

Ref: APP/Q1445/A/09/2102048/NWF

APPENDICES to

PROOF of EVIDENCE

of

ADAM ROAKE MA DipArch (Cantab) Architect RIBA FRSA

On behalf of

BRIGHTON AND HOVE CITY COUNCIL

The site address being

Land At Brighton Marina,

Brighton, BN2 5UT

- Appendix 1** “Letter to all LPA Chief Planners”, 23 February 2009, Stephen Quartermain (Chief Planner Communities and Local Government).
- Appendix 2** “Regional Spatial Strategy and Local Development Framework Core Output Indicators”, Update 2/2008, Communities and Local Government, pps.1-7, 19 and 29).
- Appendix 3** Text commentary on Application Computer-Generated Walk-Throughs
- Appendix 4** Building For Life Assessment for the Appeal Proposal
- Appendix 5** CABE Design Review, 2nd October 2008.
- Appendix 6** Existing and Proposed Figure/Field Diagrams
- Appendix 7** Diagram showing accurately plotted Active Frontages (cf. DAS fig 9.1.1)
- Appendix 8** BS8602-2:2008 Code of Practice for Daylighting; pps. 8-9



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23 February 2009

Dear *[CEO/ Chief Planner]*

The Planning Bill: delivering well designed homes and high quality places

Local authorities must be committed to taking the lead in their area's improvement - saying "yes" to high quality developments and "no" to poor quality developments. Negotiating from a position of strength with developers to achieve high quality requires having the skills and knowledge in place, and I am writing to remind you of the sources of support available.

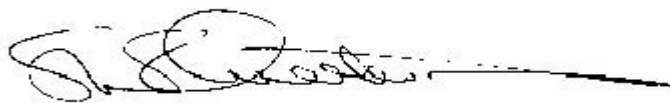
With the passing of the Planning Act 2008, local authorities are now required in primary legislation, to have regard to the desirability of achieving good design. High quality design has a crucial role to play in delivering prosperity and inward-investment, as well as ensuring that your area is an attractive and functional place for people to live. This is not an additional burden from central government but a re-statement of the importance of design quality in your local area, building upon existing national planning policy statements.

We are continuing to take a lead in encouraging high quality design by further strengthening the national framework. As well as introducing the design objective into the new Planning Act, the Housing and Regeneration Act 2008 also included a clear objective that the new Homes and Communities Agency (HCA), the Government's housing and regeneration body, should aim to achieve high quality design. Bodies such as the Commission for Architecture and the Built Environment (CABE), also have clear objectives to help achieve high quality design, working closely with local authorities and others.

The quality of development which takes place in your area is indivisible from its success as a place; setting out a clear strategy and objectives on how this will be done, and backing them up with the skills and capacity needed to implement them represents a big opportunity for innovation and empowerment of local authorities and I hope you will see fit to take the lead on this in your area, even in the light of the current challenging

economic conditions. Further information on the services available to you is attached, and I encourage you to make use of them.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Steve Quartermain", with a long horizontal flourish extending to the right.

Steve Quartermain

BACKGROUND

A strengthened legislative framework

You will be aware that the Government's Planning Bill received Royal Assent on 27 November 2008. This has introduced a new system for nationally significant infrastructure planning, the ability for local authorities to raise Community Infrastructure Levies to pay for new infrastructure demands arising from housing growth, and reforms to streamline the town and country planning system. An important aspect of this legislation was also to strengthen the role of design in creating high quality places, through the planning system.

These legislative changes add further emphasis to the need for all local policy and decision making, including local development frameworks and development control, to have regard to the importance of high quality design in delivering sustainable development, adding weight to the existing planning policy framework.

Implementing and delivering design objectives

As you will know, there are a number of tools and support structures available to ensure that you, as the local planning authority, can achieve our shared objectives of planning and delivering high quality homes and places.

Robust decision making must be made against the backdrop of clear strategies and consistent policies. This applies both at regional level, through a robust and ambitious Regional Spatial Strategy, and at the local level, through the Local Development Framework (LDF). Through understanding the place, a clear and locally specific vision can be established that gives confidence and clarity to the community, investors and developers. A clear and up-front commitment to design quality is essential, and reference should be made to objective measures such as the 20 Building for Life criteria developed by CABI and the Home Builders Federation. Ultimately, to strengthen the LDF and realise the opportunities of spatial planning, a corporate commitment to the LDF and its vision is needed. CABI is publishing a briefing paper in the new year to support local authorities in developing a spatial and place-led core strategy, and examples of good-practice are also available in their Plan Making Manual. Examples of where this has been achieved include Plymouth City Council and North West Leicestershire District Council.

The Government's design advisor, CABI, is leading on a number of programmes to help improve design awareness and skills at the regional and local level. This includes their *Design Review* service and their *Enabling* service, which provide free advice to local authorities and wider public sector clients on a range of growth, regeneration and public realm projects, as well as wider training for officers and council members - such as the Urban Design Summer School.

I would encourage you to look at using Building for Life, an assessment and negotiating tool, to help set out and evidence expectations of quality for residential or mixed-use developments. CABI is inviting Local Authorities to nominate and empower one of their staff for training to gain accreditation as a Building for Life assessor, in order to support their use of Building for Life as a quality check in pre-application discussions. Starting this year, and to be delivered over the next three years, this programme will create a group of at least 500 professionals who are trained and supported to use the Building for Life standard. You can register your

authority's interest for this programme via the Building for Life website www.buildingforlife.org.

Local authorities are encouraged to consult CABI about significant schemes using the Design Review service, both at the masterplanning and application stages. Guidance can be obtained from the CABI website. The 2006 Chief Planner's letter is still current and we encourage local authorities to consult CABI and the regional design review panels at both the pre-application and application stages.

There is further support from the independent Advisory Team for Large Planning Applications (ATLAS), available to advise local authorities on a range of specialisms, including urban design, masterplanning, design coding, transport and engineering, social infrastructure planning and delivery, Environmental Impact Assessment and S106 negotiations. The ATLAS team can also advise on Planning Performance Agreements, a project management tool that can enable better collaboration and smarter working, achieving higher quality design outcomes that benefit all stakeholders.

Providing clear leadership on design matters is crucial to improving the quality of what is built in your area. Financial support is available to kick-start this commitment through the use of Housing and Planning Delivery Grant which can be used flexibly towards the cost of employing an urban designer or establishing a design initiative. Guidance and programmes such as the HCA Academy (formerly ASC) leadership programmes, CABI Space Leaders Programme, Manual for Streets and CABI guidance for Councillors are all available to support you in this.

