

## **Strategic Site Allocations**

### **SSA1 Brighton General Hospital Site, Elm Grove, Freshfield Road**

The Brighton General Hospital site as shown on the Policies Map is allocated for comprehensive mixed use development to include:

- 10,000 – 12,000 sq m health and care facility (D1);
- a minimum of 200 residential units (Use class C3); and
- community facilities.

Planning permission will be granted for proposals that accord with the Development Plan and meet the following site specific requirements:

- a) Achieve a high quality of design which preserves and where possible enhances the setting of the Grade II Listed Building and most significant non-designated heritage assets. A comprehensive Heritage Impact Assessment will be required;
- b) Create active frontages along Freshfield Road and Pankhurst Road through selective openings on the flint wall that do not undermine the heritage character;
- c) Maintain and improve upon publicly accessible amenity greenspace through an integrated landscape, open space and public realm network to include the provision of children's playspace and/or a multiuse sports facility;
- d) Deliver sustainable transport infrastructure improvements that provide and promote public and sustainable transport and improved safe pedestrian and cyclist access to and through the site to support the mixed use development;
- e) The developer will enter into a training place agreement to secure training for local people;
- f) Occupation of development should be phased to align with the delivery of sewerage network reinforcement, in consultation with the service provider;
- g) The layout of new development should be planned to ensure future access to existing sewerage network infrastructure for maintenance and upsizing purposes is maintained; and
- h) The development should contribute towards Biodiversity Action Plan objectives and provide biodiversity net gains, green infrastructure and wider landscaping enhancements through creative landscaping solutions and make provision on-site to safeguard the swift colony.

## Supporting Text

3.11 Brighton General Hospital is a prominent and important brownfield site within the city and can meet citywide priorities through the re-provision of new purpose built health and care facilities alongside new housing to help meet citywide needs and community facilities.

3.12 The main Brighton General Hospital Arundel Building and the later built infirmary blocks form a prominent group of landmark buildings on the high ridge on the east side of Brighton. The site occupies an elevated position with extensive viewpoints across the city and requires a high quality architectural response. The Arundel Building is a Grade II listed building and was formerly used as the city's workhouse. There are a number of 19<sup>th</sup> Century Infirmary and Workhouse Blocks located within the curtilage of the principal listed building and are therefore also listed. Development proposals with the potential to affect the listed building or its settings should be supported by appropriately scaled Heritage Impact Assessments.

3.13 As part of the Greater Brighton One Public Estate Work Programme the council has been working with Sussex Community NHS Foundation Trust to unlock the potential of surplus public land. Following high level assessment and masterplanning, the Sussex Community NHS Trust have indicated that they have a continuing requirement for health and social care facilities and administrative offices on the site with a desire to create a modern purpose built health and care campus.

3.14 New residential development will be expected to meet the requirements for new housing as set out in City Plan Part One policies e.g. CP14 Housing Density, CP19 Housing Mix and CP20 Affordable Housing together with those set out in DM1 Housing Quality, Choice and Mix. Community facilities will be sought as part of the residential development to serve the wider residential area where limited facilities exist at present.

3.15 Opportunities to promote public and sustainable transport will be sought in particular safe pedestrian and cyclist access to and through the site to support the mixed use development.

3.16 The site contains open space (classified as amenity greenspace) and the sub area will have an open space deficit by 2030<sup>131</sup>. The existing open space should be maintained and improved through an integrated landscape, open space and public realm network to include the provision of children's playspace and or an informal multi use sports area (see City Plan Part One policies CP16 Open Space and CP17 Sports Provision). Opportunities also exist to incorporate sustainable drainage within the open space and landscaping improvements (DM43 Sustainable Drainage and DM22 Landscape Design and Trees).

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<sup>131</sup> Open Space Study Update 2011

3.17 The site has been identified as requiring reinforcement of the water and waste water networks in order to provide additional capacity to serve the development. Occupation of development will need to be phased, and layout planned to align with the delivery of sewerage network reinforcement, in consultation with the service provider.

3.18 Opportunities to incorporate green infrastructure principles and enhance the biodiversity value of the new development and provide biodiversity net gains will be sought (DM37 Green Infrastructure and Nature conservation). Green infrastructure measures such as roof gardens, green walls and green roofs could be designed into the development to enhance the otherwise, very urban environment. The site holds around 15 swift nests considered to be the oldest swift breeding colony in Brighton and Hove and thus offers a unique opportunity to safeguard and enhance biodiversity. Any new scheme will be required to make provision for installing and maintaining swift boxes in appropriate locations.

