

<u>No:</u>	BH2018/00689	<u>Ward:</u>	Hollingdean And Stanmer Ward
<u>App Type:</u>	Reserved Matters		
<u>Address:</u>	Preston Barracks, Mithras House, Watt Building Lewes Road Brighton BN2 4GL		
<u>Proposal:</u>	Reserved matters application pursuant to outline permission BH2017/00492 for approval of layout, scale and appearance relating to the University's proposed multi-storey car park and access road, forming defined site parcels 3 and 4 respectively.		
<u>Officer:</u>	Sarah Collins	<u>Valid Date:</u>	05.03.2018
<u>Con Area:</u>	N/A	<u>Expiry Date:</u>	04.06.2018
<u>Listed Building Grade:</u>	N/A	<u>EOT:</u>	
<u>Agent:</u>	NTR Planning Ltd Clareville House 26-27 Oxendon Street London SW1Y 4EL		
<u>Applicant:</u>	The University Of Brighton & Cathedral (Preston Barracks)Ltd University Of Brighton Mithras House Lewes Road Brighton BN2 4AT		

1. RECOMMENDATION

- 1.1 That the Committee has taken into consideration and agrees with the reasons for the recommendation set out below and resolves to be **MINDED TO APPROVE** reserved matters subject to a deed of variation to the S106 agreement relating to application BH2017/00492 to remove reference to the 'cycle route' from the obligation (schedule 1 para 16) for a Walkways Agreement and the following Conditions and Informatives:

Conditions:

1. 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
Location Plan	309-L01	D	5 March 2018
Site Layout Plan	6442-STRIFE-WP-XX-DR-AX-91130	P3	5 March 2018
Site Layout Plan	309-L03	K	28 June 2018
Site Layout Plan	TM309SKD62	B	28 June 2018
Sections Proposed	TM309LS04	F	28 June 2018
Sections Proposed	TM309LS05	G	28 June 2018
Sections Proposed	309-LS10	A	5 June 2018
Floor Plans Proposed	6442-STRIFE-WP-XX-DR-AR-30001	P4	15 May 2018

Floor Plans Proposed	6442-STRIPE-WP-XX-DR-AR-30002	P3	15 May 2018
Floor Plans Proposed	6442-STRIPE-WP-XX-DR-AR-30003	P3	15 May 2018
Floor Plans Proposed	6442-STRIPE-WP-XX-DR-AR-30004	P3	15 May 2018
Floor Plans Proposed	6442-STRIPE-WP-XX-DR-AR-30005	P3	15 May 2018
Floor Plans Proposed	6442-STRIPE-WP-XX-DR-AR-30006	P3	15 May 2018
Floor Plans Proposed	6442-STRIPE-WP-XX-DR-AR-30007	P3	15 May 2018
Roof Plan Proposed	6442-STRIPE-WP-XX-DR-AR-30008	P2	5 March 2018
Elevations Proposed	6442-STRIPE-WP-XX-DR-AX-36502	P2	5 March 2018

2. No development above floor slab level shall take place until a scheme is submitted to and approved in writing by the Local Planning Authority for works to create a signed, publically accessible cycle route in the vicinity of the alignment shown in plan no. TM309 SKD62 Revision B, providing for continuous mounted cycling between:

- a) the multi storey car park and associated cycle hub; and
- b) the northern boundary of the University of Brighton Cockcroft site and its junction with Queensdown School Road via land not forming part of the public highway but including land hatched blue on approved Walkways Plan (drwg: SEW ZZ-ZZ-DR-A-501013 Rev 05) under application ref: BH2017/00492 or any additional or revised walkways plan subsequently agreed. Use of the multi storey car park is not permitted until the approved enhancements to the route have been fully implemented in accordance with the approved details, unless otherwise providing for within the approved route phasing. Thereafter the route shall be retained with access provided to the public at all times.

The details to be submitted and approved shall include the following:

- Details of all hard and soft surfacing, including type position, design, dimensions, materials, levels and gradients
- Details of signage and road markings and any proposed access restrictions or management measures
- Details for the phasing of construction and implementation of the route which, notwithstanding any further improvements to follow in any later phases and temporary alignments in any before the last, shall implement and make available for use the signed publically accessible route for mounted cycling between the destinations at completion of the first phase and before commencement of use of the multi-storey car park.
- An explanatory design statement including locations pedestrian and vehicle entrances/exits to buildings along the route, anticipated pedestrian and vehicle flows and points of congregation in different locations and an equality impact assessment explaining how the proposals comply with the Equality Act 2010 and providing an objective justification for any adverse impacts of the scheme on people with protected characteristics under the Act.

Reason: To ensure that convenient, attractive and publically accessible cycle facilities are provided between the multi storey car parks cycle hub and Moulsecoomb Station and to comply with policies DA3 and CP9 of the Brighton and Hove City Plan Part One.

2. Prior to first use of the multi storey car park, a delivery and service management plan covering that building and any such activities within surrounding external spaces between it and the Business School/Academic Building and Watts Building shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall include details of the types of vehicles, how and where deliveries will take place including any arrangements to transfer materials for collection/drop off from other parts of the Watts campus, where materials will be stored before/after collection/drop-off, and the management and coordination of delivery and service movements. The latter shall include details of steps to manage vehicle movements through any spaces shared with pedestrians and/or cyclists (including to prevent obstructions to passage and access to buildings), prevent unintended access by other vehicles to such spaces, and control access into and out of the multi storey car park when delivery vehicles are waiting or collecting in the vicinity of its entrances and exits including via physical barriers if necessary. A student move-in plan shall also be included which shall detail arrangements to preserve safety for all users and prevent congestion on the Access Road and public highway in the vicinity.