Monitoring the design quality of built-out residential developments in your area will be a requirement of next year's Annual Monitoring Returns core indicator (known as H6), and there are also opportunities to celebrate success locally through nominating schemes to the Building for Life and the Housing Design Awards. The next opportunity for nominations opens in the new year, and if you have a scheme you feel is of sufficient quality to merit an award, please go to the following site for details on how to enter <http://www.designforhomes.org/hda/howtoenter.html>

Examples of High Quality Design

With the right leadership locally, high-quality design can be achieved irrespective of size, location or style.

The design quality of buildings, streets, parks and squares can make a significant contribution towards improving the quality of life in local areas by helping to:

- Attract economic investment - ensuring that our towns and cities are economically competitive and socially inclusive
- Improve health and well-being through better healthcare, housing, educational and recreational facilities
- Improve community safety and cohesion – create usable places that accommodate diverse needs and reinforce local community identity through respect for historic context and heritage
- Improve liveability, management and maintenance of the built environment, including creating clean, safe and green public places and contributing to the achievement of sustainable development, through the efficient use of resources and adaptability to respond to future change
- Encourage more sustainable approaches to transport, energy, water and waste management in response to climate change concerns

Good design can have a positive impact on the whole of the built environment. CABE's website - <http://www.cabe.org.uk/casestudies.aspx> is a good source of examples, with details on all the following types of development;

- Civic buildings
- Commercial - industrial | offices | retail
- Culture and leisure - arts | bars and restaurants | libraries | museums and galleries | sports
- Education - early years | primary | secondary | special educational needs | universities and colleges
- Health - health centres | hospitals
- Housing
- Transport
- Neighbourhoods and regeneration
- Public space - parks and gardens | squares | streets

The examples below illustrate the range of schemes that have contributed positively to the success of their local area as a place where people want to live and work. Full case studies at www.buildingforlife.org and <http://www.designforhomes.org/hda/>

Royal Arsenal, Woolwich

This massive mixed-use regeneration project on former MoD land has quality at its core, with well-overlooked and pedestrian-friendly public spaces.

Good example of: Developer-led regeneration project

Lacuna, West-Malling

This high quality project combines the need to meet economic objectives with that of sustainability.

Good example of: High standards set on local authority land

Great Bow Yard, Somerset

An impressive mix of uses for such a small site: eight houses and four flats are set around a communal garden.

Good example of: Small scale rural scheme with exemplary environmental credentials

Rostron Brow, Stockport

This small residential scheme regenerating 18th century warehouses is to be found nestled amongst Stockport's historic core.

Good example of: Small scale development sensitive to historical context

Accordia, Cambridge

High architectural quality offers an exciting range of well designed family houses and flats. The homes benefit from proximity to open spaces, have slow speed streets, and communal play areas.

Good example of: The first residential winner of the RIBA Sterling Prize, offering a private sector led mix of family home types and tenures

Gorton Monastery, Manchester

After being placed on English Heritage's Buildings at Risk register, this church was rescued and brought back into use for the local community, as a venue for weddings and conferences.

<http://www.english-heritage.org.uk/server/show/nav.19791>

Good example of: Locally led regeneration effort to restore a historic building

Old Market Square, Nottingham

Old Market Square has been transformed from an unloved, traditional city square into an inviting public space. The elegant design includes bands of terracing and ramps leading to and from water features, and a new city wall marker. Winner of RIBA/CABE Public Space Award

http://www.e-architect.co.uk/england/old_market_square_nottingham.htm

Good example of: Sensitive regeneration and reinvigoration of an important public space, improving accessibility for all

Westminster Academy

Located in a gritty urban context, dominated by the Westway road, the aspiration was to create a new civic landmark in which the pupils, staff and wider community felt a sense of pride.

www.e-architect.co.uk/london/westminster_academy.htm

Good example of: High quality architecture creating a positive presence and identity in a challenging urban setting



Regional Spatial Strategy and
Local Development Framework
Core Output Indicators – Update 2/2008



Regional Spatial Strategy and
Local Development Framework
Core Output Indicators – Update 2/2008

July 2008

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Regional Spatial Strategy and Local Development Framework Core Output Indicators – Update 2/2008

The following paper contains core output indicators for regional planning bodies and local planning authorities to report on in their Annual Monitoring Reports. This revised set replaces the *Core Output Indicators for Regional Planning* (March 2005), *Local Development Framework Core Output Indicators Update 1/2005* (October 2005) and Table 4.4 and Annex B of the *Local Development Framework Monitoring: A Good Practice Guide* (March 2005)¹.

This revision has been produced in association with regional and local planning and monitoring practitioners, government offices and other government departments. Special thanks to members of the English Regional Network (ERN) Monitoring Officers Liaison Group and the Central Local Information Partnership (CLIP) Planning sub-group for their help and input.

Background

Monitoring is an essential part of the continuous planning process. The approach to regional and local monitoring is set out in *Planning Policy Statement 11: Regional Spatial Strategies* and *Planning Policy Statement 12: Creating Strong Safe and Prosperous Communities through Local Spatial Planning* and accompanying guidance in *Regional Spatial Strategy Monitoring: A Good Practice Guide* (December 2005) and *Local Development Framework Monitoring: A Good Practice Guide* (March 2005).

This includes the statutory requirement for regional planning bodies and local planning authorities, collectively referred to in this document as planning bodies, to submit an Annual Monitoring Report (AMR). Guidance also advises that planning bodies should also report on the core output indicators as part of their AMR. Core output indicators were designed as part of the monitoring framework to achieve a consistent and cost effective approach to data collection across the regional and local levels covering a number of national planning policy and sustainable development objectives appropriate to local and regional policy. However, the indicators are not a

¹ The remainder of the 'Local Development Framework Monitoring: A Good Practice Guide' (March 2005) continues to apply to LPAs.

comprehensive list of national policy areas that planning bodies should limit monitoring to.

This paper revises regional and local core output indicators into one shared set. Shared indicators do not mean that policies, targets or implementation will be the same between and across regions and districts. The targets and policies will reflect, and respond to, the difference in spatial issues around the country and the different ways that national, regional and local policy can be delivered.

Monitoring guidance recognises the need to update the core output indicators where necessary, to reflect the changes in national policy and monitoring requirements. The core output indicators will be maintained on the Communities and Local Government website alongside the RSS and LDF monitoring guides.

Relationship with the National Indicators

The set of 198 National Indicators for local authorities and local authority partnerships (National Indicators) flow from the priorities identified in Public Service Agreements and Departmental Strategic Objectives announced in CSR07. These are the only set of indicators on which central government will performance manage local government working on its own or in partnership with other bodies.

Of the set of 198 indicators there are a number on which spatial planning has a powerful influence. The core output indicators within AMRs provide a set of consistent and comparable definitions, developed with regional and local monitoring representatives, to help planning bodies monitor their own progress, and review their own spatial strategies. Unlike with national indicators, AMRs are not used by Government to performance manage local areas.

