

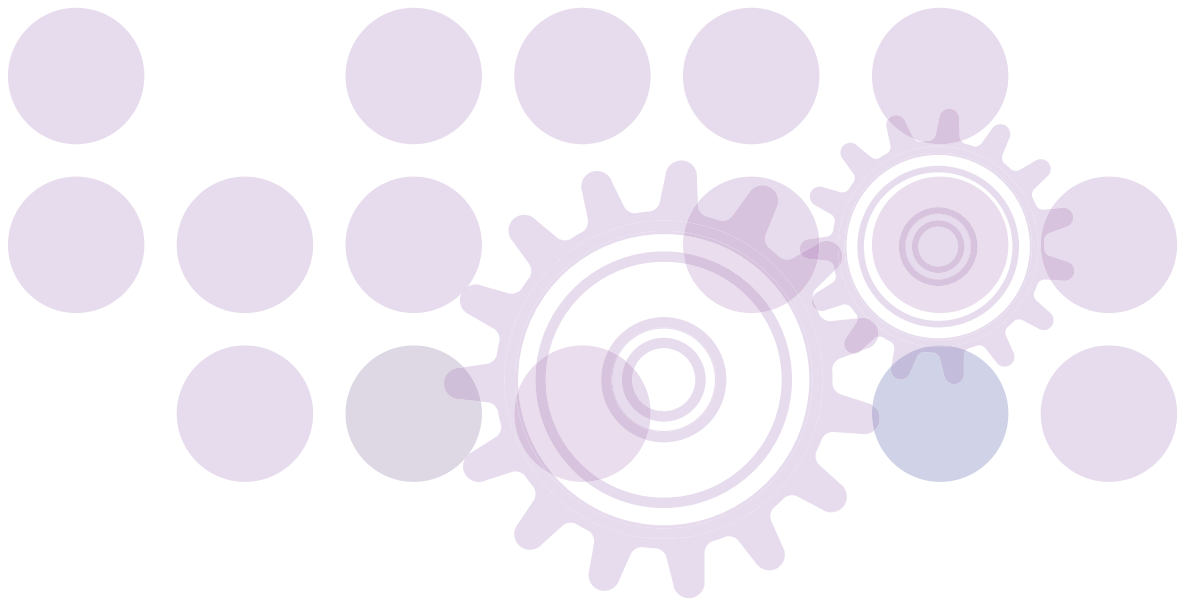
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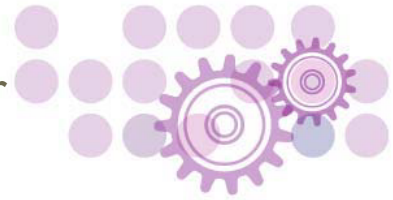
supplementary planning document

Brighton & Hove City Council Local Development Framework

adopted 23rd March 2006

Edward Street Quarter





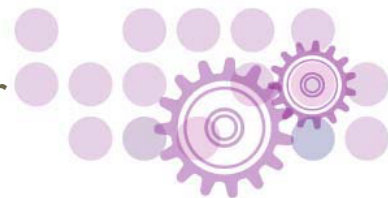
What is an SPD?

A Supplementary Planning Document (SPD) is one of the material considerations that can be taken into account when determining a planning application. It forms a part of the Local Development Framework (LDF) and is intended to elaborate upon policies in the Development Plan Documents (DPD). This SPD is one of a series produced by Brighton & Hove City Council and it is to be read in conjunction with the DPD. Each SPD has been subject to a period of formal consultation and approval under the LDF. In preparing this SPD the council has had particular regard to Government policy as set out in Planning Policy Statement 1: Delivering Sustainable Development; Planning Policy Statement 6: Town Centres; Planning Policy Statement 9: Biological and Geological Conservation; Planning Policy Guidance Note 3: Housing; Planning Policy Guidance Note 4: Industrial, Commercial Development and Small Firms; Planning Policy Guidance Note 13: Transport; and Planning Policy Guidance Note 15: Planning and the Historic Environment, PPS22: Renewable Energy.

This SPD was adopted by the council's Environment Committee on 23RD March 2006. It supplements policy EM2 of the Brighton & Hove Local Plan 2005.



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Section A: Background to this Document

1. Introduction

Brighton & Hove City Council is seeking to regenerate the Edward Street Quarter to provide an employment-led scheme. It is intended that a 'campus' type facility will be created, making a more full and efficient use of the land and forming a landmark in terms of urban design and sustainability.

The redevelopment of Edward Street Quarter will form part of a wider regeneration scheme addressing current townscape problems in both the site and the surrounding area. This concerns the existing limited permeability through the site and lack of active edges.

In December 2004, the Economic Regeneration team commissioned Building Design Partnership (BDP) to complete an urban design study of this site and the nearby Circus Street Municipal Market site. This study, entitled 'Urban Design Analysis and Guidance', provided advice on possible forms of redevelopment for both sites, taking account of existing constraints and the surrounding urban environment. The study was not intended to be a masterplan for the sites; it has, however, assisted with the preparation of this Supplementary Planning Document.

2. SPD Status and Procedures

Planning Policy Statement 12 (2004) sets out the Government's policy on the preparation of Local Development Frameworks. Supplementary Planning Documents (SPDs) are included in this framework. SPDs may cover a range of issues, both thematic and site specific, which may expand policy or provide further detail to policies in a development plan document. They must not, however, be used to allocate land. SPDs may take the form of design guides, area development briefs, master plan or issue-based documents which supplement policies in a development plan document.

3. Sustainability Appraisal and Consultation

As required by PPS12, this SPD has been the subject of a Sustainability Appraisal and has been prepared with the benefit of significant levels of consultation. A sustainability appraisal report specifically relating to this SPD is available from the Council together with a consultation report which summarises the consultation undertaken during the preparation of this document. This document incorporates the recommendations of the Sustainability Appraisal.

4. Objective and Purpose of the Supplementary Planning Document

The primary objective of this SPD is to supplement existing local plan policies and provide guidance to help ensure the future physical, social, and environmental regeneration of the Edward Street site. In particular the SPD seeks to facilitate employment-led redevelopment,



which will retain the existing Amex House, residential properties on White Street and the listed building at 34/35 Mighell Street, and improve what is presently considered to be an area of poor environmental quality.

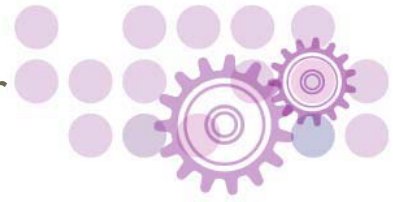
The purpose of the SPD is to establish the principles and parameters to guide and control future development and enable the overall vision for the Edward Street Quarter to be realised, against which future proposals can be assessed. Guidance on the mix of uses and physical form of the site is provided, together with a summary of the planning requirements for planning applications and the measures that the Council will pursue to implement aspects of the regeneration. In particular, the SPD fulfils the following roles:

- ❑ it supplements Policy EM2 of the Local Plan;
- ❑ it articulates a possible vision for the area;
- ❑ it provides greater certainty on the form and quality of acceptable development, including the public realm, and guidance for prospective developers and landowners on how this might be achieved;
- ❑ it assists the Council in the consideration of planning applications;
- ❑ it provides guidance on the conservation, use and setting of listed buildings in the area;
- ❑ it provides the basis for future decisions on assembling land to provide certainty, including the potential use of Compulsory Purchase Orders; and
- ❑ it identifies standards for environmental sustainability within the scheme against which all proposals will be assessed.

5. Monitoring and Review

The SPD will be monitored, reviewed and updated to ensure that it remains relevant and in accordance with development plan policy. The SPD will become part of the Local Development Framework upon its adoption.

The Local Plan will be replaced by a series of development plan documents that form the Local Development Framework (LDF). The SPD will be reviewed when the LDF is adopted to ensure that there is still a chain of conformity with development plan policy, and to take into account changes that may have occurred in and around the site during that time.



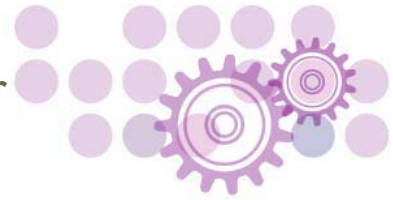
Section B: Preliminary Framework

I. The Edward Street Quarter

The Edward Street Quarter comprises a parcel of land covering approximately 2.5 hectares to the north of Edward Street, bounded by John Street to the west and White Street to the east, as shown in the Ground Plan overleaf. The site is presently dominated by Amex House.

The site is located close to the heart of Brighton city centre, within an existing mixed-use area. It is situated immediately to the north of Edward Street, which links directly to Grand Parade, where the A23 from London, A270 from Lewes and A259 coast road all converge. The site is within walking distance of the city centre, the seafront and Brighton mainline railway station. There are existing good public transport links to London, Gatwick Airport, surrounding towns and within the city.

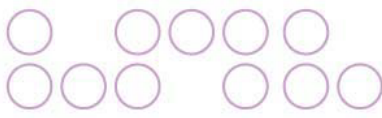
The Edward Street Quarter is an established employment site, located towards the Carlton Hill area of the city. Existing residential and commercial uses surround the site, and the East Cliff Conservation Area is located immediately to the south of the site.



Location Plan

The Edward Street Quarter site is visible from the seafront, and faces onto the wide Edward Street, an east-west thoroughfare and sustainable transport corridor. The site houses Amex House to the centre of the site, the Crown Buildings to the south-west edge and a residential terrace to the east. The site is surrounded by further residential development to the east, a small office annexe, residential to the south (forming part of the East Cliff Conservation Area), public service buildings to the west and a mixed-use area serving the residential neighbourhood to the north. There is a cluster of listed buildings to the north-east of the site (1-5 Tilbury Place and the Greek Orthodox Church on Carlton Street) and a listed building at 34-35 Mighell Street within the site.

The topography is an important feature of the site and the surrounding area. The site is situated on a steeply sloping hillside that rises up from the valley bottom that comprises Grand Parade and Valley Gardens. As well as this west-to-east rise, there are also changes in level from south-to-north as the hillside slopes up from the seafront.



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edward street quarter

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Brighton & Hove City Council's Local Development Framework



Figure Ground Plan of Edward Street Quarter



Aerial Photographs of Edward Street Quarter



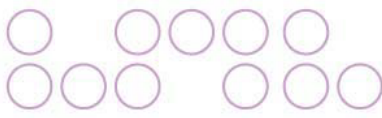
2. SWOT Analysis

Taking account of the urban design analysis outlined in Annexe I a SWOT analysis of the Edward Street Quarter can be summarised as follows:

Strengths	Weaknesses
<ol style="list-style-type: none"> 1 Prime location 2 Strong visual links across the city 3 Adjacent to East Cliff Conservation Area 4 Public footway access route through the site 5 Situated on a west-facing hillside 6 Good views across the valley and towards the sea front 7 Amex House – landmark building adding to the prominence of the location 8 Listed buildings at 34/35 Mighell Street 	<ol style="list-style-type: none"> 1 Surrounded by poor facades and inactive edges 2 Lies immediately adjacent to low-rise residential terraces with overlooking issues 3 Area generally suffers from a run-down feel 4 Amex House presents inactive edges to 3 of its 4 sides 5 Redevelopment has to take account of Amex House.
Opportunities	Threats
<ol style="list-style-type: none"> 1 Redevelopment will raise the profile of the site and its surroundings 2 Potential site for high quality buildings to draw people into the site whilst respecting the location 3 Improvements to existing public right of way 4 Redefinition of edges to streets 5 Enhancement of the setting of the listed buildings at 34/35 Mighell Street 6 Major employment-led scheme will enhance the economic heart of the city. 7 To integrate 'urban greening' and beneficial biodiversity features throughout 8 Topography 	<ol style="list-style-type: none"> 1 Fixed location of Amex House 2 Topography

3. Issues and Opportunities Plan

The plan below highlights the key issues and opportunities raised by the SWOT analysis. One of the key issues is that of the site's topography, which can be viewed both as an opportunity and a threat. Whilst a level site is almost more straightforward to develop, a sloping site can produce interesting townscape solutions and means that the site will benefit

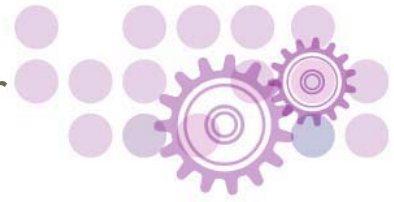


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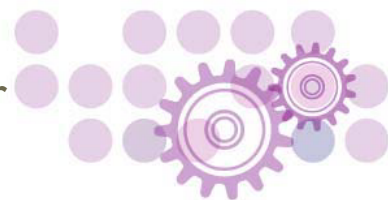


Brighton & Hove City Council's Local Development Framework

from excellent views. It should be noted that this is not a masterplan and does not dictate a preferred layout. Instead it visually represents the issues and opportunities that underpin the Development Principles.



