



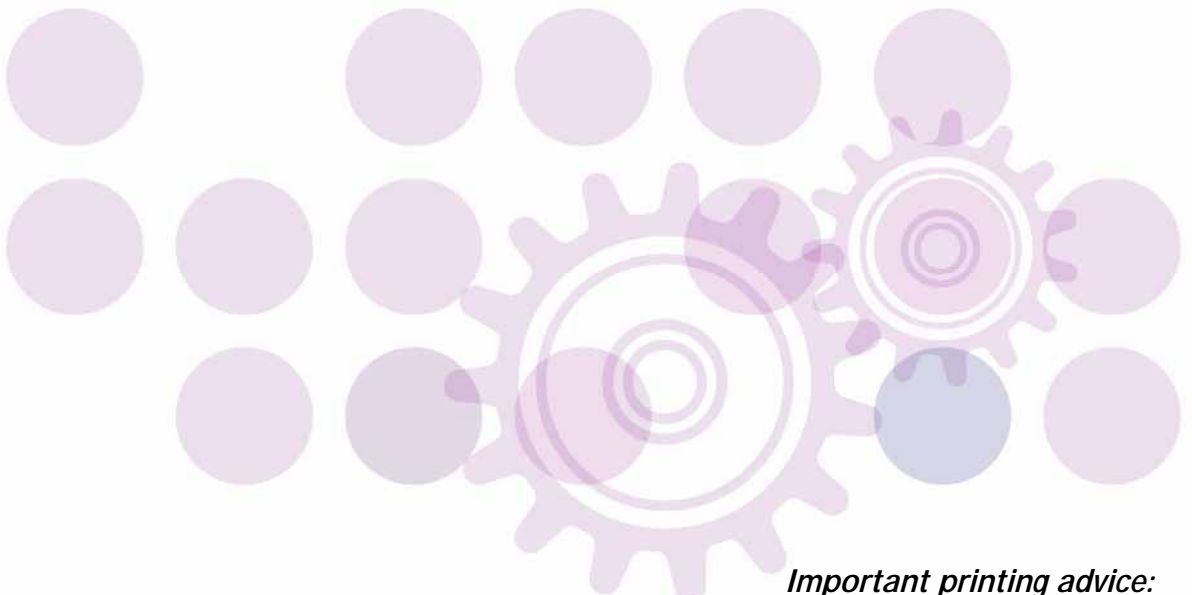
spd 10

supplementary planning document

Brighton & Hove City Council Local Development Framework

adopted 17th December 2009

london road central masterplan



Important printing advice:

For optimum results, this document should be printed back to back. This is because information provided in the even pages has been designed to be complemented by that contained in the odd pages.



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Fig. 1.1: Location of masterplan area within Brighton & Hove



London Road in 1910.



London Road area in 1950.



Fig. 1.2: Location plan of the London Road Central SPD Area



St Bartholomew's Church in 1950.



Brighton Station car park in 1976
(now part of New England Quarter).



London Road area in 2008.



1.0 Executive summary



Fig 1.3: Masterplan area boundary.

Do nothing	Minimum intervention	Maximum intervention
		Retail
		Office
		Creative Industries
		Transport
		Public realm
		Environment
		Community

Summary of early stakeholder consultation responses by theme.



Aerial view of the masterplan areas in 2005.

1.1 This masterplan proposes a series of enhancements for the London Road Central area, (as defined in Figure 1.3) and should be read in conjunction with existing and emerging planning policy (see Appendix 1). Proposals take into account the results of early stakeholder consultation held in June 2008 and the statutory six-week public consultation held in June-July 2009. This masterplan was adopted in December 2009 and is part of the Brighton & Hove Local Development Framework (LDF).

1.2 The masterplan seeks to provide an economically and environmentally healthy town centre that meets the needs of its users through providing the following benefits:

Opportunities for new inward investment to improve the area's retail and commercial provision.

- Sites are identified for a range of development types, including affordable accommodation for local businesses and a wide mix of shop types and sizes is encouraged

An attractive, vibrant and safe environment for all that encourages social engagement and enjoyment of the area.

- An improved public realm with a safer, more legible streetscape and quality public spaces;
- mixed-use developments with active frontages at ground floor to distribute footfall and increase "passive surveillance" within the area;



Fig. 1.4: Summary of masterplan proposals

- a more “permeable” street network;
- facilities for all users with priority given to pedestrians and cyclists; and
- establishing a secondary circuit of activities and attractions in the area.

Improved access to and within the area

- Removing barriers to movement;
- improving signage to destinations;
- differentiating surfaces to define shared space;
- redesigning the bus interchange at the junction with Ann Street and Oxford Street to form a central square/shared space; and
- better connections with surrounding neighbourhoods and open spaces.

A more sustainable and healthy environment

- Design solutions that help deliver improvements in air quality; and
- high standards of sustainable building design.

Identification of funding opportunities to fund infrastructure improvements

- Establishing a “community pot” through Section 106 agreements, Local Transport Plan and other funding opportunities to contribute to masterplan objectives.



3-D model of masterplan area.



Active frontages in neighbouring North Laine area.



Flexible use public space: Jubilee Library Square



Sharing public space in New Road.



Issues & Options paper (June 2008).



Early Stakeholder workshops: internal group work (June 2008).



Early Stakeholder workshops: external group work (Ann Street - June 2008).



Early stakeholder consultation report (July 2008).

2.0 About this SPD/masterplan

- 2.1. This document contains the findings and proposals of a masterplan prepared by Brighton & Hove City Council for the London Road Central area identified in Figure 1.3 (see page 3 of this document). It is a material consideration in making planning decisions relating to the masterplan area.
- 2.2. This document outlines masterplan principles and proposals and provides detailed guidance for potential developers bringing forward individual development proposals in the masterplan area.
- 2.3. This SPD/masterplan builds on early stakeholder consultation undertaken by the council on the Issues & Options document in June 2008 and statutory public consultation on the Draft SPD undertaken in June-July 2009 to gather further views and aspirations for the London Road Central area.
- 2.4. At both stages of consultation support was identified for:
 - redevelopment/regeneration that attracts new investment while securing provision of low-rent/affordable space in the regeneration area for small, local and independent retailers/businesses;
 - reduction in traffic and traffic-related pollution, noise and carbon emissions;
 - preservation of the positive aspects of the area's distinctiveness and character in the process of regeneration;
 - better, more "permeable" routes and improvement of facilities for pedestrian and cyclists;
 - priority for re-use of existing buildings;
 - improved facilities and priority given to pedestrians and cyclists while improving traffic flow;
 - flexible use of open spaces;
 - public realm design that encourages active uses and social engagement by delivering quality open space in new development;
 - transport- and design-related solutions to air quality and noise problems; and
 - better community management and use of major developments, providing a greater diversity of land uses while supporting improvement/upgrading of local business.



Masterplan principles

- 2.5. In pursuit of all these objectives this masterplan sets out a series of key development principles, exploring where it may be appropriate to:
- retain and/or convert existing quality buildings (including listed ones) to alternative uses compatible with the area's retail town centre functions and commercial quarter aspirations;
 - replace existing poor quality buildings with new high quality mixed use buildings and open spaces;
 - concentrate a diverse mix of flexible and affordable commercial floorspace;
 - re-model the public realm to encourage social activity and increase users' enjoyment of the area and the time they spend in it;
 - deliver air quality improvements via transport and design solutions;
 - use design guidance to encourage upgrading of existing buildings;
 - introduce a secondary circuit of activity at ground floor level along rear and side streets around London Road;
 - introduce new and enhance existing east-west links through the area, particularly for pedestrians and cyclists, linking Preston Circus, The Level, Brighton Station and St Peter's Church; and
 - improve green infrastructure links between open spaces to maximise urban biodiversity.
- 2.6. The council has prepared this document to help facilitate the delivery of these key principles and to ensure that:
- comprehensive regeneration of the area is realised;
 - any one development does not prejudice or undermine the future development potential of any other site in the area;
 - development of this area is brought forward in a co-ordinated manner;
 - any future development preserves or enhances the setting of the listed buildings and in particular St. Peter's and St Bartholomew's churches;
 - any potential harmful effects on the environment as a result of the development are mitigated; and
 - future development is of the highest quality.



Conversion of existing buildings: Argus Lofts.



New quality open space: Jubilee Square.



Re-model public realm to encourage social activity: Brighton seafront



Upgrading of existing buildings: Sydney Street



Open Market.



The Level.



St. Peter's Church.



Duke of York's Cinema.



Co-op building.

3.0 The SPD/masterplan area

- 3.1 The area is an important part of the strategic road network to and from the city centre and includes key junctions at Preston Circus, Ditchling Road and St Peter's Place. It is well served by public transport (buses and trains) whilst subject to high traffic levels. In places along the long, narrow London Road corridor, the combined effects of topology, building heights and traffic levels can result in unacceptably high levels of air pollution (see Urban Design and Sustainability sections of this document).
- 3.2 The built character of London Road is that of a typical high street composed mainly of 2-4 storey buildings of mixed periods and styles (mainly early Victorian on the west side) and small retail units on the ground floor (with storage facilities and housing) and large 20th century units spaced along the route (former Co-op, Woolworth and Aldi buildings) and the 1960s Open Market. Whilst it is a busy area that attracts a variety of age groups, its overall attractiveness, clarity of information/signage, frequency of community activity and sense of pride and ownership are poor.
- 3.3 The character of the area west of London Road stems mainly from the slum clearance of the late 1950s, the subsequent introduction of industrial and commercial uses in the 1960s and from the more recent high-density, mixed-uses of the emerging New England Quarter. It contains a variety of different building forms, styles and functions including the tallest buildings in the masterplan area. This is an area that benefits from good vehicular access and parking facilities. Nevertheless, it also feels generally unsafe, dirty and is difficult to navigate, except perhaps for the Ann Street and Pelham Street areas where footfall is greater.
- 3.4 To the east of London Road the area around Viaduct Road/ Ditchling Road and Brunswick Row/Oxford Place is mainly residential composed of 2-3 storey modest terraced development and a tight, historic street pattern with some grander frontages along Ditchling Road. Streets such as Baker Street, connecting London Road to The Level, contain a range of shops and public services, which include the council's housing office and St Peter's Medical Centre on Oxford Street. While these streets (Baker Street in particular) have a good mix of shops and services that attract various users, they are not as busy as London Road itself.



Fig 3.1: Key landmarks and places in the area



Planning Policy Statement 1:
Delivering Sustainable Development

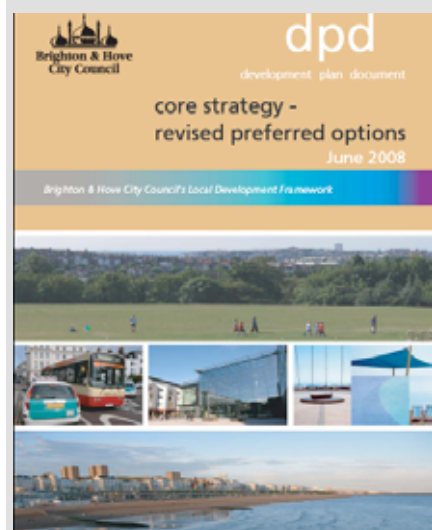


Planning Policy Statement 6:
Planning for Town Centres

Planning Policy Statement (PPS) 6



Brighton & Hove Local Plan



Core Strategy Revised Preferred Options.

4.0 Planning Policy Context

4.1 In preparing the masterplan the council has had regard to relevant policy documents, particularly those highlighted below. A full list of all policies relevant to the future development of sites within the masterplan area is contained under Appendix 1.

Planning Policy Statement 1: Delivering Sustainable Development (2005) – PPS1

4.2 This national guidance promotes quality schemes needed to deliver high levels of employment, social inclusion and well-being, whilst protecting and enhancing the physical environment and optimising resource and energy use.

Planning Policy Statement 6: Planning for Town Centres (2005) – PPS6

4.3 The central aim of this national guidance is to promote the vitality and viability of town centres by planning for their growth and enhancement through promoting them as the focus for new development. The Government has recently issued draft guidance (PPS4, Planning for Prosperous Economies) that is due to replace PPS6. The new guidance is expected to be adopted in 2010.

Brighton & Hove Local Development Framework (LDF)

4.4 The majority of Local Plan policies are now 'saved' under the LDF. London Road is one of two 'town' centres identified in saved Local Plan Policy SR5: Town and district shopping centres (the other being Hove). This policy seeks to maintain and enhance the vitality and viability of both town and district centres by ensuring that a clear predominance of retail units (Use Class A1) is maintained in both the prime and secondary frontage. Change to residential use at the ground floor level is not permitted. Policies EM1, EM2, EM9 and EM13 and HO1 identify sites that are particularly suitable to meet the city's need for a range of businesses and housing types. A list of indicative uses for each site is provided. QD Policies provide guidance on design, safety and quality of development.

4.5 Submission version of Core Strategy Policy DA4 further supports the revitalisation of London Road retail and creation of a major new business quarter for the city within the masterplan area. Recommendations include:

- accommodating the need for 20,000 sqm additional office floorspace (post- 2016) on large floor-plates to

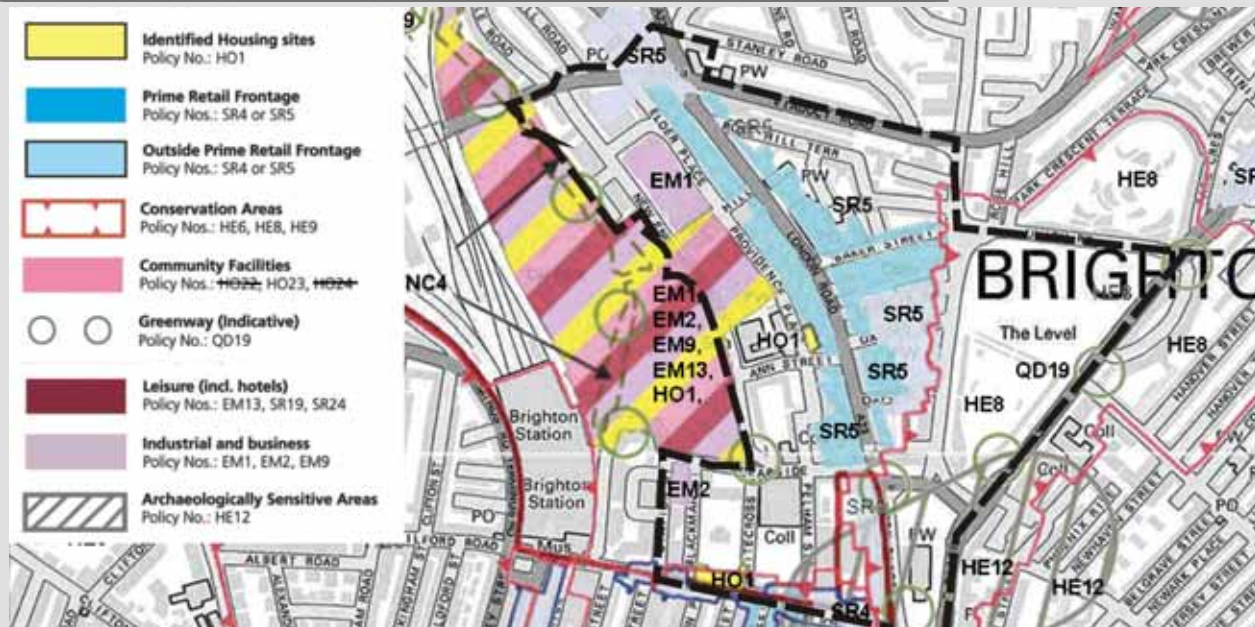


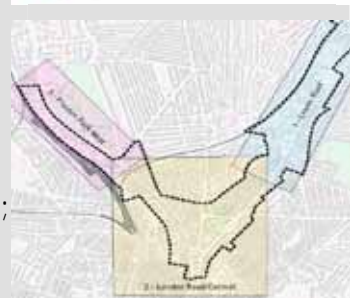
Fig 4.1: Extract from the Brighton & Hove Local Plan

be spread over no more than two sites (one of which may fall outside the masterplan area);

- retaining key retail sites to act as 'anchors' for the centre;
- securing the redevelopment/refurbishment of key retail sites along London Road and to Pelham Street campus;
- safeguarding existing identified employment sites;
- support implementation of London Road sustainable transport corridor;
- strengthening links between the New England Quarter, London Road shopping centre and the North Laine shopping area
- ensuring that premises for creative industries in the area are increased, remain affordable, appropriate and available for use; and
- provide a minimum of 375 additional residential units up to 2025.

4.6 Sites in the masterplan area will be formally allocated in the Development Policies and Site Allocations Development Plan Documents after 2010.

- The 2007 London Road & Lewes Road Regeneration Strategy supports the LDF. Its vision for the masterplan area is 'to revitalise the London Road retail area and create a major commercial quarter for Brighton & Hove consisting of high quality commercial accommodation connecting London Road with the New England Quarter'..



London Road & Lewes Road Regeneration Strategy areas. London Road Central area is marked in yellow.



5.0 Relevant Planning History

5.1 A number of sites have been the subject of planning decisions that have a bearing on future developments in the masterplan area.

- **Masterplan for the regeneration of New England Quarter:** an 8ha (24 acre) site in Brighton City Centre was approved by Brighton and Hove City Council in September 2003. The approved Masterplan for the site consists of 355 residential units; new car park for the station; Sainsbury's food store; language school; new community and retail facilities; two hotels; office and workspace; Training Centre; Greenway and Site of Nature Conservation Importance (SNCI). Works commenced on site in 2004 and a series of full planning applications have been submitted and approved for all but one of the remaining portions of the site including Blocks G, K and E-F. To date, the majority of the highways infrastructure, northern section of SNCI and all but one development site has been completed and/or are under construction.
- **Application 2008/00535:** 27 – 33 Ditchling Road (former Buxton's furniture store). Planning permission was granted in early 2008 for the demolition of the existing retail building and redevelopment of the site for a mixed use development comprising gym, retail and 28 apartments. This permission is yet to be implemented.
- **Application BH2008/02376:** City College, Pelham Street Campus. Planning permission was granted in April 2009 for an outline planning application for the redevelopment of the site including the demolition of Pelham Tower and other associated buildings, for a mixed use scheme based around a replacement further education campus. However, following funding overcommitments nationally by the Learning & Skills Council, the scheme now seems unlikely to proceed.
- **Application BH2009/00087:** GB Liners Blackman St. Planning permission was granted in April 2009 for the redevelopment of the site for offices.

5.2 Current development proposals with no current planning applications or permissions include:

- **Open Market.** The Open Market Traders Association is progressing a project to redevelop the existing Open Market with a new mixed use scheme that would create the following: a new covered market; permanent stalls offering a diverse range of retailing that promotes fresh, healthy food and local producers; affordable housing; workshops for arts and crafts



New England Quarter: (top) Block L and M-Language School and (bottom) Block C-New England Street link.



Former Buxton furniture store.



City College, Pelham Street Campus



Fig 5.1: Relevant planning history

people; new venue for street art and entertainment. The market would be run as a social enterprise for the benefit of the community and is intended to contribute to the wider regeneration of the area around London Road. The Association is expected to seek landowner consent from the council late 2009 in order to submit a planning application early 2010.

- **Vantage Point/Elder Place.** St James's Investments purchased a number of properties in the Elder Place area on behalf of Tesco close to Preston Circus, including Vantage Point and its associated shops. The company held two public consultation exercises during 2008 and was seeking a major redevelopment of the wider area as a mixed use scheme that would incorporate new retail, housing and commercial uses.
- **Former Co-op department store, London Road.** In 2007 the Co-op closed all of its department stores across the country. They are currently discussing the future of the site with the council and are proposing to submit a planning application for the redevelopment of the site. Discussions between the two parties are ongoing at the time of writing.

- Planning permission granted
- - - With no consent or permission



Open Market: Ditchling Road access (above) and central walkway (below).



Vantage Point



Former Co-op department store



6.0 Appropriate Development Response

Land use

- 6.1 The table below and the plan on the next page show the key development opportunities within the masterplan area. The land uses as proposed in the table are indicative, reflecting a variety of scenarios. All proposals will be considered against saved Local Plan policies until replaced by Core Strategy and other Development Plan policies. Some reflect existing interventions (e.g. City College's proposals for the Pelham Street area) whilst others depend on future decisions. In the case of employment sites, residential enabling development may be allowed subject to justification through a development appraisal. New development should contribute to achieving the following:
- an increase in community infrastructure; and
 - 20,000 sqm quantum of office floorspace (this should be laid out on concentrated on two sites, providing large floor-plates, one of which may fall outside the masterplan area).



Richardson's Scrap Yard and
Brewers Paint Merchants



Vantage Point/Elder Place



Trade warehousing, New England
Street



New England House



London Road Car Park

	Site	Land use potential
1	Richardson's Scrap Yard and Brewers Paint Merchants	Employment uses including business floorspace and affordable workspace for creative industries. Residential may be allowed as enabling development.
2	Vantage Point/Elder Place	Demolition of existing buildings with mixed use development including A1 and A3 at ground floor with replacement of existing plus additional business floorspace. Residential may be allowed as enabling development.
3	Trade warehousing, New England Street	Part of wider comprehensive redevelopment with site 2 above or redevelopment with business units.
4	New England House	Refurbishment of existing building and consolidation of existing uses or replacement within wider comprehensive development with site 2 and 3. The existing creative industries cluster should be retained in any redevelopment.
5	London Road Car Park	Refurbishment of existing car park building or replacement within wider comprehensive development with site 4 (and possibly sites 1 and 2).
6	Former Co-op department store	Seek to retain central (original) portion of building in any redevelopment scheme. Retail at ground floor level. Business use above. Residential may be allowed as enabling development.
7	Open Market	Demolish exiting market and replace with new market. Residential may be allowed as enabling development.
8	Boots / Somerfield	Demolition of existing building and higher density redevelopment with replacement shops at ground floor with business above. Residential may be allowed as enabling development.