The only exception to this is the three indicators on net additional homes, affordable homes and deliverable housing sites. Reflecting the COUNT principle (Collect Once Use Numerous Times) these are the same as national indicators NI154, N155 and NI159 and therefore create no additional burdens on authorities.

The collection and reporting of the national indicators will provide planning bodies with a consistent body of information from which they can select relevant indicators to include in their own monitoring frameworks, alongside the core output indicators, to measure the implementation of spatial strategies at the regional and local level. This reduces the need and burden of collecting additional information.

Measuring Spatial Outcomes in England

The Royal Town Planning Institute (RTPI) has recently published *Measuring the Spatial Outcomes in England*², a report jointly commissioned with Communities and Local Government, addressing the challenges of how to measure spatial planning outcomes.

The introduction of the AMR framework has helped planning bodies monitor progress made in achieving the targeted outputs of their regional and local spatial strategies. The recent introduction of the 198 National Indicators has also helped to ensure a strong monitoring framework to manage the performance of local authorities, including those elements relating to the planning system. However these processes in themselves do not fully capture the holistic nature of spatial planning activities and wider outcomes. This leaves a challenge as to how to truly capture spatial planning outcomes in terms of integrating multi-spatial levels and cross-sectoral policies.

The study sets out a proposed spatial planning outcome framework of 20 indicator measurements and demonstrates how these should be used interactively. This integrative approach is based on the use of bundles of indicators to describe spatial planning outcomes relevant to the national objectives of sustainable development set out in national policy statements. The approach also allows for the refinement of the framework to meet regional and local objectives, either by adding or substituting locally relevant measurements. The framework is designed to be used within partnership processes at the local, sub-regional and regional levels. The flexible bundling of measures within the framework allows exploration and demonstration of dynamic relationships between different aspects of sustainable development. The spatial processes underlying the measures highlight the importance of functional areas (e.g. labour and housing market areas) and different forms of connectivity.

The report and its methodology and approach to monitoring spatial outcomes should be considered as good practice by planning bodies in developing their monitoring frameworks to measure the implementation of spatial strategy policies at the regional and local level.

Revised indicators

This revision to the core output indicators is predominately limited to the rationalisation, clarification and update of indicator definitions to reflect current government guidance. The majority of changes should have minimal impact on existing data collection and reporting processes. However, due to the timing of the publication of the revised indicators we recognise there may be limited scope for planning bodies to incorporate a number of the changes within the forthcoming AMR, due December 2008 (February 2009 for regions). Any changes not reflected in this year's AMR should be incorporated for the following year.

² www.rtpi.org.uk/item/1803

Table 1 sets out the more substantial changes made to the set of core output indicators to help planning bodies consider any implications for their monitoring frameworks.

The removal of indicators from the core output indicator set does not mean that they should no longer be collected and reported. Planning bodies should continue to develop and revise their monitoring frameworks and indicator sets where necessary, to ensure they are effectively monitoring the implementation of Regional Spatial Strategy (RSS) and Local Development Framework (LDF) policies, the core output indicators and other monitoring requirements set out in government guidance.

A number of useful links to information have been identified alongside the revised indicators. Additional sources to consider in developing monitoring frameworks are set out in annex E of *Local Development Framework Monitoring: A Good Practice Guide* and listed on the CLIP website³.

Information for a number of indicators is now part of the standard planning application form. This includes data on sub categories of B1 uses' net employment floorspace and net tradable floorspace. This should help improve the capture and reporting of a number of core output indicators in the AMR.

Detailed description of core output indicators

Core output indicators should be reported upon at the following spatial scales as a minimum, unless otherwise specified in the following indicator definitions:

- regional planning bodies should report data for their region and their constituent local planning authorities
- local planning authorities should report data for their administrative areas
- regional planning bodies and local planning authorities in the Thames Gateway should also report data for that part of their area within the defined Thames Gateway, in addition to that for their wider area.

Planning bodies should also use core output indicators to report across other spatial policy areas defined in the RSS or LDF. This might include sub regional areas based on sub regional housing market area or area action plan areas. This will improve the consistency and monitoring within and across regional and local authority boundaries.

AMRs should report core output indicators for the most recently completed financial year i.e. 1 April to 31 March, known as the 'reporting year'. The AMR will be written in the middle of the current financial year, known as the 'current year'.

³ <http://www.clip.local.gov.uk/lgv/core/page.do?pagelid=31616>

Most core output indicator data should be based on completed development, permitted through the approval of planning permission i.e. the development management or 'development control' (DC) process.

Data submitted as part of the core output indicators should be consistent with other data collected over the same period with the same definition to avoid inconsistencies and the need to send multiple submissions. This specifically applies to collections made earlier in the year through the Housing Strategy Statistical Appendix (HSSA) return, Quarterly House Building PQ2 return, figures on completions through the Housing Flows Reconciliation Return (or joint return with Communities and Local Government on net additional dwellings) and data collected from LPAs in regional AMR returns.

Thresholds (e.g. size of site in square metres or number of units above or below certain scales) should not be applied when collecting and reporting core output indicators. This is to ensure that the impact of all development can be identified and considered consistently across administrative boundaries.

Mixed-use and phased development should measure the loss of any site or floorspace at the stage that it is no longer available for use (i.e. demolished) and measure the gains as they become available for use, within the appropriate reporting year.

Should any issues relating to the definition of the core output indicator arise, planning bodies should work together to resolve the issues and agree common definitions, and a consistent approach to monitoring processes. Any points that have the potential to affect all planning bodies should be raised with the ERN Monitoring Officers Liaison group and CLIP Planning sub-group to be resolved.

Core output indicators should be read alongside the template at the back of this document. This will help clarify a common reporting format for each indicator.

H6: Housing Quality – Building for Life Assessments	
Purpose	To show the level of quality in new housing development.
Definition	<p>The number and proportion of total new build completions on housing sites reaching very good, good, average and poor ratings against the Building for Life criteria.</p> <p>A housing site should only be included where it involves at least 10 new dwellings that have been completed (available for use). This should include phases of large developments where they meet the same requirements and are to be counted within the same reporting year as net additional completions.</p>
Information links	<p>The CABI Building for Life criteria is a government-endorsed assessment benchmark developed by CABI. The assessment has been designed to ensure that it meets the criteria described for housing quality in PPS3. Each housing development (scheme) is awarded a score out of 20, based on the proportion of CABI Building for Life questions that are answered positively. The scores are categorised as very good (16 or more positive answers out of 20), good (14 or more positive answers out of 20), average (10 or more positive answers out of 20) or poor (less than 10 questions answered positively). Details of the Building for Life assessment criteria can be viewed at the following link: http://www.buildingforlife.org/</p>

