

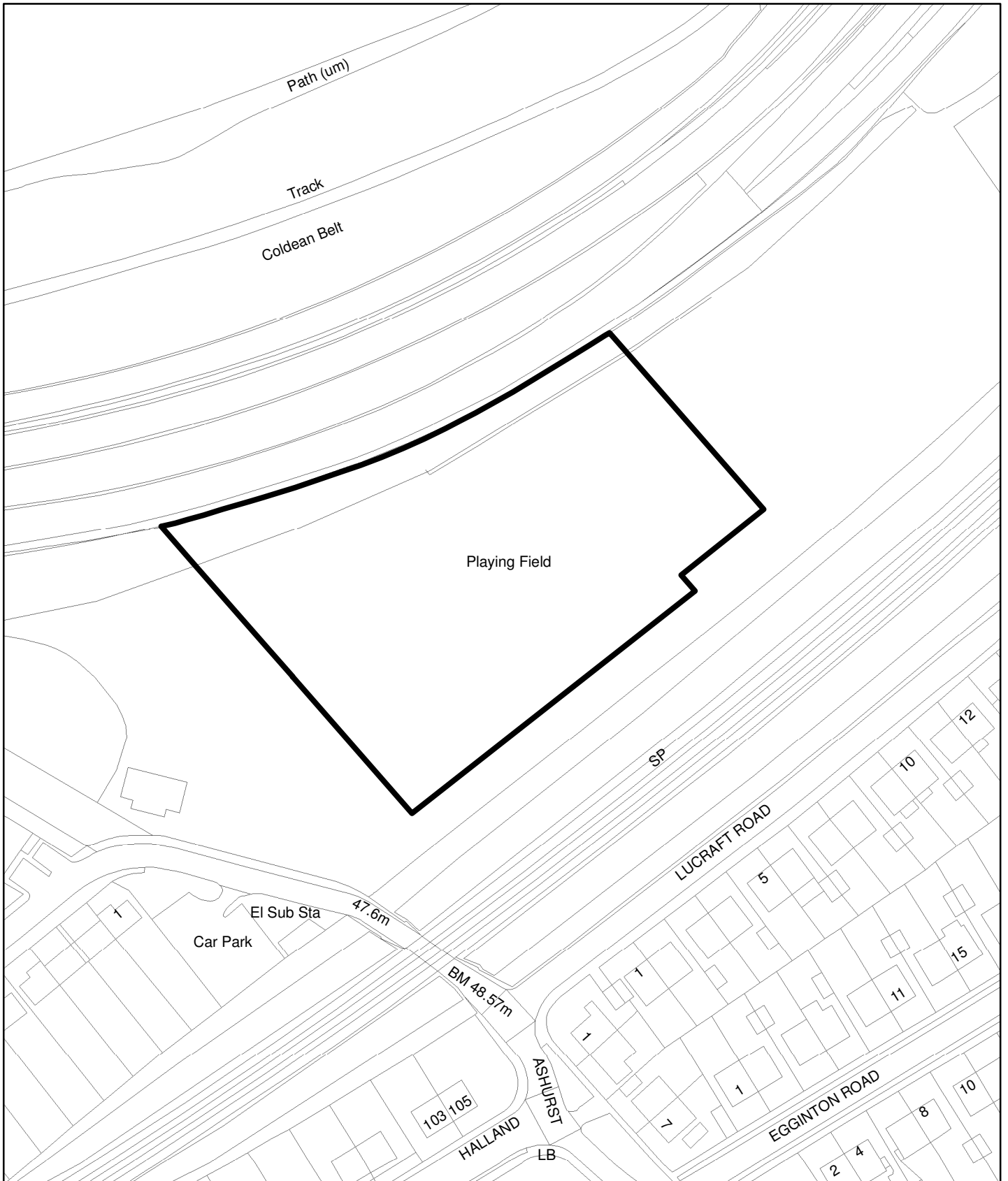
ITEM B

Woollards Field, Lewes Road, Brighton

BH2014/00310
Full planning

14 MAY 2014

BH2014/00310 Woollards Field, Lewes Road, Brighton



**Brighton & Hove
City Council**



Scale: 1:1,250

<u>INo:</u>	BH2014/00310	<u>Ward:</u>	MOULSECOOMB & BEVENDEAN
<u>App Type:</u>	Full Planning		
<u>Address:</u>	Woollards Field Lewes Road Brighton		
<u>Proposal:</u>	Construction of a 2no storey Ambulance Make Ready Centre (MRC) building incorporating the provision of 82 car parking spaces, 5no disabled car parking spaces (total of 87 spaces) and 34 ambulance bays including access works, landscaping and other associated works.		
<u>Officer:</u>	Sue Dubberley Tel 293817	<u>Valid Date:</u>	14 February 2014
<u>Con Area:</u>	Adjoining Stanmer	<u>Expiry Date:</u>	16 May 2014
<u>Listed Building Grade:</u>	N/A		
<u>Agent:</u>	DMH Stallard, Gainsborough House, Pegler Way, Crawley RH11 7FZ		
<u>Applicant:</u>	South East Coast Ambulance Service NHS Foundation Trust, John Flower, The Horseshoe, Banstead SM7 2AS		

1 RECOMMENDATION

- 1.1 That the Committee has taken into consideration and agrees with the reasons for the recommendation set out in section 11 and the policies and guidance in section 7 and resolves to be **MINDED TO GRANT** planning permission subject to the receipt of satisfactory revised drawings showing additional landscaping, a S106 agreement and the Conditions and Informatives set out in section 11.

2 SITE LOCATION & DESCRIPTION

- 2.1 Woollards Field is located south-west of the Southern Water offices on the A270 at Falmer. It is a rectangular grassed field between the A270 and railway line. It was last used as overflow playing fields for schools and was declared surplus to requirements in 1990.
- 2.2 The site is relatively flat and contains a number of mature trees within it, some of which are covered by a Tree Preservation Order, notably a line of mature hornbeams adjacent to the railway embankment.
- 2.3 The site is within the defined built up area and is allocated for hi-tech and office uses under policy EM2 of the Local Plan.
- 2.4 The application site itself is located on the western end of Woollards Field, the eastern end of the site having been granted consent for a new archive centre in 2011 known as 'The Keep'. The archive centre has been completed and opened to the public earlier this year.

3 RELEVANT HISTORY

BH2012/02946: Construction of new 2no storey Ambulance Make Ready Centre (MRC) building incorporating the provision of 105 car parking spaces and 4no disabled car parking spaces (total of 109 spaces), 41 ambulance bays and 20 cycle spaces with associated access and landscaping works. Withdrawn 23/04/2014.

