Brighton & Hove Tall Buildings Study
9.0 Demand and Market Issues

9.1 Market Overview / General Comments
9.2 Commercial Market Summary
9.3 Residential Market Summary
9.4 Identifiable Demand for Tall Buildings in Brighton
9.5 Conclusions

10.0 Design Issues

10.1 Tall Buildings Typologies
10.1.1 A New Tower Within the Context of Existing Tall Development
10.1.2 The Solitary Tower
10.1.3 New Clusters of Tall Buildings
10.2 Design Quality
10.3 Advancements in Design Approach
10.4 Fitting into the Urban Grain
10.5 Longer Views
10.6 Climatic Considerations
10.7 A Meaningful Public Realm
10.8 Open Space Requirements
10.9 Land Use
10.10 Conclusions
10.10.1 Maximising the Positive Contributions of Tall Buildings
10.10.2 Ensuring Design Quality
10.10.3 A Mixed Use Approach

11.0 Conclusions: Part A

11.1 Maximising the Use of the Land
11.2 Delivering Increased Density in Variety of Ways
11.3 Respect for Historic Settings and Key Views
11.4 Integrating Sustainability at a Strategic Level
11.5 A Generally Clustered Approach
11.6 Focusing on Transport Corridors and Interchanges
11.7 Feasibility
11.8 A Vertical Mix of Uses
11.9 Contributing to a Safe and Attractive Public Realm

11.10 Good Design at a Detailed Level

PART B TALL BUILDINGS STRATEGY

12.0 Introduction and Methodology
12.1 CABE / English Heritage Approach
12.2 A Layered Approach
12.3 Ranking of Layers
12.3.1 The Visual Experience
12.3.2 Landform
12.3.3 Movement
12.3.4 Conservation Areas and Urban Character
12.3.5 Local Centres
12.3.6 Tall Building Activity
12.3.7 Open Space
12.3.8 Opportunities and Constraints
12.3.9 Tall Buildings Strategy

13.0 Urban Analysis
13.1 The Form of the Seaside Town
13.2 Visual Experience
13.2.1 View Types and Methodology
13.2.1.1 Unfolding View
13.2.1.2 Panorama
13.2.1.3 Contained Prospect
13.2.1.4 Broad Prospect
13.2.1.5 Contained Urban View
13.2.2 Approach Experiences
13.2.3 Points of Arrival
13.2.4 Strategic View Points
13.2.5 The Seafront Visual Sequence
13.2.6 Local Views
13.2.7 Breathing Space around Key Historic Buildings and Formations
13.2.8 Conclusions: Visual Experience

13.3 Landform
13.3.1 A Series of Ridges and Valleys
13.3.2 The Seafront
13.3.3 Past Mistakes
13.3.4 Conclusions: Landform

13.4 Movement
13.4.1 Rail Corridors and Transit Oriented Development
13.4.2 Major Vehicular Routes
13.4.3 Vehicular interchanges with the capacity for intensification
13.4.4 Bus Routes and Stations
13.4.5 Sustainable Transport Corridors
13.4.6 Parking and SPC4
13.4.7 Conclusions: Movement

13.5 Conservation Areas and Urban Character
13.5.1 Defining Conservation areas
13.5.2 Planned Areas
13.5.3 Layered Areas
13.5.4 Conservation Areas with Some Suitability for Tall Buildings
13.5.5 Sites Adjoining Conservation Areas

13.6 Regional, District and Local Centres
13.6.1 Regional Centres
13.6.2 District Centres
13.6.3 Local Centres
13.6.4 Conclusions: Regional District and Local Centres

13.7 Tall Building Activity
13.7.1 Areas of Existing Tall Buildings
13.7.2 Conclusions: Tall Building Activity

13.8 Open Space
13.8.1 Tall Buildings in Areas Surrounding Open Spaces
13.8.2 Open Space Capacity
13.8.3 The South Downs: Area of Outstanding Natural Beauty
13.8.4 New National park
13.8.5 Green Ridgelines
13.8.6 Urban Open Spaces
13.8.7 Open Spaces and Historic Settings
13.8.8 The Seafront
13.8.9 Allotments

14.0 Opportunities and Constraints

14.1 Urban Form
14.2 Visual Impact
14.3 Landform
14.4 Movement
14.5 Existing Tall Buildings: Tall Building Activity
14.5.1 Eastern Road
14.5.2 London Road / Preston Road
14.5.3 The Seafront
14.5.4 Hove Station
14.5.5 Portland Road
14.5.6 Lewes Road
14.5.7 Grand Avenue

14.6 Local, District and Regional Centres
14.6.1 London Road
14.6.2 Western road
14.6.3 Eastern Road
14.6.4 Marina
14.6.5 Church Road
14.6.6 Station Road / Boundary Road

14.7 Conservation
14.7.1 Areas with Limited Suitability
14.7.2 Adjoining East Cliff
14.7.3 Adjoining Queens Park
14.7.4 The Avenues
14.7.5 Hove Station
14.7.6 Cliftonville
14.7.7 Adjoining Preston Village and Preston Park
14.7.8 Adjoining North Laine
14.7.9 Old Hove

14.8 Open Space
14.8.1 Preston Park
14.8.2 Withdean Park
14.8.3 The Seafront
14.8.4 Hove Park and Hove Recreation Ground

14.9 Conclusions: Toward a Tall Buildings Strategy
14.9.1 London Road Corridor
14.9.2 Lewes Road Corridor
14.9.3 Hove Station
14.9.4 Station Road/ Boundary Road
14.9.5 Eastern Road
14.9.6 Brighton Station
14.9.7 Kingsway / Western Seafront / Shoreham Harbour
14.9.8 Central Seafront
14.9.9 The Marina

15.0 Tall Buildings Strategy
15.1 Boundaries of Zones
15.2 Areas of Exclusion for Tall Buildings
15.2.1 Conservation Areas
15.2.2 Elevated Areas
15.2.3 Urban Fringe / Low Rise Areas
15.3 Nodes Suitable for Tall Buildings

15.4 Corridors Suitable for Tall Buildings
15.5 Issues to be Addressed in Further Study of Nodes and Corridors

15.6 Tall Building Strategy Areas: Detail
15.6.1 Marina
15.6.2 Central Seafront
15.6.3 Brighton Station East
15.6.4 Hove Station
15.6.5 Shoreham Harbour
15.6.6 London Road
15.6.7 Lewes Road
15.6.8 Eastern Road
15.6.9 Western Seafront / Kingsway
15.6.10 Station Road/ Boundary Road

16.0 Conclusions and Further Study: Part B
16.1 Further Study
16.1.1 An Urban Design Vision

16.1.2 Detailed Urban Design Frameworks
16.1.3 View Policy

PART C – TALL BUILDINGS DESIGN GUIDANCE
17.0 Introduction
17.1 Aims of Guidance
17.2 Triggers
17.3 Format of Guidance
17.4 Format of Response
17.5 Status of Guidance
17.6 Case Study
17.7 Case Study- Aurora Place

18.0 Tall Buildings Guidance
18.1 Design Quality
18.1.1 Case Study- Lloyd’s Building, London

18.2 Visual Impact
18.3 Sustainability
18.4 Conservation Areas
18.5 Building Siting
18.6 Public Infrastructure and Facilities
18.7 Transport
18.8 Technology
18.9 Climatic Considerations
18.10 Public Realm
18.11 Public Open Space
18.12 Internal Spaces
18.13 Public Access
18.14 Accessibility
18.15 Use
18.16 Urban Pattern
18.17 Alignment
18.18 Streetscape
18.19 Density
18.20 Massing
18.21 Scale
18.22 Form
18.23 Materials
18.24 Maintenance
18.25 Checklist Summary

19.0 Conclusions: Tall Buildings Guidance
19.1 Explore a Variety of Development Options

19.2 Overarching Importance of Design Quality
19.3 Thoroughly Analyse Potential Impacts of Tall Building Proposals
19.4 Use Tall Buildings as Vanguards for Sustainability and Construction Best Practice

PART D – APPENDICES
20.0 Visual Analysis
21.0 Consultation Analysis
21.1 Introduction
21.2 Key Stakeholders
21.3 Summary of Issues
List of Figures

22.0 References and Bibliography

Figure 1.1: Document Navigator

Figure 3.1: Glasgow Housing Estate circa 1960 describing the failure of the modernist utopian ideal to provide positive public environments and attractive urban places.

Figure 3.2: The Crange Road Condominiums in Singapore, designed by Paul Rudolph, is a good example of a residential tall building typology with generous shaded balconies designed to respond to its climate.

Figure 3.3: The memorable skyline of Sydney reflects the benefits of clustering tall buildings rather than isolated towers.

Figure 3.4: Trellick Tower, Notting Hill, London, Designed by Erno Goldfinger in 1968 is an example of a 1960’s residential Council tower, now a grade II listed building which has become a landmark for the area.

Figure 3.5: Liebkolds’ proposals for the world trade centre site embrace the challenge of building tall on the world trade centre site whilst providing a well proportioned and active public realm.

Figure 4.1: Aerial photograph of Brighton and Hove illustrating the variety of urban patterns and generally green character of the city.

Figure 4.2: Diagram illustrating the major boundaries associated with the study.

Figure 5.1: Graphical representation of the three categories of tall building identified for this study.

Figure 5.2: The Swiss Re-Insurance building, London, by Foster and Partners provides an excellent example of a ‘very tall building’.

Figure 5.3: The Colonium, Dusseldorf, Germany, by Aless Architects is a fine example of a tall building. At 15 Storeys it represents the upper limit of the ‘tall building’ category.

Figure 5.4: Mincom Central, Brisbane, Australia, By Noel Robinson provides an excellent example of a ‘mid-rise’ building at 8 storeys.

Figure 7.1: Extent of Brighton and Hove in 1840.

Figure 7.2: Extent of Brighton and Hove in 1860.

Figure 7.3: Extent of Brighton and Hove in 1894.

Figure 7.4: Extent of Brighton and Hove in 1914.

Figure 7.5: Menara UMNO, 1998, Georgetown, Penang, by T.R. Hamzah & Yeang. An elegant and contemporary tall building terminates a strong view within an historic setting.

Figure 7.6: Conservation Areas and Listed Buildings

Figure 8.1: Holloway Circus tower: principles of environmental design.

Figure 8.2a, b, c: Images illustrating contemporary materials and detailing that can be used to enhance the sustainability of tall buildings.

Figure 8.3: A tall office building that has been converted to residential uses provides an example of the increasing flexibility and robustness of the tall building morphology.

Figure 8.4: Menara Mesiniaga by T.R. Hamzah & Yeang demonstrates the principles of bio climatic design which include a naturally ventilated core, adjustable sun shades, and triple height sky courts which create shaded spaces for the inhabitants of the building and that minimise the suns impact on the facade.

Figure 8.5: Foster and Partners Commerzbank Headquarters in Frankfurt. The double skinned wall permits natural ventilation for most of the year.

Figure 8.6: Bill Dunster’s SkyZed tower. The flower shaped floor plates accentuate ambient wind speeds at the core which enables vertical wind turbines, in conjunction with solar panels, to provide much of the energy for the scheme.

Figure 9.1: Market Demand in Brighton and Hove

Figure 10.1: Image of Singapore’s skyline illustrating that clusters of tall buildings are creating a much stronger skyline than single towers scattered across the city.

Figure 10.2: Thyssehau, Dusseldorf, by Henrich-Petschnigg & Partners (1957) represents an elegant example of a well designed stand alone tower that contributes positively to the skyline of a European city.

Figure 10.3: The Swiss Re-Insurance building by Foster and Partners in London provides an example of the advancements in design approach and the application of new construction technologies.

Figure 10.4: Friedensreich Hundertwasser’s residential building in the city of Vienna which provides a variety of green spaces integral to the building.

Figure 11.1: The Flatiron Building in New York by Daniel Burnham (1902) provides an excellent example of a tall building that respects the geometry of the public realm and that has become a well loved piece of the skyline.

Figure 12.1: A diagram describing the layered approach to the identification of suitable sites.

Figure 13.1: Brighton and Hove forms a 180 degree city form with its central focus on its southern edge.

Figure 13.2: Aerial view of Brighton and Hove describing the overall urban form and highlighting existing taller development.

Figure 13.3: The London Road approach to the city forms an unfolding view sequence.

Figure 13.4: The view from ForDown Tower toward the city provides an example of a panoramic view.

Figure 13.5: The Regency Squares along the seafront are examples of Contained Prospect.

Figure 13.6: The view along the front is an example of a Broad Prospect.

Figure 13.7a & b: Views upon arrival at Brighton station and Hove Station provide examples of Contained Urban Views.

Figure 13.8: A view from the Palace Pier provides an example of a strategic viewpoint.

Figure 13.9: Strong local, axial views to the seafront are memorable visual experiences which should be studied in further detail.

Figure 13.10: Regency Square suffers from the visual intrusion of Sussex Heights which fails to provide adequate ‘breathing space’ for this fine historic setting.

Figure 13.11: Strategic Views and Approach Experiences.

Figure 13.12: Diagrammatic sections through valley formations and the seafront describing their capacity to absorb tall buildings.

Figure 13.13: The topography of Brighton and Hove.

Figure 13.14: Illustration of possible development framework for areas surrounding stations or interchanges.

Figure 13.15: Analysis of the major aspects of the transport network in Brighton and Hove.

Figure 13.16: Tall buildings should avoid encroaching on the setting of landmarks or groups of listed buildings.

Figure 13.17: Tall buildings often sit more comfortably in layered and complex areas rather than in uniform or rigid ones.

Figure 13.18: Conservation areas and suitability for tall development.

Figure 13.19: Illustrations of potential frameworks for the incorporation of taller development into existing centres that help to focus them rather than challenge them.

Figure 13.20: Diagram describing the location of Regional, District and Local centres within Brighton and Hove.

Figure 13.21: Sussex Heights is the tallest existing building in the city opposite west pier.

Figure 13.22: A number of residential and commercial mid-rise buildings exist along the London Road Corridor providing opportunities for improvement and infill.

Figure 13.23: The University of Brighton’s Watts Building sits on the approach to the central area along Lewes Road. This area has been identified in previous studies as potential built gateway to the city.

Figure 13.24: A number of mid rise to tall buildings exist along the Eastern Road corridor, some in association with the Sussex County Hospital.

Figure 13.25: Tall building activity within Brighton and Hove.

Figure 13.26: Major open space resources in Brighton and Hove.

Figure 14.1: Opportunities and Constraints Summary Plan

Figure 15.1: Oblique aerial photograph describing the Lewes Road tall buildings zone.

Figure 15.2: Oblique aerial photograph describing the London Road / Preston Road tall buildings zone.

Figure 15.3: Oblique aerial photograph describing the Brighton Station East tall buildings zone.

Figure 15.4: Oblique aerial photograph describing the Hove Station tall buildings zone.

Figure 15.5: Oblique aerial photograph describing the Eastern Road tall buildings zone.

Figure 15.6: Oblique aerial photograph describing the Station Road / Boundary Road tall buildings zone.

Figure 15.7: Oblique aerial photograph describing the Shoreham Harbour tall buildings zone.

Figure 15.8: Oblique aerial photograph partially describing the Western Seafront / Kingsway tall buildings zone.

Figure 15.9: Oblique aerial photograph describing the Eastern Seafront / Marina tall buildings zone.

Figure 15.10: Oblique aerial photograph describing the Central Seafront tall buildings zone.
Executive Summary

Gillespies, in association with GVA Grimley were appointed by Brighton & Hove City Council in April 2003 to undertake a study of Brighton and Hove and its ability, at a strategic level, to absorb tall buildings.

1.1 Triggers

The main triggers for this study are as follows:

- The Central Government Urban Renaissance agenda calling for the intensification of towns and cities and the maximisation of brownfield sites.
- The objectives of the Sustainable Communities Plan which seeks to create 200,000 new homes in the southeast by 2026.
- A projected shortfall in affordable housing within the city.
- The lack of major brownfield sites and the geographical constraints to growth provided by the English Channel and the South Downs AONB and proposed National Park.
- An increase in the number of planning applications for tall buildings.

1.2 The Study

The aim of this study is to undertake a design and plan-based approach to determine areas of Brighton and Hove that are suitable for development that is taller than already exists. This approach, as advocated by CABE and English Heritage in their recent ‘Guidance on Tall Buildings’, has the benefit of providing the city with a cohesive view on areas within the city that are able to absorb higher development.

1.3 Urban Analysis

The urban analysis process undertaken within the study forms the basis of the tall buildings strategy and is set out in part B of the report. A series of key urban analysis layers, including visual impact, topography, and transport infrastructure have been identified and analysed to inform the final strategy which describes the areas of the city that are able or not able to absorb the impacts of tall buildings.

1.4 Consultation

A consultation process has been undertaken and informs the contents of this document. A wide variety of key stakeholders including statutory bodies such as English Heritage and CABE, civic societies, business groups, public private partnerships, and design advisors were asked to openly discuss the issues of tall buildings as they relate to Brighton and Hove. In general all stakeholders were supportive of the strategic level approach taken by this study, although agreed that further consultations would be required during the preparation of Supplementary Planning Guidance for Tall Buildings.

1.5 Summary of the Tall Buildings Strategy

The strategy outlines areas of the city that are suitable or unsuitable for taller development. The areas of greatest suitability are as follows:

- The London Road Corridor
- The Lewes Road Corridor
- Node surrounding Hove Station
- Station Road/Boundary Road Corridor
- Eastern Road Corridor
- Node to the East of Brighton Station
- Shoreham Harbour
- Kingsway/Western Seafront Corridor
- Central Seafront
- The Marina Area

1.6 Tall Building Guidance

The final section of the study, in support of the tall buildings strategy, sets out detailed guidance on tall buildings that are aimed at ensuring all tall building proposals within the city are of a suitably high quality. The guidance is broken into a number of key headings and deals with a variety of specific issues such as design quality, sustainability, form, massing, public realm, and ongoing maintenance.
Introduction

Tall buildings are currently the focus of significant debate, and investment in the UK. A growing public interest in the form and quality of our towns and cities combined with ever increasing development pressures brought about by a buoyant property market is contributing to the intensity of the debate. Numerous recent public inquiries brought about by the generally piecemeal approach to the integration of tall buildings into the urban fabric has created the need to develop a cohesive approach on a city-wide level.

2.1 Appointment

In April 2003 Brighton & Hove City Council, in recognition of the growing need for a definitive and consistent approach to tall buildings in the city, appointed Gillespies and GVA Grimley to prepare a tall buildings study. The aim of the study is to deliver a plan based assessment of the potential of the city to absorb tall development both now and in the future and to provide design guidance for future tall buildings.

2.2 Triggers for the Study

Despite the generally negative built legacy of the 1960s tower block, interest in building high has experienced a resurgence in parallel with the urban renaissance agenda and the perception that building tall provides cities with the image that they need to attract inward investment.

The relatively compact form of Brighton and Hove and the inability to develop into its hinterland because of topography and countryside constraints have combined to inform significant development pressures within the city. Development applications for denser and taller buildings are on the increase but are not within the context of a strategic city-wide approach. In summary the main triggers for this study are as follows:

- The Central Government Urban Renaissance agenda calling for the intensification of towns and cities and the maximisation of brownfield sites.
- The objectives of the Sustainable Communities Plan which seeks to create 200,000 new homes in the southeast by 2026.
- A projected shortfall in affordable housing within the city.
- The lack of major brownfield sites and the geographical constraints to growth provided by the English Channel, the South Downs AONB and the proposed National Park.
- An increase in the number of applications for tall buildings.

The Brighton & Hove City Council has demonstrated foresight in identifying the need for a tall buildings study that galvanises its approach to the vertical development of the city and, outside of London, is the only city council to have commissioned such work.

2.3 The Density Debate

The issue of tall buildings is inextricably linked to the current Central Government aspiration of increasing the density of settlements across Britain. Increasing the density of urban areas is said to improve the viability of public transport services, foster improved land values, and encourage the self-perpetuation of more lively and urbane places.

Higher densities can broadly be achieved in two ways. Firstly through the development of sites using smaller buildings set out in a tightly packed manner, or secondly through building tall. Each solution has its benefits and disadvantages in terms of visual impact, iconography, the ability to attract inward investment, and the richness of the urban experience. Both methods are able to achieve similar results in terms of urban capacity, but could not be more different in terms of their impact on the built environment.

Brighton and Hove generally has a high density, low-rise form, to its residential townscape with tall buildings tending to be the exception. This study endorses neither approach over the other, but rather focuses its attentions on defining the appropriateness of the tall buildings approach within Brighton and Hove.

2.4 Tall Buildings in Britain

During recent years tall buildings have emerged as a contentious topic at all levels of government. National guidance largely advocates the increase in densities associated with tall buildings. Regional strategies, focused on economic growth, are also generally positive about potential investment that might be attracted by tall buildings, and local planning authorities across the country are faced on a day to day basis with tall building proposals.

The major concerns surrounding tall buildings are around the wider visual intrusion, quality of the public realm, the effects on local communities and the environmental and local economic impact of such schemes. Similarly, the obvious mistakes of the 1960s and a lack of contemporary tall buildings on the ground makes it difficult to assess the actual impact that new and well designed tall buildings might make on the urban environment. As a result many authorities are watching the debate unfold in London where a number of schemes, strategies and inquiries are currently underway and whose outcomes may help to inform approaches within other cities. Examples of these include the Swiss Re Insurance, Heron and the London Bridge Towers.

2.5 Market Demand

Tall buildings are directly linked to a buoyant property market, a generally stable economy, and market demands specific to certain areas. These factors create the climate of confidence necessary to invest in building tall. Brighton and Hove adds to this equation a picturesque seaside setting and a projected affordable housing shortfall for the current local plan period. These factors place extraordinary pressure on development sites within the city to maximise urban capacity through tall and/or dense development.

2.6 Methodology

The methodology for this study has been developed with specific reference to the unique issues and characteristics of Brighton and Hove and in line with the underlying principles of the CABE and English Heritage publication ‘Guidance on Tall Buildings’ (2003).

In the articulation of this process, particular emphasis has been placed on a layered design led approach that explores the issues relating to tall buildings through a rigorous urban analysis and supporting consultation process. The process is described through the diagram set out in figures 1.1 & 12.1.

2.7 Document Structure

This report has been broken into four main parts as follows.

2.7.1 Part A: Study Background

Part A provides the foundation for the study through the review of relevant policies and contextual information. Part A also sets out the study area, a definition for tall buildings, and describes the planning and conservation framework in which the study must operate.

2.7.2 Part B: Tall Buildings Strategy

Part B focuses on the production of a strategy that identifies areas within the city that may or may not be suitable for tall buildings. The strategy is underpinned by an analysis process, that identifies elements such as strategic views, topography, and planning designations that when applied as a series of layers help to identify nodes or corridors that may be suitable for tall buildings.

2.7.3 Part C: Tall Building Design Guidance

Part C contains the design guidance for tall buildings. The guidance focuses on issues such as design quality, form, massing, sustainability, visual impact, land use and transport which are essential to achieving the best quality tall buildings for the city.

2.7.4 Part D: Appendices

Part D contains a detailed photographic survey of the strategic views and approaches in support of the urban analysis process. This section also contains a summary of the outcomes of the consultation process.

2.8 Extent of Study

This report focuses on defining, via analysis, research into best practice and consultation, the areas within Brighton and Hove that are either suitable or unsuitable for tall buildings.

2.9 Document Status

The Brighton and Hove Tall Buildings Study has been completed with the ultimate objective of it forming the basis of a Supplementary Planning Guidance (SPG) note.
3.0

A Review of the Tall Building Debate

To assist in setting the scene for this study this section of the document aims to outline some of the main points in the debate currently surrounding the issue of tall buildings.

3.1 The Modernist Legacy

Tall buildings are generally associated with the morphology of new world cities such as New York and Sydney where they first emerged as statements of the affluence and progressiveness of the new world, and where they exist in a less historic and Euro-centric context. Tall buildings exist within UK and Europe as well but have emerged as a different typology.

The generally poor reputation that tall buildings have in the eyes of many people is the direct result of the residential towers of the late modernist era. These buildings were dotted across the urban landscape of Britain in an attempt to achieve a utopian ideal achieved through the mix of architecture and social programming. The results of such generally un-concentrated and poorly designed schemes have been well documented and resulted in the demolition of many such buildings.

“While the current debate about “tall” buildings predominantly centres on a small number of landmark buildings, we are also faced with considering the possibility of high residential buildings, and must be aware of the “mistakes” of the past.” (Select Committee on Transport, Local Government and the Regions, 2001). However some tall buildings from this era have been recognised to have architectural merit. This is referenced by the recent conservation listing of Trellick Tower and Centrepoint Tower, amongst others, in London.

In general it is widely accepted that a new generation of tall buildings that are sensitively sited within cities, respecting views and local characteristics, have a potentially strong contribution to make to the vitality, economic health, and attractiveness of towns and cities across the UK. To ensure that the latest generation of tall buildings achieves these aims it is also widely accepted that a “sceptical approach and rigorous analysis are needed.” (Civic Trust 2001)

3.2 The Effects of September 11th

The events of 11th September 2001 have dramatically changed global perceptions about the appropriateness and need for very tall buildings within cities. In particular issues of safety and redundancy within these structures have become of the highest priority.

Post 9/11 a significant number of high profile built environment commentators suggested that the era of the tall building was over. James Howard Kunstler, a widely recognised critic of the contemporary urban environment suggests, “that the age of skyscrapers is at an end. It must now be considered an experimental building typology that has
Towers of one kind or another have been part of the townscape of European cities for hundreds of years, providing a visual focus and an aid to wayfinding in the city. The difference between such towers and contemporary tall buildings generally having a more commercial or utilitarian function rather than ecclesiastical or civic roles.

The visual impact of tall buildings, particularly on the historic centres of British towns, is wider contexts. The quantum of floor space associated with some schemes can place considerable strain on local transport infrastructure, test the capacity of schools and health services, lead to an oversupply of commercial premises in an area, and dramatically alter the intrinsic character of a city.

Tall buildings also suffer from a lack of flexibility brought about by limited variety of uses over time. This issue is of particular importance to tall buildings as their design life almost always exceeds the lifespan of their initial uses. Linked to this is the generally less efficient utilisation of floor space in comparison to lower forms of development, which have more flexible internal spaces.

Conversely, tall buildings when appropriately integrated into the local environment can be used to effectively satisfy the economic demands of an area by attracting the investment of large companies and using a relatively small footprint, contributing to the intensification of the area.

Tall buildings when incorporated into major redevelopments, can help to alter perceptions of an area in terms of land values and long-term investment potential. In this way tall buildings can also play a role in improving legibility, providing visual cues as to the economic focus of the city.

We predict that no new mega towers will be built, and existing ones are destined to be dismantled.” (Kunstler, 2001).

Conversely, and significantly, CABE and English Heritage’s (2003) recently published guidance on tall buildings takes a more positive stance suggesting, “Cities and their skylines evolve. In the right place, tall buildings can make positive contributions to city life...they can serve as beacons of regeneration, and stimulate further investment. The design and construction of innovative tall buildings can also serve to extend the frontiers of buildings and environmental technology.”

Many technical studies on tall buildings within the UK recognise that an approach to the design of tall buildings that effectively assesses such risks, together with the robustness of the structure and adequacy of means of escape can provide many answers in terms of dealing with such extreme events.

3.3 Forces Driving Buildings Upward

There are a variety of very real pressures forcing buildings upwards within Britain and abroad. Most of these pressures relate to the buoyant property market and the climate of investor confidence generally associated with the late 1990’s. Interlinked with these issues of value and market demand is the current urban renaissance agenda that demands an increase in urban densities in many centres.

Principal it is large commercial companies who desire the prestige associated with an immediately recognisable building, and tall or architecturally unique buildings are able to provide this identity. In relation to this the RTPI (2001) recognises “the desire to occupy a landmark building exists for many companies, but we do not believe that this factor alone should be used as justification for allowing more new high buildings.” Also, the increasing demand for inner city living, key worker accommodation and the need to maximise the quantum of development on scarce inner city sites provides additional impetus to build taller mixed-use towers.

The majority of tall building applications submitted to Brighton and Hove City Council in recent years have been for primarily residential developments which suggests greater demand for this type of tall development in the city. The councils’ requirements for affordable housing within developments above a certain size may also influence this trend.