	Number of sites with a Building for life assessment of 16 or more	Number of dwellings on those sites	% of dwellings of 16 or more	Number of sites with a Building for life assessment of 14 to 15	Number of dwellings on those sites	% of dwellings of 14 to 15	Number of sites with a Building for life assessment of 10 to 14	Number of dwellings on those sites	% of dwellings of 10 to 14	Number of sites with a Building for life assessment of less than 10	Number of dwellings on those sites	% of dwellings of less than 10	Total number of housing sites (or phases of housing sites)	Number of dwellings on those sites
H6														

	Flooding	Quality	Total
E1			

	Loss	Addition	Total
E2			

E3	wind onshore			solar photovoltaics			hydro					biomass					Total
							Landfill gas	Sewage sludge digestion	Municipal (and industrial) solid waste combustion	Co-firing of biomass with fossil fuels	Animal biomass	Plant biomass					
Permitted installed capacity in MW																	
Completed installed capacity in MW																	

	Crushed Rock	Sand and Gravel
M1		

COMMENTARY REGARDING APPLICATION WALK-THROUGHS

September 2009

1. There were two “walk-throughs” prepared by the appellant and submitted with the application documentation.
2. The first, titled ‘466_Scene2_export.mov’, takes a route from the Black Rock site to the west of the Marina; through the existing cutting in the western breakwater, to the under-ramp area; through this space walking east past the cliff building on the left and the multi-storey car park on the right; into Harbour Square; panning to the south then round to the north and ending with a view looking up the cascading street.
3. The second, titled ‘brighton-animation.mov’, takes a route from the top of the cliff adjacent to the current pedestrian ramps in the north-west corner of the appeal site; across the new pedestrian bridge and into the ‘arrival space’ at the fifth floor of the Cliff Building; across this space to the viewing platform; back into the ‘arrival space’ and down the full length of the ‘cascading street’; into Harbour Square and then across it from north to south; up the existing steps and onto the existing boardwalk at the southern end of Harbour Square; then panning round clockwise to view Park Square, the new petrol station and finally Harbour Square.
4. The commentaries note particular issues along each route and the right hand column shows the time elapsed into the movie relevant to each comment.
5. **WALK THROUGH 1 - 466_Scene2_export.mov**
6. From Black Rock one can see the Sea Wall building and a glimpse of Marina Point. The appropriate route is not entirely clear. 00:00:06
7. The underpass has much the same aspect as the existing route at this point with almost nothing of the proposed development visible. 00:00:15
8. By now we can see clearly the under-ramp area and the multi-storey car park. There is a glimpse of Marina Point past the ramps 00:00:19

overhead.

9. The ground floor of the Cliff Building is now visible. On the extreme left is the colonnade behind which are the sports supervisor's office and the lift which links to the 'arrival space' on the fifth floor of the Cliff Building. There is little surveillance possible of the under-ramp area and pedestrians arriving here from above have few clues as to where to go next. 00:00:23
10. The blank windows on the left are to the ASDA store. No access is possible along the entire length of this frontage so that it provides little activity. 00:00:33
11. The viewpoint turns to the right to look along the alleyway through the car park. There is little difference discernible in this view from the existing situation and it remains impossible to see anything of Park Square. 00:00:40
12. The ramps above and to the right are now reaching the ground and the blank windows to the left give way to a colonnade, which includes activity in the form of the lock-up shops and the entrance to ASDA (not viewed). Marina Point is now much more prominent and Harbour Square has become visible. 00:01:01
13. The viewer arrives in Harbour Square. The viewer pans clockwise and the view comprises the eastern end of the Cliff Building, the back of the Octagon and Village Square, Palm Drive, Marina Point, the service yard for the Seattle Hotel, the petrol station in the foreground with part of the Brunswick scheme in the far distance, the Quayside Building in the middle distance and finally the multi-storey car park. 00:01:16 to 00:01:25
14. The viewer pans back anti-clockwise with the same buildings in reverse order. This pan gives a clear indication of the relatively unenclosed and loosely defined nature of this space. 00:01:026 to 00:01:35
15. The viewer pans turns left and ends with a view up the 'cascading street'. Unlike Montmartre, which appears in the DAS as a precedent (p.197), there is nothing visible at the top of the steps 00:01:44

to give clues as to where this route leads nor whether it is even a public route.

16. WALK THROUGH 2 - brighton-animation.mov

- | | |
|--|-------------------------|
| 17. The arrival space is clearly a residential courtyard and the only visual clues as to where to go next are the Brunswick Tower and the bas-relief sign saying "LIFT". | 00:00:25 |
| 18. The viewer initially ignores the clues but changes his mind and heads for the sign. | 00:00:36 |
| 19. Approaching the viewing platform, a vista opens up to the west towards the coastline of Brighton. Although the Brunswick Tower and western breakwater would be visible from this point (but not shown) there would be no view of Marina Point nor would the marina basin be easily visible, on account of the orientation of the viewing platform. | 00:00:40 to
00:00:49 |
| 20. The viewer opts not to take the lift and proceeds to the top of the cascading street. At this point there is no indication where the cascade might lead. Marina Point is not in view and there are at best distant glimpses of the far end of the inner (non-tidal) basin. There are no clues to suggest this is a public route. | 00:01:00 |
| 21. The viewer turns right to look through the gap between units 1J-4-110 and 1K-4-111. The view includes the Brunswick scheme but neither the sea nor the marina area visible. Marina Point is also not visible. | 00:01:16 to
00:01:22 |
| 22. The viewer turns back to the 'cascading street' and elements of Harbour Square now become visible, approaching the main flight of steps. Marina Point however remains out of view. | 00:01:24 |
| 23. As one approaches the bottom of the steps, Marina Point comes into the view for the first time. | 00:01:41 |
| 24. The viewer turns right to walk across Harbour Square. The view pans across the back of the Octagon/ Village Square development, | 00:01:55 to
00:02:06 |

Palm Drive, Marina Point and ends facing the Seattle service yard. The unenclosed and loosely defined nature of the space is again apparent. There are no visual clues as to where the marina might be or where to go next.

25. The Quayside building comes clearly into view. The existing steps up to the Boardwalk provide the only visual clue as to where next. 00:02:11
26. The screening to the existing service yard on the left appears temporary and insubstantial, providing little true enclosure to the square. 00:02:16
27. At the top of the steps, the viewer stops and turns to the right. 00:02:26 to
The view pans across the Quayside building; there is a glimpse into 00:02:40
Park Square; across the screening to the petrol filling station,
which is screened in the same apparently temporary and
insubstantial manner as the service yard providing similarly limited
enclosure. Finally the view comes to rest looking north into
Harbour Square. Again the pan shows the loosely defined nature of
this space.