Fig 6.1: Development opportunities

Site	Land use potential
9 Former Sainsbury / new Aldi supermarket	Demolition of existing building and higher density redevelopment with replacement shops at ground floor with offices over.
10 City College, Pelham Street	New Further Education "Knowledge Quarter" involving demolition of majority of existing college buildings and replacement with new college facilities and additional mixed uses (as in Pelham Street Knowledge Quarter Planning Brief).
11 GB Liners	Redevelopment of the site to provide uses more appropriate to the city centre employment location to assist with the relocation of GB Liners to a more suitable site to accommodate business retention and expansion.
12 Fire Station	Opportunity to extend Duke of York Cinema as part of refurbishment/redevelopment if fire service moves from building. Other potential alternative land uses may also include shops, food and drink, and business.



Open Market stalls.



Boots / Somerfield



Former Sainsbury/new Aldi supermarket



GB Liners



Fire Station



Brighton & Hove Council operates the B&H Travel Plan Partnership to assist local businesses to implement workplace travel plan.



New/Improved routes between destinations: London's St. Paul's Cathedral/Tate Modern axis (www.GreatBuildings.com).



Duke of York retail quarter and square, London: CABE best practice example of contribution towards improvement of the shopping experience and public realm in King's Road area (www.cabe.org.uk).

Movement and access

- 6.3 "Keeping our city moving" is a key objective of the council's corporate plan for 2008-11. Improving transport in and around the city is recognised as important for both local residents and the local economy. Improving public spaces with better signposting and a more welcoming street scene for all is also a current commitment of the plan.
- 6.4 This masterplan is intended to contribute towards achieving the objectives of the corporate plan. It seeks to ensure that any future decisions made by the council in respect of strategic and local measures, help to reconcile the challenge of improving the environment of the masterplan area for users, residents and businesses.
- 6.5 New development will be expected to contribute towards the following objectives:

Movement

- A detailed plan for Preston Circus junction to keep traffic moving while removing barriers to pedestrian movement and reducing the potential for conflicts between pedestrians and traffic;
- improved pavements, improved 'legibility' through improved signing and de-cluttering of unnecessary street furniture; and
- an improved pedestrian environment within Baker Street, giving consideration to reducing the impact of traffic at busy times, by utilising alternative routes such as Francis Street and Oxford Street.

Access

- A greater choice of routes and ease of movement to and through the area by providing convenient connections between key destinations within or adjacent to the area e.g. North Laine, The Level and Brighton Station;
- redesigning servicing arrangements in order to reduce the impact of retail deliveries on the shopping environment at busy times, while maintaining appropriate levels of access for emergency vehicles;
- strategic transport improvements, such as Park & Ride;

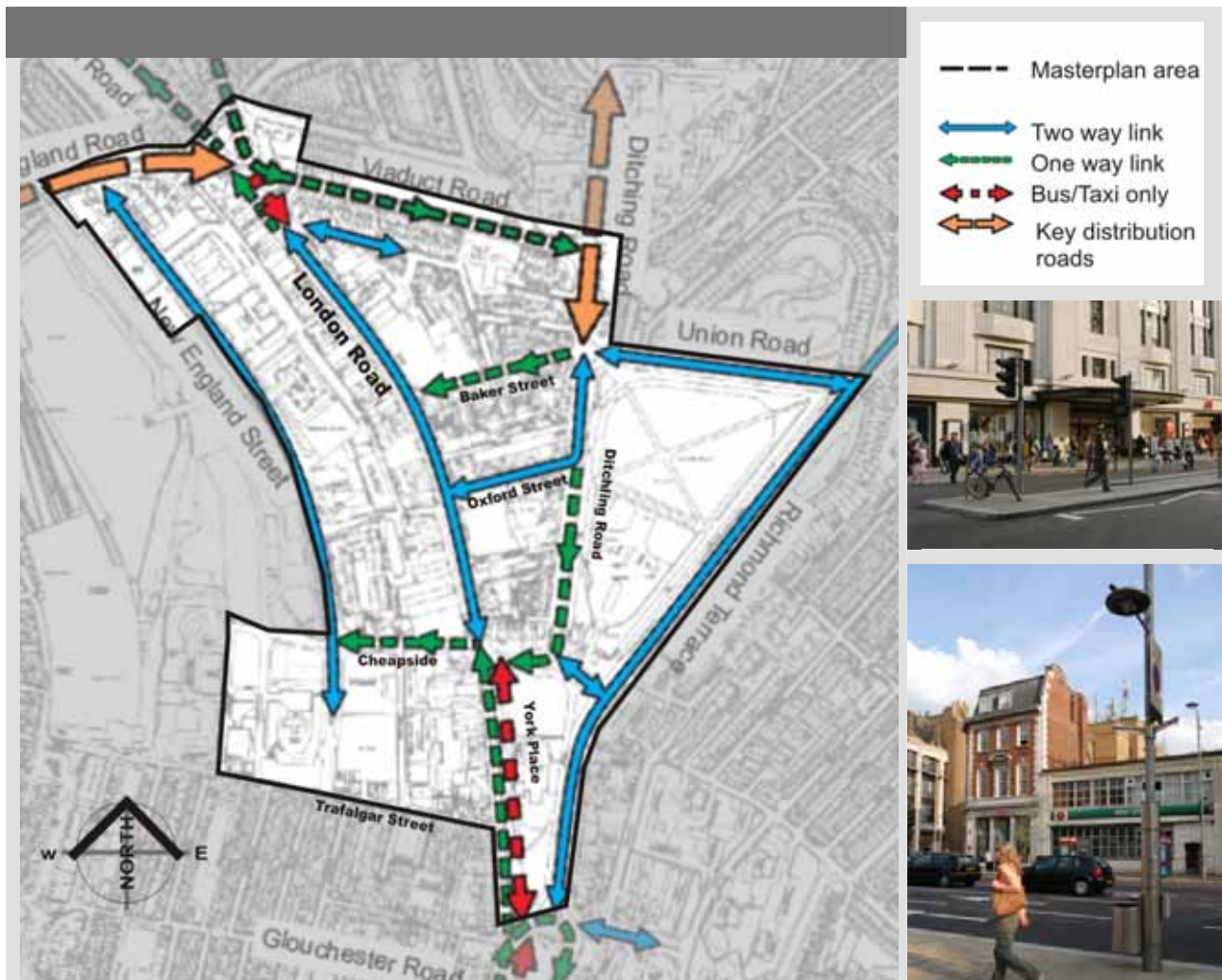


Fig. 6.2: Existing traffic movements: Extract from London Road & Lewes Road Regeneration Strategy's movement vision for the London Road Central area.

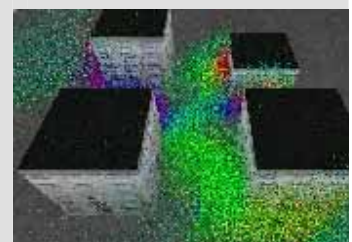
- improved arrangements/facilities for transport interchange e.g. bus, taxi, cycle in the main corridor, especially at the southern end (Somerfield/Iceland) of London Road; and
- improved location of and access to public car parks e.g. London Road/Oxford Court and other car parks in the area.

General

- The area is located in the Air Quality Management Area and therefore all of the above measures will be required to assist in addressing and resolving air quality problems; and
- further modelling work would be required to test possible options involving the rerouting of traffic to ensure that any likely impacts could be managed or minimised.



High Street Kensington, London: CABE best practice example of streetscape redesign to provide enhanced facilities for public transport, walking and cycling. Staggered crossings following removal of guardrail and new light columns that include other elements of street furniture (www.cabe.org.uk).



Air quality modelling used to assess how changes in traffic movements can optimise particle dispersal buildings and minimize exposure (www.cs.utah.edu)

- Masterplan boundary
- Conservation areas

Protected

Listed buildings

Local Plan policy HE1

- 1 St. Peter's Church
- 2 96 Trafalgar Street
- 3 St Peter's Place
- 4 Queen's Place
- 5 Ditchling Road
- 6 St. Bartholomew's Church
- 7 87 London Road
- 8 Duke of York

Buildings of local interest

Local Plan policy HE10

- 9 10-32 Viaduct Road

Unprotected

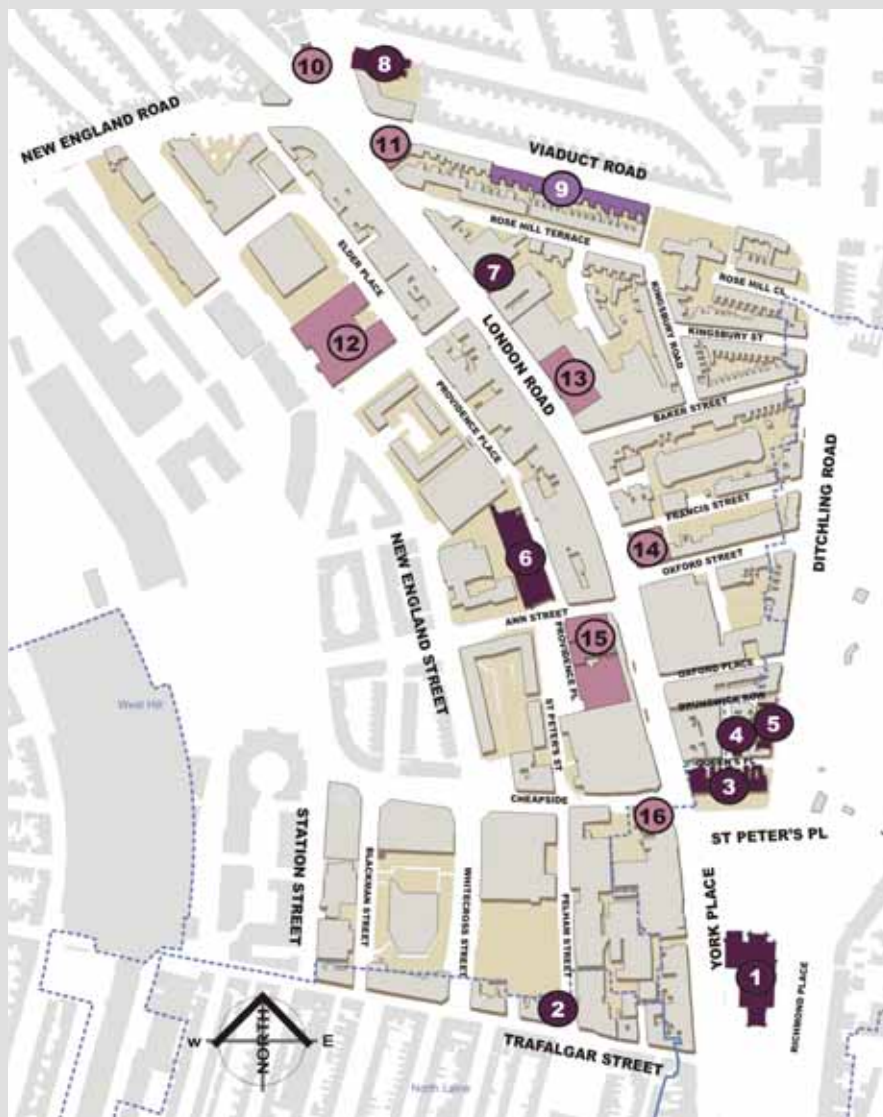
Other key townscape buildings

Buildings that define the diverse character of the masterplan area and provide key references for height and design of new build in their immediate surroundings.

- 10 Circus Circus
- 11 Hare & Hounds
- 12 New England House
- 13 Co-op (original building)
- 14 London Road/Oxford Street set
- 15 London Rd/Ann St set
- 16 Hobgoblin



Urban design: existing key townscape buildings



- 6.6 There are several listed buildings in the area, including a terrace of locally listed dwellings. The listed buildings at the eastern edge fall within the Valley Gardens conservation area. All such buildings must be retained and their settings preserved.
- 6.7 In addition to these protected buildings, a number of other buildings or groups of buildings have been identified, which are notable because of their architectural interest and/or make a particular contribution to the character and scale of the area.
- 6.8 Within the context of this masterplan all of these buildings are used as references in guiding height and/or scale of new development in their immediate surroundings.



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6.9 Wherever feasible these unprotected buildings should be retained, enhanced and/or integrated into new development. Where retention is shown not to be viable, the council will seek net gains in respect of masterplan objectives, e.g. improved townscape in terms of height and scale, with high-quality architecture for replacement buildings, appropriate land use and sustainable building design.

6.10 Where substantial redevelopment is involved, an archaeological desk-based assessment may be required to be submitted as part of a planning application. Advice should be sought from the County Archaeologist.



16

Neighbouring destinations

London Rd's north-south configuration comprising:

- long, uninterrupted blocks with few breaks on the west side; and
- ↔ no clearly defined east-west routes

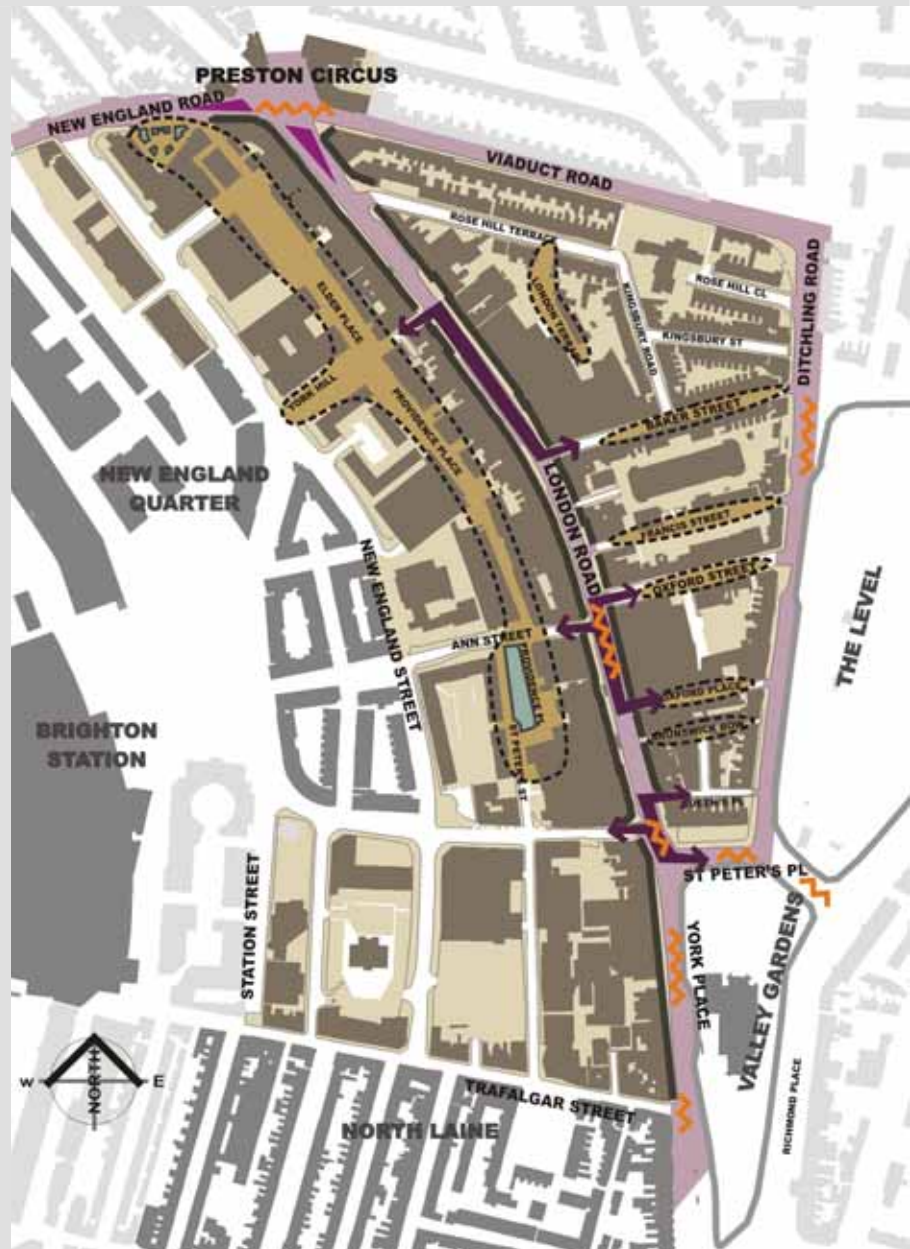
Pedestrian / vehicle conflict arising from existing road layout which prioritises vehicle and bus movements with poor facilities for pedestrians and cyclists.

Poor streetscape layout and maintenance which helps encourage a range of anti-social behaviour and criminal activities to take place (see Appendix 5)

Limited provision and poor quality of public and open space

Canyon-like streets with high levels of traffic resulting in poor air quality, particularly around Preston Circus (see Sustainability section).

Urban design: existing challenges



6.11 Key challenges for regeneration in the masterplan area include the need to facilitate pedestrian and cycling movement to and from nearby destinations (such as the emerging New England Quarter, The Level, Brighton Station and North Laine) and creating opportunities for users to stay and enjoy the area. At present, this is restricted by factors summarised in the map above.

Urban design: proposed general concept



- 6.12 In response to these and other issues highlighted in this document, the general design concept for this masterplan is based on different character areas which require distinct, yet complementary, approaches to regeneration. They are:
- **Access nodes:** key entry and exit points where the paths of users in various transport modes converge.
 - **Core Area:** where small- and medium-scale development can contribute to regeneration by supporting local community/businesses and encouraging visitor stay.
 - **Development zones:** where there is a concentration of sites key to achieving regeneration of the masterplan area (see Land Use section).

Access nodes
Re-address balance between various users via:

- removal of barriers to pedestrian movement;
- prioritisation of pedestrian and cyclist movement; and
- differentiation of surfaces to define shared space.

Core area
See dedicated section for detailed proposals.

Development zones

- Elder Place;
- Baker Street / Oxford Street; and
- Pelham Street.

See dedicated section for detailed proposals.

Introduce new/re-open existing route (pedestrians/cyclists)

Encourage introduction of active frontages (associated with activities provided for instance, by retail and commercial buildings, community facilities, cafe, bars and 'fronts' of residential units).

Improve existing cycle / pedestrian provision in key links across area.

Revise building lines to deliver improved air quality and public realm.

Introduce new square/interchange

Improve corridor to boulevard standard (see public realm section)

Improve existing open space

Potential location for local landmark



Kensington Gardens, Brighton. Active frontages are important in order to create life, vibrancy and activity.

Bellow: CABI best practice examples (www.cabi.org.uk).



BA offices in Harmondsworth



Central Sq, Newcastle: 1930's post office refurbishment.

Bellow: English Heritage 'Streets for all' best practice.



The Strand: Principles of integrated townscape management to create well-designed, clutter-free streets.

Urban design: quality in new development



Jubilee Square, Brighton: overall design concept creates a coherent scheme with introduction of new activities and provision of new, flexible-use public space that attracts new users helps animate the public realm and increases natural surveillance.

- 6.13 Proposals for the Core Area and development zones are detailed next. In response to existing challenges, there are some key principles that help define quality in design and that development in these areas will be expected to address.
- 6.14 Development in the masterplan area should be exciting, dynamic and sustainable, contributing to the Local Development Framework Core Strategy's aspirations for quality and innovative building design. In realising such aspirations in the area proposals should help to provide for the following design principles:
- incorporate new activities and attract new users to the area, whilst continuing to meet the needs of existing users;
 - encourage the introduction of active frontages at ground level and passive surveillance of public spaces;
 - help improve the shopping experience in the area in general and London Road in particular via the creation of more attractive spaces and encouragement for local businesses to improve the frontages of their properties;
 - support or provide opportunities for small, independent retailers in the area;
 - introduce additional, flexible workspace and a range of office types to support the formation of a new commercial centre for the city;
 - facilitate improved pedestrian and cyclist movement within and across the area whilst allowing for better traffic flow;
 - aim to meet recommended standards in sustainable building design and zero carbon in new development;



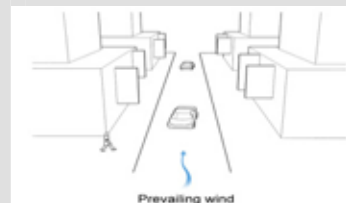
Jubilee Library: award winning new community facility that is also one of most sustainable public buildings in the UK. Its design that relies on and is a show case for low resource consumption and low embodied energy solutions.

- consider reuse of existing buildings as the preferred options where this represents the most sustainable approach and meets other masterplan objectives;
- deliver improvements in air quality and noise climate, particularly along busy road corridors;
- be related by an overall design concept that creates a coherent scheme;
- respond appropriately to listed buildings, conservation areas and/or any existing buildings considered to be of townscape importance, preserving or enhancing views of St Bartholomew's Church and St Peter's Church;
- help realise the vision for the core area and development clusters, through modern, inventive design, construction methods, layout and use of materials;
- comprise articulated elevations to create rhythms appropriate to the street or space whilst contributing to the amenity of residents;
- use horizontal and vertical emphases to create appropriately designed façades;
- maximise the number of entrances (retail and residential) onto the street in order to help animate and increase natural surveillance; and
- maximise opportunities for urban greening and biodiversity.

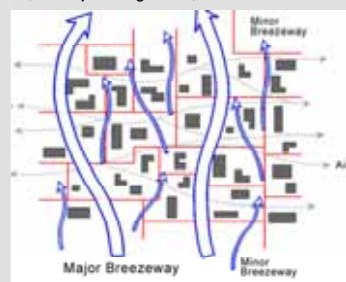
6.15 Additionally in the **Elder Place Zone** new development is expected to demonstrate how flexible, affordable facilities currently offered in New England House are provided for and opportunities for expansion considered.