BH2010/03259: Construction of a 1-3 storey archive centre comprising lecture and educational facilities, reading room, conservation laboratories, archivist study areas, offices, cleaning and repair facilities for archives, repository block and refreshment area. Associated energy centre, car, coach and cycle parking, waste and recycling storage, landscaping including public open space and access. Approved 14/01/2011.

BH2005/01879/FP: Variation of time related planning condition no.2 to outline consent 1291/CC to extend the period for submission of reserved matters. Finally disposed of 10/08/2011.

BH2005/01934/FP: Variation of planning condition 1 attached to BH2004/00400 to extend periods for commencement of reserved matters consent for B1 business use. Finally disposed of 10/08/2011.

BH2004/03066: Outline application for class B1 business development of up to 10,000sqm of floorspace with 312 car parking spaces. Finally disposed of 10/08/2011.

97/0003/RM: Submission of Reserved Matters (including siting, design and external appearance). Approved 14/7/97.

1291/CC: Outline application for 5,000sqm business development with 167 car spaces and a landscaped environmental strip/informal play area. Approved 28/4/93

4 THE APPLICATION

- 4.1 Planning permission is sought for the construction of a 2no storey Ambulance Make Ready Centre (MRC) building incorporating the provision of 82 car parking spaces, 5no disabled car parking spaces (total of 87 spaces) and 34 ambulance bays including access works, landscaping and other associated works.
- 4.2 The proposed building would be a simple rectangular shaped building with a pitched roof, providing two main functions, a two storey office and administration block and a double height space housing a garage style building accommodating the make ready function. The building would be clad mainly in zinc, with some tile cladding at ground floor, broken up with glazed areas, in particular by a large area of glazing to the north east elevation. The ground floor garage entrances would have translucent roller shutter doors.
- 4.3 The function of an MRC is to provide a base to which ambulance crews report at the start and end of their shift and where their vehicles are cleaned, replenished and maintained. The site would be operational 24 hours a day, 7 days a week and include the storage of medical and other supplies, an area for staff and crew refreshment, cleaning and minor maintenance of vehicles and administrative support, to include training and educational facilities. There would be a total of 246 operations staff based at the MRC including 234 ambulance staff and 12 patient transfer staff (PTS). There would also be a further 48 on-site staff

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including 16 make ready operatives, 5 mechanics, 18 administration and 9 other support staff.

- 4.4 The MRCs are designed and located to support a cluster of smaller Ambulance Community Response Posts (ACRPs) to which vehicles would go to and respond to call outs from these posts. It is important to note that the function of the MRC is provide support services to ACRPs and it is not designed to provide a base from which to provide an emergency response. The applicants have stated that they do not propose to deploy ambulances from the MRC on emergency calls with the use of blue lights or sirens. Although, in the event that there was a life threatening emergency in the vicinity of the site then an exception would be made.
- 4.5 The applicant has stated that the development is essential to replace the current inadequate depot facility at Brighton General Hospital. The MRC would serve the Brighton Seven Dials, Brighton General Hospital, Brighton Hollingbury, Peacehaven, Lewes, Shoreham, Hove, Burgess Hill and Haywards Heath, Ambulance Community Response Posts (ACRPs) and the location would facilitate reduced response times due to the proximity to the A23 and A27 Trunk Roads. The South East Coast Ambulance NHS Foundation Trust have been looking for a site for some time to serve these ACRPs and the Woollards Field site has been chosen partly because of the good access to the A27 and A23 which the Trust state has been a key factor in deciding to submit an application on this site.

5 PUBLICITY & CONSULTATIONS

External

- 5.1 **Neighbours: One (1)** letter of representation has been received from **11 Ringmer Drive** objecting to the application.
- 5.2 **East Sussex County Ecologist: Support:** Provided that the mitigation measures are implemented, the proposed development is unlikely to have a detrimental impact on biodiversity and can be supported from an ecological perspective. The site offers opportunities for biodiversity enhancements that will help the Council address its duties and responsibilities under the NERC Act and NPPF.
- 5.3 **County Council (Highways): No objection.** Do not consider that there would be any adverse impact on the existing highway network that is the responsibility of the County Council.
- 5.4 **East Sussex Fire and Rescue Service: Comment.** Plans do not indicate the water supply and provision of hydrants.
- 5.5 **Environment Agency: No objection.** The site lies within a sensitive area with regard to groundwater and is also a Source Protection Zone 1. Planning permission should only be granted subject to conditions relating to site investigation, piling and drainage. Without these, the proposed development would pose an unacceptable risk to the environment.

- 5.6 **Highways Agency:** No objection.
- 5.7 **Network Rail:** Comment: The height of the embankment which runs adjacent to the operational railway is approximately 7-8m, as a result method statements for excavation works which are required to install the services or to lower the ground level alongside the toe of the embankment must be submitted for Network Rail acceptance. Lists of trees that are permitted and those that are not permitted are provided.
- 5.8 **South Downs National Park Authority:** No objection. The site is within close proximity to the South Downs National Park to the north and has the potential to impact upon the setting of the National Park. Accordingly, recommend that, if minded to grant consent, appropriate controls are placed on external lighting and landscaping to ensure that any potential detrimental impacts are appropriately mitigated.
- 5.9 **Southern Gas Networks:** Comment: A plan showing pipes owned by SGN is included for information. You will note the presence of a gas main in proximity to the site and advice regarding safe excavation is given in order to prevent damage to SGN plant.
- 5.10 **Southern Water:** No objection. Conditions are recommended to protect drainage and water supply apparatus. The proposal development would increase flows to the public sewerage system, and existing properties and land may be subject to greater risk of flooding as a result. Additional off-site sewers, or improvements to existing, will be required and an informative is recommended to ensure the applicant enters into a formal agreement with us to provide the necessary sewerage infrastructure required to service this development. There are no public surface sewers in the area to serve the development. Alternative means of draining surface from the development are required.
- 5.11 **Sussex Police (Community Safety):** Comment: Pleased to note that aspects of crime prevention have been incorporated into the Design and Access Statement. Development is to have a 1.8m high security fence with pedestrian gates which should be controlled and have remote access to allow visitor entry. Recommend lighting throughout the car park and CCTV.
- 5.12 **UK Power Networks:** No objection.
- Internal:**
- 5.13 **Arboriculturist:** No objection. The Arboricultural Section has no objection to this application subject to conditions being attached to any consent granted in order to ensure the retention of trees already present.
- 5.14 **Economic Development:** Support : The Senior Economic Development Officer supports the application and through a S106 agreement requests the provision of an Employment and Training Strategy with the developer committing to using 20% local employment during the construction phase in accordance with the Developer Contributions Interim Guidance.

5.15 **Environmental Health:** Support.