Issues and Opportunities Plan



The Issues and Opportunities plan highlights the following key points:

- ❑ the chance to realise a major employment opportunity for the city;
- ❑ the creation of new public space which are overlooked and enclosed;
- ❑ the opportunity to improve the setting of the listed building at 34/35 Mighell Street;
and
- ❑ the opportunity to improve frontages, particularly onto John Street and Carlton Hill.



Planning Context

Overview

The purpose of this section is to review the policy context relevant to the Edward Street Quarter. Given that the SPD will form part of Brighton and Hove's Local Development Framework (LDF), it is important to provide a brief summary of the statutory framework in which it is being prepared. In addition, this section considers the national, regional and local policies and strategies which the document should be in general conformity with and will be a material consideration against which any applications may be assessed.

National Planning Policy

The Planning and Compulsory Purchase Act 2004 sets out the reforms to the planning system and introduces a two-tier planning structure: At the regional level, Regional Spatial Strategies will replace Regional Planning Guidance in setting out policies, while at the local level, Local Development Frameworks will replace structure plans and local plans – although local plan policies in will be 'saved' for 3 years after adoption. Nationally, the government's policies on different aspects of planning will be outlined through the creation of Planning Policy Statements (PPSs), which are intended to supersede Planning Policy Guidance Notes (PPGs).

Given the Edward Street Quarter's urban context, it is considered useful to briefly review national planning policy set out in PPS1, PPG3, draft PPS3 PPG4, PPS6, PPS9, PPG13, PPG15 and PPS22.

PPS1 Delivering Sustainable Development (2005) sets out the overarching planning policies on the delivery of sustainable development through the planning system. PPS1 states that policies should promote high quality design and inclusion within the planning framework, taking opportunities to improve the character and quality of an area.

PPG3 Housing (2000) defines the need to plan for the requirements of the whole community including those in need of affordable housing. In addition, the guidance note emphasizes the importance of providing a better mix in the size; type and location of housing, in order to create mixed and balanced communities.

Draft PPS3 Housing (2005) seeks to ensure that a wide choice of housing types is available, that a better balance between housing demand and supply in every housing market area can be delivered in order to improve affordability, and that sustainable, inclusive, mixed communities in all areas are created.

PPG4 Industrial Commercial Development and Small Firms (1992) seeks to encourage continued economic development in a way which is compatible with maintaining and improving a high quality environment. In particular it seeks to encourage new development in locations that can be served by more energy efficient modes of transport.



PPS6 Town Centres (2005) re-iterates the need for sustainable patterns of development, promoting retailing, leisure, office and arts and culture uses in town centres through the sequential test (i.e. promoting town centres in favour of out-of-centre locations). PPS6 also supports mixed-use development and an increase in housing in town centres.

PPS9 Biodiversity and Geological Conservation (2005) aims to ensure biological diversity is conserved and enhanced as an integral part of social, environmental and economic development, so that policies and decisions about the development and use of land integrate biodiversity with other considerations. The key principles of PPS9 include a requirement that plan policies should promote opportunities for the incorporation of beneficial biodiversity within the design of development.

PPG13 Transport (2001) promotes more sustainable transport choices for people and for freight and seeks to ensure that jobs, shops, education, health, and leisure facilities are accessible by public transport, walking, and cycling. There is also a general principle to reduce the need to travel, especially by car.

PPG15 Planning and the Historic Environment (1994) sets out policies for the identification and protection of historic buildings, conservation areas and other elements of the historic environment. In general, design in historic areas needs careful consideration in terms of scale, height, mass, alignment and materials, but not necessarily copies of old style buildings.

PPS22 Renewable Energy (2004) promotes and encourages the development of renewable energy resources in all new developments. PPS18 affirms that the wider environmental and economic benefits of all proposals for renewable energy projects, whatever their scale, will be material considerations in the determination of applications.

Regional Planning Policy

Regional Planning Guidance 9: South-East (2001)

The regional planning framework seeks to encourage economic success throughout the South-East region, ensuring a higher quality of environment with management of natural resources, opportunity and equity for the Region's population, and a more sustainable pattern of development.

Policy RE5 states that better use should be made of existing employment land resources. Sites for industry and commerce should be developed, particularly in urban areas and in places which are accessible by environmentally friendly modes of transport. Precedence should be given to the re-use of developed land over the release of new land and, wherever possible, the intensification of use on existing sites should be encouraged. Policy RE10, meanwhile, states that economic diversity should be encouraged, facilitating small and medium enterprises, and supporting the growth of a variety of economic sectors.

Draft South East Plan (2005)

The South East England Regional Assembly is currently preparing the South East Plan, a Regional Spatial Strategy, which is set to replace RPG9.



Policy RE1 states that the aim of the South East Plan is to develop and sustain a vibrant and diverse economy and to meet the local employment and service needs of both urban and rural areas. This policy will therefore establish the spatial priorities for these objectives. Policy RE2, meanwhile, states that local planning authorities should promote regionally significant and locally important sectors and clusters. Policy NRM4 states that local authorities should pursue opportunities for biodiversity improvement.

Development Plan Policy and Supplementary Planning Guidance

East Sussex and Brighton and Hove Structure Plan (1999)

The East Sussex and Brighton & Hove Structure Plan, adopted in December 1999, sets out a broad framework of strategic planning policies for the development and conservation of the area, up to 2011.

Structure Plan Policy S13 refers specifically to Brighton and Hove, stating that attention will be focused on revitalising and diversifying the economy and regenerating the physical fabric of the urban area in a manner that strengthens its important role as an international resort and sub-regional centre and enhances the outstanding townscape quality.

Policy E1 states that a positive approach to economic development will be pursued, which includes urgently providing strategic sites for modern business that will be suitable to attract inward investment and provide for the expansion of existing business. Furthermore, policy E5 states that, in order to protect the level of the existing stock of industrial and commercial premises, the loss of existing suitably located industrial and commercial sites to other uses will be resisted.

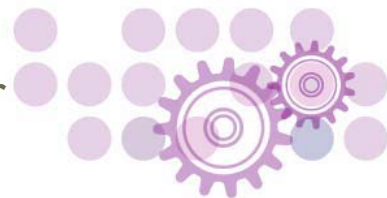
Policy EN18 supports actions that increase the extent and diversity of the natural resource. These may take the form of creation of new habitats and “habitat corridors”.

Brighton and Hove Local Plan (2005)

The Brighton and Hove Local Plan provides a detailed framework for the use of land and buildings over a 10 year period.

The Local Plan includes a vision for Brighton and Hove as ‘a cosmopolitan, successful city by the sea where people have a high quality of life in a decent environment’. The Council’s strategic objectives, as set out within the local plan, therefore are:

- ❑ getting people into work;
- ❑ reducing local poverty;
- ❑ delivering key investment projects;
- ❑ making it easier to travel about;
- ❑ developing a learning city; and
- ❑ improving the Council’s performance.



Under Policy EM2 of the Brighton and Hove Local Plan, the Edward Street Quarter is designated for office use.

Economy and Employment

Under **Policy EM2**, planning permission will be granted for general office uses. **Policy EM3** states that land in industrial use (Use Classes B1, B2 and B8) or allocated for industrial purposes will not be released for other uses unless the site has been assessed and found to be unsuitable for modern employment needs. Similarly, **Policy EM5** states that planning permission will not be granted for the change of use of office premises or office sites to other purposes, unless they are genuinely redundant.

Sustainable Development

Efficiency of development in the use of energy, water and materials is encouraged by **Policy SU2** of the Local Plan. Proposals which can demonstrate such efficiency will be granted planning permission, as long as they accord with other policies of the development plan.

The factors that need to be taken into account when considering any development proposal include: access to daylight/sunlight, orientation, building form, materials, the uses of natural ventilation, fenestration, landscaping, provision recycling facilities, and cycle parking.

The Local Plan is part of a network of opportunities aimed at securing improved energy efficiency, as set out in the Council's Home Energy Efficiency Strategy. Promoting energy efficiency and the use of renewable energy sources as an integral part of all development is consistent with national policy guidance in the form of PPS22 'Renewable Energy' (2004) and the Home Energy Conservation Act 1995. Regard must be given to the Council's Sustainability Strategy and to SPG21 'Sustainability Checklist'. SPG16 'Energy Efficiency and Renewable Energy in Development' provides guidance on the technologies available and how developers and housebuilders can design for energy efficiency and renewable energy in new developments.

The purpose of **Policy SUI3** is to ensure that development proposals minimise and reuse construction waste in an effective manner, shown through a detailed waste management statement.

Policy SUI4 requires that large scale developments will be required to provide appropriately designed facilities for the recycling and reuse of waste generated on the site.

Transport and Movement

Within the Local Plan, Eastern Road/Edward Street is designated as a Sustainable Transport Corridor and bus priority route. As such, under **Policy TR5**, planning permission will be granted for developments that create transport demand, provided that they are designed to accommodate bus priority measures and facilitate access to bus services and/or enhance their effectiveness. Policy TR5 also seeks contributions to the improvement of the Eastern Road/Edward Street Sustainable Transport Corridor.



Policies TR1 and TR2 state that development proposals should provide for the demand for travel they create and maximise the use of public transport, walking and cycling. It also seeks the submission of a Transport Assessment for larger scale schemes. According to the public transport accessibility rating of the site, applicants will provide the appropriate level of parking or contribute to the costs of improving accessibility by providing public transport improvements and improvements to pedestrian access. Where developments are likely to have significant transport implications, **Policy TR4** seeks the submission of a 'Travel Plan'. **Policy TR18** specifies that parking spaces for people with a mobility related disability should be sited closest to the development's main or most suitable access.

Policy TR9 states that planning permission will be granted for developments that are designed to take into account the need to introduce pedestrian priority measures. **Policy TR14** requires applicants to detail how they will provide facilities for cyclists in terms of access and parking. Safe, clearly defined and well lit accesses and approaches to the development site are sought, as are secure, convenient, well lit, well signed and sheltered cycle parking facilities. Through **Policy TR15**, developments giving rise to increased demand for usage of the cycle network should contribute to the signposting, improvement and maintenance of this network. **Policy TR13** seeks similar improvement measures to the pedestrian network where reasonably related to the development.

Policy TR19 states that the parking standards set out in SPG4 'Parking Standards' will apply and will need to be adhered to.