3.19 The site has potential for contamination due to its previous use. Development proposals should undertake and submit to the Local Planning Authority supporting evidence where possible land contamination and remediation may prohibit the delivery of the specified uses and amounts, in line with the requirements of Policies DM40 and DM41.

## **SSA2 Combined Engineering Depot, New England Road**

**The Combined Engineering Depot, New England Road as shown on the Policies Map is allocated for comprehensive mixed use development to include:**

- **a minimum of 100 residential units (Use class C3); and**
- **the provision/replacement of a minimum of 1,000 sq m B1 workspace and managed starter office units.**

**Planning permission will be granted for proposals that accord with the Development Plan and meet the following site specific requirements:**

- a) Contribute towards the local priorities for the wider Development Area as set out in City Plan Part One Policy DA4;**
- b) Achieve a high quality of design and amenity which responds to the close proximity of the railway lines;**
- c) Sustainable transport infrastructure improvements that provide and promote public and sustainable transport and improved safe pedestrian and cyclist access to the site to support the mixed use development;**
- d) Improvements to the pedestrian environment along New England Road including the introduction of an active and engaging streetscape and improved lighting;**
- e) Take into account impact on local air quality and seek improvements and/ or mitigation wherever possible;**
- f) Enhance and strengthen green infrastructure and secure enhancements to biodiversity to provide biodiversity net gains in the area;**
- g) Building heights and massing should respect strategic city wide views and enhance the setting of nearby heritage assets;**
- h) The developer will enter into a training place agreement to secure training for local people; and**
- i) Occupation of development will be phased to align with the delivery of sewerage network reinforcement, in consultation with the service provider.**

### **Supporting Text**

3.20 The Combined Engineering Depot, New England Road is located to the north of the Brighton mainline station site. Currently in operational use, owners Network Rail have indicated the potential for the majority of the site to come forward for redevelopment during the plan period following relocation of some of the current operations elsewhere in the rail estate. For Network Rail the priorities are to unlock surplus land for homes, drive economic growth in towns and cities and reinvest money into the rail network to help fund the Railway Upgrade Plan. The

redevelopment of this site offers the opportunity to deliver new housing whilst providing employment space for local jobs.

3.21 The redevelopment of the site needs to reflect the identified local priorities set out in City Plan Part One Policy DA4 New England Quarter and London Road area.

3.22 Careful consideration will need to be given on the siting of the residential element given the 'island' nature of the site which is bordered by the existing open railway lines and New England Road (B2122). Proposals will be required to address air quality, noise and vibration issues and create an attractive residential environment. Opportunities to improve links to the wider Brighton Station site should also be explored.

3.23 Brighton mainline station is a Grade II\* listed building, the Railway Bridge is Grade II listed and the site is situated adjacent to West Hill Conservation Area. Building heights and massing should respect strategic city wide views and enhance the setting of nearby heritage assets (see DM29 'The Setting of Heritage Assets')

3.24 The future redevelopment of the site provides an opportunity to improve the frontage of the site onto New England Road and create an attractive and active streetscape. Redevelopment proposals should enhance and strengthen green infrastructure (the Brighton Station Greenway is in close proximity) and secure enhancements and net gains to biodiversity in the area. Opportunities also exist to incorporate Sustainable Drainage<sup>132</sup> within the open space and landscaping improvements (in line with requirements of Policies DM43 Sustainable Drainage and DM22 Landscape Design and Trees). Environmental improvements should address air quality issues and include a better pedestrian environment in front of the site including the under the railway viaduct.

3.25 The industrial history of the site means there is the potential for land contamination. Development proposals should undertake and submit to the Local Planning Authority supporting evidence where possible land contamination and remediation may prohibit the delivery of the above uses and amounts, in line with the requirements of Policies DM40 and DM41.

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<sup>132</sup> The site is located downstream of an adopted City Plan Part 1 strategic site allocation in the same watershed (Telecom House 123-135 Preston Road). The SFRA 2018 Update recommends that, the cumulative impact of these developments on flood risk should be considered through site specific Flood Risk Assessment.

## **SSA3 Land at Lyon Close, Hove**

Land at Lyon Close, Hove as shown on the Policies Map is allocated for comprehensive mixed use redevelopment to deliver more effective and coordinated use of the whole site.