5.16 **Planning Policy:** Support: The proposed use (sui generis use class) would be a departure from the adopted Brighton & Hove Local Plan policy EM2. However there are a number of material considerations which can be taken into account:

1. The Submission City Plan Part 1 allocates Woollards Field South for B1 office space or alternative employment generating development that helps meet the city's infrastructure needs. The proposed use would therefore accord with DA3.C.2.
2. The need for the MRC facility and lack of alternative sites in the city. The need to deliver and protect a sub-regional integrated network of health facilities (including ambulance facilities) is recognised by the Submission City Plan Part 1 Policy CP18 Healthy City and the Infrastructure Delivery Plan (Annexe 1 to the City Plan).
3. The level of employment to be retained/ generated would also be a material consideration to justify a departure to the EM2 policy.

5.17 **Public Art:** To make sure the requirements of Policy QD6 are met at implementation stage, it is recommended that an 'artistic component' schedule be included in the section 106 agreement. It is suggested that the public art element for this application is to the value of £4,500.

5.18 **Sustainability:** Support: Approval is recommended with use of the following conditions requiring BREEAM 'very good' and further details of the renewable technologies specified for and installed in the scheme (pre commencement and post construction).

5.19 **Sustainable Transport:** Support: Recommended approval as the Highway Authority has no objections to this application subject to the inclusion of the necessary conditions and a S106 contribution towards sustainable transport improvements in the vicinity of the site, in particular footway improvements.

6 MATERIAL CONSIDERATIONS

6.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that "If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

6.2 The development plan is:

- Brighton & Hove Local Plan 2005 (saved policies post 2007);
- East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (Adopted February 2013);
- East Sussex and Brighton & Hove Minerals Local Plan (November 1999); Saved policies 3,4,32 and 36 – all outside of Brighton & Hove;
- East Sussex and Brighton & Hove Waste Local Plan (February 2006); Saved Policies WLP 7 and WLP8 only – site allocations at Sackville Coalyard and Hangleton Bottom and Hollingdean Depot.

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- 6.3 The National Planning Policy Framework (NPPF) is a material consideration.
- 6.4 Due weight should be given to relevant policies in the development plan according to their degree of consistency with the NPPF.
- 6.5 The Brighton & Hove City Plan Part One (submission document) is an emerging development plan. The NPPF advises that weight may be given to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies and the degree of consistency of the relevant policies to the policies in the NPPF.
- 6.6 All material considerations and any policy conflicts are identified in the "Considerations and Assessment" section of the report.

7 RELEVANT POLICIES & GUIDANCE

The National Planning Policy Framework (NPPF)

Brighton & Hove Local Plan:

TR1	Development and the demand for travel
TR2	Public transport accessibility and parking
TR4	Travel Plans
TR5	Sustainable transport corridors and bus priority routes
TR7	Safe development
TR8	Pedestrian routes
TR12	Helping the independent movement of children
TR14	Cycle access and parking
TR15	Cycle network
TR18	Parking for people with a mobility related disability
TR19	Parking standards
SU2	Efficiency of development in the use of energy, water and materials
SU3	Water resources and their quality
SU4	Surface water run-off and flood risk
SU5	Surface water and foul sewage disposal infrastructure
SU9	Pollution and nuisance control
SU10	Noise nuisance
SU11	Polluted land and buildings
SU13	Minimisation and re-use of construction industry waste
SU14	Waste management
SU15	Infrastructure
QD1	Design – quality of development and design statements
QD2	Design – key principles for neighbourhoods
QD3	Design – efficient and effective use of sites
QD4	Design – strategic impact
QD5	Design – street frontages
QD6	Public art
QD7	Crime prevention through environmental design
QD15	Landscape design
QD16	Trees and hedgerows

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QD17	Protection and integration of nature conservation features
QD18	Species protection
QD19	Greenways
QD25	External lighting
QD27	Protection of Amenity
QD28	Planning Obligations
EM2	Sites identified for high-tech and office uses
EM3	Retaining the best sites for industry
NC3	Local Nature reserves
NC5	Urban fringe
NC7	Sussex Downs Area of Outstanding Natural Beauty
NC8	Setting of the Sussex Downs Area of Outstanding Natural Beauty
HE6	Development within or affecting the setting of conservation areas
HE11	Historic parks and gardens
HE12	Scheduled ancient monuments and other important archaeological sites

Supplementary Planning Guidance:

SPGBH4 Parking Standards

Supplementary Planning Documents:

SPD03	Construction & Demolition Waste
SPD06	Trees & Development Sites
SPD08	Sustainable Building Design
SPD09	Architectural Features
SPD11	Nature Conservation & Development

Brighton & Hove City Plan Part One (submission document)

SS1	Presumption in Favour of Sustainable Development
DA3	Lewes Road
CP18	Healthy City

8 CONSIDERATIONS & ASSESSMENT

- 8.1 The main considerations in the determination of this application relate to:
- The principle of the development on an allocated employment site
 - The impact to the character and appearance of the locality, including designated heritage and landscape assets
 - The design and appearance of the development including sustainability
 - Ecology
 - The demand for travel created by the development
 - The impact on flood risk and drainage
 - The impact on amenity including light and noise
 - Land contamination

The principle of development:

- 8.2 The site is located within the built up area where development is acceptable in principle. The site is an allocated employment site for high tech and office uses under policy EM2 of the Local Plan. The Make Ready Ambulance Centre falls

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within a “sui generis” use class due to the mix of operations that would be carried out from the facility and these include offices and the area administration and support functions for SECAmb (B1 use), vehicle maintenance and minor repair (B2), storage of medical supplies and equipment (B8), vehicle cleaning and car parking (sui generis) are industrial and business or ancillary uses. The development therefore represents a departure from the Local Plan.

- 8.3 An application to develop part of the site for an archive centre (The Keep) was approved in January 2011 as a departure from policy EM2 as the scheme identified the potential for the remainder of the site to accommodate up to 5640m² of B1 office space. This application is for the development of the remainder of the site allocated for B1 office space and is again considered as a departure from the local plan policy. However it is considered that the benefits of the development have to be balanced against the ‘loss’ of part of an allocated employment site and in the case of the Make Ready Centre it is considered that there are exceptional circumstances to allow a departure from policy.
- 8.4 The Economic Development team and Planning Policy both support the application and recognise and acknowledge the importance of the development to both the local and wider community and the need for such a facility with limited sites available to meet the requirements of the South East Coast Ambulance Service, both in size and location. Although the Economic Development team point out, that if a B1a office development were to be developed on the site it could provide significantly higher employment levels than the proposal, they also point out that it is clear that demand for office accommodation in the city is focused around the city centre and not out of town. This is reflected in the fact that while a number of planning consents have been granted previously for the site for office development and no development has come forward due to the lack of demand for an office use in this location.
- 8.5 Planning Policy team have also commented that while the proposed use would be a departure from the adopted Local Plan policy allocation for the site (EM2) for B1a office and high tech use, a material consideration is the submission City Plan Part 1. The strategy for the Lewes Road Area (DA3) is to further develop and enhance the role of Lewes Road as the city’s academic corridor. Woollards Field South is allocated for B1 office space or alternative employment generating development that helps meet the city’s infrastructure needs. The proposed use would therefore accord with DA3.C.2.
- 8.6 It should be noted that during the examination hearings of the Submission City Plan in October 2013, the council prepared a Statement of Common Ground with SECAmb and proposed main modifications to the Woollards Field South allocation (MM8 and MM77) to clarify the allocation of the site for B1 business space and in the supporting text to the policy reference to the site’s identification in the Infrastructure Delivery Plan. It is considered that significant weight can be attached to the policy.
- 8.7 A further material consideration is the need for MRC facility and lack of alternative suitable sites within the city. The Planning Statement indicates the need for the MRC facility to replace the current inadequate depot facility at Brighton General

