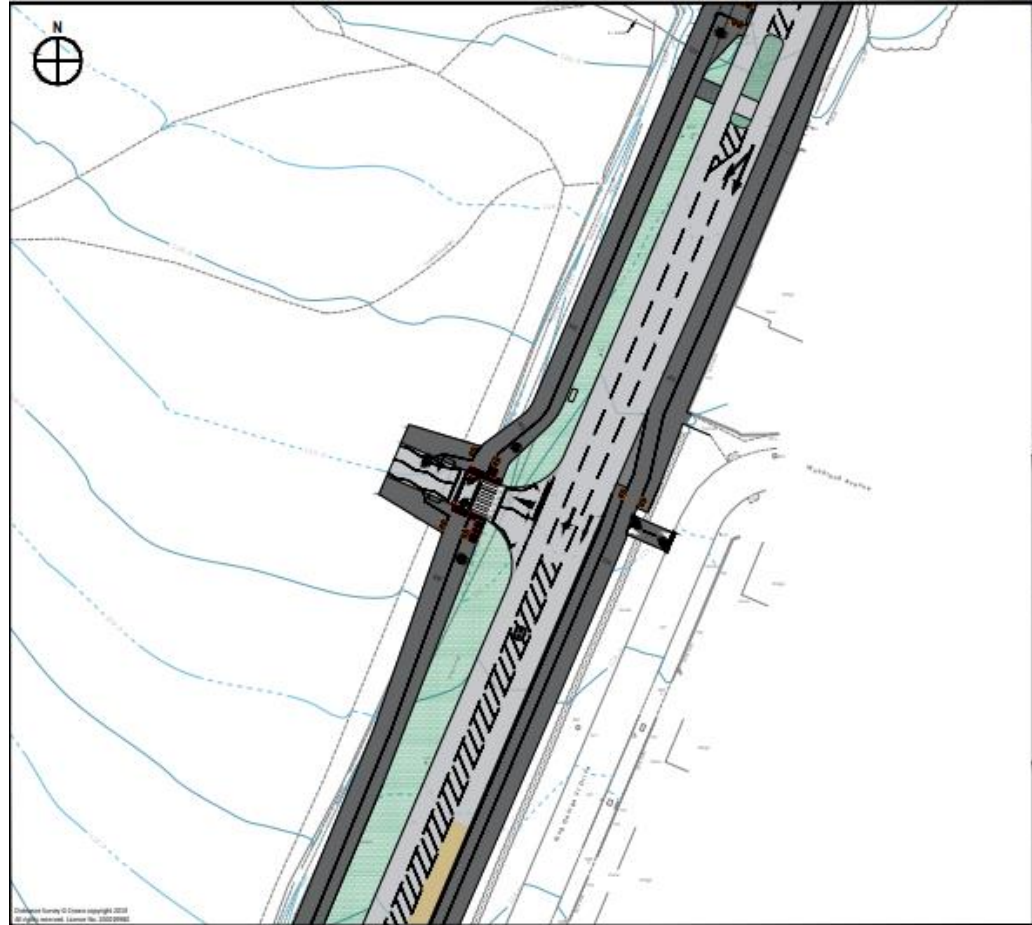


Highway works to A27 dumbbell roundabouts

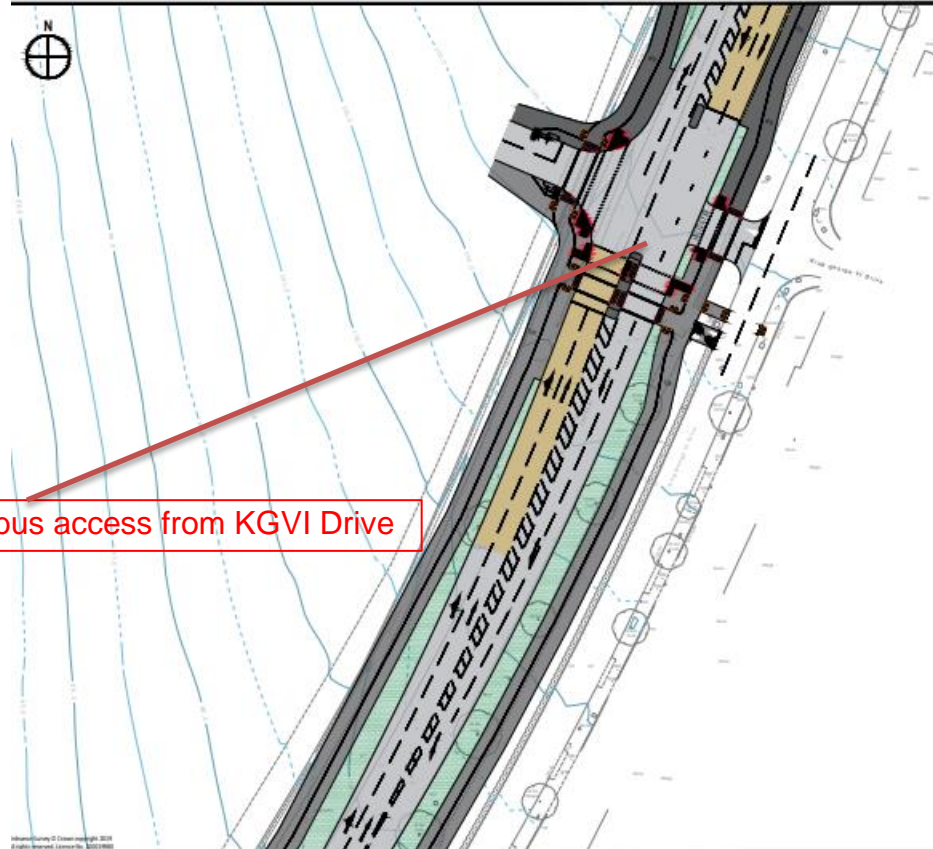


Signalised crossings