Building for Life Evaluation
Brighton Inner Harbour Scheme
Summary

16 September 2009

DAS = Design and Access Statement - June 2008	Environment and Community	4.0
PS = Planning Statement -September 2008	Character	2.0
TA = Transport Assessment - September 2008	Streets Parking and Pedestrianisation	2.5
RtC = Report to Committee 12/12/2008 (CD 19/1)	Design and Construction	2.5
CABE = CABE Design Review 2/10/2009		11.0
AR PoE = Adam Roake's Proof of Evidence, October 2010		

Criteria	Evaluation	Evidence	Score
Environment and community			
1 Does the development provide (or is it close to) community facilities, such as a school, parks, play areas, shops, pubs or cafés?	The proposal is close to or provides for most community facilities. However regarding open space and schools provision there is heavy reliance on s.106 contributions to make up for a lack of capacity within the existing provision. If adequate contributions are not forthcoming this criteria would score 0.5.	PS - p.49-58, 63-66 RtC - p.4-5, 79, 139-142 and 150-154	1.0
2 Is there an accommodation mix that reflects the needs and aspirations of the local community?	The mix of units sizes proposed generally complies with housing policy.	RtC - p.76-80 and 98-99	1.0
3 Is there a tenure mix that reflects the needs of the local community?	The 40% affordable housing proposed meets current policy but the affordable split is not in compliance with Housing Dept. requirements. This is argued on the basis of viability, which may be appropriate for other reasons but results in a failure for this criteria.	RtC - p.76-80 and 98-99	0.0
4 Does the development have easy access to public transport?	Bus interchange currently on site and to be upgraded.	DAS - p191 RtC - p.83-84	1.0
5 Does the development have any features that reduce its environmental impact?	CHP with biomass boiler is proposed. Many of the buildings will have green roofs. The applicant has committed to CSH level 4 and BREEAM "Excellent" ratings.	RtC - p.81-83, 142-146	1.0
			4.0

**Building for Life Evaluation
Brighton Inner Harbour Scheme
Summary
16 September 2009**

DAS = Design and Access Statement - June 2008	Environment and Community	4.0
PS = Planning Statement -September 2008	Character	2.0
TA = Transport Assessment - September 2008	Streets Parking and Pedestrianisation	2.5
RtC = Report to Committee 12/12/2008 (CD 19/1)	Design and Construction	2.5
CABE = CABE Design Review 2/10/2009		11.0
AR PoE = Adam Roake's Proof of Evidence, October 2010		

Criteria Character	Evaluation	Evidence	Score
6 Is the design specific to the scheme?	Generally but nb Quayside building is a weak design.	DAS - sections 2, 3 4 and 5 RtC 104-113	1.0
7 Does the scheme exploit existing buildings, landscape or topography?	Cliff building and Marina Point generally exhibit a considered response to the cliffs and location, including the change in level through the "cascading street". However, the existing buildings on site are poor quality and the retention of the multi-storey car park and ramps has a serious negative impact on the proposal. There is a phenomenological weakness concerning the construction of an urban form on the sea side of the cliffs and what meaning might be of the resulting 'gorge' that is created between cliff and cliff building.	DAS sections 6.4 to 6.9. DAS sections 3.4	0.5
8 Does the scheme feel like a place with a distinctive character?	Cliff Building does provide an interesting and characterful environment of its own. However, whilst the other buildings are well designed, the rest of the proposal is let down by the poor quality of the public realm. In particular, the retention of fundamental relationships between built form and public space as well as the retention of the ramps and multi-storey car park has the same negative impact on character as currently exists.	DAS section 6.4 DAS section 2 and 7	0.5
9 Do the buildings and layout make it easy to find your way around?	The 'Cascading Street' simply stops at Harbour Square . This space is no more legible than the current roundabout. How you get to the basin itself is no more obvious than currently and where the roads east and south from the square actually go to is unclear. This is principally as a result of the lack of built form enclosing the proposed square. The DAS (p.181) suggests there will be no signage in Harbour Square, which seems perverse. The RtC suggests signage is required and should be included as a condition.	DAS section 7.6.2 RtC p.12	0.0
10 Are streets defined by a coherent and well structured building layout?	Ramps, car park, Harbour Square all undefined by buildings. The lack of enclosure and continuity to frontages is a series negative within the existing marina and the proposal offers little by way of improvement on these fundamental urban design criteria.	DAS section 7. Also see CABE	0.0
			2.0

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Criteria	Evaluation	Evidence	Score
Streets, parking and pedestrianisation			
11 Does the building layout take priority over the streets and car-parking, so that the highways do not dominate?	Ramps, car park and vehicle element of Harbour Sq dominate the layout. The buildings are confined to those parts of the site not currently used as roadways. The shared space proposal for Harbour Square seems highly optimistic in its intention and is undermined by the Transport Assessment and the applicant's fall-back proposal.	DAS fig 3.3.1, 3.3.2 and 6.2.5 to 6.2.8 CABE ibid TA appendix 14	0.0
12 Is the car parking well integrated and situated so as to support the street scene?	The new parking is but the retention of the existing car park is a lost opportunity.	DAS sections 6.4 to 6.7	1.0
13 Are the streets pedestrian, cycle and vehicle friendly?	The retained ramps remain unfriendly for pedestrians and the 'square-about' is little better than the existing roundabout in this respect particularly since it is not designed to accommodate pedestrians within its interior.	DAS sections 7.6 and 8 TA Appendix 14 CABE	0.0
14 Does the scheme integrate with existing Streets, paths and surrounding development?	Existing roads are all retained. There would be a new pedestrian link to cliff top and improved links to the east at beach level along Marina Drive.	DAS fig 8.2.1 and 8.3.1	1.0
15 Are public spaces and pedestrian routes overlooked and do they feel safe?	Whilst there is some improvement in passive overlooking, the actual length of truly active frontage generally (cf Marina Point gnd floor) is significantly overstated. The level of overlooking and resultant feeling of safety to Park Square, the under ramp area, the routes through the carpark and the under cliff park area are all questionable.	cf DAS 9.1.1 with application drawings AR PoE App 6 CABE AR PoE App 6	0.5
			2.5