Hospital and serve the Brighton Seven Dials, Brighton General Hospital, Brighton Hollingbury, Peacehaven, Lewes, Shoreham, Hove, Burgess Hill and Haywards Heath Ambulance Community Response Posts (ACRPs) as well as reduce response time potential to the A23 and A27 Trunk Roads. The need to deliver and protect a sub-regional integrated network of health facilities (including ambulance facilities) is recognised by the Submission City Plan Part 1 Policy CP18 Healthy City and in the Infrastructure Delivery Plan (Annexe 2 to the City Plan Part 1). The Council has been working with the South East Coast Ambulance NHS Foundation Trust over a number of years to help identify a suitable Depot location to replace the Brighton General Hospital site and site searches within a defined area have been undertaken and no other suitable sites were available.

- 8.8 The level of employment to be retained in the city and also generated by this proposal is also a material consideration to justify a departure to the EM2 policy. There will be a total of 246 operations staff based at the MRC including 234 ambulance staff and 12 patient transfer staff (PTS). There will also be a further 48 on-site staff including 16 make ready operatives, 5 mechanics, 18 administration and 9 other support staff. Although it is not clear how many of these are new jobs or those transferred from existing stations. SECamb are also in partnership with the University of Brighton who offer a degree programme leading to paramedic qualification and the site would be used for training, clinical teaching and live environment experience and this is to be welcomed and would accord with the wider aspirations for the Lewes Road area.
- 8.9 In conclusion, for the reasons given above it is considered that in this case there are material consideration to justify a departure from Local Plan policy.

Design and appearance and impact to the character and appearance of the locality:

- 8.10 Policies QD1, QD2, QD3, QD4 and QD5, require development to be of a high standard and to respect the character and appearance of their surroundings. Policies HE6, HE11, NC7 and NC8 specifically seek to protect designated heritage and landscape assets such as conservation areas, historic parks and gardens and national parks.
- 8.11 The proposed building would sit centrally towards the western end of the site with a rectangular footprint. The highest point of the building will be the top of the roof ridge, which is to have a height of approximately 10.4m. In comparison the neighbouring Archive building stands at a height of 13.9m and is located at a higher point on the site. The Keep would therefore be visibly taller than the Brighton Make Ready Centre which can be seen on the submitted contextual drawings. The design of this rectangular shaped pitched roof building is simple and functional and reflects the needs of the ambulance service. The building would be clad mainly in zinc, with some tile cladding at ground floor, broken up with areas of glazing.
- 8.12 A planting scheme is proposed for the car park which would include trees, low level shrub and ground cover planting. A proposed retaining wall to the northern boundary would be planted with trailing shrub planting which would soften and

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'green' the appearance of the retaining structure. The western and eastern boundaries are to be planted with flowering shrub planting, with specimen trees to the eastern boundary also. The proposed landscaping scheme originally did not include the southern boundary which runs along the new pedestrian and cycle route. However, following negotiations this boundary is now included and shrubs and trees are proposed to soften the public view into the site from the pathway. A revised drawing is currently awaited.

- 8.13 The site would have a fenced perimeter in the form of 1.8m high steel mesh fencing which is needed to safeguard the security of the development. A condition is recommended requiring further details and it is considered that the fencing should match that the colour and type that has been used by the football stadium on the pathway alongside BACA leading to the stadium.
- 8.14 In terms of visual impact on the wider surrounding area, the building would be mostly concealed from view by the surrounding topography, vegetation and the neighbouring Keep building. A Visual Impact Assessment was submitted with the application and this demonstrates that, primarily due to the location of the site on the valley floor, the building will not have a significant impact on any designated heritage or landscape asset, including the Stanmer Park Conservation Area or the Stanmer Park registered historic park or garden, and the South Downs National Park. The South Downs National Park Authority has raised no concerns other than there should be appropriate controls placed on external lighting and landscaping to ensure that any potential detrimental impacts are appropriately mitigated.
- 8.15 The materials proposed are considered suitable in principle and a condition is recommended to ensure their details are agreed prior to commencement of development.
- 8.16 It is considered that, on balance, the scheme will satisfactorily comply with the design policies of the Local Plan, provided conditions are imposed to carefully control areas such as materials and landscaping.

Public Art:

- 8.17 Policy QD6 of the Brighton & Hove Local Plan requires that the proposed development makes a contribution towards the provision of public art. This provision for public art can be made through a S106 financial contribution, or through the incorporation of public art into the design of the building. In this case, public art to the value of £4,500 is appropriate.

Amenity including external lighting and noise:

- 8.18 Policies QD27, SU9, SU10 and SU11 seek to ensure development does not adversely affect amenity of adjacent occupiers or the locality in general
- 8.19 The site is located some distance from residential properties. The nearest properties being to the south over the railway line in Lucraft Road, approximately 60 metres away, and to the south-west in Ringmer Drive/Ashurst Road which are approximately 80 metres away. In addition the site is set down

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and is surrounded by mature vegetation. Therefore the proposal would have very limited immediate impact.