Development/ redevelopment across the allocated site will deliver the following:

- the retention/ replacement of a minimum of 5,700 sq m net B1a office floorspace through the mixed use development of the following sites:
  - i) Spitfire House, 141 Davigdor Road - 1,000 sq m (retention)
  - ii) 113-119 Davigdor Road - 700 sq m
  - iii) P&H House 106 - 112 Davigdor Road - 1,000 sq m
  - iv) Preece House 91-103 Davigdor Road – 2,000 sq m
  - v) Peacock Industrial Estate<sup>133</sup> – 1,000 sq m
- a minimum of 300 residential units (Use class C3);
- expanded D1 health facilities (GP surgery) and/or community uses subject to demonstration of need and deliverability; and
- ancillary small scale retail uses.

Should the retail warehouse units<sup>134</sup> come forward for redevelopment during the Plan period then the council will seek a mix of B1 business and residential uses.

Planning permission will be granted for proposals that accord with the Development Plan and meet the following site specific requirements:

- a. Proposals relating to individual buildings and/or sites forming part of the allocation will be required to demonstrate they will not prejudice delivery of the quantum of development and uses identified in this policy.
- b. All proposals, including changes in existing business uses (Use Class B1-B8), will be expected to contribute to the provision of a range of office and flexible workspaces including medium floor plate offices and start up business floorspace suitable for small business;
- c. Development should be of a high quality of design and amenity which responds to the close proximity of the railway lines; incorporate active uses at lower floor levels providing an active and engaging streetscape to Davigdor Road, Lyon Close and the upper part of Holland Road;

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<sup>133</sup> Units A, B and C east of Lyon Close access road

<sup>134</sup> Retail Units 1 and 2 Peacock Industrial Estate

- d. Development should contribute to a coherent townscape; improved public realm and provide shared amenity space; biodiversity net gains, green infrastructure and wider landscaping enhancements through creative landscaping solutions;**
- e. Provision should be made for sustainable transport infrastructure improvements that provide and promote public transport and improved pedestrian and cyclist access to and through the site to support the mixed use development;**
- f. 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 (see Policy CP19);**
- g. The developer will enter into a training place agreement to secure training for local people;**
- h. Occupation of development will be phased to align with the delivery of sewerage network reinforcement, in consultation with the service provider; and**
- i. Layout is planned to ensure future access to existing infrastructure for maintenance and upsizing purposes.**

### **Supporting Text**

3.26 Land at Lyon Close includes a number of offices, retail and industrial units. There are adjacent healthcare uses and the site is close to two schools, a local retail parade, church and the well-used St Anne's Well Gardens. The site is identified as a strategic allocation reflecting the locality's diverse mix of uses and recognising that change is happening with a number of residential buildings under construction or approved within the allocated area. The allocation is intended to ensure a coordinated and comprehensive mixed use redevelopment of the wider site which will contribute to the housing supply in Brighton & Hove whilst maintaining an important employment role and ensure more efficient use of the land.

3.27 A coordinated masterplan approach to redevelopment will enable improvements to the permeability of the wider site; and to create active spaces and uses at lower floor levels whilst providing more vibrant and engaging streetscapes to Davigdor Road, Lyon Close and the upper part of Holland Road. There is also an opportunity to ensure shared/ private amenity space is provided for new residents and workers. There are opportunities to improve the image of the whole area with additional street trees on Davigdor Road, improvements in the public realm and improving pedestrian connectivity within the site and to the wider area in particular Somerhill Road. A coordinated approach will ensure improved vehicle access and connections into and

through the site. A set of Design Principles (created with the support of Design South East) has informed the strategic allocation and will be expected to be taken into consideration in design proposals<sup>135</sup>. The Design Principles identify the site allocation as being potentially suitable for taller buildings (defined as 18 metres or more in height/approximately 6 storeys) with the taller elements towards the north of the site. However, proposals for tall buildings will need to be tested for visual impact from key viewpoints as well as taking into account City Plan Part One policies and supplementary guidance on tall buildings (to be reviewed in the forthcoming Urban Design Framework).

3.28 The site at its western end is in close proximity to the boundary of the Willett Estate conservation area and any development on this site must give careful consideration, in terms of scale, massing and layout, to its impact on the setting of the conservation area. Consideration will also need to be given to the locally listed Montefiore Hospital. Any application will be expected to demonstrate that these considerations have informed the proposed development.