Design and Quality of Development

Policy QDI specifies that new development should be of a high standard of design and states that all new buildings will be expected to make a positive contribution to the visual quality of the environment.

A 'Design Statement' would need to accompany all large-scale development proposals. **Policy QD2** states that all new developments should be designed to emphasise and enhance the positive qualities of the local neighbourhood by taking into account the local characteristics.

While **Policy QD3** encourages new development to make efficient and effective use of a site, it guards against town cramming by encouraging the retention of existing and provision of new open space, trees, grassed areas, nature conservation features and recreational facilities.

In order to preserve or enhance strategic views, important vistas, the skyline and the setting of landmark buildings, **Policy QD4** states that all new development should display a high quality of design. It goes on to state that development that has a detrimental impact on any of these factors and impairs a view even briefly due to its appearance, by wholly obscuring it or being out of context with it, will not be permitted.

To encourage stimulating and visually interesting environments, **Policy QD5** promotes the concept of new development needing to present an interesting and attractive frontage,



particularly at street level for pedestrians and at night. This links into reducing opportunities for crime to take place, as set out in **Policy QD7**, which requires applicants to demonstrate clearly how crime prevention measures have been incorporated into the layout and design of schemes.

Policy QD6 sets out the Local Planning Authority's requirement for public art in major development schemes, to a sum of usually 1% of the construction cost. In this context, public art can include permanent or temporary work, arts facilities and arts training.

Provision for landscape design is set out in **Policy QDI5**, which ensures that developers have taken account of spaces between and around buildings at an early stage in the design process. There are links to **Policy QDI7**, which requires provision of new nature conservation features as part of the design in development schemes, and **Policy QDI9** relating to Greenways.

Historic Environment

The Edward Street Quarter is located adjacent to the East Cliff Conservation area and contains two Grade II listed buildings (34/35 Mighell Street). A number of other listed buildings are located in the immediate vicinity. **Policy HE6** states that, proposals within or affecting the setting of a conservation area should preserve or enhance the character or appearance of an area.

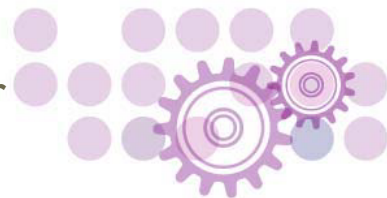
Policy HE1 states that proposals involving the alteration, extension, or change of use of a listed building will only be permitted where:

- ❑ the proposal would not have any adverse effect on the architectural and historic character or appearance of the interior or exterior of the building or its setting; and
- ❑ the proposal respects the scale, design, materials and finishes of the existing building(s).

Policy HE3 states that development will not be permitted where it would have an adverse impact on the setting of a listed building, through factors such as its siting, height, bulk, scale, materials, layout, design or use.

Other relevant Supplementary Planning Guidance Notes / Supplementary Planning Documents

- SPG4 – Parking Standards (2000)
- SPG15 - Tall Buildings (2004)
- SPG16 – Renewable Energy & Energy Efficiency in Developments (2004)
- SPG21 – Sustainability Checklist (2004)



- SPD03 – Construction and Demolition Waste (2006)
- SPD06 – Trees and Development Sites (2006)

Other SPDs

Developers should check with the Local Planning Authority prior to the time of submission of a planning application to see what other Supplementary Planning Documents may be in place since the production of this SPD as they will also be material considerations.

An SPD on 'Biodiversity and Development' is planned for adoption in 2006.



Vision

Brighton & Hove City Council consider the Edward Street Quarter to be a major opportunity for an innovative and outstanding development in terms of urban design and sustainability. The overarching aim of this SPD is the creation of a thriving, vibrant, sustainable community in Edward Street Quarter. Sustainability is a function of efficient land use, good and environmentally sensitive design, access to jobs, community facilities, local services and leisure activities, and a reduction in travel. Sustainable communities are balanced, inclusive, healthy and safe from crime or the fear of crime.

It is acknowledged that the regeneration of the built environment alone cannot deal with poverty, inequality and social exclusion; however, it is a crucial component. Sustainable communities need access to sufficient, quality housing to meet the needs of the community, a flourishing local economy supported by appropriate infrastructure, a high quality, safe and healthy local environment, and the amenities and sense of place to support a diverse and vibrant local culture. The condition of the built environment has a direct impact on the quality of life of its users, and the appropriate conservation and improvement of the natural and built environment brings social and economic benefit for local communities.

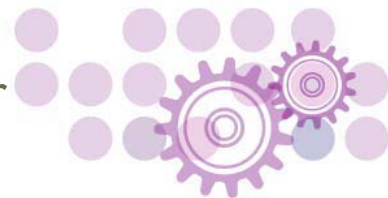
Any new development in the Edward Street Quarter should harness the most up-to-date building technology and design processes to secure positive environmental impacts. The Local Planning Authority requires that there is a comprehensive and fundamental reconsideration of the built environment, in order to achieve a vibrant, flexible and sustainable new quarter. Any proposals must create a high quality urban area, which is integrated with, and is not physically distinct from, its surroundings. This will require the combination of the right mix of uses provided at the optimum scale and density within a redefined and well-designed urban form.

The vision for the Edward Street Quarter, therefore, is:

'That the Edward Street site is developed to become an open, vibrant, quarter based on a flexible 'campus-style' format which maximises its employment potential and acts as a model for urban design and sustainability.'

The Local Planning Authority will require that any proposal demonstrates the achievement of the following:

- ❑ a development that acts as an exemplar of urban design for office-based developments;
- ❑ provision for sustainable transport;
- ❑ physical, economic and social regeneration benefits for surrounding neighbourhoods and the City as a whole;
- ❑ the retention of existing employment and provision of further employment floorspace;



- ❑ the creation of a sense of place based on a flexible, 'campus' format, which incorporates more open space and routes through the site;
- ❑ improved permeability through the Quarter;
- ❑ a scheme that complements, but does not dominate, the listed building at 34/35 Mighell Street and the residential terrace on White Street; and
- ❑ the incorporation of environmental sustainability throughout the development, including sustainable construction techniques, incorporation of nature conservation features wherever possible and water resource management.

Sustainable development means ensuring a better quality of life for everyone in the present, and for future generations. The Council will expect that any proposals for the employment-led regeneration of Edward Street will provide long-lasting, rather than temporary solutions. Any proposals must provide a high-quality solution, which allows the flexibility to respond to changes in the future, without the need for whole-sale redevelopment.



Section C: Development Principles

In order to achieve the vision as set out above, key development principles have been prepared, which relate directly to the analysis of the area. It will be of paramount importance that new development proposals address these principles as proposed schemes will be considered against them. In setting out these principles, particular emphasis has been placed on sustainability in order to ensure new development on this site meets high environmental standards.

1. Social Sustainability

- **Good design** - Incorporation of a high standard of design contributing to public safety and crime prevention, in accordance with Policies QD1, QD2, QD3, QD4, QD5 and QD7.
- **Active frontage** - Provide 'eyes on the street' through the promotion of entrances and windows, thus reducing the opportunities for graffiti and anti-social behaviour, in accordance with Policies QD5 and QD7. This applies to all uses across the site, including office uses.
- **Affordable Housing** – A range of dwelling types, sizes and tenures should be provided within any housing scheme, should any residential development be proposed. 40% of housing should be affordable, in keeping with Policy HO2.
- **Local Workforce Agreement** – Developers should implement a local workforce agreement to employ a local labour force as far as is possible and offer apprenticeships and training opportunities. At construction phase this could be through existing schemes such as 'Constructing Futures' (see Annex 2).

2. Economic Sustainability

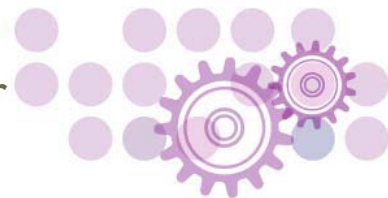
- **Business needs** – Provide office/commercial floorspace in order to meet possible future demand from American Express, the City's largest employer, in accordance with Policy EM2.
- **Mix of Uses** – Provide an appropriate employment-led mix of office/industrial uses in accordance with policy EM2.

3. Environmental Sustainability

- **Energy efficiency** - Demonstrate how the scheme will increase the energy efficiency of buildings, maximising natural lighting and passive solar gain in accordance with Policy SU2. Developers should aim for a minimum 40% target in the reduction of carbon emissions. Development should also aim to achieve a BREEAM Excellent rating (Ecohomes Excellent in the case of any residential development) – see Annex I and SPG16: Renewable Energy and Energy Efficiency in Development.



- **Materials** - Building materials should be chosen for their low embodied energy and the ability to reuse and recycle the material, in accordance with Policy SU2 (see Annex 2 for further information).
- **Renewable energy** – Incorporate renewable energy sources within new development, in order to achieve a minimum target of 15% on-site renewables generation in accordance with Policy SU2 (see Annex 2 and SPGBH16 for further information).
- **Construction process** – Demonstrate through a Site Waste Management Plan how the scheme will use sustainable construction processes, encouraging the re-use and recycling of on-site materials, in accordance with Policies SU2 and SU13 (see Annex 2 for further information).
- **Construction techniques** – Demonstrate how the scheme will use low-impact construction techniques which minimise the effects of construction upon the local environment, in accordance with Policy SU13.
- **Site clearance** – Promotion of sustainable methods of site clearance throughout the scheme, to comply with Policies SU2 and SU13 (see Annex 2 for further information).
- **Cycling facilities** - Promotion of cycle use through the provision of on-site cycle parking facilities in accordance with Policy TR14 and SU2.
- **Waste Minimisation & Recycling** - Incorporation of recycling facilities within the development in accordance with Policies SU2 and SU14 and demonstration of waste minimisation and reuse across the site.
- **Biodiversity** – Developers should demonstrate that opportunities for beneficial biodiversity have been maximised, using an array of measures that promote biodiversity including ‘wildlife-friendly’ trees, plants and shrubs and features such as ‘green roofs’ and ‘green walls’ in accordance with Policy QD17. Provision should be made for nesting sites for swifts, house sparrows and other appropriate species in new buildings and associated development. Habitats for priority species identified within Biodiversity Action Plans should be created and proper provision made for their aftercare. Developers will be expected to seek specialist urban ecology advice to ensure all such opportunities are recognised at an early design stage and have been taken.
- **Amenity space** - Provision of public and private amenity space, of a character appropriate to the development, in accordance with Policies HO5 and HO6.
- **Water resource management** – Demonstrate use of sustainable techniques for managing surface water throughout the scheme both during and after development in accordance with Policy SU2. For example, Sustainable Urban Drainage Systems should be used.
- **Water efficiency in new development** - Developers should aim for a minimum target of 25% reduction in water use. Water saving designs should be incorporated into all new developments, such as water meters and grey water recycling systems in all homes and premises.



- **Sustainability Checklist** – Developers should demonstrate that they have incorporated, wherever possible, the criteria outlined within SPG21 ‘Sustainability Checklist’ and Policy SU2.

4. Public Realm

- **Public realm** - Provision of a high quality public realm, with good quality materials and street furniture to comply with Policy QD2.
- **Open space** - Connection of new public open spaces with existing open space networks, wherever possible, to comply with Policies HO2 and HO3. Opportunities to create improved formal, south facing, open space on Edward Street
- **Public art** - incorporate public art, locally designed where possible, within the public realm, to comply with Policy QD6. The Edward Street frontage would be the most appropriate location for this.
- **Tree planting** – New trees should be incorporated into new development proposals, particularly along the Edward Street frontage, where existing trees should be retained. Where possible, native trees should be planted within the scheme as set out in Policies QD3 and QD16 and the SPD on Trees and Development Sites.
- **Lighting** - Improved lighting throughout, and particularly within existing public rights of way, to comply with Policies QD7 and QD25.