Blackett Street, Newcastle; CABE best practice example of street designed to cope with bus movements and occasional vehicles within historic context (www.cabe.org.uk)



Large development sites facing narrow urban street canyon offer unique opportunities to address air quality issues. Building setback along prevailing wind direction (above) and disposition of amenity areas, buildings and minor roads connecting to major ones (below) can help wind flow and pollution dispersal. (www.pland.gov.hk)





3-D model of the development area.



Opportunities to introduce more permeable urban network (see Public Realm section for more details)

Opportunities to create a new, attractive square with clearer east-west route to and from Brighton Station and The Level. There are a number of possible options and/or combination of options for creating such a square.

Option 1 (below right): Redesign bottom of Ann Street and strengthen pedestrian link with Oxford Street through use of materials, etc..

Option 2 (right): In the event of redevelopment of the Boots/Somerfield site a square could be created on the London Road / Oxford Street corner.

Option 3 (below right): Re-design of building lines north and south of bottom of Ann Street to enable for a more direct visual link to The Level and new sight lines of the church in consultation with occupiers of existing affected premises and their satisfactory relocation (see Public Realm section)

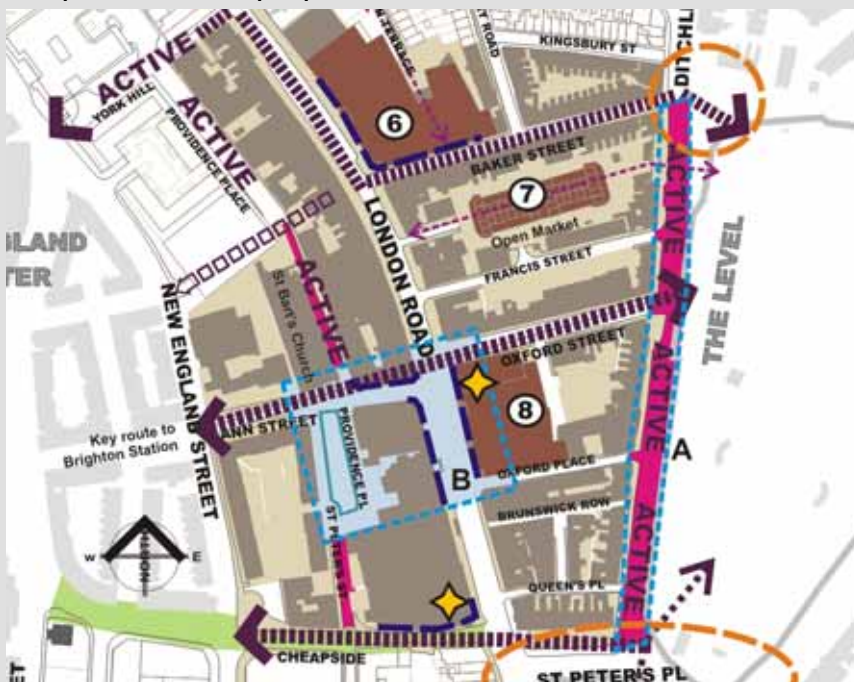


New, more direct visual link with Oxford Street and The Level



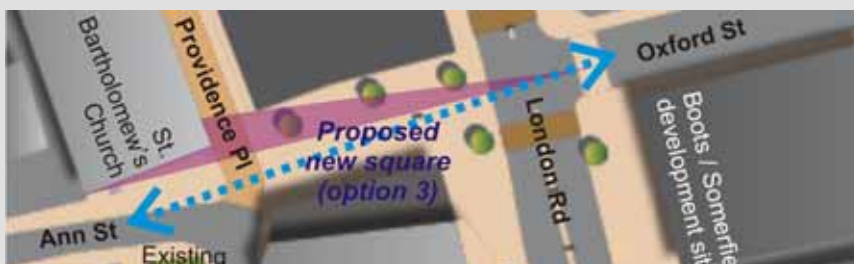
Enhanced views of St. Bartholomew's Church

Urban design: Core area and Baker Street / Oxford Street Development Zone (proposed)



6.16 When assessing future development of key sites in the development zones two scenarios were considered:

- **Refurbishment:** should proposals involve full or partial re-use of existing buildings.
- **Redevelopment:** should proposals involve the demolition of existing buildings and replacement with new buildings and/or the re-design of the streetscape of the area.





Urban design priorities

Development site	Scenario 1: refurbishment	Scenario 2: redevelopment
6 Co-op building	<ul style="list-style-type: none"> Retain building or retain 1930s core and facade with new development as 'book ends'. 	<ul style="list-style-type: none"> Make case for demolition of original building (based on financial viability issues and quality of replacement building); and New building not to exceed existing height on London Road.
7 Open Market		<ul style="list-style-type: none"> Create new routes linking London Road and The Level.
8 Boots / Somerfield	<ul style="list-style-type: none"> Design Guidance (see Appendix 3) produced to encourage and provide advice for new and improved shop frontages. 	<ul style="list-style-type: none"> Opportunity to re-design buildings lines so as to contribute towards new central interchange and public square.



Improve connectivity by introducing new and enhancing existing routes to and from London Road and The Level.



Increase activity by introducing new routes for pedestrian and cyclists across site linking Brighton Station and New England Quarter and The Level.



Enhance existing routes to and from London Road and The Level.



Ditchling Rd and St Peter's PI access nodes:

- Remove barriers to movement for all users
- Re-assess priority given to pedestrians and cyclists
- Differentiate surfaces to define shared space status



Greenway (Local Plan Policy Qd19): connect segments of the city's green network by taking opportunities to pull back building line and introduce street trees, planters and 'greening' features (green roofs and walls on adjacent buildings).



Opportunity to re-design buildings lines so as to improve air quality and public realm (widen street canyon, tree planting, seating).



Provide active frontage corridor along Ditchling Road making the best use of interface with The Level and expanding opportunities for longer user stay in the area.



Opportunity to improve and or expand existing public realm / open space.

A Ditchling Road: potential for widening pavement and tree planting on west side to support development of active frontages and complement within The Level.

B. St Bartholomew's Square: potential for re-designing building lines so as to enhance views of the church from London Road and create a new public open space in London Road by receding to upper floor alignment on west side (existing buildings).



Potential location for local landmark (visual marker)

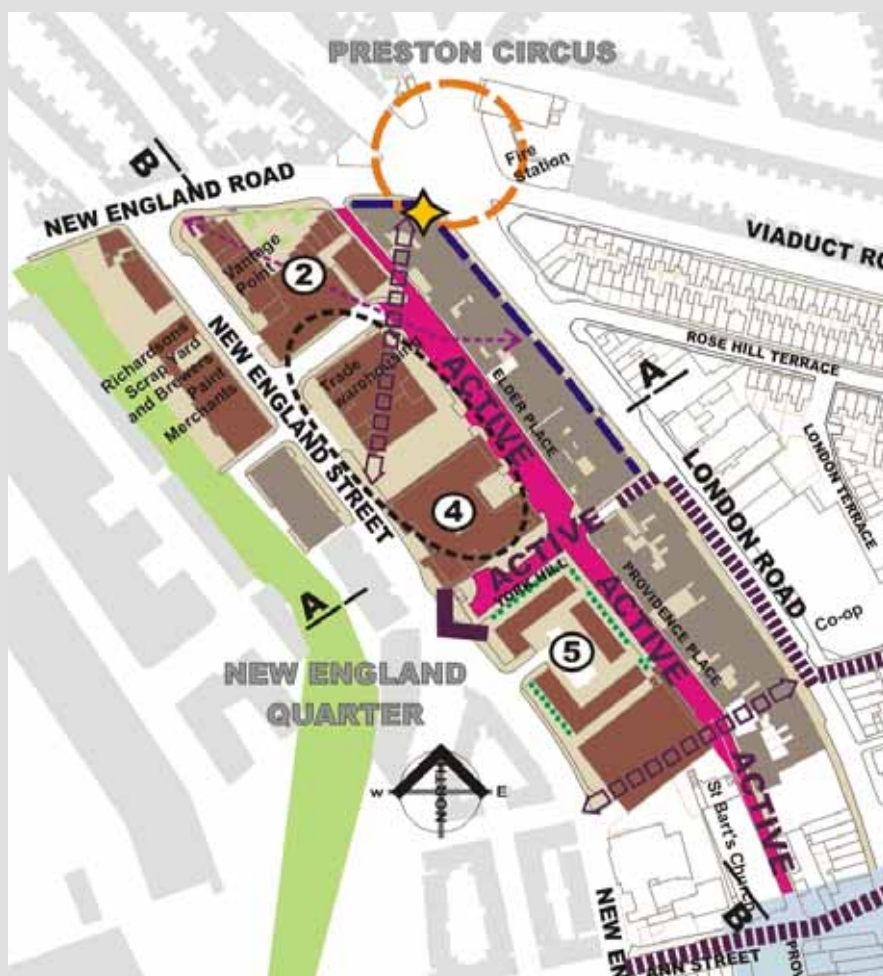
Height and massing

- Aim to re-introduce a generally consistent height and roofline or eaves line to the eastern side of London Road, but with the potential for set backs above first floor level to improve air quality.
- Existing Co-op building should be considered the maximum appropriate height for development.
- Opportunity exists for a local landmark on the corner of Oxford Street, to act as a visual marker, which would be distinctive in terms of its massing, silhouette and roofline.
- Development in the streets between London Road and Ditchling Road should respect the tight-knit urban grain of those streets and the historic roofline of Ditchling Road, by ensuring that development steps down appropriately in height and scale from London Road frontage.



3-D model of the development area.

Urban design: Elder Place Development Zone (proposed)



Opportunities to introduce more permeable urban network (see Public Realm section for more details)



New area of public realm



Potential new development

Urban design priorities

Development site	Scenario 1: refurbishment	Scenario 2: redevelopment
② Vantage Point / Elder Place		<ul style="list-style-type: none"> Opportunity to improve and/or relocate existing open space.
④ New England House (NEH)	<ul style="list-style-type: none"> Re-cladding is required. Implement further improvements detailed in council's NEH survey. Introduce active frontages at ground level. Explore potential cross-funding sources for re-cladding. 	<ul style="list-style-type: none"> Make case for demolition Like for like floorspace of flexible, affordable office facilities provided in NEH must be provided elsewhere in this development zone.
⑤ London Road Car Park	<ul style="list-style-type: none"> Introduce green wall elements to soften building appearance and surrounding streetscape as well as improve biodiversity (opportunity to establish partnership with local environmental groups). 	<ul style="list-style-type: none"> Re-allocation of car parking spaces within the cluster to be considered in line with Transport and Movement priorities for the masterplan area. Like for like replacement of existing council housing provision within this zone.



Improve connectivity by introducing new and enhancing existing routes to and from London Road.



Increase activity by introducing new routes for pedestrian and cyclists across site linking Brighton Station and New England Quarter and The Level.



Enhance existing street routes to and from London Road and The Level.



Preston Circus access node:

- Remove barriers to movement for all users.
- Re-assess priority given to pedestrians and cyclists.
- Differentiate surfaces to define shared space status.



Opportunity to re-design buildings lines so as to improve air quality and public realm (widen street canyon, tree planting, seating).



Provide active frontage corridor along Elder Place / Providence Place expanding opportunities for longer user stay in the area.



Greenway (Local Plan Policy Qd19): connect segments of the city's green network by taking opportunities to pull back building line and introduce street trees, planters and 'greening' features (green roofs and walls on adjacent buildings).

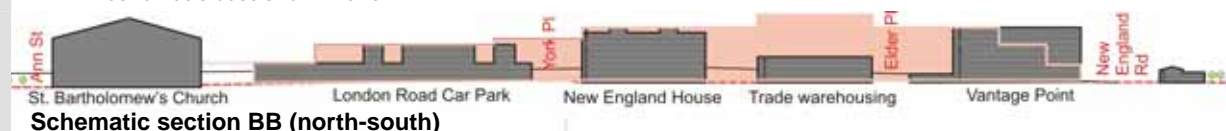
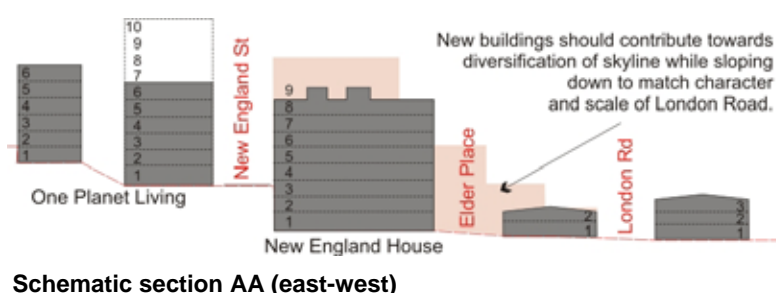


Potential location for local landmark (visual marker).

Height and massing



Preferred location for tall buildings. These are expected to fall within the range an 8-15 storey 'Tall' building as set out in the in Tall Building Study and to form a distinct cluster. Height lines should slope down towards New England Rd and London Rd to match current height and scale of buildings in these roads as indicated in schematic sections AA and BB.



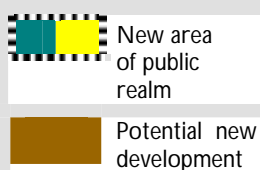


3-D model of the development area.

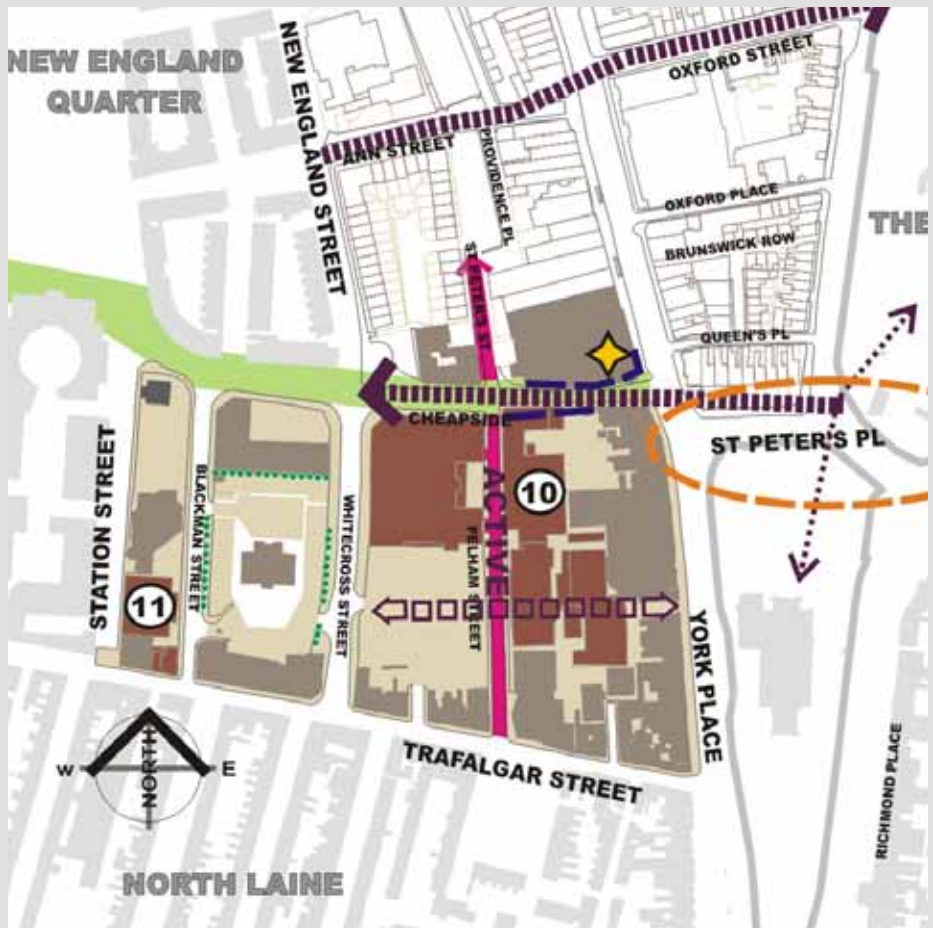


Opportunity to introduce new and/or re-open existing routes to create a more permeable urban network.

Opportunities to introduce more permeable urban network (see Public Realm section for more details)



Urban design: Pelham Street Development Zone (proposed)





Urban design priorities

Development site Scenario 1: refurbishment

Scenario 2: redevelopment

10

City College

- Improve streetscape along Pelham Street, particularly interface with the car park.
- Consider introducing planting to soften streetscape and traffic calming measures along Pelham Street.

- Comprehensive redevelopment of college to provide modern state of the art facilities as part of wider college redevelopment strategy. New mixed use 'Knowledge Quarter', incorporating new public open space and landmark building

11

GB Liners

- Improve streetscape along Trafalgar St and Blackman Street.



Improve permeability by introducing new and/or re-opening existing routes for pedestrian and cyclists across site linking Brighton Station and North Laine with York Place.



Improve and/or enhance existing routes to and from Brighton Station and St. Peter's Church/The Level.



Introduce green wall elements to soften building appearance and surrounding streetscape as well as improve biodiversity.



St Peter's Place access nodes:

- Remove barriers to movement for all users
- Re-assess priority given to pedestrians and cyclists
- Differentiate surfaces to define shared space status



Introduction of active frontage corridor along Pelham Street corridor in order to improve user experience and expand opportunities for longer user stay in the area. Opportunities to improve existing and/or expand public/open space provision in the area.



Greenway (Local Plan Policy Qd19): connect segments of the city's green network by taking opportunities to pull back building line and introduce street trees, planters and 'greening' features (green roofs and walls on adjacent buildings).



Potential location for local landmark (visual marker)



Opportunity to re-design buildings lines so as to improve air quality and public realm (widen street canyon, tree planting, seating).



Public Space Public Life Study and Toolkit.



London Road: Avenue/Boulevard category (as proposed in Public Space Public Life Study).

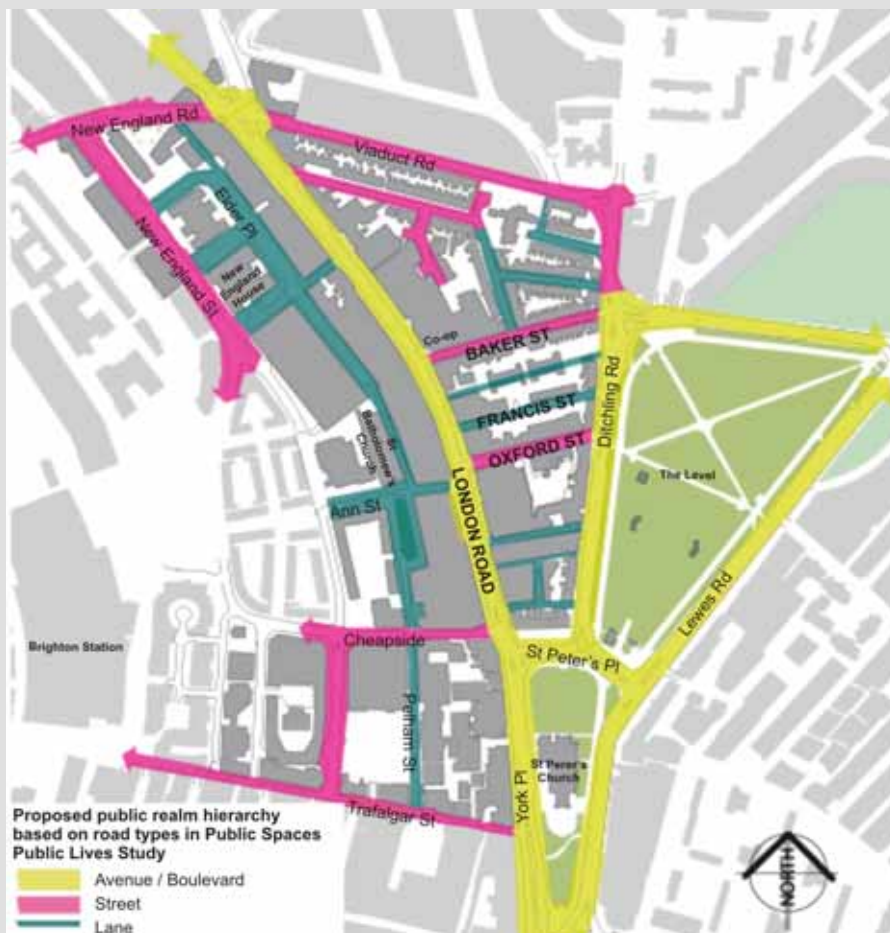


Baker Street: Street category (proposed).



Queen's Place: Lane category (proposed).

Public realm

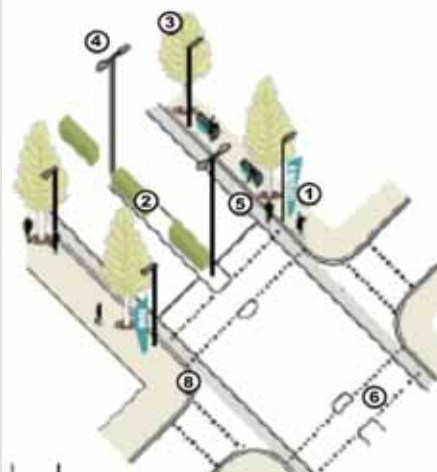


- 6.17 The Council has produced a public realm strategy, 'Public Space Public Life', which includes London Road. This strategy, the Toolkit and the emerging Street Design Guide that accompany it seek to create a more legible streetscape across the city and should guide new public realm improvements.
- 6.18 The map above suggests a hierarchy of roads, streets and public spaces for the masterplan area based on the typologies contained in the Public Space Public Life document and Toolkit.
- London Road as 'Avenue/ Boulevard';
 - Baker Street and Oxford Street as 'Street'; and
 - Oxford Place and the residential streets north of Baker Street as 'Lane'.
- 6.19 The study gives guidance on design principles associated with these typologies. Extracts from this study are shown in the next page.