3.29 The Strategic Flood Risk Assessment Update 2018<sup>136</sup> indicates the occurrence of surface water flooding at this site. In accordance with DM43 Sustainable Drainage, opportunities should be sought to incorporate appropriate sustainable drainage (SuDs) as part of development proposals and landscaping improvements to help reduce the risk of surface water flooding on site and support climate change adaptation. The Sustainable Drainage SPD provides further guidance.<sup>137</sup>

3.30 Opportunities to incorporate green infrastructure principles and enhance the biodiversity value of the new development through biodiversity net gains will be sought (DM37 Green Infrastructure and Nature Conservation). Green infrastructure measures such as roof gardens, green walls and green roofs could be designed into the development.

3.31 The industrial history of the site means there is the potential for 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, in line with the requirements of Policies DM40 and DM41.

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<sup>135</sup> Lyon Close, Hove Design Workshop Report January 2018

<sup>136</sup> SFRA Update 2018, JBA consulting – Level 2 SFRA detailed site summary tables.

<sup>137</sup> Sustainable Drainage SPD (SPD16) adopted 26 September 2019.

## **SSA4 Sackville Trading Estate and Coal Yard**

**Land at Sackville Trading Estate and Coal Yard as shown on the Policies Map is allocated for a comprehensive mixed use development to include:**

- A minimum of 500 residential units (Use Class C3);**
- A minimum of 6000m<sup>2</sup> B1 employment floorspace;**
- Ancillary retail and food and drink outlets;**
- High quality public realm including a public square;**
- Children's playspace and/or an informal multi use sports area; and**
- Community facilities based on local need.**

**Planning permission will be granted for proposals that accord with Development Plan policies and meet the following site specific requirements:**

- a) Contribute towards the local priorities for the wider Development Area as set out in City Plan Part One Policy DA6 and meet the policy requirements of a future Hove Station Neighbourhood Plan once adopted;**
- b) Achieve a high quality of design and amenity which responds to the close proximity of the railway lines;**
- c) Improve permeability into the site by providing accessible pedestrian linkages to Sackville Road, and from the eastern end of the existing Coal Yard to Hove Station or Fonthill Road or other location south of the railway line;**
- d) Be designed to facilitate the creation of additional connections to Newtown Road should future redevelopment occur on adjacent sites;**
- e) Make provision for sustainable transport infrastructure improvements that provide and promote public and sustainable transport in particular safe and improved pedestrian and cyclist access to and through the site to support the mixed use development;**
- f) Take account of impacts on local air quality and seek improvements and/or mitigation wherever possible;**
- g) The developer will enter into a training place agreement to secure training for local people;**
- h) Enhance and strengthen green infrastructure and secure enhancements to biodiversity to provide biodiversity net gains in the area;**
- i) Occupation of development will be phased to align with the delivery of sewerage network reinforcement, in consultation with the service provider; and**
- j) Layout is planned to ensure future access to existing infrastructure for maintenance and upsizing purposes.**

## Supporting Text

3.32 Sackville Trading Estate is located on the east side of Sackville Road, approximately 50 metres south of the junction with Old Shoreham Road, with the Coal Yard being a wedge shaped piece of land further to the south abutting the railway line, with Hove station situated to the east. The Trading Estate part of allocated site currently contains a number of small scale buildings, which comprise of a mix of employment, trade counter and restricted retail uses. The current floorspace on the site is understood to be 5,080sqm B uses. The Coal Yard comprises of a mix of sui generis employment generating uses, including the coal facility itself and the Council car pound.

3.33 Redevelopment of the site should be guided by local priorities for the Hove Station Development Area as set out in City Plan Part One Policy DA6, which sets a requirement for an attractive and sustainable mixed-use area focussed on employment. The additional land available through incorporation of the Coal Yard site will allow a more ambitious scheme than that previously permitted, and should enable the minimum quantum of development specified in Policy DA6 to be exceeded across the Development Area as a whole.

3.34 The site also falls within the Hove Station Neighbourhood Forum area. A draft Neighbourhood Plan has been produced and was consulted on in summer 2018.

3.35 The policy's employment floorspace requirement allows for the current level on the Trading Estate part of the site to be increased by a minimum of 20%. This is considered appropriate given the additional employment generating activities that would be lost through the redevelopment of the Coal Yard site. The local priorities include support for flexible employment space, and this should be provided as part of the redevelopment, together with move-on accommodation for growing businesses.

