

Planning Committee

Date: **22 May 2024**

Time: **2.00pm**

Venue **Council Chamber, Hove Town Hall**

Members: **Councillors:** Loughran (Chair), Allen (Deputy Chair), Cattell, Fishleigh, Nann, Robinson, Shanks, C Theobald, Winder and Thomson

Conservation Advisory Group Representative

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AGENDA

113 PROCEDURAL BUSINESS

(a) Declaration of Substitutes: Where Councillors are unable to attend a meeting, a substitute Member from the same Political Group may attend, speak and vote in their place for that meeting.

(b) Declarations of Interest or Lobbying

- (a) Disclosable pecuniary interests;
- (b) Any other interests required to be registered under the local code;
- (c) Any other general interest as a result of which a decision on the matter might reasonably be regarded as affecting you or a partner more than a majority of other people or businesses in the ward/s affected by the decision.

In each case, you need to declare

- (i) the item on the agenda the interest relates to;
- (ii) the nature of the interest; and
- (iii) whether it is a disclosable pecuniary interest or some other interest.

If unsure, Members should seek advice from the committee lawyer or administrator preferably before the meeting.

- (d) All Members present to declare any instances of lobbying they have encountered regarding items on the agenda.

(c) Exclusion of Press and Public: To consider whether, in view of the nature of the business to be transacted, or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

NOTE: Any item appearing in Part 2 of the Agenda states in its heading the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the public.

A list and description of the exempt categories is available for public inspection at Brighton and Hove Town Halls.

114 MINUTES OF THE PREVIOUS MEETING

Minutes of the meeting held on 8 May 2024 will be circulated with the 5 June 2024 agenda.

115 CHAIR'S COMMUNICATIONS

116 PUBLIC QUESTIONS

Written Questions: to receive any questions submitted by the due date of 12 noon on 16 May 2024.

117 TO AGREE THOSE APPLICATIONS TO BE THE SUBJECT OF SITE VISITS

118 TO CONSIDER AND DETERMINE PLANNING APPLICATIONS

Please note that the published order of the agenda may be changed; major applications will always be heard first; however, the order of the minor applications may be amended to allow those applications with registered speakers to be heard first.

Public Speakers Note: Any persons wishing to speak at a meeting of the Planning Committee shall give written notice of their intention to do so to the Democratic Services Officer **four clear days** before the meeting (normally, the Committee meets on Wednesdays which means the notice has to be **received by 5.30pm the preceding Friday**). To register to speak please email Democratic Services at: democratic.services@brighton-hove.gov.uk

(On this occasion speakers are to be allocated a strict 15 minutes to address the committee. If more than one person wishes to speak, the 15 minutes will need to be shared, or one person can be elected by communal consent to speak for all).

119 BH2021/04167 - BRIGHTON GASWORKS LAND BOUNDED BY ROEDEAN ROAD (B2066), MARINA WAY AND BOUNDARY ROAD, BRIGHTON - FULL PLANNING

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INFORMATION ITEMS

120 LIST OF NEW APPEALS LODGED WITH THE PLANNING INSPECTORATE

None for this meeting.

121 INFORMATION ON INFORMAL HEARINGS/PUBLIC INQUIRIES

None for this meeting.

122 APPEAL DECISIONS

None for this meeting.

Members are asked to note that plans for any planning application listed on the agenda are now available on the website at: <http://www.brighton-hove.gov.uk>

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The closing date for receipt of public questions and deputations for the next meeting is 12 noon on the fourth working day before the meeting.

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Date of Publication - Tuesday, 14 May 2024

ITEM A

**BRIGHTON GASWORKS
LAND BOUNDED BY ROEDEAN ROAD
(B2066), MARINA WAY AND BOUNDARY
ROAD, BRIGHTON
BH2021/04167
Full Planning**

DATE OF COMMITTEE: 22nd May 2024

<u>No:</u>	BH2021/04167	<u>Ward:</u>	Ward
<u>App Type:</u>	Full Planning		
<u>Address:</u>	Brighton Gasworks Land Bounded by Roedean Road (B2066) Marina Way and Boundary Road Brighton BN2 5TJ		
<u>Proposal:</u>	Comprehensive mixed-use redevelopment comprising site preparation and enabling works, demolition of existing buildings and structures; provision of new buildings comprising residential use (Use Class C3) and flexible non-residential floorspace (Use Class E), new private and communal amenity space, public realm, landscaping; car and cycle parking, highway works, access and servicing arrangements; associated plant, infrastructure and other associated works including interim works.		
<u>Officer:</u>	Chris Swain, tel: 292178	<u>Valid Date:</u>	24.11.2021
<u>Con Area:</u>		<u>Expiry Date:</u>	16.03.2022
<u>Listed Building Grade:</u>		<u>EOT:</u>	17.07.2024
<u>Agent:</u>	Quod Quod 8-14 Meard Street London W1F 0EQ		
<u>Applicant:</u>	St William Homes LLP Care of Quod 8-14 Meard Street London W1F 0EQ		

1. RECOMMENDATION

That the Committee has taken into consideration and agrees with the reasons for the recommendation set out below and resolves to be **MINDED TO GRANT** planning permission subject to:

- A) Completion of a s106 Agreement and secure the Heads of Term as set out below:

Section 106 Head of Terms:

Affordable housing:

- Prior to implementation of the development the applicant shall use reasonable endeavours to enter into a contract with a Registered Provider (RP) with sufficient grant funding to acquire 40% of the total dwellings on the site which will be provided as affordable housing by the RP.
 - The applicant shall use reasonable endeavours to ensure that the contract provides for the affordable housing to be provided is in broad alignment with the Council's target mix and tenure split.

- Late-stage Reviews of Viability
 - Reviews of viability will be required if the applicant is unable to secure 40% affordable housing of an acceptable mix and tenure on site, as set out above.

Sustainable Transport and Highways:

- The applicant is required to enter a s278 to provide the following highway works prior to first occupation / use of the site as indicated in Figure 44 and Appendix D of the Transport Assessment (December 2023).
 - Boundary Road improvements,). These works would also include a new signal-controlled Toucan crossing on Marine Drive, south of Boundary Road, including the provision of suitable kerbing to facilitate cyclist joining/leaving the cycle route. 1 x car club bay to be provided on Boundary Road. Tree planting and an agreed maintenance plan. Any necessary TRO's.
 - B2066 Roedean Road, Marina Way improvements, immediately adjacent to the site, including a new footway on the western side of Marina Way between the development and Roedean Road.
 - Bikeshare hub to secure the provision of a bikeshare docking facilities with 10 e-bikes in proximity to the site, to be located on-site or the public highway, adjacent to the site (eg. Boundary Road).
- Permissive Path Agreement
 - Access shall be provided through the site at all times via a permissive path agreement.

Public art

- Commissioning and installation of an Artistic Component and / or Arts Strategy to the value of £231,620.

Employment:

- A financial contribution of £180,260 towards the Local Employment Scheme
- Submission of an Employment & Training Strategy to set how the developer, contractor (and their sub-contractors), as well as any other relevant agents will collaborate in order to meet the Local Employment Scheme's key objectives:
 - Recruitment and Development
 - Careers, Experiences of Work & Social Value
 - Green Economy & Sustainability

Monitoring fees:

- Contribution for the necessary monitoring of the s106 agreement, the public art proposals and the measures and objectives within the Travel

Plan.

B) The Conditions & Informatives set out at Appendix B

SAVE THAT should the s106 agreement not be completed on or before 11 September 2024 the Head of Planning is hereby authorised to refuse planning permission for the reasons set out in Appendix C of this report:

2. SITE LOCATION

The Site

- 2.1. The site known as the 'Brighton Gasworks' is located within the Whitehawk and Marina Ward. It covers an area of 2.02 hectares. There is a fall of elevation from north to south of approximately 9m in height with a shallower fall in gradient from east to west. It is bounded by Roedean Road to the north, Marina Way to the east and south and Boundary Road to the west. The main A259 Seafront Road is further to the south.
- 2.2. The northeastern part of the site is occupied by two redundant gasholders, with the frame of one still in situ. Directly to the south of the gasholders are several small buildings that contain operational gas equipment and accordingly there remain low, medium and high-pressure gas mains underneath parts of the Site.
- 2.3. The rest of the site is made up predominantly of hardstanding with low rise / warehouse style buildings used in association with the existing commercial uses, largely located in the centre of the site. The mix of uses includes vehicle parking, storage and maintenance and servicing.
- 2.4. The northern and southern boundaries of the site abut areas of council-owned land which are outside of the red line site boundary and do not form part of the proposed development.

Surrounding context and constraints

- 2.5. Directly to the north of the site is a brick building containing a primary substation and council owned land used for storage in conjunction with highways maintenance. On the northern side of Roedean Road is the Brighton Waldorf School, a low rise assisted living development and four storey residential block.
- 2.6. On the eastern side of Marina Way there are a number of semi-detached and terraced housing, Roedean Community Fire Station and also the large scale locally listed Marine Gate flat development, built in the late 1930s and predominantly eight to nine storeys in height.
- 2.7. The council owned land directly to the south of the site contains a single storey community building. Further to the south, Marina Way drops away, extending into an underpath below the main seafront road (A259) that provides access to the Brighton Marina.

- 2.8. The eight storey 1970's Courcels building is sited to the southwest of the site, with the western boundary flanked by Boundary Road and the backs of the terraced properties of Arundel Street. The Bell Tower Industrial Estate is sited to the northern end of Boundary Road, to the west of the site.
- 2.9. The closest listed building is the Grade II Listed French Convalescent Home, located to the southwest of the site. Further to the west is located the Grade I listed Kemp Town Estate and Enclosures, the boundary of which forms the extent of the Kemp Town Conservation Area (CA). The East Cliff CA lies immediately to the west of the listed Kemp Town Estate.
- 2.10. To the northeast of the site beyond Roedean Road is East Brighton Park which is encompassed by the edge of the South Downs National Park (SDNP).
- 2.11. In respect of statutory designations, the Brighton to Newhaven Cliffs Site of Special Scientific Interest (SSSI) is approximately 50m southeast of the site, Beachy Head West Marine Conservation Zone (MCZ) is approximately 300m to the south, and Whitehawk/Race Hill Local Nature Reserve (LNR) is approximately 700m to the northwest. The non-statutory designated Sheepcote Valley Local Wildlife Site (LWS) is sited approximately 130m to the northeast.

3. RELEVANT HISTORY

Pre-application

- 3.1. There were extensive discussions between the Council and the applicant prior to the submission of the application which helped to shape the proposals and set out key design and policy requirements. The pre-application process included two independent external Design Review Panels (DRP) where a panel of built environment professionals critiqued the early development proposals.
- 3.2. The DRPs reviewed initial schemes which had approximately 600 residential units with heights of up to 16 storeys, with the tallest buildings to the centre and north of the site. Whilst the panel was generally more comfortable with the height and massing to the south, the massing to the centre and north was considered too tall and dense, impacting on views from the north and reducing the quality of the proposed amenity areas. Concerns were also raised about the lack of integration with the Council-owned land to the north and south of the site and the Panel set out that these parcels should ideally be incorporated into the site. The Panel also set out that heritage and cultural memory should play a more prominent role with the industrial past of the gasholders referenced in some way. Whilst the general design approach of a link between the Downs and the sea was considered to have merit this needed to be further refined and the public spaces improved for the scheme to succeed as a quality piece of public realm, which also worked with commercial and residential occupiers of the site.
- 3.3. The general layout and massing and architectural form was further evolved over time in response to officer and DRP feedback before an application was submitted. Alongside considerations of quality design and impact on neighbouring amenity key issues requiring attention were identified including

sustainability measures, appropriate housing mix and the provision of robust land contamination information.

- 3.4. Notwithstanding viability concerns, the applicant was strongly pressed by the Council to explore all options to provide affordable housing in the scheme, whether that would be via any form of grant or other additional funding mechanism or through any other partnerships or joint ventures.
- 3.5. It is noted that there were discussions between the applicant and the Council to purchase the land parcels abutting the north and south of the site. Although the applicant submitted a formal offer to acquire the land they failed to reach an agreement, with the Council deciding they needed to explore other options at the time. As such the proposals were developed without these sites.
- 3.6. The applicant also undertook pre-application engagement with the local community via mail-drop, a consultation website, virtual drop-ins, and meetings with local councillors and groups.

Planning applications

- 3.7. **BH2019/02964** - Temporary change of use of site until 16th October 2024 as holding area/consolidation site for hospital building contractors, incorporating hospital construction staff car parking and erection of 6no storage containers to store window units and 54no storage containers for commercial storage and associated alterations. (Part retrospective). Approved 19 January 2023.
- 3.8. **BH2018/02571** - Prior Notification Demolition application for Demolition of Former Gasworks Site Boundary Road. Refused on 7 September 2018 on the grounds that insufficient information was submitted within the 8-week prior notification deadline.
- 3.9. **BH2015/02689** - Temporary change of use of site until 1st November 2019 for:
1) "Park and Ride" parking facility for existing hospital staff and associated waiting area and toilet buildings; 2) hospital construction staff parking; 3) construction material holding and distribution area and erection of 14 containers and 'heras' fencing (part- retrospective).
Approved 4 May 2017.
- 3.10. **BH2013/02188** - Prior approval for demolition of the two former gasholders.
Approved - 13 September 2013.
- 3.11. **BH2010/00882** - Change of use from private open space to car wash (retrospective). Refused 7 July 2010.
- 3.12. **BH2009/01498** - Temporary change of use for period of 5 years for the sale of surplus and reclaimed building materials, installation of portacabins and other ancillary structures and new site fencing (part retrospective). (South-east corner of site) Approved 28 September 2009.
- 3.13. **BH2002/00016/FP** - Use of asset office and first floor for office premises (former British Gas Depot). Approved 8 February 2002.

4. APPLICATION DESCRIPTION

- 4.1. Planning permission is sought for a comprehensive mixed-use redevelopment of the site, comprising the following:
- site preparation and enabling works, demolition of existing buildings and structures; and
 - erection of buildings ranging from 3 to 12 storeys as part of a mixed-use development of the site.
- 4.2. The development would comprise 495 dwellings including 481 flats in eleven apartment blocks, and 14 three-storey townhouses along the western boundary of the site, along with 2,791m² of commercial floorspace at ground floor level throughout the site. There would be a landscaped 'green link' towards the eastern edge of the site providing public linkages from the Roedean Road to the north to Marina Way to the south.
- 4.3. The development is proposed to be split into 3 phases, though much of these works will be undertaken concurrently.
- Site set up and preparation, demolition, remediation, site-wide enabling works,
 - Phase 1 – Buildings E1, Townhouses, E4, F, G & H,
 - Phase 2 – Buildings A, B, C & D Blocks,
 - Phase 3 – Buildings I1 & I2.

Residential

- 495 dwellings (Use Class C3) with a combined mix of:
 - 26 x studio (5%),
 - 142 x one bed unit (29%),
 - 265 two bed unit (54%),
 - 48 x three bed unit (10%) and
 - 14 x 3/4 bed townhouses (3%)
- The applicant has agreed to use 'reasonable endeavours' to provide policy compliant affordable housing. This would be through the sale of 40% of the market homes to a Register Provider (RP) who would purchase with the benefit of Homes England grant funding. This would be for 198 homes with a tenure mix of 55% affordable rent and 45% shared ownership. This would be for 198 homes with the following mix;
 - 77 x 1 bed (39%), 107 x 2 bed 54% and 14 x 3 bed units (7%).
- All residential units to have private amenity space in the form of a balcony or private garden space,
- All residential units to have access to communal amenity space in the form of landscaped podium gardens and terraces,
- An internal communal space for residents for leisure / home working.

Commercial

- 2,791sqm of flexible employment floorspace (Class E), predominantly at ground floor level throughout the scheme,

- Net increase in number of jobs on site (the average assessed as increase of 110 FTE).
- 2000sqm of the employment floorspace to be conditioned to be solely either 'office, research and development or light industrial' space.
- Mix of units with different sizes and layouts throughout the site, suitable for a number of uses such as retail, restaurant / café, professional services, medical or health services, creche or recreation.

Public Realm / highways improvements and landscaping

- Landscaped route 'Green Link' through site from Roedean Road / Marina Way in the northeast, linking up to Boundary Road to the southeast,
- Significant highways improvements to Boundary Road with new surfacing, drainage, lighting, pavements and tree planting,
- A flexible space in the north of the site, 'The Circus' which can be used for community and event use,
- 758sqm of children's play space in private and public spaces
- 400sqm food growing areas within the private gardens.

Parking and access

- 179 podium car parking spaces for both residential and commercial uses including disabled parking accessed via Boundary Road,
- 532 long stay residential cycle parking spaces.
- 24 long stay commercial cycle parking spaces,
- 86 short stay cycle parking spaces (residential and commercial)
- 30 motorcycle spaces
- Servicing and Deliveries via Boundary Road and Marina Way,
- Pedestrian and cycle path through the scheme,

Sustainability and Biodiversity

- Green /Brown biodiverse roofs with photovoltaic panels,
- Air Source heat pumps throughout,
- Landscaping and public realm that includes a significant uplift in biodiversity net gain.

Revisions to the scheme

- 4.4. The scheme, as originally submitted in November 2021 was for 553 residential units and 2,697m² of employment floorspace. The applicant has subsequently undertaken significant revisions to address issues and concerns raised by planning officers and internal and external consultees as well as local residents and amenity groups.
- 4.5. The scheme was revised and formally resubmitted and re-consulted on from late 2022 with changes to height and massing and architectural form and improvements to master planning layout, but with similar quantum of development with 565 residential units and 2,742 sqm of employment floorspace.

- 4.6. Whilst the 2022 revisions did improve the scheme in many areas Officers did not consider that the scheme had gone far enough to address a number of key concerns.
- 4.7. The current scheme has been revised further with the key points set out below:
- Reduction in overall numbers of residential units to 495,
 - Reduction in height to buildings to the centre and north of site
 - Gaps opened up between buildings to help permeability (views) through the site and improve sunlight in the public realm,
 - Improved architectural design, from and materially with a circular gasholder inspired 'gateway' building (Block C)
 - Improved sustainability measures with 100 per cent heat pumps and solar panels throughout
 - Additional land contamination information provided upfront,
 - Addition wind microclimate and balcony details provided upfront.

Environmental Impact Assessment (EIA)

- 4.8. The Development falls within Category 10(b) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, which is applicable to 'Urban Development Projects'. The applicant did not seek a screening opinion from the Council and instead committed to undertaking an EIA and submitting an Environment Statement (ES) with the planning application voluntarily. The ES that has been submitted is based on the Scoping Opinion provided by the Council in November 2020 setting out the matters that needed to be covered.
- 4.9. The ES has been revised and information and assessments have been updated as necessary to take account of changes to the scheme since the original planning application submission, with additional consultation undertaken, as required by the EIA Regulations.

5. REPRESENTATIONS

- 5.1. The original application was consulted on from December 2021. A further revision to the application was consulted on from December 2022. The current application was consulted on from January 2024. Over the course of the entire application process we have received 1734 representations, including from the following groups.
- 5.2. AGHAST, Surfers Against Sewage, Save Britain's Heritage, Rottingdean Heritage, Kemp Town Society, Brighton and Hove Heritage Commission, The Brighton Society, Amex Area Neighbourhood Action Forum, North Laine Community Association, Montpelier & Clifton Hill Association, Regency Squares Community Regency Society of Brighton and Hove, The Georgian Group, The Gasworks Coalition (this group is formed of the Brighton Society, Regency Society of Brighton & Hove, Kemp Town Society, Kingscliffe Society, Montpelier & Clifton Hill Association, Brighton & Hove Heritage Commission, North Laine Community Association, Rottingdean Heritage, West Hill Community Association, Marine Gate Holdings Ltd, Due East, AGHAST, Amex Area

Neighbourhood Action Forum, Regency Square Community, Southdown Rise Residents Association and Kingsway and West Hove Residents Association (KAWHRA)) objecting to the proposed development for the following reasons:

Design, appearance, heritage.

- Overdevelopment of the site, too dense, buildings too close together,
- Inappropriate height, mass and bulk, does not respect character of area,
- Detrimental impact on views of the South Downs National Park, create an ugly visual barrier between the South Downs and the sea,
- Generic architecture, poorly designed, lacks quality and imagination, not a holistic design approach, inappropriate colours and materiality,
- The gas holder structure should be retained / listed,
- Poor quality of public realm,
- Excessive footprint and poor layout,
- Building lines too close to the edge of the site,
- Lack of views, permeability through site.
- Fails to respect existing architectural built form,
- Lacks human scale,
- Showing the proposed Marina development in views is misleading as it will never get built,
- Brighton's character becoming lost with numerous poorly designed large-scale schemes such as this,
- Utilising cheap materials in the design,
- Poor orientation of the buildings,
- Square Tower blocks are akin to Milton Keynes at its worst,
- Building C brick colour should be toned down to a pastel shade and the bricks should have a matte finish to avoid reflections.
- Buildings should be taller,
- Balconies and detailing detract from scheme,
- Design does not respect Brighton's heritage,
- Harms the setting of conservation areas, setting of the Grade I Listed Kemp Town Estate, numerous listed buildings within the local area and the Brighton seafront, harm to locally listed buildings including Marine Gate
- Removal of historic Rottingdean/Brighton flint wall which marked parish boundary,
- Harm to Area of Outstanding Natural Beauty.

Policy

- Excessive in density and way beyond the minimum of 2000sqm of commercial and 85 residential units set out within policy DA2 of the City Plan Part 1,
- The site is not within a designated Tall Buildings Area or special node,
- The proposal does not integrate well into the Marina or Black Rock and has no strategic vision for the wider area,
- Contrary to local and national planning policy and legislation,
- Contrary to SPD17, Urban Design Framework,
- Lack of joined up planning for East Brighton, Black Rock and Marina

- Fail to "foster well-designed, beautiful and safe places" - one of the overarching objectives of the National Planning Policy (NPPF).

Transport / highways

- Increased road and junction congestion especially on A259 and Eastern Road, impact on emergency services, hospitals, on race days at racecourse,
- Highway safety issues for pedestrians, cyclists and vehicles,
- Insufficient vehicle and cycle parking proposed,
- Parking pressures within surrounding streets in and outside the CPZ, especially for disabled drivers, parking survey flawed,
- Lack of connectivity to adjoining sites, including the beach,
- Increased rat runs,
- Boundary Road is an unadopted road owned by the freeholders on Arundel Street,
- Lack of planning for refuse collection and deliveries,
- Site poorly connected by public transport,
- Covenant should be used to restrict car ownership for residents to prevent parking problems.

Land contamination / pollution / noise / air quality / safety

- Land is contaminated and not suitable for development, insufficient land contamination information to safely determine application,
- National concern about gasworks sites and an All-Parliamentary Group has been set up to investigate - other redeveloped gasworks sites have resulted in health complaints from local residents,
- Could result in negative health issues for local residents in respect of gases, vapours, odours, waste or dust that could be harmful, hazardous, noxious or contaminated during remediation and construction,
- No examples of safe gas works sites that have been safely cleaned up have been provided by the applicant or council,
- Mobilisation of pollutants could be worsened by permeable surfaces,
- Schools in close proximity could be impacted by airborne contaminants,
- Construction time is too long and will exacerbate noise/vibration and pollution issues,
- Deep piling and foundations will exacerbate the release of contaminants - a low-rise scheme should be considered that would disturb less of the contaminated land,
- Lack of mitigation plans,
- The Gasworks site is not identified as a 'special site' under Contaminated Land Regulations 2006.
- Previous application to remove the gasholders on the site was rejected on grounds of insufficient information on contamination,
- Gasworks site in Hove was not deemed appropriate for residential development,
- Should comply with top standards of bioremediation, bioreceptors, biosensing, data sensors and monitoring and not just be "LCRM compliant".
- Pollution will impact upon local food growing,
- Additional emissions / pollution from vehicles using the development, worsening of air quality,

- WHO air quality guidelines for both nitrogen dioxide and particulate matter will be exceeded, and adverse impacts upon the local populace are inevitable,
- Concerns about the developer's track record,
- National Grid should have cleaned up site before application submitted,
- The baseline air quality assessment is flawed,
- Not safe to develop over gas pipelines and infrastructure,
- Risk of unexploded bombs - area was heavily bombarded during the Second World War,
- UK Health Security Agency have expressed concerns that there is insufficient information contained within the planning application to be able to fully assess the impact of the proposed development on public health.
- Insufficient sewage infrastructure will result in more sewage discharges into bathing waters,
- Developer should install a water treatment plant before onward discharging to the system,
- Will increase vermin problem in surrounding area.

Housing

- Proposed units will appeal to foreign investment and holiday lets and offers little benefit to the area - properties will not be affordable to local people,
- Lack of affordable housing on site,
- Poor housing mix - too many smaller units rather than family accommodation,
- Viability assessment not submitted with the original application,
- Poor quality of housing, lacking in daylight, sunlight, privacy, outlook and suitable external amenity space,
- Free market economics does not work and thus it is essential to provide social housing,
- Lack of attached housing association/funding for affordable homes.

Standard of accommodation

- Proposed housing is too small / cramped,
- Poor levels of sunlight and daylight
- Lack of privacy and outlook,
- Amenity spaces are too small / lacking in quality,
- Excessive wind impacts through public and private areas,
- Lack of play areas or any sports facilities.

Sustainability. Ecology and biodiversity

- Lack of ecology considerations,
- Insufficient green landscaping,
- Site is near protected wildlife areas and the SDNP and will negatively impact these,
- Lack of swift bricks and bat boxes,
- Insufficient number of larger trees,
- Starlings currently roost on gasholders and would be displaced,
- Vegetation / trees won't grow in this harsh environment,

- Loss of trees that are a habitat for birds,
- Impact on Beachy Head West Marine Conservation Zone and marine ecology,
- Consequences of the groundwater and soil contamination on wildlife
- Lack of technical documents assessing impact of any contamination on ecology,
- Would not support the South Downs Biosphere Reserve,
- Ecological Assessment inadequate in respect of surveys and assessment of protected species,
- Low biodiversity net gain score, detrimental to wildlife and loss of opportunity to make a genuine gain.
- Lack of renewable energy proposed, gas boilers should be removed from scheme,
- Does not achieve highest sustainability standards of heating and cooling of properties,
- Not carbon friendly - method of construction is high in embodied carbon, would not use environmentally friendly building materials/methods, would not meet B&HCC's carbon Neutral 2030 agenda,
- Environmental performance of tall buildings reduces over 6 storeys,
- Impact on geosyncline not assessed,

Residential amenity for neighbours

- Loss of light and daylight and overshadowing, does not meet BRE guidance,
- Overbearing and enclosing impact, loss of outlook
- Overlooking and loss of privacy,
- Noise and disturbance during construction and once completed,
- Will create strong wind tunnels, issues with high wind speeds around site and impacting local residences,
- Too close to neighbouring boundaries,
- Drainage and flooding issues.

Consultation

- Too many documents which are hard to understand,
- Development does not respond to local residents' concerns set out in the earlier pre-application consultation by the developer,
- Poor public engagement from the developer,
- Not enough time given to respond,
- Lack of engagement with community groups,
- Lack of public consultation regarding the scheme and amendments,
- Consultations poorly timed over holidays,
- Scheme does not align with resident's priorities for the site.