Reason: In order to ensure the safe operation of the development and to protect the amenities of nearby residents, in accordance with policies SU10, QD27 and TR7 of the Brighton and Hove Local Plan.

3. No vehicular movements (excluding those by pedal cyclists) or any loading or unloading of vehicles shall take place within the external spaces between the multi storey car park, Business School/Academic building and Watts building between the hours of 08:00 and 10:00; 12:30 and 14:00, and 16:30 and 18:30 hours on Mondays to Fridays. Exceptions will be made in the case of a special occasion or event for which loading and unloading necessary for the event shall be permitted between these hours on no more than one occasion per calendar month.

Reason: To safeguard access and safety for pedestrians, cyclists and other road users and to comply with policies TR7 of the Brighton & Hove Local Plan and CP9 of the Brighton and Hove City Plan Part One.

4. Prior to any development above slab level, details of all doors and entrances, to the multi storey car park, including dimensioned plans and elevations, method of opening, method of securing, and levels at thresholds, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard access and safety for pedestrians, cyclists and other road users and to comply with policies TR7 of the Brighton & Hove Local Plan and CP9 of the Brighton and Hove City Plan Part One.

5. Development shall not take place until plans providing details of internal floor surface levels and gradients, and going/riser dimensions for staircases, have been submitted to and approved in writing by Council.

Reason: To ensure the car park provides inclusive access for pedestrians of all abilities and to comply with policy CP9 of the Brighton & Hove City Plan Part One.

6. Prior to any development above floor slab a scheme for the storage of refuse and recycling shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in full as approved prior to first occupation and the refuse and recycling storage facilities shall thereafter be retained for use at all times.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and to comply with policy QD27 of the Brighton & Hove Local Plan.

7. Notwithstanding the submitted plans, the multi-storey car park hereby permitted shall not commence use until further details of cycle parking facilities (including allocations) have been submitted to and approved in writing by the Local Planning Authority in accordance with condition 33 of BH2017/00492 (as amended by BH2018/00492).

Reason: To ensure that satisfactory facilities for the parking of cycle are provided and to encourage travel by means other than private motor vehicles and to comply with policies TR14 of the Brighton & Hove Local Plan and CP9 of the Brighton & Hove City Plan Part One and SPD 14 Parking Standards.

8. Notwithstanding the submitted plans, the multi-storey car park hereby permitted shall not commence use until further details of parking spaces equipped with electric vehicle charging points, including allocations, have been submitted to and approved in writing by the Local Planning Authority in accordance with conditions 37 and 39 of BH2017/00492.

Reason: To encourage travel by sustainable modes of transport, to mitigate the impacts of the development on air quality and to implement measures to reduce fuel use and greenhouse gas emissions and to comply with policies SA6, CP7, CP9, CP12, CP13 and CP5 of the Brighton and Hove City Plan Part One and SPD 14 Parking Standards.

9. Prior to occupation of the Business School details of the provision of photovoltaics on the roofs of that building shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented in accordance with the approved details.

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

10. No development shall take place (including any demolition, ground works, site clearance) until a method statement for the protection of reptiles and chalk grassland within the Brighton University Site of Nature Conservation Importance and the Watts Bank (i.e. within the proposed extension to the Local Wildlife Site) has been submitted to and approved in writing by the Local Planning Authority. The content of the method statement shall include the:

- a) purpose and objectives of the proposed works;
- b) detailed design(s) and/or working method(s) necessary to achieve stated objectives (including, where relevant, type and source of materials to be used);

- c) extent and location of proposed works shown on appropriate scale maps and plans;
- d) timetable for implementation, demonstrating that works are aligned with the proposed phasing of construction;
- e) persons responsible for implementing the works;
- f) initial aftercare and long-term maintenance (where relevant);
- g) disposal of any wastes 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 protect habitats and species identified in the ecological surveys from adverse impacts during construction and to comply with policies NC4 of the Brighton and Hove Local Plan and CP10 of the Brighton & Hove City Plan Part One and SPD11 Nature and Conservation and Development.

11. Prior to first occupation of the Multi Storey Car Park, detailed plans of the raised walkway alongside the Watts Bank SNCI shall be submitted to and approved in writing by the Local Planning Authority. The walkway shall be constructed within 12 months of the final approved of details to the satisfaction of the Local Planning Authority.

Reason: In order to provide satisfactory pedestrian links from adjoining land to the Watts Campus and across the Campus and to protect the ecology of the adjoining Watts Bank Site of Nature Conservation Importance and the visual amenity of the area and to comply with policies NC4 and TR7 of the Brighton and Hove Local Plan and CP10 of the Brighton & Hove City Plan Part One and SPD11 Nature and Conservation and Development.

12. Prior to construction above slab level, details of the green walls to the Multi Storey Car Park hereby approved shall be submitted to and approved in writing by the Local Planning Authority in accordance with the submitted documentation to include details of the type, species and amount of planting together with a maintenance plan including irrigation methods. The green walls shall be implemented to the satisfaction of the Local Planning Authority during the first planting season following occupation of the Multi Storey Car Park. Any planting which within a period of 5 years from the completion of the development die, are removed, fails or become, in the opinion of the Local Planning Authority, seriously damaged or diseased, shall be replaced with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of ecological enhancement and the satisfactory appearance of the development, the streetscene and the wider townscape and to comply with policies QD15 and QD27 of the Brighton and Hove Local Plan and CP8, CP10 and CP12 of the Brighton & Hove City Plan Part One and SPD11 Nature Conservation and Development.