- 8.20 In terms of noise impact a noise assessment was undertaken by the applicant at an existing MRC located in Hastings. Activities measured were those similar to those that would take place at the Brighton MRC, jet wash, vehicle lifts, bench grinders, etc. The conclusions of the study show that overall the noise levels due to daytime and night-time activities at the MRC, would be significantly lower than background noise levels. Therefore such activities will be unlikely to result in complaints. The Environmental Health team have commented that the plans show that the jet washing and other associated activities are going to occur inside the building and that the modelling to ascertain noise levels at the nearest affected receptors, assumed that the roller doors to the MRC were open. Therefore, if it was required that noise from workshop activities needed to be further reduced, actions such as closing the doors or not undertaking noisy activities at night, could be taken.
- 8.21 Regarding traffic increases, any traffic arriving and leaving the MRC will pass beside the embankment, separating the facility from properties on Lucroft Rd. The noise assessment states that this embankment would attenuate this traffic noise so that it should be inaudible at residential properties along Lucraft Road. This is accepted and the Environmental Health team have not raised any concerns regarding traffic noise.
- 8.22 It is also noted that there are not any plans for 'major' externally mounted plant and the consultants do not consider plant noise will be an issue. If the Council did ever receive complaints about noise from plant, this could be investigated under Statutory Noise Nuisance legislation and action taken if necessary to resolve any significant identified problems.
- 8.23 The main area of concern is possible noise from an emergency generator. The acoustic report suggests that if the generator is used, then complaints may be likely from the nearest residents and in particular, if it is used at night. However mitigation measures are suggested which would involve the generator being enclosed with acoustic screening capable of attenuating the noise. Environmental Health have commented that the specification of the generator has not been stated in the calculations so it is likely that the assessment was undertaken using 'typical' generator type noise levels which may not be applicable to the generator that will actually be installed. Therefore a condition has been included in the recommendation requiring further details of the emergency generator when the exact specifications are known. Additionally, there is the possibility that the generator will be tested once a month to confirm that it will function during emergencies. A condition has been recommended, restricting such tests to normal working hours.

Lighting

- 8.24 In regard to the lighting information submitted Environmental Health are generally satisfied that in principle the lighting proposals are reasonable, however it is considered that more information is required regarding the actual

specifications of the lights; locations of the lights and heights of the lights. As such, a suitable condition has been included in the recommendation.

Demand for travel created by the development:

- 8.25 Policies TR1, TR2, TR4, TR5, TR7, TR8, TR12, TR14, TR15, TR18 and TR19 and SPG4 seek to ensure that the demand for travel created by the development is met and that sustainable modes of transport are promoted.
- 8.26 A total of 136 on-site parking spaces would be provided, comprised of 91 visitor / staff parking bays (to include 4 disabled and 5 electric car bays), 34 ambulance bays, 6 single first line responder bays and 5 spaces for 4x4 vehicles. In addition, parking would be designated for 4 motorcycles and 20 bicycles.
- 8.27 The high number of parking spaces reflects the nature of the development and the 24 hour service that it provides. A total of 95 operational staff would be based from the MRC site, parking there at the start of their shift and collecting their emergency or non-emergency ambulance before leaving the site for a more local stationing point from which to respond to local emergencies. These operational staff would be employed on 12 or 8 hour shifts which would vary from day to day, serving a total of 59 vehicles, of which approximately 41 would be active at any one time. The majority of emergency vehicles would operate 24 hours per day, 7 days per week.
- 8.28 The main peak periods of traffic movements would be between 06:00 and 08:00 hours during the morning and between 18:00 and 20:00 hours in the evening when the shift change over generally occurs.. It is considered therefore that the main impact of the proposals would be unlikely to coincide with the traditional peak hours. Although the MRC is a 24 hour operation, throughout the night-time period there would be a minimal amount of movement outside of the shift change periods.
- 8.29 There would also be additional 26 non-clinical staff including 4 mechanics and 10 'make ready' operatives with the responsibility for maintaining / cleaning vehicles and replenishing supplies employed on the site. The remainder of the non-clinical staff will fulfil administrative roles. It is envisaged that most non-clinical / administrative staff would be required to work standard hours (i.e. 0900-1730), although there may be some demand for 'make ready' staff to be employed on-site throughout the early morning evenings and weekend periods.
- 8.30 The Sustainable Transport Team has raised no objections to the development in regard to traffic flows.
- 8.31 In terms of the level of proposed parking on the site, the Traffic Team has commented that the proposed use is unique so that the adopted Parking Standards do not provide guidelines for vehicle parking for this development. However it is recognised that the 24 hour nature of the service is not conducive to the use of public transport and the level of parking proposed reflect this fact.
- 8.32 Similarly adopted Parking Standards do not provide guidelines for cycle parking at this type of development, the 20 covered, secure, illuminated spaces outside

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the main entrance to the building are considered acceptable. In addition, the applicant has stated in the TA that if there is an increased demand in future it would convert car parking spaces to provide additional cycle storage and the travel plan framework should alert the applicant to any increase in demand .

- 8.33 The provision of 4 disabled parking spaces and 5 electric vehicle parking spaces that could also be used to recharge mobility scooters is also considered acceptable.
- 8.34 Overall the traffic impact of the development is considered acceptable subject to appropriate conditions and a contribution of £39,816 towards sustainable transport improvements in the vicinity of the site, in particular footway improvements.

Ecology:

- 8.35 Policies QD15, QD16, QD17, QD18, QD19 and SPD06 and SPD11 seek to protect landscape features and important trees and seek to promote biodiversity.
- 8.36 There are one Site of Nature Conservation Importance (SNCI) and four Local Nature Reserves (LNRs) within 1 km of the proposed development. There is also an area of ancient woodland c. 50 m from the proposed development, although separated by the A270. The County Ecologist has assessed the information provided and considers that the proposed development is unlikely to have a significant impact on any sites designated for their nature conservation interest.
- 8.37 The site currently consists of semi-improved grassland and vegetation. There is a good degree of floristic variety within the site, however the overall ecological value is considered to be relatively low. The County Ecologist has commented that the proposed development will lead to the loss of the majority of semi-improved grassland within the site, and this loss should be mitigated and recommends that the use of green roofs and/or wall should be explored and incorporated into the design.
- 8.38 The development site was subject to a reptile translocation exercise in September/October 2012 and since then the site has been surrounded by reptile exclusion fencing. Although the fencing is not intact in places, the Ecologist considers that the risk of reptiles having recolonised the site in the interim is considered to be relatively low, and further surveys for reptiles are not deemed necessary. However, it is recommended that the exclusion fencing be repaired and maintained and that a destructive search of the development site be undertaken prior to any construction works, in line with an approved method statement. There is a south facing slope along the northern boundary of the site which was used as a reptile receptor site for The Keep development; this area of habitat must be retained and protected as such. Conditions are included in the recommendation to cover the issues raised by the Ecologist.
- 8.39 A further issues raised by the Ecologist is that boundary habitats and/or adjacent habitats have the potential to provide foraging/commuting habitat for bats. Artificial light can negatively impact on bats through e.g. causing disturbance at the roost, affecting feeding behaviour, avoidance of lit areas and increasing the

chances of bats being preyed upon. To minimise the potential impacts on bats, lighting design should take account of national best practice guidance. The applicant has stated in the submitted ecology report that external lighting within the car park area would be designed to be downward facing, and positioned in order to illuminate away from habitat corridors to the site boundaries. The light fixtures would be selected and designed to have a low light spill and located away from any valuable foraging habitats. It should be noted that further details of the lighting strategy has been recommended by Environmental Health and a condition requiring further details forms part of the recommendation,

- 8.40 In addition to any mitigation measures required for protected species and habitat loss, it is considered that the site offers opportunities for additional enhancement. These include the provision of bird and/or bat boxes within the development, the provision of green roofs and/or walls, the use of native species of benefit to wildlife within the planting scheme. A condition requiring further details for increasing biodiversity is included in the recommendation.