Other issues

- Council owned land not integrated into site,
- Negative impact on property prices,
- Restriction of views,
- Brighton Marina appeal was dismissed by the Planning Inspectorate and the council should consider this precedent when assessing this scheme,

- Detrimental impact on infrastructure,
- Site is needed for parking and storage in conjunction with hospital re-development,
- Results in the loss of existing commercial operators which may not be able to be relocated in the city and would result in a loss of jobs and services,
- Lack of medical, dental, nursery, schools, sports and other civic facilities,
- No contributions towards sport and recreation in the local area,
- Increased impact on all local services,
- No need for commercial property on site,
- Impact on neighbouring resident's mental health,
- Lack of joined up thinking with the Marina and Black Rock sites,
- No community centre,
- Lack of commercial uses,
- Detrimental to tourism,
- Does not benefit local residents in one of the most deprived areas of Brighton,
- applicant's Financial Viability Assessment (FVA) was not included with the original application submission,
- applicant's FVA is flawed, does not conform to national guidance and has inaccurate assumptions,
- The proposed development would increase crime in the area.
- Concerns with the robustness of the wind assessment
- Height of development and increased wind issues could impact safe use of the Brighton air ambulance helicopter,
- Green link should extend to the sea,
- Concerns that proposal would not meet health and safety regulations,
- Fire safety concerns,
- Flat unlikely to sell in this area,
- Lack of quality retail / supermarket in the scheme,
- Incompatible commercial and residential uses
- No commitment to community spaces in new development
- An alternative option for lower rise scheme has been put forward by a campaign group and should be considered,
- Council has not responded to all freedom of information requests,
- Impact on the Cliff structure,
- Disproportionately affects deprived population with existing poor health outcomes,
- The drilling and/or piling may adversely affect Marina Way and Boundary Road, Marine Gate, Courcelles and the houses situated along Boundary Road causing adverse ground movement,
- The application lacks a geological survey of the site to determine if there are any fault lines between the Black Rock and the chalk of the South Downs,
- Residents have previously been told by the council that the development would be the same height as Boundary Road.
- Lighting concerns,
- Privacy issues in respect of CCTV cameras to be used in proposed development,
- Drainage/flooding

- No model produced,
- The development site is supported by a raised beach, a geosyncline perhaps unrepeatable in the country and of major geological importance and historical interest.
- Will increase population levels in the city,

5.3. 58 representations have been received Supporting the proposed development for the following reasons:

Design, appearance and heritage

- Good design and an uplift in visual quality of the area,
- Already tall buildings either side of site,
- Looks great and will smarten up the area,
- In keeping with listed buildings in the area,
- The housing density proposed is appropriate,
- Colour and materials are supported,
- The design is in keeping with the local area,
- A long way from the listed buildings and has no impact in heritage terms,
- Will have modernise this area of Brighton,
- Will bring a metropolitan feel to the area, which is supported,
- The changes to the north have improved the scheme.

Transport / highways

- The proposals will not result in any increased highways impacts,
- Parking in the area is not as oversubscribed as the rest of the city,
- Cycle and pedestrian routes should be prioritised,
- Very walkable location and will reduce car dependency.

Housing

- Brighton has a chronic housing crisis, and this scheme is urgently needed,
- Good housing mix,
- Will provide additional housing,
- More homes will allow younger people to stay in the city,
- Benefit to families in the city,
- National housing emergency supports the building of taller buildings,
- Will drive up the quality of housing in the area,
- Additional houses will help stop house prices continually rising,
- The scheme is supported but think more homes could be provided,

Land contamination

- The proposals will have the benefit of clearing up a contaminated site,
- Great that private and not public money is being used to clean up the site.

Ecology, sustainability and biodiversity

- Sustainable design which will help with the climate emergency,
- Huge improvement in respect of biodiversity / urban greening,
- Council should provide electric charging parking on Boundary Road.

Residential amenity

- Existing commercial operators on the site are noisy and not suitable for the area.

Others

- Exciting to see such massive investment and improved public realm in one of the most deprived areas of Brighton,
- Will bring vitality to the area,
- Much better to develop this brownfield site at high density than leave it empty and build on the greenfield sites,
- Redevelopment of the site is urgently needed and long overdue,
- New areas of good quality public realm in a run-down and neglected location,
- Will create employment opportunities and economic growth,
- Objectors are homeowners and landowners protecting their assets,
- Brighton needs to move with the times,
- The majority of local people are supportive of the scheme,
- Development should not be held up by nimbies and militant objectors,
- Local campaign groups are harassing local residents to object to the scheme and are not representative of local views,
- Local campaign groups are spreading misinformation about the scheme,
- Lot of objections are not from the local area and are not impacted by the proposals,
- Great amenities to be provided and a benefit to the local community,
- Gasworks sites have been successfully remediated all of the country,
- Will increase house values in surrounding area,
- People objecting do not understand that a low-rise scheme is not viable and will not be built.

5.4. 8 representations, including from the Hove Civic Society have commented (neither objecting or supporting) on the proposed development for the following reasons:

- Appropriate design,
- There is a precedent for height in the area and increased density is needed in Brighton,
- Whilst the proposed materials are supported, we would want assurances that these are not watered down when the scheme gets built out,
- Will Boundary Road get adopted, and will residents be able to park there, or will they be displaced?
- Sufficient parking spaces should be provided,
- Safe links for pedestrian and cyclists should be provided and connectivity through site should be a priority.
- Monitoring of the site must be done by consultants appointed by the council and not the developers,
- New residents will get great views,
- The council should ensure the scheme is fully integrated into the marina and eastern seafront,

- Improving local amenities / infrastructure, including green infrastructure should be prioritised,
- Will towers block mobile or satellite signals?
- Additional pavement should be added on Roedean Road between the golf club and Roedean Crescent,
- Shortage of social housing,
- Housing should be provided for public sector,
- Would remove the existing dangerous gas holders and polluting buses,
- There is the potential for a major public benefit in the development of the site.
- The scheme has improved over time and new cycle and pedestrian links are of value,
- Heritage harm is limited and would be overcome by public benefits.

5.5. Councillor and MP Representations

Consultation on original application

- Councillor Mears (former) objects to the scheme.
- Councillor Platts (former) objects to the scheme.
- Councillor Williams objects to the scheme.
- Councillor Miller (former) supports the scheme.
- Mr Lloyd Russell-Moyle MP objects to the scheme.

Consultation on revised application – November 2022

- Councillor Williams objects to the scheme.

Consultation on current application

- Councillor Williams objects to the scheme.
- Councillor Fishleigh objects to the scheme.

5.6. All the representations are attached.

6. CONSULTATIONS

External:

6.1. **Active Travel England: No objection subject to conditions**

ATE has now reviewed the LHA's third and final consultation response, which provides clarification on a number of points recently raised by ATE and has no objection to the approval of this application subject to the conditions proposed by the LHA being imposed, plus consideration of a wayfinding condition.

6.2. **Brighton and Hove Archaeology Society: Comment**

Site lies close to an area of intense archaeological sensitivity. Among the finds from Roedean immediately to the west are burials dating from the Neolithic and Early Bronze Age periods, and the location of a Roman coffin burial. In October 2003 the Brighton and Hove Archaeological Society excavated an Early Bronze Age burial, close by, on the East Brighton golf course. Other recent discoveries include Roman coins and pottery found in the gardens of a house in Roedean

Crescent, and a large underground chamber, hitherto unknown, possibly associated with Royal Navy activities during the Second World War. The Society are unaware of any archaeology within the proposed development, but the County Archaeologist may have information.

6.3. **Conservation Advisory Group: Objection**

The group objects on the grounds of

- excessive heights of the proposed scheme which is outside a Tall Building Zone and would be highly prominent in many viewpoints including from both the South Downs and the seafront,
- Harm to the to the Grade I listed Kemp Town Estate and other adjacent listed and locally listed buildings,
- Harm to the Kemp Town and East Cliff Conservation Areas,
- Excessive density, resulting in an overdeveloped appearance and landscaping areas dominated by circulation,
- Loss of historic flint wall.

6.4. **County Archaeology: No Objection**, subject to conditions

6.5. The site does not contain any Scheduled Monuments, Registered Parks & Gardens or Battle Fields, nor does it fall within a Conservation Area or contain any listed buildings. The site is not within a currently defined Archaeological Notification Area (ANA). A Comprehensive Archaeological Desk Based Assessment submitted as part of EIA Scoping Report sets out the archaeological and geoarchaeological potential of the site, concluding that the site generally has a low to moderate potential for most periods of past human activity. We generally concur with this assessment but would note that the site generally lies within an extensive prehistoric and Romano-British landscape that includes evidence for settlement, agriculture and funerary practice, as reflected in the disposition of Archaeological Notification Areas in the wider vicinity. Notwithstanding post-depositions impacts associated with the past industrial land use of the site, elements of this wider prehistoric and Romano-British (and later) landscape are likely both to extend into and survive within the site boundary. A condition is recommended for the provision of a programme of archaeological works in accordance with a written scheme of investigation prior to commencement and then a site investigation with a post site investigation assessment.

6.6. **County Landscape Architect: No Objection**,

The revised scheme includes alterations to buildings in the north help to mitigate for potential adverse effects on the local townscape and views from the South Downs National Park. The opening up of more views through the site and improved sunlight to public spaces are welcomed.

6.7. The proposed landscape strategy has been designed to respond to the exposed location and local microclimates that will be created by the development. A good variety and mix of trees and other plant species have been selected. The planting strategy has identified different areas of character and microclimate within the site and has adapted the planting mixes to suit these. The detailed planting proposals have incorporated a mix of ornamental and native planting to

maximise the biodiversity benefits and adapt to local conditions. The proposed hard landscaping materials should create a high quality legible public realm.

- 6.8. The proposed development would represent a major change to the townscape and visual amenity of the local area. There would be some localised impacts on townscape character and views. On balance and in the longer term the proposed development would enhance the local townscape and provide an opportunity to create high-quality public realm.
- 6.9. A comprehensive landscaping scheme should be secure via condition.
- 6.10. **East Sussex Fire and Rescue: No objection**
In the light of the Health and Safety Executive's (HSE) response, we have no further comments to add at the planning application stage and will pick up during the next regulatory stage.
- 6.11. **Ecology: No Objection**, subject to conditions.
With reference to your recent re-consultation, County Ecology have now had the opportunity to consider the above application, review the Bat Survey Briefing Note (Ecology Solutions, May 2024, Ref: 8757) and offer the following advice on ecological issues, that should be read alongside advice provided 12 January 2022, 17 January 2023 and 12 March 2024. In summary, provided the recommended mitigation, compensation and enhancement measures are implemented, the proposed development can be supported from an ecological perspective. Conditions are recommended for a Construction Environment Management Plan (CEMP), Ecological Design Strategy, green roof specifications, bird, bat and bee boxes, Landscape and Ecological Management Plan (LEMP).
- 6.12. **Environment Agency: No objection** subject to suggested conditions
We would agree that significant amount of remedial works have been previously undertaken at this site and that significant investigation has taken place across the site. As such, contamination extents are likely be limited compared to many other gasworks and we would not expect substantial areas of undetected contamination to be encountered. Given the long history of the site as a gasworks, it is likely that some areas of unexpected will be encountered. This must be dealt with as unexpected contamination in line with the remediation strategy.
- 6.13. If any visual or olfactory evidence of unexpected contamination is encountered, in any area proposed for infiltration drainage, then this must be diligently investigated. If there is a risk of mobilisation of any contamination, then we would require that this contamination is chased out and base/side of any exaction validated. Any work associated with this must be done in liaison with the Environment Agency.
- 6.14. Overall, there is no objection to the scheme, subject to conditions relating to a remediation strategy if previously unidentified contamination is discovered, the submission of a verification report prior to occupation and the requirement for

written consent from the LPA for any piling or deep foundations using penetrative methods.

6.15. **ESP Utilities Group:** Comment

The applicant is advised to notify ESP Utilities before the commencement of any works and adhere to all relevant Safe working Practices.

6.16. **Health and Safety Executive (HSE):** No objection

Blocks A, E1 and E2 are under 18m in height and are provided with a single stair core, containing an evacuation stair and dry riser. All the other blocks, apart from A, E1 and E2, are above 18m in height and will be served by two stair cores: one evacuation stair and one fire-fighting stair (part of the fire-fighting shaft).

6.17. The Fire Statement dated 10/11/2023 states that the adopted fire safety standards are Approved Document B Volume 1 & 2 ('ADB1' & 'ADB2'). It is noted that the open plan apartments will be designed in accordance with the recommendations of BS 9991:2015 ('Fire safety design, management, and use of residential buildings'). HSE has assessed the application accordingly.

6.18. Following a review of the information provided in the planning application, HSE is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations.

6.19. **Historic England:** Comment

Note proposal would cause some harm to the significance of the Kemp Town Conservation Area and the very highly graded buildings within it because of its tall, dense, city centre form and character. This would erode the understanding of the origins of Kemp Town as an independent settlement surrounded by open space and sea.

6.20. We anticipate that impacts would be mainly from streets, thereby affecting the character of the area more than the individual listed buildings. We consider that the level of harm to the Conservation Area would be less than substantial, in NPPF terms, and at the lower end within that scale.

6.21. We also highlighted that additional viewpoint analysis should also be provided to be able to fully assess impacts. We advised that the harm could be reduced through the lowering of the heights of the tallest elements and reducing the density of the scheme in line with paragraph 201 of the National Planning Policy Framework.

6.22. We appreciate that further design changes have now been made to the scheme. However, we do not think that these amendments sufficiently address our concerns as they do not substantially change the tall, dense city centre form and character of the proposal. We therefore retain our previous position that the proposal will cause some harm to the significance of the Kemp Town Conservation Area and wish for our previous advice to be fully taken into account in consideration of the scheme.

- 6.23. Based on the information before us, we consider that the level of harm caused to the Conservation Area would be less than substantial, in NPPF terms, and at the lower end within that scale.
- 6.24. Overall, Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements paragraphs 201, 205, 206, 208 and 212 of the NPPF.

Nature Space (impacts on Great Crested Newts): No objection

- 6.25. The development falls within the green impact risk zone for great crested newts. Impact risk zones have been derived through advanced modelling to create a species distribution map which predicts likely presence. In the green impact zone, there is moderate habitat and a low likelihood of great crested newt presence. - The environmental statement for the site states that 'The disused gas storage tanks offer negligible opportunities for breeding amphibians, and the Site contains no terrestrial habitat of any suitability for amphibians. The Site is therefore assessed as being of negligible value for amphibians. As such, further assessment of amphibians within this ES Chapter is not considered necessary.' – we are satisfied with the environmental statement, that if this development was to be approved, it will not cause an impact on great crested newts and/or their habitats.
- 6.26. **National Highways: No objection**
We have no objection to this application on the basis that the proposals will generate minimal additional traffic on the Strategic Road Network (SRN) in Peak Hours. We therefore consider that the development, alone, will not materially affect the safety, reliability and / or operation of the SRN (the tests set out in DfT C2/13 para's 9 & 10 and MHCLG NPPF 2021 Paras 110-13), in this location.
- 6.27. We leave it to the Council to determine whether any development contributions should be sought towards SRN works required and planned as a result of the cumulative impacts on the SRN arising from the Brighton & Hove City Plan and any other windfall development.
- 6.28. **Natural England: No objection**
Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites.
- 6.29. **Scotia Gas Network (SGN): Comment**
Applicant is advised to adhere to all relevant guidance during construction works to protect the existing gas infrastructure.
- 6.30. **Sport England: No objection**
Sport England understands that BHCC does not now seek individual contributions towards the off-site provision of sport and recreation facilities arising from the demand generated by proposed developments as this is now covered in CIL. Although the development is also not liable to CIL, we further

understand that the Council will still assess that demand and any local deficits could still be funded through the Citywide CIL pot if considered necessary.

6.31. **South Downs National Park Authority (SDNPA) (Comment):**

Final comment

The further changes made to the proposals are broadly welcomed in terms of mitigating potential harmful impacts upon the setting of the National Park and creating a more legible gateway into the National Park in this location.

- 6.32. The scheme does not appear to be supported by a lighting strategy. If BHCC are minded to recommend approval, the Authority would reiterate the need to consider harmful impacts upon the International Dark Skies Reserve arising from light spill from both external and internal lighting sources. A sensitive external lighting scheme and measures to prevent internal lights spill such as low transmittance glazing should be secured by planning condition.

Comments on original scheme

- 6.33. In summary, the South Downs National Park Authority does not object to the proposal but highlights that the setting of the National Park as its key concern. The NPPF states that development within the setting of a national park should be sensitively located and designed to avoid or minimise adverse impact. Should the Local Planning Authority be minded to recommend the application for approval, on balance, then improvements to the scheme are advised in order to mitigate impacts on the landscape and natural and scenic quality of this area and improve green infrastructure. In particular, a landscape led approach to the layout, softening of the hard edge of the development, retaining views and connection to the coast.

6.34. **Southern Water: No objection subject to recommended conditions**

Southern Water has undertaken a desktop study of the impact that the additional foul sewerage flows from the proposed development will have on the existing public sewer network. This initial study indicates that these additional flows may lead to an increased risk of foul flooding from the sewer network. Southern Water is currently in process of designing and planning delivery of offsite sewerage network reinforcements. As previously advised Southern Water seeks to limit the timescales to a maximum of 24 months from a firm commitment of the development.

- 6.35. Conditions are recommended in respect surface water runoff disposal.

6.36. **Building Research Establishment (BRE - Sunlight and Daylight): Comment**

BRE have reviewed the revised daylight and sunlight chapter and internal sunlight and daylight assessments which use the methodology in the BRE Report 'Site layout planning for daylight and sunlight: a guide to good practice' to assess loss of daylight and sunlight to surrounding properties. For daylight and sunlight provision to the proposal the revised report uses the recommendations in the latest edition of the BRE Report and BS EN17037.

Impact on neighbouring properties

- 6.37. Appropriate surrounding dwellings have been included in the assessment.

- 6.38. It is clear the proposed development would impact neighbouring areas, particularly the rear of Arundel Street where several properties would have significant impacts. However, the situation in this location is complex and the assessment has been based on a mix of known, partial and estimated plans. At some properties there is the potential for the impact to be reduced if non habitable rooms are involved or windows that would have a loss of sunlight do not light living areas. Existing overhangs or obstructions may also be a factor in larger relative losses of light in some cases.
- 6.39. In general, the overall results are similar, or a slight improvement, on the assessment of the previous scheme.

Internal sunlight and daylight for the proposed development

- 6.40. The results in the revised assessment suggest that 96% of bedrooms across the scheme would meet the relevant illuminance target in the BRE Report and BS EN17037 of 100 lux.
- 6.41. 72% of combined living areas (living/kitchen/dining rooms and studios) hit the highest target for kitchens of 200 lux. 85% of combined living areas (living/kitchen/dining rooms and studios) would be able to meet the medium target for living rooms at 150 lux. Compared to the previous 2022 scheme the overall results across the site are a slight improvement.
- 6.42. Overall, 75% of living areas across the scheme would be able to meet at least the minimum sunlight recommendation.
- 6.43. The open spaces around Blocks A, B and C would meet the BRE guidelines for sunlight provision. “The Circus” space would now technically meet the BRE guidelines (although it is based on an arbitrary area assessed). The area to the west of the site appears to be generally well sunlit, apart from the space to the north and northwest of Block H. The area to the south of the site would be well sunlit. The east of the site has the potential to be well sunlit to the north and south of the space. The area to the west of Block I1 has the potential to be poorly sunlit. The townhouse gardens do not meet BRE sunlight guidelines for sunlight.
- 6.44. **Sussex NHS Commissioners: Comment**
On behalf of NHS Brighton and Hove Clinical Commissioning Group, Health Service infrastructure within the Brighton and Hove area presents significant challenges with a lack of development land available, high density population areas and capacity issues within existing premises. This development indicates a potential estimated 1,500 patients that may become resident within the area and therefore Health Commissioning as a statutory consultee would seek relevant contributions in the form of s.106 or CIL funding to support respective service infrastructure. The number of residents that would likely occupy the proposed development would not warrant the development of new health facilities as it does not provide economies of scale, however a respective contribution in combination with contributions from other developments would be expected in order to meet infrastructure needs.

- 6.45. **Sussex Police - Designing Out Crime: Comment**
No major concern raised.
- 6.46. Secure By Design principals should be followed and appropriate security measures incorporated. A condition is suggested to secure these measures.
- 6.47. **District Valuation Service (DVS - Viability): Comment**
The DVS have reviewed the viability of the scheme in accordance with the national PPG and RICS guidance.
- 6.48. The viability of a fully private housing scheme has been reviewed. The DVS viability appraisal generates a residual profit of £9,358,959 which is below the target developers profit of £51,219,055. The Gross Development Profit (GDV) at 3.35% is much lower than the DVS assessed profit level of 18.39%.
- 6.49. Following the above testing work It is our considered conclusion that the proposed development is unable to support full planning policy requirements.
- 6.50. In order to be delivered there must be either flex in the landowners' expectation of the developer's profit or a reduction in development costs or a combination of all. This is considered remote at the date of assessment and so may raise wider concern over the deliverability of the scheme.
- 6.51. Further to paragraph 009 of the PPG, a review mechanism is reasonable to strengthen the local authorities' ability to seek compliance with relevant policies over the lifetime of the project.
- 6.52. Given the applicant's aspiration to increase revenue and reduce costs, it is considered important BHCC agree a review mechanism for the scheme to be re-reviewed, once costs are known.
- 6.53. **UK Health Security Agency: Comment**
[Please note: the UKHSA commented on the original submission but have not responded to subsequent consultations, so some comments are out of date.]
- 6.54. It is noted that a Remediation Strategy has not been provided. In the absence of this information, it is difficult to fully assess the risk of dust to human health during the construction phase and it is suggested that stringent conditions are proposed in respect of dust management and monitoring.
- 6.55. In respect of ground conditions, without sight of the Remediation Options Appraisal and Remediation Strategy or an Odour Mitigation strategy and without further monitoring to establish a baseline for vapours it is considered that there is insufficient information to fully assess the application.
- 6.56. **UK Power Networks: Comment**
The applicant is reminded that they are required to follow safe construction practices.
- 6.57. **RWDI (Wind Microclimate): Comment**

RWDI have undertaken a peer review of the updated wind assessment in Chapter 11 and Appendix 11.1 of the Environmental Statement for the Development produced by Windtech Consultants. The methodology is in keeping with accepted industry practice and results and conclusions are in line with what would be expected for a scheme of this size in the Brighton area and is consistent with the methodology of previous assessments reviewed by RWDI for this development.

- 6.58. Potential impacts to the wind environment have been identified, for which a mitigation strategy has been developed and assessed by Windtech as part of their assessment. Consistent with the previous assessments, the inclusion of the Development appears to have a generally positive (and at worst negligible) impact to conditions in the surrounding area, which would be expected as a result of the increase in shelter to an area that is otherwise quite exposed. Some uncomfortable conditions remain to the east of the site, but these do not appear to be made materially worse by the inclusion of the development.
- 6.59. One further qualitative recommendation was made, which is intended to resolve the outstanding adverse impact to the balconies of Block H. We are satisfied with the assessment and its conclusions and would only reiterate that the achievement of the suitable wind environment as presented would be dependent on implementing the mitigation strategy as described.

Internal consultees:

- 6.60. **Air Quality:** No objection subject to suggested conditions.
- 6.61. Existing policy under DM40 states 'air quality improvements should be included wherever possible and have a positive impact'. The developer has demonstrated how the completed development will be 'air quality positive' compared to the extant site use.
- 6.62. Light (car and van) and heavy (lorry and coach) vehicle trips to and from the site are predicted to decrease when the development is operational compared to the current site usage (2024/25). Peak, daily and annual average vehicle trips due to this and other developments are not expected to increase emission or adversely affect city air quality, including monitors and residences at roadside.
- 6.63. The developer proposes to deliver a fully electric development without emissions to air. The design does not require combustion of gas, biomass or other fuels on site. The development is not predicted to cause an exceedance of current UK air quality standards or delay meeting more stringent WHO guidelines.
- 6.64. A CEMP should be conditioned to reduce vehicular and on-site emissions during construction.
- 6.65. **Arboriculture:** No objection, subject to suggested condition
Having assessed the trees on site arboriculture would agree that T1 Sycamore and G1 Sycamore / Elder identified are of poor condition and would not pose a material constraint to development. The proposed landscaping would more than mitigate for this loss, as such there is no objection on arboriculture grounds. We

do however have some concerns relating to the landscaping and species selection. The site is in proximity to the water line and exposed to the prevalent south westerlies, a hostile environment for tree establishment. The applicant should consider a tiered scheme with tree planting within sheltered areas of the site, as opposed to the current stand-alone specimens on the boundary. The Arboriculture Team would welcome new planting within Boundary Road. A condition for tree pit construction, along with the proposed maintenance plan will need to be approved in writing by the local authority prior to condition discharge.

6.66. **Artistic Component:** Comment

The Council's published Developer Contribution Technical Guidance sets out the methodology to calculate a sum for public art provision which may be sought from major development proposals. To arrive at the level of contribution, the calculation uses the Gross Internal Area (GIA) of the development (in this instance approximately 57,905 sqm) multiplied by a value relating to the site's location within the city as set out within the technical guidance (in this instance £4 per square metre GIA). The Artistic Component element for this application is to the value of £231,620.

6.67. **Arts and Events:** Comment

The proposed development poses no immediate threat to established arts venues. Please note however that East Brighton Park is a key site for outdoor events in the city, including outdoor concerts and festivals which may have noise impacts on the proposed residencies. This ongoing usage should be factored into assessments of design and sound mitigation provision.

6.68. **City Clean:** No objection subject to suggested condition

Refuse and recycling storage areas for this new build development are suitable in respect of size, layout and location. The road layout does not impede waste collection vehicles when manoeuvring on site to collect the refuse and recycling. The overall approach is supported. A waste and recycling management plan condition is recommended.

6.69. **Economic Development:** No objection,

Economic Development acknowledges the proposed development is in compliance with minimum employment space requirements specified in Policy DA2 and do not object to the proposals. There are some concerns regarding the loss of B2/B8 space to be replaced by Use Class E as there is a pressing need for light industrial space in the city.

6.70. **Education:** Comment

Over the last few years, the situation in respect of pupil numbers has changed considerably and we are now seeing a significant fall in the number of children in the city. This is already having a significant impact on the number of pupils in our primary schools and will, in the next few years, have a similar impact on our secondary schools. Given that this is the case we are not looking to secure any education funding from development at the present time.

6.71. **Employment and Skills:** No objection subject to the required obligations.

An Employment & Training Strategy will be required to cover all relevant phases of the project. The Strategy should set how the developer, contractor (and their sub-contractors), as well as any other relevant agents will collaborate in order to meet the Local Employment Scheme's objectives:

- Recruitment and Development,
- Careers, Experiences of Work & Social Value
- Green Economy & Sustainability

6.72. A Developer contribution of £180,260 to be paid prior to site commencement in accordance council's Technical Guidance for Developer Contributions to be used to fund local training and employment agreements.

6.73. **Environmental Health (Leap – Contamination/Ground Conditions): No objection subject to suggested conditions**

Leap Environmental Ltd have been instructed by the Council to provide specialist advice on land contamination, acting for the Environment Health Team.

6.74. Fundamentally, it is clear that the land contamination assessment undertaken to date has been completed by a competent and reputable consultant on behalf of the applicant in accordance with published guidance. We are in agreement with the majority of the work undertaken, the conclusions reached, and the recommendations made. The perceived significance of potential nuisance during the enabling and early-stage construction works is likely to continue to be of concern to local residents. Although this has been addressed in the submitted documentation and particularly the Air Quality and Odour Management Plan, it would be prudent to request additional baseline monitoring and ensure that all site activities and dust and odour assessment measures are continually and accurately monitored with appropriate escalation and intervention contingencies.

6.75. The key points relating to the former gasworks and submitted documents relating to contamination can be summarised as follows:

- This is not a typical gasworks in terms of contamination. Levels of contamination are generally not as high as other gasworks sites as gas production ended in 1880, when the site was much smaller. It was then used predominantly for gas storage and not production (the by-products of gas production being the main contamination issue relating to gas works sites). The contamination from the gas production was predominantly in the southwest of the site. The 2003 investigation found free phase tar in this area and most of this and other gasworks contamination was removed in 2003. Residual tar-based contamination was left in the chalk at depth and is reducing due to natural attenuation. The recent site investigations found contamination on the site in the gas holders in the north of the site and made ground across the site. Hence the contamination is predominantly shallow localised soil contamination of soil, soil contamination within gas holder 6 and residual deep contamination of the chalk in the southeast.
- The investigation of the site is considered appropriate in terms of distribution, contaminants investigated and analysis. Additional vapour testing is recommended as part of the baseline monitoring for the Air Quality and

Odour management plan. This will directly address some of the concerns of local residents and will determine appropriate thresholds to inform the traffic light system within the Air Quality and Odour Management plan.