Informatives:

1. A sloped path between Saunders Park View and the Access Road spans the application boundary for this application and the neighbouring Block J landscape parcel outside of this. The approve proposals in this application will

require reciprocal changes to landscaping of the Block J parcel. These should ensure that a ramped path connecting the two destinations is retained. If necessary this should pass through the proposed foraging area. The path design should ideally be inclusive of all and provide reasonable passing width but, as a minimum, should seek to provide widths, gradients and surfaces suitable for use by ambulant pedestrians - including preferably those with pushchairs and/or luggage.

2. The parking management plan for the multi storey car park required by condition 36 of BH2017/00492 (as amended by BH2018/00636) should include details for the management of the cycle hub.
3. The details of circulation, signage and markings for the multi storey car park that are required by condition 37 of BH2017/00492 should include a pedestrian way finding strategy for the interior of the car park.
4. Proposals as conditions 42 and 59 of the BH2017/00492 to provide pedestrian access towards Moulsecomb Station should seek to provide a dedicated, kerb-separate footway to the University's existing internal service road. As it is understood that there will no longer be vehicle access to the western flank of the Watts building, they should also look to redesign the service road stub leading to this so as to be for pedestrians and cyclists only.
5. It is expected that all pedestrian doors to the MSCP will be power assisted for the benefit of less ambulant pedestrians and the convenience of cyclists.

2. SITE LOCATION & APPLICATION DESCRIPTION

- 2.1 The Watts site forms part of the wider Masterplan site known as Momentum Lewes Road, which consists of four land parcels:
 - 1) The former Preston Barracks Site;
 - 2) The University of Brighton Mithras House car park;
 - 3) The University of Brighton Watts Building car park (the 'Watts site'), and
 - 4) The Lewes Road
- 2.3 The masterplan site area covers 5.32 hectares, and the Watts site lies north of the Preston Barracks site on the west side of Lewes Road. The site currently consists of a University car parking area which provides approximately 276 spaces and serves the adjacent 8 storey Watt Building and the 10 storey Cockcroft building amongst other academic buildings to the north of the site. The site extends up to the 'Watts Bank' Site of Nature Conservation Importance (SNCI) to the west. At the western edge of the car park is the Watts Annex building, a modular temporary building accommodating academic support services. The site lies approximately 300 metres walking distance from the Watts car park to Moulsecomb railway station to the north.
- 2.4 This application seeks approval of the Reserved Matters (condition 4) of the Outline consent (BH2017/00492 as amended by non-material amendment BH2018/00636) for parcels 3 and 4 of the Watts site (multi-storey car park and access road respectively):
 - (i) Layout;

- (ii) Scale;
- (iii) Appearance.

- 2.5 The outline consent established the parameters of the footprint and height of the multi-storey car park (MSCP), and the position and layout of the access into the site (up to the western edge of the Business School Square). The layout of the landscaping was also approved through the outline consent. However, this Reserved Matters application seeks to make minor changes to the layout of the landscaping within parcel 4, in order to accommodate the proposed changes to the road layout beyond Business School Square. The details of the landscaping, including the areas labelled on the plans as 'details to be determined' and the remaining external areas within parcel 4, are required to be submitted through condition 59 of the original consent under BH2017/00492, which requires large scale plans and details of the hard and soft landscaping design and materials.
- 2.6 This application seeks approval for the layout of the access road beyond Business School Square, in summary, as follows:
- The access road would terminate south of the MSCP to provide vehicular access into and out of the MSCP and to provide access for refuse collection and deliveries.
 - A footpath link is proposed through the SNCI, to provide pedestrian access from Saunders Park View to the south, to the existing service road to the north. This would be in form of a raised walkway and would be DDA compliant.
- 2.7 The MSCP would remain within the size parameters of the outline approval, but would be repositioned 1.5 metres closer to the SNCI and 1.5 metres further from the Business School/Academic Building.
- 2.8 The MSCP proposed would provide 545 no. car parking spaces, including 17 no. disabled spaces (including 2 electric vehicle charging spaces) and total 55 no. electric vehicle charging spaces. The planning addendum proposes that 55 no. additional electric vehicle charging spaces could be provided within the car park (passive spaces) near to the 55 active EVC spaces or near to vertical risers to maximise efficiency, through the provision of suitable risers, ducting and openings for future cable runs. An indication of the location of these spaces is provided on plans within the planning addendum.
- 2.9 The MSCP proposed also includes 330 no. cycle parking spaces and 30 no. motorcycle spaces and shower and changing facilities. Two lifts are proposed to all levels of the MSCP, one at the southern end and one at the northern end. Pedestrian entrances are located adjacent to these lift access points.
- 2.10 External Appearance
The proposed facade consists of perforated (laser-cut) metal panels with a powder-coated or anodised finish. There are five variants of the panel with progressively greater levels of perforation, and six colours (2 pale greys, 3 shades of green and 1 gold). The facade has been designed to ensure that the MSCP decks can be naturally ventilated, avoiding the need for mechanical ventilation and therefore reducing the energy demand of the building. Some ground floor spaces including the changing area, office and bin store will require

mechanical ventilation due to their functions and thermal performance requirements.