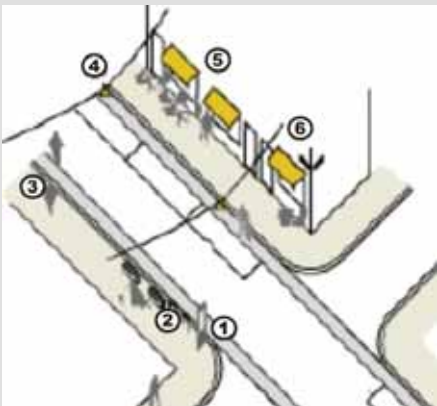
Public realm: illustrated design principles by road type (proposed)

Avenue / Boulevard



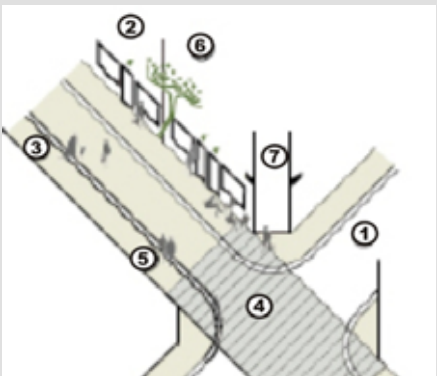
1. Provide adequate signage on all arrival routes.
2. Signage should be developed in consultation with artists and graphic designers.
3. Consider using central reservations for lighting and planting to soften the wide street and provide a glare free, more pleasant environment.
4. Where deemed feasible line avenues and large trees such as Lime, Oak, Elm or Plane at a spacing of approx. 10-12m.
5. Elegant columns and lanterns which are robust, in order to minimise maintenance, should be selected.
6. Footways should be sheltered from traffic and noise.
7. Maximise the use of straight zebra crossings rather than staggered Pelican, Puffin or Toucan crossings.
8. Avoid any form of continuous barriers since this restricts pedestrian movement and encourages dangerous jaywalking.

Street



1. To minimise traffic signage consider introducing central zone with one set of driving and parking rules with entry and leaving signs only.
2. Use trees, benches, and cycle parking in street furniture zones to increase perception of low speed areas to drivers.
3. De-clutter footways and particularly remove any bollards and other furniture and signs which do not contribute to a clear, functional streetscape.
4. Where streets are narrow assess the possibility of attaching lighting lanterns to building facades and walls.
5. Work with shop keepers to develop attractive, active frontages including well designed narrow fascia boards and eliminate obstructions such as 'A-boards' on the main footway.
6. Increase activity at night by encouraging mixed use developments with residential accommodation.

Lane



1. Increase permeability wherever possible by opening and extending yards, alleyways and mews.
2. Work with shopkeepers to avoid use of window shutters, and encourage them to leave low energy window display lights or outdoor lanterns on into the evening to make the Lane feel safer and avoid unnecessary lighting columns in narrow streets.
3. Design streets with long lasting, quality materials which should be carefully detailed.
4. Highlight important junctions with special surface treatments and consider how way finding information, including tactile clues, can be incorporated into the ground to minimise clutter.
5. Avoid street furniture on footways less than 2m.
6. Consider extending activities after dark by providing places for lighting, performances and other temporary events.
7. To help way finding, make sure lanes have sufficient (but not too many) street name plates at each junction.



Create new public spaces with opportunities for sitting.



Remove unnecessary clutter and rationalise other items of street furniture (source: .

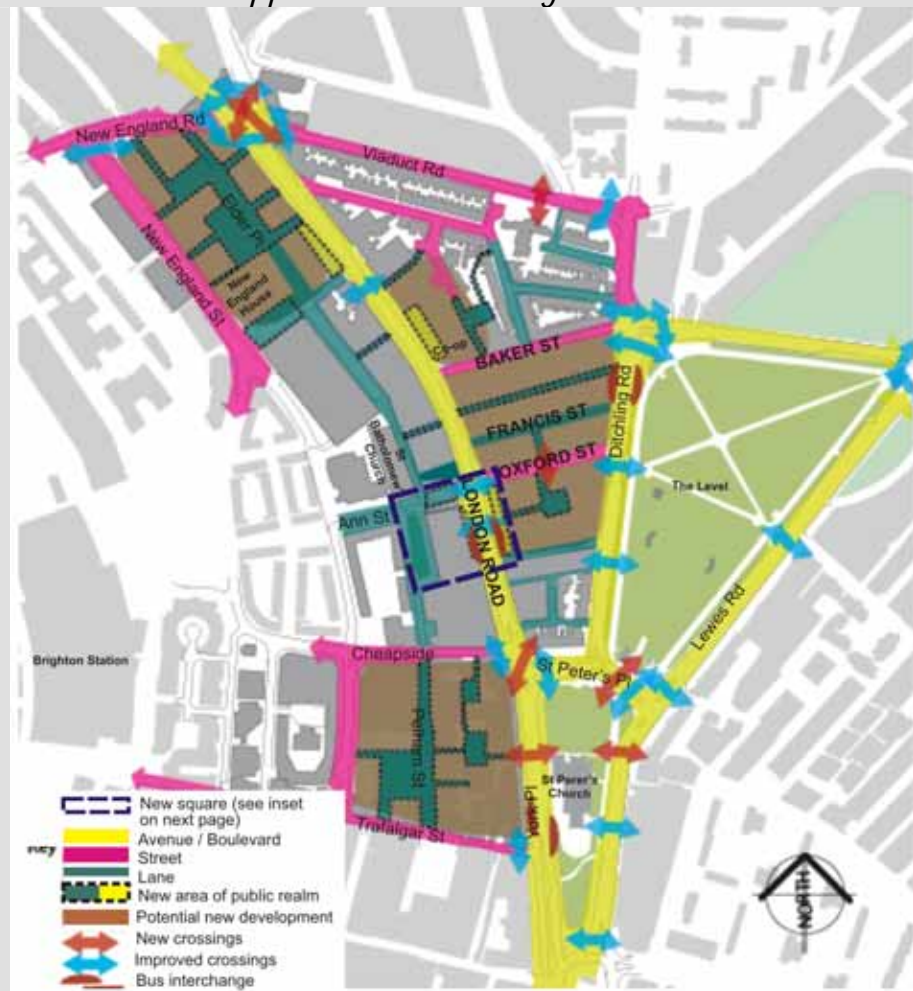


Provide signage to fit in with the city-wide legibility strategy



Ensure streets and spaces are accessible and negotiable for all users.

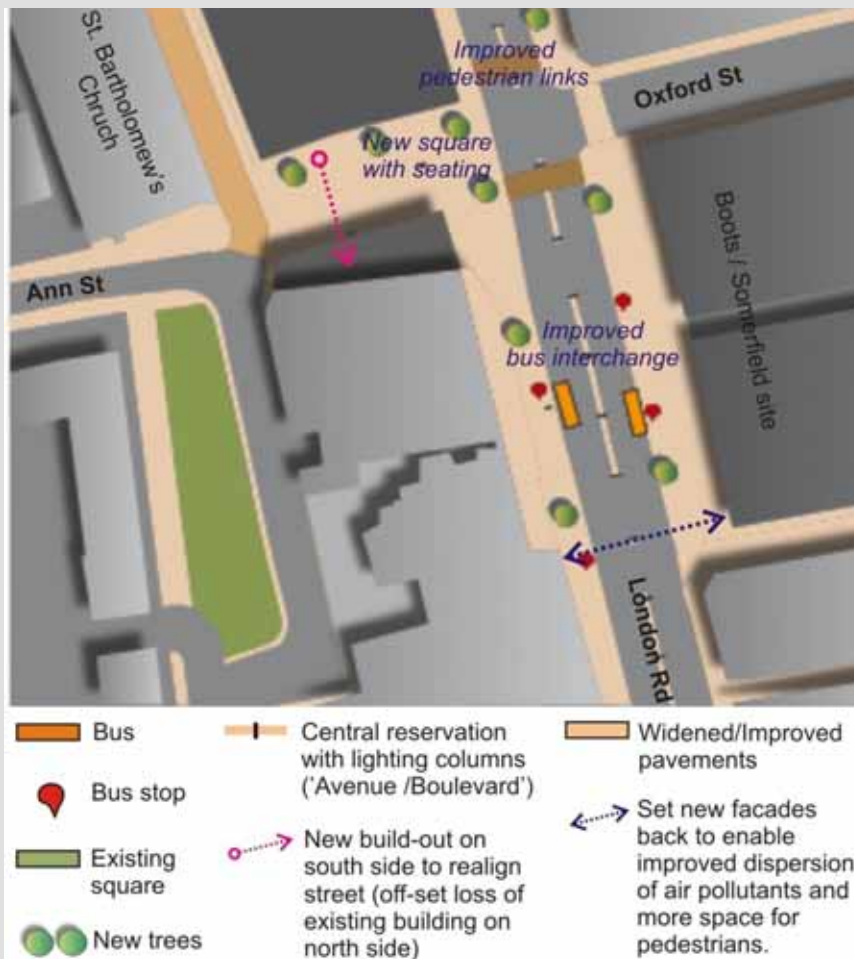
Public realm: opportunities for change



6.20 Analysis of the London Road area has also identified additional opportunities for change in the public realm, which include:

- creating additional pavement space and/or new public spaces and routes within and adjacent to development sites, including a new central square and spaces resulting from widening parts of London Road to improve the air quality;
- improving links to landmarks in and around the masterplan area and other parts of the city by providing signage to fit in with the city-wide legibility strategy and improving the quality of and signage to car parks;
- making streets and spaces safer with more active frontages, busier routes and good levels of lighting;
- making more pavement space available, particularly in busiest spots, by removing unnecessary clutter and rationalising the position of bus stops and other items;

Public realm: schematic proposal for new central square



Schematic detail for option 3 for new central square (see Urban design: Core Development Area section for options 1 and 2). Improved bus interchange, seating, greening and pedestrian links are integral to all options.

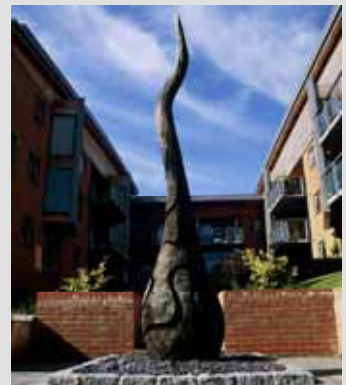
- ensuring that all streets and spaces are accessible and negotiable for all users;
- encouraging off-street rather than on-street parking;
- providing opportunities for sitting in the sun, or shade, and spaces for outdoor activities;
- using attractive, robust, high sustainability rating, minimal maintenance, quality materials and components that are appropriate to the climate and match the distinct character to the area;
- retaining views to important landmarks;
- seeking to find new markers to aid legibility;
- engaging artists early to influence the public realm and successfully incorporate artistic elements; and
- increasing the number of trees.



Use small element paving to indicate shared surfaces in the 'Lane' areas.



Quality materials and components.



Incorporation of artistic elements and components into public realm.



Smart House, Ditchling Road: sustainable building design begins with a thoughtful, holistic understanding of environmental techniques.



One Brighton, New England Quarter: designed to One Planet Living standards whose targets include zero carbon, zero waste.



Gladstone Row, New England Quarter: solar thermal systems as part of high environmental standards.

7.0 Sustainability

Sustainable building design

- 7.1 Local Plan policies SU2 and SU13 promote efficiency of development in the use of energy, water, materials and promote reduction in construction waste.
- 7.2 Brighton & Hove's Supplementary Planning Document (SPD) 08 recommends minimum standards for sustainable building design and should be referred to via the Sustainability Checklist which provides further guidance and monitors responses.

Sustainable living

- 7.3 High environmental standards have been achieved within the recently redeveloped New England Quarter. At 'One Brighton' (www.onebrighton.co.uk). The concept of ecological 'footprinting' provided a method of analysing and addressing unsustainable living patterns. This approach is supported through the South East Regional Economic Strategy for the 'Diamonds for Investment & Growth' and the council's own commitment to develop a plan to reduce the city's ecological footprint, associated with the use of energy, water, resources and transport. It also reflects the council's ambition to achieve Urban Biosphere Reserve status.
- 7.4 Developers of sustainably-built new development can contribute towards reducing the city's ecological footprint by facilitating ongoing sustainability awareness, education and action to reduce impacts. The One Brighton development, for example, employs a 'sustainability integrator' to work strategically with the city and a 'green caretaker' to work with the residential community supporting and extending good practice.
- 7.5 Building on this experience, new development is encouraged to consider opportunities for engaging Sustainability Advisor(s) to promote sustainable living among incoming and existing residents, businesses and visitors to the masterplan area to ensure continuous reduction of the ecological footprint of the area.
- 7.6 As part of an approach to minimise resource impacts, sustainable retrofitting and refurbishment of existing development should be fully explored before adopting a 'demolish and rebuild' approach in the masterplan area.

District heating and Energy Service Companies

- 7.7 Energy Service Companies (ESCOs) have different models but usually develop low carbon solutions for local energy generation by designing, building, financing, operating and maintaining energy generating plant, and managing energy services. Solutions are usually based on combined heat and power generation (e.g. district heating) and/or renewable energy technologies.

- 7.8 ESCOs can be applied on the scale of housing and mixed-use blocks, or wider to development areas, with the potential to retrofit district heating to supply existing development in areas of the city. Their primary purposes would be to:
- benefit tenants and owners by offering lower electricity and heating bills as part of a low carbon option;
 - improve social cohesion by reducing fuel poverty; and
 - lower dependence on national / regional energy sources that can be susceptible to volatile pricing and long-term availability and involve transmission losses.
- 7.9 Examples of successful ESCOs include: Southampton District Energy Scheme (Southampton Geothermal Heating Co Ltd); London Borough of Tower Hamlets (Barkantine Heat and Power); Aberdeen Heat and Power; and Nottingham, Renewable Nottinghamshire Utilities Ltd.
- 7.10 New development in the masterplan area is encouraged to explore through feasibility studies the potential to:
- install district heat and power systems and to retrofit for supply to existing buildings; and
 - set up ESCOs to supply heat and power to the sections of the masterplan area.
- 7.11 It is important to consider impacts on Air Quality.
- 7.12 Multi Utility Service Companies (MUSCO's) are currently a theoretical model, which could innovate to supply services such as water, waste and telecommunications in addition to heat and/or power. Exploration of this kind of innovation in the masterplan area, aiming to maximise sustainable supply and financial benefit to tenants and residents, would be welcomed.

Air quality

- 7.13 London Road is located at the bottom of a valley and the heavily trafficked A23 corridor is bounded by building on both sides contributing to a 'street canyon effect' where the dispersion of traffic emissions and entrainment of fresh air are inhibited. Traffic in the area is frequently congested and slow moving, resulting in elevated concentrations of Oxides of Nitrogen and Nitrogen Dioxide. The figure on the right is indicative of the main road corridors in the masterplan area and shows the original 2004 Brighton & Hove Air Quality Management Area (AQMA - extended in 2008). Within these road-corridors the annual mean for NO₂ (Nitrogen Dioxide) is often recorded above 40 µg/m³.
- 7.14 Continued exposure to these concentrations can be harmful to the most vulnerable members of a population (UK Air Quality



Southampton District Energy Scheme: map of site connections.



Barkantine Estate, London: retrofit community energy network using Combined Heat and Power (CHP) to service over 700 dwellings, a leisure centre/swimming pool and primary school.



Fig 7.1: Extract from 2004 Brighton & Hove Air Quality Management Area (AQMA)



Fig. 7.2: Potential green network.

- ■ ■ Masterplan area
- Designated wildlife sites (Core Areas)
- Potential Core Areas
- Areas for biodiversity enhancement linking Core Areas
- Green buffers with potential for incidental improvement for nature



Green walls in Moulsecoomb (above) and Madeira Drive (below).



Standard 2005 and EU standard set for 2010). Preston Circus and York Place are of particular relevance given annual average mean readings close to $60 \mu\text{g}/\text{m}^3 \text{NO}_2$.

- 7.15 It is therefore important that when opportunities emerge for the re-design of the London Road area in general and London Road/Preston Circus in particular, options that enable improved dispersal of pollutants be considered.
- 7.16 Best practice suggests that, in AQMA pollution hotspots, non-residential uses are placed at lower storeys. Residential use should be placed from the second floor upwards as air quality improves with height and distance away from the road centre/kerbside. The façade of buildings facing roads represent the interface between indoors and outdoors air quality and is the worse location for chronic exposure to outdoor pollution. Moving the building line away from the road can help to reduce residential exposure to air pollution and improve wind flow adjacent to the road.

Green infrastructure

- 7.17 The emerging Brighton & Hove green network (A Green Network for Brighton & Hove, Draft report, May 2008) comprises interconnected green spaces and features which link key 'nodes' in the urban area with the urban fringe and wider countryside. It includes protected wildlife sites and nature reserves but also promotes the establishment of small pockets of urban green, green road verges, street trees, 'green roofs', 'green walls' and naturalistic urban landscaping. Connecting natural green spaces in this way creates a 'super site' capable of supporting more biodiversity, promoting a holistic view of 'green infrastructure' and recognising the collective role of such spaces to ecological services. It is envisaged this network will replace Local Plan Policy QD19 (Greenways) via the Local Development Framework (LDF) process.
- 7.18 The masterplan area sits between two segments of the green network: The Level (from the Pavilion to St Peter's Church) and Brighton Station greenway (from Brighton Station to New England Road and beyond). Redevelopment of the area creates a strategic opportunity to connect these two segments, the most direct route being via York Place and Cheapside. Currently this route is almost entirely hard surfaced. However, improved connectivity could be achieved by taking opportunities to pull back the building line and widen this route to allow for introduction of street trees and planters at street level and 'greening' features such as green walls, facade -mounted nest



- boxes and green roofs on adjacent buildings.
- 7.19 These measures can also help improve the ecology of the green network and quality of life as well as contribute to climate change resilience and adaptation in this location.
- 7.20 The draft Nature Conservation in Development Supplementary Planning Document (SPD) provides further information and advice on how new development can help to protect existing biodiversity, maximise opportunities for incorporating biodiversity features and connect to green network.



Nest boxes in New England Quarter.

Water quality

- 7.21 The masterplan area overlies a major aquifer, the water quality of which must be protected. Construction works and disturbance of previously contaminated sites can contaminate the aquifer.
- 7.22 Arrangements should be put in place:
- during construction stage to ensure that any contaminants are identified and removed appropriately; and
 - during operational stage through the implementation of sustainable drainage systems, which will help to prevent surface water flooding that could contaminate the aquifer.



Health Impact Assessment (HIA)

- 7.23 An HIA would be required to accompany any application for a significant part of the development area. The purpose of an HIA is to ensure that all strategic new developments take every opportunity to contribute to the health and wellbeing of users and residents and the city as a whole.
- 7.24 An HIA:
- sets out the physical, environmental and social impacts (beneficial and detrimental) of the proposed development and its uses, including impacts during construction;
 - evaluates health impacts against determinants of health and current health evidence in the light of anticipated users / occupiers of the site and adjacent areas; and
 - recommends measures to mitigate against adverse impacts and maximise positive benefits.
- 7.25 In the case of development sites identified in the Land Use section of this document:
- any Environmental Impact Assessment (EIA) carried out for individual sites must pay attention to the health impacts of the development; and/or
 - any development involving more than one site would need to undertake a cumulative HIA.



New England Quarter northern Greenway. Currently in a maintenance period before opening to the public in late 2009/early 2010.



Chicago City Hall: green roof (picture: Mathew Frith)



8.0 Community and funding



*Highway improvements (above):
dropped curb in Portland Road,
new cycle lane in York Hill and
real-time bus information in North
Street..*

*Below: raised crossing, High Street
Kensington, London.*



8.1 Major development will be required to enter into a Section 106 Agreement to provide for or contribute towards works and community infrastructure measures that are necessary and are due to that development.

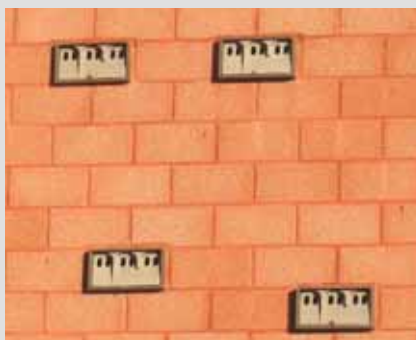
8.2 When such contributions are sought there will be a requirement to ensure provision is in place and on time to serve development in accordance with the phasing plan.

8.3 The likely areas where contributions may be sought include:

- Affordable business accommodation;
- Affordable housing;
- Air quality management;
- Arts & Creative Industries;
- Community safety measures and maintenance;
- Education provision;
- Employment, commercial space retention;
- Employment training programmes;
- Highways improvements, site specific accessibility and sustainable transport;
- Other community needs, including engagement, support and community building retention or replacement;
- Phasing Plan;
- Project management monitoring contribution;
- Public realm, environmental improvements & legibility;
- Recreation, play space & sports provision;
- Sustainability and biodiversity; and
- Utilities.



Affordable housing in Sackville Road.



Biodiversity: sparrow terrace, Hollingdean.



Education provision



Public realm: tree grille, New England Quarter.



Public realm: Fingermaze, Hove Park.



Sport / Recreation: skate half pipe in Preston Park (top) and climbing wall (right) and (www.takepartbrightonandhove.com).





london road central masterplan

Brighton & Hove City Council's Local Development Framework

9.0 Implementation plan

9.1 This plan provides an estimated timetable for implementation of masterplan proposals. It will be regularly assessed and monitored.