- There is inevitably a risk of unforeseen contamination, however the risk of this is low and this is addressed in the discovery strategy detailed in the remediation method statement and proposed condition.
- The proposed Remediation Method Statement is considered appropriate for this site and proposed use. The additional vapour monitoring should be used to confirm the location and specification for the proposed vapour membranes and information on the membranes selected and locations included in the verification report.

6.76. Conditions are recommended to ensure that the development is carried out in accordance with the submitted Remediation Strategy and the Air Quality and Odour Management plan (with additional vapour test to feed into the baseline monitoring). The submission of a verification report is required prior to first occupation, a condition relating to stockpiling excavated made ground and also a discovery strategy (for any unforeseen contamination).

6.77. **Environmental Health (Acoustic Associates - Noise and Vibration): No objection** subject to suggested conditions.

Acoustic Associates Sussex Limited (AASL) have been instructed to review the scheme in respect of noise and vibration. Specifically, Chapter 10, Noise and Vibration and the corresponding Appendix 10.1 - Noise and Vibration Assessment (August 2022) within the ES, as well as Technical Note submitted in March 2024 have been assessed. The submitted documents satisfactorily identify the key noise receptors adjacent to the site.

6.78. Given the protracted nature of development over a long construction period, suitable controls for Construction site noise will be relevant and should be conditioned via a Construction Environmental Management Plan (CEMP).

6.79. Whilst the site is predominantly residential, at the ground floor level, there are likely to be numerous and mixed class E uses. It is normal to not know who these units might be let to at such an early stage and for this reason, it is relevant to consider appropriate conditions to safeguard residents above from adverse noise events/exposure in terms of noise and additionally vibration.

6.80. The submission states that the Building Regulations and specifically, Approved Document E (0.8) is a minimum standard and where there is a mixed commercial/residential tenure then a higher standard of sound insulation is applicable and as stated, this is capable of being conditioned.

6.81. The recent inclusion of fitness and gym premises into class E has also meant that there are additional considerations for noise and specifically airborne and impact sounds and vibration energy which can be transferred and propagated to residential receptors through the building structure. Again, this is capable of being dealt with through specific and relevant conditions.

- 6.82. Conditions have been recommended to safeguard future occupants from adverse noise levels, odour and nuisance and a recommendation to demonstrate/validate that such internal sound pressure levels have been achieved.
- 6.83. **Heritage Team:** Comment with suggested conditions
The only asset of historic interest that would be directly affected by the proposed development is the flint boundary wall along Boundary Road. It remains that the wall has townscape interest from its materials and the degree of enclosure it provides, and that this would be entirely lost as a result of the proposed development.
- 6.84. It is disappointing that the scheme does not currently include any retention of the fabric or other visual reference to this feature that could make a positive contribution to the qualities of the scheme. It is however noted from the submitted documents that the finalisation of the landscaping to Boundary Road is not yet complete, and the heritage team would encourage collaboration on how elements of the existing boundary wall could be incorporated or referenced in the final landscaping proposal.
- 6.85. It remains that there will be loss of some broad views which contribute to the significance of Marine Gate as a landmark building. This is considered less than substantial harm to its significance at the lower end of the scale.
- 6.86. The impact of the scheme as a backdrop to the distinctive roofscape of the French Convalescent Home has been reduced by the lowering of some elements within the proposal, however it remains that there will still be less than substantial harm to its significance and this would be at the lower end of the scale.
- 6.87. The amended scheme would still result in the introduction of development emerging at the end of the vista along Eastern Road, (with potential to impact the group of grade I listed buildings and the Kemp Town Conservation Area) however the current reduction in height slightly reduces the level of change, and as previously stated it is not considered that the proposed development would cause harm to the setting or would affect the significance of this group of listed buildings.
- 6.88. Historic England has queried whether there are other views where the development has the potential to be visible within the setting of the Kemp Town Conservation Area and thereby impact on its significance and has suggested points on Arundel Road and on the opposite side of Marine Parade, near Arundel Terrace.
- 6.89. Further consideration has been given to whether there is a need for other viewpoints to be assessed, specifically the points suggested, and it is considered that the most significant heritage views are already covered, and no other views are required.

- 6.90. In the event of public benefits being considered to outweigh the identified heritage harm, conditions should be added to any approval to ensure that the final landscaping proposal for Boundary Road shall include clear visual reference to the position and extent of the historic wall and a photographic recording of the boundary wall is produced prior to its demolition.
- 6.91. **Strategic Housing & Development: Comments**
It is acknowledged that the scheme meets policy requirements relating to the non-viability of providing affordable housing on this development. In accordance with policy CP20 and the Council's Viability Assessment Checklist, an independent review of viability has been obtained from the District Valuer Service (DVS). That independent assessment supports the applicant's assertion that the scheme cannot meet the Council's affordable housing policy requirements through a standard s.106 Agreement.
- 6.92. Notwithstanding the above, the Strategic Housing & Development supports this scheme as it is seeking to use reasonable endeavours to provide 40% affordable housing through an alternative funding model if sufficient Homes England grant funding is forthcoming.
- 6.93. However, should the anticipated element of affordable housing not be obtained through the alternative funding model, a viability review (to be independently assessed) will be required during the scheme's progress to reassess the affordable housing position with any agreed uplift to be provided in the form of commuted sums towards affordable housing in the city.
- 6.94. **Planning Policy: No objection** subject to conditions
The council is keen to see the successful redevelopment of the Gas Work Site. The site is allocated in the adopted City Plan Part 1 (DA2. C.2) for approximately 2,000 sqm m of business floorspace to the north of the site and a minimum of 85 residential units and ancillary retail development.
- Employment Space
- 6.95. During the pre-application discussions and in response to the submitted scheme and revisions, planning policy comments have sought further clarification on the design and configuration of the employment space to ensure the proposed units can meet identified business need to accord with Policies DA2 Brighton Marina, Gas Works and Black Rock Area, CP3 Employment Land and DM11 New Business Floorspace.
- 6.96. In order to ensure a policy compliant amount of business floorspace is capable of being delivered on this strategic site allocation a minimum 2,000 sqm floorspace specifically for business floorspace (E(g) (i - iii) must be secured through condition/ s106 in accordance with DA2 Brighton Marina, Gas Works and Black Rock Area and CP3 Employment Land and in order to comply with NPPG paragraph 35.
- 6.97. A condition should be used to secure the specific units in the Yard to ensure delivery of E(g) employment floorspace in compliance with DA2.

- 6.98. A condition/s106 should be used to require that a draft marketing strategy is shared with council before the marketing of the employment sites begin to ensure that successful take up of the employment units in accordance with DM11 New Business Floorspace. This should also consider phasing to ensure sufficient employment space comes forward in each phase.
- 6.99. It is noted that the Circus public realm space itself is envisaged to be able to host events including markets involving occupants of the commercial units on the site. Policy DM16 and CP13 apply.

Housing

- 6.100. The city has a very substantial 5-year housing supply shortfall and therefore national planning policy indicates that housing provision carries increased weight within the planning balance (as set out in NPPF Paragraph 11). Recent figures (2022 SHLAA) show a five-year shortfall of 7,711 dwellings (1.8 years of housing supply). The provision of 495 residential units would make a significant contribution towards the overall City Plan housing target of 13,200 new homes over the period 2010-2030 and would in principle accord with CP1 Housing Delivery.
- 6.101. With regards to dwelling mix and the requirements of Policy DA2 and CP19 Housing Mix the reduction in proportion of 1 bed units in market housing is welcomed. The revisions have sought to address the concerns raised with the dwelling mix through an increase in the number of 3 bed units and 3–4-bedroom town houses which is considered to better reflect the market demand for 2/ 3-bedroom units. In light of the considerable affordable housing need in the city, the council would be looking for the maximum possible the site could deliver in line with requirements of Policy CP20 Affordable Housing. The applicant submitted a Financial Viability Assessment (FVA) that concludes that it would not be possible to provide any affordable housing contribution. This has been agreed by the DVS. A viability review mechanism should be secured via the s106 agreement.
- 6.102. It is noted however that the applicant has been exploring funding options to address the Council's affordable housing targets and this is welcomed. The applicant is indicating that once built the proposed development will deliver 198 (40%) affordable homes, delivered in partnership with a Registered Provider with Homes England funding. 109 (55%) of these homes will be for affordable rent and 89 (45%) will be for Shared Ownership which would meet the preferred tenure split set out in the council's Affordable Housing Brief. In principle this would accord with Policy CP20 Affordable Housing. Further information should be provided by the applicant.
- 6.103. The revised Planning Statement (December 2023) indicates the proposed affordable housing mix to be: 39% 1 bed, 54% 2 bed and 7% 3 bed units. The Applicant also aims that 10% of the grant-funded homes will be designed to be M4(3) wheelchair adaptable dwellings. The revised scheme could be improved by a greater number of affordable 3 bed units to better accord with CP20.

6.104. The Planning Statement indicates that each residential unit will benefit from its own private amenity space in the form of balconies, private terraces or gardens which is welcome and in principle would meet the requirements of Policy DM1.f.

Open Space and Sports Provision

6.105. With respect to Policies CP16 Open space and CP17 Sports Provision, it is accepted that it would not be practicable to meet all the quantitative open space requirements on the site. The case officer should consider the nature, location and useability of the spaces provided on-site and the accessibility to existing offsite provision in the local area (as well as their quality and minimum site sizes).

6.106. **Private Sector Housing:** No objection

It has been confirmed that sprinkler systems will be in operation throughout the development. The proposed layouts are considered acceptable.

6.107. **Sustainability:** No objection subject to suggested conditions

A revised Energy Statement has been submitted which updates proposals for the energy strategy at this development. This includes:

- Improved energy efficiency in building fabric
- Heating and hot water 100% supplied by renewable energy through Air Source Heat Pumps, eliminating the gas boilers which were previously proposed to provide 20% of the capacity.
- A commitment to installation of solar PV panels across available roofs, to reduce energy use across the site, other than roof space needed for heat pump equipment.
- Brown roofs will be planted alongside the solar PV panels.

6.108. In summary, this will result in a reduction in carbon emissions by 78.4% in residential accommodation and 40.7% in non-residential areas – an average of 77.3% across the site, in comparison with Part L Building Regulations (2013). This is an excellent building performance and will future proof the development against future climate and energy supply conditions, as well as meeting (anticipated) Future Homes and Future Buildings Standards. An Overheating Assessment demonstrates that all the dwellings will not overheat – using both 2030 and 2050 climate forecasts. There is no updated statement on BREEAM, so it is assumed that the previous BREEAM proposals from 2022 are retained and will be implemented to the required 'Excellent' standard.

6.109. Conditions are recommended on water use, BREEAM and solar panels.

6.110. **Sustainable Drainage:** No Objection subject to suggested conditions

It appears that the drainage strategy will remain the same as previously proposed, and the updated proposals contain nothing that could alter the development's risk of flooding. Therefore, our previous comments regarding surface water drainage and flood risk remain valid. The Sustainability Statement, and the Drainage Strategy Report both indicate that the proposed drainage is designed for a 1 in 100 year+45% Climate Change design storm.

6.111. We recommend the application for approval subject to conditions requiring final detailed designs of the surface water and foul water drainage strategies.

6.112. **Public Health Team:** No objection

No additional concerns were identified within the scope of the revised Health Impact Assessment (HIA).

6.113. **Transport:** No objection subject to recommended conditions

The scheme is considered acceptable in highway safety terms. The proposal is not considered to result in an increased number of vehicular trips in the AM and PM peak hours and as such the impact on the road network is considered acceptable.

6.114. 179 carparking spaces are proposed and this is considered to strike an acceptable balance between the promotion of sustainable transport modes and the provision of sufficient parking to help mitigate the potential for significant overspill parking.

6.115. There are policy compliant levels of long stay cycle parking within ground floor integrated cycle stores. Whilst the visitor parking levels are below policy levels these are accepted subject to the provision of a bike share station on or adjacent to the site and a review of cycle parking levels within the Travel Plan. The provision of 'end of trip' cycle facilities are welcomed.

6.116. The delivery and servicing proposals for the site do not raise any specific concerns. A comprehensive CEMP will be required for the demolition and construction period.

6.117. Overall, the proposal is considered acceptable subject to conditions for cycle parking and shower facilities, car park management plan, servicing and delivery management plan, CEMP and obligations for car club and bike hub provision, highway improvements on Marina Way and Boundary Road, bus stop improvements, addition of toucan crossing on A259 and residential and commercial travel plans.

6.118. **Urban Design:** No objection

It is considered that the most recent revised proposals present a number of changes to the scheme that go some way to addressing concerns raised previously, and indeed addresses some of the more significant concerns, which is welcome.

6.119. Proposals continue to present a number of positive design attributes including:

- a masterplan layout that clearly responds to its surroundings, with clear and high-quality pedestrian / cyclist routes and destinations through the site, provides a key link between the seafront and the South Downs and has the potential to respond to environmental conditions such as sunlight, wind etc.
- well considered landscape proposals that pick up on nearby characteristics such as the South Downs, a relatively high amount of planted surface including trees, podium gardens and brown roofs which provide opportunity for improving biodiversity; successfully creating a journey from the South Downs to the seafront through the planting design and public realm

destinations; a variety of spaces for different types of activity; provide a clear distinction between private and public areas; and are visually appealing;

- massing and built form on the South and West of the site which appears relatively comfortable in townscape terms, subject to some minor recommendations detailed on further pages,
- appearance and materiality to the South and West of the site which responds well to nearby urban design characteristics and is visually appealing,
- the masterplan takes into consideration potential future development on neighbouring land parcels to the North and South of the site and provides options for either buildings or infrastructure / public realm enhancements which may be required to support these proposals,
- the public art strategy is well-integrated into the site strategy and character areas,
- appearance and form of a 'gateway building' to the north-east which references the social memory of the gas holders in its' unique design.

6.120. Some concerns are still noted including:

- the general massing composition is considered dense and while some concerns regarding townscape and spaces between buildings have been responded to in regard to Block F and the centre of the site, there remains some concerns in regard to townscape, particularly from the North.
- although slightly improved since previous iterations, some external spaces and some private external amenity areas do not meet the BRE guidelines for sunlight provision as a result of the proposed masterplan, including gardens to the townhouses. Furthermore, the proposed development will have a negative impact on some neighbouring properties in regard to a loss of daylight / sunlight despite slight improvement since the previously revised scheme.

6.121. There are some further minor concerns including:

- wayfinding could be enhanced, especially at the southern end of the site where the Green Link meets the Seafront Gardens, to make moving through the site clearer and improve how people experience the site,
- the proposed residential floor layouts still result in a high ratio of single aspect dwelling units which have a negative impact on outlook, natural ventilation and daylight / sunlight in certain locations, and increases the potential risk of overheating in hot weather. It is acknowledged the actual number of single aspect dwellings has reduced since originally submitted.

6.122. To conclude, it is considered that the proposals have sought to address most of the key issues identified in previous comments. Whilst some concerns do remain, the scheme can be supported overall in urban design terms.

Full details of all consultation responses can be found on the planning register.

7. MATERIAL CONSIDERATIONS

7.1. In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the policies and proposals

in the National Planning Policy Framework, the Development Plan, and all other material planning considerations identified in the "Considerations and Assessment" section of the report.

- Brighton & Hove City Plan Part One (adopted March 2016)
- Brighton & Hove City Plan Part Two (adopted October 2022)
- East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (adopted February 2013).
- East Sussex, South Downs and Brighton & Hove Waste and Minerals Sites Plan (adopted February 2017).
- Shoreham Harbour JAAP (adopted October 2019).

8. RELEVANT POLICIES & GUIDANCE

The National Planning Policy Framework (NPPF)

Brighton & Hove City Plan Part One:

SS1	Presumption in Favour of Sustainable Development
DA2	Brighton Marina, Gas Works and Black Rock Area
SA1	The Seafront
SA5	The Setting of the South Downs National Park
SA6	Sustainable neighbourhoods
CP1	Housing delivery
CP2	Sustainable economic development
CP3	Employment land
CP4	Retail provision
CP5	Culture and tourism
CP7	Infrastructure and developer contributions
CP8	Sustainable buildings
CP9	Sustainable transport
CP10	Biodiversity
CP11	Flood risk
CP12	Urban design
CP13	Public streets and spaces
CP14	Housing density
CP15	Heritage
CP16	Open space
CP17	Sports provision
CP18	Healthy city
CP19	Housing mix
CP20	Affordable housing

Brighton & Hove City Plan Part Two:

DM1	Housing Quality, Choice and Mix
DM2	Retaining Housing and residential accommodation (C3)
DM3	Residential conversions and the retention of smaller dwellings
DM9	Community Facilities
DM11	New Business Floorspace
DM18	High quality design and places
DM19	Maximising Development Potential
DM20	Protection of Amenity

DM22	Landscape Design and Trees
DM23	Shopfronts
DM28	Locally Listed Heritage Assets
DM29	The Setting of Heritage Assets
DM31	Archaeological Interest
DM33	Safe, sustainable and active travel
DM35	Travel Plans and Transport Assessments
DM36	Parking and servicing
DM37	Green Infrastructure and Nature Conservation
DM40	Protection of the Environment and Health – Pollution and Nuisance
DM41	Polluted sites, hazardous substances & land stability
DM42	Protecting the Water Environment
DM43	Sustainable Drainage
DM44	Energy Efficiency and Renewables
DM45	Community Energy
DM46	Heating and cooling network infrastructure

Supplementary Planning Document:

SPD02	Shop Front Design
SPD03	Construction & Demolition Waste
SPD06	Trees & Development Sites
SPD11	Biodiversity and Nature Conservation
SPD14	Parking Standards
SPD16	Sustainable Drainage
SPD17	Urban Design Framework

Other Documents

PAN 04:	Brighton Marina Masterplan
PAN 05:	Design Guidance for the Storage and Collection of Recyclable Materials and Waste
PAN 06:	Food Growing and Development
PAN 07:	Local List of Heritage Assets
PAN 10:	Public Art

Urban Characterisation Study 2009

Developer Contributions Technical Guidance

Special Guidance A: Swift Boxes and Bricks for New Developments

East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan - Policy WMP3d and WMP3e

9. CONSIDERATIONS & ASSESSMENT

- 9.1. The main considerations in the determination of this application relate to:
- Principle of development and policy considerations
 - Design, density, appearance and impact on the setting of heritage assets and the South Downs National Park,
 - Standard of accommodation,
 - Impact on neighbouring amenity,

- Public realm and landscaping
- Land contamination,
- Highways, parking and delivery and servicing
- Air Quality,
- Biodiversity, Ecology and Sustainability

Principle of development

- 9.2. Policy CP1 in City Plan Part One sets a minimum housing provision target of 13,200 new homes for the city up to 2030. However, on 24 March 2021 the City Plan Part One reached five years since adoption. National planning policy states that where strategic policies are more than five years old, local housing need calculated using the Government's standard method should be used in place of the local plan housing requirement. The local housing need figure for Brighton & Hove using the standard method is 2,333 homes per year. This includes a 35% uplift applied as one of the top 20 urban centres nationally.
- 9.3. The council's most recent housing land supply position is published in the SHLAA Update 2023 which shows a five-year housing supply shortfall of 7,786 (equivalent to 1.7 years of housing supply).
- 9.4. As the council is currently unable to demonstrate a five-year housing land supply, increased weight should be given to housing delivery when considering the planning balance in the determination of planning applications, in line with the presumption in favour of sustainable development set out in the NPPF (paragraph 11).
- 9.5. The proposal meets the minimum employment and housing requirements within an allocated, brownfield site and as such a mixed-use redevelopment of the site is acceptable in principle. The key determining factors in the acceptability of the scheme in respect of national and local planning policy, planning legislation and material planning considerations are considered below.

Planning Policy Policy DA2

- 9.6. The policy seeks to address the deficiencies of the Marina and the wider area to facilitate the creation of a mixed-use area of the city. This will be achieved through the generation of a sustainable high quality marina environment with mixed use development with residential, leisure, employment and retail uses. Key aims are to revitalise the Marina and wider area with quality townscape and improvements to connectivity, legibility and sustainable transport infrastructure.
- 9.7. The Brighton Gas Works Site is a strategic site allocation in the adopted City Plan Part 1 as one of three sites allocated within the DA2 Brighton Marina, Gas Works and Black Rock Area.
- 9.8. DA2.C.2 requires approximately 2,000 sqm of high-quality business floorspace to the north of the site and a minimum of 85 residential units and ancillary retail development.
- 9.9. The key criteria against which proposals will be assessed are:

- a) Employment provision - development should provide an appropriate mix of employment floor space of varying sizes that cater for business uses ranging from office to light industrial, including small starter units or managed units,
- b) Housing mix – development should provide for a mix of dwelling type, tenure and size to cater for a range of housing requirements and to improve housing choice.
- c) Design – development proposals should demonstrate high quality design which positively contribute to the varying character of existing residential and commercial properties in the vicinity to create a cohesive and attractive urban environment;
- d) Connectivity – development proposals should enhance existing links between the Marina, Gas Works and Black Rock and contribute to the creation of safe links and coherent integration between the Gas Works site and the surrounding neighbourhood;
- e) Land contamination – development proposals should undertake and submit to the Local Planning Authority evidence to support uses where possible land contamination and remediation may prohibit the delivery of the above uses and amounts;
- f) The developer will enter into a training place agreement to secure training for local people.

9.10. Policy DA2 also sets out the general requirements for the area, local priorities and site-specific criteria.

9.11. The site is 'nil-CIL' rated along with the wider Marina allocation meaning that no Community Infrastructure Levy payments will be required, acknowledging the 'abnormal' costs associated with bringing the site forward, particularly due to contamination.

Employment

9.12. Policy DA2 sets out that a minimum of 2000sqm of 'business floorspace' is required, with up to 2,791sqm of commercial floorspace proposed to be located throughout the development at ground floor level, according with this requirement.

9.13. The scheme has been designed with a mix of units of varying sizes with frontages onto the public realm, and include a double-height unit in Block B. The units around 'The Yard' have taller floor to ceiling heights and are located close to the Boundary Road, opposite the Bell Tower Industrial Estate. They have hardstanding areas for servicing requirements and would be more suitable for light industrial or creative uses. There are other units clustered around the central Circus and with a mix of units around the Green Link which runs from northeast to southwest.

9.14. The units are all considered to be flexible through the provision of high floor to ceiling levels and adequate lighting. Internal layouts of the units have not been provided, or information as to whether units can be easily amalgamated or split up to accommodate different occupiers as their circumstance's changes. It is considered important that the units are provided with an internal fit-out to an

appropriate standard to attract new occupiers and marketing is targeted appropriately. As such, it is necessary to require a comprehensive marketing strategy as a condition, to be agreed by the Council in advance, to help ensure a successful take up of the employment units with business operators, in accordance with DM11 New Business Floorspace.

- 9.15. As existing, there are a number of commercial operators on the site, including vehicle parking maintenance, servicing and storage and more general container storage, estimated to support approximately 25 full time equivalent (FTE) jobs. The applicant's Economic Statement has set out a likely net increase of between 21-195 FTE jobs as a result of the scheme, and depending on the likely mix and set out that the likely yield would likely be somewhere in the middle at about 110 FTE.
- 9.16. The development would also allow for a wide range of other uses within the Use Class E. This could include a café or restaurant, medical or health services, fitness or gym uses, creche or day centre or space for consultancy services such as solicitors or insurance brokers. It is considered that the different uses have the potential to create a vibrant community and enliven the public realm.
- 9.17. The site is close to the Whitehawk area, which is one of the most deprived parts of the city. The potential for a significant net increase in jobs is a clear public benefit of the scheme and would make a positive impact both locally and for the wider city.
- 9.18. Paragraph 86 of the NPPF sets out that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 9.19. As well as the increase in jobs once the scheme is built, there would be a significant number of jobs created as well as a positive economic benefit for the city during the construction phase. It is also noted that a financial contribution of £180,260 towards the Local Employment Scheme as well as the submission of an Employment & Training Strategy would be secured in the s106. Local residents would be prioritised for jobs and training as part of the construction process. Overall, the economic and social benefits of the scheme in respect of increased jobs and training opportunities as well as the financial boost to the city are considered clear public benefits of the scheme.
- 9.20. Subject to compliance with the suggested condition securing a minimum of 2000sqm of employment floorspace, including all of the units in the Yard and an employment floorspace Marketing Strategy, as well as an Employment & Training Strategy and required employment financial contribution the development is considered the development is in accordance with policies DA2, CP3 and DM11.

Housing

- 9.21. Policy DA2.C.2 sets out a housing figure of 85 units to be provided, expressed as a minimum requirement. This minimum would ensure that a certain quantum of housing was provided if a more employment-focussed scheme came forward

on the site. The evidence base that informed the nil-CIL rating for the site set out the high remediation costs for developing the site and it was acknowledged that a scheme which is housing would likely be required in viability terms. The most recently published SHLAA 2023 (April 2024) acknowledged the potential for the site to deliver a higher amount of residential and indicates a potential of 340 units to be delivered between 2027-2030 (following reconsideration of the site potential through the Housing and Employment Land Availability Assessment 2018, a background evidence document to CPP2).

- 9.22. The city has a very substantial 5-year housing supply shortfall and therefore national planning policy indicates that housing provision carries increased weight within the planning balance (as set out in NPPF Paragraph 11). The provision of 495 residential units would make a significant contribution towards the overall City Plan housing target of 13,200 new homes over the period 2010-2030 and would in principle accord with CP1 Housing Delivery.
- 9.23. The site is located outside of a designated Tall Building Area and as such the appropriateness of delivering a high-density scheme with a number of tall buildings has to be considered against the requirement of the policy to also deliver 2000sqm of business (class E(g)) floorspace. The other requirements of the site allocation and wider Development Area priorities must also be taken into account, along with other key requirements such as high-quality design, the impact of the proposal on the character and appearance of the locality on heritage assets and on amenity.

Unit Mix

- 9.24. City Plan Policy CP19 (Housing Mix) states that applications will be “required to demonstrate that proposals have had regard to housing mix considerations and have been informed by local assessments of housing demand and need.” The policy includes size, type and tenure as housing mix considerations. Policies SA6 and DA2 also set out a requirement to create balanced communities with a mix of dwelling sizes and tenures.
- 9.25. The proposed unit mix overall is:
- 26 x studio (5%),
 - 142 x one bed unit (29%),
 - 265 two bed unit (54%),
 - 48 x three bed unit (10%) and
 - 14 x 3/4 bed townhouses (3%)
- 9.26. The mix has improved through revisions to the scheme with a reduction in studio / 1 bed units and an increase in 3 bed and 3/4 bed townhouses and this is welcomed. Whilst overall, the proposal still contains a relatively limited number of larger, 3 or more-bedroom units, it is acknowledged that the brownfield sites in the city are expected to deliver high density development and that the nature of flatted developments do not lend themselves as well to larger, family sized units. It is also understood that a higher number of larger units will inevitably erode the viability of the scheme and ultimately reduce the deliverability of the scheme.

9.27. Overall, the proposed mix is considered to be acceptable, in accordance with policies SA6, DA2 and CP19.

Affordable Housing and Viability

9.28. City Plan Policy CP20 requires housing development of over 15 units to provide 40% affordable housing. The 40% target may be applied more flexibly where the council considers this to be justified, as set out in the policy. Of consideration in particular is the financial viability of developing the site (as demonstrated through the use of an approved viability model).

9.29. The applicant has provided a Financial Viability Assessment (FVA) with the revised application which sets out that the proposal would not be able to viably provide any affordable housing.