- 2.11 The panels are arranged so that the overall tone of the facade lightens as the height of the building increases, in order to reduce the perceived mass and volume and soften the building against the green backdrop of the SNCI and bank. The gold colour (Imar 'Oro' anodised finish) is used at ground level and on the south-eastern corner to highlight the primary core and building entrances. The gold finish references the tone and texture used on forthcoming and existing academic buildings nearby.
- 2.12 The south-eastern corner of the car park is emphasised through the recessed corner, continuation of horizontal bands as an open frame, and gold anodised panels in order to highlight the location of the main pedestrian entrance and to reference the architectural language of the existing and forthcoming context. Green wall has been omitted in this small zone due to the lack of suitable zones for planting at ground level (hard landscaping is necessary given high footfall).
- 2.13 The perforations are randomised over the facades at the upper levels, with the most-perforated 'mesh' type panel used at ground level to enclose the bicycle stores and overclad areas of solid wall. The building also employs a Green Wall system to provide additional greenery and soften its appearance in the context of the SNCI. It is intended that this shall consist of a cable system with automatically irrigated and fertilised planters at ground level and roof level to support climbing/trailing plants including ivy. Details of the green wall are provided in the 'Viridian Landscape Studio Green Wall Specification' document.
- 2.14 Extent of green wall: The south and east elevations have been identified as suitable locations for the installation of a green wall system. The north elevation is not considered to be a suitable growing location given the lack of sunlight. The west elevation also has limited sunlight, but more critically, is unable to facilitate safe access for maintenance of green wall plants and system given the sloping, uneven ground conditions and sensitivity of the SNCI. Options for a level maintenance route along the western elevation were considered during design development, but were discarded due to concerns over increased impact and damage to the existing landscape. It is considered that minimising the impact on the sensitive ecology of the Bank outweighs any potential gains from the provision of a green wall on this elevation, particularly given that there are doubts over the suitability of this location for successful planting.
Maintenance: the intention is that the south, east and northern elevations are accessible from ground level via a Mobile Elevating Work Platform (MEWP) for cleaning and maintenance, including replacement or repair of panels if necessary. Due to the sloping ground of the bank at the rear of the building, the west elevation cannot be accessed via MEWP and provision should therefore be made for panels on this elevation to be demountable from inside the building.

3. RELEVANT HISTORY

BH2018/00636

Non Material Amendment to BH2017/00492 to revise extent of Parcel 3 (Multi Storey Car Park) and Parcel 4 (Access Road). Approved 26.03.2018

BH2017/00492

(Full application) Preston Barracks Parcel: Demolition of existing buildings and construction of (B1) 7 storey Central Research Laboratory, Student Accommodation (Sui Gen) providing 534 bed spaces within 3 blocks of 13, 11 and 15 storeys, 369 (C3) residential units in 8 Blocks with a range between 2 and 10 storeys, 264sq.m workshop space (B1), 301sq.m flexible commercial space (A1/A3/B1), 334sq.m retail space (A1/A3), parking, public realm works and landscaping.

Mithras Parcel: Demolition of existing building (Steam House) and construction of a mixed use Campus Development consisting of Student Accommodation (Sui Gen) providing 804 bed spaces within five blocks, Block 1 (10 storeys), Block 2 (18 Storeys), Block 3 (10 storeys), Block 4 (12 storeys) and Block 5 (9 storeys), 596 sq. m of student services including students union and welfare facilities (Sui Gen), 898 sq. m gymnasium (D2), and associated ancillary development, including provision of 13 disabled parking spaces serving the student accommodation, cycle parking, public realm works and landscaping improvements.

Lewes Road: Installation of new signalised crossroads and T Junction, pedestrian crossings and footway improvements, erection of pedestrian and cyclists bridge crossing Lewes Road.

(Outline Application) Watts Parcel: Removal of existing Watts House temporary building and erection of a 6 storey (D1) Academic Building for a Business School of 6,400 sq. m of floorspace, linked canopy and provision of 551 space multi storey car park to the rear (maximum 8 storeys) with associated ancillary development, including provision of cycle parking, access and servicing road, public realm and landscaping improvements.

Approved 22.12.2017

Pre-application

The proposals for the Watts Reserved Matters (including the Business School/Academic Building) were submitted through the pre-application service. The Officers' response provided on 1st February 2018 can be summarised as follows:

- The greater separation distance between the MSCP and the Academic Building was welcomed as it would be likely to have a positive effect on the environment and greater planting opportunities between the buildings.
- The relocation of the MSCP 1.5m closer to the SNCI could have a detrimental overshadowing effect which would need to be assessed for the application submission.
- The removal of the access road to the rear of the MSCP and its replacement with a footpath running north-south was welcomed for its public realm and ecological benefits.
- The County Ecologist commented that the change would reduce the impact on the SNCI and moving the MSCP 1.5m closer to the SNCI would be acceptable as it is less than the footprint of the approved access road. The access road would have removed a large part of the chalk grassland bank between the MSCP and the SNCI, which, due to its ecological merits, has been put forward for inclusion in the SNCI in the City Plan Part 2. A sensitive lighting scheme should be developed for the footpath to reduce impacts on

bats. The preferred option for the footpath would be a raised walkway and along the top of the chalk bank.