5. Layout and Urban Form

- **Frontage** - All new buildings must be of a high quality of design and must present active building frontages to principal routes around the site, to accord with Policies QD1, QD2, QD3 and QD5.
- **Topography** – Achieve an on-site balance following ‘cut-and-fill’ development, to comply with Policies QD1 and QD2.
- **Key Views** – Take advantage of key views, vistas and prominent corners to provide visual interest throughout the Edward Street Quarter, to comply with Policy QD4. This includes the western vista along Carlton Hill. The enhancement of landmarks, prominent corners and intersections should also be promoted.
- **Aspect** - Take advantage of the east-west aspect of the site which, in combination with the topography of the site, creates opportunities for good quality, environmentally sensitive development, in accordance with Policy QD2.
- **Grain** - Respect the historic north-south grain of the site through the alignment of building footprints, ideally to fit with adjacent streets, to comply with Policy QD2.
- **Enclosure** – Streets and new and existing publicly accessible areas should benefit from strong edges which provide a sense of overlooking and enclosure, in accordance with Policy QD2. In particular the open area addressing the main entrance to American



Express, the area at the junction of John Street and Carlton Hill and the corner of White Street and Edward Street, would benefit from improved enclosure.

- **Design statement** – Submission of a design statement demonstrating how proposals take account of the design aspects outlined under Policies QD1 and QD2.

6. Scale and density

- **Context** – The four principal streets that define the site are all very different in their character. Development proposals should respect the varied contexts of neighbouring development, in line with Policies QD1 and QD2.
- **Scale and bulk** – John Street presents the greatest opportunity for taller buildings if examined rigorously according to guidance set out in SPG15. Edward Street would benefit from development providing more enclosure but the scale of new development would have to take account of the adjacent conservation area. Carlton Hill is on higher ground and generally suffers from poor frontage and benefits from little enclosure though there are several listed buildings in the immediate vicinity. White Street is almost entirely residential in character and development proposals would have to demonstrate no adverse impact on the residential amenities enjoyed by their occupiers.
- **Listed buildings** – Development proposals should improve the setting of the listed buildings at 34/35 Mighell Street and 1-5 Tilbury Place in accordance with Policy HE3. The simple treatment of open space is likely to be important in protecting the setting of these important buildings.

7. Mix of Uses

- **Employment led** – Development proposals should predominately be for office uses in accordance with Policy EM2.
- **Offices** – Edward Street and John Street should be the main focus for employment uses, in accordance with Policy EM2.

8. Sustainable Transport

- **Local Transport Plan** – The policies of the Local Plan are intended to reinforce and support the council's aims and complement the proposals in the Local Transport Plan (see Annex 2 for further information).
- **Transport Assessments and Travel plans** - Incorporation of Transport Assessments and Travel Plans within detailed planning applications, promoting greener, cleaner travel choices and removing dependence on the car in accordance with Policies TR1, TR2 and TR4.
- **Walking and Cycling** - Demonstrate that walking and cycling are to be promoted through the creation of pedestrian priority areas and safer and more attractive pedestrian routes, including off-site linkages, and meeting cycle parking standards, in



accordance with policies TR8, TR9, TR13, TR14 and TR15. These routes should be promoted in conjunction with the adjacent sustainable transport corridor on Edward Street.

- **Public transport** – New development should contribute to improvements to the major public transport routes adjacent to the site, to comply with Policy TR5.
- **Permeability** - Increased permeability through the Quarter, especially through north-south routes through the site where possible, incorporating safety measures such as lighting and active frontages, in accordance with Policies TR8, QD7 and QD25.
- **Parking** – Under Policy TR5, Edward Street is identified as a sustainable transport corridor. New developments should accommodate bus priority measures and facilitate bus services and promote minimal car parking provision, in compliance with the City Council’s prevailing parking standards (SPG4) and policy TR19.
- **Car clubs** – Establish car clubs, or improve existing car clubs, in conjunction with the development of and letting of additional office space and large new residential development schemes, in accordance with Policy TR1.



Section D: Application Stage

I. Implementation and Information Requirements

Phasing

In order to facilitate the redevelopment of the site, initial phases of development can provide new office accommodation on John Street. Subsequent phases of development on Carlton Hill and the currently vacant sites on Edward Street could follow.

Requirements of development proposals

In seeking to accord with the guidance contained in this Supplementary Planning Document and the relevant policies of the Local Plan the following is a list of some of the likely planning and transport requirements arising from the a development proposal on the Edward Street Quarter, some of which might best be covered by way of legal agreement between the developer and the Council:

- **Community Involvement** – Any developer will be expected to undertake their own community consultation process prior to the submission of a planning application. As well as engaging with the community and ensuring their opinions are considered from an early stage, this should also benefit the developer by reducing the chances of any unforeseen problems or issues arising during the planning application consultation stage.
- **A Nature Conservation Report** setting out the measures to be undertaken to maximise and integrate beneficial biodiversity across the site and to ensure its effective aftercare, to meet the requirements of Policy QD17.
- **Recreational space** – proposals should demonstrate that the standards of planning policy on the provision of any recreation open space have been fully addressed on site, although it is recognised that in order to also ensure best use is made of land, innovative solutions may be required involving the use of roof and road space. This would ensure compliance with Policy HO6.
- **Sustainability Checklist** – the Local Planning Authority will undertake an assessment of development proposals against the criteria outlined in the Sustainability Checklist and Policy SU2.
- **Site Waste Management Plan** – In keeping with the requirements of policies SU2 and SU14 to reduce waste and increase recycling a site waste management plan should be agreed between the developers and the Local Planning Authority.
- **Design Statement** – A design statement should be submitted in support of development proposals in order to demonstrate how the proposal takes account of the design aspects outlined under Policy QD1 and QD2 and SPG15 where appropriate. This should also take account of the impact on listed buildings and conservation areas affected.



- **Transport Assessment** – In order to ensure that development proposals should sustainably provide for the demand they create and maximise the use of public transport, walking and cycling, a Transport Assessment will be required in support of development proposals under Policy TR1.
- **Travel Plan** – In order to seek to reduce travel by private car, a travel plan will be required in support of development proposals under Policy TR4. This is particularly important on this site as it is located within an identified sustainable transport corridor defined under Policy TR5.
- **Environmental Impact Assessment** – Subject to confirmation from the Statutory Environmental Consultees, it is likely to be necessary to prepare an Environmental Impact Assessment for the Edward Street Quarter site to meet the requirements of Policy SUI and the Environmental Impact Assessment Regulations.



2. Contacts and Further Guidance

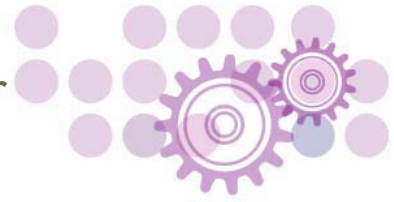
If you have a query regarding any aspect of the **local development framework** please email ldf@brighton-hove.gov.uk or telephone: 01273 292505.

For queries about **planning applications**, please contact Development Control (tel: 01273 292222).

Further information on all **planning matters** can be found at www.brighton-hove.gov.uk.

For queries about **urban biodiversity**, please contact the Council Ecologist (tel: 01273 2922371).

Further information on **sustainable transport** can be found on the council's transport website: www.citytransport.org.uk



ANNEX I

Analysis

This section sets out the context for the redevelopment of the Edward Street Quarter. This comprises a full urban design analysis of the site and its surroundings, covering the following:

- ❑ natural features;
- ❑ conservation areas and listed buildings;
- ❑ building heights;
- ❑ access and movement;
- ❑ views; and
- ❑ edges.

This initial investigation culminates in a SWOT analysis of the site (see Section B), and an Issues and Opportunities plan, which will inform the key principles and objectives for redevelopment.

Natural Features

The most defining feature of this area is its topography. The Edward Street Quarter is located on a steeply sloping west-facing hillside, which slopes down from Edward Street towards the seafront. The predominant west-facing hillside slopes towards Grand Parade, with the base of the valley forming the main north-south axis between the South Downs and the seafront. The site affords views across the valley, and as such can be seen from various strategic viewpoints across the city.

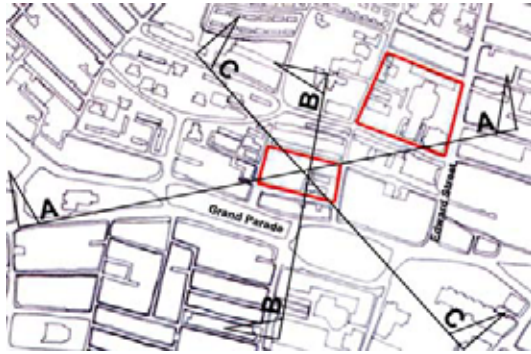
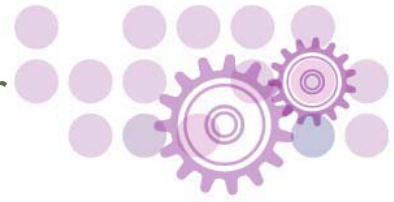


Contours Map

The varying slope of the site can be seen in the section below. It is apparent from the section that there is a fairly dramatic change in levels across the site and its surroundings.

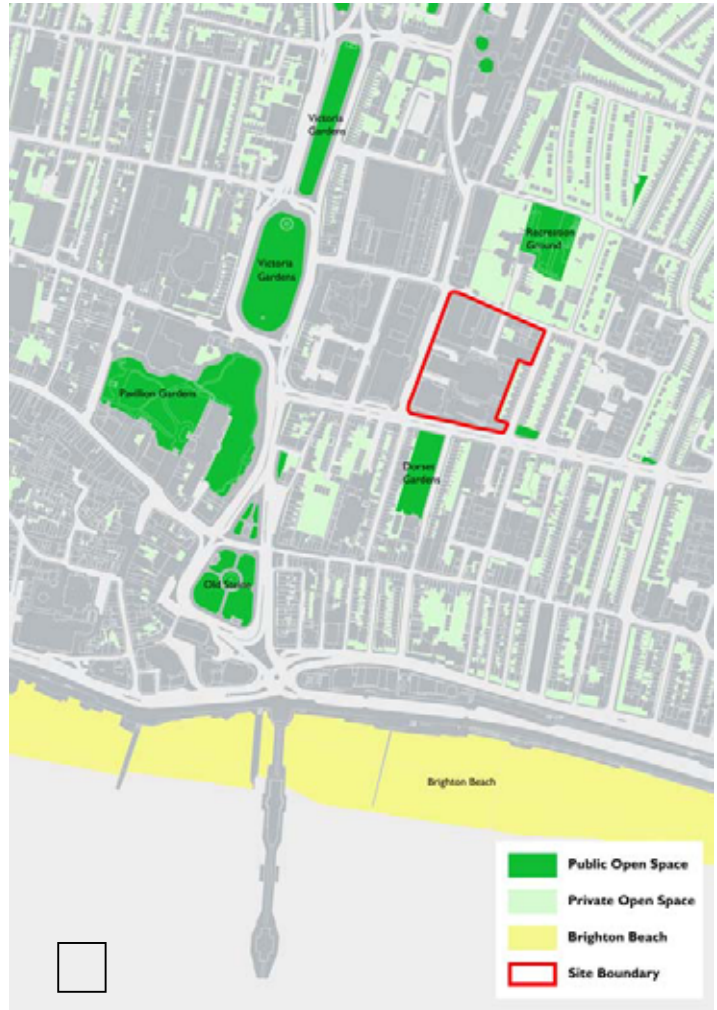


Above: Existing Strategic Section (Taken from 'Urban Design Analysis and Guidance', BDP, December 2004 p. 14)

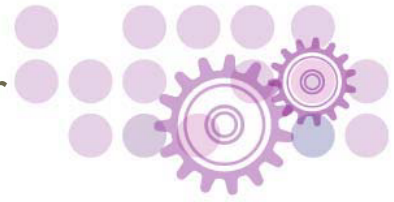


Above: Plan Showing the Location of Sections (Taken from 'Urban Design Analysis and Guidance', BDP, December 2004 p. 14)

There is currently only very limited open space at present on the site. In terms of public open space, the only provision is the small hard-landscaped square which forms the entrance to the Amex house from Edward Street. This space, while small, is well-used by members of the public and particularly by employees of American Express. The site is also currently of low biodiversity value.