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Criteria	Evaluation	Evidence	Score
Design and Construction			
16 Is public space well designed and does it have suitable management arrangements in place?	Generally the public realm is the 'space leftover' and inevitably the design quality of the public realm lets down the acknowledged quality of the buildings the buildings. Whilst the proposals include some interesting detailing and use of materials, this is all at a superficial level whilst at a fundamental level the design of the public realm is very weak. Buildings do not properly front the public spaces and where they do, the frontage is for the most part inactive and blank.	DAS section 7 generally, DAS section 7.6.2 re Harbour Square DAS section 7.6.3 re Park Square DAS section 7.6.4+5 re Cliff Park and Geo-Learn Park DAS section 7.6.7 re Under ramp area CABE	0.0
17 Do buildings exhibit architectural quality?	Quayside building is poor but the other buildings proposed do exhibit architectural quality. Generally the architectural issues relating to the proposed buildings are successfully resolved.	DAS section 6.4 - 6.9	1.0
18 Do internal spaces and layout allow for adaptation, conversion or extension?	There is a preponderance of single aspect flats and generally the space standards only just meet the HCA minima and fall below the BHCC space standards. Adaptation, conversion or extension would not be possible. There is a significant problem with single aspect south facing rooms and in many cases entire flats within the Cliff Building, which overlook the noisy ramps. The same problem is evident in the Inner Harbour building. These flats will either have windows closed to provide an acceptable internal acoustic environment or have windows open to prevent excessive solar thermal gain.	RtC 77 Drawings of flat types. Floor plans for the Cliff Building Floor plans for the Inner Harbour building	0.0
19 Has the scheme made use of advances in construction or technology that enhance its performance, quality, and attractiveness?	The Construction Environmental Management Plan (CEMP) includes information regarding the proposed construction methods and makes specific reference to MMC for a number of areas including external envelope and internal partitions. The proposed biomass boilers and CHP unit represent an advanced technology which would go some way to reducing carbon emissions.	CEMP p.14-15, 20-21 DAS section 10.2	1.0
20 Do buildings or spaces outperform statutory minima, such as Building Regulations?	Meets HCA space standards but does not meet BHCC space standards; Meets but does not exceed SPD 08 standards for sustainability. Commitment to achieve BREEAM 'Excellent' standard for the ASDA and other commercial uses in line with but no more than BHCC policy expectations.	RtC 77 RtC 143 RtC 144	0.5
			2.5



The government's advisor on architecture, urban design and public space

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Brighton Marina (Allies and Morrison Architects scheme)

Brighton Marina Inner Harbour, Brighton

Residential-led masterplan involving the redevelopment of five sites to the western end of Brighton Marina. Designed by Allies and Morrison Architects.

2 October 2008

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Public realm

We acknowledge the many challenges associated with creating a unified public realm in this context. This is a complex marina environment characterised by significant changes in levels, a variety of existing buildings, and a divisive road infrastructure, including the access ramp which we understand is to be retained for the foreseeable future. The proposal goes a long way to redressing this, to improve public routes and spaces across the site.

We welcome the decision to replace the roundabout south of the ASDA superstore with a public square. We recognise that it will be hard to create a legible space in an area loosely defined by buildings and dominated by road infrastructure. However, we think that proposing Harbour Square as a self-contained space defined by roads instead of buildings, to create in effect a 'square roundabout', is a limited response to this challenge.

The relationship between Harbour Square and spaces adjacent to the Cliff block colonnade, the new petrol filling station, the area adjacent to the hotel loading bay and areas fronting and to the north of Marina Point (which taken together exceed the area of the square) is also weak. Furthermore, the curvilinear geometry of the square could exacerbate, rather than diminish, the dominance of the car over pedestrians by encouraging higher traffic speeds than anticipated. This does not give us the confidence that pedestrians will be comfortable using it as the 'shared space' promoted by the design team. We think there remains scope to further develop the design of Harbour Square as part of the wider pedestrian-focussed public space network, by extending it to encompass these currently indistinct spaces on its periphery.

The existing car park and ramp structures have a negative impact on the quality of the pedestrian environment. However, we acknowledge that, in the short term at least, there is little prospect of their removal. We think the public realm proposals for the spaces under the flyover have potential but there remains a risk that they will not be attractive to users. The improvement works proposed for these areas, the passageways beneath the car park, and the facades of the car park will need to be conditioned appropriately by the local authority to ensure this environment is made as hospitable as possible for those frequenting these areas.

The roof of the car park is also an important consideration. It will be visible from the apartments located above ASDA as well as Marina Point, and could compromise the quality of the accommodation if the onlooking aspect is not given due consideration. We welcome the intention to screen the car park roof with a planted trellis structure and suggest it should be conditioned appropriately. We also welcome the demolition of the eastern bay of the multi-storey car park to provide a replacement petrol filling station and new bridge link to the boardwalk. Close attention should be paid to the impact of the petrol station on the public realm.

Cliff block

In our view, this has the potential to be a successful example of residential accommodation combined with a large retail building. We think the form and scale is appropriate - the 'hill town' quality of the building makes it an exciting prospect and fitting in this context. We welcome the pedestrian route across the building, including the new bridge link with the cliff.

However, we think the top level arrival space of the western section of this block would benefit from further thought. It is an unusual type of space and will need careful landscape signals to resolve the potential conflict between its public and private characters. While the scheme skilfully handles the configuration of flats surrounding this space, we are unsure that the proposed path network gives sufficient direction to visitors in leading them directly past the residential units instead of reflecting natural desire lines. A revised approach will need to consider how the uses, landscape, and built form framing this space are configured to delineate clear physical and visual boundaries between the apartments and the more public uses, and make it a comfortable environment and intuitive route for residents and people passing through it.

We are not convinced by the entrance strategy for the apartments at Harbour Square, which we feel lets down the promise of the overall design. The entrance as proposed, while just visible from the square, does not have the presence or generosity it deserves.

Marina Point

In the context of the pattern of existing and proposed development across the marina, we think a tower in this location makes sense. Its scale and proportions appear well judged. However, in our view, the clarity of the design has been weakened by breaking the horizontal continuity of the balcony line. Ultimately, the success of this building will be dependent on the quality of materials and detailing, which should be conditioned appropriately by the local authority.

Quayside building

We are unconvinced by the proposal for this area of the site which fails to relate adequately to its context. As proposed, it appears as a hybrid form; an amalgam of a courtyard block, podium block and tower that lacks the typological clarity of the other buildings proposed for Brighton Marina. While the tower element is expressed more clearly than the previous iteration, the impression of the building as a whole is of a pragmatic response to the site's constraints (typified by the upper level set backs to open views to the marina) rather than an intelligible piece of architecture in its own right. In our view, the Quayside building should be a more self-assured block which sits more comfortably in its context.

Sea wall building

We understand and accept the reasons for the sea wall building to have little fenestration on the side facing the marina. We welcome the thought that has gone into enlivening and articulating the eastern elevation in particular, to avoid presenting a blank 'back' to the site. It is important that this followed through to the next design stage.

Inner harbour building

With regard to the inner harbour building, while generally supportive, we find the least successful elements to be the single aspect apartments directly facing onto the busy roundabout although we acknowledge this is made up for in part by the views it affords for these units towards the marina. The local authority should assure itself that these units offer a high enough quality of accommodation for residents.

Sustainability

We welcome the consideration given to energy efficiency, and particularly the proposal for a CHP plant which, combined with biomass and gas fired boilers, will satisfy most of the site's energy demand.

Materials

When the issues above have been addressed, the success of this development will be dependent on the quality of materials and detailing in the architecture and landscape which need to be of the highest quality to realise the aspirations of the scheme design. The local planning authority should condition materials and details to ensure design quality is maintained throughout the design process.