- The footpath should be accessible for pedestrians (including wheelchair and pushchair users) as well as cyclists and should be of sufficient width and appropriately designed to accommodate the shared route safely. The large number of steps proposed to link the footpath and the access road would create a barrier to cyclists and wheelchair/pushchair users; it was recommended that an alternative route with a step-free access be explored.
- The submissions were not clear on the design of the route beyond the SNCI to the north. The removal of the path through the roundabout needs to be justified and a safe, accessible alternative route demonstrated.
- The internal car park layout would need to be examined by Transport Officers who did not provide comment on the pre-application due to workload issues.
- The proposed green mesh cladding was considered appropriate façade treatment in the context of the site and the green walls on the south and east elevations were welcomed. It was suggested that a green wall on the west elevation be explored for suitability.
- It was recommended that a green roof be explored, however the introduction of PV panels on the roof was considered to be a positive addition.
- The proposed signage and entrance on the SE corner of the MSCP was considered appropriate however it was recommended that the floor number signage did not need to be on the outside of the building.

4. REPRESENTATIONS

4.1 One (1) letter has been received from a representative of 'Possability People' (a local disability organisation) , objecting to the proposed development for the following reasons:

- There is a lack of blue badge parking bays, less than the government recommendation of 4% of the total, which would require 21 spaces, instead of the 17 proposed. There is a significantly higher number of electric vehicle charging spaces, which is disappointing and doesn't reflect the current need for disabled parking and EVC spaces, which is much greater for the former and there is a general lack of accessible parking in the city.
- It appears the door width into the shower area may be insufficient for wheelchair users to access.

4.2 Conservation Advisory Group No objection

The Group has no objection on grounds of Conservation. The Grade II Listed Napoleonic Building is some distance further south from the site and would be unaffected by the proposals; however the proposed size and height of the development would affect the unlisted Watt Building and the Group were 'speechless' over the varied verdant shades of the MSCP cladding proposed.

5. CONSULTATIONS INTERNAL

5.1 **Planning Policy:** Comment
No comment required.

5.2 Sustainable Drainage

I have taken a look at both applications (BH2018/00689 and BH2017/00492), and the previous response to BH2017/00492. As the proposed application has not changed any of the drainage and SuDS previously commented upon, I have no further comment and the original response is still valid. I am pleased to see that the chalk grassland is being retained, as this will assist with site drainage.

5.3 Sustainable Transport: Comment

Initial Comments (24 April 2018):

The proposals seek to make changes to the broadly approved internal arrangements for access and it is not fully understood what is the rationale for site/plot-wide movement by the mobility impaired. A simple movement plan showing routes by all people (cyclists, able-bodied and mobility impaired pedestrians) would help understand how all people can move to all places. Routes for the mobility impaired are very limited, this is a concern.

Where steps are provided, cycle ramps should be incorporated.

The London Cycling Design Standards indicates that two-way shared cycle tracks/footpaths should be 4 metres wide when allowing for predicted flows and for the adjacent vertical feature of the restraining barrier. The proposals are only for 1.5 metres and this is a concern (see Movement Plan).

The proposed pedestrian link to Preston Barracks appears inadequate. The space in front of the trim-style fitness facilities appears inadequate.

A simple servicing/refuse plan showing the routes and buildings to be serviced by the store in the Multi Storey Car Park would be useful in understanding this matter.

Predictions as to the waste generated, stored and therefore collection arrangements should be provided to help understand the level of activity at a conflict point. What visibility is achievable given the proposed landscaping? Engineering style drawings sought for the entrance to the Multi Storey Car Park and to the "turning head" at the end of the access way between the Multi Storey Car Park and the Academic Building.

What is the useable width of the access way between the Multi Storey Car Park and the Academic Building? What comments and advice has been received by the emergency services and particularly the Fire and Rescue Service and what was the background in testing the swept path of the fire appliance shown?

The swept paths for the access way between the Multi Storey Car Park and the Academic Building appear tight and appears to clip the landscaping.

The proposed route shown for servicing appears to be via Queensdown School Road. Is this to be one-way working? How is this to be managed? How is the conflict point at the semi-circular shared surface outside the Cockcroft Building to be managed? A summary table of the 12 hour average vehicle generation (by hour by class of vehicle) based on the CCTV records is sought.

The provision of the cyclist hub is welcomed.

What is the rationale for locating the disabled parking bays throughout the Multi Storey Car Park rather than on one low floor? Many mobility vehicles are electric powered, certainly a greater proportion than existing common car fleet. What is the rationale for providing so few disabled parking spaces and fewer still charging points at disabled bays?

The ratios of electric charging points/future capability of electric charging points does not appear to comply with explicit policy standards, which raises concerns. The number of overall car parking spaces appears to have increased, this raises concerns.

The Vehicle Circulation Module will result in minor conflicts at the up/down ramps. Swept paths are sought.

Revised Comments:

Various transport aspects of this application are retrograde compared with the approved scheme. In particular, the removal of the continuation of the Access Road to the west of the multi storey car park (MSCP) complicates both pedestrian and cycle links to/from neighbouring areas and the MSCP/cycle-hub, and provision for servicing and deliveries to buildings on the Watts Campus. Coupled with the proposed locations of the various entrances to the MSCP/cycle-hub it also complicates interactions between all users in the vicinity of the building. Notwithstanding this, and noting the ability for various issues to be addressed later through existing conditions of the approved scheme, the Local Highway Authority does not consider that there are sufficient grounds to object, subject to inclusion of conditions.

5.4 Tree Officer Comment

The loss of the access road is welcomed in terms of retaining the chalk bank that will form an important extension to the SNCI. The retaining wall at the base of the chalk bank by the entrance to the MSCP should be constructed of suitable materials to enhance nature conservation, for example, steel gabions filled with large stones, or a soil/stone mix to encourage plants and invertebrates to colonise.

