

Appendix 1

Evidence & Justification

Chapter 2

St Aubyns Field was a school sports field for in excess of 100 years. It has been in the private ownership of the school but public access has been given for village events and fireworks displays, charity cricket matches, school sports days for other Rottingdean schools, an Archery Club, jogging and out-of-hours tennis and nets practice.

The green space provided by the former playing field at St Aubyns, contributing to improved air quality helps reduce the impact of the frequent and regular excess of noxious particulates affecting air quality in the High Street, an average of 75 metres away. Land Registry Covenants exist to protect the use of St Aubyns School and playing field.

Chapter 4 evidence

National Planning Framework:

NPPF Para 1.19 – 1.22

NPPF 3.28 Supporting a prosperous rural community

NPPF 4.34-35 Promoting sustainable transport

NPPF 12.126-141 Conserving and enhancing the historic environment

Local Plan:

BHCC Final City Plan (2012) Policy CP6

B&H Local Plan (2005):

HE6 - Conservation area

Policy HO20 – Retention of community facilities

Policy SR14 – New hotel and guest accommodation

Policy SU10 – Noise nuisance

Policy TR5 – Sustainable transport corridors and bus priority routes

Policy TR19 – Parking standards

Other B&H Plans:

BHCC Hotel Futures Study (2007)

SP045 Seafront Strategy (draft) (Nov 2012)

SP064 City of B&H A refreshed strategy for the visitor economy 2008 -2018 pp 54-55

City Plan Policy CP4 – Retail Provision

City Plan Policy CP5 – Culture & Tourism

City Plan Policy CP6 – Visitor Accommodation

City Plan CP15 Heritage
The Creative Industries Workplace Study (2007-2017)
Joining the Dots, the Brighton & Hove Volunteer Strategy 2010 -2015
Rottingdean Heritage Assets List (2013)

Chapter 4 – justification

“Currently valued at over £407m, the Tourism Economy has to grow in real terms to help the City and its residents benefit. But with nearly 60% of that money coming from just 17% of our visitors, we have to be focused and targeted on attracting visitors that truly benefit the local area.” City of Brighton and Hove, ‘A Refreshed Strategy for the Visitor Economy’ p2 (2008).

“Rottingdean is easily accessible from the City Centre by both public and private transport offering the visitor open space away from the crowds, a rural atmosphere and historic interest”. B&H City Visitor Strategy (2008) p 54

Kipling Gardens, Rottingdean was awarded Gold awards in South and South East in Bloom from 2011 to 2015 and Best Small Garden in Southern England in 2012.

Beacon Hill Nature Reserve won Gold awards from 2012 to 2017 from South and South East in Bloom and Beacon Hill was the Best Local Nature Reserve in Southern England in 2014. Beacon Hill LNR Annual Wildlife Report (2017/18)

A group of local organisations including Rottingdean Arts renovated and opened the Terraces Stage on Rottingdean seafront in June 2013. The stage and facilities can accommodate up to 300 people, and has already done so on a number of occasions. Rottingdean Tourism Conference minutes (June 2013).

Chapter 6

Identified air quality hotspot, 28,000 UK related deaths per annum. 4 years of operating above permitted EU levels.

SP005 [Air Quality Detailed Assessment for Rottingdean Village, Preston Road and The Drove 2012](#) (Including [Appendix One](#) and [Appendix Two](#))

Traffic figures supplied by ESCC in 2016

Speeding data showing traffic volumes BHCC 2016

NPPF

Ensuring the vitality of town centres

23. where town centres are in decline, local planning authorities should plan positively for their future to encourage economic activity.’
4. Promoting sustainable transport 30, 32, 34, 35 and 36, 38 and 39
8. Promoting healthy communities
69. ‘Planning policies and decisions, in turn, should aim to achieve places which promote: opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which

bring together those who work, live and play in the vicinity; safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

BHCC Local plan

Air Quality Management Area (AQMA) (2015 & 2016 when published)

Local Transport Plan (LTP4) and Transport Strategy

Retained policies from Brighton & Hove Local Plan adopted as part of City Plan (March 2016)

Policy on sustainable development: SU2 Efficiency of development in the use of energy, water & materials and SU9 Pollution & nuisance control

Policy on Transport & movement: TR1 Development & demand for travel, TR2 Public transport accessibility & parking, TR4 Travel Plans, TR5 Sustainable transport corridors & bus priority routes, TR7 Safe Development. TR9 Pedestrian priority areas TR14 cycle access and parking, TR15 cycle network & TR19 Parking standards

Highways

[\(Low Emissions Strategy – See “SP003 Air Quality Action Plan and Low Emissions Strategy 2011” – Low Emissions Strategy is the appendix to the Air Quality Action Plan\)](#)

Strategic Traffic Assessment 2014, City Plan part 1, Local Transport Plan 4.

(subject to reassessment of traffic congestion using 2016 data)

Engagement with ESCC & the Highways authority in regard to traffic volumes on the A259 & B2123 and working with neighbouring Councils, LDC, Peacehaven & Telscombe Town Councils