3.4 Some Core Issues

Tall buildings are, as one would expect, the subject of polarised opinion within the wider community, as well as in the architectural, planning and urban design professions. One side of the argument suggests that tall buildings do not respond to the human scale of traditional cities and have difficulty in fitting into established urban patterns. Conversely others argue that such reference to the nostalgia of cities is inappropriate and that tall buildings offer the opportunity to continue the evolution of urban form in new and exciting ways whilst contributing to denser and livelier cities.

3.5 Conclusions

The following broad conclusions have been drawn from a review of the tall buildings debate.

3.5.1 Learning from Past Mistakes

The built legacy of the modernist era, particularly housing estates defined by a sparse pattern of single use towers, should be used as constant reminders of the potentially damaging effects of poorly designed tall buildings.
Part A of this document sets the scene for the study by providing a review of the various planning, conservation, sustainability, design and market issues that affect the suitability of tall buildings in Brighton and Hove.
4.0

Study Area

This study focuses on all of the built areas of Brighton and Hove but with particular focus on areas that are most likely to be the subject of future applications for tall buildings.

The boundaries of relevance to this study include the following:

The Wider Study Area Boundary
This boundary contains the majority of built or urban areas within the city, and the adjacent district of Adur, and forms the focus for the wider urban analysis process.

Brighton & Hove City Council Boundary
The city boundary forms the limit for the areas proposed within this study.

Interface with the South Downs Area of Outstanding Natural Beauty and National Park
The AONB and National Park to the north of the city provides a physical and visual boundary to the development of the city.

The Area of Study Focus
An area based on the core of the city, taking in major transport routes, valley formations and areas of existing tall development, forms the area of study focus.

These boundaries are set out in Figure 4.2.
5.0

Defining Tall Buildings

Tall buildings have been the subject of a variety of definitions in recent times. In some instances the definition has been derived from the relationship of buildings to their surroundings, the way in which buildings relate to the height of natural features such as trees or ridgelines, or in some cases definitions have provided specific heights in response to quite specific areas.

For example "In the UK ‘tall’ can mean as low as fifteen stories, although in world terms the expectation would be for them to be over fifty” (Murray, 2002). Similarly, recently produced SPG for the London Borough of Southwark suggests "... they are generally taken to be more than 25-30m high (9-10 storeys) or of any height that exceeds surrounding development." (London Borough of Southwark, 2002)

During the consultation process associated with this report the majority of key stakeholders agreed that the issue of whether or not a building is tall is an issue of context and that the relationship of particular proposals should be assessed in detail against their urban surroundings.

5.1 Definition

For the purposes of this study the following broad definition for tall buildings has been developed.

"Buildings or structures that are significantly taller than surrounding development”

This definition allows for the fact that areas of different character within the city have different sensitivities and that a five storey building in a two-storey context is equally as prominent as a much taller building in a more built up context.

5.2 Determining if a Building is ‘Significantly Taller’

To trigger the strategy and tall buildings guidance set out in the later parts of this report a proposal for a new building must be ‘significantly taller than surrounding development’. Applicants will be required to provide an assessment of the mean height (in metres) of surrounding existing development within 100 metres in all directions from the proposed footprint. Where there are multiple footprints a calculation for each will be required.

Buildings that are significantly taller than the mean height of surrounding development should be sited in the areas set out in the Strategy (refer Section 15.0). However, it should be noted that over and above any calculations or definitions, Brighton & Hove City Council will make the final decision as to whether a building is considered to be ‘significantly taller’.

5.3 Threshold for Tall Building Design Guidance

For the purposes of the design guidance section of this study, buildings below 18 metres in height (approximately 6 storeys) are not considered tall. Therefore they will not trigger the requirements of the design guidance. Such proposals would be subject to the usual planning approvals process and would also be encouraged to achieve the design standards set out within the tall buildings design guidance (refer Part C).

All other proposals over 18 metres (approximately 6 storeys) trigger the tall buildings design guidance.

5.4 Tall Buildings Categories

In refinement of the definition, and to aid in broadly articulating the wide variety of scales associated with tall buildings, three categories of tall building have been developed for this study.

5.4.1 Mid-Rise Buildings

Mid-Rise buildings are those that are considered to be tall in the context of relatively low-rise development but that in absolute terms are in the region of 6-8 storeys (18 - 23 metres).

5.4.2 Tall Buildings

Tall buildings are those buildings which are significantly taller than the mean height of surrounding development. These buildings are anticipated to be set within an inner urban context and be in the approximate range of 8-15 storeys (23 - 42 metres).

5.4.3 Very Tall Buildings

Very tall buildings are those that are excessively taller than the surrounding built form. These buildings, in the context of the relatively low-rise form of Brighton and Hove, would be from 15 storeys upwards (42 metres +)

Figure 5.1 outlines the principles of these definitions whilst figures 5.2, 5.3, and 5.4 provide photographic examples of each category.

5.5 Further Definitions

As a result of the strategic level conclusions drawn from this study a number of more detailed investigations into specific areas of the city will need to be undertaken. These more focused explorations, potentially in the form of urban design frameworks, should aim to develop more specific definitions of tall buildings based on the characteristics and attributes of those areas of the city. Specific boundaries have not been assigned to the nodes and corridors contained in the strategy as the areas require further detailed study to determine their capacity to absorb tall buildings.

In the interim period, proposals submitted for planning permission in the vicinity of these zones should be assessed against the Design Guidance in Part C of this study and should include results of a similar investigation within the proposed developments’ ‘zone of visual influence’.

(right) Figure 5.1: Graphical representation of the three categories of tall building identified for this study.

(left) Figure 5.2: The Swiss Re-Insurance Building, London, by Foster and Partners provides a relevant example of a ‘very tall building’. (Source: Abel, 2003, p66)

(below) Figure 5.3: The Colorium, Dusseldorf, Germany, by Alsop architects is a fine example of a tall Building. At 15 Storeys it represents the upper limit of the ‘tall building’ category. (Source: The Architectural Review, August 2002, p87)

(left) Figure 5.4: Mincom Central, Brisbane, Australia, by Noel Robinson provides an excellent example of a ‘mid rise’ building at 8 storeys. (Source: www.watpac.com.au/projects/ projects.htm, )
6.0 Planning and Design Framework

This section outlines the general principles and main points of the planning framework in which the development of tall buildings must operate.

6.1 National Policy and Guidance

The National context provides a variety of broad principles that have been utilised to guide the contents of this study.

6.1.1 The New Planning Bill

In response to pressures to streamline and devolve the planning process in the UK, the Central Government is in the process of canvassing and refining a new planning bill. The Government published its proposals for reform of the planning system in a Green Paper: Planning: Delivering a Fundamental Change. The aim of the “Planning and Compulsory Purchase Bill” is to simplify the way decisions are made in relation to planning in an attempt to make the process more accessible to the public and less drawn out.

The bill will restructure the way that planning works across the country. In the past, all eight English regions outside London have worked under planning guidance prepared by ministers. From now on, regional consortiums of councillors, business people and voluntary sector representatives will prepare their own spatial development strategies, bringing together planning, economic development and transport needs. The move towards spatial planning is aimed at integration of strategic policy over a regional level and a move beyond land use focused planning.

Regional Planning Guidance will be replaced by regional spatial strategies and local development frameworks will be introduced. The legislation will also introduce new business planning zones, reducing development controls in deprived parts of the country in an attempt to encourage new firms and reduce unemployment.

6.1.2 Sustainable Communities Plan

The Deputy Prime Minister launched the Communities Plan (Sustainable Communities: Building for the future) on 5 February 2003. The Plan sets out a long-term programme of action for delivering sustainable communities in both urban and rural areas. It aims to tackle housing supply issues in the South East, low demand in other parts of the country, and the quality of public spaces. The Plan includes not just a significant increase in resources and major reforms of housing and planning, but a new approach to how we build and what we build. The Plan consists of several key elements:

Addressing the housing shortage.

Accelerating the provision of housing which includes ensuring that housing numbers set out in planning guidance for the South East (RPC 9) are delivered and by accelerating growth in the four “growth areas” to provide approximately 200,000 new homes by 2026 in the Thames Gateway, London-Stansted-Cambridge corridor, Ashford, and Milton Keynes-South Midlands areas. This point relates particularly to this study and the role that tall buildings may have in helping to deliver this number.

The plan also targets significant funding for affordable housing and to tackle homelessness.

Addressing low demand and abandonment.

Around one million homes in parts of the North and Midlands are suffering from low demand and abandonment.

Decent homes.

The Plan sets out an action programme to ensure that all social housing is brought up to a decent standard by 2010.

Liveability.

The Plan sets out how the Government intends to intensify efforts to improve the local environment of all communities. This includes cleaner streets, improved parks and better public spaces.

Protecting the countryside.

The Plan outlines how land will be used more effectively. The majority of new housing will be on previously developed land, rather than on greenfield. Developments not meeting density standards of 30-50 dwelling per hectare in the South East will be called in.

6.1.3 Central Government Objectives

The Central Government has placed increasing emphasis on urban design and the regeneration of towns and cities across the UK in recent years. This is evidenced through the government’s subscription to documents such as “The urban white paper”, “Towards an Urban Renaissance” (Rogers 1999), and “Bringing Britain Together: A national strategy for neighbourhood renewal” (Social Exclusion Unit 1998). These documents provide the basis for a legislative framework that aspires to achieve the sustainable, vibrant and urban regeneration of city centres across the country. Key objectives that relate to the increase in urban densities and tall buildings include the following major points:

- Improving the physical and environmental quality of the urban environment through high standards in urban design, architecture and planning.
- Employing the principles of social, economic and environmental sustainability to create places that are vibrant, safe and enduring.
- Utilising brownfield land to aid in the intensification of cities and to reduce pressure on Greenfield sites on city fringes.
- Encouraging mixed-use development, instead of a zoned approach to city planning, to create active, balanced and walkable communities.
- Involving local communities in the shaping of their environment.

6.1.4 CARE / English Heritage Guidance on Tall Buildings

In response to the emerging issues in relation to tall buildings across the country the Commission for Architecture and the Built Environment (CABE) and English Heritage have jointly produced ‘Guidance on Tall Buildings’ (2003). This document sets the scene for many of the issues associated with building tall and outlines the following major points:

- CABE and EH strongly endorse a strategic and plan led approach to tall buildings that is based on initially identifying areas of the city where tall buildings are, are not, and might be appropriate. This should be followed by detailed urban design explorations within the various zones identified through the plan based analysis.
- The preparation of design statements, in line with PPG1, for all major developments and the need to evaluate the impact of tall building proposals on the skyline using visualisations and photomontages.
- The need for all tall building applications to thoroughly consider their impact on the surrounding natural and built environment.
- The overriding importance of design quality in achieving safe, positive, attractive additions to the city.

6.1.5 Planning Policy Guidance Notes

A multitude of Planning Practice Guidance Notes (PPG’s) have been produced by the Central Government, some of which have relevance to tall building issues. The following PPG’s have informed the content of this study:

- PPG1: General Policy and Principles
  PPG1 provides general guidance. This document also sets out the Government’s aspirations to achieve high design quality and sustainable development.

- PPG3: Housing
  This use specific guidance note will apply to some tall buildings and sets out a variety of principles in the design and development of residential schemes.

- PPG13: Transport
  The impact that increased densities and tall buildings has on transport infrastructure outlined in the guidance in this PPG of particular relevance to tall buildings.

- PPG15: Planning and the Historic Environment
  The impact of tall buildings on the visual quality of historic townscapes is potentially one of the biggest issues facing the development of tall buildings. PPG15 sets out best practice in dealing with such issues and has been key in the development of this study.
6.2 Regional Guidance

At a regional level the following relevant guidance was reviewed to inform this study.

6.2.1 Regional Planning Guidance for the South East (RPG9)
The Regional Planning Guidance for the South East (RPG9) is provided by the Secretary of State for the Environment, Transport and the Regions. It covers the period up to 2016 setting the framework for the longer-term future. It supersedes the Regional Planning Guidance for the South East issued in March 1994, which covered the period up to 2011. The primary purpose of the guidance is to provide a regional framework for the preparation of local authority development plans. The guidance has a vision of encouraging economic success throughout the region.

The focus is on enabling urban renaissance, promoting regeneration and renewal, concentrating development in urban areas, promoting a prosperous and multi-purpose countryside and promoting wider choice in travel options, thereby reducing the reliance on the private car. The document outlines a number of main principles of relevance:

- Urban areas should become the main focus for development through making them more attractive, accessible and better able to attract investment.
- The development of housing should be more sustainable, providing a better mix of sizes, types and tenures, having regard to the structure of households and people’s ability to access homes and jobs.
- Transport investment should support the spatial strategy, maintaining the existing network, enhancing access as part of more concentrated forms of development.

6.2.2 Regional Transport Strategy

The South East England Regional Assembly issued its draft Regional Transport Strategy in January 2003, which will replace the current Regional Transport Strategy set out in Regional Planning Guidance for the South East (RPG9). The Strategy develops the proposals and policies, which will provide the basis for linking transport planning to the economic development, social and other goals of the region.

Of particular relevance to this study, the Regional Transport Strategy sets out 19 policies that aim to improve the transport network in the region by focusing on more sustainable solutions to transport that can be used to improve connectivity within the region, assist in maintaining existing levels of investment, attract new investment, and support intensified development within cities.

6.2.3 Regional Economic Strategy

The Regional Economic Strategy, produced by the South East England Regional Development Agency (SEEDA), is a document that aims to provide a cohesive approach to improving the economic competitiveness of the southeast region. As a strategy it encompasses action at the regional, sub-regional, local and sectoral levels. The following core points relate most strongly to the development of tall buildings in Brighton and Hove:

- Promoting World Class Businesses by attracting and retaining high added value companies.
- Encourage a World Class Environment by raising the quality threshold associated with new development.

6.3 Local Policy and Guidance

Several strategies, including the local plan, have been reviewed in order to extract key information and policies that will have a bearing on the development of tall buildings within the city.

6.3.1 Brighton & Hove Local Plan

The Brighton & Hove Local Plan is currently at the second deposit stage, awaiting the Inspector’s report due in January 2004, and contains a number of policies that are particularly important when considering the development of tall buildings in the area.

- Issues of sustainability and energy efficiency feature prominently in the local plan and relate particularly to tall buildings through policies such as SU2 Efficiency of development in the use of energy, water and materials which suggests that new buildings should have regard for daylight/sunlight, orientation, building form, materials, the use of natural ventilation, and fenestration.
- Given the high demand for sea front property within Brighton and Hove and the potential for tall building in the coastal area policy SU7 Development within the coastal zone suggests that new development should respect or enhance the appearance and character of the seafront environment.

As recognised in the review of recent guidance from a variety of bodies issues of design quality are highly relevant to tall buildings. Policies within the Local Plan such as QD1 Design – quality of development and design statements, QD2 Design – key principles for neighbourhoods and QD3 Design articulate the need for individual buildings to respond positively and appropriately to their context particularly with regard to the local character, the bulk and massing of surrounding development, and existing views. Similarly these policies allude to the need to maximise the efficient use of the site through increases in density in combination with good design.

QD4 Design – strategic impact is the policy that relates most strongly to the content of this study and sets out the need to protect or enhance strategic views from within and on approach to the city.

“The City of Brighton and Hove has a rich and varied natural and built landscape; its topography enables spectacular views which are valued by local people and visitors alike. New development can have a significant wider visual impact and it is vitally important, therefore, that development proposals take account of the natural and built landscape.”

Similarly QD4 also suggests that a proposed high or bulky building might also affect the setting of a listed building some distance away, or alter views of a historic skyline and that regard should also be given to ‘glimpses’ of features and buildings which can be gained particularly in the higher density areas and which contribute to the richness of the streetscape.

Other areas in the Local Plan relevant to policy are in the Housing (densities, mixed uses, affordable housing and recreation space), Transport (see below), Employment (site designations) and Historic Environment Chapters.

6.3.2 Brighton & Hove Transport Plan and Local Plan (Transport)
The Brighton & Hove Council full local transport plan (2001/02–2005/06) provides a detailed strategy for the ongoing management and improvement of the transport systems in the city. In support of this, the Brighton & Hove Local Plan sets out a number of specific policies within section 1 ‘Making the Connection between land use and transport’.

The overarching objectives of these policies is to improve the accessibility of all parts of the city, to encourage the use of more sustainable modes of transport, and to reduce the quantity and impact of traffic and pollution.

Transport related policies such as TR1 Development and the demand for travel and TR2 Public transport accessibility and parking suggest that new development should be designed to promote sustainable modes of transport and that such developments should also be sited in proximity to good public transport connections. Similarly the Local Plan encourages through TR4 Sustainable transport corridors and bus priority routes development that is likely to create transport demands to be built along one of the several sustainable transport corridors.

SPGA Draft Revised Parking Standards

This supplementary planning guidance note sets out proposed parking standards for assessing development applications. It proposes a series of ‘on’ and ‘off’ peak zones with varying degrees of parking restrictions. This strategy is in line with the principles of the local plan in encouraging the reduced use of private vehicles and the increased use of more sustainable modes of transport.

6.3.3 Brighton & Hove Sustainability Strategy

The aim of the Brighton & Hove sustainability strategy is to provide a framework for improving the environment of the region and the quality of life enjoyed by people who live in Brighton and Hove and those who visit the City. The Strategy identifies 12 ‘key objectives’ of which several have relevance to the development of tall buildings within the city. These are summarized as follows.

Brighton & Hove City Council
6.4 Conclusions

The strategic framework for regeneration within the region, as well as several locally focused strategies, have been reviewed in order to provide the context for the future of tall buildings in Brighton and Hove. These reviews have also helped to reveal the importance of achieving higher densities to meet housing needs, maximise the efficiency of the land, and attract investment to the city. Particular points that have been distilled from the review process and that relate strongly to this study include:

6.4.1 Identify Sites for Tall Buildings at a Strategic Level

Develop a plan led approach to identifying areas within the city that can or cannot absorb taller and denser development.

6.4.2 Build on Existing Centres

Potentially focus intensification on areas surrounding existing transport interchanges, corridors and regional, district and local centres (subject to visual impact and conservation issues).

6.4.3 Minimise Visual Impact

Ensure a robust approach to the preservation of cherished and important views in the city.

6.4.4 Understand the Historic Context

Have respect for the intricacies of the fine historic townscape of Brighton and Hove.

6.4.5 Complement Adjacent Development

Recognise and enhance the quality of the surrounding urban areas when designing tall buildings.

6.4.6 Avoid Single Use Towers

Respond to the mixed-use agenda to ensure more vibrant and lively developments.

6.4.7 Minimise Pressures on Greenfield Land

Intensify development on brownfield sites by maximising their capacity.

6.4.8 Accept Only the Highest Quality in Design

Use good quality design to enhance the skyline and minimise negative impacts.

6.4.9 Utilise Sustainable Technologies and Practices

Ensure that the principles of best practice in urban design and sustainable development are integrated into all tall building schemes. Utilise tall buildings to emphasise a sustainable approach to transport, economic development, and social inclusion.

6.3.4 Brighton and Hove Conservation Strategy

A conservation strategy for Brighton and Hove has been prepared and sets the priorities for conservation work within the city. The strategy was approved in September 2003 following public consultation.

6.3.5 Brighton and Hove Economic Strategy

The Brighton & Hove Local Plan is supported by the Regeneration Partnership ‘Economic Development Strategy’, which reflects the potential need for tall buildings through the following key objectives:

- Develop a portfolio of high quality premises to meet the needs of expanding local businesses and companies wishing to come to Brighton and Hove;
- Create a dynamic and positive business culture by encouraging new international, national and local business investment and by supporting existing businesses to grow and expand;

6.3.6 Brighton & Hove Urban Capacity Study

The Brighton & Hove City Council, in conjunction with external consultants, have recently (July 2002) completed an urban capacity study for the city. The study aims at identifying particular issues of demand in relation to housing and commercial uses and undertakes a design-based assessment as a starting point to establish how much additional housing could be accommodated on brownfield sites throughout the city.

Key elements of the study that relate to the development of this tall buildings strategy are as follows.

- Whether a deficit in affordable housing sites could be redressed through the intensification of available sites.
- The need for imaginative urban design solutions to unlock the full potential of development sites.
- The key role of development within local centres and transport interchanges in absorbing denser development.
7.0 Conservation Settings and Tall Buildings

Brighton is made up of a variety of attractive heritage settings, which combine to form a striking overall townscape character. Increasing demand for tall buildings within the Brighton and Hove area combined with the estimated affordable housing and commercial requirement over the coming local plan period (2011) will require growth and intensification to be managed sensitively in the context of the city’s historic fabric.

“While few people would welcome the arrival of the skyscraper in sensitive city centres such as Florence or Istanbul, the last few years have witnessed a radical change in attitudes to tall buildings in some of Europe’s oldest cities. Madrid and Barcelona, for example, have announced plans for a series of towers to meet their shortage of flexible modern office space.” (Foster in Abel, 2003, p8)

This section of the report describes the qualities of some of these areas and aims to identify particular issues that might affect the development of tall buildings within, or adjacent to, conservation settings.

7.1 An Overview of the History of Brighton and Hove

Before the boom of the seaside resort, Hove was a fishing and agricultural settlement and Brighton was a productive fishing town. Brighton’s shoreline was ideal for fishing and cargo carrying boats to beach on. It was home to the largest fishing fleet on the South coast between 1580 and 1660 and by the mid 1600’s was the largest town in Sussex.

In 1660 a massive slump in fishing resulted in great loss of employment. This coupled with a general rise in sea level had a devastating effect. The raging sea propelled extreme erosion of the foreshore and cliffs. Fishing boats and freight carriers found it increasingly more difficult to beach and many houses were literally swallowed up by the sea. Over the next 90 years its’ population fell into a great decline. What was a healthy, active and productive town with a population of 4000 in the 1650’s was to become griped by poverty as work became scarcer and the population fell to about 2000 by the late 1740’s.

In efforts to stop the encroaching sea many groynes were constructed at significant expense and the decaying town seemed destined for extinction until the recommendations of a physician initiated the miraculous change that was to reinvent Brighton. In 1773 Dr. Russell moved to Brighton and built Russell House and patients began to go to the seaside to seek treatment. The advantage of being the closest seaside resort to London combined with the efforts of entrepreneurs and a local community eager to be employed, meant Brighton quickly developed into a seaside playground patronised by wealthy professional people and fashionable and social clientele.

Brighton went into a great period of building and the development of resort facilities between 1750 and 1820. In 1783 Dr. Russell moved to Brighton and built Russell House and the development of Kemp Town as a separate settlement has enabled it to maintain a distinctive character that is largely defined by the uniform layout of buildings and spaces, and the prominent location of the area overlooking the sea.

decadent seaside palace, the Royal Pavilion, instantly became a landmark for the opulent seaside resort. Between 1811 and 1821 Brighton was the fastest growing town in Britain and by 1840 Brighton had been Britain’s largest seaside resort for about 70 years. In 1841 the opening of the London to Brighton railway line which promised faster, cheaper and more comfortable travel resulted in a population increase of 50 per cent over the next ten years for Brighton. It was during this period that Hove also began to develop and its population grew to 4,000 as Brighton rapidly expanded along the coast.

Between 1840 and 1939 the expansion of transport and the development of middle-class housing in both Brighton and Hove ensured continuous dramatic expansion and suburban sprawl. In the 1930’s roof extensions and maisonette conversions began to significantly alter the great seafront houses and in 1935 the first high-rise block of flats were built.

Brighton suffered during the Second World War when many houses were destroyed, and railway and gas works infrastructure was seriously damaged during air raids. The post war years were met with great change. The 1950’s was to become gripped by poverty as work became scarcer and the population fell to about 2,000 by the late 1970’s.

7.2 Historic Development Patterns

As with the relatively different, but parallel, histories of Brighton and Hove, the development of each settlement has similarly been different. Figures 7.1-7.4 outline the incremental development of the city.

7.3 Conservation Areas

The conservation areas within the city are well defined and documented by the city council and provide important contextual information for this study. Figure 7.6 outlines the locations of the various conservation areas, which are listed below.

7.3.1 Brunswick Town

Brunswick town is a particularly fine example of regency and early Victorian planning that is characterised by classical architecture that has been laid out to create an overriding formality and order.

7.3.2 Cliftonville

This area is characterised by largely residential uses supported by small workshops and shops. These uses are set amongst a variety of architectural styles but stucco facades and semi detached housing models dominate.

7.3.3 Kemp Town

The development of Kemp Town as a separate settlement has enabled it to maintain a distinctive character that is largely defined by the uniform layout of buildings and spaces, and the prominent location of the area overlooking the sea.

7.3.4 Ovingdean

This small village lies in a sweeping downland setting. Its buildings are in a variety of rural architectural styles, including the Grange, which dates from the 16th century, and are grouped, with their sheltering of trees, along narrow flint walled lanes of medieval origin.

7.3.5 Patcham

Although Brighton has now encroached right up to it, this old village, backing onto the Downs, still retains its rural feeling. It contains a number of buildings which date from before the nineteenth century and which are included on the Statutory List of Buildings of special architectural or historic interest.

7.3.6 Preston Village

The village contains buildings in a variety of styles from the eighteenth century cottages to more modern developments. Essentially it still retains its small scale, intimate village environment, largely residential but with a range of commercial uses sited in and around it.

7.3.7 Preston Park

With broad tree lined streets, the area is a fine example of Victorian town planning. The roads are lined with spacious, Victorian terraced houses or larger villas of the same period. The parkland setting to many of the larger properties is an important feature of this Conservation Area.
7.3.8 Rottingdean
Essentially residential in character, Rottingdean is characterised by eighteenth and nineteenth century cottages, which stand hard up to the edge of the narrow High Street, and have mostly been converted to commercial uses. Beyond is the village green, lined by large houses in gardens, many hidden by flint walls. Above, and between the houses on the west side, are frequent views of the grassy flank of Beacon Hill and its windmill.

7.3.9 Stanmer
This is a rare example of a small, working agricultural, estate village. Set in a fold in the Downs, it lies in a landscaped park, dominated by the eighteenth century Stanmer House and the Church. The rural village street is bordered by attractive and well preserved eighteenth and nineteenth century cottages, the house and weather-boarded barns and yards of the Home farm.

7.3.10 Clifton Hill
Standing on the high part of the town Clifton Hill grew as a series of individual developments around St. Nicholas Church. Large scale terraces and squares with gardens are interspersed with sturdy villas, sometimes semi-detached and standing in their own grounds, and rows of smaller, neat terraces, all echoing Regency features.

7.3.11 East Cliff
Built along the chalk cliffs, the lines of hotels and houses behind the wide carriageway, the promenade, the sea wall, the beach and the sea, make-up a strong visual sequence. The stately houses that line the cliffs are generous in scale and are formally arranged in crescents, squares and terraces. A mixture of residential, tourist and shopping uses along the promenade and in St. James’s Street, is an important part of the character of the area.

7.3.12 Old Town
Corresponding broadly to the original town of ’Brighthelmstone’, the gradual development, redevelopment and infilling of this area to the early mediæval and intimate street pattern has produced buildings of a variety of styles, sizes, heights and detailing, unified by a modest scale and the pavement line, and distinctive because of their informality. The mixture of generally small scale land uses – shops, restaurants, offices, houses and workshops – is part of the area’s character, as are the foot streets and twittens which are centred on the Lanes.

7.3.13 Regency Square
Driven by the development of Brighton as a resort destination in the late 18th century the area defined as Regency Square was the result of a series of strategic planned phases focused around north south oriented seafront squares. The area is largely residential but hotels and guesthouses make up a significant part of the land use mix.

7.3.14 Valley Gardens
The Valley Gardens is an example of organic city growth that is characterised by groups of different terraces and buildings that are visually unified by the public gardens that run from Park Crescent to the Sea. Important elements such as the Seafront, Royal Pavilion, Victoria Gardens and The Level are all part of this area.

7.3.15 Portslade Old Village
The church of St. Nicholas remains the focus for this conservation area, which provides examples of some of the oldest homes in the area. The village is characterised as a rural village with properties of varying uses and ages.

7.3.16 North Laine
The gradual development of this area in the early nineteenth century created an irregular grid iron street pattern which is still part of its character. A lively mixture of land use still exists and although there are few buildings of individual architectural merit, it has in good measure what is described as ‘the rich texture of metropolitan life’ with several streets of modest Victorian terraced houses whose attraction lies in their simple, repeated facades.