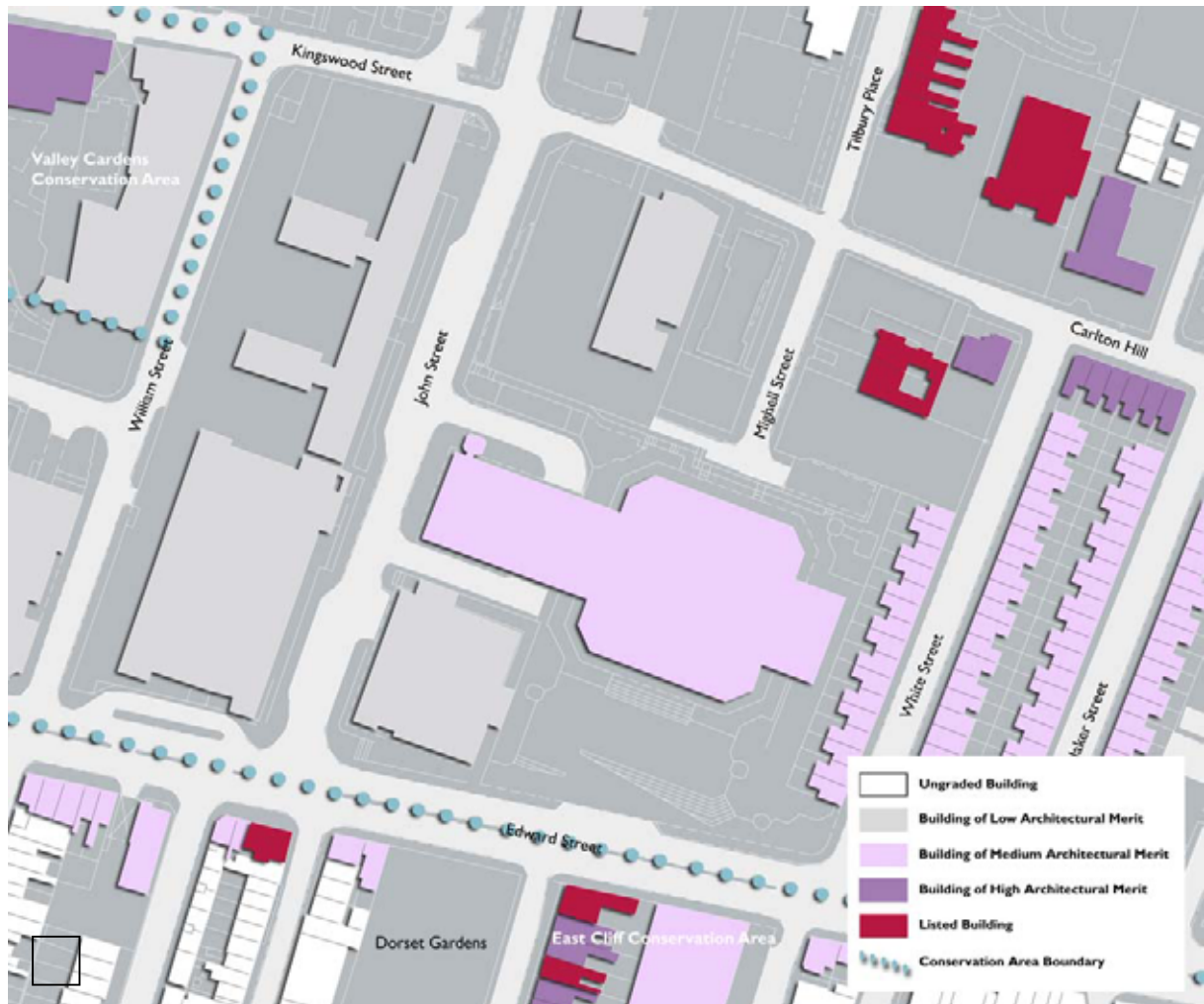


Open space plan



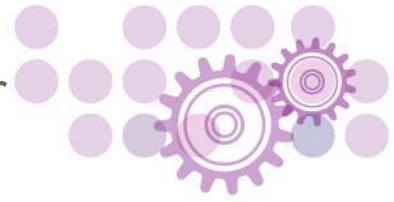
Conservation Areas, Listed Buildings and Buildings of Architectural Merit

Brighton and Hove has a wealth of historic architecture, which is reflected in the large number of listed buildings and conservation areas identified in the City. The region is particularly renowned for its Regency stucco architecture, which contributes greatly to the character and appearance of the city.



Buildings of Architectural Merit

The site lies in the historic centre of Brighton in an area first developed in Regency and early Victorian times and adjoins the northern boundary of the East Cliff Conservation Area, which is characterised by a mixture of stately houses that line the cliffs and tightly packed, less imposing terraced houses in the side streets away from the seafront



Far left: listed buildings to the north of the Quarter

Left: Listed building at 34/36 Mighell Street

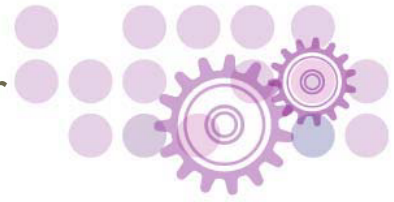
The plan on the previous page highlights the differences in architectural quality in and around the Quarter. The listed buildings at 34/35 Mighell Street can be seen directly to the north of Amex House. To the north of the Quarter, lies a collection of listed buildings in Tilbury Place and to the south, various listed buildings and buildings of high architectural merit can be found within the East Cliff Conservation Area. To the west of the site are predominately buildings of low architectural quality. Within the Quarter itself, there is a range of architectural quality, from the listed buildings on Mighell Street to buildings of low architectural quality in the western half of the site.

Building Heights

The plan to the right highlights the contrast in building heights across the site. The eastern part of the site is dominated by two-storey terraces, whilst to the west the buildings are mostly three to five storeys. The quarter is dominated by the ten-storey (including roof plant room) Amex House, which rises above its neighbours.