Illustrative masterplan

We are pleased to note that the design team is considering the proposals in the context of a longer term masterplan for Brighton Marina to ensure the inner harbour development successfully integrates with the Brunswick development.

Conclusion

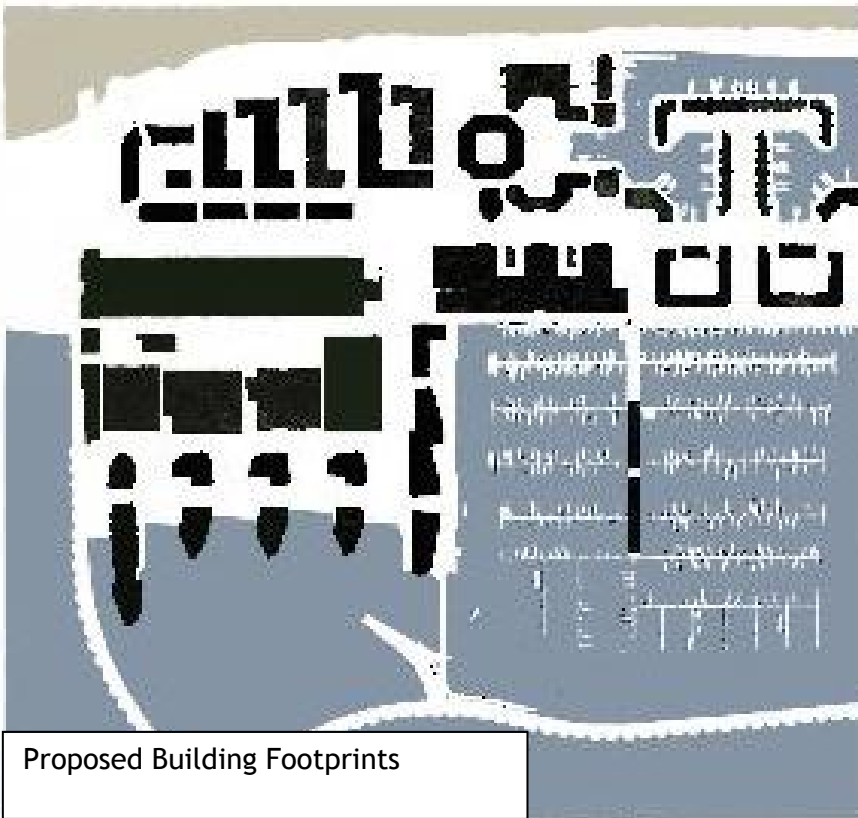
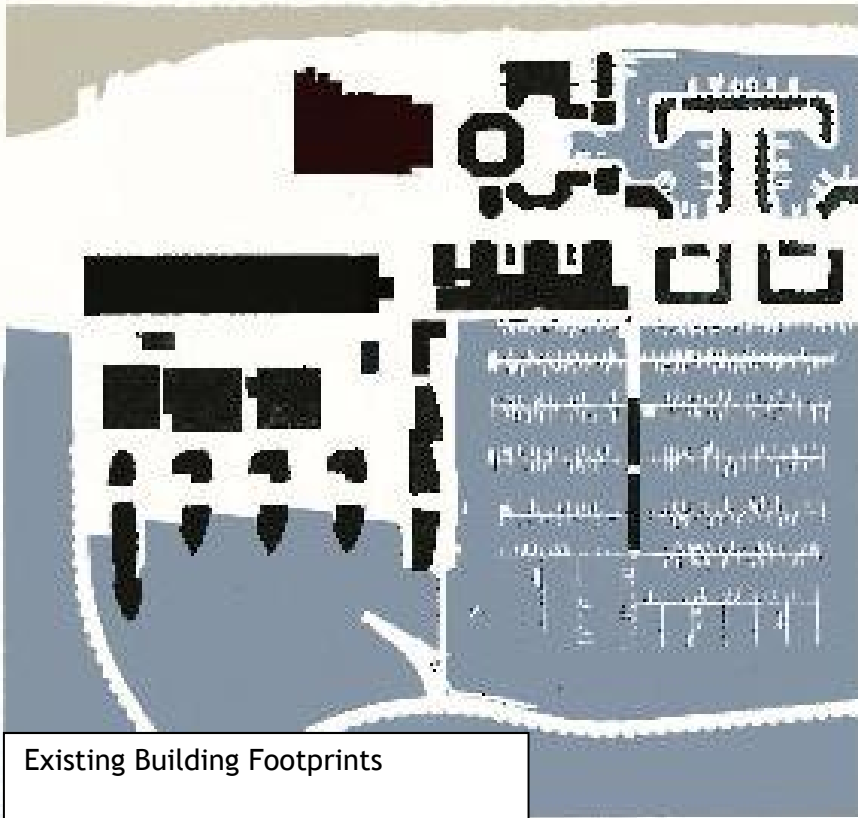
Ultimately, the use, form and appearance of each of the new buildings at ground level will be crucial in determining what it feels like to be a pedestrian in this area. In our view, the proposals for the public realm are not yet as convincing as those for the buildings which, with the exception of the Quayside block, are clear in their individual typologies and are generally successfully resolved. We have every confidence that the design team can address the concerns outlined above to produce an accomplished scheme worthy of the aspirations of Brighton and Hove.