	Project	Details	Partners	Funding mechanisms	Timescale
Public realm	De-cluttering exercise	Removal of unnecessary clutter from street scene (e.g. signs, barriers, disused 'phone kiosks etc)	Council	To be determined	Short term
	Improve road safety and pedestrian access	Rationalise bus stops, crossing points; provide improved road safety features	Council	CIVITAS	Short term
	Tree planting	Explore opportunities for tree planting as part of CIVITAS road safety project	Council	CIVITAS	Short term
	Central Square	Provision of public open space at eastern end of Ann Street / Oxford Street area	Council, landowners, developers, local businesses	Section 106; Other (to be identified)	Short to long term (to be secured incrementally)
	Preston Circus access node	Crossing improvements, including removal of barriers	Council, possibly developers	LTP; Section 106; Other (to be identified)	Medium term (await relocation of Fire Station)
	Greening of Cheapside	Introduce street trees, planters and 'greening' features along Cheapside to create connection between Level/St Peters Place and NEQ greenway	Council	Section 106 (to be identified)	Medium term
Green spaces	Greenway, New England Quarter	Provide linear park and pedestrian route between Viaduct Road and Brighton Station (part of NEQ planning permission)	NEQ developers	Section 106 (secured)	Northern Greenway: Short term / Southern: Medium term
	Children's play area, New England Quarter	To be located within "Block K" site, adjacent to Jury's Inn Hotel	Developer of Block K	Section 106 (secured)	Medium term (dependent on planning permission being implemented)
Development	New England House	Refurbishment or redevelopment of NEH (Council decision not yet made)	Council and possibly other (unknown)	To be determined	Medium term
	Elder Place/ Providence Place	Introduction of new active frontages	Landowners/ private sector developer(s)	Council Private finance	Long term
	Open Market	Provide new and improved market to replace existing Open Market	Traders, Hyde Housing and Council	Council and Hyde Housing	Short term/ Medium term
	The Level	Provide improved facilities, accessibility and landscaping on The Level	Council	Council Section 106	Short term/ Medium term
	Co-op	Discuss and pursue options for site	Co-op/Developer	Private sector	Unknown
Data gathering	Review list of Buildings of Local Interest	Include appropriate buildings on Local list of important buildings	Council	Council	Short term
	Survey local businesses/users	Survey of transport modes to inform future decision making	To be explored	To be determined	
Other	Local traders and businesses	Encourage formation and assist with facilitation of local traders/business forum	Council and local businesses	Section 106 (to be determined)	Short/medium term



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City Planning
Brighton & Hove City Council
Hove Town Hall
Norton Road
Hove
BN3 3BQ



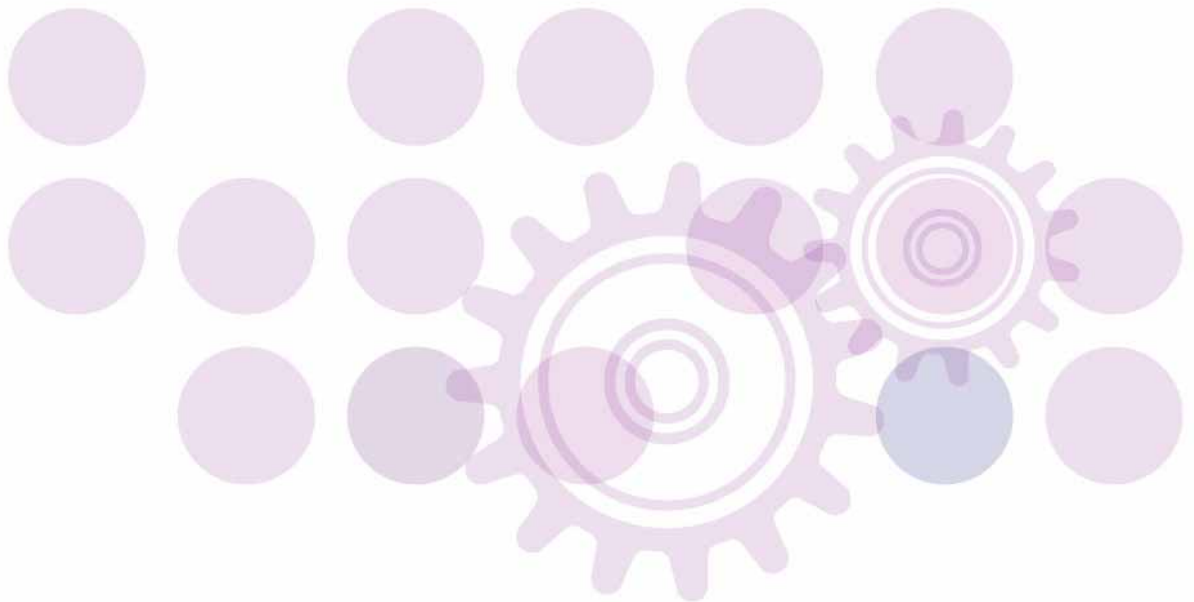
spd 10

supplementary planning document

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adopted 17th December 2009

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1. PLANNING POLICY

National Planning Policy

The relevant national planning policy is set out in the various Planning Policy Statements (PPS), Planning Policy Guidance Notes (PPG) and Government Circulars:

- | | |
|---|---|
| PPS1: Delivering Sustainable Development (2005) | PPG16: Archaeology and Planning (1990) |
| PP1 Supplement: Planning and Climate Change (2007) | PPG17: Planning for Open space, Sport and Recreation (2002) |
| PPS3: Housing (2006) | PPS22: Renewable Energy (2004) |
| PPS6: Planning for Town Centres | PPS23: Planning and Pollution Control (2004) |
| PPS9: Biodiversity and Geological Conservation (2005) | PPG24: Planning & Noise (2004) |
| PPS10: Planning for Sustainable Waste Management (2005) | PPS25: Development and Flood Risk (2006) |
| PPG13: Transport (2004) | Circular 06/98: Planning & Affordable Housing |
| PPG15: Planning & the Historic Environment (1994) | Circular 05/05: Planning Obligations |

Regional Planning Policy

South East Plan (Regional Spatial Strategy)

Local Planning Policy

Brighton & Hove Local Plan 2005 saved policies

- | | |
|---|---|
| TR1 Development and the demand for travel | SU10 Noise nuisance |
| TR2 Public transport accessibility and parking | SU11 Polluted land and buildings |
| TR4 Travel Plans | SU12 Hazardous substances |
| TR5 Sustainable transport corridors and bus priority routes | SU13 Minimisation and re-use of construction industry waste |
| TR6 Park and ride | SU14 Waste management |
| TR7 Safe development | SU15 Infrastructure |
| TR8 Pedestrian routes | SU16 Production of renewable energy |
| TR9 Pedestrian priority areas | QD1 Design - quality of development and design statements |
| TR10 Traffic calming | QD2 Design - key principles for neighbourhoods |
| TR11 Safe routes to school and school safety zones | QD3 Design - efficient and effective use of sites |
| TR12 Helping the independent movement of children | QD4 Design - strategic impact |
| TR13 Pedestrian network | QD5 Design - street frontages |
| TR14 Cycle access and parking | QD6 Public art |
| TR15 Cycle network | QD7 Crime prevention through environmental design |
| TR17 Shopmobility | QD8 Shop shutters |
| TR18 Parking for people with a mobility related disability | QD9 Boarding up of flats, shops and business premises |
| TR19 Parking standards | QD10 Shopfronts |
| TR20 Coach parking | QD11 Blinds |
| TR21 Long term coach and overnight lorry park | QD12 Advertisements and signs |
| SU2 Efficiency of development in the use of energy, water and materials | QD13 Advertisement hoardings |
| SU3 Water resources and their quality | QD14 Extensions and alterations |
| SU4 Surface water run-off and flood risk | QD15 Landscape design |
| SU5 Surface water and foul sewage disposal infrastructure | QD16 Trees and hedgerows |
| SU8 Unstable land | QD17 Protection and integration of nature conservation features |
| SU9 Pollution and nuisance control | QD18 Species protection |
| | QD19 Greenways |



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QD20 Urban open space
 QD22 Satellite dish aerials
 QD23 Telecommunications apparatus (general)
 QD24 Telecommunications apparatus affecting important areas
 QD25 External lighting
 QD26 Floodlighting
 QD27 Protection of amenity
 QD28 Planning Obligations
 HO1 Housing sites and mixed use sites with an element of housing
 HO2 Affordable housing - 'windfall' sites
 HO3 Dwelling type and size
 HO4 Dwelling densities
 HO5 Provision of private amenity space in residential development
 HO6 Provision of outdoor recreation space in housing schemes
 HO7 Car free housing
 HO8 Retaining housing
 HO9 Residential conversions and the retention of smaller dwellings
 HO10 Accommodation for homeless people
 HO11 Residential care and nursing homes
 HO12 Sheltered and managed housing for older people
 HO13 Accessible housing and lifetime homes
 HO14 Houses in multiple occupation (HMOs)
 HO15 Housing for people with special needs
 HO19 New community facilities
 HO20 Retention of community facilities
 HO21 Provision of community facilities in residential and mixed use schemes
 HO26 Day nurseries and child care facilities
 EM1 Identified employment sites (industry and business)
 EM2 Sites identified for high-tech and office uses
 EM3 Retaining the best sites for industry
 EM4 New business and industrial uses on unidentified sites
 EM5 Release of redundant office floorspace and conversions to other uses

EM6 Small industrial, business units and warehouse units
 EM7 Warehouses (B8)
 EM8 Live-work units on redundant industrial and business and warehouse sites
 EM9 Mixed uses and key mixed use sites
 EM11 Mews - mixed uses
 SR2 New retail development beyond the edge of existing established shopping centres
 SR3 Retail warehouses
 SR5 Town and district shopping centres
 SR8 Individual shops
 SR10 Amusement arcades/centres
 SR11 Markets and car boot sales
 SR12 Large Use Class A3 (food and drink) venues and Use Class A4 (pubs and clubs)
 SR13 Nightclubs
 SR14 New hotel and guest accommodation
 SR15 Protection of hotels / guest houses
 SR16 Major sporting and recreation facilities
 SR17 Smaller scale sporting and recreational facilities
 SR20 Protection of public and private outdoor recreation space
 SR21 Loss of indoor recreation facilities
 SR22 Major sporting venues
 HE1 Listed buildings
 HE2 Demolition of a listed building
 HE3 Development affecting the setting of a listed building
 HE4 Reinstatement of original features on listed buildings
 HE6 Development within or affecting the setting of conservation areas
 HE8 Demolition in conservation areas
 HE9 Advertisements and signs within conservation areas and on, or in the vicinity of a listed building
 HE10 Buildings of local interest
 HE11 Historic parks and gardens
 HE12 Scheduled ancient monuments and other important archaeological sites

Emerging Core Strategy policies

DA4 New England Quarter and London Road
 SA6 Sustainable Neighbourhoods
 Core Policies (CP) 1-18

Supplementary Planning Guidance Notes (SPGBH) and Documents (SPDBH)

SPGBH 1: Roof alterations & extensions
 SPGBH 2: External paint finishes & colours
 SPGBH 3: Brighton Station Site Brief
 SPGBH 4: Parking Standards
 SPGBH 9: A guide for Residential Developers on the provision of recreational space (draft)
 SPGBH 11: Listed Building interiors

SPDBH02: Shop Front Design
 SPDBH03: Construction and Demolition Waste
 SPDBH06: Trees and Development Sites
 SPDBH07: Advertisements
 SPDBH08: Sustainable Building Design
 Draft SPDBH: Nature Conservation and Development
 Draft SPDBH: Architectural Features



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SPGBH 13: Listed Building - general advice
SPGBH 15: Tall Buildings
SPGBH 19: Fire Precaution Works to Historic Buildings

Planning Advice Notes

PAN 02: Microgeneration
PAN03: Accessible housing & lifetime homes

PAN05: Design Guidance for the Storage and Collection
of Recyclable Materials and Waste

Supporting strategies, studies and other documents

London Road & Lewes Road Regeneration Strategy 2007
Urban Characterisation Study 2009
Creative Industries Workspace Study 2008
Air Quality Action Plan 2007
Public Space Public Life Study - 2007
Brighton & Hove Retail Study 2006
Employment Land Study 2006
Brighton Station Masterplan 2003



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2. SHOP FRONT AND URBAN DESIGN GUIDANCE

The problems

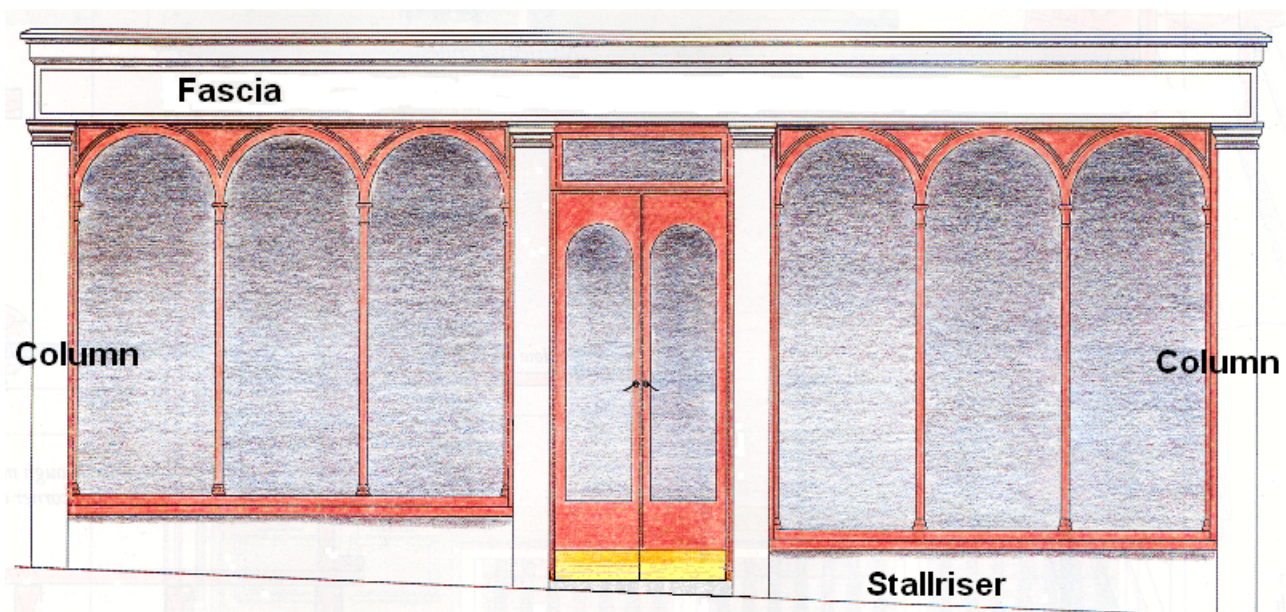
London Road has a mix of architectural styles, including some attractive groups of Victorian buildings, but the standard of the shop fronts is poor. Most of the shop fronts are comparatively modern and are generally standard 'off the peg' solutions that have little visual relationship with the buildings above them. Collectively there is no consistency between adjoining shop fronts and the overall effect is to give the street a disjointed, piecemeal appearance. A particular problem is the size and bulk of shop fascias, which often overwhelm the frontages and which fail to follow a consistent line. Added to this is a clutter of competing signage.



This design guidance sets out the principles for a good shop front, to inform proposals for new and altered shop fronts, with the aim of raising the standards of design in London Road.

Design principles – the 'framework'

A good shop front should respect but not copy the scale, proportion and architecture of the building above it, so that it forms an integral part of the building. Each frontage may therefore be separate with its own individual style, but respecting the form of the building above and frontages to each side. This gives the street rhythm and harmony without monotony.

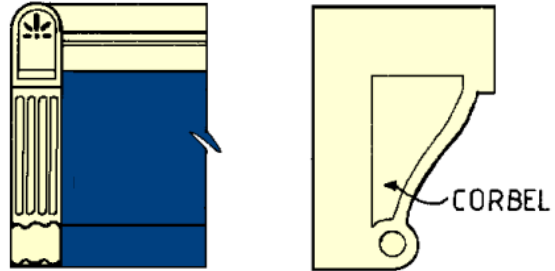




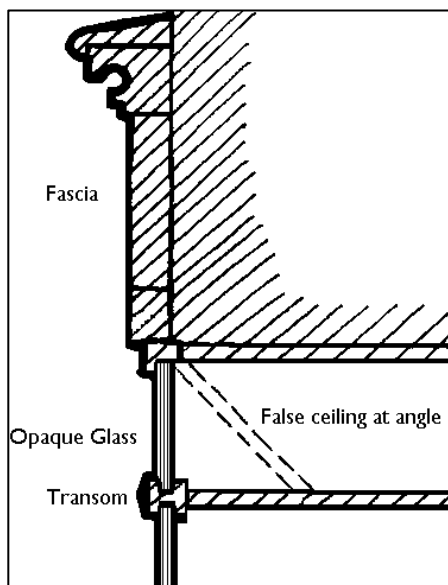
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The key to achieving this is to ensure that the 'framework' of shop front is clear and well-proportioned. The 'framework' is formed by the columns or pilasters at each end, supporting the fascia above. The columns or pilasters should appear as solid supporting elements. In some cases a third pilaster may be used to frame a separate entrance to accommodation above the shop. On larger shop fronts there may be a pair of pilasters framing the shop entrance. The end columns may have corbel brackets at the top, to frame the fascia and to make a clear vertical division between separate shop units.



The fascia is often the most noticeable element of a shop front but is the element with the most potential for causing visual harm if over-dominant. The depth of the fascia should be in proportion to the scale of the shop front and width of the columns. Where corbel brackets exist the fascia depth should match these. A depth of between 400mm and 900mm will generally be appropriate in London Road, depending on the scale of the building, but no existing fascia should be enlarged. No fascia should encroach upon the first floor windows above or the shop window below. Where the replacement of an existing over-large fascia is proposed, the council will expect the new fascia to be reduced in scale to fit the above criteria. In some cases the original fascia may still remain below later over-boarding and in such cases opportunity should always be taken to restore the original fascia.



The relationship between the fascia and the shop window below is also important and deeply projecting fascias that form a substantial overhang should be avoided. The formation of a sub-fascia below the main fascia is also inappropriate. If an internal false ceiling would be visible below the window head it should either be angled upwards to meet the frame head or, alternatively, a transom rail should be inserted into the window with opaque glass to obscure the false ceiling.

Where there is a single occupier of two or more adjacent shop units, the fascia should not span across the units. Each shop front should have a separate fascia, divided by corbel brackets or similar device. The identity of multiple units can be retained through a unified approach to colour and lettering etc.



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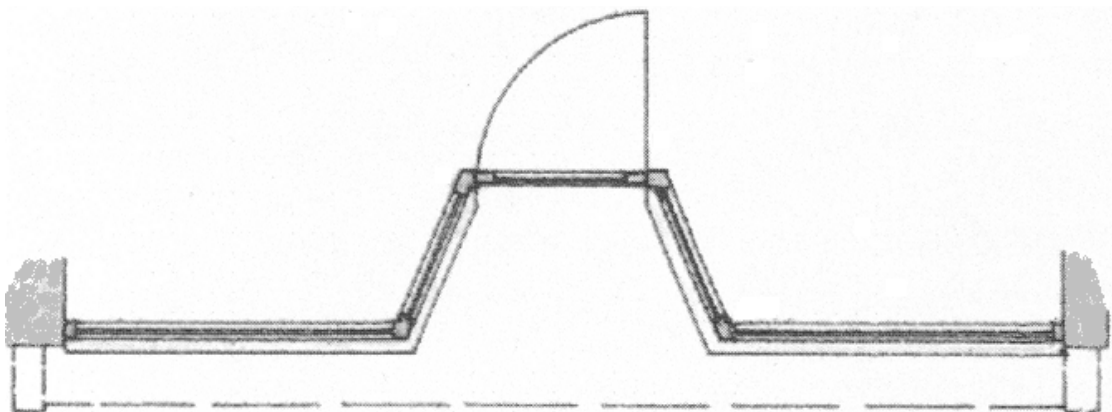
Design principles – the shop window

Within this 'framework' the design of the shop window can then express the individual nature of the use or occupier. The design should take into account the proposed use of the internal floor space so that an active display is maintained to shop window(s) wherever possible. Standard designs should not be imposed and corporate images should be adapted and modified to suit the building. Innovative, contemporary designs will be welcomed provided they relate well to the building and to adjoining buildings and shop fronts.

The shop window should extend full height up to the bottom edge or underside of the fascia. This gives better proportions and allows for greater natural light. The window itself may be divided vertically with mullions to achieve the necessary vertical emphasis, to give rhythm to the frontage and to reflect the proportions of the building above. A horizontal transom rail may also be appropriate, particularly on taller shop frontages. Thick, bulky mullions and transoms should be avoided except on some large scale frontages. A substantial window cill will provide good weathering protection as well as visual interest. Mirrored or heavily tinted glass is generally inappropriate but the careful and limited use of etched glass can be successful where an element of screening is required.

There should be a stall riser to form a solid visual base to the shop front. Stall risers will vary in height depending upon the style and proportions of the building as a whole, the use of the shop itself and the prevailing stall riser height of neighbouring shop fronts. In the case of a uniform group of buildings the stall riser height will be expected to be consistent.

In most cases the entrance should either be located centrally within the shop front or at one end. Where the shop front forms a pair with an adjoining one the entrance will be expected to match its neighbour. The entrance should ideally be recessed from the shop window; this not only gives visual relief to the frontage and breaks down its scale but extends the display space, allows easier access for all and gives protection from the weather.





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Materials

The choice of materials and finishes is a major factor in determining the long-term attractiveness of a shop front. The materials and finishes should be carefully chosen on the basis of their; their visual sympathy with the building above; their long term durability; and their environmental sustainability. For the 'framework' it will generally be appropriate to establish a common set of materials for each group of buildings – smooth painted render for the columns and timber for the fascias will usually be most appropriate.