7.3.17 Queens Park
One of Brighton’s finest landscaped parks, components of which were designed by Charles Barry. With its various structures, the encircling, tree-lined drive and the spacious late Victorian houses overlooking the park and forming a related composition which is the essential character of the Conservation Area. The park is on the Parks and Garden Register.

7.3.18 Round Hill
A Victorian residential area, the form a series of curved terraces stepped up the steep slope of Round Hill and which, when viewed in particular from the Race Hill on the opposite side of the Valley, show fine townscape features.

7.3.19 The Drive
Fuelled by a relatively rapid population expansion in Hove at the end of the 19th century The Drive reflects the prosperity and confidence of the time. The area contains a number of large Victorian mansions set back from a boulevard of trees leading down to the seafront. The area also contains the parish church of All Saints, which is widely regarded as one of the most important and impressive 19th century church buildings in the city.

7.3.20 West Hill
This is an attractive Victorian residential area on the hillside overlooking the railway which to a large extent influenced its development. The street pattern is informal but is closely related to the contours of the hillside. There are few buildings of individual architectural merit, however there are pleasant contrasts between small cottages in narrow lanes and twittens, terraces of town houses, unified by their similar and repeated facades, and the groups of large villas on the hill top.

7.3.21 The Engineerium
Mid 19th century population growth forced the development of the Engineerium, which was designed as a pumping station for the supply of water from Goldstone Bottom to Brighton and Hove. The large Victorian industrial buildings and polychromatic brickwork characterise the area.

7.3.22 Denmark Villas
The Italianate classicism of Denmark Villas marks them out as a distinctive conservation area.

Figure 7.5: Menara UMNO, 1998, Georgetown, Penang, by T.R. Hamzah & Yeang. An elegant and contemporary tall building terminates a strong view within an historic setting. (Source: Abel, 2003, p77)
7.3.23 Hangeaton
Referred to in the Doomsday Book, Hangeton has a rich history that is referred to by the fact that the nave of St. Helens church is the oldest surviving structure in the city. Flint wailing, clay tiled roofs and the generally rural feel to the setting characterise this area.

7.3.24 The Avenues
Developed in a period between 1871 and 1901, the avenues are made up of 3 and 4 storey terraced or semi-detached housing of predominantly brick but not exclusively so. The mews are an important part of the overall character of the area as are the shop fronts in Church Road.

7.3.25 College
The development of Brighton College and the houses and terraces immediately surrounding has created a 'square' around the college playing field. Apart from the college itself, parts of which are Listed Buildings, the unusually tall, late Victorian terraces with their similar and repeating facades are distinctive and form the setting for the college.

7.3.26 Pembroke and Princes
The Pembroke Crescent / Avenue area is of particular conservation interest as it represents the only large group of Victorian and Edwardian red brick developments in Hove. The red brick and its contrast with white painted exteriors are essential to the character of the area.

7.3.27 The Willet Estate
Built largely by William Willet, the area known as the willet estate is characterised by the bay fronted detached, semi detached or terraced housing set amongst mature tree lined streets that are defined by walls and railings.

7.3.28 Benfield Barn
This small area represents the remnants of Benfield Manor Farm and is characterised by a timber and flint barn amongst a leafy rural setting.

7.3.29 Tongdean Avenue / Road
A wide variety of detached houses set amongst their own grounds adjacent roads lined with large mature trees.

7.3.30 Hove Station
The character of the area is drawn from the relationship between Hove station and the late Victorian buildings, which connect the station with the main part of the town. Of particular note are areas associated with Goldstone Villas, Eaton Villas, and Denmark Villas.

7.3.31 Woodland Drive
It is the cohesiveness of architectural and spatial form of Woodland Drive that gives it its special character. Developed during the 1930’s in the mock Tudor style, the street is well defined by a consistent development setback and well-maintained buildings.

7.3.32 Old Hove
This area is focused on the area surrounding the old village of Hove, which originally consisted of what is now Hove Street. The area has four distinctive sub areas based around Sackville Road, Church Road, Vallance Road and Vallance Gardens, and St. Aubyns and St. Aubyns Gardens.

7.3.33 Sackville Gardens
The area comprising Walsingham Road, Sackville Gardens, and Westbourne Villas lies to the west of the old village of Hove as was until the end of the 19th century used for allotment gardens. The piecemeal development of the area has contributed to a variety of architectural styles set along wide streets with views toward the seafront.

7.4 The Relationship of Tall Buildings to Conservation Areas
The relationship of tall buildings to the distinctive historic townscape of Brighton and Hove provides the greatest urban design challenge and one of the principle focuses of this study.

"Responses to the challenge of developing in historic areas have been variable. On the one hand there have been those who have wanted to mark a complete break with the past in terms of scale, materials and methods. On the other there have been those who have wanted to preserve at all costs" (CABE and English Heritage, 2001, p4)

7.4.1 Tall Buildings in Conservation Areas
Current guidance and best practice suggests that contemporary buildings, although not necessarily tall ones, can be comfortably stitched into conservation settings as long as they can relate to the local urban patterns and geography, respect key views, respond to the scale of adjacent development, utilise some vernacular materials, and most importantly positively contribute to the overall urban setting.

Tall buildings are able to respond to the majority of these 'best practice' principles but by there very nature are visually intrusive and require careful design to integrate them with the surrounding environment at ground level. In particular tall buildings that are significantly higher than their surrounding context would be difficult to comfortably fit into the fine groupings of listed buildings and squares along the seafront of Brighton and Hove but might comfortably sit within less intact parts of some conservation areas, for example along the Hove Seafront.

7.4.2 Conservation Areas and Urban Density
In general, conservation areas in Brighton and Hove, particularly those that are the result of Regency planning, meet or exceed current Central Government aspirations for urban densities.

7.4.2 Tall Buildings and the Wider Context
The relationship between tall buildings and cherished views within the city is based on the premise that the impact of tall buildings will always be negative. Although tall buildings in the wrong location can have negative effects, well-sited tall buildings can enhance the visual quality of the skyline. For example clustering new tall buildings around solitary towers, or using them to frame views can add drama to the skyline and visual experience of the city.

In the wider context tall buildings should be sited, where possible in clusters, on the edges of strategic view corridors so that settings are framed rather than weakened. This issue is discussed further in Section 10.1.3

7.4.3 Tall Buildings and the Local Context
Localised views of key historic buildings or groups of listed buildings are usually the most sensitive to the visual intrusion of tall buildings. Although beyond the strategic level remit of this study, the following local scenes and views should be generally protected from the visual impact of tall buildings.

• Views to, and the backdrop of, significant listed buildings such as churches, the Brighton Pavilion, the Engineerium etc.
• The setting and backdrop of groups of listed buildings such as the Regency squares along the seafront.
• The frequent southward vistas toward the sea from streets running perpendicular to the front.
• Special local views identified at a more detailed level.

Part B of this study, the urban analysis, identifies a series of strategic views that are potentially sensitive to the intrusion of tall buildings.

7.5 A View Policy for Brighton and Hove
In order to protect particular strategic and important local views it is recommended that, based on the findings of this study, a view policy be adopted by the Brighton & Hove City Council. This may be prepared as Supplementary Planning Guidance (SPG) in support of this study.

7.6 Conclusions
The following broad conclusions in relation to the potential impacts of tall buildings on conservation settings have been distilled.

7.6.1 Detailed Analysis
Detailed analysis of the special characteristics of each conservation area is required to make informed judgements about the impacts of specific tall building proposals on the conservation setting.

7.6.2 Preserving Special Characteristics
Tall buildings should, in general, respect and reflect the unique urban grain, visual axes, materials, and topography of surrounding conservation areas.

7.6.3 Protecting Cherished Views
Tall buildings should not interfere with cherished local views. This particularly applies to the backdrops of groups of historic buildings or the visual envelope surrounding single buildings such as churches. These views should be identified through detailed urban design analysis in a phase of work following this study.

7.6.4 Allowing Breathing Space
Tall buildings should provide breathing space for listed buildings. This means that tall buildings should not overshadow or visually smother historic buildings.

Brighton & Hove Tall Buildings Study
8.0 Sustainability and Tall Buildings

Advancements in construction technology, a raised awareness of design in general, and a heightened public awareness of environmental issues have paved the way for sustainability to be recognised as a critical element in the future planning and development of our cities. Tall buildings have a strong role to play in delivering more sustainable working and living environments as well as improving the overall sustainability of Brighton and Hove.

8.1 Standards and Best Practice

All new development, including tall buildings, will be required to achieve high standards of environmental design as part of a sustainability agenda for the whole of the city. The design brief for individual buildings should be carefully respectful of orientation, building performance, materials specification and energy management strategies, in order that they are seen to demonstrate responsible environmental design principles.

This study sits within a strategic sustainability framework as set out by the 'Brighton & Hove Sustainability Strategy' and emerging sustainability guidance set out by SEEDA. Both organisations aspire to achieve high standards in sustainability and see tall buildings within the city as key in demonstrating sustainable development within the region.

8.2 The Ability of Tall Buildings to Deliver Sustainability

The design and construction of tall buildings within the context of local, regional and international sustainability objectives, as well as the national urban renaissance agenda, demands that tall buildings make a positive contribution to their urban context, raise the profile of sustainability technology, and improve existing benchmarks for energy efficiency and resource management. Many of the tall buildings built across the world in the last ten or so years have in some small, or large, way contributed to achieving more sustainable cities (refer section 8.8). Whether these advancements relate to building form, energy efficiency, natural ventilation, sky courts or any other number of architectural elements, there is little doubt that tall buildings have an important role to play in developing and refining sustainable technologies and in improving the overall sustainability of our cities.

One of the challenges in delivering sustainability through tall buildings in the largely developer driven market lies in the fact that operational efficiency takes precedence over longer term environmental impact. This balance is slowly being redressed through growing government pressure and the increasing number of successfully implemented sustainable high-rise schemes, which act as benchmarks for new development. Of particular concern in this context is the gap between the aspiration of the developer for low construction costs and the end users desire for reduced energy consumption costs.

However, when designed to high standards, tall buildings represent significant opportunities for exploring, developing, and utilising sustainable design and construction practices. However such aspirations need to be encouraged and enforced by local planning authorities and other statutory bodies.

8.3 Comparing Small and Tall

Tall buildings, like more traditional forms of development, have a series of advantages and disadvantages in terms of their ability to improve the sustainability of our cities.

Advantages of tall buildings include the following:

- Increases in relative density provide the platform for increased public transport efficiency.
- Tall buildings can occupy a smaller footprint than other forms of development thus providing the potential for larger areas of public space. (Although the quality of this space must be of the highest quality)
- Tall buildings offer larger economies of scale and can therefore potentially represent better value in terms of construction.
- Tall buildings, because of the relationship of total floor area to building depth, provide better daylight penetration and thermal mass.
- Tall buildings provide opportunities for efficient access through centralised cores.
- Tall buildings provide greater opportunities to provide a vertical mix of uses, enlivening the street scene.
- Substantial savings can be made in the provision of buildings services when focused on a single larger building.
- Tall buildings can reduce our cities’ dependence on greenfield land development by increasing densities.

Some of the disadvantages of buildings taller buildings are as follows:

- Tall buildings overshadow smaller adjacent development
- The public spaces adjacent to tall buildings require more careful consideration to ensure that they are comfortable and safe.
- Wind can be can be funnelled to from high up down to the street level.
- Tall buildings generally have a lower Net Floor Area (NFA) to Gross Floor Area (GFA) ratio, as more space is required for structural and access elements.
Traditionally, materials used in the construction of tall buildings have high levels of embodied energy. (The amount of energy used to design, manufacture and deliver the product.)

Tall buildings have a high surface area to volume ratio, which can mean they generally require more energy to control the internal climate.

### 8.4 Urban Capacity

One level at which the tall building can most obviously contribute to the increased sustainability of urban areas is that of increased density. The maximisation of the capacity of development sites, particularly in Brighton and Hove where land for development is at a premium, represents one of the fundamental principles of current best practice in urban design.

"By building to greater densities and to higher levels of energy efficiency in urban centres that have established public transport systems we can reduce reliance on the car with all its attendant problems." (Foster in Abel, 2003, p9)

However, as mentioned in the introduction to this study, urban capacity can be increased through either building high or by pushing lower development closer together. Both approaches help to make the most efficient use of the land but neither is always appropriate.

The Civic Trust (2001) suggests, “Increasing density does not necessarily entail an increase in height. Building shorter, larger footprint buildings, which can be more easily adapted for changing IT requirements, can help meet demand. Shopping arcades cutting through the heart of large footprint buildings can provide new pedestrian routes, attract more business and allow multiple uses on the site.”

However it has been suggested by other commentators that developments that opt for a lower but denser form, such as London’s Broadgate, suffer their own challenges. With so much ground floor space to ‘activate’ and service, many of the facades of these developments offer blank walls or service bays to the pedestrian.

### 8.5 Responding to Needs

A general shift in national demographics and family structure, a change in big businesses perceived value of intellectual property and people over capital assets, increasingly flat organisational structures within companies, and the use of computer technology to transform business has informed a general shift in working practices in the last ten or years.

These changes have manifested themselves in the form of new buildings that aim to be increasingly more robust and able to adapt to the continually changing demands of business and people. This structural adaptability, in addition to the increasing use of ‘smart environment’ technology, will help to make the latest generation of tall buildings more sustainable and contribute to their ongoing relevance in the future.

#### 8.6 Transport and Tall Building Clusters

An approach that favours the clustering of tall buildings rather than isolated buildings is generally perceived as being more efficient in terms of transport.

"A tall building may contain thousands of people. It must therefore be well served by public transport. Transport interchanges are thus ideal locations for intensive development." (Civic Trust 2001)

Cities such as Hong Kong, which have been studied in this context, have been revealed to be some of the most transport efficient. Similarly, the location of existing transport interchanges and corridors are widely perceived to be the best locations for increasing density within our cities. (Abel, 2003, p9)

#### 8.7 Energy and Resources

The management of energy and resources in the construction and ongoing operation of new buildings are widely recognised as key areas of focus for delivering sustainability through tall buildings. Edwards and Hyett (2001) suggest “50% of all resources consumed across the planet are used in construction, making it the least sustainable industry in the world”. Although the technical aspects of these elements are not the focus of this study it is worthwhile articulating the following points.

#### 8.7.1 New Technologies and Construction Practices

Recently, emerging technologies and design approaches that have been incorporated into a number of tall buildings have had a major impact on the sustainability of the tall building model of development. The following elements are the focus of attention in attempts to increase the sustainability of tall buildings;

- Design
- Improving day lighting / internal air quality
- Alternative energy generation such as solar and wind
- Energy efficiency
- Storm water / rainwater management
- Free Heating and Cooling
- Bore Hole Cooling
- Construction practices and material specification
- Waste reduction and recycling

Increasingly available technologies are heightening the sustainability of tall building proposals within the UK. Such elements, which include combined heat and power units (CHP), are capable of significantly reducing fossil fuel consumption. Laminated glass facades in combination with ‘skinny’ floor plates, can reduce the need for artificial lighting and dramatically improve the quality of the everyday working / living environment. The often-large facades and roof areas of tall buildings also provide opportunities for the application Photovoltaic Cells that can power lighting and ventilation equipment within the buildings. Similarly, roof gardens and green roofs are providing solutions to storm...
water management and also have a key role to play in providing high quality green spaces for occupants of the building. The utilisation of such sustainable approaches has other benefits as well. Such design features can have a strong and positive impact on the public’s perception of the occupier as well as dramatically decreasing medium to long term operating costs.

8.7.2 Life Cycle Assessment
Life Cycle Assessment is a process that aims to integrate the principles of ecologically sustainable design into the design and construction processes. “LCA identifies the material, energy, and waste flows associated with a building over its entire life in such a fashion that environmental impact can be determined in advance” (Edwards & Hyett, 2001).

This process is particularly important for tall buildings, which utilise high quantities of resources in their construction. A full life cycle assessment should accompany applications for tall buildings within Brighton and Hove.

8.7.3 Flexibility
On average the life of buildings in the UK is approximately 50 years, in comparison to the average length of occupancy, which is in the region of 7 years (Steel Construction Institute 1997). As characteristics of society and the economy evolve throughout the life of the building, so the requirements of the building change. Designing new buildings for flexibility of use and the potential for future change helps ensure their usefulness throughout their life.

8.7.4 Smart Environments
Increasingly accessible "smart environment" type technology will have a major role to play in the sustainability of buildings in the future. Such systems aim to cohesively manage all of the electronic and information systems of the building with the ultimate goal of improving work practices and energy efficiency.

8.8 Case Examples
In order to illustrate some of the principles referred to in this section a number of examples of sustainable tall buildings have been reviewed and summarised below. These represent some of the most up to date thinking on the integration of sustainability into tall buildings and should be regarded as exemplars for Brighton and Hove.

8.8.1 Eco-Tower Menara Mesiniaga
Ken Yeang has been at the forefront of ecologically sustainable architecture for the last decade, with a number of highly regarded bio-climatic buildings on the ground. The Eco-Tower, Menara Mesiniaga is perhaps one of the best known examples of his work, and has particular relevance because it utilises highly sustainable technology in the context of a relatively tall building.

Figure 8.4: Menara Mesiniaga by T.R. Hamzah & Yeang demonstrates the principles of bio-climatic design which include a naturally ventilated core, adjustable sun shades, and triple height sky courts which create shaded spaces for the inhabitants of the building and that minimise the sun’s impact on the facade.

Figure 8.5: Foster and Partners Commerzbank Headquarters in Frankfurt. The double skinned wall permits natural ventilation for most of the year.
The most striking part of the plan is the ‘vertical landscaping’; planting which starts at the slanted roof at the base of the building and spirally passes the office-floors, rising up to the roof. This green streamer joins a series of ‘sky courts’. These three story high transitional spaces are completed with large plant baskets and balconies with sliding doors to the offices. The chain of ‘sky courts’ provides a flow of cool, oxygen rich air for natural ventilation of the workspace. Along the ‘hot’ east- and west façade sunshade-panels are fixed away from the glass exterior. Toilets, stairs and elevators are found on the east facade and this way work as a sunshade on the side of the building with the highest sun impact. The roof terrace is covered with a ‘parasol’ that consists of a steel structure with aluminium panels. In a later stage this roof can be fitted with solar cells.

8.8.2 Commerzbank Headquarters, Frankfurt

The Commerzbank tower, designed by Foster and Partners, is the headquarters of one of Germany’s major banks. This building provides an excellent example of the major gains made in recent years toward sustainable tall buildings. In this case the conventional office tower has been partially inverted, so that the core of elevators, stairs and toilets is distributed to the corners of the triangular tower, resulting in a hollow internal shaft around which spiral a series of sky gardens. Natural light and fresh air enter the hollow core and the offices that face in on it, thus bringing natural light, ventilation and amenity to internal parts of the building along with the chance for inhabitants to interact in a large semi external space. A layered facade that intercepts rain and breaks the force of the wind also allows outer facing offices to be naturally ventilated. The building utilises natural light and ventilation alone during daylight operation, however in summer, offices are cooled by chilled ceilings and in winter have perimeter heating.

Energy efficiency is not the only sustainable element designed into the building. It is responsive to its dual contexts of being both one of a cluster of towers and yet retains the street and cornice line of its setting. More importantly, the sky gardens, used for refreshments and informal meetings, are part of a hierarchy of social foci, which include a communal space in the middle of each arm of offices and a lobby-level, covered plaza with restaurants used by both bank employees and public.

8.8.3 The “Flower Tower”

Building on the successes of the BedZed housing scheme, Bill Dunster has developed a prototypical model for highly sustainable tall buildings. The tower, referred to as the ‘Flower Tower’ or ‘SkyZed’ is based around a ‘living machine’ and reclains all grey and black water for the entire urban block. The tower generates all of its own electricity over a year through photovoltaic cells, and can be heated by a modest woodchip boiler or wood fuelled chip unit as at BedZed and can easily be built from mainly reclaimed low cost materials. The flower shaped floor plates accentuate external wind speed making vertically oriented wind turbines viable in urban situations.

Each tower petal contains a mixture of accommodation, all with views and daylight to most rooms. Open balconies are located adjacent the living rooms on the leading edge of each petal, where wind velocities are slowest, and privacy greatest. All windows are triple glazed, set in insulated walls that provide efficient thermal protection against summer sun and winter heat loss. Every four floors all petals are joined with a link floor, providing access to all four lifts with a communal lobby, allowing residents the option to use a short flight of stairs to reach their homes if desired. A triple glazed skylight above each lobby provides daylight at the same time as displaying the rotating blades of the wind turbine. The roof of each link floor is covered with lawn, and provides a skygarden for the adjacent flats.

8.9 Conclusions

The sustainability of new buildings, either tall or small, is critical in the ongoing development of every settlement. The following conclusions have been drawn from the broad review of sustainability issues continued in this section of the study.

8.9.1 Sustainable Development Through Tall Buildings

Tall buildings have much to contribute to the improved sustainability of urban settlements. Increased density, economies of scale, improved construction practices, improved energy use and generation techniques and experimental architectural approaches are important elements in a sustainable approach to development.

8.9.2 Advancements in Sustainable Technologies

Recent advancements in construction materials and practices have the ability to greatly improve the energy efficiency of tall buildings and should be encouraged at all levels of the design and development process. A number of tall buildings have been directly responsible for advancements in sustainable technologies and can provide useful models for future development in Brighton and Hove.

8.9.3 Improved Design Quality

Improvements in design brought about through a growing body of knowledge in relation to successful tall buildings can contribute to improved longer-term flexibility and robustness.

8.9.4 Delivering Sustainability Through the Development Industry

Increasingly the development industry is aware of the short and long-term benefits of more sustainable buildings in ensuring improved operational efficiency, reduced costs, and better quality living and working environments.

8.9.5 A Clustered Approach

In most cases a clustered approach to tall buildings provides a more sustainable development model. Groups of tall buildings surrounding transport interchanges or corridors increases accessibility and reduces reliance on private transport.

Figure 8.6: Bill Dunster’s SkyZed tower. The flower shaped floor plates accentuate ambient wind speeds at the core which enables vertical wind turbines, in conjunction with solar panels, to provide much of the energy for the scheme (source: http://www.zedfactory.com/flowertower/flowertower.html)
9.0 Demand and Market issues

If predictions for the levels of demand for housing, offices and employment space within Brighton and Hove are to be translated into economic growth significant additional development will be required within the next 7 – 10 years.

9.1 Market Overview/ General Comments

GVA Grimley has provided a brief commentary on current market conditions as they relate to both the office and residential development sectors. Either singularly or combined, these uses are likely to drive any demand for tall buildings in Brighton. The information is a snapshot of the market with limited predictions and by its nature will have a limited shelf life and should therefore be treated with caution.

The overview presently demonstrates a stronger demand for tall residential buildings than tall office buildings and we understand that this is borne out by the number of such applications received by the Council. This is however, endemic of current market conditions and Brighton’s perception in the market place by investors and occupiers. Improved accessibility, changes in macroeconomic conditions may increase demand for tall office buildings in the future.

The Council should recognise the long gestation period for a tall building (often many years) and that from inception to the grant of planning permission, the property industry may be in a new cycle. The Council may therefore be faced with developers seeking to change the use of tall buildings, once the principle of the tall building has been established. Whilst not perhaps a material consideration, the Council should be mindful of this in its assessment of tall buildings.

The virtues of mixed-use development are clearly set out in Central Government planning policy guidance and restated elsewhere in this report. Mixed-uses can be achieved in a number of ways - either multiple uses within a building or a mix of alternate single-use buildings. The Council should be sensitive to the fact that investors will often be nervous of combining multiple uses within a building because of maintenance and security issues.

The Council should also appreciate the factors that determine the viability of a tall building scheme in planning obligation negotiations with developers. The Council may wish to seek an ‘open book’ approach with developers and have the ability to assess the development appraisal of the tall building scheme. Where appropriate, the Council should be prepared to sign a confidentiality agreement to effect this. In order to assess development appraisals, the Council will need to assess its existing capabilities versus the need to appoint external consultants. Consultation with London Boroughs used to assessing tall buildings is recommended.

9.2 Commercial Market Summary

The following sections give an outline of the current office market for tall buildings, both generally and for Brighton and Hove.

9.2.1 Office Market Review

During 2000 and 2001, the south east office market experienced exceptional levels of take-up, fuelled in the main by the TMT sector seeking to secure campus-style developments for current occupation and to cater for aggressive expansion plans. Examples of such activity include CISCO and Veritas, who between them took pre-lets and options on a significant part of the Prudential’s 186,000m$ (2,000,000 sq ft) Green Park scheme at Reading. Nearby, MCI Worldcom acquired in excess of 28,000m$ (300,000 sq ft) and even required the developer to provide a larger building than originally planned.

As a result of this activity, rents increased and there was a ripple effect in most areas as professional services companies and suppliers expanded to cater for anticipated future demand. By the middle of 2001, the "dot com" bubble had burst, the Stock Market began to realign itself, and corporate expansion plans began to look somewhat optimistic. During the last 12 months the supply of offices in the south east has increased considerably, not as a result of speculative development, but due to occupiers releasing space onto the market. In many cases some of this space has never been occupied and represents Grade A office accommodation.

The disposal strategy adopted by some occupier/landlords is much more aggressive than might be the case for a developer/institutional landlord, more concerned to protect its investment, whereas the tenant is more focused on reducing its occupational costs.

The majority of the above comments apply to towns situated along the M4 and M3 corridor. In Slough for example, current vacancy rates stand at approximately 30% whereas for the M25 as a whole the figure is closer to 10%.

9.2.2 Brighton Office Market

Brighton, situated at the bottom of the M23 beyond Gatwick and Crawley, has a rather different office market. It is characterised by a number of financial institutions and general office occupiers attracted by a combination of quality of life, a well educated workforce and access to London. However, the market suffers from a shortage of quality accommodation and rather sporadic demand. Arne’s Trafalgar Place development, close to the station, which was developed in the early 1990s, took almost 10 years to become fully let, although it is now considered a prime office location.

9.2.3 Future Supply

At present there is limited availability of quality office space in Brighton. Anston House in Preston Road is a good quality refurbishment of an older building, and Exxon 27, although new, is more of a high-tech development situated on the edge of Brighton.

The supply situation will change as the Cuckfield Group has started construction of the first phase of its 18,600m$ (200,000 sq ft) City Park, which is the redevelopment of the former Alliance & Leicester Headquarters overlooking Hove Park. A 7,100m$ (77,000 sq ft) building is due to be finished in 2004 offering 3 large floor plates and good parking. Clearly Hove is not central Brighton, and it will be interesting to see if the availability of a quality new product will be sufficient to lure city centre occupiers away from more traditional areas.

Planning permission has also been granted for the 16 acre former goods yard site, adjacent to the station, for 18,600m$ (200,000 sq ft) and on the main approach to Brighton from the north, Anston Properties has an outline consent for 14,000m$ (150,000 sq ft) in Preston Road. However, this latter location has seen a number of conversions of former office buildings into residential in the last few years, and it is possible that this trend may continue.

9.3 Residential Market Summary

The following sections represent a summary of the current residential market trends in relation to tall buildings.

9.3.1 Residential Market Overview

The residential market has been the subject of much adverse media speculation over the last 6 months. However, the level of house prices in Brighton appears to be ‘holding-up,’ with recent price levels indicating good demand from house builders. It should be highlighted that with an unsettled political climate and the recent war, we are generally advising clients to conclude deals as quickly as possible.

Despite the turbulent state of the Stock Market and media reports suggesting a correction in the Housing Market, the underlying economic forecasts appear to still suggest an acceptable position in terms of economic growth. The UK economy is becoming increasingly linked with the housing market and its impact on consumer borrowing and spending. Halifax, Nationwide and CML all predict a gradual levelling off rather than any dramatic falls in house prices.

At present there seems to be no real evidence of a significant slow down anywhere outside the Capital and in many areas, prices continue to rise. However, GVA has noticed an increased use of sales incentives and the rate of % price increase has slowed in recent months. Generally the industry is optimistic and expects new homes sales to increase in 2003.

In our opinion, whilst there are concerns over increased job losses in the City and the possibility of higher interest rates, there is still no sign of any significant improvement in the level of supply or obvious alternative investment opportunities. In terms of development land, the increasing implications of affordable housing policy, general lack of social housing grant and rising construction costs are all factors that should lead to a reduction in the amount that developers are prepared to bid for sites. However, land prices are at
present continuing to rise, boosted by the higher house prices obtainable for new residential developments, but moreover, the general constraint on availability of sites. Whilst we expect this situation to continue for the time being, we do have our reservations that the cost of building and the planning system will eventually begin to impact on prices.