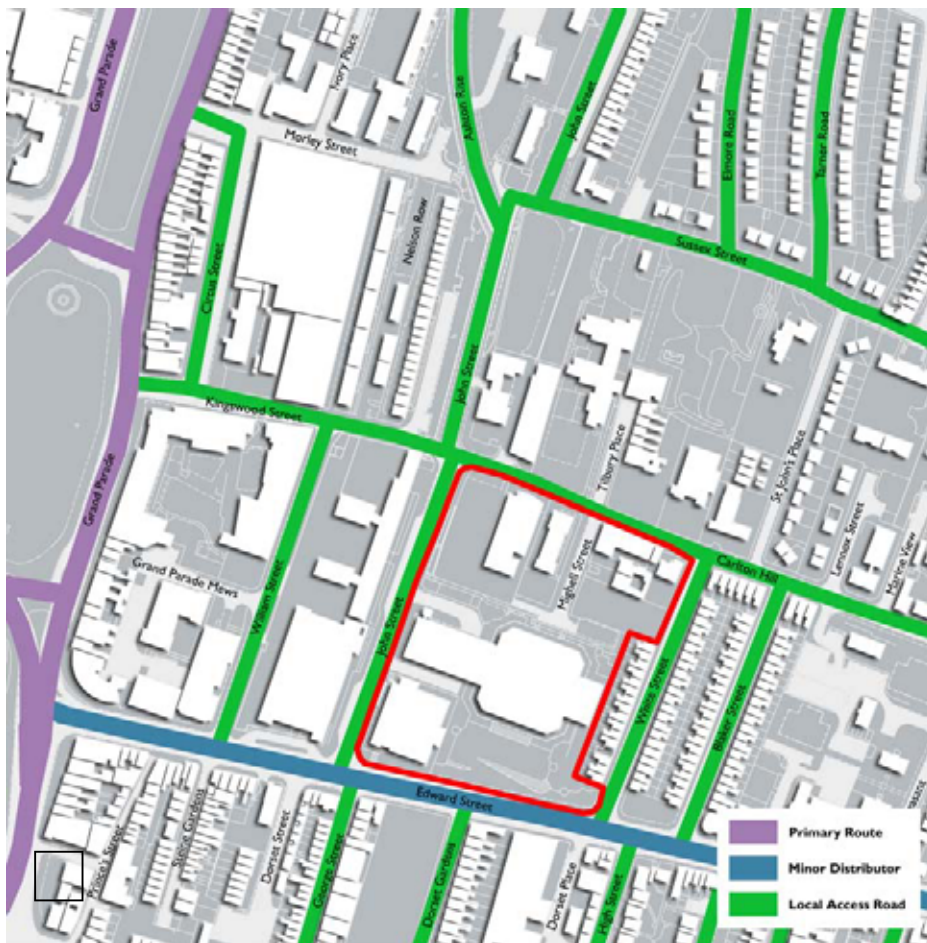
Building Heights



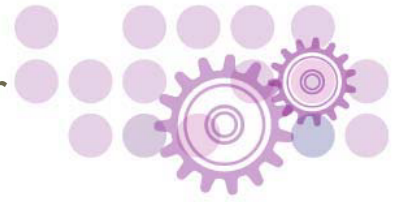
Access and Movement

Pedestrians and Cyclists

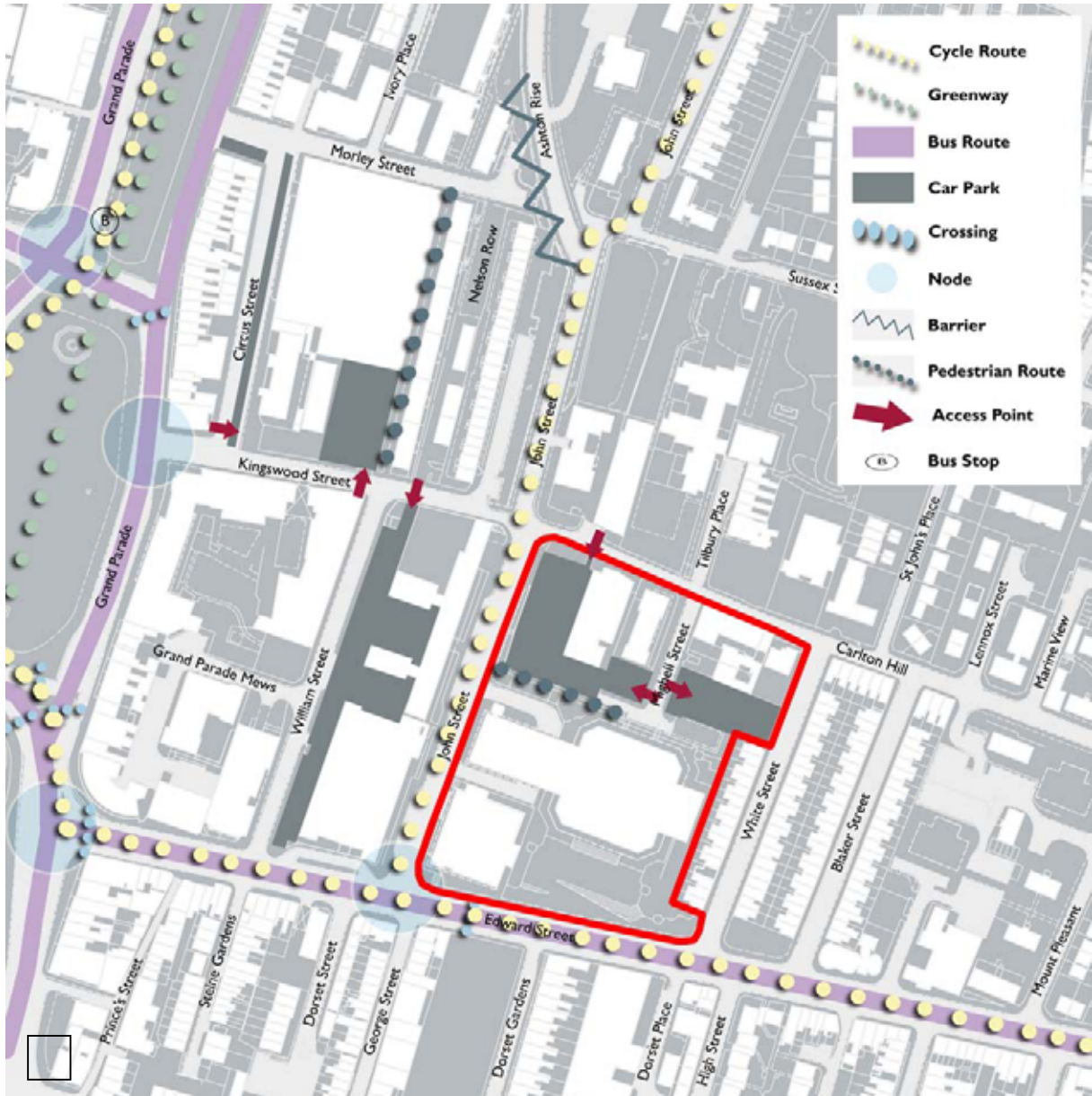
The existing pedestrian environment around the Edward Street Quarter is considered to be poor. The area currently contains limited lighting and generally poor streetscape, which contributes to a largely unwelcoming urban environment. This is particular apparent within the pedestrian route, leading from John Street to Mighell Street, where the combination of steep steps, chain-link fencing and limited street lighting creates an uninviting environment for pedestrians.



Road Hierarchy (based on Brighton and Hove Local Transport Plan 2001/02 – 2005/06)



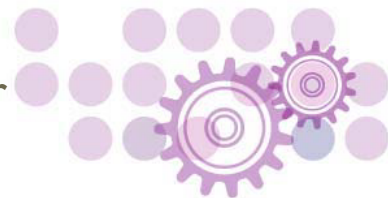
The Edward Street Quarter is centrally located within the city's cycle route network. For example, Edward Street and John Street are identified as advisory cycle routes, whilst the nearby Grand Parade has cycle ways and is consequently designated as a traffic-free cycle route (National Cycle Route 23).



Access and Movement in and Around the Site

Public Transport

The site is served well by the existing public transport network, with a number of the City's bus lines serving the site. Buses run along Edward Street and the nearby Grand Parade, serving the entire academic corridor of the A23/A270/A27T. Brighton mainline railway station is positioned approximately 20 minutes walk from the site. In addition to this, the City Council is looking at options around implementing a Rapid Transit System, which could



service Edward Street. It may link with off-site commuter parking facilities that could ensure that workers who start their journeys in cars outside the City will be able to avoid congestion once inside the City and will be taken straight to their workplace. This will turn many potential city centre car journeys into public transport journeys.

Public Highway

The Edward Street Quarter is very centrally located within Brighton and is situated in very close proximity to a number of key routes within the city, including Edward Street itself and Grand Parade. The Edward Street Quarter is therefore well served in all directions by major vehicular thoroughfares, including the A23, A270, and A259. The existing key vehicular access points are from John Street and Carlton Hill, which provide entrance points to a number of car parks within the area, which are both underground and surface car parks. White Street, to the east of the Quarter contains a number of on-street car parking spaces which serve the adjacent residential properties.

Car Parking

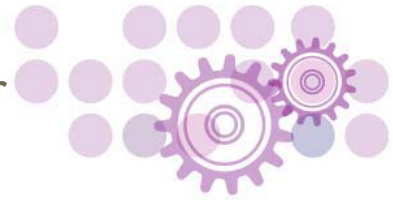
Given the sustainable nature of the Edward Street location, which benefits from good levels of public transport accessibility and is within walking distance of a wide range of shops, services and community facilities, the Council will be expecting only very limited on-site car parking provision. The Edward Street Quarter is therefore a good candidate for pedestrian and cycling facilities to be extended and improved. The site is also within Controlled Parking Zone C so any on-street parking around the site is already limited.

Views towards the site

Amex house represents one of the largest buildings within Brighton and, as such, forms a key element in the skyline of the city. This is particularly apparent when the city is viewed from the coast as the distinctive form of Amex House contrasts markedly with the finer grain of the traditional seafront buildings.

There are a number of recognised viewing corridors within the city centre, which cross over the site (see plan below). These include:

- ❑ Queen's Road – viewing corridors along Church Street highlights the site as a potential prominent location
- ❑ Marina Parade – the vista along Madeira Place frames the American Express building
- ❑ Palace Pier – the panorama seen from the Palace Pier locates the setting of the American Express building against the backdrop of the hillside.

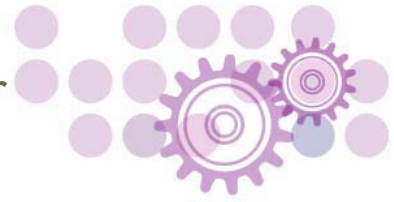


Strategic View Corridor

(Taken from 'Urban Design Analysis and Guidance', BDP, December 2004 p. 12)

The following plan illustrates the various façades of the site which are visible from the surrounding streets. The Edward Street façade contains the entrance to Amex House and Crown Building. Both are set back from the street and offer limited surveillance to pedestrians. There is a large area of public space in front of Amex House which is not currently being used to its full potential.

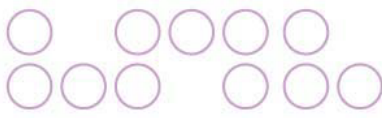
The John Street frontage comprises the side of the Crown Building, part of Amex House and a car park, which is raised above street level. As such, there is little activity in this part of the Quarter due to the lack of building entrances. Carlton Hill is fronted onto by a series of building backs and sides, with the exception of two dwellings at the eastern end. White Street has the most active fronts and follows the grain of the City, with a series of terraced dwelling houses, and could also be considered as the most attractive street in this locality.



Edward Street Quarter Façades

Views out of the site

Due to the topography of the site there are numerous viewing points out of the site. To the west, views are provided towards the city centre, whilst to the south along White Street, a vista is afforded towards the seafront. Local views are also provided, most notably from Amex House towards Dorset Gardens and the conservation area, along Carlton Hill and Edward Street, and a south-westerly view across the site from Mighell Street, where a view towards the seafront over the roofs of building can be observed.

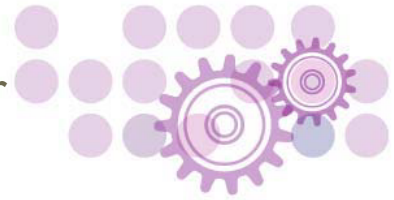


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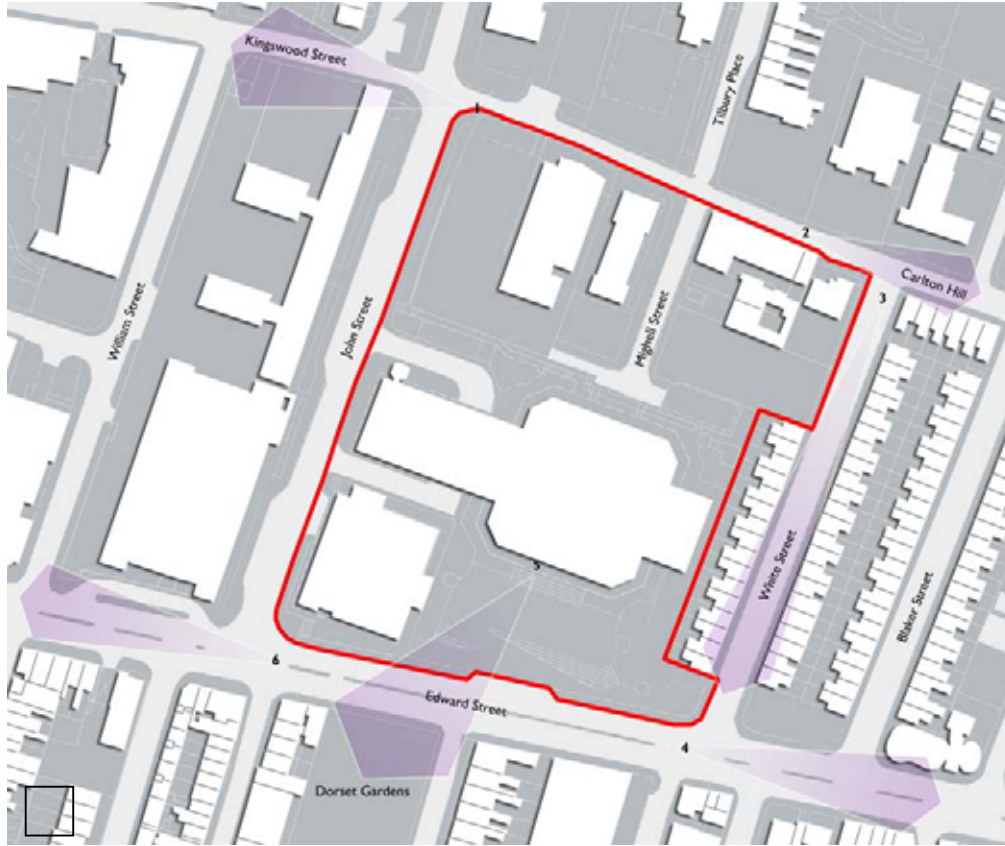


edward street quarter

supplementary planning document



Brighton & Hove City Council's Local Development Framework



Views out of the Quarter



1. View east from Carlton Hill



2. View west from Carlton Hill



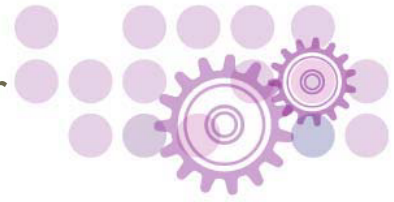
3. View of the sea from White Street

4. View east along Edward St

5. Dorset Gardens

6. View west along Edward St





Edges

The vast majority of edges within the Quarter are inactive or of poor quality. The central position within the site of Amex House results in confusion over front and backs, particularly in Mighell Street, which is currently untidy and poorly surveilled. The White Street boundary has the highest proportion of active edges within the Quarter, whilst the site currently makes no contribution towards John Street as all edges are inactive.