Trees

- 8.41 The Arboricultural team have commented that the arboricultural report submitted with this application is comprehensive and they are in full agreement with its contents, particular as no trees will be lost to facilitate the development.
- 8.42 Although there is a Tree Preservation Order covering this site (TPO No 20 1974), it is an Area Order from 1974. This means that only trees that were present in 1974 will be covered by the TPO. All trees that are covered by this order are on the boundaries of the site and they should be sufficiently protected during the course of the development to ensure their retention post-development.
- 8.43 Overall, the Arboricultural Section has no objection to the proposed development, subject to conditions being attached to any consent granted to protect the trees on the site during construction and thus ensure their retention post-development. The recommendation includes conditions for the protection of trees during construction.

Sustainability

- 8.44 Policy SU2, SPD08 and SPD03 seek to ensure developments incorporate sustainable measures. Under supplementary planning document SPD08 major new built development on Greenfield sites are expected to achieve BREEAM 'excellent' and 70% in energy and water sections.
- 8.45 The sustainability features of the development include the use of some natural ventilation, space heating via low emission boilers, water heating through instantaneous electric showers with no storage, and proposed photovoltaic panels. Passive design measures include use of orientation; triple glazing to prevent overheating on south east and west facades; use of overhangs, shading, thermal mass, insulation and orientation of windows 30° of due south.
- 8.46 The applicant was initially reluctant to use the BREEAM assessment methodology and in pre application meetings sought to use alternative means to demonstrate that sustainability was being addressed. However following further

negotiations and consideration since submission of the application, the applicant has now made a commitment to undertake a BREEAM assessment. The submitted BREEAM pre-assessment and Sustainability Statement indicate that the building would achieve a BREEAM 'very good'.

- 8.47 In cases where expected standards cannot be met, applicants are expected to provide justification. In this case a detailed justification has been provided which sets out the reasons as to why the building cannot meet the expected standard of 'excellent'. Reasons include financial constraints, and technical and site related barriers to achieving certain BREEAM credits that would enable an 'excellent' score. For example the operational requirements of a 24 hour emergency service support building have a number of detrimental (direct and non direct) impacts on meeting BREEAM 'Excellent' standards. BREEAM, also discourages greenfield development, and encourages the use of public transport. The car parking requirement at the site for staff shift requirements means some BREEAM transport credits cannot be achieved. For the MRC to operate effectively it requires staff to be able to get to their workplace on a twenty-four hour basis facilitated by parking provision on site. SPD08 also recommends that any constraints should be considered alongside any benefits offered by a development. In this case, the benefits of the location of a MRC on the outskirts of Brighton are considered to be significant and benefit the region as well as Brighton & Hove. The Sustainability Officer has assessed the detailed justification that has been submitted to support the lower BREEAM standard and in this case is satisfied that sufficient justification has been provided. It is therefore recommended that BREEAM 'very good' is acceptable for this development.

Flood risk, drainage and contamination:

- 8.48 Policies SU3, SU4, SU5 and SU11 seek to ensure development does not increase flood risk, does not cause pollution and provides adequate drainage.
- 8.49 A Flood Risk Assessment and Land Contamination Risk Assessment Report have been submitted with the application. These were considered necessary in particular as the site is sensitively located, being within a Source Protection Zone 1 where there is strict control over discharge of water.
- 8.50 The EA and SW consider the submitted reports to be sound and raise no objection to the development provided appropriate conditions are imposed to ensure control over details of drainage etc.
- 8.51 The site is located in Flood Zone 1, which is defined as having little or no risk of flooding

Land contamination

- 8.52 Environmental Health has stated that a history check of the site has shown that the site was once a nursery (without green houses) and then a playing field. Otherwise, it has simply been a field. Therefore the site would not be classified as potentially contaminated land. However, there is a concern that as a railway line runs along the south-eastern edge of the site, there is always the potential that localised contamination may have occurred due to unknown uses or actions such

as fly-tipping and therefore a contaminated land discovery condition is recommended.

Archaeology:

- 8.53 Policy HE12 seeks to ensure assets of archaeological importance are satisfactorily protected.
- 8.54 While the site is not identified in the Local Plan as an Archaeological Site, there are several areas surrounding the proposed development site which have been designated in the Brighton & Hove Local Plan as Scheduled Ancient Monuments and other Important Archaeological Sites. The nearest Scheduled Ancient Monument / Important Archaeological Site to the proposed development site is approximately 250.0m to the south east; south of *'The Westlain Belt'* at Falmer Hill. Hollingbury Hillfort, is approximately 2.0 kilometres and to the west of the development area is a Scheduled Ancient Monument; designated for the remains of a Romano-Celtic Temple. There are other Sites of Archaeological Importance within the vicinity of Falmer and Stanmer.
- 8.55 An archaeological assessment was submitted with the application and the site has been subject both to desk based assessment and evaluation excavation. No archaeological features were found and the report concludes it is unlikely that archaeological remains would be discovered during construction. While the report is considered to be sound it is considered precautionary to include a condition to secure a programme of archaeological works, so that if any features are found they can be adequately recorded. On this basis it is considered that policy HE12 would be met.

9 CONCLUSION

- 9.1 The proposed development would replace existing inadequate ambulance depot facilities and reduce response times which would have considerable public health benefits for Brighton & Hove and the wider region. The wider public benefits and lack of alternative sites in the City are considered reasons to justify a departure from the adopted policy EM2. The design is satisfactory and would have an acceptable landscape impact including upon designated heritage and landscape assets. The scheme would be sustainable and would meet BREEAM 'Very Good'. The demand for travel would be satisfactorily met. The proposal would conserve and enhance biodiversity. Flood risk would not be increased and adequate drainage would be provided. Archaeology assets would not be compromised by the proposal. The proposal would not cause light or noise pollution. The development is subject to conditions and Section 106 obligations that would ensure the proposal meets Local Plan policy and ensure any potential adverse effects are satisfactorily mitigated against.

10 EQUALITIES

- 10.1 The building would be fully accessible for those with disabilities. Disabled persons toilets are provided at ground and first floor with lift access between the two floors. The Design and Access Statement confirms that circulation routes,

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WC.s and showers have been designed in accordance with the accessible guidance standards.