Highway works KGVII Ave (vehicular access 1 of 3 TOP)



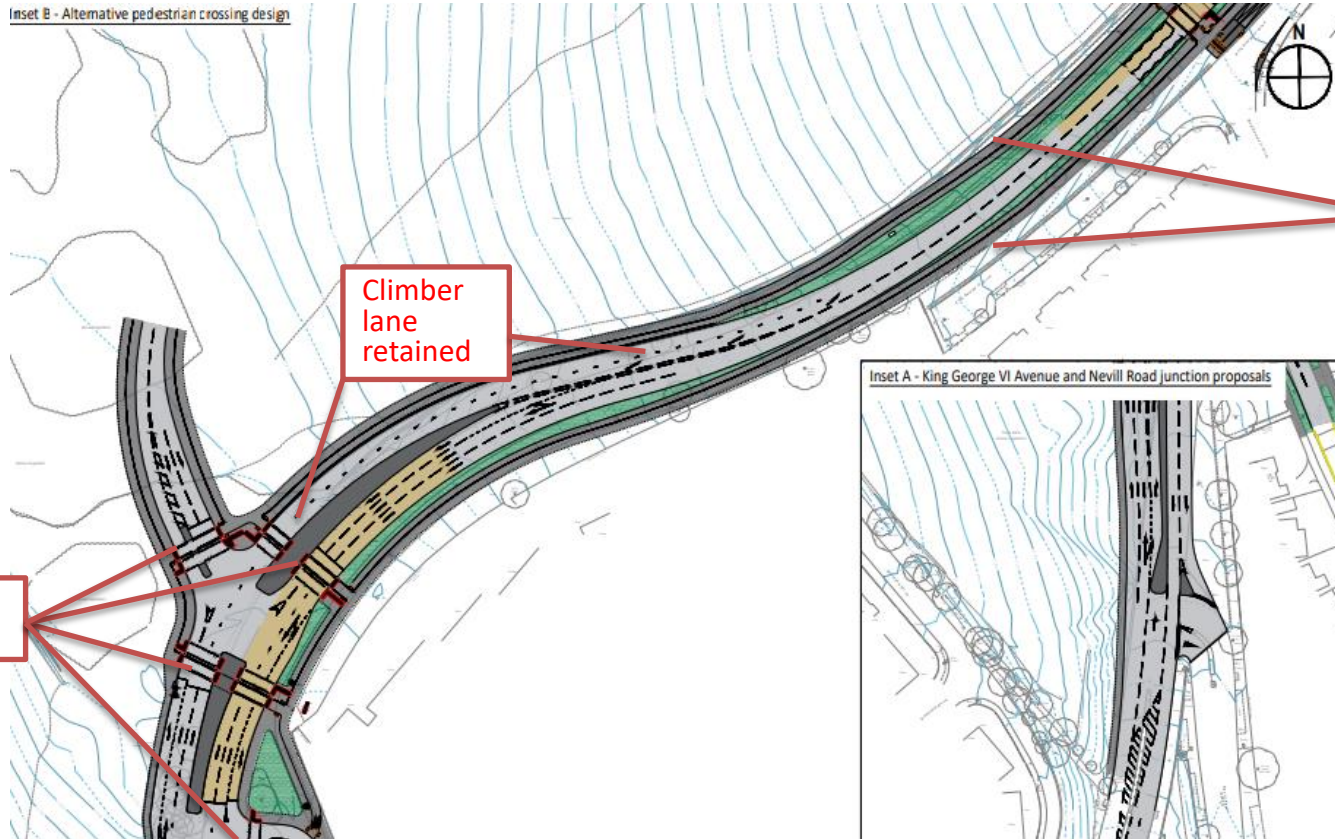
Highway works KGV1 Ave (vehicular access 2 of 3 - MID)