There is concern over the potential decline in growth rate and health of the cherries to the north of the MSCP. It is recommended that additional tree planting is provided between the MSCP and the Watt building, near the entrance to the MSCP, and adjacent to the Academic Building.

The arboricultural team has some concerns about the establishment of vertical planting attached to the car park in terms of irrigation and suggest additional rainwater capture systems above and in terms of sunlight reaching the east green wall and recommend shade tolerant species.

Concern is raised over the proximity of the footpath to the existing trees on the 'roundabout', located to the west of the Watt Building. Recommends that the path be relocated further west, away from the trees and to the outer edge of the service road, in order to avoid excavation of the tree roots.

EXTERNAL

5.5 County Archaeology: Comment

No further comments - conditions of original consent still applicable.

5.6 County Ecology: Comment

The detailed proposals considered in the above application, including removal of the access road, repositioned car park entrance and suspended boardwalk walkway, will result in reduced impacts on the adjacent Brighton University Local Wildlife Site (LWS or Site of Nature Conservation Importance), and a reduced impact on the chalk grassland bank within the proposed extension to the LWS. The assessment that the detailed scheme will not affect the conclusions of the original 2017 Environmental Impact Assessment is supported. The chalk bank is known to support populations of reptiles which are fully protected under the Wildlife and Countryside Act 1981, as amended, as well as chalk grassland which is a Habitat of Principal Importance under Section 41 of the NERC Act. Habitat loss should be kept to a minimum and regraded areas should be restored to chalk grassland upon completion of works.

All works that could impact on the chalk bank and the LWS should be carried out under an agreed method statement to minimise impacts on reptiles and habitats. The Ramboll Statement (letter dated 03/03/18) recommends the use of a mesh/lattice structure boardwalk for the suspended footpath link to reduce the impacts of shading; this is supported.

The site offers opportunities for enhancement that will help the Council address its duties and responsibilities under the NERC Act and NPPF. The proposal to provide green walls on the southern and eastern aspects of the car park using predominantly native species is supported.

In light of the above and in line with BS42020:2013, if the Council is minded to approve the application, in addition to conditions applied to the original application (ref. BH2017/00492) for the protection and long term management of ecological features on and adjacent to the site, it is recommended that an additional condition is applied.

Additional comments in relation to proposed increase in width of footpath to 4m:

As previously discussed, a raised footpath is preferable to one on the ground, as it would have a smaller direct impact on the ground and on movement of reptiles also avoiding the need for them to be excluded from the works area and/or to be translocated to a new site. The disadvantage to a raised footpath is the overshadowing effect. The width should therefore be kept to an absolute minimum. Four metres would be too great an impact.

In terms of lighting (the footpath), this should be low level, e.g. bollards, and should be designed in accordance with best practice guidance (http://www.bats.org.uk/pages/bats_and_lighting.html) to minimise light spill onto the woodland in particular.

With regards to the relocation of the footpath, there should be no further encroachment into the SNCI. The mitigation agreed to date relates to the impacts as known to the scheme as it currently stands, which includes some encroachment. Any further encroachment into the SNCI would require additional mitigation.

5.7 Sussex Police Comment:

Recommends the applicant applies for a Park Mark accreditation for the car park, which is aimed at reducing crime and the fear of crime within car parks. Details can be found at www.parkmark.com. Also recommend that lighting throughout the site including footpaths and cycle routes meet BS 5489-1:2013.

All parking decks of the MSCP must be fitted with Dusk to Dawn switched lighting and the lighting should be vandal resistant. Cycle stores should be lit after dusk when in use.

A segregated footpath should be straight, wide, well-lit, devoid of potential hiding places, overlooked by surrounding buildings, and well maintained. As a general rule, planting must not impede opportunity for natural surveillance and avoid creating hiding places.

6. MATERIAL CONSIDERATIONS

6.1 In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the policies and proposals in the National Planning Policy Framework, the Development Plan, and all other material planning considerations identified in the "Considerations and Assessment" section of the report

6.3 The development plan is:

- Brighton & Hove City Plan Part One (adopted March 2016)
- Brighton & Hove Local Plan 2005 (retained policies March 2016);
- * East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (adopted February 2013);
- 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.

6.4 Due weight has been given to the relevant retained policies in the Brighton & Hove Local Plan 2005 according to their degree of consistency with the NPPF.

7. POLICIES

The National Planning Policy Framework (NPPF)

Brighton & Hove City Plan Part One

- SS1 Presumption in Favour of Sustainable Development
- DA3 Lewes Road Area
- CP2 Sustainable economic development
- CP8 Sustainable buildings
- CP9 Sustainable transport
- CP10 Biodiversity

CP12 Urban design
CP13 Public streets and spaces

Brighton and Hove Local Plan (retained policies March 2016):

TR4 Travel plans
TR7 Safe Development
TR14 Cycle access and parking
SU9 Pollution and nuisance control
SU10 Noise Nuisance
QD5 Design - street frontages
QD15 Landscape design
QD16 Trees and hedgerows
QD18 Species protection
QD27 Protection of amenity

Supplementary Planning Guidance:

SPD14 Parking Standards

Supplementary Planning Documents:

SPD03 Construction & Demolition Waste
SPD06 Trees & Development Sites
SPD11 Nature Conservation & Development