3.36 Ancillary retail and food and drink outlets should be small scale and intended to serve the residents and employees in the new development and local area.

3.37 The Hove Station area is identified in the Tall Buildings SPD<sup>138</sup> as having opportunities for tall building development. The inclusion of a well-designed and appropriate located tall building(s) could form part of a redevelopment scheme.

3.38 An Air Quality Management Area extends along Sackville Road to the junction with Old Shoreham Road. The effect of the new development on this AQMA will require careful consideration in order to achieve compliance with the requirements of Policies CP9 Sustainable Transport and DM40 Protection of the Environment - Pollution and Nuisance.

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<sup>138</sup> [www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/downloads/localplan2001/15\\_SPGBHTall\\_buildings.pdf](http://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/downloads/localplan2001/15_SPGBHTall_buildings.pdf)

3.39 Connectivity and pedestrian linkages from the southern part of the site are currently poor and redevelopment proposals need to ensure it becomes a successfully integrated part of the wider residential community. The site is located in close proximity to Hove Station, however there is no easy means of accessing the station by vehicle or on foot. Redevelopment proposals should robustly investigate the feasibility of providing improved access, for example through the provision of a footbridge to the existing station car park or by the creation of a new access to Fonthill Road from the east of the Coal Yard which would follow pedestrian desire lines.

3.40 Opportunities to incorporate appropriate sustainable drainage through site layout design including the public square and public realm and landscaping should be considered in order to avoid surface water flood risk and support climate change adaptation in accordance with DM43 Sustainable Drainage. Further guidance can be found in the Strategic Flood Risk Assessment Update 2018<sup>139</sup> and the Sustainable Drainage SPD<sup>140</sup>. The site is located in an area with underground chalk aquifers identified as a Groundwater Source Protection Zone (zones 1, 2 and 3). Development in this location will need to ensure that groundwater resources are protected from pollution and safeguard water supplies in accordance with local priority DA6.8. The need to integrate new green infrastructure including green space, accessible green roofs, green walls and other features which support biodiversity objectives is a local priority for the Development Area (DA6.8) and secure net gains in biodiversity in accordance with CP10 and DM38.

3.41 The industrial history of the site means there is the potential for land contamination. Development proposals should undertake and submit to the Local Planning Authority supporting evidence where possible land contamination and remediation may prohibit the delivery of the above uses and amounts, in line with the requirements of Policies DM40 and DM41.

3.42 There is existing Southern Water infrastructure under the site which needs to be taken into account when designing the proposed development. An easement would be required, which may affect the site layout. This easement should be clear of all proposed buildings and substantial tree planting.

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<sup>139</sup> SFRA Update October 2018, JBA consulting – Level 2 SFRA detailed site summary tables

<sup>140</sup> Sustainable Drainage SPD (SPD16) adopted 26 September 2019.

## **SSA5 Madeira Terrace and Madeira Drive**

The refurbishment, restoration and revitalisation of Madeira Terrace is a key priority for the council. Madeira Terrace, as shown on the Policies Map is allocated for a vibrant and balanced mix of uses potentially including:

- Retail uses (Use Classes A1, A3, A4, A5);
- Commercial space (Use Class B1);
- Small/ boutique hotel (Use Class C1);
- Galleries/museum(s) (Use Class D1); and/or
- Leisure uses (Use Class D2) appropriate to the character of the seafront.

Planning permission will be granted for proposals that accord with the Development Plan and meet the following site specific requirements:

- a) Seek the wider restoration and repair of the remainder of the Terraces and access points;
- b) Seek infrastructure improvements (including internet) along Madeira Drive.
- c) Provide improved sustainable transport, cycling infrastructure and pedestrian facilities to address severance along the seafront and to improve access to and along Madeira Drive for visitors and residents linking access improvements to the Black Rock site and the Marina;
- d) Provide improved access to and along the beach for visitors of limited mobility;
- e) Support and contribute towards a coordinated approach to public realm and event space improvements including the potential for shared spaces; improved lighting, signage and wayfinding;
- f) Allow small scale hardstanding areas on the 'back of the' beach parallel to Madeira Drive to provide basic visitor amenities such as toilets, shelter, kiosks and lifeguard facilities (see Policy DM39 Development on the Seafront policy);
- g) Conserve and enhance biodiversity in the area, in particular the vegetated seafront wall (Madeira Drive Green Wall Local Wildlife Site), and through landscaping provide opportunities for biodiversity net gains, shelter and shade;
- h) Encourage a variety of temporary/ pop up uses consistent with the area's role as a centre for cultural, sports and family based activities.