For the shop window, a painted timber frame will be encouraged where the parent building is Victorian. Standard modern framing materials such as extruded aluminium and UPVC, which are smooth, flat textured and plain in section, will rarely look good on Victorian buildings. Powder-coated cast aluminium, stainless steel and frameless glazing can all suit contemporary designs.

Access for All

Provision should be made for easy access to all shops for disabled people. This will also aid access for people with pushchairs and elderly people.

Level access through the door should be provided, with no threshold step, and the approach from the back edge of the pavement should also preferably be level but certainly at a maximum gradient of 1:12.

The entrance door should be visually distinct from the rest of the shop front and a recessed entrance achieves this. Where the entrance is not recessed the door should be designed so as to clearly distinguish it. A door should have a minimum clear opening of 775mm, which will mean a single doorset of 1000mm width. In the case of double doors it will be necessary for a wheelchair user to be able to obtain access without having to open both doors. Apart from being of adequate width, doors should be easy to open by those with limited strength. Automatic sliding doors are welcome on large modern shop fronts and are preferable to automatic revolving or swinging doors. Frameless glass doors can be dangerous as people with visual impairment and children may not see them, while wheelchairs may damage the glass. They should therefore be clearly marked with contrasting bands and provided with kick plates.

Shop Security

Shop security measures may be needed to address break-ins, vandalism, exclusion of rough sleepers from recessed entrances and insurance requirements. Such measures should always be carefully considered at the design stage of a new shop front. Where an existing shop front requires additional security this should be limited to the minimum measures necessary; should as far as possible be integral to the shop front; and should be chosen on the basis of aesthetics, the need to retain a visible display, long-term durability and ease of maintenance.

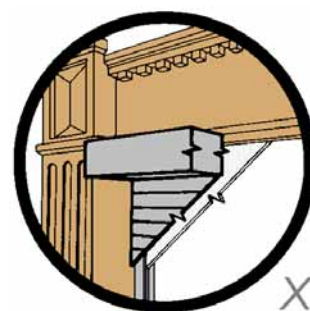


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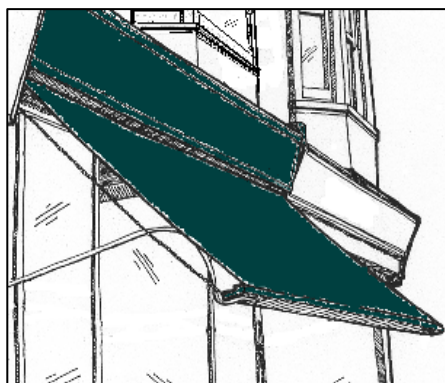
Laminated glass provides security without generally affecting the appearance of the property and is the first solution that should be considered and can be combined with internal grilles. Removable or demountable external grilles, consisting of steel mesh construction in a square grid or lattice pattern are generally an acceptable alternative to internal ones.

External roller grilles may be acceptable but only where they allow a clear view through to the display and where the roller box housing is concealed behind the fascia or set back beneath it. Solid roller shutters obscure the shop front and window display when down, creating an unattractive, dead appearance to the frontage. They also attract graffiti and the bulky box housings often protrude in front of the fascia and columns and spoil the appearance of the shop front (*see illustration.*) Solid roller shutters of any type or design will therefore not be acceptable.



All external security grilles and their fixings should be painted or colour finished to match the shop front colour scheme.

Blinds



If erected with care and consideration, blinds and awnings can add interest and vitality to London Road and provide protection from sunlight. Blinds should be of the flat awning type and be retractable, either manually or electrically, into a recessed area at the head or base of the fascia. They should normally be the same width as the fascia. Canvas, woven acrylic or reinforced PVC are appropriate materials and should match the colour scheme of the shop front but glossy finishes are unacceptable.

In all cases blinds should be at least 2.4m above the footway level at their lowest point and should not be erected in such a way that would cause obstruction, annoyance or danger to passers-by. They should not include side panels.



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Signage

The fascia is generally the appropriate location for the main sign. It should be contained within the dimensions of the existing fascia and individual letters or symbols should not extend the full height of the fascia but should leave a space above and below. The sign, or individual letters or symbols, should not project further forward than any cornice and generally not more than 150mm. Where illumination is desired, individual internally illuminated letters or 'halo' lit letters on an unlit background are often the best approach, provided that bulky box housings are avoided. External illumination should be by discreetly sited light fittings that illuminate the lettering/symbols only. A single slim trough light per sign, colour finished to match the fascia, will generally be the best option. A small spotlight at each end of the fascia is an alternative acceptable solution.



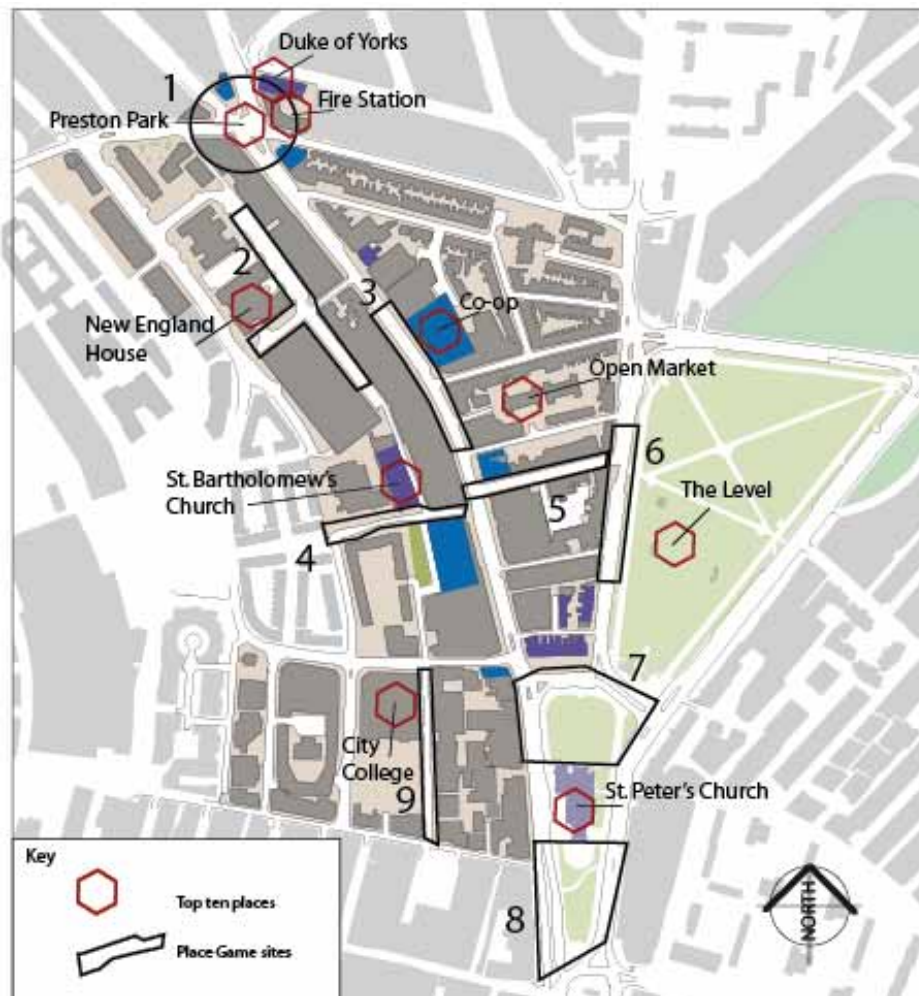
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3. PUBLIC REALM STRATEGY

London Road Masterplan: public realm strategy

Public consultation



A series of public consultation events were carried out in June 2008. Three main tasks were carried out at these events including identifying the ten most important places in the area, and on-site 'Place Game', and a discussion on the proposed issues and options paper. The Place Game involved groups going out to one of nine different areas, and rating them with a prepared form. The most important places are identified above, as are the place game areas. The main findings for each place game area, relating to public realm, can be summarised as follows:

1. Preston Circus- busy area, unattractive, strong character. Suggest signage and facilities for pedestrians, including seating.
2. Elder Place / York Hill- unattractive, graffiti and rubbish, poor signage, good access to parking. Suggest tidy up.
3. London Road (retail centre) - shops, busy, strong character, good ease of walking, poor signage. Suggest new shopping developments and greening of public realm. Improve lighting, seating and reduce traffic.

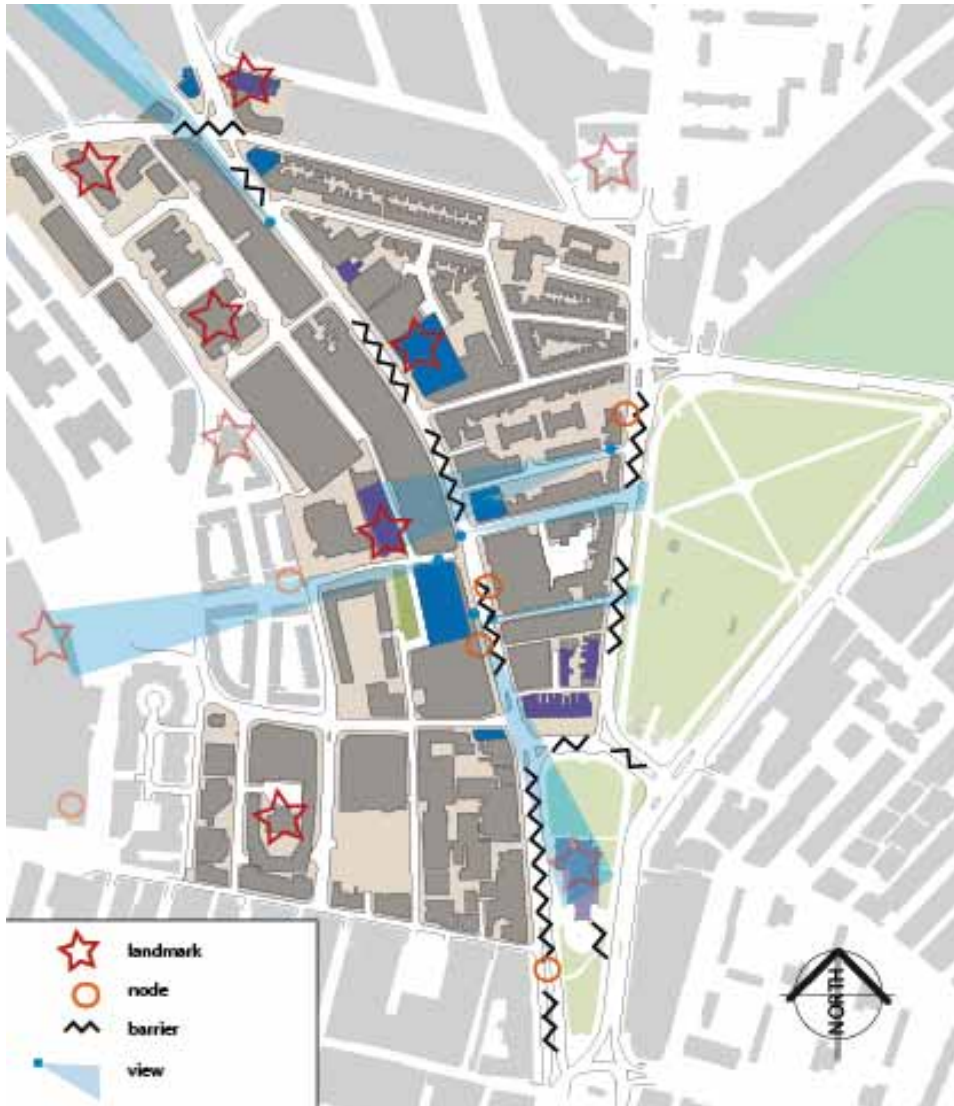


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London Road Masterplan: public realm strategy

Townscape analysis



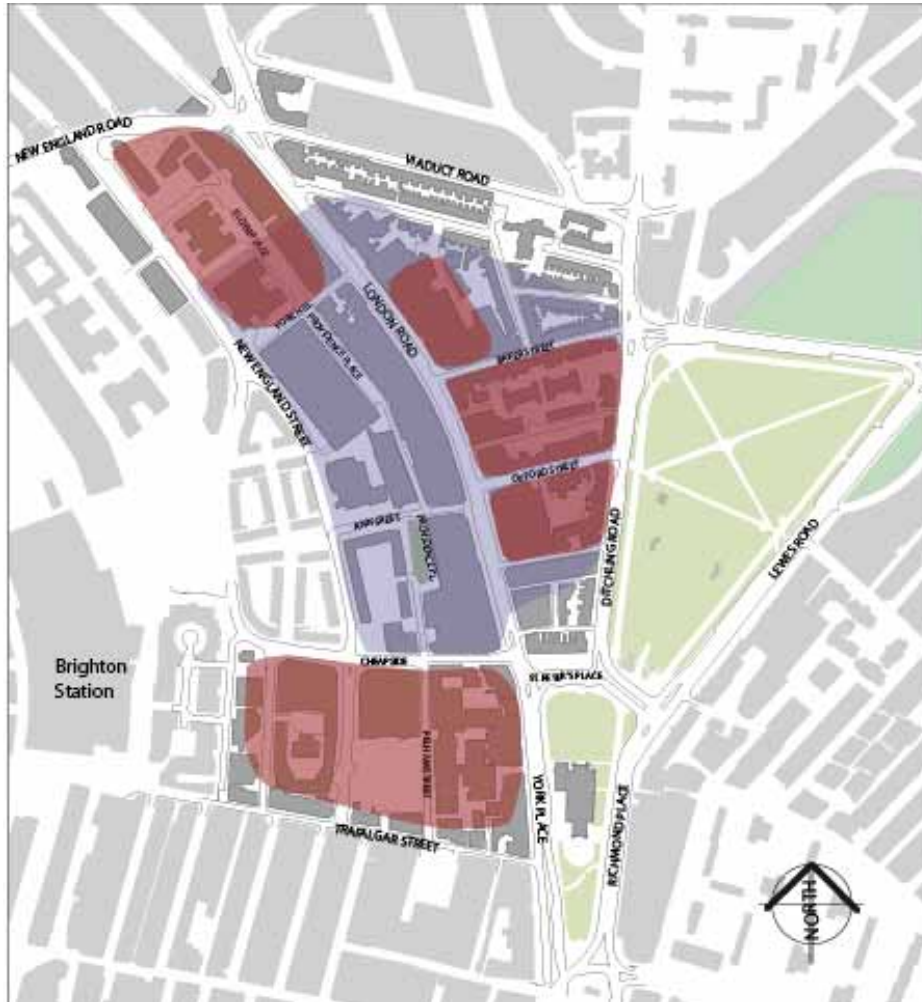
4. Ann Street- feeling of safety, clean, poor signage, local landmark, anti-social behaviour. Suggest removing graffiti, greening and landscaping including art.
5. Oxford Street- feeling of safety, ease of walking. Suggest public realm needs de-cluttering, seating, greening. Traffic flows need reviewing.
6. Ditchling Road- Feeling of safety, trees, busy, community activity. Suggest traffic needs reviewing, public realm needs de-cluttering, seating and greening.
7. St Peter's Church north- feeling of safety, strong landmark, poor maintenance, seating and signage, few children and elderly. Seating and improved planting suggested.
8. St Peter's Church south- clean, ease of walking, busy. Poor seating, signage and community events. Few children and elderly. Retail or service activity, and improved safety suggested.
9. Pelham Street- feeling of safety, ease of walking, busy. Poor places to sit, maintenance, and poor sense of ownership. Few children and elderly. Landscaping, seating, pedestrian priority and reduction of car park suggested.



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London Road Masterplan: public realm strategy



Key development sites

- Development sites/zones
- Core Area



Former Co-op department store



Under-used public space at Vantage Point



City College building, mostly due for redevelopment.

A thorough analysis of the public realm within the London Road study area has been carried out. This has informed the strategy, and has included identifying:

- building footprint and the urban form
- distinct character of the area
- distinct hierarchy of streets
- potential development sites
- public and private realm
- green spaces
- routes and connections to the wider area
- landmarks
- important buildings
- destinations
- traffic directions, controlled crossings
- public transport routes and nodes
- barriers to movement
- eyesores
- pedestrian accident hotspots

The analysis has identified opportunities for change, which include:

Distinct areas along the main London Road shopping corridor:

- the area in front of the open market
- the block opposite Ann Street, below Oxford Street
- Oxford Street

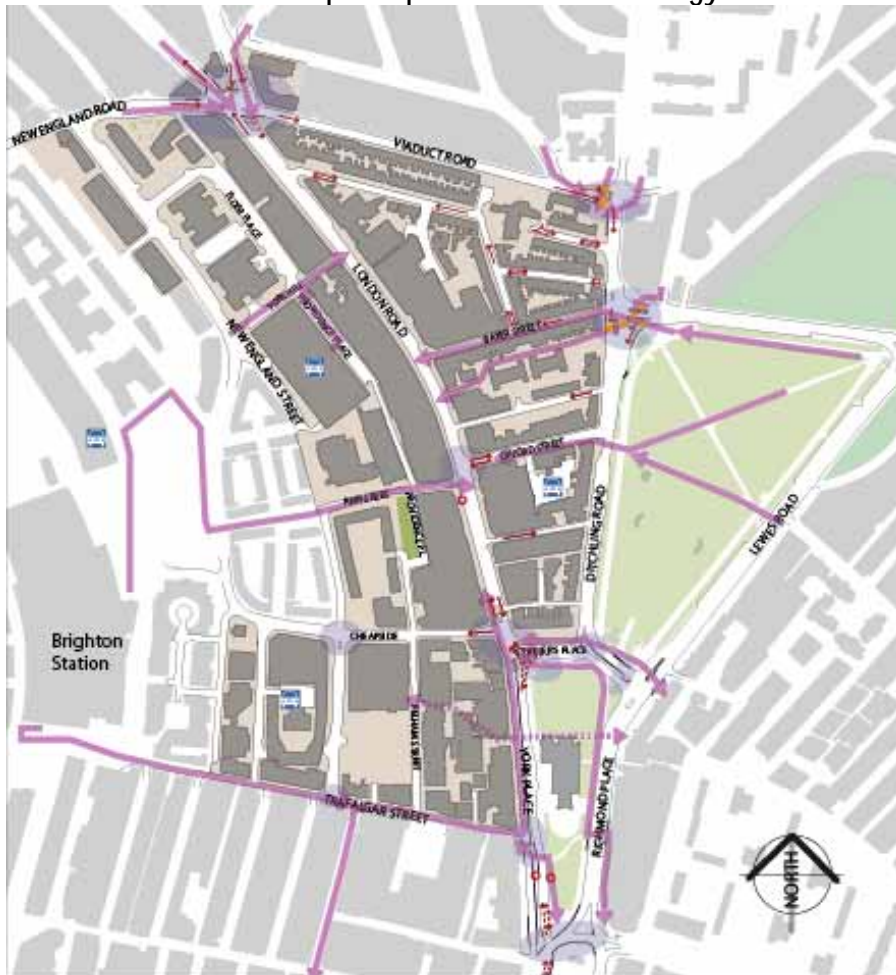


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London Road Masterplan: public realm strategy

Movement



- Connections to surrounding areas
- Areas of pedestrian/vehicular conflict



The Open Market has redevelopment plans.



The Level is cut off by road

Connections to surrounding areas:

- Valley Gardens and the east of the city

Areas of pedestrian/vehicular conflict:

- Seven dials
- The Level is cut off by road
- City College buildings, mostly due for redevelopment

Potential development sites, to include:

- Open Market,
- The former Co-Op
- Buxtons, (27-33 Ditchling Road),
- New England Street and Vantage Point to Ann Street

- Brighton Station and the city centre

- The Open Market has re-development plans
- under-used public space at Vantage Point
- empty former Co-op department store
- Viaduct Road/ Ditchling Road

- City College, Pelham Street
- the former Sainsbury's
- the vacant site to rear and
- Theobald House, New England House.

All new developments have the opportunity to provide quality new places, squares and routes.



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London Road Masterplan: public realm strategy

Hierarchy of routes



London Rd: Avenue/Boulevard category (as proposed in Public Space Public Life Study).



Baker St: Street category (proposed).



Queen's Pl: Lane category (proposed)



Poor quality street level obstructions and pavements on London Road

Public Space. Public Life Toolkit

The Council has produced a public realm strategy, Public Space Public Life, which includes London Road as part of the study area. This strategy, and the Toolkit that accompanies it, seeks to create a more legible streetscape across the city and guide new public realm improvements.

New public realm improvements would be expected to follow the recommendations in this document Public Space Public Life defines the main London Road shopping street as 'Avenue/Boulevard'.

Baker Street, and Oxford Street, which run off the London Road, are smaller in scale and fit with the typology described as 'Street', Oxford Place and the residential streets north of Baker Street are tighter in scale, have less traffic and fit into the 'Lane' category. The study gives guidance on design principles for these different types of street, which are shown in extracts from this study in the next page.