Active and Inactive Edges



Carlton Hill



Job Centre Plus



Part of Amex House



Carlton Hill



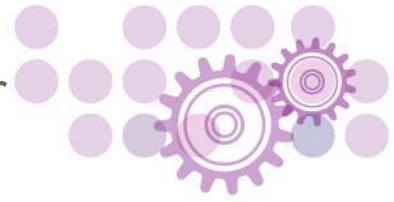
White Street Terraces



Carlton Hill



Amex House Entrance on Carlton Hill



Edward Street



Southern Elevation – Edward Street, North



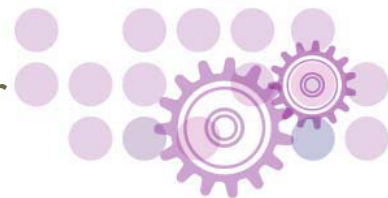
Western Elevation – John Street, East



Northern Elevation – Carlton Hill, South



Eastern Elevation – White Street, West



ANNEX 2

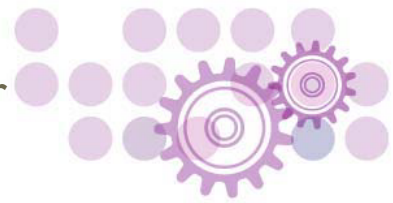
Development Options

In order to provide a framework for development and in order to demonstrate how the preceding development principles might be applied to the site, two development options have been put forward in this draft SPD. These are not masterplans for the site and do not show a preferred scheme of the Local Planning Authority. However, they are intended to show how the development principles might work in practice.

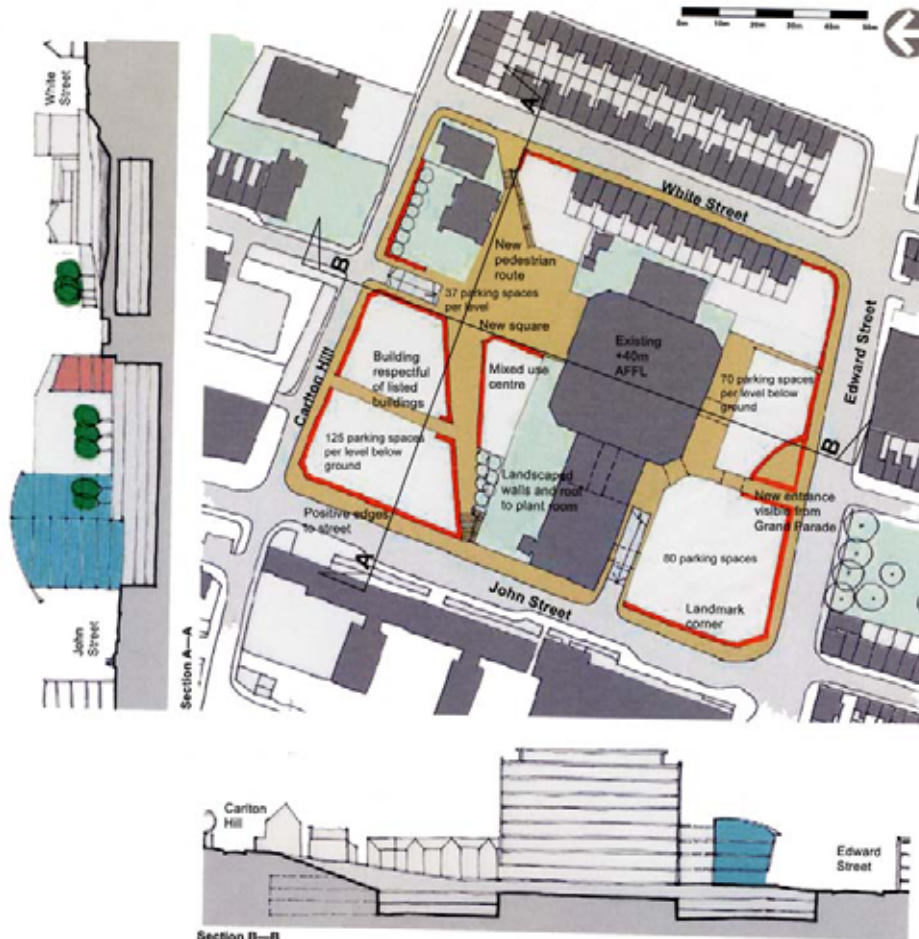
The first is that contained in the Urban Design Analysis produced by BDP in December 2004. The second is an alternative development framework which provides an alternative development form and distribution of uses. The two options are taken in turn below and key factors of each are summarised. The variance between the two options revolves around the approach taken to key issues raised by the site, as follows:

- Provide active edges to Edward Street, John Street and Carlton Hill;
- Improve the setting of the listed building;
- Approach taken to parking provision, taking account of site context and location;
- Approach taken to existing open space in front of Amex House and Edward Street;
- Approach taken to dealing with retention of Amex House; and
- Approach taken to other existing uses on the site, including the Job Centre building.

NOTE: These options are suggested for illustrative purposes only and in addition to considering these options developers are invited to prepare innovative schemes for the site which comply with the established development principles.



Option I

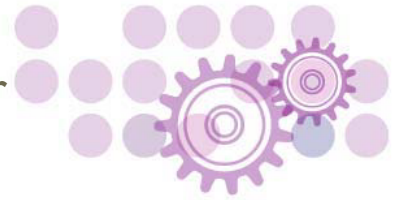


Layout Plan and Sections

(Taken from 'Urban Design Analysis and Guidance', BDP, December 2004 p. 21)

This option was the result of an urban design, analysis and guidance report produced by the Building Design Partnership (BDP). Site principles for the indicative scheme include:

- ❑ maintain and enhance west vista along Carlton Hill towards the valley;
- ❑ build positive edge to Edward Street, particularly facing Dorset Gardens and the East Cliff Conservation Area;
- ❑ build a positive landmark to the south-western corner, that could be incorporated into the overall development proposal. Viewed from the Royal Pavilion Gardens edge of Grand Parade, this corner could form an important legibility landmark;
- ❑ build positive 'bookmarks' to the ends of White Street residential terrace;
- ❑ increase the level of permeability through the site;
- ❑ ensure the listed buildings and their environs both within and adjacent to the study area are respected, maintained and enhanced;
- ❑ open up views into the site, using the façade of the listed building to draw pedestrians through;



- ❑ develop a campus arrangement of buildings, centred around a mixed-use heart; and
- ❑ the slope of the site to the west provides the opportunity to develop taller buildings along that edge without negatively affecting adjacent buildings or spaces.



*Land Use Axonometric – for illustrative purposes only
(Taken from 'Urban Design Analysis and Guidance', BDP, December 2004 p. 25)*



Indicative development capacity calculations for the Edward Street Quarter – Option 1

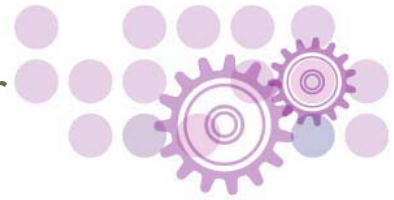
		Footprint (m ²)	Storeys	Gross floor area (m ²)
Existing				
Office		3,600	3 to 10	27,800
Office ancillary		1,950	1 to 3	2,650
Crown Building		1,360	4	5,440
Surface car park	200 spaces			2,170
Underground car park	50 spaces			1,700
Public open space				2,800
Approx. totals				32,620

Proposed				
Office		5,100	3 to 9	39,800
Office – Edward Street entrance		750	6	4,500
Office (replacing Crown Building)		1,750	6	10,500
Office ancillary		2,550	1 to 3	3,650
Residential (to white street)	Approx. 14 houses	1,360	2 to 3	2,960
Residential flats	Approx. 50 flats	1,050	4 to 5	3,250
Commercial/A3		525	1	525
Underground car parking	Space for up to 480 spaces*	6,875	3	20,625
Underground car parking (beneath Crown building)	160 spaces	2,475	2	4,950
Public open space				4,725
Approx. Totals [64 residential units]				95,485

Proposed floor areas

N.B. *These values take no account of the requirement for recreational space.*

**The number of car parking spaces is a notional maximum based on possible area. The permitted amount of spaces would be based on the finding of the Transport Assessment and planning policy and is likely to be a lower figure.*



Option 2

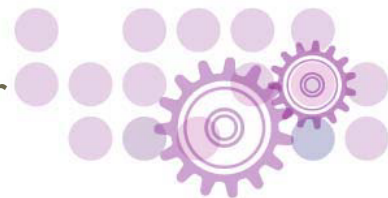
This option seeks to apply the development principles differently, resulting in an alternative development form.



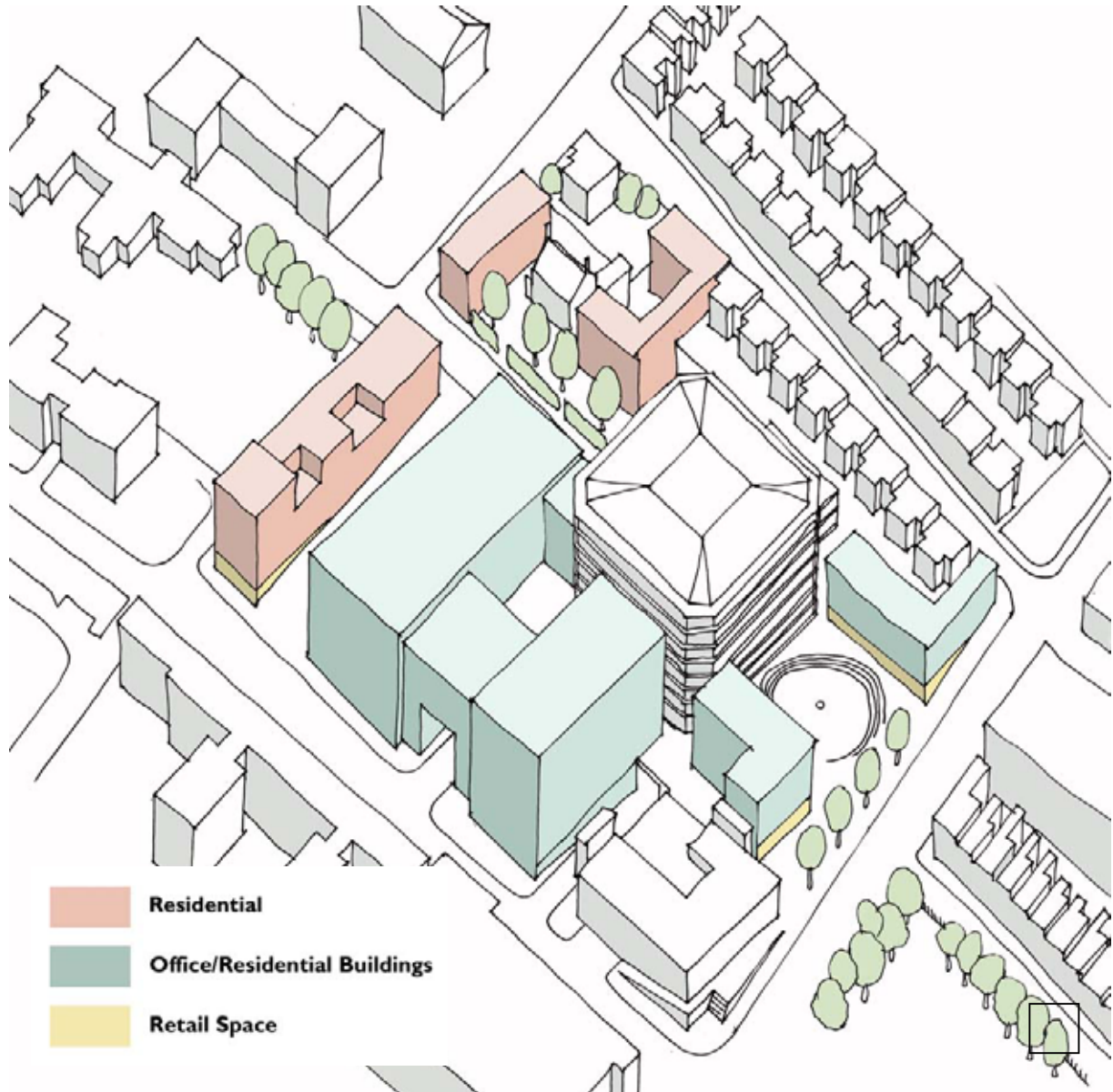
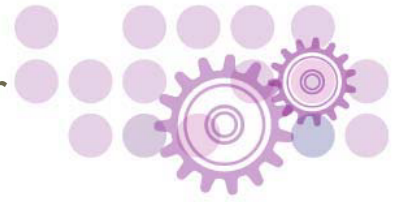
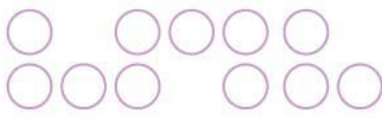
Indicative Site Plan

Key features of the scheme:

- 1 Significant new business buildings are included to the west and north of the main American Express building, creating new active frontages onto the public space. These buildings would also contribute to the creation of a strong street frontage along John Street. 16,734 m² of gross business floorspace could be provided within these buildings over 6 storeys. Energy efficiency would be promoted within these larger blocks.