9.30. The council have instructed the District Valuer Service (DVS) to undertake an independent assessment of the applicant's viability case. The DVS have assessed the FVA in accordance with the following;

- The 'National Planning Policy Framework', (NPPF)
- The 'National Planning Practice Guidance on Viability' (NPPG Viability).
- RICS Professional Standard (PS) 'Financial viability in planning: conduct and reporting'

9.31. It is noted there are representations questioning the applicant's FVA, including one prepared for AGHAST. The DVS was made aware of the AGHAST viability response prior to reviewing the applicant's revised FVA.

9.32. It is noted that the DVS have disagreed with a number of the applicant's assumptions. The DVS considered that the scheme would deliver a profit of £9.3M against a profit target of £51.2M.

9.33. The applicant has identified a profit of -£3.8M, against a target of £55.14M.

9.34. These figures differ for a number of reasons, including the assumed profit level, which the applicant has set out as 19.86%, whilst the DVS has allowed for 18.39%. Planning Policy Guidance: Viability identifies a 'suitable return to developers' is 15-20% of Gross Development Value (GDV).

9.35. Nonetheless, the DVS is in agreement overall with applicant's viability conclusion overall, that the scheme cannot viably provide affordable housing. It is acknowledged that remediation and abnormal costs are higher than in a standard brownfield development.

9.36. The DVS recommended a review mechanism is included as a s106 obligation to reevaluate the scheme at a later date, to allow the Council to receive a contribution towards affordable housing if the viability position improves when actual costs and values are known.

9.37. The applicant has made a robust case that the development cannot viably provide affordable housing, as set out in criterion iii) of Policy CP20, and as such

a proposed development that contains no affordable housing would still accord with the development plan.

- 9.38. Notwithstanding the viability position, the applicant has undertaken discussions with registered providers and Homes England investigating the possibility of providing the CP20 target level of affordable housing in the scheme with the aid of grant funding.
- 9.39. The applicant and Council officers have agreed that it is appropriate for the applicant to use 'reasonable endeavours' to secure policy compliant affordable housing for the site (with Homes England funding) after any grant of planning permission.
- 9.40. These reasonable endeavours would seek to sell 40% of the market homes to a Registered Housing Provider (RP) who would purchase the homes with the benefit of grant funding, for use for Shared Ownership and Affordable Rent.
- 9.41. The affordable homes could not be secured as an obligation within the s106 agreement using this model, as Homes England are clear that outside of London, funding will only be provided for additionality, and is not available for affordable homes already secured through a s106 legal agreement as a necessary planning policy requirement.
- 9.42. The applicant has set out that the affordable housing which they are aiming to provide would have a tenure split of 55/45 affordable rent / shared ownership as set out in the Councils Affordable Housing Brief. It would consist of 198 affordable homes with a mix of 77 x 1 bed (39%), 107 x 2 bed 54% and 14 x 3 bed units (7%). 10% of the homes would be accessible wheelchair units.
- 9.43. The 'Reasonable Endeavours' wording in the s106 legal agreement would set out stringent criteria which would have to be met over a defined period of time before the implementation of the scheme. It would have to be demonstrated that reasonable endeavours had been undertaken to secure the affordable housing, before the scheme could be first implemented.
- 9.44. If the applicant was unable to sell 40% of the scheme to an RP (benefiting from grant funding) a review of viability would be activated to reassess the costs and values of the scheme to ascertain whether an affordable housing contribution could now be provided.
- 9.45. The Strategic Housing & Development Team sets out that whilst a higher proportion of three bed units would be preferred that they support the applicants proposed model for providing affordable housing in the scheme with the benefit of grant funding.
- 9.46. Whilst the scheme is policy compliant without any affordable housing, given the importance of affordable housing provision in the city, the applicants approach to use 'Reasonable Endeavours' to secure such provision is considered to be a material consideration that has some weight in the planning decision process.

9.47. In this case, the affordable housing has not been secured so there is no legal certainty, but a legal agreement would require the applicant to use 'Reasonable endeavours' to sell 40% affordable housing to an RP with the benefit of Homes England grant funding.

9.48. Overall, the scheme is in accordance with policy CP20.

Design and Appearance and Impacts on Heritage Assets and Landscape:

9.49. National and local policies seek to secure good quality design which respects general townscape and the setting of heritage assets. Taller and higher density development than that is typically found in an area can be considered appropriate in the right location.

9.50. Policies CP12 and DM18 both set out that proposals should demonstrate a high standard of design and make a positive contribution to a sense of place and the visual quality of the environment.

9.51. Policy DA2 sets out development proposals should demonstrate high quality design which positively contribute to the varying character of existing residential and commercial properties in the vicinity to create a cohesive and attractive urban environment.

9.52. In accordance with SPD17: Urban Design Framework, the applicant has submitted a Tall Building Statement as part of their application. A 'tall building' is defined as any building over 18m in height. Identified buildings are then grouped in three ranges, Mid-Rise (6-8 storeys); Tall Building (8-15 storeys); and Very Tall Building (15+ storeys).

9.53. It is noted that the site is located outside of the any of the designated Tall Building areas, the closest of which is at the Marina. However, sites outside these areas may also potentially be suited for tall buildings but the threshold to prove the positive contribution of a tall building to the local townscape and community is higher.

9.54. The Gasworks site sits between two 'tall buildings' with the Courcels Building (8 storeys) to the west and Marine Gate (8-9 storeys) to the east. The rest of the immediate surrounding area is predominantly 2-3 storey dwellings, with a four-storey residential block directly to the north on Roedean Road and the four-storey French Convalescent Home to the southwest.

9.55. Prior to the original submission the applicant engaged in pre-application discussions with the Council, including two independent Design Review Panels, to agree broad design, layout and masterplan principles. It was established that, in principle, a high-density scheme with tall buildings could be acceptably accommodated on the site.

Original scheme

9.56. As originally submitted, on the southern frontage of the site, blocks of up to 10 storeys in height were proposed with a built form and light colour intended to reflect Regency style buildings. The built form then mediated to darker tones

with a more industrial character and taller buildings (up to 12 storeys) to the north. There were, however, concerns about the height, density and lack of permeability of the built form at the centre and the north of the site. There were also reservations with the architectural quality of the northern quarter which lacked a clear beacon to the northeast gateway. There were also shortcomings with inadequate sun light provision within the Circus and the lack of consideration of how the scheme could integrate with the adjoining council owned sites.

Revised November 2022 scheme

- 9.57. The revised scheme resulted in improvements, in respect of breaking up the form of buildings with more permeability and views provided through the scheme. There was also a reduction in height to some buildings to the north as well as improvements to the architectural form. The overall number of residential units was increased slightly to 565 with some of the buildings becoming wider and more squat and future options presented to demonstrate that the scheme would allow future integration with the Council owned land to the north and south.
- 9.58. Notwithstanding these changes Officers still had some underlying concerns that the overall density was too high, specifically within the north of the site which was impacting on surrounding townscape and on daylight in the centre of the site. Concerns were also raised that Block C was not working well enough architecturally in its key position at the 'gateway' to the northeast entrance to the site.

Design, appearance and townscape

- 9.59. The current scheme has been revised significantly in design, form and scale since it was originally submitted to take in the views of the Council officers, the Design Review Panel (who undertook a further review in October 2022) as well external consultees, amenity groups and residents, in order to achieve an acceptable development.
- 9.60. Blocks A, B, C fronting Roedean Road to the north have been revised in design terms to appear more clearly as three well defined standalone buildings, with Block B, reduced by a storey and Block C by two storeys. Block F, in the centre of the scheme has been reduced from 11 to 8 main storeys with a further set-in plant enclosure above. The shoulders of Blocks B and F, adjacent to the Circus have been reduced in height, whilst a gap has been created between G and H and 4 more townhouses added on Boundary Road reducing heights down from 6 to 3 storeys to the south of the site.
- 9.61. The scale, architectural form and materiality of the scheme has improved through these revisions and is now considered acceptable overall. The light tones and formal appearance of the seafront blocks are considered to transition appropriately to the darker materials of the more industrial blocks (A, B and D) to the north which all include a grid form with an expressed frame. Block F would align with the sandy colouration of the proposed Boundary Road buildings and provide a less dominant feature in the centre of the site. Block C in the north-eastern corner has been designed to reflect the circular gas holder it would

replace, which is considered to evoke the social memory of the site and provide a building of visual interest at the northern gateway of the site. The Urban Design Officer sets out that 'Its unique architectural expression and well composed elevational composition and materiality work to draw users into the site from the north-east and through the site from the South through the Green Link.'

- 9.62. There are still protruding balconies on some of the elevations which disrupt the facades of the buildings to a degree, though most on the corners of buildings and key public facing elevations are now mainly inset which has improved the architectural form and appearance of the buildings. The use of brick throughout the scheme as the predominant external material is welcomed and gives the scheme a robust appearance and should have longevity in the marine environment.
- 9.63. The ground floors have taller floor to ceiling heights to differentiate the commercial from the residential which is appropriate. The visuals show a bright colour palette to the ground floor which gives visual interest to the scheme, with details to be secured by condition.
- 9.64. It will be important to ensure that the detailing of the commercial frontage and residential entrances is well expressed in terms of quality and materiality and that servicing and plant entrances do not provide blank or uninviting features. Conditions are also proposed to ensure further large-scale details of ground floor frontages as well bay studies with window and façade details are submitted and agreed by the LPA, as well material samples / details to ensure a high-quality finish to the development is realised when implemented.
- 9.65. Nonetheless, it is undoubtedly still a very dense scheme, at nearly 250 dwellings per hectare (DPH). The height and massing of the scheme does still result in some limited harm to localised views from the north, though overall the proposal is now considered acceptable in townscape terms with permeability and views provided through the site from key viewpoints.
- 9.66. The development overall is considered to respect the character and appearance of the local area. As existing, the Gasworks site, presents somewhat as an island site, very different from the surrounding built form. It is an industrial plot which historically had a collection of impressive gas holders across the site, contrasting with the built form in the locality. Whilst only a single gasholder frame remains it still has a clear, industrial character, different from the surrounding urban context. The proposal is considered to respond to the context of the local area, with three storey development fronting Boundary Road and more prominent seafront buildings to the south, but also retaining some of its more imposing industrial character to the north. Whilst the scale, massing and density of the development to the north of the site is very different from that of the surrounding area it is not considered to be overly dominant or jarring, with the circular gas holder-inspired building softening the composition of built form when viewed from the north.
- 9.67. In respect of the master planning of the wider DA2 site, it is regrettable that the proposal does not include the council owned land parcels at the north and south,

but as noted above, this is beyond the control of the applicant. The revised proposal has though been designed to be compatible with some level of future development or works to these sites and as such does not significantly prejudice these land parcels. The southern parcel could be further landscaped to provide a larger area of public realm along the southern boundary. To the north, the applicant's Design and Access Statement (DAS) sets out potential options for a low-rise community building in the northeast corner as well as further landscaping. The northern elevation of the podium does still provide a somewhat hard edge to the scheme but has been detailed with an arch motif, picking up on the substation building which does enliven its appearance. Overall, the masterplan testing is considered to have adequately demonstrated that the development of the whole Gasworks site can be brought forward in a holistic manner as a coherent piece of urban planning in accordance with policy DA2.

- 9.68. It is noted that the proposals have gone through a rigorous external design review process and have addressed most of the key recommendations of the Panel. Whilst the Urban Design Team response sets out some further recommendations, they support the scheme overall and have highlighted many positive changes to the scheme as it has evolved.
- 9.69. Further, the County Landscape Architect notes that the proposed development "would represent a major change to the townscape and visual amenity of the local area. There would be some localised impacts on townscape character and views. On balance and in the longer term the proposed development would enhance the local townscape and provide an opportunity to create high-quality public realm."
- 9.70. Overall, the proposal is considered to strike an acceptable balance between maximising development of the site to ensure a deliverable scheme with significant amounts of housing and employment and achieving an appropriate scheme in townscape terms which does not detract from the appearance and character of the wider area.
- 9.71. It is considered that the proposal is in accordance with policies CP12, DM18 and DM19 and SPD17 and national planning policy.

Impacts on Heritage assets

- 9.72. The key designated heritage assets close to the site are the Grade II listed French Convalescent Home to the west of the site and then, further afield the Grade I listed Kemp Town Estate, including the associated Registered Park and Gardens, known as the Kemp Town Enclosures (Grade II). The estate sits within the Kemp Town Conservation Area which also includes the mews properties of Kemp Town Place to the west, and the Esplanade south of Marine Parade and the beach. The East Cliff Conservation Area is further to the west. The significance of the grade I listed Estate and Kemp Town Conservation Area is of the highest level, representing the height of Regency town planning and the boldness of speculative residential developments of that time.
- 9.73. In considering whether to grant planning permission for development which affects a listed building or its setting, the Council has a statutory duty to have

special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

- 9.74. Case law has held that the desirability of preserving a listed building or its setting or any features of special architectural or historic interest it possesses should be given “considerable importance and weight”.
- 9.75. Policy CP15 and policies DM29 all set out that development should preserve and enhance the setting of heritage assets. Policy DM28 relates to locally listed and non-designated heritage assets.
- 9.76. SPD17 sets out that the DA2 area which include the Marina has specific sensitivity due to potential for views from the Kemp Town Conservation Area and from hillsides to the north. The PAN 04 for Brighton Marina requires development to preserve and / or enhance the setting of historic buildings and conservation areas nearby, as well as wider historic landscape and the city skyline including views from the National Park
- 9.77. The NPPF is clear that, when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.
- 9.78. These benefits are defined in the Planning Policy Guidance (PPG) as ‘anything that delivers economic, social or environmental objectives, as described in the NPPF (paragraph 8)’. The benefits of the development should be ‘of a nature or scale to benefit the public at large and not just be a private benefit’.
- 9.79. Impacts on non-designated heritage assets should also be assessed having regard to the scale of any harm or loss and the significance of the heritage asset.
- 9.80. The Council Heritage Team set out that the proposed development will form a backdrop to the roofscape of the Grade II listed French Convalescent home. The roofscape is already impacted to a degree by the existing Courcels building and is considered to cause less than substantial harm to its significance at the lower end of the scale.
- 9.81. This is the only designated heritage asset that the Heritage Team consider to be impacted.
- 9.82. This being the case, the public benefits of the scheme which includes a significant quantum of housing, as well as the potential for a net increase in jobs and public realm improvements is considered to outweigh the relatively limited heritage harm to the setting of the grade II listed building.
- 9.83. In addition to any impacts on designated heritage assets, there would be harm from the loss of some broad views of the locally listed Marine Gate, which contribute to its significance as a landmark building. However, this is considered to result in less than substantial harm to its significance at the lower end of the

scale. Further, it is considered that any largescale redevelopment of the Gasworks site would inevitably impinge on broad views to this undesignated heritage asset, and whilst this would impact the significance of this non-designated heritage asset any harm would be outweighed by the sizeable public benefits of the scheme.

- 9.84. The only asset of historic interest that would be physically affected by the proposed development is the flint boundary wall along Boundary Road. It is not nationally or locally listed but has historic interest through its origins as the boundary between Brighton and Rottingdean. The wall has been much altered over time with a patchwork of repairs and did not meet the criteria for local listing. It remains that the wall has townscape interest from its materials and the degree of enclosure it provides, and that this would be entirely lost as a result of the proposed development. While it is regrettable that none of its structure has been retained, it is an undesignated heritage asset so in accordance with the NPPF, a 'balanced judgement' is required, having regard to the scale of any harm or loss and the significance of the heritage asset.
- 9.85. In this instance, it is considered that the removal of the wall is justified in design and placemaking terms with the removal necessary to create an active frontage on Boundary Road, key to achieving an outward facing development. The removal of the wall allows for the widening of Boundary Road, the introduction of a pavement and tree planting and more space for cyclists and pedestrians. The retention of the wall would likely reduce the developable area of the site, reducing the density levels that could be achieved and thus reducing the deliverability of the site. Overall, the public benefits of creating a new high-quality streetscape on Boundary Road is considered to outweigh the harm resulting in the loss of the undesignated heritage asset. Some of the flints are proposed to be reused in front boundary walls and the condition securing a landscaping scheme will require a visual marker of the historic wall which will help to signpost the siting of the historic boundary. A further condition is suggested to ensure a full photographic record of the wall is undertaken before demolition and submitted to the LPA.
- 9.86. In respect of impacts on the Grade I listed Estate and Kemp Town Conservation Area, the Heritage Team note that *"the skyline of the eastern terraces would not be breached in views from Marine Parade and Chichester Terrace"* and that the development would progressively screen distant views of the South Downs at the end of the vista along Eastern Road but that *"this occurs at a level that does not impact the roofline of the estate and cannot be considered to affect the setting of the group."* They also noted that the scheme would provide a 'closer backdrop' to the northern and southern flanks of 41 and 40 Sussex Square respectively *"however these views are already developed, albeit to a lesser height."* Overall, they concluded that *"It is not considered that the proposed development would cause harm to the setting or would affect the significance of this group of listed buildings."*
- 9.87. These comments were made on the originally submitted scheme. Revisions since then have reduced the height and density of the scheme further, with less

development visible in the long views along Eastern Road from within the Kemp Town Conservation Area.

- 9.88. Notwithstanding the views of the Council Heritage Team, Historic England, whilst not objecting to the development, has commented in its role as a statutory consultee and set out concerns relating to impacts on the Kemp Town Conservation Area due to its tall, dense, city centre form and character which they consider would “erode the understanding of the origins of Kemp Town as an independent settlement surrounded by open space and sea”. They consider the harm identified would be less than substantial and at the lower end of that scale.
- 9.89. In addition, there have been objections to the scheme in respect of heritage grounds from a number of local amenity groups, including the Conservation Advisory Group (CAG) and the Gasworks Coalition group as well as national groups, Save Britain’s Heritage and the Georgian Group.
- 9.90. It is noted that the development would not be visible from within the key set piece enclosures within the Grade I listed Kemp Town Estate.
- 9.91. Other than the very limited, long-distance views from the Palace Pier, the scheme would be visible as a backdrop from the Grade I listed Kemp Town Estate and Kemp Town Conservation Area in views along Eastern Road and in limited views from the southwest of the site, above the French Convalescent Home and adjacent to the Courcels Building.
- 9.92. However, views from both of these areas already contain a backdrop of existing built form, including Marine Gate and the Courcels building, and it is not considered that the scheme would harm the significance of the setting of heritage assets in these views.
- 9.93. Whilst the Council does not agree that there is any harm to the Kemp Town Estate, the public benefits of the scheme, which include a significant amount of housing for the city, new employment space and improvements to public realm would clearly outweigh any limited harm identified.
- 9.94. Overall, in respect of heritage, the scheme is considered in accordance with policies CP15, DM28 and DM29 and as well as national policy and legislation.

Impact on Landscape and the South Downs National Park

- 9.95. The National Parks and Access to the Countryside Act 1949 defines the National Park purposes as being to conserve and enhance natural beauty, wildlife and cultural heritage and to promote opportunities for the understanding and enjoyment of the special qualities of the National Parks by the public.
- 9.96. Policy SA5, The Setting of the South Downs National Park set out that development must respect and not significantly harm the National Park and its setting, and that any adverse impacts must be minimised, and appropriate mitigation or compensatory measures included. Such measures should have regard to landscape character and impacts.

- 9.97. The NPPF sets out that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty which have the highest status of protection in relation to these issues. Development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.
- 9.98. It is considered that overall that the proposed scheme would impact the SDNP to a degree, this is due to a restriction of some views towards the sea and also the creation of a harder edge to the southern boundary of the Park where it meets the built-up urban area. In longer views the proposal is considered to sit quite comfortably within what is as existing an urban environment and the relationship between the Park and sea would not be materially harmed.
- 9.99. The SDNP Authority raises no objection to the scheme, noting that “the further changes made to the proposals are broadly welcomed in terms of mitigating potential harmful impacts upon the setting of the National Park and creating a more legible gateway into the National Park in this location.” The County Landscape Architect has assessed the scheme and also has no objection.
- 9.100. Any negative impacts to the Park, within closer views towards the scheme are considered to be relatively limited and would be significantly outweighed by the positive public benefits of the scheme.
- 9.101. Any harm is also further offset by the beneficial impact of opening up of a visual and landscaped link from the Park to the site and then through to the seafront. A condition is proposed to ensure appropriate lighting throughout the development to accord with the SDNP Dark Skies policy.
- 9.102. Overall, the proposed development is considered to be in accordance with the policies DA2 and SA5 of the CPP1 and the NPPF.

Amenity:

Standard of residential accommodation

- 9.103. DM1 Housing Quality, Choice and Mix set out the council will seek the delivery of a wide choice of high-quality homes which will contribute to the creation of mixed, balanced, inclusive and sustainable communities. Key requirements are;
- All units as a minimum must be accessible and adaptable in accordance with Building Regulation M4(2);
 - 10% of affordable units and 5% of all residential units should be suitable for occupation by a wheelchair user in accordance with Building Regulation M4(3); and,
 - All new residential development must provide useable private outdoor amenity space.
- 9.104. SPD17 sets out design priorities which includes avoid deep and/or single aspect north facing units; avoid internal layouts with long double-banked corridors and minimise the number of units per core; optimise dual aspect units that achieve natural cross ventilation and good daylight and sunlight.

- 9.105. The proposed development contains a mix of units from studio, 1, 2 and 3 bed flats and some 3 /4 bed townhouses. All of the units meet or exceed the Nationally Described Space Standard (NDSS) and are considered to have acceptable layouts with good circulation space and storage. Generous floor to ceiling heights of 2.5m are proposed throughout.
- 9.106. 61% of units overall are dual aspect (i.e. have windows facing two different directions). Whilst an increase from 55% when originally submitted, this still results in a relatively large percentage of single aspect units throughout the site. While less than ideal, it is accepted that in a large, flatted development such as this it would not be possible to provide all flats as dual aspect, whilst making efficient use of the site and meeting other necessary requirements such as fire safety regulations.
- 9.107. Other improvements have resulted in only two north facing single aspect homes in the scheme and all of the three bed and town houses are dual aspect. All the units either have either a balcony or an external private amenity space.
- 9.108. Communal private amenity spaces are provided throughout that are well landscaped and include children's play areas as well as food growing areas.
- 9.109. The units to west fronting Boundary Road are set back sufficiently from the highway and adjacent properties. The 14 townhouses are the only properties at ground floor level and have small front garden areas to provide some separation from the street. All other units on this side are at first floor level or above with the high floor to ceiling heights of the ground floor commercial space lifting the residential floors and any associated balconies are comfortable height above street level. To the east of the development, the properties are all set back a sufficient distance from Marina Way, as well as at sufficient heights to afford them sufficient privacy from the street.
- 9.110. The distances between blocks within the development are generally sufficient to ensure that there are no significant issues in respect of overlooking, privacy or restricted outlook, or any areas that would feel overly enclosed with acceptable separation distances afforded between opposite blocks on both the Green link and the main communal amenity areas. Where there are tighter points between buildings, for example between A and B and also B and C, balconies and living areas have been designed so that windows and views are angled away from the neighbouring blocks. Angled oriel windows have also been included on Blocks A and B which direct views away from the adjoining block to ensure privacy and appropriate outlook.
- 9.111. Rather than utilising a single extended north / south orientated block, the built form of Blocks H, G and F has been opened up to allow additional light and views through the scheme and this is welcomed. This has though led to two pinch points between blocks, to the north and south of Block H. Whilst differing floor height levels and the orientation of the adjacent blocks does help to mitigate any privacy issues between different residential units it is considered that adding additional oriel windows to the north and south elevations of block G would

further improve residential amenity between these blocks. The Council has discussed with the applicant about this beneficial revision, and it is suggested that this is secured by condition to ensure sufficient privacy between properties. Overall, the general layout of the blocks is considered appropriate.

Sunlight and daylight

- 9.112. The applicant has submitted daylight and sunlight assessments for the proposed residential units as well as sun lighting information, for the private amenity spaces and public realm. The BRE has been instructed by the Council to undertake an independent review of the reports and consider the methodology that has been used to be robust.
- 9.113. In respect of daylight British Standard (BS) EN17037 recommends minimum, medium and high target illuminances for over at least 50% of a room.
- 9.114. The submitted assessments confirm that 72% of combined living areas (living/kitchen/dining rooms and studios) hit the highest target for kitchens of 200 lux. 85% of combined living areas (living/kitchen/dining rooms and studios) are able to meet the medium target of 150 lux for living rooms which is arguably a more appropriate target in flatted developments where the living area makes up the majority of the shared space. 96% of bedrooms hit the minimum target of 100 lux for bedrooms. Rooms that do not meet the target are predominantly at lower levels.
- 9.115. Whilst it is disappointing that some of the units on the lower levels have relatively poor daylighting the overall daylight provision for a high-density scheme such as this is considered acceptable. Every unit above podium level has a balcony which is welcomed in amenity terms but inevitably reduces daylight provision to units below (and also the host unit in respect of a 'set in' balconies). Increasing window sizes or providing additional openings can improve daylight but has to be weighed other issues in respect of architectural design, privacy or overheating issues. To gain notable improvements to daylighting to units at lower levels would require likely significant reductions in massing and height and would impact on the viability and deliverability of the scheme.
- 9.116. Paragraph 129c of the NPPF states that schemes should make efficient use of land and that daylight and sunlight guidance should be applied flexibly for housing applications 'where they would otherwise inhibit making efficient use of a site (as long as the resulting proposals would provide acceptable living standards)'.
- 9.117. In respect of sunlight The BRE guidance suggests that on 21 March that at least one habitable room to a dwelling, preferably a main living room, should meet at least the minimum 1.5 hours sunlight criterion. The recommendations apply to rooms of all orientations but those facing northerly are naturally limited and therefore would have less expectation of sunlight.
- 9.118. Overall, 70% of living areas would be able to meet at least the minimum sunlight recommendation. With 89% of dwellings having at least one habitable room meeting the guidance. As is the case for daylight, the worst performing units are

at lower levels. It is not considered that significant improvements could be made to sunlight at lower levels without making disproportionate alterations to overall height and massing. Removing balconies may improve some units, though this has to be weighed against the amenity benefit of a private balcony. Overall, though, the scheme is considered to have a good level of sunlight provision and indicative that north facing windows, which do not receive any sunlight have been kept to a minimum within the scheme.

Sunlight to private amenity areas

- 9.119. The BRE Report suggests that for a proposed open space to be well sunlit at least 50% of its area should be able to receive at least two hours of sunlight on 21 March. The submitted sunlight and daylight report uses this guidance to assess sunlight provision to proposed open spaces (private and public).
- 9.120. Revisions to the scheme have improved sunlight on the ground provision overall. In respect of the private communal amenity areas, these would all meet the BRE guidance overall, with just some limited pockets of space below the guidelines and this is considered to represent a good level of sunlight provision.
- 9.121. In respect of the townhouses, only one of the 14 individual gardens analysed would meet the BRE guidelines in respect of 50% of the space able to receive at least two hours of sunlight on 21 March. Whilst many of the gardens hit this target by the end of March or within April, the most southerly gardens especially are considered to perform poorly in respect of sunlight. Whilst the sunlight provision in the private gardens is considered disappointing, they are still considered to provide a beneficial amenity space for future occupiers, who still also have the option of also using the main communal gardens and the scheme is acceptable overall in respect to sunlight to private amenity areas.
- 9.122. Looking at the quality of accommodation overall, the high density of the scheme does result in some negative amenity impacts, including a relatively high number of single aspect units, some tight standoff distances between buildings and some poorer sunlight and daylight provision on lower levels. However, assessing the proposal as a whole, and noting the balance the applicant has had to strike in terms of a providing a deliverable scheme with a sufficient quantum of development, whilst ensuring an appropriate design, views through the site, impacts on neighbouring amenity and so forth the scheme is considered to deliver a very good standard of accommodation with acceptable sunlight and daylight provision overall, good unit sizes and layouts, private amenity space for every unit and high-quality communal landscaping throughout and public realm. The development is considered to result in a good quality of accommodation for future occupiers in accordance with policy DM1 and DM20 of the CPP2.