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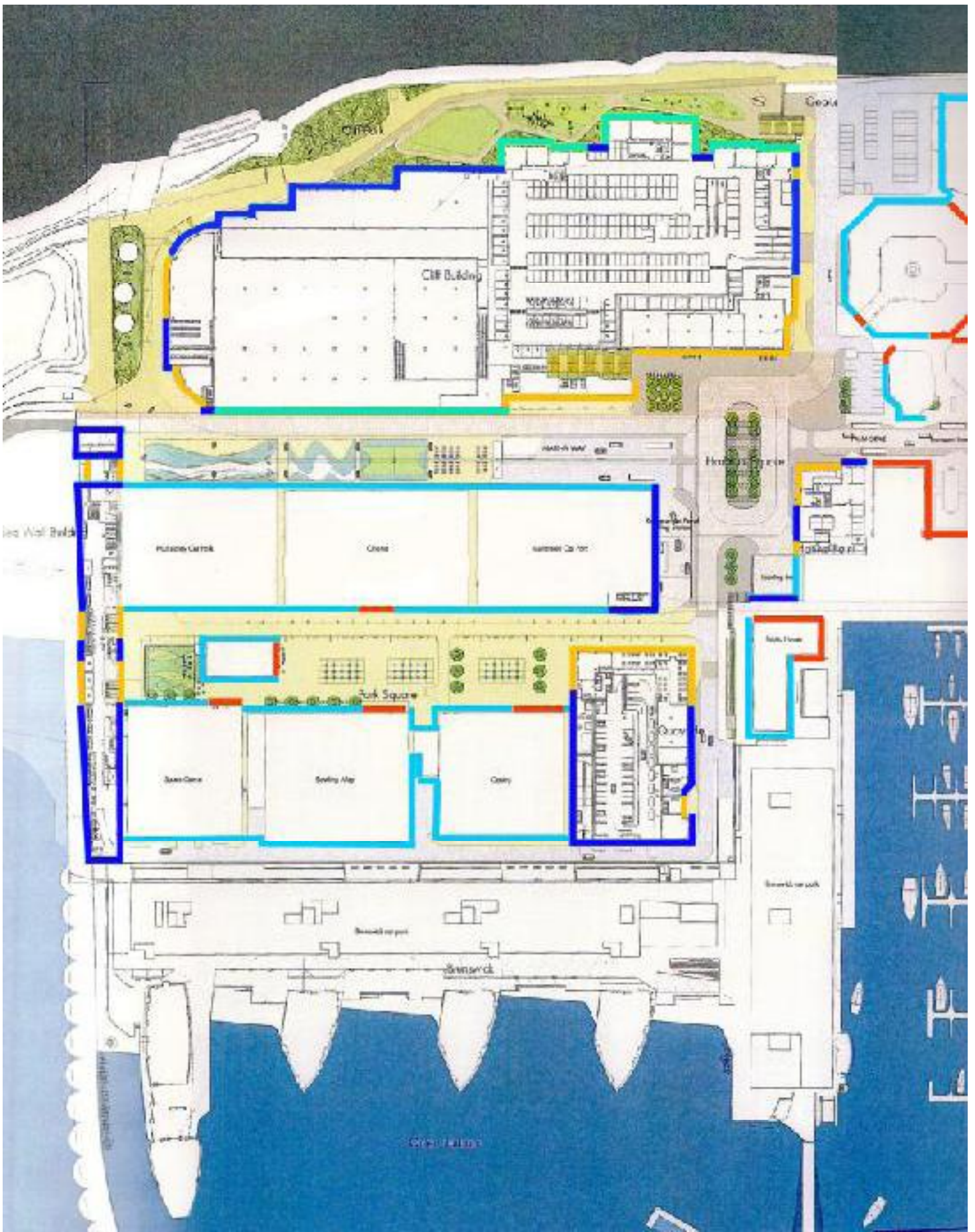
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Both diagrams based on figure 6.2.1 from the Design and Access Statement (both including the Brunswick Scheme)



— Existing Active Frontage
— Existing Inactive Frontage

— Proposed New Active Frontage
— Proposed New Frontage with windows but no access
— Proposed New Inactive Frontage

BRITISH STANDARD

Lighting for buildings –

Part 2: Code of practice for daylighting

ICS 91.060.50; 91.160.10

5 Daylight and room brightness

5.1 General

The value of daylight goes beyond the illumination of tasks. A daylit room varies in brightness with time, colours are rendered well and architectural form and surface texture can be enhanced by the direction of illumination. Above all, windows give information to the people in a building about their surroundings. Weather and the time of day can be inferred from the changing light.

The user's perception of the character of a daylit interior (often described in terms like "bright and well-lit", or "gloomy") is related to the brightness of all the visible surfaces. This overall luminance depends on the quantity of light admitted and the reflectance of interior surfaces. The reflected light within the room can be as important as the direct illumination.

Sunlight and skylight are both important in general room lighting, but they differ greatly in their qualities. The criteria for each should be satisfied. Sunlight gives patches of high illuminance and strong contrasts; adequate skylight ensures that there is not excessive contrast between one area of the room and another, or between the interior and the view outside. The methods for evaluation of daylight discussed in 5.2 to 5.8 are significant simplifications. In practice, daylight provided by a real sky varies continuously both in amount and distribution. To correctly represent this situation, new climate-based methods are being developed. Climate-based daylight modelling is discussed in Annex B.

If the total glazed area cannot be made large enough for adequate general daylight, supplementary electric lighting is needed to enhance the general room brightness in addition to any need there may be for task illumination (see 7.2).

5.2 Sunlight: principle

Sunlight should be admitted unless it is likely to cause thermal or visual discomfort to the users, or deterioration of materials.

Provided that the entry of sunlight is properly controlled, it is generally welcome in most buildings in the UK. Dissatisfaction can arise as much from the permanent exclusion of sunlight as from its excess. However, uncontrolled sunlight is unacceptable in most types of building. Good control is particularly important in working interiors and other rooms where the occupants are unable to move around freely. Generally, sunlight should not fall on visual tasks or directly on people at work. It should, on the other hand, be used to enhance the overall brightness of interiors with patches of high illuminance.

Considerations of sunlight should influence the form of the building from the early stages of design, because incorrect decisions about the orientation of rooms or the geometrical shape of the building may preclude the admission of sunlight or cause excessive overshadowing of surroundings. The orientation of windows should take into account the periods of occupancy and any preferences for sunlight at particular times of day. The provision of sunlight is important in dwellings, particularly during winter months. Sunlight is especially valued in habitable rooms used for long periods during the day and in buildings, such as those for the elderly, where the occupants have little direct contact with the outside. In some cases, it is important that there should be direct sunlight on external surfaces seen from a window.

NOTE 1 Sunlight entering a room can have a significant effect on thermal comfort and on the energy consumption of the building. In winter it can be an important contribution to the heating; but excessive solar gain causes serious discomfort and, in air-conditioned buildings, unnecessary use of energy in cooling. Sunlight as a source of thermal energy is considered in BS 8207 and in BS 8211-1.

NOTE 2 Control of admission of sunlight is covered in 8.1.

5.3 Sunlight duration

Interiors in which the occupants have a reasonable expectation of direct sunlight should receive at least 25% of probable sunlight hours (see 2.10.2). At least 5% of probable sunlight hours should be received during the winter months, between 21 September and 21 March. Sunlight is taken to enter an interior when it reaches one or more window reference points. A calculation procedure is given in 12.2.

The degree of satisfaction is related to the expectation of sunlight. If a room is necessarily north facing or if the building is in a densely-built urban area, the absence of sunlight is more acceptable than when its exclusion seems arbitrary. It is the duration of sunlight in an interior, rather than its intensity or the size of the sunny patch, which correlates best with the occupants' satisfaction.

5.4 Skylight: principle

The general illumination from skylight should be such that there is not excessive contrast between the interior and the view outside.

The interior of a room will appear gloomy not only if the total quantity of light entering is too small but also if its distribution is poor. In addition, high contrast between the surfaces surrounding windows (or rooflights) and the sky can cause glare.

5.5 Average daylight factor

The average daylight factor (see 2.11.4) is used as the measure of general illumination from skylight. It is considered good practice to ensure that rooms in dwellings and in most other buildings have a predominantly daylit appearance. In order to achieve this the average daylight factor should be at least 2%.