9.3.2 Brighton Residential Market
Located between the sea and the South Downs, Brighton has been popular since the Prince Regent built Brighton Pavilion. Brighton is often associated with a broad diversity of local business, cosmopolitan mix of residents and it’s famous architecture. Over the last few years the press has commented extensively on house prices in Brighton & Hove dramatically increasing, with the demographics of certain areas changing radically with much evidence of ‘gentrification.’

There are a broad range of housing options, from the famous Regency architecture, which makes up the terraces and squares of the seafront, to Victorian terraces in West Hill and Kemp Town (3 beds typically in the region of £200,000 to £300,000) and a growing number of loft and warehouse conversions. The most popular areas are perhaps the Royal Crescent or Sussex Square where 2 bedroom flats are currently on the market for circa £400,000. The Drive and parallel roads in the ‘Hove’ part of the City, along with the ‘Clifton conservation area’ on West Hill are also sought after with a number of large ‘gated’ mansions being found on Dyke Road. Hanover Hill is lined with houses originally built for railway workers and whilst a few larger buildings have been turned into loft apartments there is still a strong mix of public sector workers, artists and commuters.

The seafront and town centre has a diverse range of attractions and there is a good variety of retail. Trains to London now take about 50 minutes making the City attractive to commuters. Bus services run to outlying areas, although the one way system makes traffic a problem for motorists.

9.4 Identifiable Demand for Tall Buildings in Brighton
The sub-sections below provide an overview of the likely demand for tall buildings within Brighton and Hove.

9.4.1 Tall Office Buildings
Offices arranged in a tower structure tend to be found in City Centres, as a response to land shortages. In order to service the upper floors, and depending on building height, the central cores can be quite large, and as such individual floor plates become smaller.

Such buildings can become landmarks; the offices usually have good natural daylight and excellent views! However, with a few exceptions such as the HSBC tower at Canary Wharf and the Swiss Re “gherkin” in the city, these buildings are usually multi-let. The main reason for this is that modern organisations tend to wish their staff to be spread over as few floors as possible to aid internal communication and productivity. This is particularly true of Call Centre occupiers which have been popular in Brighton, and also the financial services and TMT sectors. It is for this reason that we do not consider there would be sufficient demand in Brighton for a Tower building.

9.4.2 Tall Residential Buildings
We have not undertaken extensive market research at this stage, but have undertaken a general market overview of new build developments and assessed the ‘flat market’ to determine the potential demand of tall buildings in Brighton. The only way to properly assess the level of demand would be to undertake viability and market assessments, which are currently beyond our remit.

Good quality flats in prime locations, such as those around the Marina, achieve a significant premium. For example we are aware of a number of 2 bed flats on the market at around £200,000 and a recent development of mainly 2 bed properties ranging from about £250,000 to £280,000 (equating to about £125 to £140 per sq. ft.). The Prudential building site on North Street has also enhanced the residential market and demonstrated a strong demand for quality units in prime areas of Brighton. Average new build re-sale levels in more marginal areas of the City are in the region of £150 to £200 per sq. ft. Recent developments undertaken by Bryant Homes, the retirement specialists McCarthy & Stone and innovative nicher developers such as CDC2020 give a good benchmark for local market conditions. These indicate good levels of demand but values will very much be dependant on how well the residential scheme ‘interacts’ with other mixed uses and the end quality, design and finish of the development.

With the right strategy, a tall building will represent a unique ‘niche’ opportunity for buyers and the premiums associated with new build and the views offered by height will ensure good demand and prices. It is important to realise that build costs dramatically increase with height so it will be critical to build a high specification, well designed scheme to secure the maximum unit prices, ensuring the building is commercially viable. Our experience has demonstrated that as a general ‘rule of thumb’ a new build development, could attract a premium of about 10-15% over surrounding re-sale properties, in a good market. However this will be dependent on marketing exposure and the first phases may be significantly below this range until the profile of the site is established.

Any development is likely to incorporate an element of mixed use and we would anticipate flats generally being built over retail and offices. A mix of uses must therefore have a sustainable design to accommodate design matters such as lobby and lift cores etc. which adds to the cost and affects scheme viability. Similarly, the viability of a scheme required to provide affordable housing must be considered in terms of whether a commuted payment can be made or whether units must be accommodated into the building design, which will have a large impact on commercial design and viability.

The style and price of properties can vary considerably across Brighton and are dependent on individual site/area characteristics, local demographics and transport hubs. In our opinion traffic nodes will be a critical component of any tall building strategy and particular focus should be paid to potential development of tall buildings around the main Station.

Whilst the area surrounding the station is not particularly attractive, our experience in London and other South Eastern towns is that once units gain height (generally above 5 floors), the views mitigate adverse ‘on the ground’ influences. We feel that in the right style of development a good premium can be achieved, per floor, of height.

The topography of Brighton will also be an important consideration (i.e. avoidance of a ‘Costa Brava’ style along the front and assessing the visual impact from the South Downs etc. if located on raised ground). Brighton has a unique character and the aesthetics and style of the promenade and famous Regency architecture must be considered in the context of siting towers.

In summary, the demand for quality flats appears good and whilst new build schemes have sold very well, tall buildings remain an untested market. With very careful consideration, mainly to siting, but also design, we feel they could work well in Brighton and command prime prices.
Design Issues

Given the context, extent of development pressures, and policy guidance set out in the preceding sections of this report, it has been assumed that an increase in densities, potentially achieved through some tall buildings, will be an inevitable part of the future townscape of Brighton and Hove. This however does not mean that tall buildings are appropriate everywhere; to the contrary, it places additional pressure on the urban analysis undertaken in the second part of this report to identify the locations, in which it is appropriate to build higher forms of development.

This section aims to broadly outline a number of the design considerations that affect tall buildings and their relationship to their surrounding urban environment.

10.1 Tall Buildings Typologies

In the context of the UK three main typologies of tall building exist. These are defined largely by their relationships to existing development types and their interaction with local transport infrastructure.

10.1.1 A New Tower Within the Context of Existing Tall Development
This typology is the most common and it reflects the development patterns of most major centres in the UK. Such developments are usually attached to high capacity infrastructure associated with the existing development and consolidate a cluster of tall development. This typology is potentially the least complicated to integrate into existing urban patterns.

10.1.2 The Solitary Tower
The development of single tall buildings within the context of smaller buildings reflects some of the issues and problems associated with the residential tower block model of the 1960’s. However certain sites, such as those that terminate vistas or mark distinct areas of the city, a solitary tower can contribute positively to the skyline. This typology is usually the most difficult to sensitively design and integrate into the townscape.

10.1.3 New Clusters of Tall Buildings
Usually within the context of comprehensive redevelopment / regeneration projects, the creation of new clusters of tall buildings is widely accepted as the most positive means of introducing tall forms into the skyline of a city. As well as making for more efficient public transport systems, clustering tall buildings can have distinct advantages in terms of design, infrastructure, and townscape quality.

“Dotting tall buildings around the city completely loses the impact and sense of their importance. It also has the disadvantage of dwarfing attractive smaller buildings, without any commensurate benefit” (RTPI, 2001)

10.2 Design Quality

Design quality is recognised across all levels of government as an important factor in raising the profile of regeneration and ensuring the enduring flexibility and positive contribution of new development to the forms of towns and cities. Brighton & Hove City Council rightly anticipate design quality to play a major role in relation to all new tall buildings within the city and have high expectations in relation to the appearance, sustainability, and contribution that any tall buildings will make to the historic seafront setting.

“Many of the arguments used to support proposals for tall buildings, including design quality, were also put forward in favour of examples which are now regretted.” (CABE & English Heritage, 2003)

Part C of this document deals with the relevant design standards that will be used by the council to ensure that all new tall buildings are of the highest design quality.

10.3 Advancements in Design Approach

Where once tall buildings could be broadly argued to be similar in appearance, largely due to limits associated with construction technology, more recent examples exhibit as much variety in form, massing and internal arrangement as any other typology. Such advancements in construction technology combined with a growing body of architectural knowledge mean that the contemporary tall building can provide more sensitive design responses to their setting.

10.4 Fitting into the Urban Grain

Tall buildings by their very nature can have difficulty in reflecting the urban rhythms and fine grain of historic cities such as Brighton and Hove. New tall buildings within this context need to make reference to their surroundings though their form, massing, setback and architectural language.

A variety of built examples exist around the world that effectively deal with these issues through the articulation of the lower floors of the building to reflect the character of the street, the set back of the upper floors to create the impression of a continuous streetscape, and through the use of materials that responds to surrounding buildings. These approaches also help to ensure that the streets remain at a human scale.

10.5 Longer Views

Mention has been made in previous sections about the potential visual intrusion of tall buildings on the historic townscape. Equally, when appropriately sited an attractive and well-designed tall building can make a strong and positive contribution to the skyline of the city, attracting investment, assisting in way finding, and acting as a catalyst for regeneration.
“Tall buildings can enhance skylines, particularly if their tops are designed with flair - perhaps thrillingly slender or strikingly patterned. They mark the centre of a city and provide a point of orientation that is visible from far away.” [Civic Trust 2001]

In many cases our general reaction to tall buildings is to try to conceal or downplay them. Conversely it could be argued that the initial approach should be to promote exceptionally well-designed buildings that do not need to be hidden.

10.6 Climatic Considerations

As previously mentioned, tall buildings over a certain height can adversely effect the environmental quality of surrounding areas through the diversion of high speed winds to ground level and through the overshadowing of adjacent development and public spaces. The impact of both of these elements can be mitigated through good design and sensitive siting.

Windswept spaces at the base of tall buildings can be avoided through the use of architectural devices such as awnings and terraces as well as through set backs in the façade of the buildings. Overshadowing is impossible to design out but its effects can be minimised through appropriate siting of the building and through the manipulation of orientation and floor plate dimensions and overall building height.

10.7 A Meaningful Public Realm

Tall buildings in particular need to be designed in such a way as to create safe, comfortable and attractive spaces around them. In this regard the way in which tall buildings ‘touch the ground’ is of utmost importance, spaces surrounding tall buildings should resist privatisation by having their edges well defined by development and activated by public uses with transparent facades on the ground floors. Such public spaces should also be aligned and designed to maximise solar access and reduce the impact of wind and overshadowing.

10.8 Open Space Requirements

The Brighton and Hove Local Plan outlines a numbers of requirements for the provision of private open space within new developments. To a certain extent this might be accommodated through roof terraces, balconies and internal courtyards, but these elements will not be sufficient to ensure that all residents and workers have access to open space. As a result tall buildings will of course be required to proportionately contribute to the enhancement of the existing public realm and parks in the vicinity.

Some developments abroad that incorporate high quality public spaces within the building itself will also need to be explored as a way of achieving the necessary open space standards. Such an approach aims to provide community uses such as playgrounds, schools and indoor sports facilities within the envelope of the building. An example of this is Friedensreich Hundertwasser’s residential building (Figure 10.4) in the city of Vienna which provides a variety of green spaces integral to the building.

Similarly, open space requirements could potentially be offset by increasing the size of residential units and offices so that residents and workers enjoy significantly more space on a day-to-day basis. Such a model requires testing although many examples exist in the UK where flats built with floor areas in excess of the Parker Morris Standards achieve a high level of residential amenity.

10.9 Land Use

A vertical mix of land uses throughout tall buildings can help to reinforce activity within the public realm and create activity throughout the day. Ensuring that the lower floors of a tall building have some community / public function can significantly help in integrating new development into the lives of surrounding communities.

"Despite ... concentration in commercial areas, tall buildings need not be single use buildings. Office, residential and retail uses are an attractive combination for those who work in pressurised jobs and wish to live close to their workplace.” [RTPI, 2001]

10.10 Conclusions

Tall buildings represent a number of design challenges and opportunities. In seeking to ensure that tall buildings make the most positive contribution possible the following major points require detailed consideration.

10.10.1 Maximising the Positive Contributions of Tall Buildings

Tall buildings represent significant design challenges as well as exciting design opportunities. Through the considered and sensitive development of designs for tall buildings the potentially negative effects of overshadowing and wind funnelling can be reduced and the positive attributes of exciting new development can be enhanced.

10.10.2 Ensuring Design Quality

In designing the latest generation of tall buildings, architects and planners should strive for the highest quality in building siting and design. This will reduce the need to ‘hide’ tall buildings and enable new tall buildings to be sensitively slotted into the existing fabric of the city. Similarly the tall buildings of the future will need to make an effort to improve the quality and vibrancy of the public realm, which the towers of the 60’s failed to recognise.

10.10.3 A Mixed Use Approach

The built legacy of the modernist era where external form dominated the design process and produced single use private buildings should not be repeated. Through good design tall buildings should strive to be memorable parts of the urban experience. The new generation of tall buildings should also be more permeable to the public, more responsive to environmental conditions, and embrace the principles sustainability.

Figure 10.3: The Greater London Authority building by Foster and Partners in London provides an example of the advancements in design approach and the application of new construction technologies. (Source: Architectural Review, Aug 2002, p83)

Figure 10.4: Friedensreich Hundertwasser’s residential building in the city of Vienna which provides a variety of green spaces integral to the building. (Source: Landscape Design, June 2003, p31)
11.0

Conclusions: Part A

These conclusions have been drawn from the reviews, critiques, and summaries set out in part A of this document.

11.1 Maximising the Use of the Land

Tall buildings have a strong contribution to make to maximising the efficient use of the land in a geographically constrained city such as Brighton and Hove.

11.2 Delivering Increased Density in Variety of Ways

Most sites, particularly in a city with such a rich historic built form, are probably not able to cope with the visual intrusion of tall buildings. In these cases similar densities are likely to be achieved through more traditional development patterns. However, some sites and areas of the city, which will be identified in the following major section of this study, will be able to absorb tall development in varying degrees.

11.3 Respect for Historic Settings and Key Views

Historic environments demand breathing space and as such tall buildings should be sited in areas of the city that have minimal visual impact on historic areas. Similarly, strategic views and important vistas should be complemented, not compromised by tall buildings.

11.4 Integrating Sustainability at a Strategic Level

The identification of areas within the city that are capable of absorbing tall buildings should take into account issues of sustainability. At the strategic level at which this document works, issues of transport efficiency and accessibility are key elements in ensuring the sustainability of tall buildings. Similarly, tall buildings should be sited in areas of city where they will bring about the most social and economic benefit.

11.5 A Generally Clustered Approach

It has been widely acknowledged that a clustered approach to tall buildings provides a better design and planning outcome than a series of individual towers set sparsely across the urban landscape. The clustered approach concentrates the negative effects of tall buildings such as overshadowing and visual intrusion whilst maximising the positive visual contribution that tall buildings can make to the image and the skyline of a city.

However, some sites within the city, particularly those that terminate views and vistas or that have particularly special characteristics, might be suitable for single, or a small grouping, of taller buildings.

11.6 Focusing on Transport Corridors and Interchanges

Siting tall buildings in proximity to existing transport interchanges and employment areas adds to the vibrancy of these areas and strongly contributes to a more sustainable transport approach within the city.

11.7 Feasibility

The identification of areas of tall development also needs to take into account issues of demand. Proposals should aim to strike a balance between commercial viability and other issues such as visual impact and transport accessibility to ensure that schemes are able to maximise their contribution to the city. Schemes that are sited in parts of the city that are more financially marginal are less likely to be able to contribute to the surrounding public realm or be of the necessary high design quality.

11.8 A Vertical Mix of Uses

A vertical mixture of uses within any building can help to ensure that a variety of activity occurs throughout the day and can contribute to a livelier street scene and safer public realm. Mixed use tall buildings should be sited in areas, such as existing local centres, that can be strengthened by such significant increases in activity. Placing a tall building at the edges of existing centres could, depending on the exact nature of the proposal, drain life from existing commercial centres as well as minimise the potential performance of the new development.

11.9 Contributing to a Safe and Attractive Public Realm

Tall buildings too often contribute to overshadowed, windy and lifeless spaces at ground level that suffer from a lack of spatial definition. At detailed level individual proposals should seek to create well-oriented and lively spaces that positively contribute to the wider public realm.

11.10 Good Design at a Detailed Level

Tall buildings within Brighton and Hove should be of the highest design quality. Investment in good design can minimise problems associated with tall buildings such as visual intrusion, overshadowing and wind tunneling. Well designed proposals can similarly maximise the positive contributions that tall buildings can make to a city by providing exciting and sustainable buildings that can help contribute to the image of Brighton and Hove as a progressive, diverse and culturally rich city.

These main points inform the approach taken in the following urban analysis and design guidelines sections of the study.

Figure 11.1: The Flatiron Building in New York by Daniel Burnham (1902) provides an excellent example of a tall building that respects the geometry of the public realm and that has become a well loved piece of the skyline. (Source: Abel, 2003, p14)
Part B of this study defines the areas of Brighton and Hove that are able, or not able, to absorb taller development. To achieve this, part B uses a layered urban analysis process that identifies elements such as topography, visual experience, conservation areas, market demand, and transport capacity to assess areas suitable for tall buildings.
Introduction and Methodology

A key objective of this study is to create a strategy for Brighton and Hove, which will assist in guiding the location of any future tall buildings within the city. Identifying broad areas where tall buildings may, or may not be, appropriate will be essential in directing further more detailed urban design framework studies in the future.

Part B of this study culminates in the tall buildings strategy set out in section 15.0 and is the result of a thorough urban design analysis set out in the following sections. The urban design analysis takes into account a number of key strategic level factors such as topography, significant views and visual experience, patterns of movement, an urban form characterisation, conservation areas, location of local centres and development corridors, market demand and areas of open space within the city.

12.1 CABE/English Heritage Approach

Undertaking a study of this type, which will identify suitable locations where tall buildings are, and are not appropriate, is an approach that is strongly supported by CABE and English Heritage in their ‘Guidance on Tall Buildings’ publication. The creation of this strategy will enable a more considered approach to the location of mid rise, tall, and very tall buildings at the city wide level.

‘Such an approach will ensure that tall buildings are properly planned as part of an exercise in place-making informed by a clear long-term vision, rather than an ad hoc, reactive, piecemeal manner.’ (CABE & English Heritage, 2003)

The guidance goes on to recommend the development of Urban Design Frameworks for identified tall building zones. These frameworks will investigate tall buildings at a more detailed and local level.

12.2 A Layered Approach

The methodology adopted for the urban analysis aims to identify areas of the city, in a strategic sense, that are suitable or not suitable for the development of tall buildings. To identify these areas a layered approach has been utilised (refer figure 12.1) which cumulatively identifies the opportunities and constraints in relation to tall buildings and particular aspects of the urban environment.

12.3 Ranking of Layers

Although not the subject of a quantitative scoring system, the urban analysis layers have been broadly ranked to assist in assessing the relative value of aspects recognised on individual layers.

The layers are ranked and broadly described as follows.

Figure 12.1: A diagram describing the layered approach to the identification of suitable sites and their ranking in order of influence.

12.3.1 The Visual Experience

An analysis of the visual experience of approach into the city as well as those from more static viewpoints. This analysis will help to identify broad view cones in which the impact of tall development should be carefully considered. A separate methodology has been developed for this layer of the analysis process and is set out in section 13.2.

12.3.2 Landform/Topography

The analysis of landform reveals the areas of the city that, through the formation of the land, are more able to absorb tall development.

12.3.3 Movement

Identifying the capacity of movement networks within the city aids in pinpointing locations that are able to support the intensification associated with tall buildings.

12.3.4 Conservation Areas and Urban Character

The character of the various conservation areas, in combination with a number of other key urban areas within the city, are mapped and analysed to ascertain their suitability for tall development.

12.3.5 Regional, District and Local Centres

Areas of existing commercial and retail within the city such as district shopping centres form a likely and logical focus for intensification in the future.

12.3.6 Tall Building Activity

This layer of the analysis process identifies areas of the city that are already the focus for tall buildings.

12.3.7 Open Space

This layer identifies the major open spaces, including parks, the Area of Outstanding National Beauty (AONB), the National Park and the Seafront, within the city and broadly describes their capacity to adjoin more intense development.

12.3.8 Opportunities and Constraints

This, the penultimate layer in the analysis process, brings together the results and conclusions of all the previous layers to formulate a summary of the opportunities and constraints in relation to the development of tall buildings within the city.

12.3.9 Tall Buildings Strategy

The tall buildings strategy represents a refinement of the ideas and conclusions set out in the opportunities and constraints analysis and is the major output of this study. The tall buildings strategy is intended to be viewed at the wider strategic level and should form the focus of a number of more detailed urban design studies.
13.0

Urban Analysis

The process of analysing the urban characteristics of Brighton and Hove will guide the development of a strategy for tall buildings. The objectives of this analysis process include the retention and enhancement of key strategic views and spatial experiences and the recognition of defining elements of the natural and built environment of Brighton and Hove. Consideration has also been given to the economic and infrastructure conditions and the possible monitoring and regulation of the skyline to preserve the unique character of the city.

This analysis is layered upon the extensive work already undertaken by Brighton & Hove City Council and other statutory bodies, which have documented the historical, cultural and natural assets of the city and surrounds.

13.1 The Form of the Seaside Town

Brighton and Hove, as with most other seaside towns, has evolved for historical, economic and recreational reasons with a focus toward the sea. This singular focus has resulted in a city form that concentrates activity and density along its southern edge and that is characterised by an incremental reduction in densities in northern areas.

Such an urban pattern creates what is in effect a 180 degree city with its "central", most dense area, on its edge. In relation to this study, and at a very broad strategic level, such a city form points toward a possible focus for intensification along the southern edge and in proximity to Brighton Station and the Seafront. However, this approach requires consideration of some of the more detailed conservation area and visual impact issues associated with the historic core of the city which, will be dealt with in the following pages.

Figure 13.1: Brighton and Hove forms a 180 degree city form with its central focus on its southern edge.

Figure 13.2: Aerial view of Brighton and Hove describing the overall urban form and highlighting existing taller development. (Copyright: East Sussex County Council)
13.2 Visual Experience

There is an established relationship between the historic views within a city and tall building development. Although this correlation has generally been seen negatively, this need not always be the case. In some circumstances the sensitive addition of tall buildings may serve to consolidate clusters of existing high-rise development and unify the skyline. Certain landmark structures may also have the effect of adding interest to the skyline and creating a recognisable way finding device within a city’s urban form, much as the Sussex Heights building guides people towards the city centre. The Brighton and Hove local plan does not specifically propose a visual framework policy for the city as a whole but is addressed through individual elements of protecting the setting of historic landmark buildings and conservation areas.

Retaining and enhancing key strategic views through the sensitive siting of tall buildings is a key objective of this study.

This layer of the analysis process aims to reveal at a strategic level areas of the city that are particularly visually sensitive to the intrusion of tall buildings. Four types of strategic views have been identified and catalogued. These views include:

- Approach Experiences
- Points of Arrival
- Strategic View Points
- Key Views Associated with the Seafront.

These views and spatial experiences have been evaluated in terms of not only their aesthetic value but also their cultural and historic qualities, which are fundamental to defining the urban character of a city.

Obviously significantly more views of importance exist within the city than those identified here. Further strategic view points may exist as the ones contained in this analysis directly relate to the built environment of Brighton and Hove and tall building activities’ impact upon it.

Significant local views also exist within the city but have not been analysed due to the strategic nature of this study. These local views may have significant value for residents and visitors alike, however these should be dealt with on a more detailed level when looking at urban design frameworks for specific areas and the potential impacts of individual tall building proposals.

Figure 13.11 shows the location of the Approach Experiences and Strategic View Points. Photographs and a more detailed analysis are set out in the appendices in section D.

A detailed analysis of the Approach Experiences, Points of Arrival, Strategic View Points and Seafront Views is contained in the Appendices of this report.
13.2.1 View Types and Methodology

For the purposes of this study the types of views experienced of strategic importance have been categorised into five types which combine the viewing place and the view to achieve a view experience. The five view types relevant to Brighton and Hove are:

13.2.1.1 Unfolding View
The unfolding view type is generally experienced within a through space and is characterised by a constantly evolving, changing view along major routes. This type is evident along most of Brighton’s approach routes both by train, bus or car.

Figure 13.3 a & b illustrate the unfolding nature of the view type along the London Road Approach.

13.2.1.2 Panorama
A panoramic view is usually experienced from an elevated position or viewing area and gives a wide view from outside of the city looking in.

Figure 13.4 illustrates a panoramic view of Brighton and Hove

13.2.1.3 Contained Prospect
This view type is usually experienced from open space within the city and gives a broad view with a clearly defined edge.

Figure 13.5 Illustrates the contained prospect of Brunswick Square

13.2.1.4 Broad Prospect
The broad prospect view is characterised by a wide view which has a changing edge condition. This is usually experienced within a corridor setting as is best illustrated by the seaside experience of Brighton and Hove.

Figure 13.6 illustrates the broad prospect of the Seafront

13.2.1.5 Contained Urban View
The contained urban view is best illustrated in Brighton and Hove by the views obtained at the entrances to the train stations. The overall experience is defined by a round view of a cohesive urban experience. The quality of the public realm and architecture are dominant in these views.

Figure 13.7 a & b show the contained view of Brighton’s Station entrance.

13.2.2 Approach Experiences
The nature of this visual experience usually consists of an unfolding view type. Along Brighton and Hove’s approach routes it involves a broad shifting view along a major route possibly with numerous focal points and a variable edge condition along the way.

A variety of approach experiences exist for those coming into the city, including those from the water and air. However, this analysis has been limited to views from roads and rail lines which constitute the majority of views experienced by those approaching the city.

The following Approach experiences were identified for this study.

A. Trans European Route “Impressions of Brighton”
B. Dyke Road Approach
C. London Road Approach
D. Approach to Brighton Station
E. Lewes Road Approach
F. Falmer Road Approach
G. Approach to Sea from Brighton Station
H. Approach to Sea from Hove Station

13.2.3 Points of Arrival
This view type is typically of a contained urban view type. It involves the viewer with a round view of a cohesive urban experience. Focal points serve to strengthen the overall view experience.

The two major points of arrival for people travelling by train in the city are Brighton Station and Hove Station. An analysis of both stations and the experience immediately outside each suggests that views toward the seaside from Brighton Station should be maintained and enhanced. Station sites also offer the opportunity to enhance the public realm and improve first impressions of a space upon arrival.

13.2.4 Strategic View Points
This type of visual experience is generally a panorama or prospect involving varied elements such as pastoral scenery, urban development, ridges and the sea. The fore, middle and backgrounds are usually viewed as part of a cohesive whole. Incongruous elements within these views are readily identifiable.

A number of key strategic viewpoints were identified early in the study.

1. Mile Oak
2. Foredown Tower
3. Shoreham Maritime
4. Toads Hole Valley
5. Hollingbury Hill Fort
6. Woodingdean
7. Race Hill
8. View from Whitehawk Camp
9. Brighton Marina
10. Palace Pier
11. View east from Brighton Station
12. The Drive
13. Dyke Road
14. View from A27
15. View from Rottingdean

Figure 13.8: A view from the Palace Pier provides an example of a strategic viewpoint

Figure 13.9: Strong local, axial views to the seafront are memorable visual experiences which should be studied in further detail

Figure 13.10: Regency Square suffers from the visual intrusion of Sussex Heights which fails to provide adequate ‘breathing space’ for this fine historic setting
13.2.5 The Seafront Visual Sequence
The seafront is undoubtedly a key visual experience within Brighton and Hove. The visual experience may be static when viewed from Brighton Pier or a continuous journey along the seafront. The interface between beach, promenade and built form is an important part of the aesthetic and cultural history of Brighton and Hove.

Figure 13.6 Illustrates the broad prospect view associated with the seafront

13.2.6 Local Views
The urban form of Brighton and Hove is such that it offers distinctive local views. Although a detailed analysis of these local views is not achievable in a strategic study of this nature, that does not diminish their importance to the local character. Views such as the contained axial views along minor residential streets to the seafront, and glimpses of church spires down local streets between existing development form a strong and memorable part of residents and visitors visual experience of the city. It is recommended that a thorough analysis of the visual impact of any new tall building proposals be conducted which would include these local views and their impact on surrounding urban character.

Figure 13.9 Illustrates the typical local views towards the seafront.