Impact of neighbouring properties

- 9.123. Policy DM20 of the Brighton and Hove City Plan Part Two states that planning permission for development will be granted where it would not cause unacceptable loss of amenity to existing, adjacent or nearby users, residents or occupiers or where it is not liable to be detrimental to human health. Policy DM40 seeks the protection of the Environment and Health through the suitable control of pollution and nuisance.

Daylight, Sunlight and Overshadowing

- 9.124. The applicant provided an assessment of the loss of daylight and sunlight to existing properties using BRE Report BR 209, 'Site Layout Planning for Daylight and Sunlight, a guide to good practice'.
- 9.125. There are a number of properties adjoining the north, east and west of the site that are potentially impacted by the scheme and have been assessed by the applicant in respect to loss of daylight to windows and also loss of sunlight to windows and private amenity areas.
- 9.126. The BRE has been instructed by the Council to review the applicant's assessment of sunlight and daylight on neighbouring properties. They consider the scope, methodology, assessment and conclusions to be robust.
- 9.127. The BRE Report states that where the loss of skylight or sunlight fully meets the guidelines, the impact is assessed as negligible or minor adverse.
- 9.128. Where the loss of skylight or sunlight does not meet the guidelines, the impact is significant and assessed as minor, moderate or major adverse. Factors tending towards a minor adverse impact include:
- Only a small number of windows are affected,
 - The loss of light is only marginally outside the guidelines,
 - An affected room has other sources of skylight or sunlight.
- 9.129. Factors tending towards a major adverse impact include:
- A large number of windows or large area of open space are affected,
 - The loss of light is substantially outside the guidelines,
 - All the windows in a particular property are affected,
 - The affected indoor or outdoor spaces have a particularly strong requirement for skylight or sunlight.

Vertical Sky Component

- 9.130. The amount of skylight that reaches windows is assessed by determining the Vertical Sky Component (VSC). It is a measure of sunlight falling on a vertical plane (i.e. a window) from an overcast sky. The guidelines set out,
- If the vertical sky component at the centre of the existing window exceeds 27% with the new development in place, then enough skylight should still be reaching the existing window.
 - If the vertical sky component with the new development is both less than 27% and less than 0.8 times its former value, then the area lit by the window is likely to appear more gloomy and electric lighting will be needed for more of the time.

Annual Probable Sunlight Hours

- 9.131. When considering the impact of a development on an existing dwelling, the sunlight to a "living space" received is considered to be adversely affected if:
- It receives less than 25% of annual probable sunlight hours and less than 0.8 times its former value or less than 5% of annual probable sunlight hours

between 21st September and 21st March and less than 0.8 times its former value during that period.

- And also has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

Loss of sunlight to gardens

- 9.132. The BRE Report states that existing gardens and open spaces should be checked via the calculation of hours of sunlight received on 21 March. If the space receives less than two hours of sunlight over less than half of its area with the proposed development in place and this area is less than 0.8 times the value currently, the loss of sunlight is likely to be noticeable.
- 9.133. The most impacted properties are the rear of the terraced properties on Arundel Street to the west of the site, that back onto Boundary Road, and to a lesser extent Marine Gate to the west.
- 9.134. The Arundel Street properties that would be impacted are generally three storey properties over basements, other than numbers 21-23 which are two storeys.
- 9.135. In respect of daylighting, seven properties on Arundel Street (Nos. 9, 12, 16, 17, 18, 22, 23) are considered to have a moderate adverse impact, 6 properties (Nos. 6, 8, 10, 11, 21 and 22) are considered to have moderate to major adverse impact and one property (No.7) is considered to have a major adverse impact.
- 9.136. In respect of sunlight, three properties (Nos. 9, 17, 23) are considered to have a moderate adverse impact, four properties (Nos. 6, 8, 11, 21) are considered to have moderate to major adverse impact and two properties (Nos 7 and 22) are considered to have a major adverse impact.
- 9.137. In respect of sunlight to gardens, two properties (Nos 9 and 21) are considered to have a moderate adverse impact and two properties (Nos 8 and 10) are considered to have a major adverse impact.
- 9.138. A number of other properties in Arundel Street would receive some minor impacts.
- 9.139. In respect of Marine Gate windows on the western flank, these would have a moderate adverse impact in respect of daylight, with this tending towards a major adverse impact for the lower floors. Sunlight would meet BRE guidance.
- 9.140. It is noted that the revisions to the scheme over the life of the application have resulted in marginally reducing these impacts.
- 9.141. The BRE notes that the impacts set out above are based on a mix of known, partial and estimated layouts and are considered likely a worst-case scenario. At some properties there is the potential for the impact to be reduced if non habitable rooms are involved or windows that would have a loss of sunlight do not light living areas. Existing overhangs or obstructions may also be a factor in larger relative losses of light in some cases. This is likely to be the case at Marine

Gate where some of their windows as existing site below balconies which already results in some loss of daylight.

- 9.142. The properties to the north of the site, (John Howard Cottages and the Lodge and Roedean Court) and the properties immediately adjacent to the west, (5 and 7 Roedean Road, 1 Marina Way and 14 and 20-34 (evens) Cliff Road) have all been assessed as having negligible or minor impacts.
- 9.143. Whilst acknowledged that the development would result in some significant impacts to sunlight and daylight to properties in Arundel Street and also to daylight on the western façade of Marine Gate it is acknowledged that these properties currently receive largely unrestricted daylight and sunlight from what is predominantly an empty site in terms of built form.
- 9.144. The site is allocated in DA2 for redevelopment and as such it is considered any deliverable development would have to be of a scale that would likely result in negative amenity impacts to neighbouring properties. Policies CP14, Density and DM19, Maximising Development Potential both set out that steps should be taken to ensure that brownfield sites are developed to their maximum potential whilst the NPPF also sets out planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework.
- 9.145. Much of the proposed development along Boundary Road has been designed at three storeys in height to mirror the existing built form of the terraced properties opposite which is considered an appropriate design approach.
- 9.146. It is also worth noting that these are dual aspect properties. Due to the orientation of the street, impacts to sunlight would be concentrated in the morning. The properties would still receive afternoon sun from their front (west facing) facades.
- 9.147. In respect of Marine Gate, they are also predominantly dual aspect properties which will also receive light from other facades.
- 9.148. Whilst the proposals as a whole result in some significant amenity harm to neighbouring properties in respect of sunlight and daylight, this has to be weighed against the aims of the DA2 site allocation which requires a deliverable redevelopment of the site, and overall, the proposal is considered to be acceptable in this regard.

Other amenity impacts

- 9.149. The proposed development would be set well away from neighbouring properties to the north on Roedean Road and there would no significant impact to these properties in respect of overlooking and loss of privacy, loss of outlook or any overbearing impact.
- 9.150. Similarly, the properties to the eastern side Marina Way (5 and 7 Roedean Road, 1 Marina Way and 14 and 20-34 (evens) Cliff Road and Marine Gate) are all separated by a busy public highway between the site and the proposed

development. Whilst there would clearly be a sizable visual change experienced by existing residents, the proposal would not give rise to any significant overlooking or overbearing impact or any loss of outlook.

- 9.151. The closest properties to the proposed development on Roedean Road and Marina Way are orientated east / west with blank side facades and any views to windows would be of an oblique nature and as such would not give rise to any loss of privacy.
- 9.152. The properties off Cliff Road and Marine Gate are separated from the development by 30m or more and there is not considered to be any significant overlooking to these properties.
- 9.153. There would be some long views into the gardens of the residential properties east of Marina Way but again, these are not considered to result in any loss of privacy that would be so significant as to warrant refusal.
- 9.154. There is considered sufficient separation distance from the proposal to the Courcels building to the southwest for there to be any material amenity impact to this building.
- 9.155. Turning to the properties on the rear of Arundel Street, these are considered to have the greatest level of change with the proposed development in situ.
- 9.156. The proposed development adjacent Arundel Street is predominantly three storeys in height, other than the 6 storeys block (E4) to the southernmost corner and has been designed to largely mirror the heights of the properties on Arundel Street.
- 9.157. The separation distances from the west facing façade of the proposed development and the main rear facades of Arundel Street range from approximately 15-18m which would reduce the potential for loss of privacy. Many of the properties also have either original outriggers or other later rear extensions and so, in some places there are closer separation distances with the closest of these being approximately 12.5m.
- 9.158. As a comparison the front elevations between the existing properties on either side of Arundel Street range from 13.5-15.5m.
- 9.159. The rear elevations of Arundel Street back onto Boundary Road and as such the rear windows and amenity areas are currently viewable from the public domain. Whilst the proposed blocks would introduce windows on the other side of a widened Boundary Road, the separation distances are considered to be acceptable, and the proposal is not considered to result in any overlooking or loss of privacy that would be so significant as to warrant refusal of the application. Proposed balconies have been inset to minimise any perceived or actual overlooking whilst the planting of street trees would further screen views.

- 9.160. Whilst there would be a significant change in how these residents would experience Boundary Road, the proposal is not considered to result in an overly dominant, overbearing or enclosing impact to the Arundel Street properties.
- 9.161. The upgrade to Boundary Road, with a formal pavement, planting, lighting and drainage is considered a significant benefit for adjoining residents. The proposed development would also result in natural surveillance and improved public safety for existing residents.
- 9.162. Considering neighbouring amenity as a whole it is clear that there would be some significant impacts in respect of a loss of light and sunlight to rear of the properties on Arundel Street and to a lesser extent daylight to the western elevation of Marine Gate. As an empty site, neighbouring properties benefit from levels of the light that not representative of an urban area. The scheme has been designed to minimise neighbouring amenity impacts, with built form of three storeys in height on most of the western boundary to mirror the existing development. Overall, it is considered that any viable development of this allocated site is likely to result in some negative amenity benefits. The harm to neighbouring amenity is not considered to warrant refusal of the application and the proposal is considered to be acceptable in accordance with policies DA2 and DM20.

Noise and disturbance

- 9.163. It is not considered that there would be any significant impacts to neighbouring amenity in respect of noise and disturbance resulting from the final use of the site. There would not be an increase in vehicular trips and there are not considered to be any significantly noisy uses proposed.
- 9.164. There will inevitably be some level of noise and disturbance during the construction phase. A CEMP will be conditioned to control hours of operation, deliveries times and construction practises to protect neighbouring amenity.
- 9.165. In respect of future occupiers, the potential for noise is likely to be from existing road noise, adjoining commercial uses or from the electric substation to the north of the site. Plant noise, opening hours and deliveries, floor and ceiling soundproofing, residential accommodation noise mitigation measures and lighting will all be controlled by condition and is not considered to result in amenity harm to neighbours or future occupiers.
- 9.166. Post completion testing of residential properties is considered to prudent to ensure appropriate internal noise levels have been successfully met and will be conditioned.
- 9.167. Overall, subject to the proposed conditions, the development is considered in accordance with DM20 in respect of noise and disturbance.

Impacts on Bell Tower Industrial Estate

- 9.168. The industrial estate is located immediately adjacent to the northwestern entrance to the site off Boundary Road. There would be some overshadowing,

loss of sunlight to the site in the morning, although the industrial nature of the uses is such that this is not considered to be a significantly detrimental impact.

- 9.169. There is a shortage of good quality industrial floorspace in the city. As such, it is important to ensure that the industrial estate is protected from potential noise complaints from future residents of the development which may impact on the operational viability of the various businesses. This is the 'agent of change' principle.
- 9.170. It is recognised that Block A is sited in close proximity to the Industrial Estate, introducing a new residential use in this location, and as such the glazing specification should be enhanced sufficiently to ensure acceptable noise impacts for future residents. Subject to the suggested conditions outlining suitable mitigation and post completion testing, it is considered that the Industrial Estate will be suitably protected from the potential for noise complaints and the application is acceptable in this regard.

Open Space, Landscaping and Sports Provision

- 9.171. Developments are expected to provide for high quality public realm and landscaping in accordance with policies CP13 and DM18 and DM22. The key public areas provided are considered to be the Circus, which is the focus point for the public realm in the northeast corner and has the potential for outdoor events, and then the Green Link which runs from north to south and exiting on Boundary Road. There would be different characteristics to landscaping with the north of the site picking up on the South Downs character, a woodland character within the centre of the Green Link and more formal garden layout at the south of the site. Eighty trees are proposed to be planted throughout the development as well as significant levels of lower-level planting in the form of bushes and shrubs. There would also be tree planting and landscaping along a remodelled Boundary Road.
- 9.172. Concerns were raised with the original application that the public realm, and especially the Circus would be poorly sunlit and quite enclosed, and thus, not an inviting place to spend time. Revisions to the scheme have reduced the overall height of buildings to the north of the site and have also lowered shoulder heights around the Circus which have improved the quality of this space. Whilst parts of this area would still receive fairly limited sunlight, overall, the space does meet the BRE guidance for sun on the ground and it is considered that the space would function acceptably.
- 9.173. Though the area to the west of Block I1 has the potential to be poorly sunlit, The Green Link meets BRE guidance sun on the ground guidance overall and is considered to be a good quality piece of public realm.
- 9.174. With respect to Policies CP16, Open space and CP17, Sports Provision, it is accepted that it would not be practicable to meet all the quantitative open space requirements on the site. No formal sports provision is proposed on the site, however there is existing provision within the accessibility standard of 960m for outdoor sport as defined in Policy CP17. The proposed play space for younger children has also been increased in the revised scheme from 688 sqm to 758

sqm through a mixture of natural play spaces and open lawn areas provided on each private residential podium garden and integrated into the public realm between the Circus and main Green Link.

- 9.175. Food growing provision has increased to 400sqm to be located within the residential gardens. The children's play and food growing areas will be secured by condition.
- 9.176. The wider landscaping proposals will be secured and funded via a LEMP to ensure that the amenity, biodiversity and ecological benefits are retained over time.
- 9.177. Overall, the proposal is considered to provide high-quality public realm and amenity spaces for both future occupiers and the wider locality. These provisions are considered to be a clear public benefit of the scheme and in accordance with local and national policy.

Land Contamination

- 9.178. Paragraph 124 of the NPPF sets out that planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land. Paragraph 189 sets out that adequate site investigation shall be undertaken to assess the risk of contamination and after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990.
- 9.179. Paragraph 194 of the NPPF sets out that the focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively.
- 9.180. The key local plan policy is DM41 - Polluted Sites, Hazardous Substances & Land Stability, which sets out that developments should not prejudice health, safety or the environment. Site investigations are required for sites with historic polluting uses. Any remediation required should address any hazardous substances and ensure any polluted sites are brought back into use with appropriate measures necessary to protect the environment, future users and surrounding occupants.
- 9.181. It is noted that there is significant public interest in the application in respect of land contamination issues with a large proportion of the objections received focusing on concerns around the remediation of the site, including from local campaign groups.
- 9.182. The Council understands the key issues relating to land contamination and the safe remediation of the site is of key importance.

- 9.183. The Council has instructed Leap Environmental Ltd (LEAP) and RSK Environment Ltd to provide expert advice on land contamination and air quality matters and to ensure the technical information with the applicant's land contamination information is robustly assessed. In this instance the consultants are acting as the Council Environmental Health Team.
- 9.184. LEAP reviewed the applicant's original ground conditions submission within the ES (Chapter 13 and associated appendices by Atkins) back in 2022 and whilst they were in broad agreement with the majority of the work undertaken, they identified some shortcomings in the ground gas and vapour risk assessments.
- 9.185. In response to consultee concerns as well those of local residents and groups the applicant submitted additional information by way of a Remediation Options Appraisal and Remediation Strategy and an Odour (ROARS) and an Air Quality and Odour Management Plan (AQOMP) as well as additional testing data for ground gas and vapours.
- 9.186. The Remediation Strategy includes key information on how gasholders 5 and 7 will be decommissioned (including the degassing, dewatering and desludging). The AQOMP sets out how the site monitoring will include a traffic light system with works to stop if certain emissions thresholds are breached during any remediation activities. This information has been reviewed by LEAP and RSK in their capacity as the Council Environmental Health Team.
- 9.187. Their overall conclusions set out the site is not a typical gasworks site in terms of contamination. After 1880 gas production ended and it was used predominantly for storage and as such contamination levels would generally be lower than other gasworks sites. The main gas production part of the site, gasholders 1-3 in the southwest has been previously remediated, with contamination removed in 2003. LEAP set out that existing contamination is predominantly shallow localised soil contamination of soil, soil contamination within gas holder 6 and residual deep contamination of the chalk in the southeast. Their conclusions set out:
- The investigation of the site is considered appropriate in terms of distribution, contaminants investigated and analysis. Additional vapour testing is recommended as part of the baseline monitoring for the Air Quality and Odour management plan.
 - There is inevitably a risk of unforeseen contamination, however the risk of this is low and this is addressed in the discovery strategy detailed in the remediation method statement and proposed condition.
 - The proposed Remediation Method Statement is considered appropriate for this site and proposed use.
- 9.188. Conditions are recommended to ensure that the development is carried out in accordance with the submitted Remediation Strategy and the Air Quality and Odour Management plan (with additional vapour test to feed into the baseline monitoring). A condition requiring the submission of a verification report is required prior to first occupation, a condition in relation to stockpiling of excavated made ground and also a discovery strategy condition (for any unforeseen contamination) and also recommended. Overall, the submitted land

contamination information is considered appropriate and the application is in accordance with the DM41 and the NPPF.

Impact on ground water

- 9.189. The Site is not located within a groundwater Source Protection Zone (SPZ), or a groundwater protected area. The Outer Zone (III) of an SPZ is located 2.25km north-east and the Inner Protection Zone (I) is located 2.5m to the northwest. The submitted assessment confirms that due to the depth of groundwater at the site (20 to 23m below ground level) it is expected that the proposed development will have limited interaction with groundwater during construction and operation. The development is not expected to affect the identified SPZs.
- 9.190. The Environment Agency is the statutory body for the protection of ground water in the UK. They are well informed on this specific site as they signed off the remediation of gasholders 1-3 in 2003 and have undertaken monitoring of the site since then. In earlier responses to this application additional information was requested of the applicant which they have provided as part of the most recently revised ES.
- 9.191. In respect of the current revised application, they have set out the following;
We would agree that significant amount of remedial works have been previously undertaken at this site and that significant investigation has taken place across the site. As such, contamination extents are likely be limited compared to many other gasworks and we would not expect substantial areas of undetected contamination to be encountered. Given the long history of the site as a gasworks, it is likely that some areas of unexpected will be encountered. This must be dealt with as unexpected contamination in line with the remediation strategy.
- 9.192. The EA have set out that overall, there is no objection to the scheme, subject to conditions relating to submission of a remediation strategy (if previously unidentified contamination is discovered), the submission of a verification report prior to occupation and the requirement for written consent from the LPA for any piling or deep foundations using penetrative methods.
- 9.193. As such, the proposed development is not considered to result in any significant impact to ground water and is in accordance with policies DM41 and the NPPF.

Sustainable Transport:

- 9.194. The NPPF directs new development to locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Paragraph 115 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 9.195. City Plan Policy CP9 reflects the NPPF and states that the council will work with partners, stakeholders and communities to provide an integrated, safe and sustainable transport system that will accommodate new development; support the city's role as a sub-regional service and employment hub; and improve

accessibility. The policy seeks to ensure developments promote and provide measures that will help to manage and improve mobility and lead to a transfer of people and freight onto sustainable forms of transport to reduce the impact of traffic and congestion, increase physical activity and therefore improve people's health, safety and quality of life.

- 9.196. Policy DM33 requires that new developments are designed in a way that is safe and accessible for all users and encourages the greatest possible use of sustainable and active forms of travel. DM35 sets out the standard and scale of information required in assessing Highways impacts. DM36 sets standards for parking and servicing of new development.
- 9.197. The ES includes a specific highways chapter as well as a Transport Assessment (TA) and a Travel Plan. These have been assessed by the Local Highway Authority (LHA).
- 9.198. The site is designed to be landscape-led with cyclists and pedestrian taking priority over vehicles and no planned vehicular access routes through the site (other than for emergency vehicles). A new pedestrian and cycle route is proposed along the western side of Marina Way, north of the existing vehicular access and would provide a through route through the site with another access at the southwest corner of Boundary Road.
- 9.199. Boundary Road is to be widened and upgraded with a full pavement provided on the eastern side of the road, and widening of the existing pavement which extends down to the A259, Seafront Road. A new toucan crossing is proposed over the A259 to access the Marina and wider seafront. The site is considered to be located in a sustainable location with good bus links in close proximity.

Trip Generation

- 9.200. The TA sets out that the proposed development would result in a minimal decrease in overall vehicular trips to the site (residential, commercial and servicing / deliveries) compared to the existing situation in the AM and PM peak hours when the road network is at its busiest. A traffic distribution assessment has been undertaken that concludes most nearby junctions would see a reduction in vehicles during peak times. The LHA has fully assessed these assumptions, including undertaking their own data analysis and agree that the modelling is robust, and the proposal will not result in unacceptable stress on the road network including adjacent junctions.
- 9.201. There will be a significant increase in trips (compared to the existing situation) from sustainable modes (pedestrians, cycle and bus). Obligations are proposed to secure improvements to adjoining highways (Marina Way and Boundary Road) for pedestrians and cyclists, a new toucan crossing over the A259 to the south of Boundary Road.
- 9.202. Residential and Commercial Travel Plans, incentivising and monitoring sustainable travel modes will be secured by condition as part of the development to help ensure that that vehicular trips to the development are minimised as far as possible.

Vehicle and Cycle Parking and overspill

Car parking (total)	179 spaces
Car parking space per dwelling	0.36 spaces per dwelling
Disabled parking	31 spaces
Electric vehicle charging points	100% (50% active/50% passive)
Motorcycle parking	30 spaces
Car club	1 x car club car & bay
Long-stay cycle parking	584 spaces
Short-stay cycle parking	86 spaces

- 9.203. The proposed development would have 179 car parking spaces overall for both residential and commercial operators, 31 of which would be for disabled parking. There would also be 30 spaces reserved for motorbikes. No visitor parking is proposed. The parking is sited in two podiums both accessed via Boundary Road. The northern podium is set over two storeys with the southern podium being single storey. Approximately 1 in 3 residential units would have a car parking space with the larger residential units having priority. This is considered appropriate in what is a sustainable location with good bus services and cycling infrastructure. A car parking management plan will be secured by condition.
- 9.204. The roads in close proximity to the site generally have double yellow lines or are within a Controlled Parking Zone (CPZ) H, other than the central part of Boundary Road where there are no controls. A parking survey has been submitted by the applicant and sets out that there is some limited capacity for parking on surroundings roads. In respect of Boundary Road which has uncontrolled parking as existing, the parking survey states that approximately 15 vehicles are expected to be associated with nearby residents whilst some of the parking would be from users of the existing Gasworks site. There is expected to be some parking displacement for existing residents although there is expected to be some limited parking capacity nearby within the CPZ.
- 9.205. The LHA has indicated that the development itself will not be included in the CPZ and as such residents will not be able to apply for parking permits.
- 9.206. Furthermore, a car club bay will be secured on Boundary Road, subject to a TRO, as a planning obligation. The Travel Plan will monitor use and further car club bays will be expected to be provided if it is demonstrated that there is demand.
- 9.207. Overall, it is not considered that would be any significant level of overspill parking (either commercial or residential) in association with the proposed development.

- 9.208. A policy compliant level of long stay internal cycle parking within the scheme for both residential (560) and commercial (24) users is proposed, in accordance with SPD14 on Parking Standards. These are conveniently accessed close to residential and commercial entrances.
- 9.209. The applicant has also set out in a technical note, dated 12 March 2024 that further bike stands will be provided within the southern podium cycle stores to ensure that the townhouse occupiers also have an option of a communal bike store as well as specific internal bike storage within their properties. This satisfies any concerns raised by the LHA and Active Travel England (ATE).
- 9.210. Whilst short stay external storage is below policy levels it is recognised that on very large schemes such as these that the policy level of visitor parking is likely to be higher than is realistically necessary and would start to dominate the public realm in a negative way. As such, subject to the provision of a bike share hub near to the site (to be secured as a s106 obligation) which would provide additional cycling options for visitors, this has been deemed acceptable by the LHA. Full detail of the cycle parking will be secured by condition.
- 9.211. A dedicated 'end of trip' facility is proposed for use by commercial occupiers and sited within the Green Link. This would provide shower facilities, lockers and changing rooms for cyclists and pedestrians. This provision is welcomed and would help to facilitate sustainable trips to the development and is to be secured by condition.

Delivery and Servicing

- 9.212. The existing entrance off Marina Way will be retained and loading bays provided for waste and recycling and deliveries. The 'Yard' will also have an access off boundary Road for servicing and deliveries and a concierge office. Further delivery bays will be provided on Boundary Road. The LHA and City Clean are both satisfied with the servicing and delivery proposals. A Delivery and Servicing Management Plan is to be secured via condition.

Construction Impacts

- 9.213. Construction traffic would access the site predominantly via Marina Way, but also via Boundary Road. It would be expected that construction traffic would travel via the A27 arriving via Wilson Avenue. The LHA does not consider that construction traffic would result in any unacceptable impact on the road network, including from any cumulative traffic impacts alongside other committed developments in the wider area. A condition to provide a Construction and Environmental Management Plan (CEMP), prior to commencement is required.
- 9.214. Overall, the proposal would not result in additional vehicular trips on the road network during the AM and PM peak periods. The development would have adequate levels of car parking, including disabled parking and would not result in any significant overspill parking within the immediate area. The development would promote sustainable modes, with significant levels of cycle parking and improvements to cycling, pedestrian and bus infrastructure. Boundary Road

would be upgraded to provide a safe and welcoming environment for future occupiers. There are no objections from the LHA or ATE.

9.215. The applicant has sufficiently demonstrated that the proposal would not result in a severe impact upon the highways network or on highways safety. Subject to the recommended travel, and servicing management plans it is considered that the uses proposed can be appropriately serviced and managed and would be acceptable in Highways terms in accordance with CP9 of the Brighton and Hove City Plan Part One, DM33, DM35, DM36 of the Brighton and Hove City Plan Part Two and the requirements of the NPPF.

Sustainability:

9.216. City Plan Part One Policy CP8 requires major new non-residential development to incorporate significant sustainable measures and achieve a BREEAM standard of 'Excellent'. City Plan Part Two Policy DM43 requires new build non-residential development to achieve a minimum Energy Performance Certificate (EPC) rating of 'B'.

9.217. A revised Energy Statement has been submitted which updates proposals for the energy strategy at this development. This includes:

- Improved energy efficiency in building fabric
- Heating and hot water 100% supplied by renewable energy through Air Source Heat Pumps, eliminating the gas boilers which were previously proposed to provide 20% of the capacity.
- A commitment to installation of solar PV panels across available roofs, to reduce energy use across the site, other than roof space needed for heat pump equipment.
- Biodiverse roofs will be planted alongside the solar PV panels.

9.218. A Whole Life Cycle Carbon Emissions Assessment has been submitted with the scheme that sets Out 763kgCO₂/m² over 60 years are expected, which exceeds the current RIBA 2025 Challenge benchmark of <800kgCO₂e/m².

9.219. In respect of operational carbon, there would be a reduction in emissions by 78.4% in residential accommodation and 40.7% in non-residential areas, an average of 77.3% across the site, compared to Building regulations Part L, 2013. This is an excellent building performance and is considered to future-proof the development against future climate and energy supply conditions, as well as meeting anticipated Future Homes and Future Buildings Standards.

9.220. An Overheating Assessment demonstrates that all the dwellings will not overheat – using both 2030 and 2050 climate forecasts and will meet the relevant Building Regulations, Part O without requiring any active cooling measures.

9.221. There is the provision of rainwater gardens, blue roofs and sustainable drainage systems (SuDS) to manage water on the site.

9.222. The commercial floorspace will be required to meet BREEAM excellent targets.

- 9.223. Conditions are recommended on water consumption, BREEAM excellent for the commercial space, EPC ratings and solar panels.
- 9.224. Overall, the development is considered to result in excellent sustainability credentials in accordance with CPP1 policy CP8 and CPP2 policies DM43, DM44 and DM46 and the NPPF.

