

CP12 Urban Design

A city-wide Urban Design Framework will identify and set out areas of the city which should largely be conserved; areas of the city suitable for localised, incremental development and enhancement; and areas of the city where positive and pro-active measures are required to secure major enhancement. Where appropriate, density will be raised through predominantly low-to-medium rise development but making most effective use of those identified areas which have the potential for taller developments, defined as 18 metres or more in height (approximately 6 storeys). The areas with such potential are:

- Brighton Marina
- Brighton Station / New England area
- Central Seafront
- Eastern Road / Edward Street
- Hove Station area
- Lewes Road corridor
- London Road / Preston Road corridor
- Western Seafront / Kingsway
- Shoreham Harbour

All new development will be expected to:

1. Raise the standard of architecture and design in the city;
2. Establish a strong sense of place by respecting the diverse character and urban grain²⁰⁹ of the city's identified neighbourhoods;
3. Achieve excellence in sustainable building design and construction;
4. Conserve or enhance the city's built and archaeological heritage and its settings;
5. Have regard to impact on the purposes of the National Park, where within the setting of the National Park;
6. Protect or enhance strategic views into, out of and within the city;
7. Be inclusive, adaptable and accessible;
8. Ensure that the design of the external spaces is an integral element of the overall design approach, in a manner which provides a legible distinction between public and private realm; and
9. Incorporate design features which deter crime or disorder and the fear of crime;

Supporting Text

4.145 The purpose of this policy is to provide a statutory basis for the proposed Urban Design Framework and to enable as much certainty and clarity as possible about where the city will broadly accommodate any taller development. The Urban Design Framework will set out priorities for

²⁰⁹ General layout, pattern and footprint of buildings and streets as viewed overhead in plan form.

preparing planning briefs and supplementary planning documents for development areas and other areas requiring positive enhancement. It will include identification of the key strategic views into, out of and within the city which require protection or which may benefit from development that would enhance them.

4.146 Given the city's physical constraints there is a need to increase density on existing brownfield land in a sustainable manner. Taller buildings (in the context of the city's prevailing built form) offer one potential way of achieving this in appropriate locations. This policy seeks to ensure that such proposals are directed towards those broad areas where such potential has been identified. The areas are described in greater detail as follows:

- Brighton Marina – is a node²¹⁰ limited to the boundaries formed by the eastern and western breakwaters and the undercliff walk to the north.
- Brighton Station / New England area – is a node situated to the east of Brighton Station, to the north of Trafalgar Street and along New England Street.
- Central Seafront – is a node comprising a small area to the east of Sussex Heights that includes Churchill Square, the Brighton Centre and the Odeon Cinema complex.
- Eastern Road / Edward Street – is a linear corridor broadly stretching from William Street in the west to Bristol Gate in the east and which focuses on the opportunities around existing tall buildings, particularly those at the County Hospital.
- Hove Station area – is a node situated on both sides of the rail corridor, extending westward to include the existing group of tall residential buildings to the north of Clarendon Road, together with the adjoining industrial areas.
- Lewes Road corridor – is a linear area centred on the University of Brighton's Moulsecoomb campus and the former Preston Barracks site.
- London Road / Preston Road corridor – is a linear area focused around existing 'mid rise' tall buildings that front the western edges of Preston Park, Surrenden Field and Withdean Park.
- Western Seafront / Kingsway – is a linear corridor along the stretch of Kingsway that directly overlooks Hove's Western Lawns as far west as Wish Road.
- Shoreham Harbour – is a node focused on the eastern-most area of the harbour within the Brighton & Hove City boundary, including both the docksides and the commercial area immediately north of Wellington Road.

4.147 Further detail on the boundaries of the tall building areas and guidance on appropriate height ranges will be provided in the Urban Design Framework. It should be noted that inclusion of a particular site within one of the tall building areas does not warrant certainty that a taller building would be acceptable on that site and particular regard must be had to any potential

²¹⁰ Node: A place where activity and routes are concentrated.

impact on heritage assets and their settings, in accordance with Policy CP15. The identified tall building areas are generally outside of conservation areas (with the exception of part of the Western Seafront/Kingsway corridor) but some are adjacent to conservation areas or may include other heritage assets or their settings.

4.148 All applications that fall within the definition of a tall building will be required to be accompanied by a Tall Building Statement, as currently set out in the adopted Tall Buildings Supplementary Planning Guidance (SPG 15), which will be superseded by the Urban Design Framework.

4.149 This policy also sets out the general strategic design criteria expected of new development. Innovative contemporary architecture, which enhances the reputation of the city, and mixed use schemes which add distinctiveness to local neighbourhoods, will be actively encouraged. The function and design of the spaces and routes between and around new buildings should be considered from the outset of the design process to ensure that they are fully integrated into the development as a whole and that they link positively to the wider urban or suburban context. Planted green spaces may provide areas for relaxation that also aid urban cooling. Developers of major housing schemes will be encouraged to demonstrate, as part of their Design and Access Statement, how the development would meet the Building for Life²¹¹ criteria.

4.150 The Urban Characterisation Study provides a comprehensive understanding of the diversity and quality of the city's urban character, its sensitivity to change and the development trends and pressures that affect Brighton & Hove. It has identified distinct landscape character types within the city and, within those, distinct neighbourhoods, in addition to the central conservation areas. Each of the neighbourhoods are studied in detail and this will assist in judging which areas are best able to accommodate, or might merit, positive changes in density and/or built form. The central conservation areas are partly covered by the Historic Character Assessment report for Brighton & Hove carried out as part of the Sussex Extensive Urban Survey. Both documents will inform the proposed Urban Design Framework.

4.151 Until that is adopted²¹², the Urban Characterisation Study will be used to guide consideration of backland or infill developments and more detail will be set out in the City Plan Part 2. The council will aim to ensure that high quality is maintained through the rigorous enforcement of planning permissions.

4.152 Inclusive design includes removing physical barriers and exclusions imposed on people by poor design of buildings and their surroundings and ensuring that it reflects the needs and aspirations of minority groups. The council will therefore critically examine proposals to ensure accessibility to and between buildings and the adjoining private and public realm, to meet the

²¹¹ A national standard for well-designed homes and neighbourhoods produced by the Commission for Architecture and the Built Environment (now part of the Design Council).

²¹² The anticipated adoption date for the Urban Design Framework is January 2017.

needs of all sections of the community. With regard to adaptability, the government has introduced national technical standards related to accessibility, adaptability and wheelchair standards. Through the City Plan Part 2 the council will provide evidence and seek to introduce a policy to provide enhanced accessibility or adaptability.²¹³

4.153 This policy will also help to deliver against the local targets under the One Planet principles, which is a strategic approach to enabling the city to live within environmental limits (see Table 1 on page 26). This policy complements policy CP14 Housing Density and has important links with CP8 Sustainable Buildings, CP13 Public Streets and Spaces and CP18 Healthy City.

²¹³ Optional, enhanced accessibility requirements are set out in Part M of the Building Regulations.