### **Supporting Text**

3.43 A council priority is the successful regeneration of Madeira Drive to create a 'seafront for all' that features diverse and engaging attractions for residents and visitors. The approach will be based around introducing 'activity clusters' at key

points along the seafront, themed around different types of daytime and night time uses. These clusters will build upon areas along Madeira Drive that are already activated such as the 'Leisure Beach' cluster around the Yellowwave Beach Sports and the Former Peter Pan Leisure site (Policy SSA6). This will ensure that the seafront continues to be a year-round destination for sustainable tourism, leisure, recreation and culture, which in turn will support the city's economy and unlock future investment (see also Policy SA1 The Seafront).

3.44 Madeira Terrace is a Grade II listed structure running half a mile along the seafront and includes 151 separate arches, a Victorian promenade with raised walkway, access stairs, associated buildings and lift towers. It is considered to be the longest cast iron structure in Britain, running from the Aquarium Colonnade to the Volk's Railway maintenance building. Since 2012 Madeira Terrace has been closed to the public as the structure has degraded and become unsafe.

3.45 The council is committed to the retaining, restoring and reactivating the Grade II listed structure. The council has allocated £13.4million funding for Madeira Terraces restoration. The renovation of Madeira Terrace will need to be sensitive to the structure's unique heritage and will need to be commercially viable in order to pay for its long term maintenance. It is likely that a variety of commercial uses will be placed in the arches of Madeira Terrace. This might take the form of single units, or a combination of units with an emphasis on creating a vibrant mix and balance of uses, with active and attractive frontages suitable for independent/ local businesses that do not duplicate activities offered elsewhere along the Seafront (see also Policy DM15 Special Retail Areas - The Seafront).

3.46 Uses should be complementary to the area and the vision for this part of the seafront and could include a wide variety of uses such as cafes, bars, restaurants, boutique retail, an arts centre/ Heritage Interpretation and Learning centre, an outdoor sports activity centre, museum space, a hub for creative industries with incubator/ workspace and small scale boutique hotel. However, residential use will not be permitted. Careful consideration needs to be given to the relationship and connection between the businesses within the arches and the area's ongoing role as Brighton and Hove's premier events space and the beach.

3.47 There is a need to improve connections between Marine Parade and Madeira Drive. This is important as it will help both to tackle severance and also to improve accessibility to Madeira Drive, the seafront and its attractions. A number of options will need to be considered such as the feasibility of reopening the closed staircases between Marine Parade and Madeira Drive; whether Madeira Lift could be opened all year round, improved wayfinding and reducing the severance cause by the Volks railway. Options to improve public transport along Madeira Drive will also need to be developed in the context of the Coastal Transport System (CTS) proposal, as well as the transport /access strategy for the proposed Waterfront East development at Black Rock (see Policy DA1 in the City Plan Part One) to improve access from

Madeira Drive to Black Rock and Brighton Marina. Improvements to seafront accessibility will require a comprehensive approach which considers all transport modes, as well as the various demands from different users of the space and beach including the elderly and disabled along the seafront. Improvements to seafront accessibility should support the implementation of the England Coast Path<sup>141</sup> and improve the cycling infrastructure (the South Coast Cycle Route - National Cycle Route 2).

3.48 The public realm along Madeira Drive needs improvement and a multifunctional / shared space approach will be promoted to address access and parking requirements, allowing for the use of the space for events as well as for pedestrians. A masterplan including public realm strategy will be developed to support the implementation of this policy.

3.49 Opportunities to improve and enhance the biodiversity of the area and access to areas of ecological importance (the Madeira Drive Green Wall Local Wildlife Site and the beach, including rare vegetated shingle habitats) will be required. Appropriate landscaping also offers the opportunity to provide biodiversity net gains, shelter and shade as well as incorporate sustainable drainage solutions to help reduce surface water flooding and support climate change adaptation, in accordance with Policy DM43 Sustainable Drainage and the Sustainable Drainage SPD.<sup>142</sup> High quality and sustainable development will be expected in accordance with the priorities set out in policies SA1 The Seafront in the City Plan Part One; Policy CP5 Culture and Tourism, DM39 Development on the Seafront and other city wide policies.