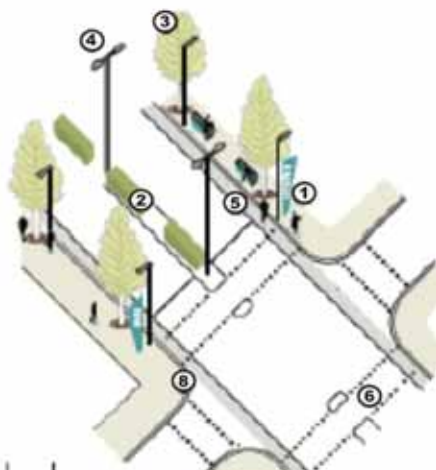
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London Road Masterplan: public realm strategy

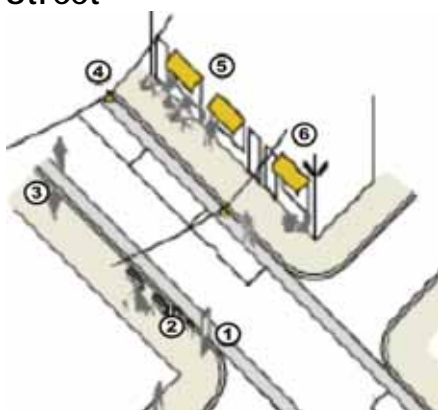
Hierarchy of routes

Avenue / Boulevard



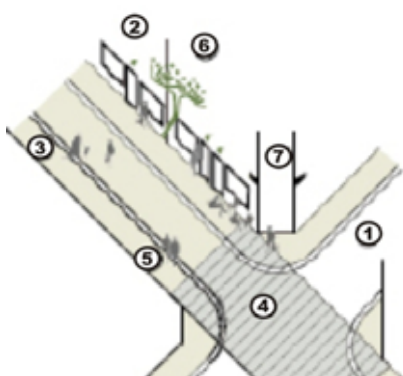
1. Provide welcoming signage on all arrival routes.
2. Signage should be developed in consultation with artists and graphic designers.
3. Consider using central reservations for lighting and planting to soften the wide street and provide a glare free, more pleasant environment.
4. Where deemed feasible line avenues and large trees such as Lime, Oak, Elm or Plane at a spacing of approx. 10-12m.
5. Elegant columns and lanterns which are robust, in order to minimise maintenance, should be selected.
6. Footways should be sheltered from traffic and noise.
7. Maximise the use of straight zebra crossings rather than staggered Pelican, Puffin or Toucan crossings.
8. Avoid any form of continuous barriers since this restricts pedestrian movement and encourages dangerous jaywalking.

Street



1. To minimise traffic signage consider introducing central zone with one set of driving and parking rules with entry and leaving signs only.
2. Use trees, benches, and cycle parking in street furniture zones to increase perception of low speed areas to drivers.
3. De-clutter footways and particularly remove any bollards and other furniture and signs which do not contribute to a clear, functional streetscape.
4. Where streets are narrow assess the possibility of attaching lighting lanterns to building facades and walls.
5. Work with shop keepers to develop attractive, active frontages including well designed narrow fascia boards and eliminate obstructions such as A boards in the main footway.
6. Increase activity at night by encouraging mixed use developments with residential accommodation.

Lane



1. Increase permeability wherever possible by opening and extending yards, alleyways and mews.
2. Work with shopkeepers to avoid use of window shutters, and encourage them to leave low energy window display lights or outdoor lanterns on into the evening to make the Lane feel safer and avoid unnecessary lighting columns in narrow streets.
3. Design streets with long lasting, quality materials which should be carefully detailed.
4. Highlight important junctions with special surface treatments and consider how wayfinding information, including tactile clues, can be incorporated into the ground to minimise clutter.
5. Avoid street furniture on footways less than 2m.
6. Consider extending activities after dark by providing places for lighting, performances and other temporary events.
7. To help wayfinding, make sure lanes have sufficient (but not too many) street name plates at each junction.



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London Road Masterplan: public realm strategy

Opportunities for change



Wayfinding monoliths

The analysis of the London Road area has identified opportunities for changes to the public realm, which include:

- creating additional pavement space and/or new public spaces and routes within and adjacent to development sites, including a new central square and spaces resulting from widening parts of London Rd to improve the air quality;
- improving links to landmarks in and around the masterplan area and other parts of the city by providing signage to fit in with the city-wide legibility strategy and improving the quality of and signage to car parks;
- making streets and spaces safer with more active frontages, busier routes and good levels of lighting;
- making more pavement space available, particularly in busiest spots, by removing unnecessary clutter and rationalising the position of bus stops and other items;
- ensuring that all streets and spaces are accessible and negotiable for all users;
- encouraging off-street rather than on-street parking;
- providing opportunities for sitting in the sun, or shade, and spaces for outdoor activities;
- using attractive, robust, high sustainability rating, minimal maintenance, quality materials and components that are appropriate to the climate and match the distinct character to the area;
- retaining views to important landmarks;
- seeking to find new markers to aid legibility;
- engaging artists early to influence the public realm and successfully incorporate artistic elements; and
- increasing the number of trees.

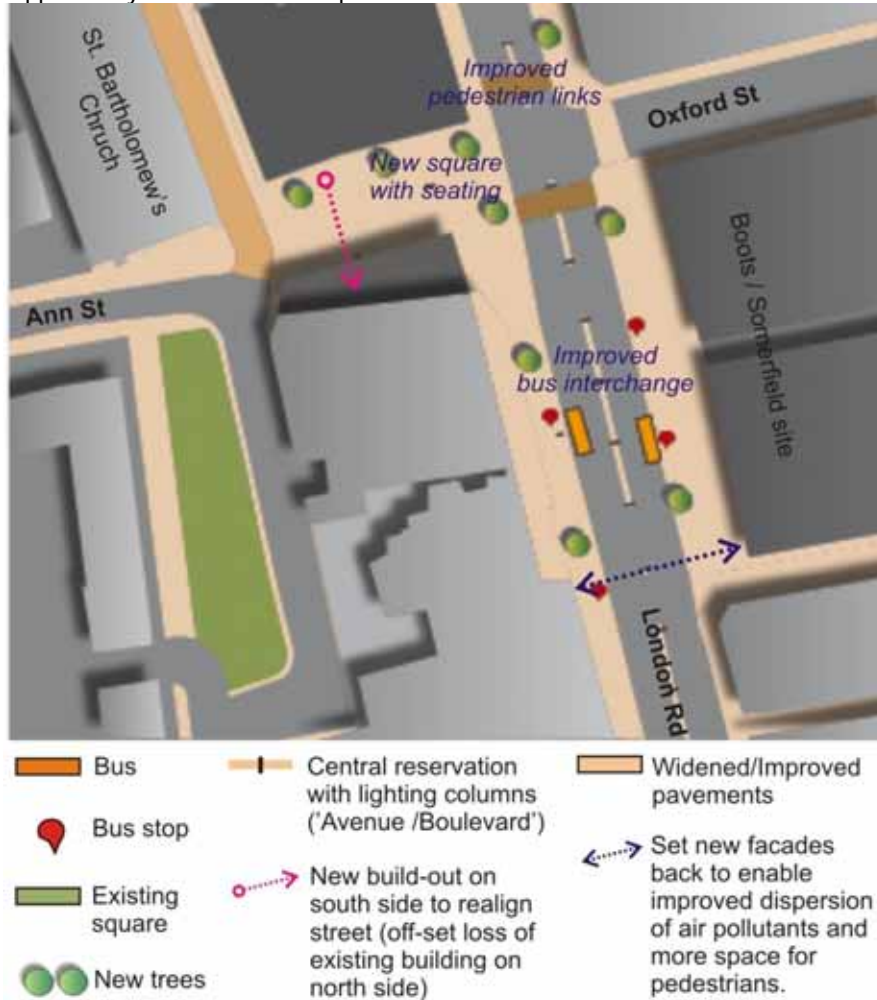


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London Road Masterplan: public realm strategy

Opportunity for new central square



Seating areas can be informal art can enrich the street scene.



Trees and street furniture can provide a buffer from the traffic.



Opportunities for change



Careful detailing of quality materials can encourage investment in the area.



Overlooked and secure cycle parking enables sustainable travel.



Natural stone and granite remain attractive over time.



Quality materials in the carriageway give pedestrians more priority in side streets.





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4. SAFE PLACES STATEMENT

The following statement has been prepared by jointly by Sussex Police and Brighton & Hove City Council Public Safety Division to inform the London Road Central masterplanning process, specifically concerning the potential for delivering crime reduction through design. It recommends that all major developments within the London Road Central masterplan area will be required to submit a 'Safer Places Statement' to accompany any application for planning consent.

The intention is that – to avoid duplication – an acceptable Safer Places Statement accompanied by defined targets and evidence of achievement would satisfy the crime reduction requirements contained within Planning Policy Statement 1 (PPS1 - Delivering sustainable development) and Brighton & Hove Local Plan Policy QD7 (crime prevention through environmental design), however without a satisfactory Safer Places Statement, requirements under these headings would be deemed not to be met, however articulated and may be considered grounds to refuse planning consent.

In evaluating Safer Places Statements, there is an expectation that all proposals will adopt the principles and practices of the Secured by Design Award scheme appropriate to development proposed.

4.1. THE LONDON ROAD CENTRAL MASTERPLAN AREA IN CONTEXT

Although the precise boundaries have not at this time been identified, it can be assumed that the masterplan area will include the area bounded by (and including) the Level to the east, Brighton Station to the west, Preston Circus to the north and St Peters Church to the south. All elements within this area fall within the Brighton Central policing District, and specifically within the St Peters and North Laine Neighbourhood Policing area.

The London Road Central area as defined above has, and continues to experience significant levels of street crime and antisocial behaviour much relating to street drug use and dealing, street drinking and rough sleeping. The presence of adult substance misusers and high levels of youth disorder often in connection with alcohol misuse are also issues to be considered.

Although a range of factors can be viewed as contributing toward disproportionate levels of street crime and substance misuse within this area, a key theme that links them together is the quality of the streetscape and the potential for the physical layout of the area to provide a wide range of permissive venues for street crime and antisocial behaviour.

The regeneration opportunities for London Road Central offer real potential for a design led approach which may help to resolve longstanding street safety problems associated with poor landscape and streetscape layout and management, and the approach within this document aims to ensure that crime reduction and public safety concerns are considered at an early stage in the process and that potential developers have a clear understanding of requirements likely to be placed on them in this respect.



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4.2. PPS1 DELIVERING SUSTAINABLE DEVELOPMENT

PPS1 sets out the overarching planning policies on the delivery of sustainable development through the planning system. Good design plays a fundamental role in achieving this. PPS1 paragraph 1 states:

Planning shapes the places where people live and work and the country we live in. Good planning ensures that we get the right development, in the right place and at the right time. But poor planning can result in a legacy for current and future generations of run-down town centres, unsafe and dilapidated housing, crime and disorder, and the loss of our finest countryside to development.

Furthermore, in paragraphs 36 & 37 the importance of robust planning policies on design and access is emphasised and they stress the need to create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion. 'SAFER PLACES' is referenced as a good practice guide in paragraph 37.

'SAFER PLACES' is also highlighted in Planning Policy Statement 3 (Housing) paragraph 18 and PPS12 (Local Development Framework) paragraph 1.13 as good practice guidance. Whilst, PPS6 (Town Centres) paragraph 2.19 reminds Local Authorities that they must have regard to their duties under Section 17 of the Crime and Disorder Act.

4.3. CIRCULAR 01/06 (COMMUNITIES AND LOCAL GOVERNMENT -CLG) - GUIDANCE ON CHANGES TO THE DEVELOPMENT CONTROL SYSTEM

This Circular introduced the requirement for Design and Access Statements (DAS).

DASs must demonstrate the steps taken to appraise the context of the development, and how the design of the development takes that context into account in relation to its proposed use. As PPS1 clearly includes addressing crime risk as part of the creation of safe sustainable places, this will invariably form part of the context within which any development is set, and therefore crime prevention should be dealt with within the Statement.

Paragraph 87 of this Circular, states that:

"PPS1 makes clear that a key objective for new developments should be that they create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion. Design and access statements for outline and detailed applications should therefore demonstrate how crime prevention measures have been considered in the design of the proposal and how the design reflects the attributes of safe, sustainable places set out in Safer Places – the Planning System and Crime Prevention".

Guidance on how to write, read and use DAS was produced by the Commission for Architecture and the Built Environment (CABE) to address how crime prevention should be included in a DAS. The extract below can be found on page 8 of the Guidance:

'Statements should demonstrate how development can create accessible and safe environments, including addressing crime and disorder and fear of crime. These may be particularly relevant to address under layout and landscaping themes. Early consultation with police will help identify key issues in your local area, and measures to help address these. Safer places - the planning system and crime prevention (ODPM/Home Office, 2004) contains more information.



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References to crime prevention and the delivery of safer places can be found throughout the rest of the document under LAYOUT, LANDSCAPING and ACCESS. On page 33 under GOOD DESIGN PRINCIPLES it highlights SAFER PLACES and lists the seven attributes along with a short explanation for each.

4.4. BRIGHTON & HOVE LOCAL PLAN

Policy QD2 Design - key principles for neighbourhoods, states that the development should take the opportunity to minimise the opportunities for crime to take place, through the integration of its design into the neighbourhood.

Policy QD5 Design - street frontages, states that Significant expanses of blank facades ... reduce those opportunities for casual surveillance and increase the opportunities for crime to occur. With few visitors attracted into a street, the area may become perceived as being unsafe resulting in 'no-go' areas that deter investment (see also Policy QD8).

Policy QD7 Crime prevention through environmental design states; Where large scale developments are proposed (defined as 10 or more houses or 1,000 m² of commercial floorspace), planning permission will only be granted for proposals where the applicant can demonstrate clearly how crime prevention measures have been incorporated into the layout and design.

4.5. CRIME AND DISORDER ACT 1998

Section 17 of this Act (as amended by Schedule 9 of the Police and Justice Act 2006) imposes an obligation on every police authority, local authority (which includes Planning Authorities) and other specified bodies to consider crime and disorder reduction in the exercise of all their duties. It states:

Without prejudice to any other obligation imposed on it, it shall be the duty of each authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent,

(a) crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment); and

(b) the misuse of drugs, alcohol and other substances in its area.

4.6. PLANNING INSPECTORATE (PINS)

In 2005 the Home Office wrote to the planning inspectorate 'reminding' them that Local Planning Authorities (LPA) must have regard to Section 17 of the Crime and Disorder Act, in exercising their functions as a planning authority, and have to take into consideration crime and disorder in their area. As a result, the Planning Inspectorate issued PINS note 953 in June 2005, replacing PINS note 717, and have concluded that when Inspectors are dealing with an appeal. Quoting from PINS 953:

"Where a LPA has referred to S17 as the basis for, or as one of the reasons for, reaching its decision, Inspectors should continue to make their decisions in accordance with S38 (6) of the Planning and Compulsory Purchase Act 2004 but they should take crime prevention into account as a material consideration (where this is relevant) and should show that they have dealt with the issue on the basis of the advice in PPS1: Delivering Sustainable Development and Safer Places: The Planning



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System and Crime Prevention."

It is also important to note a recent appeal dismissal decision APP/D3830/A/07/2048498 dated 7 December 2007 involving Mid-Sussex District Council. Reason 9 of the decision notice issued by the Inspector was: *"I have to determine the appeal in light of all the material considerations, having regard to current planning policies and national advice. The appellant's design and access statement did not respond to advice in paragraph 87 of CLG Circular 01/2006 Guidance on changes to the Development Control System that such statements should demonstrate how crime prevention measures have been considered in the design of the proposal."*

4.7. CONCLUSION

For the reasons set out above it is recommended the London Road Central Masterplan SPD include the requirement that all Major Applications be accompanied by a 'Safer places statement' setting out how crime prevention measures have been considered in the design of the proposal and how the design reflects the attributes of safe, sustainable places set out in *Safer Places – the Planning System and Crime Prevention*".

This recommendation supports national, regional and local planning policies and additionally conforms to the guidance set out in the CLG publication 'THE VALIDATION OF PLANNING APPLICATIONS - GUIDANCE FOR LOCAL PLANNING AUTHORITIES'. Appendix A (attached) for information a guidance document to assist applicants in compiling a suitable statement.

4.8. SAFER PLACES STATEMENT CHECKLIST

A Safer Places Statement should show how community safety and crime prevention have been considered in the design of the proposal and how the design reflects the attributes of safe, sustainable places set out in *Safer Places – the Planning System and Crime Prevention*".

The level of detail required will depend on the scale and complexity of the planning application, and the length of the statement will vary accordingly. Statements must reflect local circumstances and be proportionate to the scale and complexity of the application.

Development proposals that are not based on a good understanding of local physical, economic and social context are often unsympathetic and poorly designed. The statement should provide an explanation of how local context has influenced the design and reflect as appropriate the contents of Brighton & Hove City Council (BHCC) Local Plan Policies QD2 Design (Key principles for neighbourhoods), QD5 (Design – street frontage)s and QD7 (Crime prevention through environmental design). A good quality statement will aid decision making and assist in the delivery an effective and efficient planning service.

Sussex Police Crime Prevention Design Advisor is available through BHCC Development and Building Control to offer pre-planning advice. Sussex Police are able to offer a free professional service, advising on all aspects of crime prevention, including possible local causes of crime and the desirability of certain facilities, features or linkages and detailed design considerations.



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A Safer Places Statement should explain the design principles and concepts adopted, appropriate to each of the seven attributes. One way of envisaging how the particular configurations of existing and planned features in a location might affect the quality of life is to *'think criminal'* – or, more formally, to think how criminals or disorderly people might react to, or exploit, the use, layout and development of land.

To assist in completing your Safer Places Statement the seven attributes of sustainable communities linked to crime prevention:

1. Access & movement
2. Structure
3. Surveillance
4. Ownership
5. Physical protection
6. Activity
7. Management and maintenance

Each attribute is detailed below. It is important to note that, in addressing these there is an expectation that all proposals will adopt the principles and practices of the Secured by Design Award scheme appropriate to development proposed.

ATTRIBUTE 1: ACCESS & MOVEMENT

Definition: Places with well defined routes, spaces and entrances that provide for convenient movement without compromising security.

Introduction: The success or failure of a place as part of a sustainable community is influenced by the nature and quality of its connections, particularly to local and wider services and amenities. Too few connections can undermine vitality. Whilst too many – and especially too many under-used or poorly thought out connections – can increase the opportunity to commit crime. The right level and type of access, resulting in places that are both well connected and secure, is achieved through careful and creative design based upon local assessment.

Think criminal: Crime and anti-social behaviour are more likely to occur if:

- Pedestrian routes are poorly lit, indirect and away from traffic;
- Streets, footpaths and alleyways provide access to the rear of buildings;
- There are several ways into and out of an area — providing potential escape routes for criminal activity;
- It is easy for people to become lost or disorientated; and
- Streets and spaces are unwelcoming or underused by capable guardians.

Checklist: In designing and considering development proposals, the following points should be borne in mind;

- Have the consequences of the number and nature of all connections been considered?
- Do all routes lead to somewhere people want to go? Are all routes necessary?
- Do routes provide potential offenders with ready and unnoticed access to potential targets?
- Are routes for different users segregated when they could be integrated?



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- Will pedestrians, cyclists and drivers be able to understand which routes they should use?
- Is it easy to understand how to travel through an area?

ATTRIBUTE 2: STRUCTURE

Definition: Places that are laid out so that crime is discouraged and different uses do not cause conflict.

Introduction: The layout and structure of a place (that is how the buildings, spaces, uses and activities relate to one another) affects its safety and sustainability. Some uses are incompatible with one another. Some dwelling or layout types are safer than others. Much depends on the local context. Safe and sustainable places are also either robust enough to cope with changing requirements, or they are flexible enough to evolve. Crime prevention should be 'planned in' to developments from the outset. However, this may not always be possible and there is sometimes the need for a degree of post-completion adaptation in response to unforeseen situations or new opportunities. Careful planning will help keep this, and the consequent 'running-cost' solutions such as site management and maintenance, to a minimum.

Think criminal: Crime and anti-social behaviour are more likely to occur if; Buildings and private and communal spaces have a large number of sides exposed to the public realm;

- The way that buildings, streets and spaces are laid out allows criminals to move around and operate undetected;
- A place tends to bring together people who are likely to offend and suitable targets;
- Capable guardians are not present;
- Places become derelict or underused; and
- Under- and unused buildings and spaces that have become vulnerable to crime are not remodelled or removed.

Checklist: In designing and considering development proposals, the following points should be borne in mind:

- Have the types of building been selected and designed with security in mind?
- Is the layout of the development appropriate for the identified crime risk, as well as to meet wider planning objectives?
- Will all uses in an area be compatible and have potential conflicts been thoroughly thought through?
- Does all public space serve a purpose and support an appropriate level of legitimate activity?
- Has the remodelling, removal or re-use of buildings and spaces that are vulnerable to crime been considered?
- Have the potential benefits for crime prevention of restoring historic environments been considered?

ATTRIBUTE 3: SURVEILLANCE

Definition: Places where all publicly accessible spaces are overlooked.



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Introduction: Many of the other attributes, particularly access and movement, ownership and structure, are underpinned by the theory that places are safer if they are overlooked. However, the notion of safety by surveillance is reliant on the assumption that, at all times, those who overlook will be a deterrent because they will act if they see a crime. Whether it is 'natural', organised or electronic, facilitating effective surveillance should be a core part of planning out crime. But it should not be relied upon as the sole strategy for tackling crime and disorder.

Think criminal: Crime and anti-social behaviour are more likely to occur if:

- Criminals can operate, including traveling to and from the location, without fear of being seen;
- Criminals or their activities do not attract attention — or they are confident that no one will take any action;
- All sides of buildings and all parts of spaces are not overlooked by surrounding users or passers-by;
- Buildings and spaces are not designed to allow surveillance 'outside' from 'inside' and vice versa.

Checklist: In designing and considering development proposals, the following points should be borne in mind:

- Are opportunities for surveillance from the subject and adjacent buildings maximised?
- Will those most likely to observe any criminal or anti-social behaviour respond appropriately?
- Are both of the above true at all times of the day, week and year?
- Have efforts been made to eliminate 'inactive' frontages and corners?
- Where appropriate, such as in public buildings, does the design allow for high visibility into the building or site?
- Are parked cars highly visible but secure?
- Has lighting been a primary consideration in planning out crime?
- Is the standard of lighting and its maintenance regime adequate and is it resistant to vandalism and damage? Is it well designed and well sited?
- Is CCTV the best way to solve the particular problem and is it the most effective use of resources?
- Is the CCTV part of a wider package of crime prevention measures?
- Will the resources be in place to maintain the CCTV system, including staff to monitor and respond to the pictures, in future years?