13.2.7 Breathing Space around Key Historic Buildings and Formations
In some cases development around some of Brighton and Hove’s landmark structures have detracted from the overall visual experience of the area. Protection and enhancement of these key city assets will result in an improved setting for these elements.

Figure 13.10 Regency Square with evidence of intrusion of tall building upon it’s setting.

Part D of this study provides a detailed analysis of the identified strategic views and approaches.

13.2.8 Conclusions: Visual Experience
An analysis of the Visual experience of Brighton and Hove focusing on key strategic view points, approach routes, points of arrival and the seafront visual experience reveals the following conclusions.

Protect and Enhance the Visual Experience
Brighton and Hove’s unique setting and visual character is cherished by residents and visitors alike. The development of new tall buildings should undertake extensive analysis of the visual impact of proposals on key strategic view points, approach experiences, points of arrival as well as important local views. New development should not block these views but may have the potential to add to the legibility of the city’s skyline and urban form if the development is of the highest design quality.

Preserve the Setting of Landmark Listed Buildings and Conservation Areas
The outstanding quality of Brighton and Hove’s historic architecture is one of the city’s greatest assets. The visual setting of these buildings is of great importance and should be protected from the visual intrusion of tall buildings. There is limited scope for the integration of tall buildings into conservation areas that have developed over time and are currently less intact than rigidly planned areas such as the Regency Squares. New tall development in these conservation areas must fully consider the visual impact on their setting and prospect.

Utilise Areas of Existing Tall Buildings to Develop Clusters
Areas within strategic view corridors that are already characterised by tall buildings provide the opportunity to consolidate these zones into clusters of taller development, providing a stronger skyline, mitigating their visual impact, and relieving pressure on other, more visually sensitive parts of the city. The solitary towers evidenced along Brighton’s skyline would be greatly strengthened by the formation of clusters.

Improve or Remove Existing Poor Quality Tall Buildings
In some cases the poor architectural quality and siting of existing tall buildings seriously detracts from the overall visual experience of the city. There are significant opportunities to improve the visual impact of existing tall buildings by refurbishment or by their removal and replacement with higher quality buildings.

A View Policy for Brighton and Hove
It is recommended that a further study be undertaken to identify all of the local as well as strategic view points, approaches and important visual experiences within the city. This should inform the development of a views policy would give added weight to the visual quality of the city and aid in its’ protection and enhancement.

Opposite:
Figure 13.11: Strategic Views and Approach Experiences
13.3 Landform

An analysis of the landform on which the city is based, in conjunction with an analysis of strategic views (Refer Part D: Appendices), can help to reveal which areas of the city are visually and physically able to absorb tall development. Figure 13.13 sets out the major features of the landform, which is analysed and described through the following points.

13.3.1 A Series of Ridges and Valleys

Figure 13.13 clearly illustrates a strong pattern of ridges and valleys that radiate from the central area of Brighton. The several major ridgelines extend from the South Downs into the city itself, providing a strong landscape structure to the city as well as an often green character.

The northward development of the city over time, away from the seafront, has largely been confined to the valley formations in which, the major road and rail links to London and northeast are located. A few exceptions to this rule exist such as parts of Woodingdean and areas around Dyke Road in which development is situated on the ridgelines.

This tradition of focusing development along the valley bottoms suggests opportunities for taller development in these areas, which, subject to localized visual analysis, would be able to be visually contained between ridges. This approach to siting tall development also provides opportunities to provide urban gateways, such as the proposals for the Preston Barracks site, into the city along the major vehicular approaches.

The valley formation of the Lewes Road corridor, with its growing image as the academic corridor and northern gateway to the city is very suitable for mid-rise to tall buildings particularly in proximity to the Watts building.

The topography of the London Road corridor which, approaches the city from the north, also provides a number of opportunities to build tall. Areas that flank the rail corridor and Preston Park are already characterised by some mid-rise to tall buildings and provide a number of infill opportunities. These areas could be developed to improve the continuity of approach to the city and to maximise the urban capacity of the area.

13.3.2 The Seafront

Much of Brighton's character is derived from its physical, visual, and cultural relationship with the seafront. Topographically, the seafront experience is largely flat and broken into several linear bands, which separate the development from the seafront. The flatness of the seafront, presence of a number of mid rise and tall buildings, combined with the often very large scale of the open spaces along this linear strip provides opportunities, subject to more detailed visual assessment, for some additional taller buildings in infill locations, away from conservation settings, such as the Brighton Centre and the Odeon Cinema sites.

As opposed to taller development sited within valley corridors, tall buildings along the seafront cannot be argued for on the basis of visual recessiveness. However, the existing scale of development which is in the region of 6 - 10 storeys, and the grand proportions of the seafront spaces, point toward areas of the seafront being able to absorb taller development. Issues relating to visual intrusion into conservation settings are the most significant in considering tall and very tall buildings in this area.

13.3.3 Past Mistakes

A number of mid rise to tall buildings exist on hillsides in Brighton and Hove. In particular the Dudeney Lodge and Nettleton Court Council towers adjacent to the former meat market sit on the eastern hillside opposite the station and visually dominate the landscape. Similarly Sussex Heights, the tallest building in Brighton and Hove, dominates almost all oblique views along the seafront.

13.3.4 Conclusions: Landform

Considered as a factor in isolation, the landform of Brighton and Hove presents a number of opportunities for taller development.

Focus Taller Development within Valleys

The two major valleys corridors that radiate from the city centre provide significant opportunities to mitigate the visual intrusion of taller development, reinforce gateways into the city, and attract investment into particular areas.

Conversely, taller development should be discouraged from ridgelines and hillsides, which are visually prominent and provide a strong landscape structure and green character to the city.

Identify Specific Opportunities along the Seafront

The flatness and scale of the spaces that exist between the existing lines of built development and the sea provides some opportunities, subject to more detailed assessments, for taller development.

Strengthen the Prospect of Solitary Towers

A number of visually prominent tall buildings already exist in Brighton and Hove. Many are of poor architectural quality which provides the opportunity to either strengthen their prospect by creating a cluster of tall development surrounding them, refurbish and enhance them, or replace them with alternative forms of development in the longer term.
13.4 Movement

The aim of this layer of the analysis process is to reveal the areas of the city that are able to support increased density in transport terms.

Accessibility and the capacity of movement networks play a major role in determining appropriate locations for tall buildings within the city. The development of tall buildings and the resultant increase in urban densities, places significant additional pressure on the transport systems of the city. This combined with government objectives to encourage sustainable transport choices places additional pressure on tall development to be fully integrated with a variety of modes of transport. With this in mind the following analysis of the major transport systems in the city provides a critical layer of analysis in identifying areas for tall buildings within Brighton and Hove.

13.4.1 Sustainable Transport Corridors

The Brighton and Hove City Council has identified within the local plan a number of sustainable transport corridors (Local Plan Policy TR4). These corridors are main routes into the city that will be altered to increase access for users of buses, cyclists and pedestrians. Integration of tall buildings with these routes will form an important part of any future development strategy.

13.4.2 Rail Corridors and Transit Oriented Development

Rail transit has the ability to deliver high-speed connections between the Brighton and Hove, London, Gatwick Airport and other surrounding settlements and thus has a major role to play in encouraging sustainable travel options and in supporting the development of denser and taller buildings.

The principles of transit oriented development (TOD’s), largely developed by Peter Calthorpe, outline a number of basic principles aimed at improving the connectivity and liveability of our cities. Key amongst these is the idea that areas within walking distance of light rail or high frequency bus transit should contain a mix of moderate to high-density residential, commercial and employment uses that create a place with an active public realm and a focal point for transit trips. The same idea can also be applied to heavy rail stations.

Basing tall buildings around rail stations also provides users and residents with increased transportation choices and access, especially for those without cars as well as reducing traffic congestion, air pollution and energy consumption. Focusing development in these areas also enables developer contributions to be put toward improvements to the public realm rather than costly road widening that might be required to increase the traffic capacity in areas not serviced by public transport.

Brighton and Hove has an extensive rail network, although the eastern side of the city is less well served. However with improvements to the frequency and quality of rail services, it has the capacity to support significantly increased density in these areas. The adjacent diagram highlights the locations of these stations as well as indicating a circular catchments area that represents a 400 metre or 10-minute walk. These nodes, subject to the influence of other factors such as visual impact, provide potential foci for clusters of tall buildings.

13.4.3 Major Vehicular Routes

A number of major vehicular routes provide connections between the city, outlying settlements and London. These routes are the most common means of accessing and moving around the city and have, given their width, scale and extent, some capacity to support increased density.

In particular those routes, which combine major bus services, and sustainable transport corridors, which encourage cycling, walking, and linkages to rail stations are most suitable for the development of tall buildings.

Accessibility and the capacity of movement networks play a major role in determining in line with best practice, and in the interests of achieving an efficient urban form, intensification should be focused in particular areas that are within reasonable walking distance of rail stations and major bus routes.

13.4.4 Vehicular Interchanges with the Capacity for Intensification

Major road junctions and intersections can provide highly efficient locations for denser development such as business parks, which might not be suitable for inner urban sites. The A27, which runs east west to north of Brighton and Hove, has a number of such junctions, although the relationship of these areas to the adjoining Area of Outstanding Natural Beauty limits the ability to develop such sites.

However, the Falmer Campus junction to the north east of the city, in the context of existing university campus development and as one of the major gateways to the city provides some opportunity for intensification through mid rise buildings.

13.4.5 Bus Routes and Stations

Brighton and Hove has a highly efficient bus service known as the 'Metro' that provides regular services linking most areas of the city to one another. The major and most regular bus routes within the city (refer Figure 13.15) follow the major roads and connect with rail stations, thus supporting the principle of focusing taller buildings and increased density either in these areas or along sustainable transport corridors with a number of bus routes and rail stations.

13.4.6 Parking and SPC4

Supplementary Planning Guidance note 4 focuses on parking standards that are currently being used to assess development applications in the city. This guidance aims to reduce reliance on private vehicles in the city by reducing the required levels of parking associated with new development in central areas and by encouraging public transport use.

13.4.7 Conclusions: Movement

A broad synopsis of issues relating to tall buildings and accessibility reveals the following conclusions.

Focus Intensification around Rail Stations and Major Bus Routes

The development of more intense urban forms should respond to local plan policies that encourage sustainable transport choices. Tall buildings should be developed within reasonable walking distance of sustainable transport corridors.

Integrate Tall Buildings with Sustainable Transport Corridors

The development of more intense urban forms should respond to local plan policies that encourage sustainable transport choices. Tall buildings should be developed within reasonable walking distance of sustainable transport corridors.

Figure 13.14: Illustration of possible development framework for areas surrounding stations or interchanges

Figure 13.15: Analysis of the major aspects of the transport network in Brighton and Hove
13.5 Conservation Areas and Urban Character

In support of the issues and conclusions dealt with in the wider review of conservation areas contained within section 7.0 this layer of the analysis process aims to define, at a strategic level, the extent to which tall buildings can be sited within or adjacent to conservation areas.

13.5.1 Defining Conservation areas

In broad terms the conservation areas within Brighton and Hove can be defined as areas that are examples of rigid and uniform growth such as the Regency Squares and areas that have been the subject of layered change over a long period.

13.5.2 Planned Areas

There are many areas of the city, which because of their formal estate planning or otherwise orderly form of development, exhibit homogeneity and uniformity, and are therefore judged areas unsuitable for tall buildings. Of the conservation areas, the following are considered areas of exclusion and not recommended for tall buildings:

- Ovingdean
- Patcham
- Rottingdean
- Stanner
- Old Town
- Portsdown Old Village
- Hanleton
- Benfield Barn
- Tongdean Avenue/Road
- Engineerium
- East Cliff (West part)
- North Laine
- Valley Gardens
- Regency Square (North)
- Preston Village

13.5.3 Layered areas

There are conservation areas, that are more mixed in character, and are a consequence of incremental piecemeal growth and redevelopment. The resultant urban form is heterogeneous and often complex. Some of these areas are particularly sensitive because of their complex composition, small scale streets, high proportion of listed buildings or rural vernacular character. Of the conservation areas the following are considered areas of exclusion, and not recommended for tall buildings, unless specific small sites are identified for tall buildings through specific area conservation area policy statements or planning briefs:

- Kemp Town
- Regency Square (Southern part)
- Queens Park
- Preston Park
- Clifton Hill
- West Hill
- Hove Station (Goldstone Villas)
- Denmark Villas
- The Drive
- Willett Estate
- Cliftonville (north of Kingsway)
- Old Hove (excl sea front)
- College
- Woodland Drive
- East Cliff (East part)
- Roundhill
- Pembroke & Princes (excl seafront)
- Sackville Gardens
- The Avenues

In these areas opportunities for change/ redevelopment should be identified through specific conservation area policy statements and planning briefs.

13.5.4 Conservation Areas with Some Suitability for Tall Buildings

Some areas already have a tall building presence and groups of buildings of poor architectural quality. They also have spaces and or topography appropriate for larger scale development, and opportunities for tall buildings to terminate vistas. These areas provide opportunities for tall buildings, subject to these preserving the setting of listed buildings, and the character or appearance of the conservation area. The areas are:

- Hove Station (Station Approach)
- Old Hove (Seafront)
- Pembroke and Princes (Seafront)
- Cliftonville (South of Kingsway).

13.5.5 Sites Adjoining Conservation Areas

Sites have been investigated on the edge of conservation areas along the principal sustainable transport corridors. Typically development would be on a site specific basis and should be designed to be integrated within the grain of the surrounding historic townscape. The following sites/areas have been identified as being suitable for additional tall buildings:

- London Road (west of Preston Park)
- Edward Street / Eastern Road.
- King Alfred Site
- Brighton Centre

13.5.6 Groupings of Listed Buildings

In general all listed buildings, particularly those that form intact historic settings, should be protected from the visual intrusion of tall buildings.

13.5.7 Landmark Listed Buildings

A number of landmark listed buildings, such as churches and halls, exist in the city. These buildings and their settings are of particular importance in maintaining the character of the areas surrounding them. The setting of listed buildings is an essential part of the buildings character, especially if a garden or grounds have been laid out to complement the buildings character or function. The backdrop / setting of these buildings should be protected against the visual impact of tall buildings and should be identified in detail through further area specific studies.

13.5.8 Conclusions: Conservation Areas and Urban Character

The following broad conclusions can be drawn from the analysis of the conservation areas within Brighton and Hove.

Areas of formal historic townscape are unable to absorb tall development

The formally planned seafront and Victorian suburbs of the city are, because of their overarching consistency, far less able to absorb the differences in height associated with taller development unless it too is formally arranged in places such as at the termination of vistas.

Areas of layered historic development have limited suitability for tall buildings

Conservation areas that are characterised by a pattern of progressive development are usually less ordered and more visually complex. This complexity allows for the integration of a range of development forms including some that are taller, which can help to accentuate the diversity of forms in the area.

Sites on the edge of certain conservation areas may be suitable for tall buildings

Certain sites may have the potential to integrate taller development where the urban fabric is less intact and may contribute to an enhanced public realm. Nevertheless the general scale and urban form should be protected.

---

Brighton & Hove City Council
13.6 Regional, District and Local Centres

The regional, district and local centres, as highlighted in figure 13.20 and set out in the local plan, are foci for investment and in some cases regeneration. The regional centre is the focus for a lot of the existing tall development in the city and is already relatively dense and tall in comparison to its’ surrounding residential hinterland. Whereas the existing local centres are generally located within low-rise residential settings.

The aim of this layer of the analysis is to accurately identify these areas and use them to refine the broader areas of tall building suitability identified in previous layers.

13.6.1 Regional Centres

The only regional centre in the city focuses on the commercial and trading heart of Brighton and runs from Brighton station toward the sea and westward toward Hove along Western Road. This area, in commercial terms, has the most capacity for taller development but is also made up of a number of historic settings and listed buildings. As a result the actual capacity for taller development in this area is severely limited, although a few areas, particularly along Western Road have the capacity to absorb mid rise development.

13.6.2 District Centres

District centres commonly service community needs for a variety of shopping, leisure, and services and are an important focus for surrounding communities. District centres from the second tier in the hierarchy of centres and are located along Lewes Road, at the southern end of London Road, Western Road, Eastern Road, the marina, Church Road, parts of Portland Road and along Station Road/ Boundary Road.

These areas, of all of the categories of centre, have the most capacity to be developed upward as they are in many cases outside the visual envelope of conservation areas and are often of sufficient intensity to warrant the additional investment associated with mid rise to tall building proposals. In particular, Lewes Road, Station/ Boundary Road and Church Road provide opportunities for mid rise to tall buildings.

13.6.3 Local Centres

Local centres are generally small conurbations of shops and offices and are scattered across the city. These centres generally have a very limited capacity for tall buildings given their generally low rise residential or historic setting.

The eastern St James Street local centre, given its existing character which incorporates some mid rise development, could form a focus for taller development in this part of the city while particular attention must be given to the high quality historic areas in the vicinity.

13.6.4 Conclusions: Regional, District and Local Centres

In studying the location and capacity for taller development within existing centres the following broad conclusions have been made.

Use existing centres for intensification through tall buildings

Subject to appropriateness in terms of conservation issues, transport capacity and visual intrusion, tall buildings should be focused in existing centres rather than on isolated sites, thus strengthening the image of the centre, levels of investment, and avoiding unnecessary competition between established centres and new tall development.

Ensure tall buildings make a positive contribution to the centre

Tall buildings should complement the existing character, uses, and urban structure of existing centres so that they enhance the vibrancy and attractiveness of the area rather than compete with it.
13.7 Tall Building Activity

This layer in the analysis process aims to outline the areas of the city in which tall buildings already exist. This mapping will define the current and emerging pattern of tall buildings within the city.

As discussed in the introductory sections of this study, tall buildings are the manifestation of a generally buoyant property market, increasingly scarce developable land, and a Central Government position on the intensification of towns and cities across the UK. These factors combine to inform a significant pressure to maximise the development capacity of land in Brighton and Hove and result in significant activity in terms of tall buildings.

13.7.1 Areas of Existing Tall Buildings

A number of areas within Brighton and Hove, largely developed in the last 40 years, are already broadly characterised by the existence of development that is significantly taller than its surroundings. These areas are also characterised by a ‘gap toothed’ skyline that provides opportunities to create more dramatic and sustainable clusters of tall buildings.

The area to the north of Brighton Station and the area to the west of Preston Park has a number of single use residential and commercial towers varying in architectural style, although mostly a legacy of the 1970’s.

The area surrounding Edward Street and Eastern Road in the east of the city is also an existing focus for tall buildings. The Royal Sussex County Hospital, several residential council tower blocks and a number of other buildings stand proud of the majority of surrounding development.

The University of Brighton’s Moulsecoomb Campus on Lewes Road, in combination with plans to develop the Preston Barracks site, provides an opportunity to create an urban gateway into the city from the north. This area, which is visually dominated by the Watts Building and Mitras House sits in a valley formation, is adjacent to Moulsecoomb station, and is bisected by a sustainable transport corridor, providing much of the necessary infrastructure required to support tall buildings.

Hove station lies adjacent to a number of taller residential buildings and provides opportunities for a cluster of taller development focused on the links provided by the rail station.

New Church Road, in close proximity to a local and district centres to the west of the city, is also characterised by a number of taller buildings.

13.7.2 Conclusions: Tall Building Activity

In reviewing the level of tall buildings activity and sites for potential development in the city the following conclusions can be made.

Utilise Areas of Existing Tall Buildings to Develop Clusters

Areas that are already characterised by tall buildings provide the opportunity to consolidate these zones into clusters of taller development, providing a stronger skyline, improved services, and relieving pressure on other, more visually sensitive parts of the city, to accommodate tall buildings. In particular the corridor along London Road and Preston Road to the north of Brighton Station, areas surrounding Hove Station, and the Lewes Road corridor in association with the Moulsecoomb campus provide opportunities to consolidate urban form.

Recognise the Value in Groupings of Vacant Sites for Increasing Urban Capacity

In undertaking this analysis a number of vacant sites, or sites suitable for redevelopment have been identified. It will be important to recognise the opportunities that grouping of such sites represent in terms of tall buildings.

Several sites along the Lewes Road corridor, particularly focused on the University of Brighton’s Moulsecoomb campus and the Preston Barracks site, provide opportunities for a mid rise to tall building cluster that acts as a gateway to the city centre.

Several opportunity sites exist amongst the existing pattern of mid-rise buildings along Preston Road. These combined with the quantum of development associated with the Brighton Station site provide a potentially significant focus for further tall development, particularly to the north of the station site which is less visually sensitive.

The marina provides some scope for mid-rise to tall buildings, particularly as it sits lower than surrounding areas and has the cliffs as a backdrop. Similarly, some areas along Kingsway provide opportunities in a corridor for tall development.

Hove station, in particular the area to the west of the interchange, has significant capacity for tall buildings as it has limited visual impact on the conservation areas to the south and in established housing areas and would be adjacent to the second largest rail station in the city.

New Church Road, in close proximity to a local and district centres to the west of the city, is also characterised by a number of taller buildings.

These areas are outlined in Figure 13.25.
13.8  Open Space
The open space framework of the city is an important element in defining the overall urban character of Brighton and Hove (Refer Figure 13.26). This layer of the analysis process identifies areas of open space in the city which, although areas of exclusion for development, provide potential foci for intensification in areas surrounding them.

13.8.1  Tall Buildings In Areas Surrounding Open Spaces
Open spaces have an important role to play in maintaining quality of life standards for those who live and work in tall, or indeed densely populated, buildings. These areas provide some small respite from the pressures of urban living and are often the leisure and recreational focus for communities.

13.8.2  Open Space Capacity
The open spaces of the city have a varying degree of capacity, however it is generally accepted that all are well used and that as a network there is little capacity to absorb the open space requirements of an intensified population. This will require new schemes to either create open spaces integral to the development, or to contribute to the enhancement of existing spaces.

13.8.3  The South Downs Area of Outstanding Natural Beauty
The South Downs Area of Outstanding Natural Beauty, which adjoins the generally elevated northern urban edge of Brighton and Hove, provides an important landscape backdrop to the city. The South Downs is an important and sensitive visual resource, and should not be encroached upon by tall development.

13.8.4  New National Park
The recently created National Park which roughly follows the boundary of the AONB will give added importance to the countryside surrounding Brighton and Hove. An impending inquiry will confirm the boundaries of the National Park. The area should not be encroached upon by tall development.

13.8.5  Green Ridgelines
A number of ridges extend from the South Downs toward the centre of Brighton and Hove. These ‘green fingers’ are not a public resource but provide visual amenity and a strong landscape structure to the city. With few exceptions, development does not cover these ridges, which in turn provide a strong green character to the northern approaches to the city. The visually intrusive nature of taller buildings makes visually prominent ridgelines inappropriate development sites.

13.8.6  Urban Open Spaces
A wide variety of urban open spaces exist in Brighton and Hove, many with the capacity to be enhanced and enlivened through the intensification of surrounding areas. However, many also exist that are less suitable because of particular historic sensitivities, topography, or oversubscription. The following urban open spaces have been identified as having potential for intensified edges.

- Preston Park (refer below)
- Withdean Park
- Hove Recreation Ground
- Hove Park
- The Level
- The Seafront

13.8.7  Open Spaces and Historic Settings
The city is in parts characterised by formal historic environments, such as Brunswick Square, that focus themselves on ordered open spaces. These green spaces, because of their value as intact historic environments, do not provide any opportunity to support the development of tall buildings.

The local plan also sets out a number of parks and gardens that are included on English Heritage’s register of parks. These visually and historically sensitive resources provide limited opportunity for surrounding taller development that would affect the setting and character of the area.

- Stanmer Park
- Kemp Town Enclosures
- Queens Park
- The Royal Pavilion Estate
- Preston Manor Grounds, including Preston Park and the Rookery

However Preston Park, because of its size and the already existing taller development that surrounds parts of it, provides some opportunities for mid rise to tall buildings, particularly on its western edges.

13.8.8  The Seafront
The seafront is the city’s largest open space resource and forms the recreational focus for the residents and visitors to Brighton and Hove. The scale of the beach and associated open grassed areas, which stretch the entire length of the city, make it the open space area most suitable for supporting the open space requirements of taller and more dense development.

13.8.9  Allotments
Brighton and Hove has a number of large allotment garden areas, which are an important resource for residents. These opens spaces, mostly because of their highly functional character, largely ‘private’ use, and limited space for recreational activity make them generally inappropriate foci for taller development.
Showing
Open Space Framework

| South Downs: Area of Outstanding Natural Beauty |
| Green Belt |
| Historic Park or Garden on the Historic Parks and Gardens Register |
| Urban Open Space with Potential to become the focus for taller development |
| Potential focus for tall buildings |

Copyright and further protection at all times. Brighton & Hove City Council. 2004
Opportunities and Constraints

This section of the report aims to refine and analyse the results set out in the preceding theoretical review (part A) and urban analysis (part B) processes. In addition to the physical, infrastructural and environmental factors of the city listed below, the local plan policies such as employment, housing and retail are extremely important and have helped to refine the opportunities and constraints and work toward the tall building strategy.

Figure 14.1 outlines the opportunities and constraints described below:

14.1 Urban Form

The historical development of Brighton and Hove, which has been directly informed by the prevailing tourism and leisure focus within the economy and has been focused by topography in the north and the English Channel in the south, has lead to its unique urban form. The ‘off-centre’ centre that has developed as a result of the magnetism of the seafront has translated into a strong development focus along the seaside fringe of the city, with the tallest most dense development traditionally located in this zone and less intense development located further inland.

This dynamic, which continues to be reflected today, points toward the location of a certain level of tall development being located along the front. However, the central area is also the location of the highest concentration of listed buildings, conservation areas, and historic settings that make the integration of significantly taller development form difficult, and in most cases highly inappropriate. As a result, and unlike more common city forms, only limited opportunities for tall buildings exist in the central area of the city.

14.2 Visual Impact

Issues of visual impact are the main cause for objection to tall building proposals, particularly in historic towns such as Brighton and Hove, in the UK. As a result it is important to understand the wider visual impact that new tall buildings could have on the skyline of the city. In particular the strategic viewpoints that were identified during the urban analysis should be considered.

14.2.1 Strategic Viewpoints

The identified strategic viewpoints, an analysis of which is contained within the appendices, provide both opportunities and constraints. These viewpoints should not be obstructed by tall buildings, particularly in the foreground, as they represent key vantage points that are important in navigation and the interpretation of the city. However, the view cones that extend from the viewpoints may be able to include some tall buildings that enhance the definition or composition of the view. Each application should be required to assess the extent to which the proposal enhances strategic views.

14.2.2 Local Views

Although not specifically dealt with at this strategic level, local views generally represent more intricate compositions and as a result are far more sensitive to the intrusion of tall buildings. It is recommended that during further stages of investigation detailed analyses of local views be undertaken to ensure that ones of particular relevance or importance can be protected.

14.3 Landform

Closely linked to issues of visual intrusion are those of landform. The topography of the city, as identified in section 13.3, broadly consists of a series of ridges and valleys in the north and a landform that gently slopes down toward the seafront.

14.3.1 Ridges and Valleys

In particular the valley formations, which are also the location for major road and rail corridors into the city, provide opportunities to absorb tall buildings in a way that mitigates their visual intrusion on the visually important green ridgelines and on the finer grained residential development on the hillsides. Such an approach also creates a wide variety of opportunities to reinforce these valleys, which already contain a variety of taller development, as urban gateways to the city.

Areas surrounding the University of Brighton’s Moulsecoomb Campus on Lewes Road, in particular, provide opportunities to build taller buildings that deal with student accommodation shortages and support employment and innovation sites such as Preston Barracks. Also, the London Road Corridor, particularly areas to the west of Preston Park where tall single use residential and office blocks already proliferate, provides major opportunities for tall building infill.

14.3.2 The Seafront

The seafront, both in terms of the scale of the waterfront spaces and as a significant open space resource, also provides opportunities for tall buildings. The seafront of the city is currently characterised in part by buildings in the region of twelve storeys, and because of the width of the seafront spaces, has additional capacity for even taller development where the open spaces are wider. However, the seafront is also historically very sensitive and, although specific opportunities may exist in certain areas, the actual capacity for buildings taller than the prevailing pattern is limited.