Signalised crossing incl bus access from KGV1 Drive

Highway works KGVI Ave (main vehicular access 3 of 3 – bottom)

Inset B - Alternative pedestrian crossing design

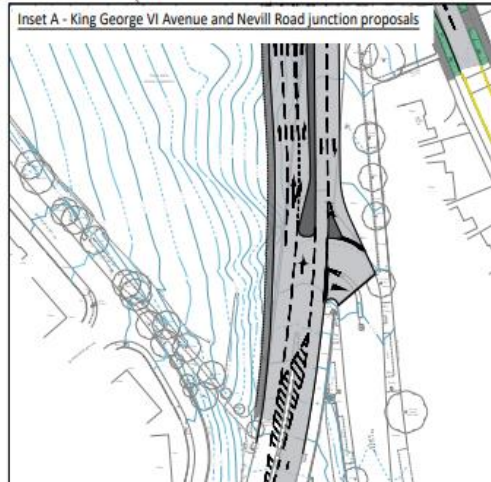


Segregated cycle/ped routes on both sides of whole length of KGVI Ave

Signalised crossings

Climber lane retained

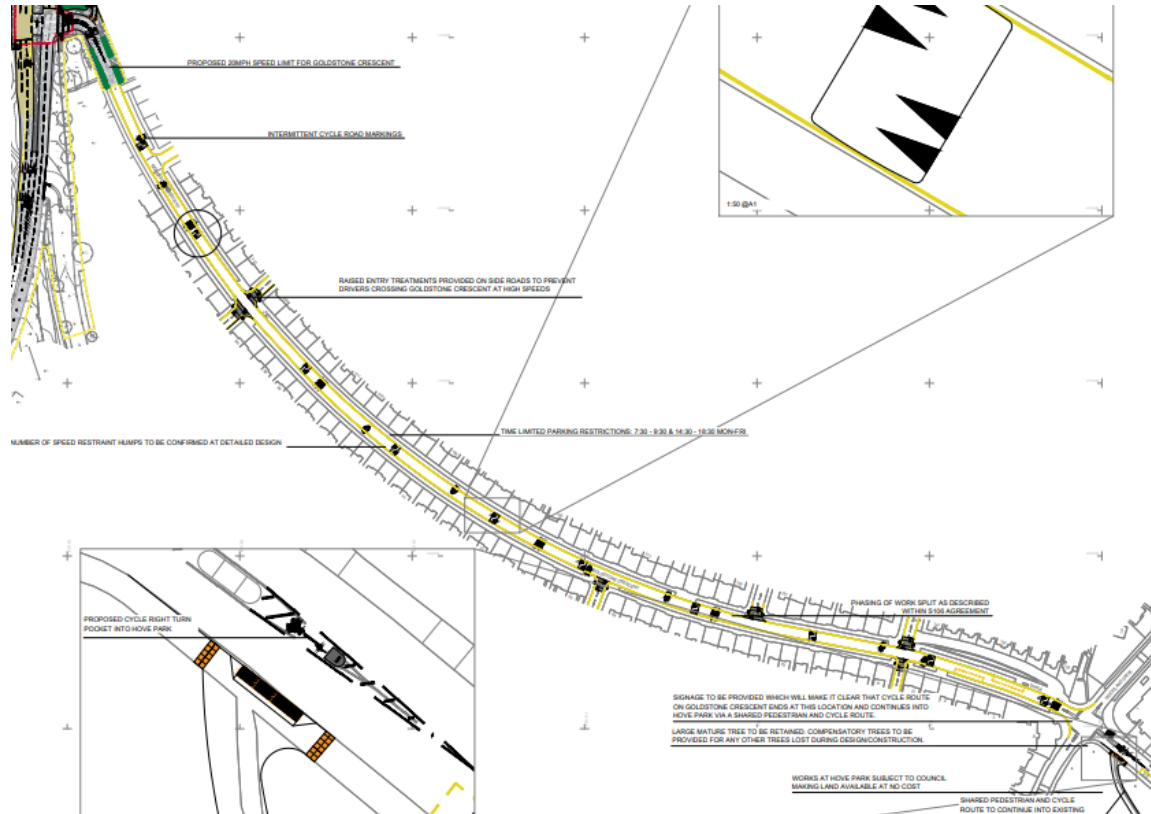
Inset A - King George VI Avenue and Nevill Road junction proposals