Development Brief

Lewes Road (Preston Barracks and University of Brighton) Planning Brief 2011

8. CONSIDERATIONS & ASSESSMENT

- 8.1 The outline consent BH2017/00492 establishes the approximate size and location of the MSCP through the parameter plans, the maximum number of car parking spaces and the minimum number of disabled parking spaces (condition 37), the minimum number of active and passive electric vehicle charging spaces (condition 39), the minimum number of motorcycle spaces (condition 41) and the position and layout of the access road up to the western edge of the Business School Square. This Reserved Matters application does not extend beyond the parameter plans, complies with these conditions, and maintains the position and layout of the access road up the western edge of Business School Square.
- 8.2 The main considerations in the determination of this application relate to:
- The layout and design of the access road and the suitability of vehicle access into and out of the MSCP and servicing and deliveries within the Watts site;
 - The internal layout of the MSCP and the movement of vehicles within the car park, the number, location and allocation of vehicle spaces including disabled, active and passive electric charging and motorcycle parking; the number and design of cycle spaces and shower and changing facilities; the position and design of lifts and entrances;
 - The design and appearance of the MSCP and the PV panels and green walls;

- The design, layout, ecological impact, function and appearance of the route from Saunders Park View northwards along the SNCI to north of the Watt Building and the retention of the existing 'roundabout'; and
- The proposed changes to the landscaping layout and design and its design, function, ecological merits and appearance.

8.3 Planning Policy:

Policy DA3 of the City Plan Part One requires development proposals for the Preston Barracks site to have a high standard of public realm, effective links across the Lewes Road and to Moulsecroomb Station in order to improve the quality and permeability of the area. The development should also contribute towards Biodiversity Action Plan objectives, green infrastructure and wider landscaping enhancements through creative landscaping solutions.

8.4 Scale, Design and Appearance:

The scale (height, width and length) of the MSCP remains as indicated in the approved parameter plans of the outline consent (BH2017/00492). The MSCP would be set over 6 storeys and would be 24m in height, 32.5m in width (east to west) and 64.5m in length (north to south). The MSCP would sit behind (to the west of) the Academic Building/Business School, which is indicated to be within the parameters of 28m in height, 30m in width (east to west) and 62m in length in the outline application. There is a current application for the Reserved Matters of this Academic Building which proposes that it would measure 26.85m in height, 27.6m in width and 56.1m in length. The adjacent existing Watt Building to the north is 8 storeys and approximately 28.5 m in height. The other buildings approved in full within the wider Masterplan site range in height up to 18 storeys.

It is considered that the scale of the MSCP proposed is appropriate within the site context and the surrounding existing, approved and proposed development. The scale is within the parameters indicated in the outline consent and the potential impacts of a MSCP building of this approximate scale, location and indicative design were assessed within the outline application. The potential impact on townscape and the Grade II Listed Napoleonic Building to be retained to the south was considered to be acceptable, given the distance of the building from the Napoleonic building, the location of the MSCP behind the Academic Building, and given the scale of the existing and proposed surrounding buildings within the Masterplan site. The potential impact on daylight/sunlight/overshadowing was also assessed in the outline application. It was considered that the building would not detrimentally impact residential amenity in this respect, and that the adjacent SNCI would only experience overshadowing from the MSCP in the early morning. The County Ecologist accepts the conclusions of the update to the EIA submitted in support of this application, which is that despite the slight relocation of the MSCP building 1.5m to the west, there would be no materially greater impact on the SNCI. Therefore the scale and slightly amended location of the MSCP proposed is considered to be acceptable.

The proposed MSCP building follows the design indicated in the outline application, with a simple rectangular form and green cladding panels or varied

green and gold tones. Combined with the building's location behind the proposed Academic Building, this design would reduce the prominence of the building and would help to blend it into the green SNCI and grassland bank beyond it to the west, and the gold colours would help to connect the building to others within the University Campus, including the recently built AEC building further north. The addition of green walls would assist in this process of integrating the building into its context, and would have the added benefit of providing ecological enhancement.

The perforations within the cladding panels would provide passive ventilation which is important within a multi-storey car park, some natural light, and would provide some natural surveillance of the building, in particular the cycle store.

The PV panels on the roof would be set below parapet level, therefore would not be visible from street level.

The main entrance and signage is considered to be in an appropriate location on the SE corner, providing a legible and convenient entrance location. An additional entrance and stair and lift core are proposed on the north elevation, which provides an alternative access point, necessary for a MSCP of this size, and provides convenient access to the rest of the Moulsecoomb Campus to the north.

Overall, the scale, design, and appearance of the MSCP proposed is considered to be appropriate for the use of the building and would add positively to the character and appearance of the street scene.

8.5 Landscaping, Ecology and Trees:

Since the outline application (BH2017/00492) was approved, the ecological value of the chalk grassland bank between the SNCI and the MSCP has been recognised by the County Ecologist and the bank is now proposed to be included within the existing SNCI, to be secured through the emerging City Plan Part Two. This is therefore a material consideration in the assessment of this application, and the protection of the chalk grassland bank should be taken into consideration.

The County Ecologist welcomes the proposed removal of the access road and its replacement with an elevated walkway as it minimises disturbance to both the SNCI and the chalk grassland bank and allows the free movement of protected species underneath the walkway. However, during the course of the application, requests were made from Transport Officers for a wider walkway, of minimum width of 3m for pedestrian only and 4m for shared pedestrian and cycle route. The County Ecologist responded that a 4m width would raise serious concerns over the overshadowing impact of the walkway on the flora and fauna below.

The County Ecologist welcomes the green walls proposed on the East and South elevations of the MSCP.