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<sup>141</sup> Natural England has begun to investigate how to improve coastal access along a 50 km stretch of the Sussex coast between Shoreham-by-Sea and Eastbourne. This new access is expected to be ready in 2019.

<sup>142</sup> Sustainable Drainage SPD (SPD16) adopted September 2019.

## **SSA6 Former Peter Pan leisure site (adjacent Yellow Wave), Madeira Drive**

**The Former Peter Pan Leisure site, Madeira Drive as shown on the Policies Map is allocated for the following uses:**

- **leisure uses (Use Class D2) or art and heritage uses (Use Class D1) appropriate to the character of the seafront providing the main use of the site; and**
- **ancillary supporting retail uses (Use Classes A1, A3, A4 and A5).**

**Planning permission will be granted for proposals that accord with the Development Plan and meet the following site specific requirements:**

- a. Contribute towards the priorities for the Seafront as set out in City Plan Part One Policy SA1, including supporting the role of the seafront as an all year recreation attraction for residents and tourists;**
- b. Achieve a high quality of design and sustainability which preserves and where possible enhances the setting of the East Cliff Conservation Area, adjacent Listed Buildings/ structures, the character of the seafront and strategic views;**
- c. Development will need to be of an appropriate density to respect the open character of this area of the seafront and allow for sea views to be maintained through the development;**
- d. Provide for sustainable means of transport to and from the site and demonstrate good linkages for pedestrians and cyclists;**
- e. Complement the regeneration of Madeira Terraces and Drive (SSA5) and contribute to a coordinated approach to enhance the public realm;**
- f. Improve accessibility and connectivity between the site and the beach and sea; and**
- g. Conserve and enhance biodiversity in the area in particular the coastal vegetated shingle habitat at the adjacent Volks Railway LWS which is a rare and important habitat for local and migrating species and to provide biodiversity net gains;**

### **Supporting Text**

3.50 Building on the success of the Seafront Development Initiative between the two piers the council wishes to establish the southern side of Madeira Drive as an all year round leisure destination for residents and visitors alike. Existing businesses on the southern side of Madeira Drive currently provide opportunities for a range of leisure opportunities for a variety of different user groups. Examples include Yellowwave and Peter Pan's playground. This last remaining site provides an opportunity for children and family themed leisure attractions; wet and dry sports

attractions or art and heritage related attractions to complement the existing uses, adding to the overall offer on Madeira Drive.

3.51 The allocation comprises a significant part of the Peter Plan Leisure Park area which has significant local heritage having been reclaimed from the sea in 1877. The site has remained vacant for many years. It has potential for a variety of uses and could be operated/ occupied with a mix of open air and indoor facilities. The use should ideally provide an all year round leisure destination for both residents and tourists and provide a different offer to the uses found elsewhere on the Seafront. Temporary planning permission has been granted for an outdoor swimming pool on the site.

3.52 Ancillary retail uses will be permitted that support the new attraction and create footfall to the site. Due to the heritage assets (East Cliff Conservation Area and Grade II listed Madeira Terraces and Shelter Hall) development at beach level should be primarily single storey and should not exceed the height of middle promenade to respect the historic setting and open nature of the area. The expanse of open beaches is an integral element of the setting of the buildings. Buildings and structures should be clustered together in a visually co-ordinated manner. Development will need to respect the open character of this area of seafront and should allow clear gaps through for sea views. The Volk's Railway LWS lies adjacent to the site, development will be expected to conserve and enhance biodiversity in accordance with City Plan Part One Policy CP10 Biodiversity and DM37 Green Infrastructure and Nature Conservation.

3.53 High quality and sustainable development will be expected in accordance with the priorities set out in City Plan Part One Policy SA1 The Seafront and Policy CP5 Culture and Tourism in the City Plan Part One and Policy DM39 Development on the Seafront.