14.4 Movement

The layout of the existing network of bus, rail and road infrastructure, and its existing and potential capacity to cope with the urban intensification brought about by tall buildings, is a key consideration in determining appropriate locations for tall buildings. Areas in which several modes of transport intersect are considered to be highly accessible, or have the potential through investment to become highly accessible, and thus form foci for tall buildings.

Rail stations, particularly Brighton Station and Hove Station as they have existing direct services to London and Gatwick, and because unlike bus services they are largely ‘fixed’ infrastructure elements, form a focus for tall buildings.

14.4.1 Brighton Station

Brighton Station, because it is adjacent to the city’s main shopping, commercial and tourism areas, its proximity to major bus routes, and because of its fast and frequent local and regional services, forms a logical focus for intensification through tall buildings. However, as with many of the central southern areas of the city it is also constrained by its close relationship to a number of conservation areas. In particular North Laine, West Hill and Valley Gardens. These constraints in combination with the visually prominent hillside of West Hill limit suitability for tall buildings to the Eastern side of the station where the land falls away toward London Road.

14.4.2 Hove Station

Hove Station, although not as well serviced as Brighton Station is still of citywide transport significance and is also integrated with major bus routes. The areas surrounding the station are also less constrained by conservation issues with a number of industrial sites to the west and several existing tall residential blocks immediately to the south west. As a result Hove Station represents one of the major opportunity areas for tall buildings within the city.

14.4.3 Sustainable Transport Corridors

Sustainable transport corridors, which consist of multi-modal routes that include buses, cycle lanes and private vehicles, also provide opportunities for tall buildings in transport terms. Although, this is particularly true where these corridors converge with the ‘fixed’ infrastructure of the rail network.

14.5 Existing Tall Buildings: Tall Building activity

Brighton is already characterised in parts by a number of existing tall buildings. These areas, when considered in conjunction with other localised opportunities such as transport and topography, provide further opportunities to consolidate taller forms in these areas.

14.5.1 Eastern Road

A number of tall buildings exist along the eastern road corridor, in particular to the County Hospital and American Express Building.

14.5.2 London Road / Preston Road

As previously mentioned, a number of residential and office blocks exist surrounding Preston Park and opposite Withdean Park.

14.5.3 The Seafront

Sussex Heights and several other tall buildings exist immediately behind the seafront in the central area and when considered in the context of potential development sites such as the Brighton Centre and Ocean Cinema provide some site-specific opportunities.

14.5.4 Hove Station

Tall residential blocks exist immediately to the south west of the station.
14.5.5 **Lewes Road**
The Watts building along Lewes Road provides a potential focus for tall development, particularly when considered in the context of the Preston Barracks site and the under-utilised retail park immediately to the south.

14.5.6 **Grand Avenue**
The length of Grand Avenue, although particularly toward the seafront, is characterised by buildings taller than those in surrounding streets.

14.6 **Local, District and Regional Centres**
Regional, District and Local centres are the focus for a number of existing tall buildings in the city and are likely areas for future investment and intensification. As set out in section 13.6, district centres have the greatest suitability for tall buildings because of their generally highly accessible nature and their position away from conservation areas. In particular the following district centres are seen to have the most potential to absorb tall buildings.

14.6.1 **Lewes Road**
This centre has particular suitability for tall buildings, partially due to transport and topography, and due to the increased development pressure placed on it by an ever growing residential, business and University population in the surrounding area.

14.6.2 **Western Road**
This regional centre has far more limited opportunity for higher development because of its gradual increase in elevation toward the west and potential visual intrusion on the regency squares to the south.

14.6.3 **St James Street**
Several existing tall buildings already sit beside this district centre and have the potential to be consolidated and visually enhanced through the development of other tall buildings in the area.

14.6.4 **Marina**
The marina, particularly because of its fine views of the Channel and also because it sits at the base of a significant cliff, provides some opportunities for tall buildings, mainly in the western half of the site. Major issues in relation to site concern transport accessibility and the potential for visual intrusion on homes to the north should tall buildings significantly exceed the height of the existing cliff face.

14.6.5 **Church Road**
Church Road forms the major shopping and civic focus within Hove and is generally characterised by uniform building heights. This district centre also has some suitability for tall development although in detail may be severely restricted by the visual impact that such proposals may have on conservation settings to the south and north.

14.6.6 **Station Road/ Boundary Road**
Proximity to the Portsidge station and the predicted investment in the nearby Shoreham Maritime project make this centre a suitable focus for the development of some tall buildings.

14.7 **Conservation**
The fine historic townscape of Brighton and Hove creates a number of constraints when considering tall buildings. In general, conservation areas directly inform ‘areas of exclusion’ for this study.

14.7.1 **Areas with Limited Suitability**
Some parts of certain conservation areas and areas adjoining them do represent some limited opportunities for tall development. As outlined in section 13.5, these areas predominantly relate to the least intact parts of conservation areas that are characterised by visual complexity and development over time. These areas can be described as follows.

14.7.2 **Adjoining East Cliff**
Opportunities exist along Eastern Road in the context of existing taller development.

14.7.3 **Adjoining Queens Park**
Areas to the south of the Queens Park conservation area that adjoin Eastern Road, in the context of existing tall development, have some suitability for new mid-rise to tall buildings.

14.7.4 **The Avenues**
The diversity of architectural styles in the area, as referenced by the southern end of Grand Avenue provides some opportunity to integrate taller development, however the presence of a number of listed buildings may make this undesirable.

14.7.5 **Hove Station**
Several existing tall buildings adjacent to the north of the conservation area provide opportunities for some taller development along the northern fringe of the conservation area.

14.7.6 **Cliftonville**
The generally diverse architectural styles and land use mix provide opportunity for taller development along the southern fringe of the conservation area that adjoin the seafront. This will be subject to preserving the setting of adjoining listed buildings.

14.7.7 **Adjoining Preston Village and Preston Park**
Areas lining the western edge of Preston Park, adjoining the conservation areas have a high level of capacity for tall development.

14.7.8 **Adjoining North Laine**
The very northern edge of this conservation area, which slopes away from the station, is characterised by a variety of architectural styles and forms with a generally low existing average height and provides opportunities for the sensitive integration of taller buildings.

14.7.9 **Old Hove**
Some limited opportunity at the southern end of the conservation area exists in the context of some poorer quality buildings.

14.8 **Open Space**
Open spaces that have been identified as having suitability to form the recreational and leisure focus for intensified areas of the city include the following.

14.8.1 **Preston Park**
The size and location of Preston Park in close proximity to Brighton Station and the city centre as well as the generally ‘gap toothed’ residential and office development along its western edge provide significant opportunities for tall buildings.

14.8.2 **Withdean Park**
Existing tall residential buildings sit along the western end of Withdean Park and provide opportunity for further tall development in that area to maximise the use and benefit of the open space.

14.8.3 **The Seafront**
The scale of the seafront open spaces, particularly the wide frontage along The Kingsway, provide substantial opportunities to act as the open space focus for residents of new tall buildings.

14.8.4 **Hove Park and Hove Recreation Ground**
Both Hove Park and Hove Recreation Ground, particularly as they strongly relate to Hove Station, provide opportunities to support the open space requirements of tall buildings in that area.

Brighton & Hove City Council
14.9 Conclusions: Toward a Tall Buildings Strategy

The theoretical review and urban analysis process have gradually been refined to reflect a series of broad areas of exclusion and opportunity in relation to tall buildings. These are the subject of further refinement before becoming the tall buildings strategy and are broadly defined as follows.

14.9.1 London Road Corridor
The London Road Corridor, with a particular focus around Preston Park, provides significant opportunities for a variety of tall buildings due to the landform, levels of accessibility and the existing pattern of tall development. Preston Park itself also provides a strong open space focus for residential development within the area.

14.9.2 Lewes Road Corridor
The Lewes Road Corridor in areas surrounding the Watts buildings and Preston Barracks has a strong potential to form a concentration of taller development. The highly accessible nature of the area, its valley bottom location, the location of the district centre on its southern end, the potential links to the university and the role of the area as an urban gateway all point toward the suitability of tall buildings in this area.

14.9.3 Hove Station
The area surrounding Hove Station, because of the excellent variety of transport options and the presence of some existing tall development provides the opportunity to create a highly sustainable focus for tall development.

14.9.4 Station Road/ Boundary Road
The proximity of Station Road/ Boundary Road to Portslade Station, the fact that it already exists as a major district shopping centre, and its location adjacent to the Shoreham Maritime area makes this area a potentially important area for the development of some tall buildings.

14.9.5 Eastern Road
Eastern Road, because it represents a corridor with one of the highest concentrations of existing tall development in the city, provides opportunities for improvements and consolidation of tall buildings activity.

14.9.6 Brighton Station
The area surrounding the station, as the retail and commercial heart of the city, has a great potential for tall buildings, which is limited only by the existence of a variety of conservation areas and listed buildings; immediately to the south and west. Conservation issues, in combination with the elevation of areas to the west, result in a potential area of tall buildings to the east of the station.

14.9.7 Kingsway / Western Seafront / Shoreham Harbour
Areas of the seafront where the quality of existing buildings is generally low, particularly adjacent to the Shoreham maritime site and eastward toward Grand Avenue.

14.9.8 Central Seafront
Some specific opportunities exist to build tall in the central area of the seafront where a number of sites are currently under-utilised and exist in the context of a number of existing tall buildings.

14.9.9 The Marina
The Marina, because of its relatively low elevation, leisure focus, and that it forms its own district centre provides some scope for tall buildings.
Tall Buildings Strategy

This section of the report represents the culmination of the first two major sections of the study and describes the areas of Brighton and Hove that are either suitable or not suitable for tall buildings. Following the identification of areas of opportunity set out in the previous section a process of iterative refinement was undertaken to ensure that the areas identified are as focused as possible. In the process of refinement it became clear that rigid boundaries were neither feasible nor desirable in a study of this strategic nature. Areas suitable for taller development have been classified into nodes and corridors to reflect the two distinct types of zone that have emerged from the analysis process and subsequent refinement.

The classification of areas for taller development into nodes and corridors arose from a clear delineation between areas forming linear zones (corridors), primarily around transportation routes, and those forming contained opportunities (nodes) with a focal point for development. These nodes and corridors will require further detailed investigation, potentially in the form of Urban Design Frameworks, which will establish the precise location and boundaries of the tall building areas and the types of tall buildings that will be most suitable for those areas.

Areas within these nodes and corridors also have varying degrees of suitability for taller development. It is envisaged that further clarification of the boundaries will illustrate how tall buildings will be integrated with the existing urban fabric, whilst maximising their potential benefit and minimising their negative effects.

Proposals for tall buildings in the corridors and nodes submitted in advance of such studies will require a similar investigation within their zone of visual impact.

The process of gradual refinement which was undertaken as part of the strategy preparation included the following stages.

Review of aerial and oblique aerial photographs
A review of the existing massing and character of each area has been undertaken through the use of detailed aerial photographs. This stage of refinement has resulted in the exclusion of many intact residential areas, elements of local interest, and areas of localised topographical constraints.

Site Visits
During the process of refinement site visits were undertaken to confirm the general extent of strategy areas.

15.1 Strategy Area Boundaries

Due to the strategic nature of this study, no attempt has been made to establish definite boundaries for each of the strategy areas described in the study. The descriptions are considered guidance for the location of tall buildings and focus areas for further detailed frameworks. Applications for tall buildings outside of these general areas and ahead of further detailed analysis should be discouraged. Until such time as further detailed analysis of the strategy areas are undertaken and clear boundaries are established for each area applicants should be required to undertake a similar investigation within the zone of visual influence of any tall building proposal utilising the criteria used throughout this study.

15.2 Areas of Exclusion for Tall Buildings

In refining areas of the city that are suitable for tall buildings a number of areas were identified early as being areas of exclusion, or areas that should not contain or would be adversely influenced by neighbouring tall buildings. In broad terms the following subheadings describe the main areas of exclusion.

15.2.1 Conservation Areas
Conservation areas within the city, because of their fine historic setting and large numbers of listed buildings, have been generally identified as areas of exclusion for tall buildings. However, as set out in Section 13.5, some of the less intact areas adjoining some conservation areas do have some suitability for tall development.

15.2.2 Elevated Areas
The ridgelines that extend into the city from the north provide a strong landscape character to the city and should be protected from the intrusion of any large-scale development. Also, tall buildings on elevated ground can exacerbate issues of overshadowing, overlooking and create climatically severe conditions at ground level.

15.2.3 Urban Fringe / Low Rise Areas
Areas that sit on outer edges of Brighton and Hove generally have a low-rise character and in comparison to more central areas have less extensive public transport infrastructure. These areas are also generally more elevated and tall buildings in this area would negatively affect the prospect and approach to the South Downs AONB. Although these areas should play their part in the urban intensification agenda, this should be done through denser rather than tall development.

15.3 Nodes Suitable for Taller Development

A number of areas have been identified at a strategic level that have a distinct focus for possible taller development and may be appropriate for more intense assemblies of taller development. The nodes that have arisen generally have a more contained extent and may be the subject of a comprehensive development plan. These areas are concentrated in their extent by factors such as topography, proximity to conservation and intact residential areas, and other geographical and planning constraints. They offer the opportunity to develop comprehensive frameworks for the area to best determine the type, location and form of the tall buildings within each area. These areas are described in more detail on the following pages.

15.4 Corridors Suitable for Taller Development

As broadly set out above a number of corridors suitable for tall buildings have been identified. These are linear zones generally occurring along major transportation routes. These areas are less rigidly contained than the nodal areas but do also have physical and planning constraints which will determine the extent and nature of the future tall building activity. In general terms it may be possible for incremental development to occur within these corridors within the parameters set out in future urban design frameworks. The corridors are described in more detail on the following pages.

15.5 Issues to be Addressed in Further Study of Nodes and Corridors

The following areas should form the basis of (but are not limited to) further study in relation to the nodes and corridors identified in the strategy.

Boundary Definition
A more detailed analysis of the built form and urban structure will be required to define the boundaries of each of the strategy areas. Boundary definition is essential to give clarity to the planning process as well as ensuring that each node or corridor is considered in a holistic manner and in context with its surroundings. The creation of distinct boundaries should also ensure that no tall development is located in unsuitable areas of the city. Further definition should take into account the criteria used within the analysis process of this study such as topography, strategic views and conservation areas to create distinct areas for taller development. A process of rationalisation of the areas should be undertaken to ensure that strategy boundaries reflect local block patterns and ensure unified streetscapes by including both sides of streets that form edges to each area.

Three Dimensional Framework and Vision
A detailed three-dimensional framework should be undertaken for each of the nodes and corridors in order to fully appreciate the potential impact of future tall buildings. A long term vision for the areas should illustrate their proposed role within the wider city context and explore the opportunities for synergies between the areas. Such a study should identify the quantum of appropriate tall buildings for the area, opportunities for other development types, potential public realm and infrastructure improvements, and the optimum phasing for development. Until such time as the studies are completed, applicants should be required to carry out a similar investigation within the zone of visual influence of any tall building proposal.

Planning Policy
The ability of the strategy areas to realise the goals and aspirations of local, regional and national policy should be investigated in detail. Particular attention should be given to Employment, Housing, Retail and Sustainability strategies and policies. The ways in which development could support local communities and businesses should be fully explored.
15.6 Tall Building Strategy Areas: Detail

The following sub sections outline in more detail the extent and characteristics of each of the nodes and corridors identified for tall buildings. The areas are not listed in order of priority or importance.

15.6.1 Marina

The marina, mainly because of topography and the existence of a district shopping centre in the complex, has potential as a node for tall buildings. The marina has a number of special characteristics in terms of tall building opportunity. The cliffs to the north of the area are able to mitigate, up to a certain height, the visual impact of tall development on surrounding areas. Its seafront location would increase the amenity for residents and occupiers of any tall building by providing links to an extensive open space system. The existence of a district centre within the marina, the opportunity to 'bookend' the edge of the city and to create an eastern gateway contribute to the tall building opportunity within this area.

The Marina area is a node with particular sensitivities of building due to the relative proximity to Kemp Town and housing on the adjacent hillsides providing challenges for tall buildings in this area. Tall buildings in this node will need to be particularly mindful of their visual impact on the residential areas to the north of the marina and their overall composition when viewed from strategic locations such as the Palace Pier and Rottingdean. Proposals for this area should seek to resolve transport issues as this node has the least developed transport services and infrastructure of all the areas.

15.6.2 Central Seafront

The Central Seafront node provides a distinct opportunity for tall buildings. The location of this area in the heart of the cultural, retail, and commercial core of the city suggests the possibility of some high quality tall buildings.

This node is made up of a small area to the east of Sussex Heights, including the Brighton Centre and Odeon Cinema, which is characterised by a variety of building types and styles. The edges of the central seafront node are already characterised by tall development, the most notable of which is Sussex Heights, the tallest building in Brighton and Hove. A number of sites in the node, such as the Brighton Centre and Odeon cinema, are also under utilised and of a poor architectural quality.

Certain opportunities exist for tall buildings in this area. However particular consideration would need to be given to the visual intrusion on the composition of the entire seafront area as well as the prospect on arrival at Brighton Station. The visual impact of tall buildings on the adjacent historic Old Town and the seafront are the main constraining factors relating to this node.

The central seafront node, because of its relatively compact size is particularly suitable for in depth three-dimensional analysis to ascertain the optimum siting and height of development in terms of maximising the sites within the area whilst minimising negative impacts on adjacent conservation areas and the seafront.

15.6.3 Brighton Station East

The Brighton Station East node adjoins the station itself and provides one of the very few opportunities for tall buildings in proximity to the retail and commercial core of the city. Situated close to the magnetism of Brighton Station this node is located on the sloping ground to the east of the station and to the north of Trafalgar Street. Offering opportunities to create transit oriented development with a mix of uses this node also has the potential to invigorate this part of the city whilst creating a high quality public realm which will improve the arrival experience into the city by train.

The node adjoins the North Laine conservation area and is well placed to capitalise on the excellent transportation links provided by Brighton Station. The Brighton Station East node is surrounded by a number of sensitivities, which require detailed analysis in order to fully appreciate the potential impact of tall buildings in the area.

The interface along the North Laine conservation area requires particular attention when considering tall buildings in this area. Similarly visual impacts on St. Bartholomew’s Church, the viaduct, railway station and The Level need to be considered in detail. Further study should attempt to provide a detailed three-dimensional framework for growth in the area so that all development impacts can be managed to preserve the characteristics of surrounding conservation areas.
The Hove Station node is situated on both sides of the rail corridor and focused on Hove Railway station. This node may extend westward to include an existing group of tall residential buildings and the surrounding industrial estates. The combination of existing tall buildings, transport links, and limited conservation constraints makes the Hove Station node one of the best opportunities for intensification through tall buildings in the city.

The Hove Station area has a number of special characteristics, which include its local and regional connectivity, strong linear linkages to the seafront, proximity to the city’s second largest rail station, excellent bus services, Hove Recreation ground, and a number of under-utilised sites in adjacent areas. Parts of the area are also categorised under an employment land designation in the local plan which may represent an opportunity to realise this objective.

Further investigation should aim to set out a longer-term vision and development framework for new tall buildings surrounding Hove Station. Such study should also identify the appropriate quantum of tall buildings for the area, opportunities for other development types, optimum phasing, potential infrastructure and public realm improvements and the way in which new development could support local communities and businesses.

The Shoreham Harbour node represents one of the largest brownfield regeneration opportunities in the city. The multiple waterside edges and strong industrial heritage make this area an important part of the overall approach to tall buildings in the city. The Shoreham Harbour area is focused on the easternmost areas of the harbour within the Brighton and Hove City boundary and should include the southern dockside through to the northern edge of Kingsway.

The linear and utilitarian character of the area should be reinforced through development that maximises the use and potential of this brownfield asset.

The Shoreham Harbour tall building node is bounded in the west by the local authority boundary between Brighton & Hove and Adur. Further study should seek to clarify the capacity of the entire harbour area to absorb tall development and the various agreements that will need to be in place to ensure a cohesive approach to the development of the area.

Further study should aim to analyse the relationship between any future tall buildings, existing tall development, Preston Park, Brighton Station, and the nearby district shopping centre to ensure a coherent approach to development.

The London Road corridor provides a number of opportunities to reinforce the green residential character of the area through a pattern of tall buildings and open spaces that emphasises the linear form of the corridor and provides a more unified approach to built form. Separated slightly from the city centre there is opportunity to reinforce the existing tall buildings and utilise the significant level change to the west to better integrate tall buildings within the townscape.

Situated along the A23/ London Road corridor and on the land to the west of Preston Park this area incorporates a number of existing mid rise buildings that flank the western edge of Preston Park and extends northward to the existing grouping of tall buildings adjacent to Withdean Park.

The unique aspects of this corridor include the complex array of development types that range from blocks of tall residential and office development through to high quality low-rise residential settings that form part of Preston Village and Preston Park conservation areas.

Further study should aim to analyse the relationship between any future tall buildings, existing tall development, Preston Park, Brighton Station, and the nearby district shopping centre to ensure a coherent approach to development.
15.6.7 Lewes Road

The Lewes Road corridor is centred on the University of Brighton’s Moulsecoomb Campus and the Preston Barracks site, and extends southwards to the Lewes Road/ Hollingdean Road junction, and northward towards Falmer Station.

The academic corridor and one of the major gateways into the city, Lewes Road has the ability to build on excellent bus and rail services, the adjacent university, and valley bottom position to become a major focus for tall buildings investment.

The Lewes Road corridor will form an important gateway into the city from the north and any tall buildings in this area should aim to reinforce this gateway image.

Further, more detailed, studies into this area should aim to understand in detail the way in which tall buildings will effect the specific characteristics of the valley bottom landform as well as describe the way in which tall buildings could relate to the strong university presence and large amount of affordable housing in the area.

15.6.8 Eastern Road

The Eastern Road corridor provides an opportunity for new tall development and the refurbishment of existing tall development.

The Eastern Road corridor is linear in form and it can be broadly defined as the corridor between William Street in the west and Bristol Gate in the east. The area incorporates several existing tall buildings and is in close proximity to an existing district centre. The existing variety of tall buildings associated with the county hospital, residential towers, and commercial development provides unique opportunities to develop small clusters of tall buildings along the corridor. The proximity of the Eastern Road corridor to the seafront and its’ open space benefits should be considered in further study.

Special care must also be taken in relation to the impact of development on the setting of listed buildings and conservation areas in the vicinity. Further study should address the visual impact of tall development on the East Cliff and Queens Park conservation areas and the setting of listed buildings.

Of particular importance when considering this area is a long-term strategy for dealing with the existing tall buildings stock. A number of tall buildings exist within this corridor that require refurbishment and the visual impact of others might be diluted through the development of other, more attractive, tall buildings.

15.6.9 Western Seafront/ Kingsway

The Western Seafront/ Kingsway corridor is suitable for tall buildings. This corridor is well connected in transport terms and is characterised by a variety of buildings that range from the exceptional to the very poor. Opportunities exist to improve the building stock in some areas.

The western seafront area is unique in that it is the only part of the seafront to have development, in certain areas, right up to the waters edge. This unusual relationship affords opportunities for slightly different development forms, perhaps taller, than along the remainder of the rigidly aligned seafront. The seafront location offers opportunities to capitalise on the views to sea and the large amounts of adjacent open space. Because development occurs on both sides of the Kingsway opportunities exist to create a strong gateway to the city on the western approaches.

Adjacent conservation areas, a number of listed buildings and the general scale and form of surrounding residential areas make the development of very tall buildings within the area challenging. The opportunities for tall development that do exist are due to the Kingsway sustainable transport corridor, fine sea views, adjacent open space resources and a number of specific areas that are characterised by poorly designed and maintained buildings.

Particular consideration should be given to the continuity of development scale on both sides of Kingsway to ensure a coherent streetscape and to maintain public access and local views to the seafront. In addition, the massing of taller development with adjacent tall building nodes such as Shoreham Harbour and Station/ Boundary Road will need to be considered carefully as part of any proposals within this area.

Figure 15.7: Oblique aerial photograph of the Lewes Road corridor (Copyright: East Sussex County Council)

Figure 15.8: Oblique aerial photograph of the Eastern Road corridor (Copyright: East Sussex County Council)

Figure 15.9: Oblique aerial photograph of part of the Western Seafront / Kingsway corridor. (Copyright: East Sussex County Council)
15.6.10 Station Road/ Boundary Road

The Station Road/ Boundary Road corridor is of particular importance in raising the profile of the area as a district centre as well as reinforcing the investment that is likely to occur in association with Shoreham Harbour. The corridor is a linear zone and may extend from the southern end of Station Road/ Boundary Road to Old Shoreham Road in the north including the adjacent trading estates.

This corridor gently slopes down from Old Shoreham Road to Shoreham Harbour and the seafront and provides a variety of distinct sub zones and opportunities that include the areas surrounding Portslade Station as a transit oriented development area, linear development forms either side of the high street for a variety of mixed use schemes, and a potentially strong residential area to the south overlooking the harbour and seafront.

Further study should investigate the potential for land use and built form synergies between Shoreham Harbour and Station Road. Such studies should also aim to articulate in detail a vision and three-dimensional development framework for the corridor. It should be noted that there are employment land designations on the southern limb of this zone and strategies for achieving this should be considered in proposals.

Figure 18.10: Oblique aerial photograph of the Station/Boundary Road corridor
(Copyright: East Sussex County Council)
16.0 Conclusions and Further Study: Part B

Through the urban analysis process as outlined in this part of the report several areas of the city have been identified as being suitable for tall buildings. These areas are those that are generally visually recessive, have a limited impact on conservation settings, are well serviced by transport, are in support of local centres, in proximity to existing tall buildings, and are in the vicinity of open space resources. Following the identification of these broad areas a process of refinement and rationalisation was undertaken to further clarify the nodes and corridors and provide as much focus as is possible at this strategic level.

The following section of the report (Part C) sets out a series of guidelines for tall buildings within Brighton and Hove. These outline best practice in terms of tall buildings and are supported by a series of notes and questions that aim to assist applicants in producing schemes of a high quality.

16.1 Further Study

A number of elements of further study have been identified during the preparation of this study. These can be described as follows.

16.1.1 An Urban Design Vision

In order for this study, and the resultant tall buildings policy, to be most effective in providing a unified and coherent approach to tall buildings within Brighton and Hove, it must be in support of an overarching vision for the city.

An urban design vision that brings together the city’s social, economic and environmental aspirations would provide a valuable tool in focusing investment and intervention in a well considered and coordinated manner.

16.1.2 Detailed Urban Design Frameworks

This study has identified at a strategic level the capacity of the city for the development of tall buildings. It is recommended that each of the areas identified be explored in greater three dimensional detail to ascertain area boundaries, specific height limits, preferred land use mixes, urban capacity, public space potential and other urban design issues.

If the framework for a particular node or corridor has not yet been prepared, applicants would be required to carry out a similar investigation within an agreed zone of visual impact for any tall building proposal.

16.1.3 View Policy

A view policy that outlines all of the strategic and local views of importance within the city, and their capacity for change, is required to ensure a consistent approach to the visual assessment of tall buildings within the city.
Part C of this study builds on the results of the urban analysis in the previous section and sets out a series of guidelines for tall buildings that can be used in the assessment of future applications within the city. Part C also provides a checklist which is applicable for developers and the Local Authority to utilise in their assessment of tall building proposals.
Introduction

This section of the study sets out detailed design guidance for tall buildings. The guidance acts in support of the Tall Buildings Strategy identified in the previous sections and strengthens the process used by Brighton & Hove City Council to ensure that tall buildings are not only sited in appropriate locations but are of a high individual quality.

17.1 Aims of Guidance

This section, in conjunction with the tall buildings nodes and corridors outlined in part B, aims to provide tall building design guidance to assist both local planners and applicants to achieve tall buildings of a high design quality. In addition, the guidance provides a unified manner with which to assess all tall building applications, helping to ensure consistency of approach and improving the chances of approval being granted.

17.2 Triggers

For the purposes of the design guidance section of this study, buildings below 18 metres in height (approximately 6 storeys) are not considered tall. Therefore they will not trigger the requirements of the design guidance. Such proposals would be subject to the usual planning approvals process and would be also be encouraged to achieve the design standards set out within the tall buildings design guidance.