11 PLANNING OBLIGATION / CONDITIONS / INFORMATIVES

11.1 S106 Heads of Terms

- **Sustainable transport enhancements** £39,816 for sustainable transport transport improvements in the vicinity of the site in particular footway improvements.
- **Construction environmental management plan (CEMP).**
- **Local training and employment strategy** to include a commitment to employing 20% of construction workforce from the local area.
- **Public art** provision to an equivalent cost of £4.500.

11.2 Regulatory 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
Site plan	1009- _101/P3		31/01/2014
Context sections	1009- _124/P4		31/01/2014
Proposed sections	1009_130/P 9		10/02/2014
Proposed roof plan	1009_112/P 10		10/02/2014
Proposed first floor plan	1009_111P 11		31/01/2014
Proposed elevations	1009_120/P 14		31/01/2014
Proposed ground floor plan	1009_110/P 15		31/01/2014
Proposed site plan	1009_108/P 16		10/02/2014
Proposed overground fuel tank location and details	SK102	PL1	20/11/2014

- 3) The section of the south facing slope along the northern boundary of the site used as a reptile receptor site for The Keep development and referenced in Lizard Landscape Ecological Appraisal Report dated 28/01/2014 Section 4 must be retained and protected as such. **Reason:** To ensure reptiles are adequately protected in the interests of biodiversity and to comply with policies QD17 and QD18 of the Brighton & Hove Local Plan.

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- 4) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted to and obtained written approval from the Local Planning Authority for a method statement to identify risk, assess and address the unidentified contaminants.
Reason: To safeguard the health of future residents or occupiers of the site and to comply with policy SU11 of the Brighton & Hove Local Plan.
- 5) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details. **Reason:** To prevent pollution of the water environment and to comply with policy SU3 of the Brighton & Hove Local Plan.

11.3 Pre-Commencement Conditions:

- 6) No development shall take place until samples of the materials (including colour of render, paintwork and colourwash) to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
Reason: To ensure a satisfactory appearance to the development and to comply with policy QD1 of the Brighton & Hove Local Plan.
- 7) No development shall take place until full details of the proposed 1.8m high fencing to be constructed around the site boundary have been submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in strict accordance with the agreed details and maintained as such thereafter. **Reason:** To ensure a satisfactory appearance to the development and to comply with policy QD1 of the Brighton & Hove Local Plan.
- 8) Prior to the commencement of the development approved by this planning permission the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:
 - i). A preliminary risk assessment which has identified all previous uses, potential contaminants associated with those uses, a conceptual model of the site indicating sources, pathways and receptors, and potentially unacceptable risks arising from contamination at the site.
 - ii). A site investigation scheme, based on i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - iii). The results of the site investigation and detailed risk assessment referred to in ii) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - iv). A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

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Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To prevent pollution of the water environment and to comply with policy SU3 of the Brighton & Hove Local Plan.

9) Prior to the commencement of development, a scheme shall be submitted to and approved by the Local Planning Authority for the sound attenuation of the emergency generator. Noise associated with the generator 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 a level 5dB below the existing L_{A90} background noise level. Rating Level and existing background noise levels to be determined as per the guidance provided in BS 4142:1997. In addition, there should be no significant low frequency tones present. Any testing undertaken on the generator shall only occur between the hours of 9am to 5pm, Monday to Friday. **Reason:** To safeguard the amenities of the occupiers of adjoining properties and to comply with policies SU10 and QD27 of the Brighton & Hove Local Plan.

10) Prior to the commencement of the development:

a) details of the external lighting of the site shall be submitted to and approved in writing by the Local Planning Authority. These details shall include:

The predictions of both horizontal illuminance across the site and vertical illuminance affecting immediately adjacent receptors. The lighting installation shall comply with the recommendations of the Institution of Lighting Professionals (ILP) "Guidance Notes for the Reduction of Obtrusive Light" (2011,) for zone E, or similar guidance recognised by the council.

b) Prior to occupation, tests by a competent person shall be undertaken to ensure that the illuminance levels agreed in part a) have been achieved. Written confirmation that such levels have been met shall be submitted to and approved by the Local Planning Authority. Where the levels have not been met, a report shall be submitted, demonstrating the measures that have been taken to reduce the levels to those agreed in Part a).

The approved installation shall be maintained and operated in accordance with the approved details unless the Local Planning Authority gives its written consent to a variation

Reason: To safeguard the amenities of the occupiers of adjoining properties and in the interests of biodiversity and to comply with policies SU10, QD27, QD17 and QD18 of the Brighton & Hove Local Plan.

11) No development or other operations shall commence on site until a scheme (hereinafter called the approved protection scheme) which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site, including trees which are the subject of a Tree Preservation Order currently in force, has been submitted to and approved in writing by the Local Planning Authority. No development or other operations shall take place except in complete accordance with the approved protection scheme.

- No operations shall commence on site in connection with the development hereby approved (including any tree felling, tree pruning,

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demolition work, soil moving, temporary access construction and/or widening or any operations involving the use of motorised vehicles or construction machinery) until the protection works required by the approved protection scheme are in place.

- No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within any area designated as being fenced off or otherwise protected in the approved protection scheme.

Protective fencing shall be retained intact for the full duration of the development hereby approved. **Reason:** To protect the trees which are to be retained on the site in the interest of the visual amenities of the area and to comply with policies QD1 and QD16 of the Brighton & Hove Local Plan.

12) No development shall take place (including any demolition, ground works, site clearance) until a method statement for the rescue and translocation of reptiles has been submitted to and approved in writing by the local planning authority. The content of the method statement shall include the:

i. purpose and objectives for the proposed works;

ii. detailed design(s) and/or working method(s) necessary to achieve stated objectives (including, where relevant, type and source of materials to be used);

iii. extent and location of proposed works shown on appropriate scale maps and plans;

iv. timetable to implementation, demonstrating that works are aligned with the proposed phasing of construction;

v. persons responsible for implementing the works;

vi. initial aftercare and long-term maintenance (where relevant);

vii. disposal of any waste arising from the works.

The works shall be carried out in accordance with the approved details and shall be retained in that manner thereafter. **Reason:** To ensure reptiles are adequately protected in the interests of biodiversity and to comply with policies QD17 and QD18 of the Brighton & Hove Local Plan.

13) No development shall commence until a scheme to enhance the nature conservation interest of the site has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall accord with the standards described in Annex 6 of SPD 11 and shall be implemented in full prior to the occupation of the development hereby approved. **Reason:** To increase the biodiversity of the site, to mitigate any impact from the development hereby approved and to comply with Policy QD17 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD11 Nature Conservation and Development.