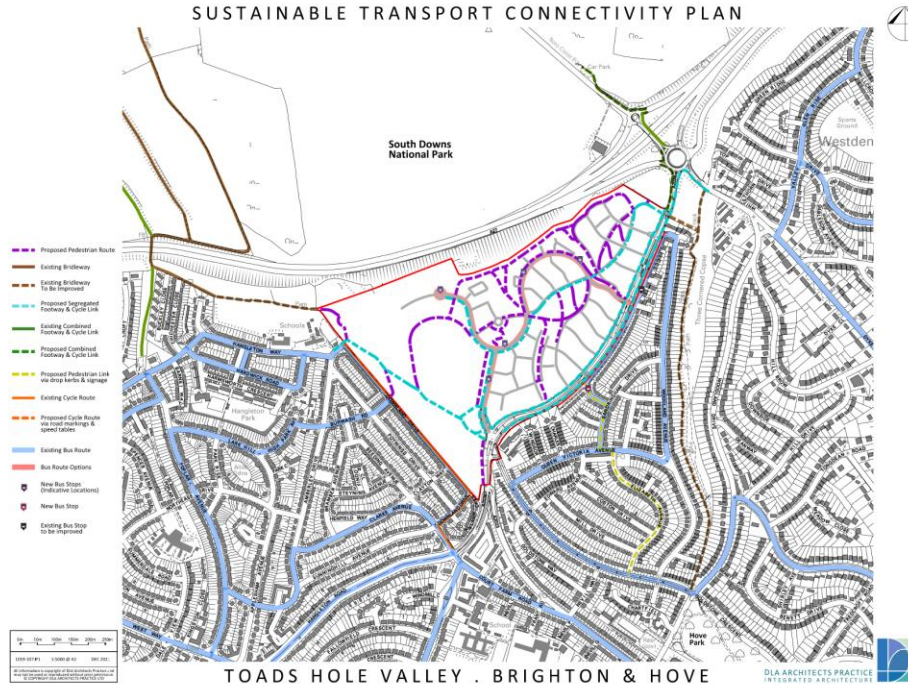
Highway works proposed (main access) opposite Goldstone Crescent- close up



Goldstone Crescent works (illustrative) on-road only



Sustainable Transport Connectivity Plan



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Views from Hangleton Rd



View from Goldstone Crescent



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Views along KGVI Ave



Views along KGVI Ave



Images of site (from KGVI Ave)



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Views along KGVI Ave



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Background/Key Considerations

This is a duplicate application to that submitted in 2018 (at appeal) and therefore the key considerations as set out at Planning Committee 21/3/22 are the same:

- Whether the land uses proposed deliver all the mixed uses as required by policy DA7 incl housing mix
- Whether the impact to biodiversity is acceptable
- Whether the indicative design/density/layouts/heights are appropriate
- Whether proposals contain enough open space incl play, food growing & sports
- Whether the impact to amenity is acceptable
- Whether the proposals are sustainable
- Whether the indicative phasing is acceptable
- Whether the proposed conditions/S106 appropriately mitigate the impacts
- Whether the additional information now submitted demonstrates the transport assessment is robust, the impacts are acceptable and that sustainable modes of transport are promoted, and whether the highway designs are safe.

S106 table (Head of Terms)

- **Highway works** (incl downgrading of KGVI Ave incl crossings, narrowing, reduced speed limit, cycle/pedestrian 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)
- **On and off-site ecological mitigation**, enhancement and maintenance incl of SNCI
- **40% affordable housing** (352 units) incl wheelchair units
- **30 custom/self-build plots** incl affordable
- **Clearance/servicing/marketing** of employment land; direct provision if interest
- **Open space** incl parks, childrens play, food growing areas – orchard and allotments
- **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
- **Local Employment Scheme** Contribution/20% local labour
- **Public art** component
- **Monitoring fees**
- See Appendix in report for full summary



Conclusion and Planning Balance

- The proposals are considered to satisfactorily meet all the key requirements that have been set out, and are considered fully policy-compliant. They deliver many benefits for the city, incl substantial housing, which must be given significant weight as required by the NPPF given the city's shortfall.
- All the outstanding transport information has now been received.
- Expert consultees have found the traffic modelling to be robust and the highway impacts predicted are acceptable (subject to appropriate mitigation). Some localised impact identified but overall impact to network is acceptable and not severe - the NPPF test. A comprehensive package of sustainable transport measures is agreed.
- A Stage 1 RSA has been completed, agreed and proves designs are safe.
- The Local Highway Authority, National Highways and Air Quality officer have all removed their objections.
- Approval (subject to S106/conditions) is therefore recommended