## **SSA7 Land Adjacent to American Express Community Stadium, Village Way**

**Land Adjacent to the American Express Community Stadium, Village Way as shown on the Policies Map is allocated for:**

- **B1a (offices), D1 (health/education) and/or other ancillary uses directly associated with the Stadium and/or Sussex and Brighton Universities.**

**Planning permission will be granted for proposals that accord with the Development Plan and meet the following site specific requirements:**

- a. Contribute towards the local priorities for the wider Development Area as set out in City Plan Part One Policy DA3 Lewes Road;**
- b. Achieve a high quality of design which respects and enhances nearby heritage assets, the adjoining stadium development and downland character, providing visual connectivity to the South Downs National Park;**
- c. Development should preserve and where possible enhance the setting of the South Downs National Park and nearby heritage assets;**
- d. Sustainable transport infrastructure will be required to support proposals and to ensure that there is no adverse air quality impact;**
- e. Contribute towards Biodiversity Plan objectives to provide net gains to biodiversity, green infrastructure and wider landscaping enhancements through creative landscape solutions;**
- f. Development must ensure that groundwater sources are protected, to the satisfaction of the Environment Agency;**
- g. The developer will enter into a training place agreement to secure training for local people.**

### **Supporting Text**

3.54 The site is adjacent to the north-east of the American Express Community Stadium located within the boundaries of both the city and the Lewes District Council<sup>143</sup>. The part of the site within the council's administrative area is located within the DA3 Lewes Road Development Area (City Plan Part One). A key priority for this area is to further develop and enhance the role of the Lewes Road area as the city's academic corridor but also to bring forward new employment floorspace. As a major sporting venue, the Stadium is protected by Policy CP17 Sports Provision in the City Plan Part One. The site provides an opportunity to enhance the facilities of

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<sup>143</sup> The Lewes District Local Plan Part 2 allocates the part of the site within its administrative area for the uses outlined in the Policy.

the Stadium by providing for example B1a offices or D1 health/ education uses associated with the Stadium or the Universities.

3.55 Proposals for the site should not constrain the operation of the Stadium as a major sporting venue.

3.56 Although the site and the stadium are outside of the South Downs National Park boundaries, the Park is in close proximity and the stadium is visible in a number of key views from within the Park and acts as a gateway to the SDNP when exiting the City along a key transport route. In addition, sustainable transport infrastructure is required to ensure that the development does not have an adverse impact on the performance of the Falmer Interchange trunk road junction at the A27/B2123 Falmer junction. Any new development should conserve and enhance the locality and overall setting, to avoid damage to the special setting of the National Park and not detract from the character of the locality.

3.57 Proposals should address road and rail noise quality issues in line with Policy DM40 Protection of Environment and Health – Pollution and Nuisance.

3.58 The stadium with its curved and sloping design forms a prominent architectural element in the area and at the approach/entrance to the city from the east. As such proposals for the site will need to give careful consideration to the relationship of any proposed development with the Stadium to ensure that the new development does not erode or detract from the Stadium's architectural presence. The stadium itself was carefully designed to nestle within the curves of the surrounding downland and the existing bund on site provides an element of green buffer/screening which helps to lessen the bulk of the stadium and integrate it into the surrounding downland setting. The design and materials used should reflect the setting of the South Downs National Park, specifically paying reference to the South Downs Integrated Landscape Character Assessment (SDILCA) prepared by the South Downs National Park Authority<sup>144</sup>.

3.59 The design and massing of any proposed development will need to consider the visual impact of the Grade II registered historic Stanmer Park and Listed Buildings within the University of Sussex campus (see Policy DM29 The Setting of Heritage Assets). Careful consideration should be given to the choice of materials which should be complementary to those of the stadium yet distinct and subservient and designed to fit comfortably within the site's downland context.

3.60 The loss of the bund is acceptable providing that this loss is mitigated against, for example through the use of green walls, green roofs and landscaping. This will also provide opportunities for biodiversity enhancements and net gains in biodiversity in line with policies CP10 Biodiversity (City Plan Part One), DM37 Green Infrastructure and Nature Conservation and DM22 Landscape Design and Trees.

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<sup>144</sup> <https://www.southdowns.gov.uk/planning/planning-advice/landscape/>

There are also opportunities to improve the public realm in and around the stadium for users.

3.61 In accordance with Policy DM43 Sustainable Drainage, opportunities should be sought to incorporate appropriate sustainable drainage (SuDs) as part of development proposals and landscaping improvements to help reduce the risk of surface water flooding on site and support climate change adaptation. The Sustainable Drainage SPD provides further guidance<sup>145</sup>. The site is located in an area with underground chalk aquifers identified as a Groundwater Source Protection Zone (zones 1, 2 and 3) by the Environment Agency. Development will need to ensure that groundwater resources are protected from pollution and safeguard water supplies in line with the requirements of Policies CP8 and DM42.

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<sup>145</sup> Sustainable Drainage SPD (SPD16) adopted September 2019.