Wind Microclimate

- 9.225. As set out in SPD17, proposals that include tall buildings are required to provide an assessment of the impacts of the microclimate of the development and the adjacent surrounding areas in respect of safety as well as comfort / usability.
- 9.226. The submitted information by the applicant has been updated to take into account revisions to the scheme and provide additional information requested by the external reviewers (RWDI) instructed by the council.
- 9.227. The wind assessment considers the existing baseline conditions against the 'as built' scheme with embedded and soft land scaping mitigation. Mitigation measures include some balconies requiring solid and / or increased height to balustrades and also trees and planting within the amenity areas.
- 9.228. Revisions to the scheme include details of mitigation to balconies that was set out in the applicant's previous wind assessment of the scheme. These include the provision of taller balustrade heights on specific facades and the use of solid (glazed balconies) rather than railings in some of the more exposed areas.
- 9.229. The study sets out that with the full mitigation in place the public realm and private amenity spaces are all fit for purpose other than some of the balconies on Block H which require further mitigation, in respect of increased height to balustrades.
- 9.230. The peer review of the wind conditions for the site sets out that the methodology used for the computer-generated modelling is robust as well as the assessment criteria used. Historical wind data from the last 20 years has been taken from Shoreham Airport. This data is adjusted to account for differences in terrain from the airport and that of the development site and this approach is also considered robust.
- 9.231. The peer review sets out that consistent with the previous assessments, the inclusion of the development appears to have a generally positive (and at worst negligible) impact to conditions in the surrounding area, which would be expected as a result of the increase in shelter to an area that is otherwise quite exposed. Some uncomfortable conditions remain to the east of the site, but do not appear to be made materially worse by the inclusion of the development.
- 9.232. Subject to the additional mitigation measures proposed (including additional measures for Block H) the private and public areas are considered to result in acceptable conditions for future occupiers in respect of comfort and safety.

9.233. In summary, overall RWDI consider that the methodology used for the assessment, the results and conclusions are in keeping with what we would expect of a building with the massing and design of the proposed development in Brighton.

9.234. Subject to the suggested condition in respect of wind mitigation for the scheme is considered acceptable and accords with DM20 and SPD17.

Ecology and Biodiversity:

9.235. Policies CP10 and DM37 as well as SPD11 set out that development should conserve existing biodiversity whilst providing net gains for biodiversity by providing green infrastructure an ecological enhancement.

9.236. The proposed development site is not designated for its nature conservation interest, but Brighton to Newhaven Cliffs Site of Special Scientific Interest (SSSI) lies directly to the south and the development lies within the impact risk zone for the SSSI. The South Downs National Park lies approximately 60m to the northeast, and there are several Local Wildlife Sites (LWS) in the surrounding area, the closest being Sheepcote Valley LWS which lies approximately 125m east as the closest point. The County Ecologist has confirmed that providing standard safeguards in respect of pollution, dust and traffic control are secured via a CEMP that the proposed development is unlikely to have any significant impacts on the nature conservation interests of the National Park, SSSI or on the LWS's.

9.237. The site currently comprises hard standing with buildings/structures, with pockets of scrub across the site, and disturbed ground supporting tall ruderal and ephemeral vegetation. Overall, the habitats on site are of relatively low ecological value, although they have the potential to support protected species.

9.238. The submitted Ecological Assessment sets out details of ecological enhancement as well as an assessment of the site. The original assessment in 2020 set out that there was low bat roosting potential on the site. This assessment was updated with a further emergence/activity survey of the warehouse building (annotated as B4) in May 2024 which confirmed the findings of the original assessment.

9.239. The Assessment outlines ecological enhancement in respect of the provision of 140 swift bricks, 140 bee bricks and 6 bat boxes. Swift bricks are suitable for many other birds, such as house sparrows and starlings and these are welcomed.

9.240. Whilst the application was submitted prior to the introduction of a statutory requirement to deliver a 10% Biodiversity Net Gain (BNG) in accordance with the Environment Act 2021 the applicant has submitted a metric which sets out that will be well over 1000% increase in biodiversity on the site. This would be delivered through a comprehensive landscaping scheme, including 80 trees and the provision of biodiverse green roofs. It is noted that the existing site is of very low value, and any improvement would result in a high uplift. Notwithstanding this, the biodiversity enhancement of the site is considered to be significant

benefit of the scheme. An Ecological Design Strategy (EDS), a Landscape and Environmental Management Plan (LEMP), details of the biodiverse green roofs and also the bird, bat and bee bricks are to be secured by condition.

9.241. Overall, the proposal is in accordance with policies CP10 and DM37 and would result in an ecological and biodiversity enhancement to the site.

Air Quality:

9.242. Policy CP9 sets out that air quality issues from vehicular trips is a key priority. Policy DM40 sets out that development should ensure a safe environment for future occupiers and should ensure development should ideally have a positive impact on nearby Air Quality Management Areas.

9.243. The applicant has addressed air quality within chapter 9 of the ES and a detailed air quality technical assessment has been provided (Appendix 9.1 by Tetra Tech, Nov 2023).

9.244. The proposed development itself is set to be heated by heat pumps and as such no onsite emissions are expected in this regard. The proposed flats are set back sufficiently from street frontages and the air quality for future residents is considered to be acceptable.

9.245. The development, as built would result in a reduced number of vehicular trips into the key AQMA's, including AQMA 6 located along Eastern Road by the Royal Sussex Hospital.

9.246. The Air Quality Officer has no objection to the scheme and sets out the development would be 'air quality positive' in comparison to the existing site.

9.247. A condition is proposed to secure the use of heat pumps for the heating and hot water provision in the development and overall, the scheme is in accordance with policy DM40.

Other Considerations:

9.248. The application is acceptable in respect to archaeology, arboriculture and flood risk, subject to the suggested conditions. There are no objections from the HSE, or the East Sussex Fire and Rescue service and the application is considered acceptable in respect of fire safety.

10. CONCLUSION AND PLANNING BALANCE:

10.1. Paragraph 11 of the NPPF makes it clear that planning application decisions should apply a presumption in favour of sustainable development. Furthermore, it sets out that where relevant development policies are out-of-date planning permission should be granted unless either the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

- 10.2. As set out previously, the Council is currently unable to demonstrate a 5-year housing supply and as such the relevant planning policies relating to housing delivery are considered out-of-date and the tilted balance of paragraph 11 must be applied.
- 10.3. When assessing the scheme overall, in applying the planning balance, there are a number of factors which weigh both for and against the scheme.
- 10.4. It is noted that great weight should be given to the protection of designated heritage assets. It is acknowledged that the proposal would result in less than substantial harm to the significance of the Grade II listed French Convalescent Home, as well as harm to the non-designated Marine Gate. Furthermore, there would be the full loss of the non-designated flint wall on Boundary Road.
- 10.5. Whilst the council Heritage Team do not consider that there would be any harm to the Grade I listed Kemp Town Estate and associated Kemp Town CA it is noted that Historic England have identified some harm to the setting of the conservation area.
- 10.6. As set out earlier in the report, any harm to designated heritage assets must be weighed against the public benefits of the scheme. Public benefits should be linked to the three overarching objectives: economic, social and environmental that together form 'sustainable development' as set out in the NPPF. It is considered that the provision of 495 homes, in the context of the city's significant housing shortfall, alongside the economic benefits of increased jobs and amenities, and the improvements to the environment and public realm, including the remediation of a contaminated site are clear public benefits of the scheme and are considered to outweigh any heritage harm.
- 10.7. Whilst it is regrettable that there will be some amenity harm to neighbouring properties, predominantly through the loss of sunlight and daylight to the backs of properties of Arundel Street and daylight to the west facing flank of Marine Gate, it is considered that any deliverable redevelopment of this allocated site would inevitably be of a density which result in some negative amenity impacts. The worst affected properties on Arundel Street currently back onto a largely empty site and whilst the scheme has been designed to largely mirror the height of the existing terrace, some loss of light over the existing situation is unavoidable. The LPA is mindful of the need to maximise this important brownfield site and achieve a viable and deliverable scheme and these impacts must also be weighed against the positive benefits of the scheme which are set out later in the conclusion.
- 10.8. The impacts on the SDNP have been fully assessed and whilst some limited impacts have been identified, the overall impact on views from the Park is considered acceptable. Neither the SDNPA nor the County Landscape Architect have objected to the scheme on landscape grounds and refusal would not be justified on these grounds.
- 10.9. Outlining the positives of the scheme, the public benefits include the remediation of a contaminated brownfield site, and the contribution of 495 much-needed

residential units towards the city's housing target, in a development area (DA2) that has been allocated through CPP1 for higher density, mixed use development.

- 10.10. Notwithstanding that the scheme has been independently assessed as being unable to viably provide affordable housing, the applicant has agreed to use reasonable endeavours to achieve policy-compliant affordable housing within the scheme, by selling 40% of the homes to a Register Provider, funded through Homes England grant. There is a significant need for affordable housing in the city and this is a material consideration that can be given some weight in the planning balance.
- 10.11. The application provides for up to 2791m² of modern, flexible, commercial floorspace exceeding the minimum amounts set out DA2 and will provide a net increase of local jobs as well as providing employment and training opportunities during the construction period as well as the economic benefits to the city overall, and this also weighs in favour of the scheme.
- 10.12. The design of the scheme has evolved positively during the pre-application and application stages, and the architectural form, detailing and materiality of the buildings are considered acceptable. Whilst it is a dense form of development it generally sits comfortably within the surrounding area. When assessed holistically and considering the need to maximise the potential of a complex brownfield site, mitigate other factors and deliver the significant public benefits of the proposed housing, the overall design approach and massing is found to be acceptable.
- 10.13. The quality of the accommodation is considered acceptable overall, with every property having its own private balcony or amenity area as well as access to the communal gardens. The scheme is considered to have excellent sustainable credentials throughout.
- 10.14. The redevelopment of the site will also result in a high-quality public realm with significant amounts of tree planting and new connections through the site, as well as significant improvements to Boundary Road.
- 10.15. Other factors including impacts relating to transport, ecology, arboriculture, archaeology, landscaping, flood risk, land contamination, wind and air quality have been assessed and have been considered acceptable.
- 10.16. it is considered that the public benefits of the scheme overall, which includes the provision of a significant amount of housing are such that they clearly outweigh the heritage harm identified, any limited impacts on landscape or townscape and the harm to neighbouring amenity.
- 10.17. It is notable that the positive benefits of the proposed development are such, that it would be considered acceptable, and in accordance with local and national policy if it were it to come forward without any affordable housing.

10.18. The proposed development will make a significant contribution towards sustainable development in the city and thus complies with the NPPF and contributes towards meeting the objectives of City Plan 1 and 2 and approval of planning permission is therefore recommended subject to the completion of a s106 planning legal agreement and to the conditions recommended above.

11. EQUALITIES

11.1. Section 149(1) of the Equality Act 2010 provides:

- 1) A public authority must, in the exercise of its functions, have due regard to the need to—
 - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

11.2. Officers considered the information provided by the applicant, together with the responses from consultees (and any representations made by third parties) and determined that the proposal would not give rise to unacceptable material impact on individuals or identifiable groups with protected characteristics.

11.3. Access to the site for disabled and less mobile users has been accommodated. This includes an accessible pedestrian lift in the northeast of the site. Wheelchair accessible housing (5%) and disabled car parking is to be incorporated throughout the scheme.

12. COMMUNITY INFRASTRUCTURE LEVY

12.1. Under the Regulations of the Community Infrastructure Levy (CIL) 2010 (as amended), Brighton & Hove City Council adopted its CIL on 23 July 2020 and began charging on all CIL liable planning applications on and from the 5 October 2020. The Gasworks site sits within the wider Marina development area for CIL purposes and is within one of four specific areas within the city that are defined as NIL rated for CIL.

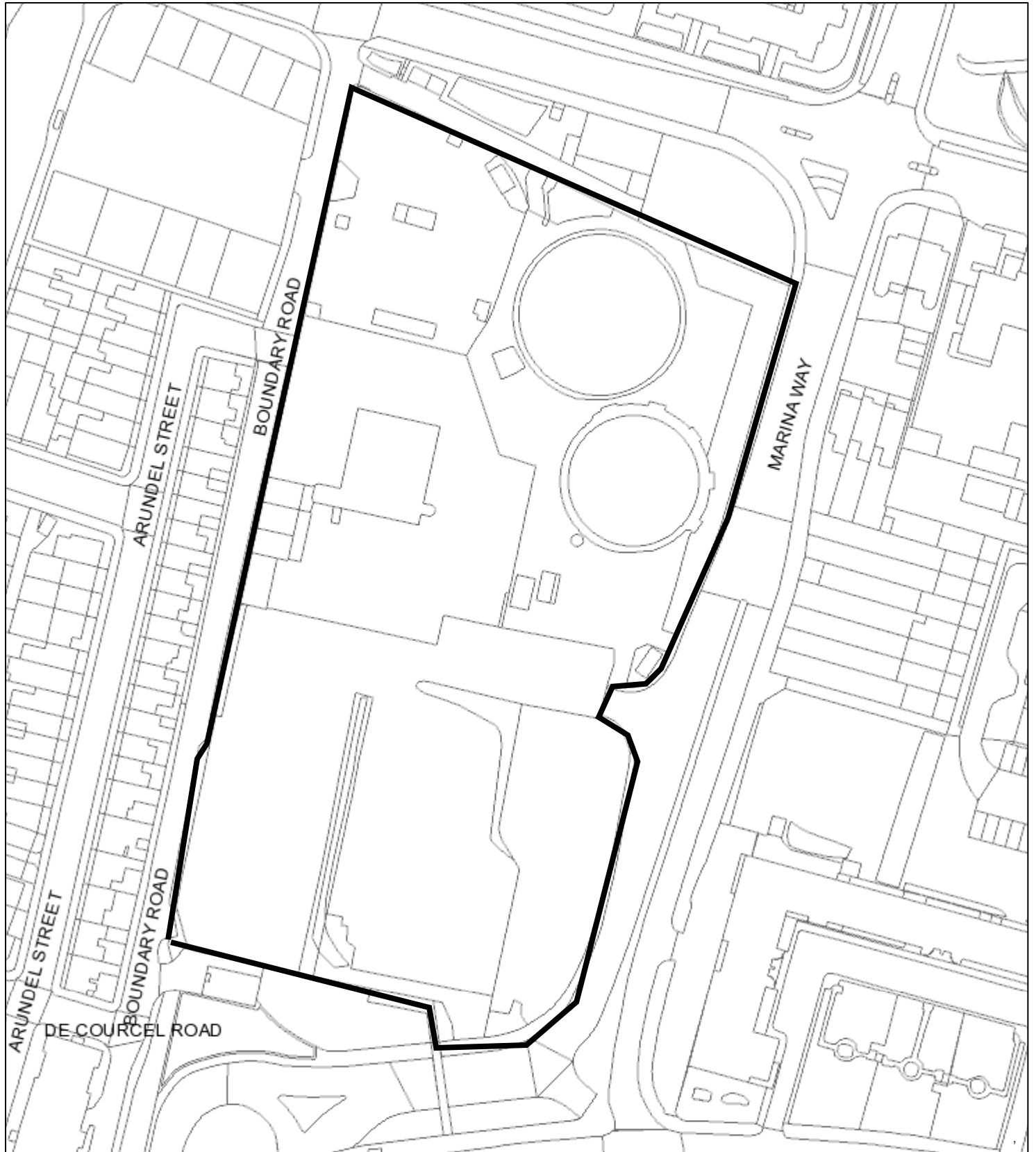
Appendix A

**BRIGHTON GASWORKS
LAND BOUNDED BY ROEDEAN ROAD
(B2066), MARINA WAY AND BOUNDARY
ROAD, BRIGHTON
BH2021/04167**

Plan

DATE OF COMMITTEE: 22nd May 2024

BH2021/04167 Brighton Gasworks



0 15 30 60 Meters

Scale 1:1,250

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Appendix B - Planning Conditions

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

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

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

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

Plan Type	Reference	Version	Date Received
Proposed Drawing	11268-EPR-01-00-TP-A-03-100		1 December 2023
Proposed Drawing	11268-EPR-01-01-TP-A-03-102		1 December 2023
Proposed Drawing	11268-EPR-01-02-TP-A-03-104		1 December 2023
Proposed Drawing	11268-EPR-01-03-TP-A-03-106		1 December 2023
Proposed Drawing	11268-EPR-01-04-TP-A-03-108		1 December 2023
Proposed Drawing	11268-EPR-01-05-TP-A-03-110		1 December 2023
Proposed Drawing	11268-EPR-01-06-TP-A-03-112		1 December 2023
Proposed Drawing	11268-EPR-01-07-TP-A-03-114		1 December 2023
Proposed Drawing	11268-EPR-01-08-TP-A-03-116		1 December 2023
Proposed Drawing	11268-EPR-01-09-TP-A-03-118		1 December 2023
Proposed Drawing	11268-EPR-01-10-TP-A-03-120		1 December 2023
Proposed Drawing	11268-EPR-01-11-TP-A-03-122		1 December 2023
Proposed Drawing	11268-EPR-01-12-TP-A-03-124		1 December 2023
Proposed Drawing	11268-EPR-02-00-TP-A-03-101		1 December 2023
Proposed Drawing	11268-EPR-02-01-TP-A-03-103		1 December 2023
Proposed Drawing	11268-EPR-02-02-TP-A-03-105		1 December 2023
Proposed Drawing	11268-EPR-02-03-TP-A-03-107		1 December 2023
Proposed Drawing	11268-EPR-02-04-TP-A-03-109		1 December 2023
Proposed Drawing	11268-EPR-02-05-TP-A-03-111		1 December 2023

Proposed Drawing	11268-EPR-02-06-TP-A-03-113		1 December 2023
Proposed Drawing	11268-EPR-02-07-TP-A-03-115		1 December 2023
Proposed Drawing	11268-EPR-02-08-TP-A-03-117		1 December 2023
Proposed Drawing	11268-EPR-02-09-TP-A-03-119		1 December 2023
Proposed Drawing	11268-EPR-02-10-TP-A-03-121		1 December 2023
Proposed Drawing	11268-EPR-02-11-TP-A-03-123		1 December 2023
Proposed Drawing	11268-EPR-BA-ZZ-TP-A-04-100		1 December 2023
Proposed Drawing	11268-EPR-BB-ZZ-TP-A-04-101		1 December 2023
Proposed Drawing	11268-EPR-BC-ZZ-TP-A-04-102		1 December 2023
Proposed Drawing	11268-EPR-BD-ZZ-TP-A-04-103		1 December 2023
Proposed Drawing	11268-EPR-BH-ZZ-TP-A-04-107		1 December 2023
Proposed Drawing	11268-EPR-BE-ZZ-TP-A-04-104		1 December 2023
Proposed Drawing	11268-EPR-BF-ZZ-TP-A-04-105		1 December 2023
Proposed Drawing	11268-EPR-BG-ZZ-TP-A-04-106		1 December 2023
Proposed Drawing	11268-EPR-BI-ZZ-TP-A-04-108		1 December 2023
Proposed Drawing	11268-EPR-ZZ-00-TP-A-01-100		1 December 2023
Proposed Drawing	11268-EPR-ZZ-00-TP-A-01-101		1 December 2023
Proposed Drawing	11268-EPR-ZZ-00-TP-A-01-102		1 December 2023
Proposed Drawing	11268-EPR-ZZ-03-TP-A-03-001		1 December 2023
Proposed Drawing	11268-EPR-ZZ-14-TP-A-01-103		1 December 2023
Proposed Drawing	11268-EPR-ZZ-EL-TP-A-01-400		1 December 2023
Proposed Drawing	11268-EPR-ZZ-EL-TP-A-01-401		1 December 2023
Proposed Drawing	11268-EPR-ZZ-EL-TP-A-01-402		1 December 2023
Proposed Drawing	11268-EPR-ZZ-EL-TP-A-01-403		1 December 2023
Proposed Drawing	11268-EPR-ZZ-GS-TP-A-01-500		1 December 2023

Proposed Drawing	11268-EPR-ZZ-XX-TP-A-05-100		1 December 2023
Proposed Drawing	11268-EPR-ZZ-XX-TP-A-05-101		1 December 2023
Proposed Drawing	11268-EPR-ZZ-XX-TP-A-05-102		1 December 2023
Proposed Drawing	11268-EPR-ZZ-XX-TP-A-05-103		1 December 2023
Proposed Drawing	11268-EPR-ZZ-XX-TP-A-05-104		1 December 2023
Proposed Drawing	11268-EPR-ZZ-XX-TP-A-05-105		1 December 2023
Proposed Drawing	11268-EPR-ZZ-XX-TP-A-05-106		1 December 2023
Proposed Drawing	11268-EPR-ZZ-XX-TP-A-05-107		1 December 2023
Proposed Drawing	11268-EPR-ZZ-XX-TP-A-05-110		1 December 2023
Proposed Drawing	11268-EPR-ZZ-ZZ-TP-A-04-109		1 December 2023
Proposed Drawing	11268-EPR-ZZ-ZZ-TP-A-04-110		1 December 2023
Proposed Drawing	11268-EPR-ZZ-XX-TP-A-05-108		1 December 2023
Proposed Drawing	11268-EPR-ZZ-XX-TP-A-05-109		1 December 2023
Report/Statement	Energy Statement Rev 02 Nov 2023		1 December 2023
Report/Statement	Arboricultural Impact Assessment Rev 01 Nov 2023		1 December 2023
Report/Statement	Transport Assessment - 280419-00		1 December 2023
Report/Statement	Remediation Options Appraisal and Strategy - 5204803 RS,		1 December 2023
Report/Statement	Air Quality and Odour Management Plan	Rev 00	1 December 2023
Report/Statement	Operational Waste Management Plan Rev 02 Nov 2023		1 December 2023
Report/Statement	Ecological Assessment8757.Ec oAs.vf1		1 December 2023
Report/Statement	Pedestrian Microclimate CFD Study WF247-07F02	Rev 2	1 December 2023

Report/Statement	SUSTAINABILITY STATEMENT	Rev 2	1 December 2023
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Pre-commencement

3. The development hereby approved shall not be commenced until a phasing plan showing the location of phases and the sequencing for those phases has been submitted to and approved by the Local Planning Authority in writing. The development shall be carried out in accordance with the plan thereby approved. The phasing plan may be updated subject to the written approval in advance of the Local Planning Authority.
Reason: To ensure that the Local Planning Authority has the necessary control over the implementation and phasing of the development.

4. Prior to the commencement of any demolition, site preparation or enabling works within any relevant phase of the development, details of any demolition, site preparation or enabling works shall be submitted and approved by the Local Planning Authority. Any such works approved under this condition are referred to in other conditions as ‘demolition, site preparation or enabling works’. The above works shall be carried out in accordance with the approved details.
Reason: To ensure that the Local Planning Authority has the necessary control over the implementation and phasing of the development.

5. Prior to commencement of piling or deep foundation works using penetrative methods a Foundation Works Risk Assessment shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: Areas of contamination may be present on this site. Piling or deep foundation using penetrative methods, has the potential to mobilise contamination, this could impact on groundwater resources beneath the site. To comply with policies DM40, DM41 and DM42 of City Plan Part 2 and in accordance with paragraph 180 of the NPPF.

6. Prior to the commencement of the development hereby permitted, a scheme shall be submitted to and approved in writing by the Local Planning Authority detailing the establishment of a Community Liaison Group to include representation from the applicant and site contractor, the Council and local residents. The scheme shall include provision for:
 - i) The appointment of a chairperson,
 - ii) The appointment of a liaison representative from the developer or their appointee, and any relevant contractors and their contact details;
 - iii) A community complaints procedure;
 - iv) The production, approval and publication of minutes of Community Liaison Group meetings;
 - v) Details of how the group will operate, including its terms of reference, and frequency of meetings; and,

vi) An implementation programme.

Thereafter, the scheme shall be implemented and adhered to in accordance with the approved details throughout the lifetime of the development.

Reason: In the interest of local amenity and to comply with policy CP9 of the Brighton & Hove City Plan Part 1 and policies DM20, DM40 and DM41 of Brighton & Hove City Plan Part 2.

7. No development (excluding demolition, site preparation or enabling works) of any phase shall take place until a programme of archaeological works in accordance with a Stage 1 written scheme of investigation (WSI) has been submitted to and approved by the Local Planning Authority. Development within each phase shall take place in accordance with the agreed WSI for that Phase.

Reason: To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with policies DM31 of Brighton & Hove City Plan Part 2, and CP15 of the Brighton & Hove City Plan Part One.

8. All remediation works shall be carried out in accordance with the Air Quality and Odour Management Plan (AQOMP) (Atkins ref. 5204803 OMS, December 2023). The baseline monitoring identified in paragraph 4.3 of the AQOMP shall also include vapour monitoring (through vapour collection and laboratory analysis). Prior to commencing any remediation works, baseline monitoring results, together with analysis of the additional vapour results, shall be submitted to the Local Planning Authority. If these results indicate that any changes that will be required to the AQOMP, an updated version shall be submitted to and agreed in writing by the Local Planning Authority prior to commencing remediation works. The remediation shall be carried out in accordance with the approved AQOMP.

Reason: To safeguard the health of local residents and future residents or occupiers of the site and to comply with policies DM40 and DM41 of City Plan Part 2.

9. No demolition shall take place until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the Local Planning Authority. The DEMP shall include:

- (i) The phases of the proposed demolition including the estimated completion date(s)
- (ii) A scheme of how the contractors will liaise with local residents to ensure that residents are kept aware of site progress and how any complaints will be dealt with reviewed and recorded (including details of any considerate constructor or similar scheme)
- (iii) A scheme of how the contractors will minimise disturbance to neighbours regarding issues such as noise and dust management, vibration, site traffic and deliveries to and from the site
- (iv) Details of hours of demolition including all associated vehicular movements
- (vi) A plan showing demolition traffic routes,
- (vii) A method statement setting out practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts

on ecology during construction and including a pre-works check for Schedule 9 invasive plant species,

(viii) A Site Waste Management Plan

The demolition shall be carried out in accordance with the approved DEMP.

Reason: As this matter is fundamental to the protection of amenity, ecology, highway safety and maximise the sustainable management of waste and to minimise the need for landfill capacity throughout development works and to comply with policies DM20, DM33, DM40 and DM41 of Brighton & Hove City Plan Part 2, policy CP8 and CP10 of the Brighton & Hove City Plan Part One, and WMP3d of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013 and Supplementary Planning Document 03 Construction and Demolition Waste.

10. No development of a phase (excluding site preparation, demolition, enabling works), shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include:

(i) The estimated construction dates of the phase(s);

(ii) A scheme of how the contractors will liaise with local residents to ensure that residents are kept aware of site progress and how any complaints will be dealt with reviewed and recorded (including details of any considerate constructor or similar scheme)

(iii) A scheme of how the contractors will minimise disturbance to neighbours regarding issues such as noise and dust management, vibration, site traffic and deliveries to and from the site employee and contractor parking arrangements,

(iv) Details of hours of construction including all associated vehicular movements

(v) Details of the construction compound

(vi) A plan showing construction traffic routes,

(vii) A method statement setting out practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts on ecology during construction and including a pre-works check for Schedule 9 invasive plant species.

(viii) A Site Waste Management Plan

The construction shall be carried out in accordance with the approved CEMP.

Reason: As this matter is fundamental to the protection of amenity, ecology highway safety and maximise the sustainable management of waste and to minimise the need for landfill capacity throughout development works and to comply with policies DM20, DM33, DM40 and DM41 of Brighton & Hove City Plan Part 2, policy CP8 and CP10 of the Brighton & Hove City Plan Part One, and WMP3d of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013 and Supplementary Planning Document 03 Construction and Demolition Waste.