All other proposals over 18 metres (approximately 6 storeys) trigger the tall buildings design guidance. (refer Section 5, Part A for further definitions of tall buildings)

17.3 Format of Guidance

The tall buildings design guidance has been broken into a number of sections that draw out a variety of design considerations requiring a response from applicants. The guidance has been broken into the following sub headings:

- Case Study
- Design Quality
- Visual Impact
- Sustainability
- Conservation Areas
- Building Siting
- Public Infrastructure and Facilities
- Transport
- Technology
- Climatic Considerations
- Public Realm
- Public Open Space
- Internal Space
- Public Access
- Accessibility
- Use
- Urban Pattern
- Alignment
- Streetscape
- Density
- Massing
- Scale
- Form
- Materials
- Maintenance

Under each of the above guidance headings a brief description of the desired design qualities are set out and described through appropriate images or diagrams. Each part of the guidance is also supported by a by a checklist, which contains a series of statements or questions that applicants are required to consider when preparing tall building proposals.

17.4 Format of Response

Applications that are considered by the local authority to be ‘tall’ are required to submit a formal response the tall buildings guidance set out in this section. In broad terms applicants are required to submit a written and illustrated ‘local area analysis’ which sets out the following information:

- An assessment of the mean height (in metres) of all surrounding development for a distance of 100m in all directions from the proposed footprint.
- Diagrams illustrating the relationship of the proposed site to one of the tall buildings zones.
- A design statement that sets out the rationale for the proposal and the particular qualities of the site that makes it suitable for tall buildings.
- Evidence of exploration of the viability and appropriateness of alternative (not tall) development forms.
- A detailed response to all of the questions and statements set out in ‘Checklists’ within the guidance. The summary of checklists is provided in Section 18.25

- An Environmental Impact Assessment (EIA) if required. (subject to forthcoming government advice)

17.5 Status of Guidance

This guidance has been completed with the ultimate intention of it supporting a Supplementary Planning Guidance Note to be prepared by the Brighton & Hove City Council.

17.6 Case Study

The adjacent page sets out Renzo Piano’s Aurora Place in Sydney which has been identified as an exemplar project. Aurora Place illustrates many of the qualities that the design guidance aspires to and sets the anticipated standard for tall buildings in Brighton & Hove.
17.7 Case Study
Aurora Place Sydney, 2000
Renz Piano Building Workshop

The mixed-use Aurora Place development in Sydney, completed at the beginning of the new millennium is an outstanding exemplar of high quality design in tall buildings. Resonating with similarities to the context of Brighton & Hove, this project illustrates what may be possible for the city’s future tall buildings. Renzo Piano has said of the building “The challenge is to blend functionality and sociality, to build a tower that catches the breeze and that holds a dialogue with the nearby park and the Opera House.” (Source http://www.rpwf.org/frame_works.htm)

Located on axis with the Sydney Opera House and fronting the Royal Botanic Gardens the building occupies a site of great visual prominence and heritage importance and was therefore required to undergo intense study of its visual impact on the surrounding urban context. Consisting of two towers, a 44 storey office tower and a 17 storey residential tower facing the gardens, with retail space at ground level and linked by a high quality covered public space. The mix of uses creates a dynamic streetscape throughout the day and integrates the development into the surrounding context of the city centre.

The building utilises recent technology advances in natural ventilation and climate control with an openable glazed façade, large uninterrupted flexible floor plates and day lighting to all areas of the building. Built for a private commercial developer the project has proved to be very popular and is seen by most as a welcome addition to the city’s skyline.
New tall buildings within Brighton and Hove must be of the highest design quality. Tall buildings require excellence in design, more so than traditional development patterns, to heighten their contribution to the skyline, attract investment, and generate positive emotional response to the development.

Investment in good design is of great significance in determining the practical success of the scheme and should aim to produce buildings which are more permeable to the public, more responsive to environmental conditions and which embrace the principles of sustainability. Tall buildings should strive to strongly promote a progressive, diverse and culturally rich image of Brighton and Hove, through their contribution as memorable moments in the urban experience.

The applicant must provide a statement of need and justification that addresses alternatives to tall buildings for the site. It must contain an explanation of overall design rationale, functions and form of solution for the proposed development.

The applicant is encouraged to enter into pre-application discussions with Brighton & Hove City Council. The applicant and the project design team should also consult with external review and statutory organisations such as CABE and English Heritage.

This award winning and internationally acclaimed high rise building, located in an historically significant area, is one of the most famous buildings in London. The driving force behind the 'high tech' design is flexibility and robustness. All fixed elements such as stairs, toilets, columns and lifts which can act as obstructions within a building, have been stacked on the outside to form vertical towers. Concentrating the services and structural support to the outside leaves an open internal space and maximises the potential for greater variety of use.

The building height varies stepping from 12 storeys to 6 storeys, as it terraces down towards neighbouring smaller scale buildings. An expansive 76m tall atrium sits at the heart of the building flooding the offices with natural light. The triple-glazed sleek steel and glass exterior acts as a ceiling to floor air duct and promotes greater natural ventilation throughout the offices.

The architect’s commentary:

“Buildings are not idiosyncratic private institutions: they give public performances both to the user and the passerby. Thus the architect’s responsibility must go beyond the client’s program and into the broader public realm. Though the client’s program offers the architect a point of departure, it must be questioned, as the architectural solution lies in the complex and often contradictory interpretation of the needs of the individual, the institution, the place and history. The recognition of history as a principle constituent of the program and an ultimate model of legitimacy is a radical addition to the theories of the modern movement.”


**Design Quality Checklist:**

- The applicant must provide a statement of need and justification that addresses alternatives to tall buildings for the site. It must contain an explanation of overall design rationale, functions and form of solution for the proposed development.

- The applicant must provide an in-depth design statement for the development which clearly outlines the architectural intent and design philosophy.

- Illustrate or describe in detail how the proposal achieves a safe, positive and attractive addition to the city.

- The applicant is encouraged to enter into pre-application discussions with Brighton & Hove City Council.

- The applicant and the project design team should also consult with external review and statutory organisations such as CABE and English Heritage.
18.2 Visual Impact

Historic areas need space to breathe and tall buildings should be sited in areas of the city that have minimal visual impact on historic environments. Retaining and enhancing key strategic views through the sensitive siting of tall buildings is a key objective. Tall buildings should complement, not compromise, strategic views and important vistas in Brighton & Hove and through the construction of exceptionally well-designed tall buildings that do not need to be ‘hidden’ this objective can be met.

Appropriately sited, an attractive and well-designed tall building can make a strong and positive contribution to the skyline of the city, attracting investment, assisting in way finding, and acting as a catalyst for regeneration.

Figure 18.6a & 6b: The General Bank in Rotterdam is a good example of how, through sensitive siting and thoughtful design, key views and vistas to the museum can be maintained while the building also makes a defined and attractive addition to the city’s skyline.

Figure 18.7: The following photo sequence of Harry Seidler & Associates’ apartment tower in Sydney, Australia demonstrates the range of views that need to be taken into consideration when assessing the visual impact a building may have on its surrounds.

Figure 18.8: Distant views across the city, particularly through vistas of historic, architectural, cultural or environmental significance, must be thoroughly evaluated and analysed with the aid of visualisations to access the full impact of the new tall building on its distant surrounds and the city’s strategic views.

Visual Impact Checklist:
- The applicant must provide 360 degree evaluations of the potential visual impact of the proposal on the urban context. This may be illustrated through computer visualisations and photomontage techniques that consider, but are not limited to, the following:
  - The built and natural environment
  - Key strategic views and approaches
  - Conservation settings and listed buildings
- Has the applicant provided a detailed urban design analysis of surrounding areas that outlines in detail the positive and negative contributions that the proposed tall building makes to the visual quality of the area?

Figure 18.9: Views from neighbouring areas, such as from a residential area a few blocks away as this images illustrates, also need to be considered and understood in detail.

Figure 18.10: A view from the perspective of a pedestrian at ground level below the tall building gives a more realistic human experience of the building and begins to suggest how the scale, form and mass of the new tall building will be read from its immediate surrounds.

Figure 18.11: The view from neighbouring buildings also need to be taken into consideration and can provide insight into a completely different experience of the new tall building than from the ground.
18.3 Sustainability

A heightened public awareness of environmental issues, advancements in construction technology and a raised awareness of design in general have paved the way for sustainability to be recognised as a crucial element in the future planning and development of our cities. Tall buildings have a strong role to play in the delivery of sustainable communities as part of a comprehensive sustainability strategy for the city and all of the guidelines in this document attempt to achieve sustainable outcomes.

In general new tall buildings in Brighton and Hove should not be within conservation areas, nor should they visually impinge on the cherished setting or views of listed buildings and conservation areas. This particularly applies to the backdrops of groups of historic buildings or the visual envelope surrounding single buildings such as churches. All listed buildings need to have breathing space provided to them and this must be respected by all new development. In appropriate areas, outlined in this document, where new tall buildings can be sited they should, in general, respect and reflect the unique urban grain, visual axes, materials, and topography of surrounding conservation areas.

Tall building sustainability guidance works across two levels. First at a strategic level, which recognises that sustainability should incorporate the Economic, Environmental and Social issues of a proposed increase in density. The second level is the more detailed building specific guidance which relates to building performance, energy consumption, water management and materials selection.

Reducing the impact of tall buildings on the environment, creating social inclusion for all and promoting their long term economic viability should be the basis for all new development within Brighton and Hove.

The approach to sustainability in tall buildings will be assessed as part of the planning approvals process. Applicants will be expected to demonstrate how proposals will achieve Excellent ratings in the BREEAM (BRE Environmental Assessment Method) or EcoHomes, the BREEAM rating systems for homes, or a similar approved environmental rating scheme which demonstrates planning for and commitment to the following areas:

- Land use: The use of brownfield sites;
- Ecology: Ecological value conservation and enhancement of the site;
- Energy: Consumption, efficiency, generation and carbon dioxide (CO2) issues;
- Transport: Transport-related CO2 and location-related factors;
- Materials: Environmental implication of building materials, including life-cycle impacts;
- Water: Consumption and water efficiency;
- Health & well-being: Indoor & external issues affecting health & well-being;
- Pollution: Air and water pollution, and waste generation issues;
- Management: Overall management policy, commissioning site management, procedural issues and building facilities management systems.

18.4 Conservation Areas

In general new tall buildings in Brighton and Hove should not be within conservation areas, nor should they visually impinge on the cherished setting or views of listed buildings and conservation areas. This particularly applies to the backdrops of groups of historic buildings or the visual envelope surrounding single buildings such as churches. All listed buildings need to have breathing space provided to them and this must be respected by all new development. In appropriate areas, outlined in this document, where new tall buildings can be sited they should, in general, respect and reflect the unique urban grain, visual axes, materials, and topography of surrounding conservation areas.

Tall building sustainability guidance works across two levels. First at a strategic level, which recognises that sustainability should incorporate the Economic, Environmental and Social issues of a proposed increase in density. The second level is the more detailed building specific guidance which relates to building performance, energy consumption, water management and materials selection.

Reducing the impact of tall buildings on the environment, creating social inclusion for all and promoting their long term economic viability should be the basis for all new development within Brighton and Hove.

The approach to sustainability in tall buildings will be assessed as part of the planning approvals process. Applicants will be expected to demonstrate how proposals will achieve Excellent ratings in the BREEAM (BRE Environmental Assessment Method) or EcoHomes, the BREEAM rating systems for homes, or a similar approved environmental rating scheme which demonstrates planning for and commitment to the following areas:

- Land use: The use of brownfield sites;
- Ecology: Ecological value conservation and enhancement of the site;
- Energy: Consumption, efficiency, generation and carbon dioxide (CO2) issues;
- Transport: Transport-related CO2 and location-related factors;
- Materials: Environmental implication of building materials, including life-cycle impacts;
- Water: Consumption and water efficiency;
- Health & well-being: Indoor & external issues affecting health & well-being;
- Pollution: Air and water pollution, and waste generation issues;
- Management: Overall management policy, commissioning site management, procedural issues and building facilities management systems.

Sustainability Checklist:

- Describe how the proposal contributes to social inclusion, environmental health and economic vitality of Brighton & Hove.
- Provide a statement outlining how the proposal will achieve best sustainable practice. Particular consideration should be given to issues of:
  - Maximisation of brownfield resources
  - Energy management, including production
  - Resource conservation
  - Materials specification
  - Waste management
- What recognised method (ie BREEAM) will the proposal use to assess its’ sustainability?

Conservation Checklist:

- Tall building proposals in Brighton and Hove will only be considered for approval if they can demonstrate that they contribute to the preservation and enhancement of conservation settings.
18.5 Building Siting

Wherever possible buildings should align to follow slope contours to work with the topographical grain of the landscape. Siting tall buildings on a ridgeline or on top of a hill can often exaggerate the reading of the scale of the building so that it looks like it is significantly bigger than it actually is and diminishes the value and contribution of important but subtle topographic forms. Hill top and side siting of tall buildings can result in increased imposition on the skyline, domination of views from surrounding areas and can often have more negative climatic effects than tall buildings which are sited on lower land within a valley. Constructing Tall buildings on lower land can produce buildings which are more easily integrated into existing skyline and which less likely to block views into and beyond the city.

Figure 18.19: Terrain modelling can provide greater insight into how a proposed tall building will sit within the existing undulations of its surrounds.

Figure 18.20: Sections of the proposal and the broader context are a vital tool in the analysis of appropriate siting of tall buildings.

Figure 18.21: Working towards clusters.

18.6 Public Infrastructure & Facilities

All new tall building proposals must assess the current capacity of local infrastructure and facilities such as road networks, public transport, open space, playgrounds, schools and child care, and health care and then identify what additional amenities and services are needed to support the new development and increase in local population. Proposals should outline the potential to incorporate or contribute to the capacity of public infrastructure and facilities in the local area.

Notes to applicant:

- Demonstrate how the proposal sits within the existing townscape and landform.
- Describe the extent to which the proposal maximises local opportunities to create a cluster of tall buildings.

Building Siting

Notes to applicant:

- Has the applicant assessed the current capacity of local public infrastructure and facilities?
- What additional infrastructure and facilities are required as a result of the proposed development?
- Can some of the identified infrastructure and facilities be incorporated within the proposal? Or are contributions required?

Public Infrastructure & Facilities

Notes to applicant:

- Has the applicant assessed the current capacity of local public infrastructure and facilities?
- What additional infrastructure and facilities are required as a result of the proposed development?
- Can some of the identified infrastructure and facilities be incorporated within the proposal? Or are contributions required?
18.7 Transport

The development of more intense urban forms should respond to local plan policies that encourage sustainable transport choices. The Brighton & Hove City Council has identified a number of sustainable transport corridors. These corridors are main routes into the city that will be altered to increase access for users of trains, buses, cyclists and pedestrians. The aim is to reduce reliance on private vehicles in the city by reducing the required levels of parking associated with new development in central areas and by encouraging public transport use.

In line with best practice, and in the interests of achieving an efficient urban form, intensification of development should occur in areas that are within walking distance of rail stations and major bus routes. Concentrating tall building development in proximity to existing transport interchanges contributes to a more active and vibrant sense of place and strongly promotes a more sustainable approach to urban living.

18.8 Technology

Advancements in construction technology combined with a growing body of architectural knowledge mean that the contemporary tall building can provide more sensitive design responses to their setting. New tall buildings should explore the advantages that the latest technology in construction, sustainability, and materials can provide them with to enable them to exhibit greater variety in form, massing and internal arrangement.

Figure 18.23: Railway station in commercial centre and associated catchment area.

Figure 18.24: Pedestrian and public transport orientated development become key focal points.

Figure 18.25: Bus and Bicycle traffic priority in Copenhagen.

Figure 18.26: This Business Centre in Berlin, Germany by von Gerkan, Marg & Partners utilised advancements in construction technology which contributed the unique form and facade of this powerful corner development.

Technology Checklist:

- How will the proposal utilise new technology to assist in the management and operation of the building?
- In what way does the proposal use the latest construction technology to improve the performance of the building?

Figure 18.27a, b, c & d: Latest construction, material & systems technology can improve building performance.
18.9 Climatic Considerations

Tall buildings over a certain height can adversely affect the environmental quality of surrounding areas through the diversion of high speed winds to ground level and through the overshadowing of adjacent development and public spaces. The impact of both of these elements can be mitigated through good design and sensitive siting. The use of architectural devices such as screen, terraces and awnings and also the facade set backs can be adopted to minimise the effects of high speed wind at the bases of tall buildings. Individual proposals should seek to create well orientated and lively spaces that positively contribute to the wider public realm.

Figure 18.28: The Golden Gateway Centre in San Francisco, USA dramatic example of how the extreme overshadowing of surrounding buildings significantly compromises the quality of the public realm below.

Figure 18.29: This diagram illustrates how tall buildings can divert high speed winds to the ground which then create vortices in plaza areas in front of the tall building.

18.10 Public Realm

Tall buildings need to be designed in such a way as to create safe, comfortable and attractive spaces around them. The spaces surrounding tall buildings should have their edges well defined by development and activated by public uses with transparent facades on the ground floors.

Tall buildings need to provide the public realm with a strong sense of spatial definition and robust character. At a detailed level individual proposals should seek to create well orientated and lively spaces that positively contribute, day and night, to the wider public realm.

Figure 18.32: North Carolina National Bank & Plaza in Tampa, USA by Harry Wolf (Architect) and Daniel Kiley (Landscape Architect) demonstrates how new tall buildings can be designed to create attractive and safe spaces around them for public use. The use of a transparent facade with clean simple lighting, ground floor definition and reflective water body creates an legible, high quality space which can be safely used throughout the day.

Figure 18.33: The Rights of Man Square, Evry, France demonstrates how attention to detail, high quality materials, thorough maintenance, and the provision of facilities offering day and night interest, can result in a very high quality public open space.

Figure 18.34: Wind analysis representation for Swiss Re-Insurance Building, London, by Foster & Partners.

Climatic Considerations Checklist:
- Describe how the design has considered the local climate.
- How has the applicant considered the climatic effects of the proposal on its surroundings. Items to be considered will include:
  - Overshadowing
  - The diversion of high speed winds to ground level
  - Heat islands
  - Glare reduction

Public Realm Checklist:
- How has the scheme been designed to create high quality public spaces?
  - High design quality
  - Climatic comfort
  - Solar access
  - Adjacent uses
  - Quality of materials.
- State arrangements for long term maintenance and management.
18.11 Public Open Space

The Brighton and Hove Local Plan outlines a numbers of requirements for the provision of private open space within new developments. To a certain extent this might be accommodated through roof terraces, balconies and internal courtyards, but these elements will not be sufficient to ensure that all residents and workers have access to open space. As a result tall buildings will be required to proportionately contribute to the enhancement of the existing public realm and parks in the vicinity.


Figure 18.35: Public pedestrian street within private housing development, Lyon, France.

Figure 18.36: Hotel Kempinski, Munich Airport centre, Germany. Architect: Murphy Jahn Architects. Landscape Architects: Peter Walker & Partners.

18.12 Internal Spaces

Some of the open space requirements, as discussed in 18.13 Open Space, could be accommodated through the development of private internal spaces. However, regardless of the open space requirements, new tall buildings should strive to provide occupants with high quality private open space through the provision of internal courtyards, atria, conservatories, roof terraces and gardens and also balconies. Such private internal spaces give occupants vital breathing space, contribute to a more human scale perception of the development and can facilitate more sustainable storm water management.

Open Space Checklist:

- How does the proposal meet or exceed the Local Plan requirement for the provision of public and private open space?
- Terrace, roof top and internal gardens can provide solutions for storm water management & also providing occupants with high quality green space. Does the proposed development incorporate roof top gardens into the building design?

Figure 18.37a & b: This residential building in Zurich by Kaufmann, van de Meer & Partner is a good example of how roof top terraces and balconies can be maximised through sensitive building siting.

Internal Spaces Checklist:

- Applications should incorporate internal private and some public, open space. This can be achieved through internal courtyards, indoor gardens, atria, viewing platforms, health and fitness facilities and playgrounds.

Figure 18.38: Yeang Waterfront House proposes to insert large internal private garden spaces at varying levels in the building.

Figure 18.39: The Swiss Re-Insurance Building, by Foster & Partners, internal open spaces and roof top access.

Figure 18.40a & b: Edouard Francois’s innovative residential building, Montpellier, France, utilises balconies & terraces which protrude out of the facade & perch on stilts.
18.13 Public Access

Public access to new tall building helps to foster a more positive perception of the building and contributes to a stronger sense of community. Developments that incorporate high quality public spaces within the building envelope itself such as playgrounds, schools and indoor sports facilities should be explored as a way of meeting the open space requirements. Utilising some of the upper floors of tall buildings for viewing decks or restaurants and bars should also be strongly encouraged.

18.14 Accessibility

All new tall buildings in Brighton and Hove must comply with current building codes, current building legislation and must also be fully compliant with all aspects of disability discrimination legislation. New tall buildings should strive to be as accessible as possible to all people through the provision of ramps, lifts, gentle rising steps with landings, clear signage & branding, sensitive & appropriate lighting schemes, non slip surfaces, contrasting colour & texture schemes, automatic opening doors, appropriately placed seating and clear & legible internal layouts.

Public Access Checklist:

- In what way does the building encourage public access?

Accessibility Checklist:

- The applicant must ensure that the proposal provides equal access for all.
18.15 Use

Tall buildings can greatly contribute to maximising efficient use of the land in geographically constrained cities such as Brighton & Hove. A vertical mix of uses throughout tall buildings can help to strengthen greater vitality in the public realm and create activity throughout the day increasing a perception of greater safety. Brighton & Hove City Council strongly support and encourage mixed use development and will not accept any new tall building applications that propose single use towers, which deny use diversity and discourage social inclusion. Ensuring tall buildings have some community or public function can significantly help in integrating new development into the lives of surrounding communities. Mixed use tall buildings should be sited in areas, such as existing local centres, that can be strengthened by such significant increases in activity.

18.16 Urban Pattern

New tall buildings in Brighton and Hove must respect the intricacies of the broader context within which they sit such as the existing urban rhythms, local architectural language, the fine grain urban detail and the historic setting and must greatly contribute to the quality of the surrounding urban areas. New tall buildings within Brighton and Hove need to make reference to their surroundings though their form, massing, setback and architectural language.

Around the world there are many examples of new tall building development that effectively deal with these issues through the articulation of the lower floors of the building to reflect the character of the street, the set back of the upper floors to create the impression of a continuous streetscape, and through the use of materials that respond to or positively contrast with surrounding buildings. These approaches also help to ensure that the streets remain legible, coherent and at a human scale.

Use Checklist:

- Describe the vertical land use mix.
- How does the proposed land use mix support and complement the surrounding land use pattern and serve the local community?

Urban Pattern Checklist:

- How does the proposal respond to and complement the prevailing urban pattern?

Figure 18.46: J R Central Tower & Station, in Japan (Nagoya), use mix includes shops, offices, hotel, cultural centre and multi-modal transport interchange. This is an elegant and robust example of a tall building which successfully integrates a variety of uses and services within the one development.

Figure 18.46: Renzo Piano’s Retail building in Tokyo, Japan represents an elegant and sophisticated example of how new tall buildings can successfully integrated into its surrounds and yet subtly contrast with neighbouring building.

Figure 18.47a & b: J R Central Tower & Station, in Japan (Nagoya), use mix includes shops, offices, hotel, cultural centre and multi-modal transport interchange. This is an elegant and robust example of a tall building which successfully integrates a variety of uses and services within the one development.

Figure 18.47a & b: J R Central Tower & Station, in Japan (Nagoya), use mix includes shops, offices, hotel, cultural centre and multi-modal transport interchange. This is an elegant and robust example of a tall building which successfully integrates a variety of uses and services within the one development.

Figure 18.47a & b: J R Central Tower & Station, in Japan (Nagoya), use mix includes shops, offices, hotel, cultural centre and multi-modal transport interchange. This is an elegant and robust example of a tall building which successfully integrates a variety of uses and services within the one development.

Figure 18.47a & b: J R Central Tower & Station, in Japan (Nagoya), use mix includes shops, offices, hotel, cultural centre and multi-modal transport interchange. This is an elegant and robust example of a tall building which successfully integrates a variety of uses and services within the one development.

Figure 18.48: Figure 18.48: Renzo Piano’s Retail building in Tokyo, Japan represents an elegant and sophisticated example of how new tall buildings can successfully integrated into its surrounds and yet subtly contrast with neighbouring building.

Figure 18.49: This Art Museum in Duisburg, Germany, by Herzog & de Meuron demonstrates how new development can sensitively reflect the existing urban grain while also expressing a contemporary and minimalist aesthetic.
18.17 **Alignment**

New tall buildings within Brighton and Hove need to make reference to their surroundings though footprint, setback and street and building alignment. Aligning tall buildings to terminate visual axis or frame scenes creates strong reference points which enriches urban legibility and aids navigation.

**Alignment Checklist:**
- The proposal should reinforce the existing alignment and setbacks of surrounding buildings.
- How does the proposal respond to existing alignments or capitalise on opportunities to frame views or terminate vistas.

18.18 **Streetscape**

New tall buildings should reflect their surroundings though the definition of their upper storey setback and reinforcing the articulation of the streetscape. Parking should not be located in front of buildings. In general, parking should be contained within the development or located behind the building.

**Streetscape Checklist:**
- Describe how the proposal contributes to the streetscape. Key issue for consideration include:
  - Active frontages and natural surveillance.
  - Legible entrances
  - The relationship of the proposal to the existing streetscape
  - The definition of the public realm

Figure 18.50: New tall buildings facades should be in line with existing street facade, with upper storeys set back, and should not protrude out of the existing street alignment.

Figure 18.51: Aligning new tall buildings to terminate axis, as shown at a T junction, promotes a strong sense of placement and legibility. Tall buildings sited just to the side of a visual axis sit awkwardly within the existing urban structure.

Figure 18.52: New tall buildings framing views or creating prominent gateways.

Figure 18.53: New tall buildings facades should be in line with existing street facade, with upper storeys set back. In general, upper storeys should avoid extending directly up from the ground floor to the top floor.

Figure 18.54: If the existing streetscape is one of varied heights, new tall buildings should reflect the character of the existing condition through maintaining and reinforcing the streetscape.
18.19 **Density**

The better supported by existing commercial and social facilities and connected by a wider choice of public transport a new tall building is, the stronger the case for higher densities than a development in a less active area with less social, commercial and transport services.

The benefits of seeking higher densities in urban centres are well recognized, in particular with mixed use tall building development. Higher density new tall buildings around urban centres which can accommodate such new development can offer many economic, social, transport and environmental benefits to the wider community including increased viability, diversity and longevity of the development and the existing urban profile.

18.20 **Massing**

New tall buildings within Brighton and Hove need take into consideration the existing built form massing and reflect it accordingly. In general, big boxy, dominant massing of new tall buildings should be avoided, instead, a more refined, elegant and appropriate form of massing should be encourage with a staggering or staging of perceived building mass which helps to maintain a more human scale at street level.

**Density Checklist:**
- What is the existing average density of area surrounding the proposed development?
- Does the proposal meet or exceed central government objectives for urban densities?
- Illustrate how the density of the proposal is appropriate within its surrounding context.

**Massing Checklist:**
- Describe the massing strategy of the proposal.
- How does the massing of the proposal integrate it into surrounding development?
- Illustrate how the massing of the proposal creates an elegant rather than boxy or bulky form.
18.21 Scale

The manipulation of the perception of the scale of new tall buildings is an important key in integrating the new development into the established urban pattern and grain of Brighton and Hove. New tall buildings need to respect surrounding building heights, depths and street frontage and avoid being uncharacteristically out of scale with neighbouring built form.

**Figure 18.60:** Buildings need to respond to the existing urban condition and possess a scale which is appropriate and sensitive to its surrounds.

18.22 Form

The highest design quality of architectural expression and form is paramount to the creation of successful new tall buildings in Brighton and Hove. The built form and all aspects of the public interface should strive to achieve a unique, original, and contemporary example of prestigious architecture which also exudes a sense of subtlety, sophistication, and sensitivity allowing the development to be embraced by its surrounding urban setting.

**Figure 18.61:** This apartment building in Sydney, by Harry Seidler & Associates demonstrates beautifully an expression of scale that is in keeping with the existing street scale. Siting between a taller building and a lower rise building, the apartment building bridges the height gap and visually unifies the streetscape.

**Figure 18.62a & b:** Danish architect Otto van Spreckelsen’s Arche de le Defense in Paris was built for the anniversary of the French revolution. This magnificent monument also houses commercial & office uses and has a public viewing area at the top. It terminates the long view from the Arc de Triomphe but also frames, on one side, the development of modern Paris, and from here it captures the scene of the heart of the city with the Arch de Triumph in the centre.