ATTRIBUTE 4: OWNERSHIP

Definition: Places that promote a sense of ownership, respect, territorial responsibility and community.

Introduction: Encouraging residents and users of places to feel a sense of ownership and responsibility for their surroundings can make an important contribution to crime prevention. This can be facilitated by clarity in where public space ends and where communal, semi-private or private space begins. Uncertainty of ownership can reduce responsibility and increase the likelihood of crime and anti-social behaviour going unchallenged.



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- Think criminal:** Crime and anti-social behaviour are more likely to occur if:
- It is unclear whether space is public or private, and
 - What behaviour is expected in each;
 - Private space is easily accessible to people who have no right to be there;
 - An offender's presence in the area does not attract attention; and
 - A place feels like it is not under the supervision of local residents, businesses, organisations or other users.
- Checklist:** In designing and considering development proposals, the following points should be borne in mind:
- Will it be clear to users — including potential offenders and capable guardians which space is public, communal, semi-private and private?
 - Are the boundaries between public, communal and private space signified in the most appropriate manner, be it a physical barrier or a psychological barrier such as changes in paving, surface texture/colour, landscaping and signage?
 - Will the place have an identity of its own?
 - Are all those who should feel ownership involved in defining the place's identity?
 - Are barriers of a high quality of design in their detailing and appropriate to their local context?

ATTRIBUTE 5: PHYSICAL PROTECTION

Definition: Places that include necessary, well-designed security features

Introduction: This attribute concerns 'target hardening' and other measures that make it more difficult to commit offences and instill a feeling of safety in users. The Secured by Design initiative offers in-depth advice on physical protection as part of a broad approach to designing out crime. It also sets out technical standards for building security. Full details of the Secured by Design award scheme can be found at www.securedbydesign.com.

- Think criminal:** Crime and anti-social behaviour are more likely to occur if:
- The target hardening measures for doors, windows and gates etc., set out by Secured by Design are not selected to be appropriate to the building and to the crime risk faced: not integrated; not properly installed; and not properly used;
 - It is easy to enter and exit properties illegitimately; and
 - It is easy to remove property.

- Checklist:** In designing and considering development proposals, the following points should be borne in mind:
- Have the 'target hardening' principles of Secured by Design been addressed?
- Has the potentially negative visual impact of crime prevention measures been addressed and, where these cannot be ameliorated by good design, have the advantages been weighed against their adverse impacts?

ATTRIBUTE 6: ACTIVITY

Definition: Places where the level of human activity is appropriate to the location and



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- Introduction:** creates a reduced risk of crime and a sense of safety at all times. Crime can be deterred through the 'eyes on the street' of people going about their everyday business. However, too much activity risks anonymity and can also lead to increases in the opportunity to commit particular types of crime, such as pick-pocketing, and anti-social behaviour. Decisions about which levels and types of activity are appropriate need to be made for the local context.
- Think criminal:** Crime and anti-social behaviour are more likely to occur if:
- An area is either very quiet or very busy, depending on the local context and the type of crime;
 - Different groups of people feel that there is nothing to do;
 - Criminals can go about their business unnoticed;
 - Places become devoid of activity at certain times of the day or night, whilst remaining accessible to offenders; and
 - Potential offenders and/or victims are concentrated in the same place at the same time, such as bus stops, taxi ranks or fast food outlets after pubs close, or areas of the town centre throughout the evening.
- Checklist:** In designing and considering development proposals, the following points should be borne in mind:
- Will as many law abiding people as possible be attracted to use the public realm?
 - Is there a strategy for encouraging residential population in town centres?
 - Should the evening economy be nurtured, and, if so, is it diverse and inclusive?
 - Will what attracts people to the public realm uphold its attractiveness?
 - Are all uses in an area compatible and have potential conflicts been thoroughly addressed?
 - Are mixed uses successfully integrated with one another?

ATTRIBUTE 7: MANAGEMENT AND MAINTENANCE

- Definition:** Places that are designed with management and maintenance in mind, to discourage crime in the present and the future.
- Introduction:** Management and maintenance embrace both how a place looks and how it functions over time. Whilst getting the physical design and build of areas right is paramount, management and maintenance will remain important factors in the creation of safer places. It is crucial to address these concerns at the outset of a development proposal so as to minimize running costs and the requirement for maintenance effort (which may not always be available).
- Think criminal:** Crime and anti-social behaviour are more likely to occur if:
- Places are untidy or unattractive, giving the impression of not being cared for or that crime and disorder is tolerated;
 - Signs of disorder and neglect, such as broken windows, abandoned vehicles or graffiti, are not removed at the earliest opportunity;
 - An organised human presence, such as police, security guards, street wardens or concierges, is absent.
- Checklist:** In designing and considering development proposals, the following points should be borne in mind;



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- Has care been taken to create a good quality public realm?
- Are appropriate facilities management systems in place? Does the design and layout support these?
- Are users, businesses and residents involved in management?



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5. GLOSSARY

This glossary provides a brief explanation of some terms used in this document.

Active frontage

Where, at street level, the buildings have a high level of activity, coming and going, 'busy-ness' visible from or spilling out onto the street e.g. as a result of shops and cafes (including street cafes). In the right place an active frontage will make a place more interesting.

Affordable housing

Residential accommodation that is provided with a subsidy to ensure that rents/prices remain at a level that is genuinely affordable by local people whose incomes mean that they are unable to meet their housing needs via the housing market.

Air Quality Management Area (AQMA)

Local Authorities in the UK have a statutory duty to review and assess air quality against the Air Quality Objectives (AQO). Local authorities have to designate those parts of their areas where the prescribed objectives are not likely to be met by, or at any point beyond the relevant deadline as Air Quality Management Areas (AQMA's). The declaration places a legal duty on the council to actively introduce a range of measures, through an Air Quality Action Plan, to improve air quality.

Archaeologically Sensitive Areas

These are sites that have been compiled by the County Archaeologist as part of the Sites and Monuments Record on behalf of the local planning authority, as encouraged in PPG16. These areas are judged to have county and city wide importance and are known to have archaeological remains or features, although the extent and richness of the site is often unknown. Some might on further detailed investigation merit designation as a Scheduled Ancient Monument.

Biodiversity (Biological Diversity)

The range and variety of life (including plants, animals and micro-organisms), ecosystems and ecological processes.

Biodiversity Action Plan

At UK level these set national objectives and targets which can be delivered through local BAPs (LBAP). Each action plan describes a habitat or species, quantifies the resource and defines the objectives and time-limited targets required to manage the resource sustainably and (if necessary) reverse past declines. Specified agreed actions by key organisations can then be undertaken and monitored to assist with meeting the objectives.

BME communities

Black and Minority Ethnic communities.

BREEAM



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British Research Establishment Environmental Assessment Method - the most widely used means of reviewing and improving the environmental performance of buildings since its launch in 1990.

Brownfield

Previously developed land. Site containing permanent structures and associated development, such as car-parking, which can be re-developed for other uses.

Built Heritage (or Historic Built Environment) Buildings and other structures considered to be of a special architectural or historic quality or interest. Includes, but not limited to, Listed Buildings and Conservation Areas.

Built up area

Extent of area identified within which the development of the city has occurred already. The outer limits of the built up area are defined on a proposals map.

Business Improvement District

A Business Improvement District (BID) is a precisely defined geographical area within which the businesses have voted to invest collectively in local improvements to enhance their trading environment.

CABE

Commission for Architecture and the Built Environment - a non-departmental public body set up by the Government in 1999 to champion the creation of great buildings and public spaces.

Car Club

A Car Club provides its members with flexible access to the 'hire' of a vehicle. Vehicles are parked in reserved parking spaces close to homes or workplaces and can normally be used, and paid for, on an hourly, daily or weekly basis.

Circular

Government advice published to explain or interpret Acts of Parliament.

Circuit (see Secondary circuit)

Climate change

Accounts for long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Often regarded as a result of human activity and fossil fuel consumption.

Code for Sustainable Homes

See BREEAM. The homes version of BREEAM, it provides an authoritative environmental performance rating for new and converted or renovated homes, and covers houses, apartments and sheltered accommodation.

Communities of Interest

In the Brighton & Hove context, these are any one of eleven identified marginalised communities; the homeless and inadequately housed; lesbian, gay, bisexual & transgender



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(LGBT); black & minority ethnic communities (BME); people with physical disabilities; people with learning difficulties; people with mental health problems; women; people with HIV/AIDS; young people; substance/alcohol mis-users; older people; and travellers.

Community infrastructure

The provision of infrastructure to support communities emerging from development, such as schools, community facilities, health facilities, open space etc.

Comparison goods

Non-food items in shops.

Conservation Area

An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. In respect of Brighton & Hove they are usually designated by the city council, though the Secretary of State can also designate them.

Convenience goods

Food items in shops.

Core Strategy

One of the most important Development Plan Documents (part of the Local Development Framework), which sets out the vision and strategic objectives for the development of the District, together with the most important policies to achieve them. It is the main planning framework for the District. The Core Strategy must have regard to the Community Strategy.

Creative industries

The creative industries include: advertising; architecture; art and antiques markets; computer and video games; crafts; design; designer fashion; film and video; music; performing arts; publishing; software; and television and radio.

Density (dwellings)

Measure used to describe the numbers of housing units associated with a given area. e.g. dwellings per hectare. Net density includes access roads within the site; private garden space; car parking areas; incidental open space and landscaping; and local children's play areas where these are to be provided.

Design Code

A design code is an illustrated compendium of the necessary and optional design components of a particular development with instructions and advice about how these relate together in order to deliver a masterplan or other site-based vision.

District Centre

See Town Centre.

DPD



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A document produced by the Council that makes up part of the Local Development Framework and thus the Development Plan. Development Plan Documents set out the Council's policies and proposals for development. The Council must make decisions on planning applications in accordance with the DPDs (together with the Regional Spatial Strategy), unless other material considerations indicate they should do otherwise. There are three types of Development Plan Document that a Council is required to prepare:

- the Core Strategy,
- Site-Specific Allocations document, and
- the Proposals Map.

Ecological footprint

A tool that works out the amount of land needed to provide a population with all their resources and to absorb all their waste. This can be compared with the capacity of the area to provide natural resources and to deal with the waste and pollution created.

Employment site

Land suitable and available for industrial and business use/ development.

Enabling development

Development which is acceptable in its own right but generates funds to allow the provision of a strategic development objective of the local planning authority (e.g. the restoration of a building or the construction or renovation of a much needed facility). This term also applies to development of a type or use which is not designated for that specific site on the Proposals Map but that would enable the designated use to be viably implemented (e.g. some housing development on a designated employment site).

Environment

Includes the 'natural' environment (air, water, land, flora and fauna) and 'built' environment (buildings and other structures built by humans).

Environment Agency

The leading public body for protecting and improving the environment of air, land and water in England and Wales.

Green network

A series of interlinked natural green spaces and nature conservation features connecting the urban area, urban fringe and open downland.

Green infrastructure

The provision of pedestrian/ cycle links between open spaces to maximise enjoyment of local ecology and biodiversity.

Grey water

Grey water is the water from sinks, baths, showers, washing machines etc.

Health Impact Assessment (HIA)



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HIA is a practical approach that determines how a proposal (such as a development scheme or a policy) will affect people's health. Recommendations to 'increase the positive' and 'decrease the negative' aspects of the proposal are produced to inform decision-makers.

Hectare

10,000 m²

ICT

Information & Communication Technology

Interchange

A transport interchange is a location where passengers and cargo are exchanged across several modes of transport. Some interchanges allow transport to be exchanged between the same mode of transport, while others allow transport to change mode. Many types of interchange exist; in public transport this includes train stations, rapid transit stations, bus stops etc.

Legibility

The degree to which a place can be easily understood and traversed. This will depend on things like the presence of landmark buildings or places that stand out, the straightness of streets, the pattern of open space, or its association with historic or important activities.

LGBT

Lesbian, Gay, Bisexual and Transgender.

Listed Building

A building of national importance due to its architectural or historic interest. They are buildings which have been included in the Statutory List of Buildings of Special Architectural or Historic Interest. The List is compiled by the Secretary of State (Department of Culture, Media and Sport), with advice from English Heritage and other specialist organisations, using agreed national criteria.

Local Development Framework

A Local Development Framework is the spatial planning strategy introduced in England and Wales by the Planning and Compulsory Purchase Act 2004 and given detail in Planning Policy Statement 12. The Local Development Framework replaces the previous system of county level Structure Plans and district level Local Plans, and Unitary Development Plans for Unitary authorities. The previous system was perceived as being too inflexible and difficult to change in a timely manner. The Local Development Framework system is intended to improve this situation by replacing the old Local Plans with a new portfolio of documents (Local Development Documents) that can be tailored to suit the different needs of a particular area and can be easily updated.

Local Transport Plan (LTP)

(Also called the Full Local Transport Plan when it has been approved by the Government). It is the document prepared by the city council which sets out its transport policy and proposals and is prepared in order to bid for Government funding for all forms of transport.



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Low Carbon technologies

Technologies that use grid electricity or mains gas to generate heat or power more efficiently. They are called low carbon because they result in lower CO₂ emissions than using mains gas or electricity. These include: geothermal and ground sourced heat pumps (which require electricity to operate pumps); fuel cells (which require electricity to create hydrogen); gas fired CHP; or other district heating systems. The latter two are sometimes referred to as decentralised or localised energy, as they create heat and/or power local to where they are used. These technologies are sometimes referred to as microgeneration, producing heat or energy locally on a small scale.

Masterplan

A type of planning brief which outlines the preferred development for a large site or area, and the overall approach to its layout and design. The Master Plan provides detailed guidance for subsequent planning applications.

Material consideration

A matter that should be taken into account in deciding on a planning application or an appeal against a planning decision (e.g. a refusal of planning permission). When a Council (or a Planning Inspector) makes a decision on a planning application they have to take into account – and should only take into account – factors which constitute ‘material considerations’. These have been defined by the law (both legislation and the case law decisions of the Courts). They include the content of the Development Plan and supporting documents i.e. SPDs etc. but they also include ‘other material considerations’ like whether the Development Plan is sufficiently up to date, and factors which weren’t thought about when it was prepared but are now relevant.

Microclimate

Local climatic conditions.

Mitigation measures

Actions to prevent, avoid or minimise the actual or potential adverse effects of a plan, policy, development, project, etc.

Mixed use developments

A development that contains two or more uses e.g. residential, employment, leisure, community uses.

Node

A place where activity and routes are concentrated.

PCT

Primary Care Trust.

Permeability

When an area is designed to ensure there is a variety of pleasant, safe and convenient routes through it. Permeability is thought to make a place better for pedestrians.



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Place shaping

Planning can help to create pleasant, thriving places where people want to live and work in safe and good physical environments with a strong community sense of well-being. Local Development Frameworks - and particularly the core strategies should set out a vision for the future of places which is locally distinctive, together with the strategy for delivering it; create the framework for private and public investment that promotes economic, environmental and social well-being for the area; and be founded on good evidence and have a clear programme for delivery.

Planning Obligations/Section 106 Agreements

Planning Obligations, also known as Section 106 Agreements (under the 1990 Town & County Planning Act), are legal agreements that secure measures and/or controls that could not be achieved by the imposition of planning conditions. The legal agreement provides a further means of controlling the nature of the development that is granted permission – in order to reduce any harmful public impacts (e.g. noise and pollution, traffic congestion), compensate for any loss to local amenities caused by the development (e.g. of trees and natural spaces), or to get the developer to contribute (financially) towards, or provide, infrastructure.

Planning Policy Guidance Notes (PPGs)

Statements of government planning guidance on a variety of topics that must be taken into consideration when preparing development plans or when determining planning applications.

Planning Policy Statements (PPSs)

Statements of government planning policy which are gradually replacing PPGs (see above).

Primary frontage

An area in a town centre where shopping and shops are most concentrated. The Council may well have policies to ensure that this concentration of shops and related activities is maintained.

Proposals Map

Map that forms an integral part of the LDF and which identifies sites/areas to which particular policies apply.

Public art

Public art includes permanent and temporary work, art facilities and arts training. Public art can create and enhance local distinctiveness and help develop a desirable sense of place. They often provide important opportunities to involve the local community and will offer work opportunities to local artists.

Public realm

This is the space between and within buildings that are publicly accessible, including streets, squares, forecourts, open spaces and public and civic buildings.

Regeneration



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The renewal and improvement of an area (rural or urban); covering, for example, the local economy (e.g. jobs and businesses), the built environment (e.g. housing) and local facilities (e.g. shopping, community services).

Renewable energy

Term used to describe energy that occurs naturally and repeatedly in the environment - e.g. energy from the sun, wind, water, land, plant material, as opposed to energy derived from non-renewable resources such as that from 'fossil fuels' e.g. coal and oil. Combustible or digestible waste materials are also regarded as renewable sources of energy.

Secondary circuit

In the context of this SPD, this refers to a circular line roughly formed by Providence Place, Cheapside, Ditchling Road and Baker Street.

Secondary frontage

A shopping area, often bordering the main shopping area (and usually with a wider variety or mix of different land uses). Secondary frontages can often have a rather run down feel.

Sites of Nature Conservation Importance

Sites of Nature Conservation Importance (SNCIs) are designated by local authorities because of their local importance for nature conservation. In addition to the more 'scientific' reasons for designation, the SNCIs in Brighton & Hove have been chosen on the basis of the real benefits they provide to local communities and have been identified in partnership with national and local nature conservation organisations and local people.

Small business

A business with fewer than 50 employees.

Social inclusion

Positive action taken to include all sectors of society in planning and other decision-making, to tackle the barriers that people (especially those from disadvantaged groups and areas) face in accessing jobs, housing and key local services.

SPD

A document that fills out policies and proposals in a *Development Plan Document*. There are several possible types of Supplementary Planning Document, e.g.

- design guides
- development briefs, master plans
- village design statements
- that part of a parish plan that deals with development.

They are part of the *Local Development Framework* and, if relevant, can be a *material consideration* in decisions on *planning applications*. However, they are not an official part of the *Development Plan* and not subject to *Independent Examination*; and so have less formal weight than the Development Plan Document to which they refer. The *Council* have to involve the community in their preparation.



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Stakeholder

Those individuals and especially organised groups having an interest in the outcome of planning decisions, for example who will be directly affected by them. Stakeholders in planning include local community groups, groups representing local businesses, developers and landowners, and other Government departments and agencies.

Statutory environmental bodies

Three Government appointed bodies which give advice and must be consulted for comment upon Sustainability Appraisals. They are: English Heritage; Natural England; and the Environment Agency.

Strategic view

The line of sight from a particular point to an important landmark or skyline.

Sustainable development

Sustainable development is a pattern of resource use that aims to meet human needs while preserving the environment so that these needs can be met not only in the present, but also for future generations.

Topography

The (description of the) surface physical features (built and natural) of a place or district (e.g. hills, rivers, buildings), usually represented on a map.

Topology

The shape of the landscape.

Town Centre

Town and District Centres serve community needs for both comparison and convenience goods shopping, together with a range of other services such as banks, building societies, estate agents, cafes and restaurants. The centres are capable of fulfilling an important function as a focus for the community in the area they serve and for public transport.

Townscape

General view, appearance and character of an urban scene/landscape.

Transport Assessment

A process of looking at the impact on transport of a proposed development. Can range from a simple document setting out the movements by different methods likely to arise from a development; to a detailed assessment derived from modelling the likely impact of the transport needs of a development and setting out the steps proposed to deal with it.

Urban Biosphere Reserve

Biosphere reserves are large sites recognized under the United Nations Education Scientific and Cultural Organisation (UNESCO). They innovate and demonstrate approaches to conservation and sustainable development. They are independent, but share their experience and ideas



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nationally and internationally within the World Network of Biosphere Reserves. There are 553 sites worldwide in 107 countries.

Urban grain

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

Use Classes

The Use Classes Order is an official document (a 'Statutory Instrument') approved by Parliament, which lists various land 'use classes':

- A1** shops
- A2** banks, building societies, other financial and professional services
- A3** restaurants, snack bars, cafes
- A4** pubs and bars
- A5** hot-food take-aways
- B1** business establishments e.g. offices, R&D and light industry
- B2** general industry (i.e. other than light industry)
- B8** storage and distribution uses e.g. warehouses
- C1** hotels and guest houses
- C2** residential institutions e.g. care homes, hospitals, boarding schools, halls of residence
- C3** dwelling houses (occupied by up to 6 people living together as a family or single household)
- D1** non-residential institutions e.g. surgeries, child nurseries, schools, galleries, museums, libraries, churches
- D2** assembly and leisure facilities e.g. cinemas, swimming baths, skating rinks, gyms and sports arenas, bingo halls, casinos (but not including nightclubs or theatres – these are *sui generis*)

Vitality and viability

A measure of, respectively, the potential commercial success and activity levels of a shopping area or centre.

Zero carbon development

A development that achieves zero net CO₂ emissions from energy use on site, on an annual basis.

Zero carbon technologies

Technologies that harness non fossil fuel energy to create heat or generate electricity, i.e. sun, wind, and water. They are called zero carbon because they produce no carbon dioxide (CO₂) emissions when producing heat or power. These are also referred to as 'renewable' energy sources (solar thermal, photovoltaics, wind turbines, hydropower and combined heat and power using renewable fuels such as biomass, biodiesel or renewable gas). These technologies are sometimes referred to as microgeneration, producing heat or energy locally on a small scale.

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