11. No development (excluding site preparation and demolition works) hereby permitted shall commence until full details of existing and proposed ground levels (referenced as Above Ordnance Datum) within the site and on land and buildings adjoining the site by means of spot heights and cross-sections, proposed siting and finished floor levels of all buildings and structures of that

phase, have been submitted to and approved by the Local Planning Authority. Each development phase shall then be implemented in accordance with the approved level details.

Reason: As this matter is fundamental to the acceptable delivery of the permission to safeguard the amenities of nearby properties and to safeguard the character and appearance of the area, in addition to comply with Policies DM18 and DM20 of Brighton & Hove City Plan Part 2 and CP12 of the Brighton & Hove City Plan Part One.

12. No phase of the development hereby permitted (excluding demolition, site preparation or enabling works) shall be commenced until a surface water drainage scheme for each phase, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- A CCTV survey to confirm the existing sewerage connection and its condition.
- Any BRE365 tests necessary to confirm suitability of the proposed drainage strategy.
- Details of maintenance of the drainage system throughout its operation.

The scheme for each phase shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: As this matter is fundamental to the acceptable delivery of the permission to prevent the increased risk of flooding and to prevent pollution of controlled waters by ensuring the provision of a satisfactory means of surface water disposal and to comply with policies DM42 and DM43 of City Plan Part and CP11 of the Brighton & Hove City Plan Part One.

13. Prior to commencement (excluding demolition, site preparation or enabling works) of any phase, details of the proposed means of surface water runoff disposal in accordance with Part H3 of the Building Regulations hierarchy as well as acceptable discharge points, rates and volumes for that phase shall be submitted to and agreed in writing by the Local Planning Authority, in consultation with the Lead Local Flood Authority and Southern Water. The approved details shall thereafter be implemented in full, for that phase, prior to occupation and maintained throughout the operation of the development.

Reason: As this matter is fundamental to the acceptable delivery of the permission to prevent the increased risk of flooding and to prevent pollution of controlled waters by ensuring the provision of a satisfactory means of surface water disposal and to comply with policies DM42 and DM43 of City Plan Part and CP11 of the Brighton & Hove City Plan Part One.

14. Prior to the commencement of any remediation works, further details of the exclusion zones as described in the Air Quality and Odour Management Plan (ref. 5204803 OMS December 2023), where excavated made ground or pile arisings containing potentially contaminated or odorous material (i.e. excluding chalk or concrete) shall not be stockpiled shall be submitted to and agreed in writing by the Local Planning Authority. Details shall include proposed locations, how the exclusion zones will be managed and timeframes

for the movement of potentially contaminated or odorous material from excavations or piling within any exclusion zone. The remediation works will be carried out in accordance with the agreed details.

Reason: To safeguard the health of local residents and future residents or occupiers of the site and to comply with policies DM40 and DM41 of City Plan Part Two.

Prior to development above ground floor floor slab level

15. Notwithstanding any details shown on the approved plans, no development above ground floor slab level of any phase of the development hereby permitted shall take place until details of all materials to be used in the construction of the external surfaces of the building(s) in that phase of the development have been submitted to and approved in writing by the Local Planning Authority, including (where applicable):
- a) Samples/details of all brick, mortar, roofing materials (including details of the colour of render/paintwork to be used)
 - b) Samples/details of all cladding to be used, including details of their treatment to protect against weathering and details on longevity
 - c) samples/details of the proposed window, door and balcony treatments
 - d) samples/details of all other materials to be used externally
 - e) details of external materials maintenance plans

Each phase of the development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory appearance to the development and to comply with policies DM18 and DM29 of Brighton & Hove City Plan Part 2 and DA2, CP12, CP13 and CP15 of the Brighton & Hove City Plan Part One.

16. Notwithstanding any details shown on the approved plans, no development above ground floor slab for any phase of the development hereby permitted shall take place until example bay studies for each building type, including 1:20 scale elevational drawings and sections showing full details of;
- window(s) and their reveals and cills,
 - parapets, copings and plant enclosures,
 - all ground floor residential and commercial frontages,
 - all ground floor plant, cycle / refuse storage and vehicular entrances

have been submitted to and approved in writing by the Local Planning Authority. The works to each phase shall be carried out and completed fully in accordance with the approved details and shall be retained as such thereafter.

Reason: To ensure a satisfactory appearance to the development and to comply with policies DM18 and DM29 of Brighton & Hove City Plan Part 2 and DA2, CP12, CP13 and CP15 of the Brighton & Hove City Plan Part One.

17. The development hereby permitted shall not exceed ground floor slab level until a written scheme has been submitted to the local planning authority for approval which demonstrates how and where ventilation will be provided to each flat within the development including specifics of where the clean air is drawn from and that sufficient acoustic protection is built into the system to

protect end users of the development. The approved scheme shall ensure compliance with Building Regulations as well as suitable protection in terms of air quality and shall be implemented prior to occupation and retained thereafter.

Reason: To safeguard the amenities of the occupiers of the development and to comply with policies DM20 and DM40 of Brighton & Hove City Plan Part 2.

18. Notwithstanding any details shown on the approved plans, no development above ground floor slab of Block G shall take place until details of oriel windows, to be provided in the north and south facing elevations in Block G, designed to ensure sufficient privacy for future occupiers of the scheme, have been submitted to and approved in writing by the Local Planning Authority. The details shall include elevations and floorplans and works shall be carried out and completed fully in accordance with the approved details and shall be retained as such thereafter.

Reason: To ensure an acceptable standard of accommodation for future occupiers is provided and maintained thereafter and to comply with policies DM1 and DM20 of the Brighton and Hove City Plan Part Two.

19. No development above ground floor slab shall take place in any phase until a Car Park Management Plan has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following measures:

- Details of the 'right to park' management system for the prospective residents and employees of the site,
- Car park layout plan for all motor vehicles and motorbikes including details on disabled vehicle spaces,
- Details of the management and enforcement measures to prevent misuse/indiscriminate parking, including (but not limited to) the on-site management personnel and the ANPR system proposed (or other equivalent measure to ensure that parking permits are used appropriately).

The measures shall be implemented in full prior to first occupation and retained as such thereafter.

Reason: To ensure the development maintains a sustainable transport strategy and to comply with policies DM33, DM36 and SPD14 Parking Standards of the Brighton & Hove City Plan Part Two.

20. No development above ground floor slab of Block B shall take place until a noise assessment is carried out to consider the soundscape adjacent to the existing electrical substation outside of the application site. Specifically, low frequency noise shall be assessed in line with the requirements of NANR45 and third octave bands from 10-160Hz inside the nearest residential dwelling. The results of the noise assessment shall inform the Noise Mitigation Plan in condition 21.

Reason: To safeguard the amenities of future occupiers and to comply with policies DM20 and DM40 of Brighton & Hove City Plan Part 2.

21. No development above ground floor slab shall take place until a Noise Mitigation Plan detailing the façade noise exposure and the glazing and

proposals for each phase of the development hereby permitted, presenting the worst-case façade data is submitted and agreed in writing by the Local Planning Authority. The plan shall include rigorous calculations for each of the worst case facades which detail the relevant building fabric and ratios of glazing to façade. The mitigation measures for each phase shall be carried out in full prior to first occupation of any relevant phase. For the avoidance of doubt, the term 'rigorous calculation' is extracted from section G2 of BS8233:2014 – "Guidance on Sound Insulation and Noise Reduction of Noise in Buildings". The mitigation plan shall also include details of how this will be validated with a minimum of 4 bedrooms and 4 dining rooms of the worst-case facades selected on buildings in each phase.

The Noise Mitigation Plan shall be implemented in full prior to first occupation and retained as such thereafter.

Reason: To safeguard the amenities of future occupiers, to protect local commercial occupiers (agent of change) and to comply with policies DM20 and DM40 of Brighton & Hove City Plan Part 2.

22. No development above ground floor slab for any phase shall commence until full construction and installation details of the compensatory bird, bat and bee bricks has been submitted to and approved in writing by the Local Planning Authority. The number of boxes and their siting shall be as set out in Plan ECO4, ECO5 and ECO5b of the approved Ecological Assessment (Ecology Solutions, November 2023) which confirms that the following will be provided:

- 140 no. swift bricks
- 6 no. bat bricks
- 140 no. bee bricks

The scheme shall then be carried out in strict accordance with the approved details and thereafter retained.

Reason: To safeguard these protected species from the impact of the development and ensure appropriate integration of new nature conservation and enhancement features in accordance with Policy DM37 of Brighton & Hove City Plan Part 2, Policy CP10 of the Brighton & Hove City Plan Part One and Supplementary Planning Document SPD11 Nature Conservation and Development.

Pre-occupation

23. No phase of the development hereby permitted shall be occupied until the archaeological site investigation and post - investigation assessment (including provision for analysis, publication and dissemination of results and archive deposition) for that phase has been completed and approved in writing by the Local Planning Authority. The archaeological site investigation and post - investigation assessment will be undertaken in accordance with the programme set out in the written scheme of investigation approved under condition 5.

Reason: To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with policies DM31 of Brighton & Hove City Plan Part 2, and CP15 of the Brighton & Hove City Plan Part One.

24. Prior to the occupation of any phase of the development hereby approved a Waste & Recycling Management Plan, which includes details of the types of storage for residential and commercial residual waste and recycling materials (including separated food waste), provision for waste collection vehicle access, and the anticipated frequency of collections for that phase shall be submitted to and approved in writing by the Local Planning Authority. The approved Plan shall thereafter be implemented for each phase of the development.

Reason: In order to ensure that the safe operation of the development and to protection of the amenities of nearby residents, in accordance with policies CP9 of the Brighton & Hove City Plan Part 1 and Brighton & Hove City Plan Part 2 and DM36 and DM40 the and the Waste and Minerals Plan for East Sussex, South Downs and Brighton & Hove.

25. Notwithstanding the details on the drawings hereby approved, full details of screening and / or planting to protect the amenity of any residential occupiers with private terraces fronting onto the residential podium gardens for each phase of the development shall be submitted and approved by the Local Planning Authority. The screening and / or planting shall be installed prior to first occupation of each phase and shall thereafter be retained.

Reason: To protect the amenity of future occupiers in respect of privacy and to comply with Policy DM20 of the Brighton and Hove City Plan Part Two.

26. Prior to occupation of each phase of the development hereby permitted, a scheme for landscaping shall be submitted to and approved in writing by the Local Planning Authority. The approved landscaping scheme for that phase shall be implemented in full, in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. The scheme shall include the following:

- a. details of all hard and soft surfacing to include the type, position, design, dimensions and materials and any sustainable drainage system used;
- b. a schedule detailing sizes and numbers/densities of all proposed trees/plants including food-bearing trees/plants, and details of tree pit design, use of guards or other protective measures and confirmation of location, species and sizes, nursery stock type, defect period and maintenance plan;
- c. both shade and wind tolerant species of a mixture of native and exotic origin that are capable of thriving on the specific soil type found on the site should be included where planting locations receive low levels of annual sunlight and strong winds,
- d. measures to promote healthy root growth such as mulching and shared root trenches between planted specimens shall be included in the landscaping proposals to maximise the survival rate of replacement trees;
- e. details of all food growing areas, including a maintenance plan and provision of storage for necessary tools and equipment,
- f. details of all existing and proposed boundary treatments to include type, position, design, dimensions and materials;
- g. details of proposals that show a visual reference to the position and extent of the historic flint boundary wall.

- h. details of the children's play areas including equipment to be installed and any boundary treatments,
- i. a landscaping plan for the Boundary Road.
- j. Details of a wayfinding scheme
- k. Details of the new pedestrian/cycle route though the site.
- l. Extents of permeable pavings to be confirmed following contamination studies and confirmation of all drain points and locations,

Any trees or plants which within a period of 5 years from the completion of each phase of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. The landscaping scheme, including all boundary treatments, food growing areas and children's play areas shall be retained thereafter.

Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to provide amenity, social, ecological and sustainability benefits, to comply with policies DM1, DM18, DM22, DM37, DM42 and DM43 of Brighton & Hove City Plan Part 2, and CP8, CP9, CP10, CP11, CP12 and CP13 of the Brighton & Hove City Plan Part One.

27. Notwithstanding any details shown on the approved plans, no phase of the development hereby permitted shall be occupied until details of secure cycle parking facilities for the occupants of, and visitors to, for that phase of the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of that phase of the development and shall thereafter be retained for use at all times.

Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles and to comply with policy DM33 of Brighton & Hove City Plan Part 2, and SPD14: Parking Standards.

28. Notwithstanding any details shown on the approved plans, prior to first occupation of the first non-residential (use Class E) unit in the south podium, details of end-of-trip facilities, comprising lockers, changing facilities and showers for the employees of the workspaces (non-residential uses) of the development shall have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the workspace of the development and shall thereafter be always retained for use by employees.

Reason: To encourage travel by means other than private motor vehicles and to comply with policy DM33 of Brighton & Hove City Plan Part 2, and SPD14: Parking Standards.

29. Prior to first occupation of a phase of the development hereby permitted, full details of electric vehicle charging points (EVCPs) for that phase shall be submitted to and approved in writing by the Local Planning Authority. These facilities shall be fully implemented and made available for use prior to the occupation of the that phase of development hereby permitted and shall

thereafter be retained for use at all times. A minimum of 50% of the parking spaces in each phase shall have full EVCP. The remaining parking spaces shall have passive provision.

Reason: To encourage travel by more sustainable means and seek measures which reduce fuel use and greenhouse gas emissions, to improve air quality in the city and to comply with policies SA6, CP8, CP9 of the Brighton & Hove City Plan Part 1 and DM20 and DM40 of Brighton & Hove City Plan Part 2.

30. Prior to the first occupation of each phase of the development hereby approved a Delivery & Service Management Plan, which includes details of the types of vehicles, how deliveries will take place and the frequency of deliveries shall be submitted to and approved in writing by the Local Planning Authority. The Plan should include:

- Details of the use of ANPR cameras or other alternative appropriate measures to mitigate issues/indiscriminate loading/idling.
- Details of the online booking system to be implemented for commercial uses / non-residential uses.
- Details of the prior approval process for vehicular access via the Green Link and the Circus access for delivery vehicles
- Details and on-site management personal (i.e., concierge and traffic marshal)
- Details of communal post-rooms (if applicable)

All deliveries and servicing in that phase shall thereafter be carried out in accordance with the approved plan.

Reason: To ensure that the safe operation of the development and to protection of the amenities of nearby residents, in accordance with policy DM36 of the Brighton & Hove City Plan Part Two.

31. Prior to first occupation of any relevant phase of the development hereby approved, full details of the photovoltaic array referred to in the Energy Statement (by Hodkinson, Rev2, November 2023) including number, siting and plans / drawings for that phase shall be submitted to and approved in writing by the Local Planning Authority. The photovoltaic array shall then be installed in accordance with the approved details prior to first occupation and shall be retained thereafter.

Reason: To ensure that the development is sustainable and makes efficient use of energy, water and materials and has an acceptable appearance and to comply with policies CP8 and CP12 of the Brighton & Hove City Plan Part One and DM44 of Brighton & Hove City Plan Part Two.

32. No phase of the development hereby permitted shall be first occupied or brought into use until written evidence, such as Secure By Design certification for that phase has been submitted to and approved in writing by the Local Planning Authority to demonstrate that the scheme has incorporated crime prevention measures. The development shall then be implemented in accordance with the approved details.

Reason: In the interests of crime prevention, to comply with policies CP12 and CP13 and DA2 and SA6 of the Brighton & Hove City Plan Part One.

33. No phase of the development hereby permitted shall be occupied until:
- i) details of external lighting, which shall include details of: levels of luminance, hours of use, predictions of both horizontal illuminance across the site and vertical illuminance affecting immediately adjacent receptors, hours of operation, a lighting design strategy for biodiversity, measures to ensure the protection of the International Dark Skies Reserve and details of maintenance have been submitted to and approved in writing by the Local Planning Authority.
 - ii) the predicted illuminance levels have been tested by a competent person to ensure that the illuminance levels agreed in part 1 are achieved. Where these levels have not been met, a report shall demonstrate what measures have been taken to reduce the levels to those agreed in part i).

The external lighting for each phase shall be installed, operated and maintained in accordance with the approved details and thereafter retained.

Reason: To safeguard the amenities of future occupiers, the occupiers of adjoining properties, to protect light sensitive wildlife and protect the International Dark Skies Reserve and to comply with policies CP10 and SA5 of the Brighton and Hove City Plan Part 1 and DM20, DM37 and DM40 of Brighton & Hove City Plan Part 2.

34. Prior to occupation of any phase of the development hereby permitted, the wind mitigation scheme, outlined in the approved Pedestrian Microclimate CFD Study, (by Windtech, Ref: WF247-07F02 - REV2, November 2023) and the additional mitigation measures specified for Block H, shall be implemented in full within each phase. The wind mitigation measures shall be retained in situ thereafter. Any trees or plants necessary for the wind mitigation, that die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To ensure the safety and amenity of future occupiers and comply with policy QD27 of the Brighton and Hove Local Plan.

35. A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and approved in writing by, the Local Planning Authority prior to the occupation of each relevant phase of development. The content of the LEMP shall include the following:

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

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The

plans shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: Biological communities are constantly changing and require positive management to maintain their conservation value. The implementation of a LEMP will ensure the long term management of habitats, species and other biodiversity features.

36. No phase of the development hereby permitted shall be occupied or brought into use until a Verification Report by a competent person has been submitted to, and approved in writing by the local planning authority. The Report shall confirm that the Remediation Strategy for that phase, as set out in the Remediation Options Appraisal and Strategy (Atkins ref. 5204803 RS, December 2023) has been fully implemented in accordance with the agreed details (unless varied with the written agreement of the local planning authority in advance of implementation).

Unless otherwise agreed in writing by the local planning authority the Verification Report shall comprise:

- a) drawings (if relevant) and photographs of the remediation works in progress;
- b) results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.
- c) certificates demonstrating that imported and/or material left in situ is suitable for use in accordance with the Remedial Target Values (RTV's) set out within the approved Remediation Strategy.
- d) details confirming the requirement and appropriate selection of gas/vapour membranes, based on location, have been installed to all buildings in the implemented scheme.

Reason: To safeguard the health of local residents and future residents or occupiers of the site and to ensure that the site does not pose any risk to the water environment and to comply with policies DM40, DM41 and DM42 of City Plan Part 2 and in accordance with paragraph 180 of the NPPF.

37. No development above ground floor slab level of any phase of the development hereby permitted shall take place until final designs of the roof systems (including for blue and brown roofs) for that phase have been submitted to and approved in writing by the Local Planning Authority. The details shall include a cross section, construction method statement, drainage details, the seed mix, and a maintenance and irrigation programme. The roofs shall then be constructed in accordance with the approved details and retained as such thereafter.

Reason: To ensure that the development contributes to ecological enhancement on the site and in accordance with Policies DM37, DM42 and DM43 of Brighton & Hove City Plan Part 2, Policy CP10 and CP11 of the Brighton & Hove City Plan Part One and Supplementary Planning Document SPD11 Nature Conservation and Development.

38. Prior to first occupation of any phase containing a plant room with an electrical substation below or behind a separating wall adjacent to a residential demise, an acoustic report assessing the impact of the electrical substation will be required and shall be submitted to and approved in writing by the Local Planning Authority. Specifically, the report shall assess the issue of noise and vibration from the substation to ensure that the low frequency noise emitted from the substation does not exceed the “Low Frequency Criterion Curve” for the 10-160Hz third octave bands inside any nearby residential accommodation as described in the DEFRA funded University of Salford Manchester Guidance document entitled “Procedure for the Assessment of Low Frequency Noise Complaints, NANR45-Rev1-December 2011”. Any required mitigation measures shall be implemented prior to first occupation of that phase of development. Thereafter, the electricity substation(s) or other energy infrastructure shall be maintained so that it complies with the levels and any mitigation measured specified in the approved acoustic report.
Reason: To safeguard the amenities of the locality and to comply with policies DM20 and DM40 of Brighton & Hove City Plan Part 2.
39. Prior to first occupation of any non-residential unit hereby permitted within use class E(b) a scheme for the control of fumes, smells and odours has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in strict accordance with the approved details prior to first occupation that phase of the development, and shall thereafter be retained as such.
Reason: To safeguard the amenities of the locality and to comply with policies DM20 and DM40 of Brighton & Hove City Plan Part 2.
40. Prior to first occupation of any commercial unit which would include a fitness, gym, sport or health club use a separate acoustic report shall be carried out and submitted to and approved by the Local Planning Authority. The assessment shall make specific reference to both airborne and impact noise, and vibration as described in ProPG (Gym Acoustics Guidance-GAG dated March 2023). Specific attention shall be made to the criteria stated within Table 2 and the accompanying notes within the ProPG (GAG) dated March 2023. The report shall include reference to baseline acoustic testing between the premises/property and inform detailed acoustic design works for the fit out of each of the units. Any required mitigation measures shall we implement prior to occupation. Operation of the use shall be carried out in strict accordance with the approved details which shall thereafter be maintained.
Reason: To safeguard the amenities of the locality and to comply with policies DM20 and DM40 of Brighton & Hove City Plan Part 2.
41. All separating walls and floors between residential units and commercial floorspace, plant rooms, recycling and refuse stores and vehicle and cycle parking areas shall be designed to achieve a minimum sound insulation value of 5dB better than that required by Building Regulations Approved Document E (ADE) for airborne and impact noise. For the avoidance of doubt, this will be a minimum requirement of at least 50dB DnTw +Ctr to be achieved. Written details of the scheme, including calculations/specification of how this standard

will be achieved for each phase, shall be submitted to and agreed by the Local Planning Authority prior to first occupation of the relevant phase of the development.

Reason: To safeguard the amenities of the future occupiers and to comply with policies DM20 of the Brighton & Hove City Plan Part Two.

42. Prior to first occupation of a relevant phase of development, a validation survey for internal sound pressure levels shall be undertaken within a number of pre-selected residential properties in that phase to ensure that Table 4 values in BS8233:2014 have been achieved, namely continuous sound pressure levels of 35dB LAeq, 16 hour and 30dB LAeq, 8 hour for the daytime (07:00-23:00 hours) and night time (23:00-07:00 hours) periods respectively. The internal validation testing shall also assess ProPG2017 requirements for bedrooms of no more than 10 LAFmax events per night exceeding 45dB LAFMax. The testing shall be carried out with relevant mitigation measures in place, ie windows closed and any relevant ventilation strategy in use and operational at representative levels. Where Table 4 values (BS8233:2014) and overnight LAFMax events (ProPG2017) are exceeded, a mitigation strategy shall be presented to ensure the required levels can be met. The results of the validation assessment shall be submitted in writing and approved by the local planning authority prior to first occupation.

Reason: To safeguard the amenities of future occupiers, to protect local commercial occupiers (agent of change) and to comply with policies DM20 and DM40 of Brighton & Hove City Plan Part 2.

43. Within three months of the date of first occupation of any phase of the development hereby permitted a Residential Travel Plan and Workplace Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall cover a minimum 5-year period and once approved, shall thereafter be fully implemented in accordance with the approved details.

The Plans shall include as a minimum:

- objectives, targets, actions, and measures/incentives to promote sustainable transport modes, reducing single occupancy trips by motor vehicles and reducing trips by delivery and servicing vehicles,
- Annual monitoring of trips rates including delivery and servicing movements,
- Monitor occupant awareness of travel plan objectives, targets, actions, and measures/incentives,
- Measures and incentives to support the delivery of Travel Plan objectives and targets, and shall include:
 - Provision to first residential occupiers 2 years of free or subsidised tickets/memberships for each of the following local public and shared transport services:
 - Local buses and/or train service tickets;
 - Bike Share membership and use; and
 - Car Club membership
 - Car club monitoring
 - Residential travel pack

- Workplace travel pack
- Establishment of a Bicycle User Group

Reason: to ensure the development maintains a sustainable transport and travel strategy and to comply with policies SA6, CP7, CP9, CP12, CP13 and CP15 of the City Plan Part One and policy DM33 and DM35 of the City Plan Part Two.

44. Within three months of first completion of any phase of the development hereby permitted, a Marketing Strategy for the commercial units shall be submitted to and agreed in writing by the Local Planning Authority. The Marketing Strategy shall include as a minimum,
- i) Details of the proposed sales particulars, including information such as site location, size of units, site description, specifications and costs, including services and any other charges.
 - ii) Details of when and for how long active marketing will commence and end.
 - iii) Details of the channels of marketing to be used.
 - iv) Details of the commercial agents to be used and any draft letter of instruction,
 - v) Details of how marketing will target local, regional and national occupiers,
 - vi) Evidence that marketing rentals reflect current market trends.

The marketing of the commercial units shall be carried out for each phase in accordance with the agreed Marketing Strategy.

Reason: to ensure adequate marketing of the commercial units for E(g) floorspace in the interests of safeguarding the supply of E(g) floorspace in the city given the identified shortage, to comply with policies CP3, DA2 of the Brighton & Hove City Plan Part One and Policy DM11 of Brighton & Hove City Plan Part Two.

Post occupation:

45. Within 6 months of first occupation of each non-residential (use class E) unit in each relevant phase, a BREEAM Building Research Establishment issued Post Construction Review Certificate confirming that a minimum BREEAM New Construction rating of 'Excellent' has been achieved shall be submitted to, and approved in writing by, the Local Planning Authority.

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

Compliance Conditions

46. The dwelling(s) hereby approved shall be implemented in strict accordance with the internal layouts detailed on the approved floorplans received on 1 December 2023 unless otherwise agreed in writing by the Local Planning Authority. The internal layouts shall be retained as first implemented thereafter.

Reason: To ensure an acceptable standard of accommodation for future occupiers is provided and maintained thereafter and to comply with policy DM1 of the Brighton and Hove City Plan Part Two.

47. A minimum of 2,000sqm of the commercial floorspace hereby permitted, including all of the floorspace within the four units within the area annotated as 'The Yard' shall be used solely as office, research and development or light industrial space (Use Class E(g) (i), (ii) and (iii)) only and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended (or any order revoking and re-enacting that Order with or without modification), no change of use shall occur without planning permission obtained from the Local Planning Authority.
Reason: The Local Planning Authority would wish to retain control over any subsequent change of use of these premises in the interests of safeguarding the supply of office floorspace in the city given the identified shortage, to comply with policies CP2 and CP3 DA2 of Brighton & Hove City Plan Part One.
48. A minimum of 5% of the total housing provision hereby permitted shall be built as wheelchair user dwellings in compliance with Building Regulations Optional Requirement M4(3)(2a) (wheelchair user dwellings – 'adaptable') prior to first occupation and shall be retained as such thereafter.
All other dwelling(s) hereby permitted shall be completed in compliance with Building Regulations Optional Requirement M4(2) (accessible and adaptable dwellings) prior to first occupation and shall be retained as such thereafter. Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.
Reason: To ensure satisfactory provision of homes for people with disabilities and to meet the changing needs of households and to provide an overall mix of units, to comply with policy DM1 of Brighton & Hove City Plan Part 2 and CP19 of the Brighton and Hove City Plan Part 1.
49. The development hereby approved shall achieve a minimum Energy Performance Certificate (EPC) rating 'B' for new build residential and non-residential development.
Reason: To improve the energy cost efficiency of existing and new development and help reduce energy costs to comply with policy DM44 of the Brighton & Hove City Plan Part Two.
50. None of the residential units hereby approved shall be occupied until each relevant residential unit built has achieved as a minimum, a water efficiency standard of not more than 110 litres per person per day maximum indoor water consumption.
Reason: To ensure that the development is sustainable and makes efficient use of water to comply with policy CP8 of the Brighton & Hove City Plan Part One.