**Figure 18.63:** Christian de Portzamparc’s skyscraper, Manhattan, New York is a fine example of a contemporary expression of subtle splicing and twisting of the traditional skyscraper. The materials used, which highly compliment the surrounds, playfully explore the materials’ qualities and manipulate notions of interior / exterior and traditional / contemporary.

**Scale Checklist:**
- What strategy has been employed to integrate the building with the scale of its context?
- What features of the proposal ensure a feeling of human scale is maintained at street level?

**Form Checklist:**
- Provide a statement that describes in detail the rationale for the form of the proposal. The statement should take into account the following key points:
  - Inspiration
  - Silhouette
  - Articulation
  - Landmark status
  - Cultural and climatic reference
- How does the form of the roof top enhance the skyline of the city?
18.23 Materials

New tall buildings within Brighton and Hove should make reference to their physical, cultural and historic surroundings through their architectural language and high quality materials. Materials should reflect a sensitivity to their surroundings and should aim to be of the highest quality, directly responding to the existing urban fabric through either utilising the similar or sympathetic materials or positively contrast with the existing conditions through the choice of materials which sophisticatedly juxtapose with its surroundings.

Materials should also be chosen with regards to their sustainability. The sourcing of local materials, recycled and renewable resources should be achieved wherever possible.

18.24 Maintenance

The maintenance of tall buildings is critical to the image they project to the public realm. It is absolutely vital that all new tall buildings applicants have strenuously explored a variety of alternatives for internal and external materials and finishes that have long lives, require low maintenance and which also meet the best practice requirements of sustainability standards. All public open space associated with new tall buildings must also be well maintained. A detailed maintenance assessment, outlining interior, exterior, hardworks and softworks maintenance regimes proposed for the necessary upkeep of the new tall building development, must be included in the application.

Materials Checklist:

- What is the palette of materials?
- How does the selection of materials make reference to the local character?
- Have the materials been assessed in terms of their sustainability? By what method? (provide supporting information).

Maintenance Checklist:

- Describe what long term maintenance commitments will be established.
- Outline the maintenance programme.

Figure 18.65: The Colosseum, Dusseldorf, Germany By Alsop Architects is a good example of how tall buildings can be embraced as strong contributors to the urban fabric when high quality progressive materials are promoted.

Figures 18.64a, b, c, d, e & f: Materials

Figures 18.64a, b, c, d, e & f: Maintenance activities
18.25 Checklist Summary

**Triggers for Guidance:**

- Is the proposal within a node or corridor designated as suitable for tall buildings in the strategy?
- Is the building over 18 metres (approx 6 storeys) in height?

**Design Quality:**

- The applicant must provide a statement of need and justification of the tall building solution. It must contain an explanation of overall design rationale, functions and form of solution for the proposed development.
- The applicant must provide an in-depth design statement for the development which clearly outlines the architectural intent and design philosophy.
- Illustrate or describe in detail how the proposal achieves a safe, positive and attractive addition to the city.
- The applicant is encouraged to enter into pre-application discussions with Brighton & Hove City Council.
- The applicant and the project design team should also consult with external review and statutory organisations such as CABE and English Heritage.

**Visual Impact:**

- The applicant must provide 360 degree evaluations of the potential visual impact of the proposal on the urban context. This may be illustrated through computer visualisations and photomontage techniques that consider, but are not limited to, the following:
  - The built and natural environment
  - Key strategic views and approaches
  - Conservation settings and listed buildings
- Has the applicant provided a detailed urban design analysis of surrounding areas that outlines in detail the positive and negative contributions that the proposed tall building makes to the visual quality of the area?

**Sustainability:**

- Describe how the proposal contributes to social inclusion, environmental health and economic vitality of Brighton & Hove.
- Provide a statement outlining how the proposal will achieve best sustainable practice. Particular consideration should be given to issues of:
  - Maximisation of brownfield resources
  - Energy management, including production

- Resource conservation
- Materials specification
- Waste management
- What recognised method (ie BREEAM) will the proposal use to assess its’ sustainability?

**Conservation:**

- Tall building proposals in Brighton and Hove will only be considered for approval if they can demonstrate that they contribute to the preservation or enhancement of conservation settings.

**Building Siting:**

- Demonstrate how the proposal sits within the existing townscape and landform.
- Describe the extent to which the proposal maximises local opportunities to create a cluster of tall buildings.

**Public Infrastructure & Facilities:**

- Has the applicant assessed the current capacity of local public infrastructure and facilities?
- What additional infrastructure and facilities are required as a result of the proposed development?
- Can some of the identified infrastructure and facilities be incorporated within the proposal? Or are contributions required?

**Transport:**

- The applicant should agree with the planning authority the requirement for traffic impact assessment and parking plan?
- Has the proposed tall building been sited within walking distance to a variety of existing transport infrastructure such as rail stations, bus routes, sustainable transport corridors or major roads?
- The applicant should provide a travel plan demonstrating innovative and sustainable approaches to transport issues.
- How does the proposal contribute to reduced private vehicle use and improved public transport?

**Technology:**

- How will the proposal utilise new technology to assist in the management and operation of the building?
- In what way does the proposal use the latest construction technology to improve the performance of the building?
- How will the proposal utilise new technology to assist in the management and operation of the building?
- In what way does the proposal use the latest construction technology to improve the performance of the building?

**Climatic Considerations:**

- Describe how the design has considered the local climate.
- How has the applicant considered the climatic effects of the proposal on its surroundings. Items to be considered will include:
  - Overshadowing
  - The diversion of high speed winds to ground level
  - Heat islands
  - Glare reduction

**Public Realm:**

- How has the scheme been designed to create high quality public spaces?
- Particular consideration should be given to:
  - High design quality
  - Climatic comfort
  - Solar access
  - Adjacent uses
  - Quality of materials.
- State arrangements for long term maintenance and management.

**Open Space:**

- How does the proposal meet or exceed the Local Plan requirement for the provision of public and private open space?
- Terrace, roof top and internal gardens can provide solutions for storm water management & also providing occupants with high quality green space. Does the proposed development incorporate roof top gardens into the building design?
Internal Spaces:
- Applications should incorporate internal private and some public, open space. This can be achieved through internal courtyards, indoor gardens, atria, viewing platforms, health and fitness facilities and playgrounds.

Public Access:
- In what way does the building encourage public access?

Accessibility:
- The applicant must ensure that the proposal provides equal access for all.

Use:
- Describe the vertical land use mix.
- How does the proposed land use mix support and complement the surrounding land use pattern and serve the local community?

Urban Pattern:
- How does the proposal respond to and complement the prevailing urban pattern?

Alignment:
- The proposal should reinforce the existing alignment and setbacks of surrounding buildings.
- How does the proposal respond to existing alignments or capitalise on opportunities to frame views or terminate vistas.

Streetscape:
- Describe how the proposal contributes to the streetscape. Key issue for consideration include:
  - Active frontages and natural surveillance.
  - Legible entrances.
  - The relationship of the proposal to the existing streetscape.
  - The definition of the public realm.

Density:
- What is the existing average density of area surrounding the proposed development?
- Does the proposal meet or exceed central government objectives for urban densities?
- Illustrate how the density of the proposal is appropriate within its surrounding context.

Massing:
- Describe the massing strategy of the proposal.
- How does the massing of the proposal integrate it into surrounding development?
- Illustrate how the massing of the proposal creates an elegant rather than boxy or bulky form.

Scale:
- What strategy has been employed to integrate the building with the scale of its context?
- What features of the proposal ensure a feeling of human scale is maintained at street level?

Form:
- Provide a statement that describes in detail the rationale for the form of the proposal. The statement should take into account the following key points:
  - Inspiration.
  - Silhouette.
  - Articulation.
  - Landmark status.
  - Cultural and climatic reference.
- How does the form of the roof top enhance the skyline of the city?

Materials:
- What is the palette of materials?
- How does the selection of materials make reference to the local character?
- Have the materials been assessed in terms of their sustainability? By what method? (provide supporting information).

Maintenance:
- Describe what long term maintenance commitments will be established.
- Outline the maintenance programme.
19.0

Conclusions: Tall Buildings Guidance

The guidance described in the preceding pages describe in broad terms the physical qualities, land use and spatial programmes, and building performance that are expected of all new tall building within Brighton and Hove. The following key points outline the conclusions to this section of the study.

19.1 Explore a Variety of Development Options

Tall buildings provide one of many solutions to contemporary development pressures and the urban renaissance agenda. Proposals for tall buildings should be considered in this light and tested to ensure that they are providing maximum benefit in design, land use, social, and economic terms.

19.2 Overarching Importance of Design Quality

More than any other issue, design quality is of paramount importance in relation to all buildings, particularly tall buildings that can have far reaching visual impacts. All tall buildings should be objects of beauty and delight as well as be respectful to the urban context in which they sit.

19.3 Thoroughly Analyse Potential Impacts of Tall Building Proposals

To ensure the best possible built outcome proposals for tall buildings need to be rigorously assessed in terms of their impact at a city wide and local level. Issues of visual intrusion, contribution to the street scene, climatic effects, as well as complementary to existing uses and community aspirations all need to be considered in detail to ensure a positive design outcome.

19.4 Use Tall Buildings as Vanguards for Sustainability and Construction Best Practice

Tall buildings offer particular opportunities because of their size and typology to raise the profile and practice of sustainable technology. All proposals for tall buildings in Brighton and Hove should strive to better current best practice standards in all aspects of sustainability.
Part D contains the appendices to the main study including the Analysis of Views, Consultation Summary, References and Bibliography.
20.0

Visual Analysis

Contained on the following pages is the detailed analysis of the Strategic View Points, Approach Experiences, Points of Arrival and Key Views Associated with the Seafront which are outlined in Part B- Urban Analysis of this report. Strategic view point numbers and titles refer to the numbers outlined in Figure 13.11 Strategic Views and Approach Experiences.
Small scale residential development dominates background

Focus is on middle ground of view
Several elements break skyline in distance

Skyline unbroken by tall development
Middle ground dominated by vegetation

Pastoral landscape to be preserved

Focus of view is on middle ground at interface of open space and development

STRATEGIC VIEWS
Figure 20.6: Strategic View 3 - Shoreham Maritime

Figure 20.8: Strategic View 4a - Toad’s Hole Valley

Figure 20.9: Strategic View 4b - Toad’s Hole Valley

Strategic Views
Individual tall buildings visible across skyline

View is largely dominated by open space

Sea is main focus of view

Green ridgeline extends to sea

Low-rise development is dominant with some TB's visible

Figure 20.10: Strategic View 5 - Hollingbury Hill Fort

Figure 20.11: Strategic View 6 - Woodingdean

Figure 20.12: Strategic View 7 - Race Hill

STRATEGIC VIEWS
Figure 20.13: Strategic View 8 - View from Whitehawk Camp

Figure 20.14: Strategic View 9a - Brighton Marina

Figure 20.15: Strategic View 9b - Brighton Marina

Strategic Views
Largely intact historic waterfront

Existing

Water and seafront dominate the foreground and middle ground

Brighton Centre opportunity site

Potential cluster of tall development

Exist. TB

Potential cluster

Largely intact historic waterfront

Exist. TB’s

Figure 20.16: Strategic View 10a - Palace Pier

Figure 20.17: Strategic View 10b - Palace Pier
**Strategic Views**

**Figure 20.18:** Strategic View 11- Brighton Station East

- View is dominated by surface parking lot
- Ridgeline is visible in background
- Existing tall building

**Figure 20.19:** Strategic View 12- View along The Drive

- Axial view is contained by roadside vegetation
- Sea is visible in the distance

**Figure 20.20:** Strategic View 13- View from Dyke Road along The Upper Drive

- Residential development is nestled in valley
- Some tall development visible along sea

**Figure 20.21:** Strategic View 14- View from the A27

- Main focus of view is the green valley in foreground and the sea beyond
- Residential development is nestled in valley with some tall development visible along sea
The sequence of views along the approach route pictured right illustrate the outstanding qualities of the Area of Outstanding Natural Beauty that surrounds Brighton and Hove. The view experience is characterised by broad panoramas of the pastoral countryside. There is some tall development visible along the skyline in the background of the panorama but the focus of the view experience is on the landscape setting. Small scale residential development abuts this open space along with a main thoroughfare. The view experience would not be majorly affected by future tall buildings along the skyline if sensitive siting and architectural quality are achieved. A landmark building with a distinctive rooftop may also have the effect of creating a locator and enhancing the overall view experience.
Vista is typically low rise residential with varying roadside vegetation.

Long view is contained by roadside vegetation.

Vegetation creates a sense of enclosure and hides development.

Figure 20.24: Approach B - Dyke Road Approach

The approach experience along Dyke Road is primarily characterised by contained linear views along residential streets. Enclosure is created by the roadside vegetation which could also soften the appearance of tall development within these areas if appropriately sited. The view to the seafront should be protected along this route.
Tall development is surrounded by vegetation.

Church spire is the focal point of the linear view.

Tall development is visible on skyline but does not dominate view due to vegetation.

Roadside vegetation creates enclosure to curving linear view.

The massing and setback of the tall development lessens the impact on the overall visual experience.

Bridge forms focal point of view whilst allowing through views.

Focal point of curving linear view is ridge line.

The visual experience of the London Road approach is characterised by a series of long linear views along the street. These views are generally contained by roadside vegetation focusing the views into the distance. Key focal points such as the church spire and rail bridge serve as focal points along the journey. Developments of tall buildings already exist along this route and are well sited although the architectural quality could be higher. The roadside vegetation assists in breaking this development down to a more human scale.
The approach to Brighton Station by train is a memorable arrival experience for the city. The view experience is characterised by sweeping panoramas over the South Downs Area of Outstanding Natural Beauty and then entering a tunnel which then opens up affording broad panoramas over the eastern part of the city. Glimpses of church spires and the western residential area of the city are visible above the cliffs at certain points but the main focus of the view experience is towards the east. Several tall developments of mixed architectural quality are visible both above and below the ridgeline. The area adjacent to the station terminal has significant scope for enhancement.
The rail approach to Brighton Station via the eastern branch is generally a contained view along the railway cutting with occasional views through the residential areas of the east of the city. After the London Road Station, the view then becomes a broad panorama of the eastern edge of the city contained by the cliffs behind Brighton Station. The railway viaduct allows the most extensive views of the city. Tall development is evident along the London Road Corridor as well as views of Preston Park. There is significant scope along the London Road corridor to strengthen and improve the existing tall buildings.
The visual experience of the Lewes Road approach is characterised by an initially broad panorama surrounded by ridges and vegetation. The scale of development then increases with generally low-scale residential enclosing the street and directing views into a series of linear sequences with focal points of large office buildings and several visually important churches. Views to these churches should not be encroached upon. An opportunity exists for tall development across from the existing office building to create a gateway arrival point to the city.

**Key Approaches**
Figure 20.29: Approach F - Falmer Road Approach

**Key Approaches**
The approach sequence from Brighton Station to the sea is characterised by the linear contained view to the sea which should be protected. The building form is generally between 3 to 4 storeys along the street leading down to the sea. Recent taller development along Queens Road will increase the contained nature of the view experience upon arrival. There is scope for taller buildings around the station, especially on the eastern side to capitalise on the transportation connections whilst improving the quality of the public realm in the area. The axial view to the seafront would not be impacted by this level of development as the focus is generally to the seafront.
The approach sequence from Hove Station to the seafront is characterised by an unfolding view experience around the station and along tree-lined streets of primarily residential terraces. High quality tall development around the station itself would potentially significantly enhance the public realm and create an enhanced arrival experience to the area. More intense development would also increase the levels of activity and vibrancy of the station area. Large council tower blocks surround parts of the station but are separated and dominate the skyline. There is significant potential to create a more unified skyline by filling in some gaps and utilising a more clustered approach to tall development, especially in the adjacent industrial estate. Figure 20.26 illustrates the precedence which exists for terminating vistas along streets with tall development in Brighton and Hove.

Figure 20.31 a,b,c,d,e: Approach H - Approach to sea from Hove Station
Irregular massing and poor architectural quality detracts from visual experience.

Historical integrity of seafront buildings is largely intact.

Building form creates a defined edge to seafront. This form creates important local views to the seafront. These views are of great importance to the urban character of the city and should be protected.

The three photos above illustrate the long linear views created by the small local streets leading from the seafront back into the city. This creates important local views to the seafront. These local views are of great importance to the urban character of the city and should be protected.

**Seafront Visual Experience**
The generally uniform scale and massing of buildings defines the view. Architectural quality is mixed.

Historical integrity of seafront buildings is largely intact.

The historic squares surrounded by grand residences is a unique visual experience along Brighton and Hove’s seafront.

Uniform massing and scale of seafront buildings creates a defined edge.

View is centred on activity in foreground and defined by buildings in background.

Cluster of existing tall buildings.

Seafront Visual Experience
Uniform scale of historic buildings defines seafront edge. Open panorama of seafront and piers should be protected. Integrity of historic seafront buildings is intact. Streets leading away from seafront offer well-defined linear views. Linear views are enhanced by buildings as focal points.

The contained prospect of the historic squares is a great asset of the town’s visual experience. The skyline above the square is unbroken by tall development.

**Seafront Visual Experience**
Uniform scale and height of seafront buildings should be preserved. The vista created by the historic squares adds interest and character to the seafront visual experience. Unbroken skyline behind historic buildings should be protected. The contained panorama within the squares is a highly important view along the seafront and should be protected. The vista created by the historic squares adds interest and character to the seafront visual experience.
The long contained view along the seafront built edge is clearly defined by the flat expanse of lawn and street and the sharp edge of the historic buildings.

Set pieces within the seafront built edge create interest and set the character of historic Brighton.

Cluster of tall buildings

Open panorama to sea

Seafront Visual Experience
Summary of Consultation Process

21.1 Introduction

Consultation has been undertaken through a series of briefings to Council Officers and Members and a full day presentation and workshop to key stakeholders. This workshop was conducted in July 2003 as part of the testing of the study to determine its relevance and efficacy amongst key stakeholder groups within Brighton and Hove. A more comprehensive public consultation exercise is intended to be undertaken by Brighton & Hove City Council as part of the process of adopting the Supplementary Planning Guidance which will follow the completion of this study.

21.2 Key Stakeholders

The key stakeholders invited to participate in the workshop included:
- English Heritage
- The Commission on Architecture and the Built Environment (CABE)
- Brighton & Hove City Council officers
- Local environmental and amenity groups including
  - The Brighton Society
  - The Regency Society
  - Hove Civic Society
- Brighton and Hove Chamber of Commerce
- City Centre Business Forum
- Architects including RIBA representatives, local architects, Brighton University School of Architecture, The Architects Panel, and The Architecture Centre
- Economic Partnership
- Housing agencies
- Local and Regional Regeneration agencies
- Commercial surveyors
- Sustainability Groups (Friends of The Earth, etc.)

Not all representatives were able to attend. In total 22 people attended.

21.3 Approach to Consultation

The approach of the briefings, presentations and workshops conducted for this consultation period concentrated on outlining the triggers for this study, the method and conclusions of the desk based summary which forms part A of this study, and outlining the analysis process which has been undertaken to determine the demand, possible locations, and context for tall buildings in Brighton and Hove.

The methodology and preliminary conclusions of the study were generally well received by the stakeholders and improvements were also suggested which will be incorporated and strengthen the outcomes of the study. Some suggestions for improvement included giving weighting to the urban analysis layers and further refining the definition to make it apply specifically to Brighton and Hove. Other suggestions are included in the points below.

21.4 Summary of Issues

The presentation and workshop with the key stakeholders group enabled participants to respond to the issues raised in the study to date and to raise any further issues which will help to focus the final report. The following is a list of the issues raised in the workshop, which participants felt, should be considered within the study to make it as robust as possible and to ensure that future tall buildings proposals in Brighton are of the highest possible quality.

**Defining Tall Buildings**

Most participants agreed upon the definition of tall buildings presented to the workshop. The separation of the definition into 3 further categories was welcomed to clear up any confusion related to the general public’s perception of what tall buildings are. It was also suggested that a clearer definition must be given to determine at what point a building is considered tall and thus triggers the recommendations of this study. It was also agreed that more detailed definitions are required at the later stages of the study.

Many participants felt strongly that the definition also needs to be seen in light of the context of the area especially within conservation zones. The view was expressed that if the definition were too specific then that may exclude sites where ‘windfall development’ could take place and the city would miss out on the benefits.

**Housing**

The problem of a large predicted shortfall of affordable housing was widely remarked upon by the consultees. It was generally thought that tall buildings could potentially alleviate some of this problem but that they were not the only solution. There was much discussion on whether the council’s requirement of 40% affordable housing in new developments would alleviate the problem or lead to sub-standard accommodations being built. There was consensus that this issue should be addressed not only at a local but also at a regional and national level.

Concerns were raised by participants as to whether people, especially families, want to live in tall buildings. Doubt was also expressed over the practicalities of integrating affordable housing with market housing in the same structures. Some participants believed that tall buildings improve security and could add to quality of life if designed well.

The failure of the council housing estates of the 1960’s and 70’s was also mentioned and it was stated that tall buildings must be integrated with the surrounding community as well as the urban form of the city. Many participants believed the number of people in a typical household was falling and that this should be reflected in the type of accommodations provided. Live/ work accommodation is also seen as an under supplied resource within Brighton & Hove.

**Existing Tall Buildings in Brighton**

The consultees widely agreed that the majority of existing tall buildings within Brighton suffer from a lack of architectural quality, and that many are poorly sited. The participants also believed that existing tall buildings were badly integrated within their surrounding neighbourhoods and are out of scale.

**Defining Tall Buildings**

The separation of the definition into 3 further categories was welcomed to clear up any confusion related to the general public’s perception of what tall buildings are. It was also suggested that a clearer definition must be given to determine at what point a building is considered tall and thus triggers the recommendations of this study. It was also agreed that more detailed definitions are required at the later stages of the study.

Many participants felt strongly that the definition also needs to be seen in light of the context of the area especially within conservation zones. The view was expressed that if the definition were too specific then that may exclude sites where ‘windfall development’ could take place and the city would miss out on the benefits.

**Housing**

The problem of a large predicted shortfall of affordable housing was widely remarked upon by the consultees. It was generally thought that tall buildings could potentially alleviate some of this problem but that they were not the only solution. There was much discussion on whether the council’s requirement of 40% affordable housing in new developments would alleviate the problem or lead to sub-standard accommodations being built. There was consensus that this issue should be addressed not only at a local but also at a regional and national level.

Concerns were raised by participants as to whether people, especially families, want to live in tall buildings. Doubt was also expressed over the practicalities of integrating affordable housing with market housing in the same structures. Some participants believed that tall buildings improve security and could add to quality of life if designed well.

The failure of the council housing estates of the 1960’s and 70’s was also mentioned and it was stated that tall buildings must be integrated with the surrounding community as well as the urban form of the city. Many participants believed the number of people in a typical household was falling and that this should be reflected in the type of accommodations provided. Live/ work accommodation is also seen as an under supplied resource within Brighton & Hove.

**Existing Tall Buildings in Brighton**

The consultees widely agreed that the majority of existing tall buildings within Brighton suffer from a lack of architectural quality, and that many are poorly sited. The participants also believed that existing tall buildings were badly integrated within their surrounding neighbourhoods and are out of scale.
The concept of ‘transferable development rights’ was raised by one participant as a way of eliminating some past mistakes and increasing density. This could involve a developer negotiating with council to removing and replacing an existing tall building with a more appropriate building type and then using the density of that site on another more appropriate site.

Opportunities that Tall Buildings Offer to Brighton and Hove

The workshop participants expressed the belief that Brighton has a reputation as a place of recreation, fun and relaxation. This is reflected by its long history as a resort destination. There was agreement that existing tall buildings in the city do not contribute to this perception and there are significant opportunities to reflect the aspirations of a community through a high quality townscape which could include tall buildings.

The high quality of the historical architecture needs to be replicated in a modern form for the city to continue to be successful and live up to the aspirations of its residents. Participants also believed there are opportunities to remove or refurbish some of the worst examples of tall buildings and replace them with higher quality examples.

It was indicated by participants that they believed that there was a significant opportunity to enlarge the stock of commercial, residential, and industrial space within the city. Although there was general agreement that the city was adequately supplied with office space there was a lack of flexibility, size, and mixed-use nature of the existing office space. A number of key redevelopment sites were suggested including The Brighton Centre, Shoreham Harbour, London and Lewes Roads, Preston Barracks, Black Rock and existing industrial sites around Hove Station.

Detailed opportunities offered by tall buildings included improved security for residents and great views across the city and coastline.

Tall Buildings and Historic Settings

It was widely agreed that the historic qualities of the built form of Brighton are extremely important and should be preserved. The historic settings of landmark buildings such as the Royal Pavilion, the Regency Squares and the Laines are seen as very important assets for the city.

No–Go’ zones for tall buildings were seen as areas that adversely impacted on the setting of landmark listed buildings and intact conservation areas. The principle of tall buildings located adjacent to historic areas was supported provided that the proposals sustain the historic environment in terms of preservation, conservation and enhancement. Participants suggested that the visual impact of any tall building proposal within or adjacent to conservation areas must be carefully examined and illustrated by the developers. It was felt that 3D visualisations or photomontages must be done to clearly illustrate the impact that any tall buildings would have on a particular area.

Design Quality

The issue of design quality was considered to be of utmost importance to the stakeholder group. The lack of quality in the existing tall building stock was identified as a reason why many local people are opposed to tall development. The form, massing, scale, urban context, quality of public spaces, detailing and materials were all seen as qualities essential to achieving a successful tall building.

Design quality was also considered essential to a tall buildings’ potential visual impact for the city. It was felt that a high quality building could have a positive impact upon the city skyline and act as an expression of the progressive nature of the city and its residents. Many applicants believed that the historic and conservation areas of the city were the most susceptible to poor design quality and therefore should have more stringent requirements.

The issue of council being able to deliver the highest quality of design was raised. There was some discussion of past applications using high profile architects to secure their application and then they were dropped, resulting in low quality schemes. Related to this issue was the poor post-construction maintenance of buildings by the owners.

Mix of Uses

Many participants believed that the failure of many existing tall buildings within Brighton and Hove was that they consisted of a single use and were generally not accommodating of public uses. A desire for mixed-use buildings consisting of commercial office, residential and retail space was believed to be essential to a successful tall building scheme. Provision of public viewing platforms, restaurants and possible community facilities within tall buildings was suggested as a way of contributing to the vibrancy of the city. Participants expressed the belief that a mixed-use approach to tall building would increase the economic prosperity of the city.

Transport

Many participants felt the issue of transport was a critical one. There was agreement that tall buildings should be closely linked to existing transportation hubs. Some people felt that the public transportation system was already overloaded and needs to be expanded. Numerous concerns were raised about the city’s lack of parking and a potential increase in the amount of cars in some areas. All agreed that the issue of transportation and parking should be addressed by developers in their proposals for tall buildings. Some participants added that large amounts of buildings should not be taken up by visible car parking structures especially in the areas visible from the street.

Management

The ongoing management and maintenance of tall buildings was identified as another crucial factor in ensuring their success over the long term. It was felt that due to their size and visual prominence that poor maintenance was especially obvious in tall buildings and must be addressed by developers’ proposals for a site. The possibility of council negotiating longer term agreements with developers to ensure ongoing maintenance was raised. The potential of recent technologies to control the management of building systems was also discussed.

21.5 Conclusions

The methodology and preliminary conclusions of the study were broadly well received by participants in the consultation briefings and workshops. It is evident from the feedback received that the final section of the study detailing design guidance will be key to ensuring that future tall buildings within Brighton and Hove achieve the aspirations of the wider community. The consultees widely agreed that the regency squares and other intact historic areas are ‘No-Go’ areas for tall buildings.

Design quality was considered to be fundamental to the integration of tall buildings into their surrounding context. The adoption of best practice in tall building design, construction and management will be crucial to achieving these aspirations of a vibrant, forward thinking city.
References and Bibliography

References denoted in red.

Landscape Design, (June 2003), P31
The Architectural Review, (October 2002) Pg 80-81
The Architectural Review, (June 2001)p52-53
The Architectural Review, (October 2002) Pg 80-81

Gillespies | GVA Grimley

Brighton & Hove Tall Buildings Study