14). The development hereby permitted shall not be commenced until details of secure cycle parking facilities for the occupants of, and visitors to, the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be fully implemented and made available for use prior to the occupation of the development hereby permitted and shall thereafter be retained for use at all times. **Reason:** To ensure that satisfactory facilities for the parking of

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cycles are provided and to encourage travel by means other than private motor vehicles and to comply with policy TR14 of the Brighton & Hove Local Plan.

- 15) Unless otherwise agreed in writing by the Local Planning Authority, no development shall commence until a BRE issued Interim/Design Stage Certificate demonstrating that the development has achieved a minimum BREEAM rating of 50% in energy and water sections of relevant BREEAM assessment within overall 'Very Good' for the development has been submitted to, and approved in writing by, the Local Planning Authority. A completed pre-assessment estimator will not be acceptable. **Reason:** To ensure that the development is sustainable and makes efficient use of energy, water and materials and to comply with policy SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.
- 16) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme for landscaping, which shall include hard surfacing, boundary treatments, planting of the development, indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development. **Reason:** To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD1 and QD15 of the Brighton & Hove Local Plan.
- 17) All planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. All hard landscaping and means of enclosure shall be completed before the development is occupied. **Reason:** To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD1 and QD15 of the Brighton & Hove Local Plan
- 18) No development shall commence until full details of the retaining boundary wall structure, including cross section, depth of footings, retained height, thickness of wall and construction materials, have been submitted to and agreed in writing by the Local Planning Authority. **Reason:** To ensure the stability of the adjacent Public Highway and to comply with Policy TR7 of the Brighton & Hove Local Plan.
- 19) No development shall take place until the developer has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Archaeological Investigation which has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall not be brought into use until the programme of archaeological work has been completed in accordance with the approved Written Scheme of Archaeological Investigation

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Reason: To ensure that the archaeological and historical interest of the site is safeguarded and recorded to comply with policy HE12 of the Brighton & Hove Local Plan

11.4 Pre-Occupation Conditions:

20) Unless otherwise agreed in writing by the Local Planning Authority, the development hereby approved shall not be occupied until a BREEAM Building Research Establishment issued Post Construction Review Certificate confirming that the development built has achieved a minimum BREEAM rating of 50% in energy and water sections of relevant BREEAM assessment within overall 'Very Good' has been 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 SU2 of the Brighton & Hove Local Plan and Supplementary Planning Document SPD08 Sustainable Building Design.

21) Within 3 months of occupation of the development hereby approved, the Developer or owner shall submit to the Local Planning Authority for approval in writing a detailed Travel Plan (a document that sets out a package of measures tailored to the needs of the site, which is aimed at promoting sustainable travel choices by residents, visitors, staff, deliveries and parking management) for the development. The Travel Plan shall include such commitments as are considered appropriate, and should include as a minimum the following initiatives and commitments:

- (i) Promote and enable increased use of walking, cycling, public transport use, car sharing, and car clubs as alternatives to sole car use:
- (ii) A commitment to reduce carbon emissions associated with business and commuter travel:
- (iii) Increase awareness of and improve road safety and personal security:
- (iv) Undertake dialogue and consultation with adjacent/neighbouring tenants/businesses:
- (v) Identify targets focussed on reductions in the level of business and commuter car use:
- (vi) Identify a monitoring framework, which shall include a commitment to undertake an annual staff travel survey utilising iTrace Travel Plan monitoring software, for at least five years, or until such time as the targets identified in section (v) above are met, to enable the Travel Plan to be reviewed and updated as appropriate:
- (vii) Following the annual staff survey, an annual review will be submitted to the Local Planning Authority to update on progress towards meeting targets:
- (viii) Identify a nominated member of staff or post to act as Travel Plan Co-ordinator, and to become the individual contact for the Local Planning Authority relating to the Travel Plan. **Reason:** To ensure the promotion of sustainable forms of travel and comply with policies TR1 and TR4 of the Brighton & Hove Local Plan.

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11.5 Informatives:

1. In accordance with the National Planning Policy Framework and Policy SS1 of the Brighton & Hove City Plan Part One (submission document) 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. This decision to grant Planning Permission has been taken:
 - (i) having regard to the policies and proposals in the National Planning Policy Framework and the Development Plan, including Supplementary Planning Guidance and Supplementary Planning Documents:
(Please see section 7 of the report for the full list); and
 - (ii) for the following reasons:-

The proposed development would replace existing inadequate ambulance depot facilities and reduce response times which would have considerable public health benefits for Brighton & Hove and the wider region. The wider public benefits and lack of alternative sites in the City are considered reasons to justify a departure from the adopted policy EM2. The design is satisfactory and would have an acceptable landscape impact including upon designated heritage and landscape assets. The scheme would be sustainable and would meet BREEAM 'Very Good'. The demand for travel would be satisfactorily met. The proposal would conserve and enhance biodiversity. Flood risk would not be increased and adequate drainage would be provided. Archaeology assets would not be compromised by the proposal. The proposal would not cause light or noise pollution. The development is subject to conditions and Section 106 obligations that would ensure the proposal meets Local Plan policy and ensure any potential adverse effects are satisfactorily mitigated against.
3. The applicant/developer is advised to have due regard to the Network Rail's list of permitted and not permitted trees and shrubs close to the railway line.

Permitted:
Birch (*Betula*), Crab Apple (*Malus Sylvestris*), Field Maple (*Acer Campestre*), Bird Cherry (*Prunus Padus*), Wild Pear (*Pyrus Communis*), Fir Trees – Pines (*Pinus*), Hawthorne (*Cretaegus*), Mountain Ash – Whitebeams (*Sorbus*), False Acacia (*Robinia*), Willow Shrubs (Shrubby *Salix*), Thuja Plicatata "Zebrina"

Not Permitted:
Alder (*Alnus Glutinosa*), Aspen – Poplar (*Populus*), Beech (*Fagus Sylvatica*), Wild Cherry (*Prunus Avium*), Hornbeam (*Carpinus Betulus*), Small-leaved Lime (*Tilia Cordata*), Oak (*Quercus*), Willows (*Salix Willow*), Sycamore – Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), London Plane (*Platanus Hispanica*). A comprehensive list of permitted tree species is available upon request.
4. The applicant/developer is advised to have due regard to the advice contained within the enclosed letter and plan from Southern Gas Networks

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dated 24 February 2014 to ensure the development does not cause undue damage to gas plant.

5. The applicant/developer is required to enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service the development.
6. The applicant is advised that this planning permission does not override the need to go through the Approval in Principle (AIP) process for the necessary works adjacent to the highway, prior to the commencement of any construction works. The applicant must contact the Council's Highway Engineering & Projects Team for further information, email: highwayprojects@brighton-hove.gov.uk.