51. The provision of heating and hot water to the development shall comply with the approach set out in the Energy Statement (by Hodkinson, Rev2, November 2023) unless another renewable form of heating infrastructure is agreed in writing by the Local Planning Authority.
Reason: To ensure that the development is sustainable, makes efficient use of energy, to ensure suitable air quality and to comply with policy CP8 of the Brighton & Hove City Plan Part One and policy DM44 of the Brighton & Hove City Plan Part Two.
52. The commercial uses (Class E) hereby permitted shall not be in use except between the hours of 07.00 and 22.30 Monday to Saturday, and 08.00 to 22.00 on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the Local Planning Authority.
Reason: To safeguard the amenities of the locality and to comply with policies DM20 and DM40 of Brighton & Hove City Plan Part 2.
53. No servicing (i.e. deliveries to or from the commercial premises) shall occur except between the hours of 07.00 and 21.00 Monday to Saturday, and 09.00 to 17.00 on Sundays, Bank or Public Holidays.
Reason: To safeguard the amenities of the locality and to comply with policies DM20 and DM40 of Brighton & Hove City Plan Part 2.
54. Noise associated with plant and machinery incorporated within the development shall be controlled such that the Rating Level measured or calculated at 1-metre from the façade of the nearest existing noise sensitive premises, shall not exceed the existing LA90 background noise level. The Rating Level and existing background noise levels are to be determined as per the guidance provided in BS4142:2014-A1:2019 (or the relevant updated Standard). For the avoidance of doubt, this relates to all plant on the site, whether roof top Air Source Heat Pumps or plant associated with the class E ground floor uses.
Reason: To safeguard the amenities of the locality and to comply with policies DM20 and DM40 of Brighton & Hove City Plan Part 2
55. No installation of electronic communications apparatus as provided for within Schedule 2, Part 16, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended (or any order revoking and re-enacting that Order with or without modification) shall be carried out without planning permission obtained from the Local Planning Authority.
Reason: The Local Planning Authority considers that further development could cause detriment to the character of the area and for this reason would wish to control any future development to comply with policies CP12 and CP15 of the Brighton & Hove City Plan Part 1 and policies DM18, DM25 and DM29 of Brighton & Hove City Plan Part 2.
56. No cables, wires, aerials, pipework meter boxes, ventilation grilles or flues shall be fixed to or penetrate any external elevation, other than those shown

on the approved drawings, without the prior consent in writing of the Local Planning Authority.

Reason: To safeguard the appearance of the building and the visual amenities of the locality and to comply with policies DM26 and DM27 of Brighton & Hove City Plan Part 2 and CP12 and CP15 of the Brighton & Hove City Plan Part One.

57. If during construction, contamination not previously identified is found to be present at the site that requires a change to the approved Remediation Strategy, as set out in the Remediation Options Appraisal and Strategy (Atkins ref. 5204803 RS, December 2023) then no further development (unless otherwise agreed in writing by the Local Planning Authority), shall be carried out within that area of the site until a Method Statement identifying and assessing the risk and proposing remediation measures, together with a programme for such works, is submitted to and approved in writing by the Local Planning Authority for approval in writing. The remediation measures shall be carried out as approved and in accordance with the approved programme.

Reason: To safeguard the health of local residents and future residents or occupiers of the site and to ensure that the site does not pose any risk to the water environment and to comply with policies DM40, DM41 and DM42 of City Plan Part 2 and in accordance with paragraph 180 of the NPPF.

58. Prior to removal/demolition of the flint wall running along the eastern side of Boundary Road a detailed photographic recording of the wall shall be made and these records shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to provide a reasonable opportunity to record the history of the historic boundary wall and to comply with policy DM28 of Brighton & Hove City Plan Part 2 and CP15 of the Brighton & Hove City Plan Part One.

Informatives.

1. In accordance with the National Planning Policy Framework and Policy SS1 of the Brighton & Hove City Plan Part One the approach to making a decision on this planning application has been to apply the presumption in favour of sustainable development. The Local Planning Authority seeks to approve planning applications which are for sustainable development where possible.
2. Crime prevention measures could be evidenced by a Secure By Design Developers Award Certificate or equivalent.
3. The water efficiency standard required is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1. The applicant is advised this standard can be achieved through either: (a) using the 'fittings approach' where water fittings are installed as per the table at 2.2, page 7, with a maximum specification of 4/2.6 litre dual flush WC; 8L/min shower, 17L bath, 5L/min basin taps, 6L/min sink taps, 1.25L/place setting dishwasher, 8.17 L/kg

washing machine; or (b) using the water efficiency calculation methodology detailed in the AD Part G Appendix A.

4. The applicant is advised that the details of external lighting required by the condition above should comply with the recommendations of the Institution of Lighting Engineers (ILE) 'Guidance Notes for the Reduction of Light Pollution (2011)' or similar guidance recognised by the council. A certificate of compliance signed by a competent person (such as a member of the Institution of Lighting Engineers) should be submitted with the details. Please contact the council's Pollution Team for further details. Their address is Environmental Health & Licensing, Bartholomew House, Bartholomew Square, Brighton, BN1 1JP (telephone 01273 294490 email: ehlpollution@brighton-hove.gov.uk website: www.brighton-hove.gov.uk).
5. The applicant is advised that under Part 1 of the Wildlife and Countryside Act 1981 disturbance to nesting wild birds, their nests and eggs is a criminal offence. The nesting season is normally taken as being from 1st March – 30th September. The developer should take appropriate steps to ensure nesting birds, their nests and eggs are not disturbed and are protected until such time as they have left the nest.
6. The applicant is advised that a formal application for connection to the public sewerage system is required in order to service this development. To initiate a sewer capacity check to identify the appropriate connection point for the development, please contact Southern Water, Southern House, Sparrowgrove, Otterbourne, Hampshire, SO21 2SW (tel 0330 303 0119), or www.southernwater.co.uk
7. Planning permission is no defence against a statutory noise nuisance investigation. The council is required to investigate under the provisions of the Environmental Protection Act 1990 to determine whether or not a statutory nuisance is occurring and if any action is appropriate.
8. The applicant should also note that any grant of planning permission does not confer override the need to obtain any licenses under the Licensing Act 2003 or the Regulation (EC) No. 852/2004 on the Hygiene of Foodstuffs, Article 6(2). Note that where there is a difference between the operating hours allowed for licensable activities and the hours granted under planning permission the shorter of the two periods will apply.
9. The applicant is advised to consult with the sewerage undertaker to agree a drainage strategy including the proposed means of foul water disposal and an implementation timetable. Please contact Southern Water, Southern House, Sparrowgrove, Otterbourne, Hampshire, SO21 2SW (tel 0330 303 0119), or www.southernwater.co.uk
10. Where asbestos is found/suspected on site, it will fall under the Control of Asbestos Regulations 2012, overseen by the Health and Safety Executive. Further information can be found here: [HSE: Asbestos - health and safety in the workplace](#).

11. The applicant shall endeavour to ensure that regular HGV's serving the construction of the site meet as a minimum, the euro-VI D emissions standard, endeavour to meet best available techniques (BAT) for emission standards at the time of operation for non-road mobile machinery for example: bulldozers, dumpers, and cranes and that static diesel generators or plant are avoided during construction as far as is practicable.
12. The applicant is advised that the highway works to be included in the Section 278 Agreement will require technical approval. The technical approval process will include a Stage 1 and 2 Road Safety Audit. A Road Safety Audit (Stage 1/2) would need to be carried out for the proposed changes to Boundary Road in accordance with the requirements in DMRB GG 119 for developer/third-party led schemes, with BHCC as LHA in the role of Overseeing Organisation. The RSA brief should be submitted to s278@brighton-hove.gov.uk prior to commencement. We must approve the Audit Team and Audit Brief in advance.
13. The applicant is advised that work must not commence on the public highway until a Section 278 Agreement has been completed and a start date has been agreed with Streetworks following technical approval of the detailed design by the City Council. Both the detailed scheme and any associated Traffic Regulation Orders (TROs) must be approved to the satisfaction of the Highway Authority prior to the commencement of any development. Thereafter, before first occupation of the proposed development, a Section 278 (of the Highways Act 1980) Agreement to implement the scheme shall be agreed with the Highway Authority and the scheme completed to its satisfaction. The approved scheme shall be implemented prior to first occupation of the development.
14. The applicant is advised that the Residential and Workplace Travel Plans shall be broadly aligned with the details as set out within the final Transport and Highways Comments provided on this application, dated 10 April 2014.

APPENDIX C: Reasons for refusal if Section 106 not signed:

Transport:

1. The proposed development fails to provide a mechanism (via a Section 106 legal agreement) to ensure the provision of necessary transport and highway works to satisfactorily mitigate its impacts or meet the travel demand created by the development. Without a section 106 agreement the necessary highway works could not be secured to ensure safe access to and egress from the site or the promotion of use of sustainable modes of transport including walking, cycling or the provision of a public route through the site. In addition, there would not be a mechanism to ensure the proposed highway works are carried out in a timely way or are safely designed. The proposal is therefore contrary to policies SS1, DA2, SA6, CP7, CP8, CP9, CP12, CP13, CP18 and CP19 of the Brighton and Hove City Plan Part One, DM33, DM35 and DM36 of the Brighton and Hove City Plan Part Two, the Council's Developer Contributions Technical Guidance and the NPPF.

Review mechanism:

2. The proposed development fails to provide a mechanism (via a Section 106 legal agreement) to review the viability of the scheme at a later date to establish whether 40% affordable housing can be provided within it, to reassess if changes to costs and values would allow for an affordable housing contribution to be provided, contrary to policies SS1, CP1, CP7, CP19, CP20 and SA6 of the Brighton and Hove City Plan Part One, DM1 of the Brighton and Hove City Plan Part Two, the Council's Developer Contributions Technical Guidance and the NPPF.

Construction training:

3. The proposal fails to provide a mechanism (via a Section 106 legal agreement) to secure an Employment and Training Strategy specifying how the developer or their main contractors will provide opportunities for local people to gain employment or training on the construction phase of the proposed development contrary to policy SS1, SA6, CP2, CP7 and DA2 of the Brighton & Hove City Plan Part One and the Council's Developer Contributions Technical Guidance.

Employment Scheme:

4. The proposal fails to provide a mechanism (via a Section 106 legal agreement) to secure a financial contribution towards the City Council's Local Employment Scheme to support local people to employment within the construction industry, contrary to policy SS1, SA6, CP2, CP7 and DA2 of the Brighton & Hove City Plan Part One and the Council's Developer Contributions Technical Guidance.

Public Art:

5. The proposal fails to provide a mechanism (via a Section 106 legal agreement) to secure delivery of an artistic component or strategy, contrary to policies SS1, SA6, CP5, CP7, DA2 and CP13 of the Brighton & Hove City Plan Part One, and the Council's Developer Contributions Technical Guidance and

Planning Advice Note 10: Public Art and the Council's Public Art Strategy 2022.

Monitoring:

6. The proposal fails to provide a mechanism (via a Section 106 legal agreement) to secure a financial contribution to ensure timely monitoring of the s106 agreement, including the Public Art Strategy and also the Travel Plan associated with the scheme and ensure effective implementation of relevant Development Plan policies, and to ensure timely delivery of the scheme, contrary to policy SS1, SA6, CP7, CP9, CP13 and DA2 of the Brighton & Hove City Plan Part One and the Council's Developer Contributions Technical Guidance.



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Brighton & Hove COUNCILLOR REPRESENTATION **City Council**

Cllr. Bridget Fishleigh
BH2021/04167 – Brighton Gasworks

10th January 2023:

I am in favour of this brownfield site being developed to provide much-needed homes in the city.

However, I object to the second amended planning application from Berkeley/St William Homes for the site Ref BH2021/04167 for the following reasons.

Financial Viability Assessment

I have read Professor Stephen Walker's detailed observations on the applicant's revised Financial Viability Analysis (FVA2) and I also attended an online briefing with the Professor. He is surprised that the LPA doesn't seem to be following its own rules.

The main points I have picked out from his report and the briefing are that:

- The FVA provided is a profit appraisal rather than a full FVA which meets national guidance - and the LPA's own procedures.
- The FVA is basically the same as previous application. The Professor would expect it to be much more open about how the new 40% affordable housing element impacts on the financial circumstances. He said that the affordable housing won't get delivered without a subsidy from Homes For England. This subsidy is hidden profit which is not in the FVA.
- Abnormal and normal costs have been combined with no differentiation; fees have been layered on top of costs.
- The contractor's overhead and costs are inside the cost profile that the developers have prepared but they are the same company. This means that the costs are duplicated.
- It is stated in the FVA that the developers bought the land for £6million plus fees. However, this is a JV between the National Grid and Berkeley and including this £6 million for land that is already owned increases the costs.

Land Contamination

We have been told that arsenic, lead and possibly asbestos and ferro-cyanide are among the toxic substances present on the site and buried far below the surface.

It is surprising that the developers are not being compelled to provide a detailed plan about how they will remove these substances as part of the planning application.

And, if the developers aren't sure what is down there and in what amounts, then this will likely affect the FVA.

The potential effects of these chemicals on local residents has not been thoroughly investigated, if at all. Residents have already been told that they will have to close their windows during the build when noxious substances will be released.

Poisoning local residents should be grounds for refusal.

Affordable Housing

The 226 affordable homes included in this revised proposal is not a contractual commitment at the moment but should be made mandatory by the LPA.

If the applicant can't deliver affordable housing from day one, then the LPA needs to ensure that there are mechanisms in place for future viability reviews - multiple – to take future market changes into account.

With regards to the Material Planning Considerations:

Effect on listing building and conservation area

Virtually all the buildings within the Kempton conservation area are listed. To quote from the Brighton Society, "*because of the exceptional character of Kemp Town as a unified estate of*



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*Grade 1 Listed Buildings, that heritage status demands that it is given **exceptional protection** against harm from developments that could threaten and be detrimental to the quality of its existing character and historic quality" and*

"The proposed Gasworks development will have a profoundly detrimental effect on the character and the quality of the Kemp Town Estate. They wJ1/ tower above the existing buildings at the end of Eastern Road where it passes through Sussex Square, it will be very prominent from high level viewpoints in the South Downs, and from the high land above and to the east of Marina Way, and from the seafront below Madeira Terraces and the cliffs".

Layout and density of building and Design, appearance and materials

In my opinion, the proposed buildings are too high, too bulky, out of scale and character with its surroundings.

Michael Gove, the levelling up, housing and communities secretary, has recently said that new developments should have more focus on **the "heart and soul" of areas and that** too many planning applications were "indifferent" or "insipid".

If this application is refused, and the developers appeal, then it seems unlikely that he would approve it.

I would also like to ask why an extended image of this 30 model is not included within the Heritage and visual impact documents in the Gasworks planning application documentation. This was provided by the developers of the Edward Street Quarter.

Parking, Highway safety and traffic

Finally, on multiple occasions over the past few years, I have asked for improvements to roads and pavements in this area including providing a pavement where none exists alongside the fast-moving road to Roedean. The impact of a potential 1000+ new residents on the existing road infrastructure hasn't been fully assessed.

For these reasons, I hope that the LPA recommends to refuse this planning application. The developers need to go back to the drawing board.



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Brighton & Hove COUNCILLOR REPRESENTATION **City Council**

Cllr. Gilliane Williams

BH2021/04167 – Brighton Gasworks

4th January 2023:

I would like to submit an objection to the planning application BH2121/04167 at the Brighton gasworks site.

As a ward councillor I represent the views of people who live in the area and there have been grave misgivings expressed with regard to this application.

It has not been sufficiently evidenced that the planned development will benefit the area.

The issue of air pollution has not been sufficiently addressed as to what step will be taken to avoid this affecting local residents

The development is far too high and far too dense.

The development will predominantly consist of luxury apartments beyond the reach of local people.

There is no guarantee that any affordable homes will be made available neither is clear what is meant by affordable here.

12th February 2024:

I wish to object to the Brighton Gasworks development proposal. Whilst technically within the boundary of the current Rottingdean Coastal Ward, development of the site will have a significant impact on many residents living in the current East Brighton Ward.

I have received many communications from residents concerned about the development proposals and I will outline these below.

I wish it to be noted that a number of meetings have been held with the developers. Residents have attended several meetings in good faith to express their concerns in an attempt for their voices to be heard and concerns addressed ahead of any planning application being submitted.

Whilst some concerns were addressed, I feel these were to a very limited extent and insufficient in relation to the number and type of issues residents had outlined.

I want to thank all the residents who have done their best to participate and who have copied us into their submissions so that we can properly represent their views.

1. Objection One - Hazardous materials and contaminated land



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Brighton & Hove COUNCILLOR REPRESENTATION **City Council**

It is my understanding is that previous applications on this site have been refused due to the problems of contamination. Whilst technology may have advanced, there are concerns of reports from other gasworks sites such as Southall about the potential impact on the people who will live there and in the surrounding area [Londoners claim toxic air from gasworks damaging their health | Air pollution | The Guardian](#). This is also undermining the confidence of local people in the ability of the developer to deal effectively with decontamination in this development.

2. Objection Two – Design, impact on amenity and historic environment

Whilst residents might support some development on this brownfield site, many believe the current plans represent ‘gross over-development’ and I support that view.

I believe the scale; mass number and height of the buildings will be out of proportion to their surroundings and out of keeping with the local area and historic seafront; that light will be cut out leaving surrounding houses in shade and concerns have been expressed about a potential ‘wind tunnel’ effect caused by the layout and design of the tall buildings.

I believe the design is not in keeping with the Regency and historic feel of the area, and surrounding properties will experience a loss of open space and sky because the development will overshadow their homes.

I am concerned that firstly the height of the gasworks is being used to justify the height of the new buildings and that this is not comparable since the gasworks does not obscure light or views; secondly that the height of the current Marine Gate is being used to justify the height of the new tower blocks and is not comparable to a series of blocks in this area.

[The site lies outside of a designated ‘tall buildings’ area.](#)

3. Objection Three – Infrastructure capacity – social and highways impact

That the creation of a new and permanent community of hundreds of residents will put pressure on local schools, dentists, and GP surgeries. That there is no secondary school within easy walking distance is already an issue in this area. This has potential to increase car usage with ‘school run’ and work journeys on roads that are already congested. Should the development go ahead, we think a planning condition should be included that it must be car free. This would ensure there is no increase in congestion or pollution or undermining of the City’s goal to become carbon neutral.

4. Objection Four – Affordable housing – City Plan Part 2

I am concerned that the current plans do not respond to local housing needs and don’t meet the requirements or aspirations of [City Plan Part 2](#).

More housing is needed in this area that is genuinely affordable to people on local wages. More social and family housing is needed too.

The provision of 40% affordable housing may have helped to mitigate the feelings of opposition for this proposal but the developers have not provided a confirmed commitment to this. This means that many local people feel that this development will do nothing to benefit the local community.

These properties appear to be luxury flats and I understand they are likely to be marketed abroad for investment purposes instead of homes for people to become part of the local community. In the consultation Zooms, Berkeley was explicit



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Brighton & Hove COUNCILLOR REPRESENTATION **City Council**

about the importance of the overseas market to the success of their developments. This approach has the potential to artificially inflate prices and exclude local people. It will also leave shops and services included within the build without day-to-day trade, as has occurred at the Marina. It should be noted that both residents and the Kemp Town Society highlight the need to learn lessons from the Marina Development.

It is entirely possible that occupants arriving for short breaks with sea views will drive directly in and out of the development, making little or no contribution to the community and properties will remain largely empty for much of the year. We are concerned that instead of realising the potential of the site to contribute to housing need and a thriving community it could have the opposite effect of becoming a 'soulless' monolithic environment disassociated from local people.

Please note I wish to attend and speak at the Planning Committee when this application is discussed.



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Brighton & Hove COUNCILLOR REPRESENTATION **City Council**

Cllr. Joe Miller

BH2021/04167 – Brighton Gasworks

26th January 2022:

I support the above planning application.

Whilst I would prefer more affordable, if the independent DV decides what they can pay they will have to pay it. If they don't I am sure committee will rightfully object as I would.

You can't insist on affordable if it makes it unviable or there will have to be even more units across the site to pay for the affordable.

We must maximise use of these unused brownfield sites to protect our precious greenfield sites.

I am no expert but this is a heavily regulated and controlled area, and I trust those experts that make up the rules in relation to this. If it is unsafe it will be stopped. But equally it could be polluting currently and so not best to get rid of it? Also it is a hazard and visually harming that big blue drum is there or may fall over.

We must build more homes in these kinds of locations as a country, as if we supply more house prices will fall/stop increasing as far when wages can catch up. We have a severe homeless problem in the city and not building everywhere we can which is brownfield does not help.

I urge the committee to agree to this application and not end up with a white elephant for 20 or 30 years the same as the Preston Barracks site or the Anston House Site.



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Brighton & Hove COUNCILLOR REPRESENTATION **City Council**

Cllr. Lloyd Russell-Moyle
BH2021/04167 – Brighton Gasworks

Stance: Customer objects to the Planning Application

Comment Reasons:

- Adverse affect on listed building
- Adversely affects Conservation Area
- Because of the Additional Traffic
- Inappropriate Height of Development
- Overdevelopment
- Poor design
- Residential Amenity

Comment: I am writing to object to the design, and detail of the planning application, I do not object to housing on the site.

I am the local Member of Parliament covering the area and I am reflecting the majority opinion of people who have contacted me.

I am objecting on a number of grounds:

1) Lack of social and affordable house

The developer had not made effort to include at least 40% social rents in this site. Brighton is not in need of luxury and family homes and these homes will end up attracting more people into the area and will not help young people looking to get homes, people on the housing register, they will exacerbate Brightons housing issues, putting further pressure on the servicing of the units below without accomodation for people on low or medium incomes.

MITIGATION: If there was a commitment to 40% social rents and a clause that these buildings cannot be used for second homes.

2) Overcrowding/Overdevelopment

The front of the site might be inline with the current buildings (Marine Gate) but the back of the site is low rise and the development doesn't take that into account.

MITIGATION: The development could stagger the buildings to the north east and west to low rise. Low rise high density can achieve 150 homes per acre and medium rise up to 200 this would lead to no reduction in units.

3) Poor design

The brown and grey colours are not positive for the area, whilst an "industrial" look but look good on paper the developments in the marina with grey on one side are poor and white or brick should be required throughout.

MITIGATION: through render doesn't work on seascapes, it must be painted white.

4) Build and safety concerns.

We have multiple examples of poor health and building contomation in other sites.

MITIGATION: The need for a enhanced (beyond the law) safety check and covering whole site whilst work done.

I would like to reserve any right to speak at planning committee if need be.



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Brighton & Hove COUNCILLOR REPRESENTATION **City Council**

Cllr. Mary Mears

BH2021/04167 – Brighton Gasworks

3rd January 2022:

As a ward councillor for Rottingdean Coastal I wish to object to the above planning application for the following reasons.

Yes I agree we would all welcome the redevelopment of the Gasworks, unfortunately this application fails to address this in many ways, the site which has been left undeveloped for many years, is a prime site set between Marine Gate and overlooking the Marina, - Who has just lost an appeal with the planning inspector endorsed by the Secretary of State being critical of the relationship of the Marina proposed development to the Heritage Assets in the immediate vicinity. Comments that need to be heeded and in my view set a precedent on any planning application in the surrounding area including the Gasworks site.

The proposed Gasworks development including eleven densely packed tall buildings over seven stories is totally out of keeping and detrimental to the neighbouring Grade 1 listed buildings of the Kemp Town Estate. The proposed design with its sheer size, height, scale and density and massing will have a massive detrimental impact on the wider environment surrounding the gasworks site.

The proposed development of 553 residential units (but with no mention of social housing) and 2697 sqm of commercial space, will have a massive negative effect on the infrastructure in the surrounding area, not lest on doctors, dental practices and schools, parking will also be a problem with limited parking in the area, and will add pressure to Public Transport.

We already see the impact of traffic on the A259 and Eastern Road now .

I also note with concern that the Gasworks site is not identified as a special site under Contaminated Land Regulations 2006, so decontamination works are excluded from this planning application which I know also concern many residents

As this application will go to the planning committee, As a ward councillor I wish to reserve my right to speak at the committee meeting.



PLANNING COMMITTEE LIST

Brighton & Hove COUNCILLOR REPRESENTATION **City Council**

Cllrs. Nancy Platts and Gilliane Williams
BH2021/04167 – Brighton Gasworks

18th January 2022:

We wish to object to the Brighton Gasworks development proposal. Whilst technically within the boundary of the current Rottingdean Coastal Ward, development of the site will have a significant impact on many residents living in the current East Brighton Ward.

We have received many communications from residents concerned about the development proposals and we will outline these below.

We also wish it to be noted that several meetings have been held with the developers. Residents have attended several meetings in good faith to express their concerns in an attempt for their voices to be heard and concerns addressed ahead of any planning application being submitted.

Whilst some concerns were addressed, we feel these were to a very limited extent and insufficient in relation to the number and type of issues residents had outlined. For example, the original proposal included tower blocks of 15 storeys, now reduced to 12 storeys but this is still a significant structure on that site.

In addition, we wish the Planning Team and Committee to note that we are disappointed that the developers chose to time their application in such a way as to force local people to review over 200 documents over the Christmas holiday period. We feel this was unfair and is detrimental to ensuring an effective consultation process with those who will be most affected by this development.

We want to thank all the residents who have nevertheless done their best to participate and who have copied us into their submissions so that we can properly represent their views.

1. Objection One - Hazardous materials and contaminated land

Our understanding is that previous applications on this site have been refused due to the problems of contamination. Whilst technology may have advanced, we are concerned by reports from other gasworks sites such as Southall about the potential impact on the people who will live there and in the surrounding area [Londoners claim toxic air from gasworks damaging their health | Air pollution | The Guardian](#). This is also undermining the confidence of local people in the ability of the developer to deal effectively with decontamination in this development.

2. Objection Two – Design, impact on amenity and historic environment

Whilst residents might support some development on this brownfield site, many believe the current plans represent 'gross over-development' and we support that view.

We believe the scale; mass number and height of the buildings will be out of proportion to their surroundings and out of keeping with the local area and historic seafront; that light will be cut out leaving surrounding houses in shade and concerns have been expressed about a potential 'wind tunnel' effect caused by the layout and design of the tall buildings.

We believe the design is not in keeping with the Regency and historic feel of the area, and surrounding properties will experience a loss of open space and sky because the development will overshadow their homes.

We are concerned that firstly the height of the gasworks is being used to justify the height of the new buildings and that this is not comparable since the gasworks does not obscure light or views; secondly that the height of the current Marine Gate is



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being used to justify the height of the new tower blocks and is not comparable to a series of blocks in this area.

[The site lies outside of a designated 'tall buildings' area.](#)

3. Objection Three – Infrastructure capacity – social and highways impact

That the creation of a new and permanent community of 700 plus residents will put pressure on local schools, dentists, and GP surgeries. That there is no secondary school within easy walking distance is already an issue in this area. This has potential to increase car usage with 'school run' and work journeys on roads that are already congested. Should the development go ahead, we think a planning condition should be included that it must be car free. This would ensure there is no increase in congestion or pollution or undermining of the City's goal to become carbon neutral.

4. Objection Four – Affordable housing – City Plan Part 2

We are concerned that the current plans do not respond to local housing needs and don't meet the requirements or aspirations of [City Plan Part 2](#).

More housing is needed in this area that is genuinely affordable to people on local wages. More social and family housing is needed too.

The provision of 40% affordable housing may have helped to mitigate the feelings of opposition for this proposal but the developers seem reluctant to deliver any affordable housing. This means that many local people feel that this development will do nothing to benefit the local community.

These properties appear to be luxury flats and we understand they will be marketed abroad for investment purposes instead of homes for people to become part of the local community. In the consultation Zooms, Berkeley was explicit about the importance of the overseas market to the success of their developments. This approach has the potential to artificially inflate prices and exclude local people. It will also leave shops and services included within the build without day-to-day trade, as has occurred at the Marina. It should be noted that both residents and the Kemp Town Society highlight the need to learn lessons from the Marina Development. It is entirely possible that occupants arriving for short breaks with sea views will drive directly in and out of the development, making little or no contribution to the community and properties will remain largely empty for much of the year. We are concerned that instead of realising the potential of the site to contribute to housing need and a thriving community it could have the opposite effect of becoming a 'soulless' monolithic environment disassociated from local people.

Please note we wish to attend and speak at the Planning Committee when this application is discussed.