It is considered that on balance, the proposed changes to the road and landscaping layout from the outline consent would result in a net benefit on ecological impact, as the ecologically valuable chalk grassland bank would be retained and the bank and the existing SNCI would be less disturbed than the scenario in the outline consent.

The Tree Officer considers that the proposed removal of the access road to the rear of the MSCP and the proposed retention of the existing 'roundabout' to the west of the Watt Building would retain the ecologically important grassland bank and would potentially reduce the impact on the existing cluster of trees on the 'roundabout'. However, the tree officer requested revised plans to relocate the footpath away from the trees on the 'roundabout'. The relocation of the footpath to the western edge of the roundabout was explored, but it did not resolve concerns from the Transport Officer due to the potential conflict and highway safety issue between pedestrians and vehicles within this service road. It was therefore considered appropriate to address this issue through condition 59, which requires the submission of large scale detailed drawings.

It is recommended that, given the complexities and constraints of the site, an informative is added to consult the Tree Officer, the County Ecologist, the Transport Officer and the Planning Officer in the design of this and other parts of the landscaping, through pre-application planning submissions, before an Approval of Details application is submitted in respect of condition 59 (Watts parcel).

The Tree Officer welcomes the provision of green walls, but questions whether additional irrigation may be required to sustain them, particularly the green wall on the east elevation.

It is recommended that a condition be applied to secure the green wall system proposed, and to require scoping of additional irrigation methods for the green wall.

The areas of landscaping identified on the Turkington Martin drawings as 'details to be assessed through condition 59' is required due to unresolved concerns from Officers over the design of landscaping and access within these areas, including potential issues with highway safety, inclusive accessibility, and potential impact on ecology and trees. It is considered that further discussion with Officers would be appropriate regarding the landscaping at the Watts site, and the final landscaping layout and details can be submitted through condition 59 of BH2017/00492.

8.6 Sustainability:

The introduction of a significant area of PV panels located centrally on the MSCP roof is a welcome addition to the building. The PV panels would also provide shade to a number of car parking spaces. . The original consent included a condition (46) requiring details of the PV panels to be submitted and approve prior to occupation, however the MSCP was not included on the list of buildings because PV panels were not indicated at outline stage. Therefore a similar condition is recommended to be applied to this application for the MSCP.

8.7 Sustainable Transport:

The new proposals do offer some improvements on the previously secured arrangements. In particular, the elevated path will provide a more level link between Saunders Park View and Moulsecoomb Station, avoiding steep gradients beside the foraging area and around the south east corner of the previous Access Road arrangement.

However, there are other concerns raised by the changes to the outline scheme permitted. Notwithstanding the challenging gradients in some locations and the possibility that it might not be feasible to design all paths to be fully inclusive the link between the approved access road to the west of the MSCP provided reasonably inclusive access for ambulant pedestrians between the MSCP and Moulsecoomb Station. As revised, pedestrians would need either to make a detour through the Watts Campus or via Lewes Road and Queensdown School Road. Gradients on the detour routes are more challenging than the approved access road.

The approved sloped path beside the foraging area above the MOD building provided reasonably inclusive access between Saunders Park View and the MSCP. The proposed new steps between the MSCP and new elevated path cut across the lower third of this. The applicants have not attempted to resolve the design of the upper two thirds as it is outside their ownership on the neighbouring Block J Residential site parcel. That will need to be done separately by the owners of that site parcel via a section 73 revision which could reduce the area available as this is likely to require a longer zig-zag path within the foraging area itself.

Further details of the elevated path will be required to ensure safety including lighting and surfacing details and seating for rest opportunities.

The new MSCP vehicular access arrangements could add complications to vehicle and pedestrian movements including servicing. These could be addressed by requiring further details by condition to ensure that conflicts are avoided.

Whilst some of the changes would result in less satisfactory arrangements for some pedestrians, this would be countered by the benefits to the ecology of the site by removing the approved access road between the MSCP and the Watts Bank. The Transport Officer has accepted that many of the concerns could be addressed by more detailed submissions subject to conditions.

The relocation of the accesses to the cycle-hub within the public realm to the eastern side of the MSCP is a positive change from the approved scheme. It is regrettable that the removal of the access road loses a convenient new cycle route from Saunders Park View to the station but the applicants have proposed an alternative route through the campus to be secured by condition.

The removal of the access road will result in new servicing and delivery arrangements across the Watts Campus but it has been accepted by the Transport Officer that they can be covered by conditions to include management plans.

The proposal to incorporate a tidal lane within the entry/exit arrangements for cars and vans will help the MSCP to efficiently cope with peak surges in demand whilst avoiding extensive queues that might impact on the operation of the Business School Square and the public highway east of this. This help with offsetting the reduction in capacity for entry queues that results from the decision to relocate the MSCP entrance to the southern side of the building.

9. EQUALITIES

- 9.1 The proposals may result in some adverse equality impacts people with mobility issues. Not all of the proposed footpaths and footways are likely to be capable of providing full accessibility. Consequently, in order to use accessible paths when travelling between the site and neighbouring areas, mobility impaired pedestrians may need to make substantial detours. The issues are mitigated by the fact that the elevated Saunders Park View can only be accessed from the Lewes Road valley floor and has no pedestrian links with the neighbourhoods to the south and west thus limiting the volume of pedestrian movements and people affected. A justification for this is provided by the significant topographic constraints of the site, which will be improved by the proposals. It is also acknowledged that the approved scheme included various locations where this was also likely to be the case.