- 2 Two new complementary use buildings facing on to Edward Street help to re-establish the street frontage, and create new active fronts onto the square. The easternmost of these buildings would complete the corner between White Street and Edward Street.
- 3 Residential accommodation is included to the north of the site, including two in-fill blocks which help to improve the setting of the listed building. These buildings would provide a stronger frontage to Carlton Hill and would also help to complete the building line along White Street. Approximately 10 houses and 70 flats could be provided within these buildings.
- 4 The existing pedestrian passageway close to the American Express building is moved north, and designed as a street with an axial approach to the listed buildings (34/35 Mighell Street). This would enhance the setting of the listed building and would provide amenity space for the adjacent residential and office buildings. A scheme of landscaping could also be implemented to enhance the new public right of way.
- 5 Retail and café uses are included facing on to the square to create activity and provide amenity. These uses would enhance the character of this open space and would provide a useful facility for those working in the adjacent office buildings. 1,000 m² of retail space could be provided within these buildings, although the impact of such development on existing retail centres would need to be rigorously examined
- 6 The existing Job Centre building is retained, but with scope for enhanced elevation treatment.
- 7 The public realm around the Job Centre building could be improved by replacing the solid parapets of the stairs and ramps with glass or railings.
- 8 The existing access and egress to the American Express underground car park and service area are retained, but could be built over to provide stronger street frontage.



Land Use Axonometric – for illustrative purposes only



Indicative development capacity calculations for the Edward Street Quarter – Option 2

Block		Footprint (m ²)	Storeys	Gross floor area (m ²)
A	Residential – approx. 60 flats	1026	4	4,104
B	Residential – approx. 7 houses	311	3	933
C	Residential – approx. 3 houses and 10 flats	425	3	1,275
Residential total [80 units]				6,312

D	Business	1,776	6	10,656
E	Business	304	4	1,216
F	Business	1,013	6	6,078
G	Business	391	4.5	1,759.5
H	Business	641	4.5	2,884.5
Business total				22,594

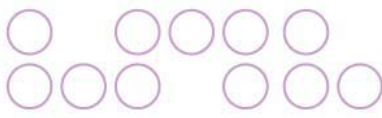
A/G/H	Retail/A3	1,000	1	1,000
Retail/A3 total				1,000

	Spaces per level	Storeys	Total
New underground car park accessed from John Street	100*	1	100
Existing underground car park beneath square	70	2	140
<i>(it is assumed that the existing parking beneath the Crown building is retained and continues to be used as at present)</i>			
Parking spaces total			240

	Area (m ²)
Public space facing Edward Street	1,318
New public route from John Street	990
Public space total	2,308

N.B. These values take no account of the requirement for recreational space.

*The number of car parking spaces is a notional maximum based on possible area. The permitted amount of spaces would be based on the finding of the Transport Assessment and planning policy and is likely to be a lower figure.

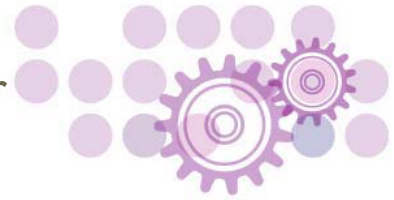


spd

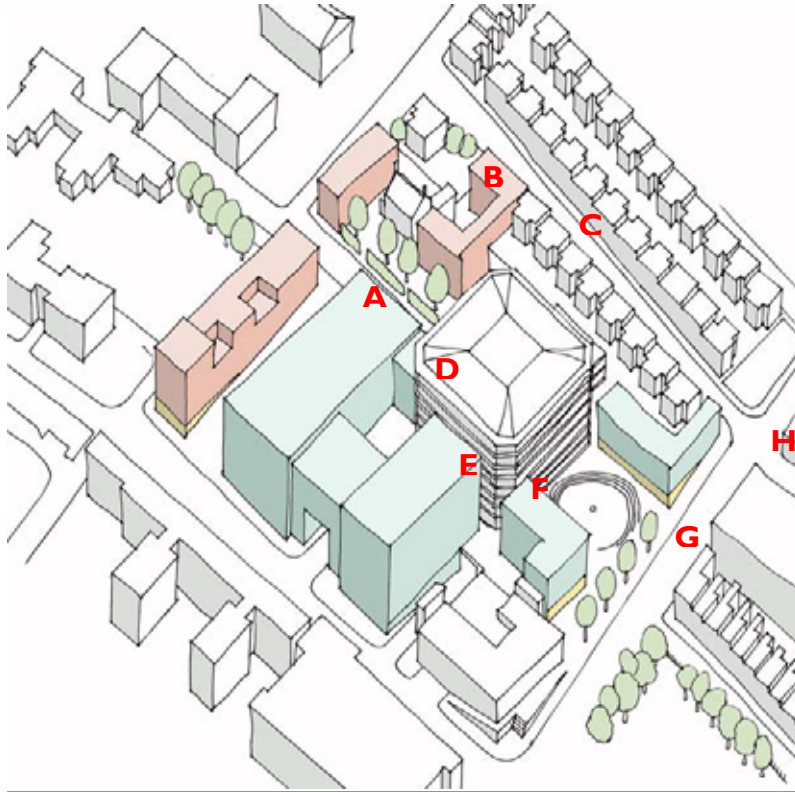


edward street quarter

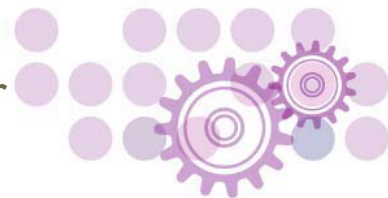
supplementary planning document



Brighton & Hove City Council's Local Development Framework



Block schedule



ANNEX 3

Useful Links



building the local workforce

01273 667 765

constructingfutures@ccb.ac.uk

Living Roofs: www.livingroofs.org

Biodiversity and buildings: www.ciria.org/rp714.htm

Car clubs and car sharing: www.carplus.org.uk

Sustainable Transport for Brighton & Hove: www.citytransport.org.uk



ANNEX 4

Monitoring Activity to be Undertaken

Monitoring Activity to be undertaken	Who is responsible for undertaking the monitoring	When should it be carried out? (Dates and frequency)
Application Stage and Completion Stage		
Populations of wild birds (swifts) Edward St	Information to be provided with planning application	Application Stage: Development Control Completion Stage: Strategic Planning and Monitoring Team
Bat population at Edward	Information to be provided with planning application	Application Stage: Development Control Completion Stage: Strategic Planning and Monitoring Team
Number and area of designated sites of ecological value at Edward St	Information to be provided with planning application	Application Stage: Development Control Completion Stage: Strategic Planning and Monitoring Team
Has a Transport Assessment/ travel plan been submitted at Edward St with the planning application?	Information to be provided with planning application	Application Stage: Development Control Completion Stage: Strategic Planning and Monitoring Team



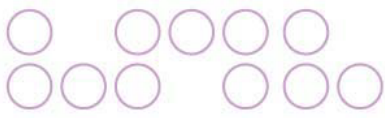
Has a sustainability checklist been submitted as part of the application for application for Edward Street	Information to be provided with planning application	Application Stage: Development Control Completion Stage: Strategic Planning and Monitoring Team
Has a Waste management plan been submitted with applications for these sites?	Information to be provided with planning application	Application Stage: Development Control Completion Stage: Strategic Planning and Monitoring Team
Does the development provide training opportunities for local people?	Information to be provided with planning application	Application Stage: Development Control Completion Stage: Strategic Planning and Monitoring Team
Prior to Application and Completion Stage		
The % of people who think that people being attacked because of the colour of their skin colour, ethnic origin, or religion is a very big problem in their area	Community Safety Team & Hate Crime Team within Brighton & Hove City Council	Monitored annually at the end of financial year, Starting 2006 and completion
The % of residents who think that for their local area, over the past three years, community activities have got better or stayed the same	Community Safety Team & Hate Crime Team within Brighton & Hove City Council	Monitored annually at the end of financial year, Starting 2006 and completion
The % of residents who said they feel safe after dark in their area?	Community Safety Team & Hate Crime Team within Brighton & Hove City Council	Monitored annually at the end of financial year, Starting 2006 and completion
% of residents that feel safe in their area during	Community Safety Team & Hate Crime Team within Brighton & Hove City Council	Monitored annually at the end of financial



day?	Council	year, Starting 2006 and completion
The % of residents who think that a) vandalism, graffiti and other deliberate damage to property or vehicles, b) people using or dealing drugs, and c) people being rowdy or drunk in public spaces is a problem in their area?	Community Safety Team & Hate Crime Team within Brighton & Hove City Council	Monitored annually at the end of financial year, Starting 2006 and completion
Completion Stage		
Percentage of affordable housing developed on Edward St	Strategic Planning and Monitoring Team within Brighton & Hove City Council	Monitored after completion
% Of new homes built to the 'excellent' BREEAM standard at Edward St development sites?	Strategic Planning and Monitoring Team within Brighton & Hove City Council	Monitored after completion
Mix of housing types at Edward St	Strategic Planning and Monitoring Team within Brighton & Hove City Council	Monitored after completion
% Of new developments at Edward St that incorporated water efficiency measures? And were targets met that were set out in the SPD?	Strategic Planning and Monitoring Team within Brighton & Hove City Council	Monitored after completion
% Of new homes built to the 'very good' EcoHomes standard at Edward St development sites?	Strategic Planning and Monitoring Team within Brighton & Hove City Council	Monitored after completion
Are new residential developments within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre?	Strategic Planning and Monitoring Team within Brighton & Hove City Council	Monitored after completion
Area of green space per population Edward St	Strategic Planning and Monitoring Team within Brighton & Hove City Council	Monitored after completion



% Of new developments at Edward St? That enhance biodiversity, i.e. 'green roofs' open space, greenways, and green corridors.	Strategic Planning and Monitoring Team within Brighton & Hove City Council	Monitored after completion
Is Edward St within an air quality management area?	Strategic Planning and Monitoring Team within Brighton & Hove City Council	Monitored after completion
Has a green/staff travel plan been submitted or is it a condition of development?	Strategic Planning and Monitoring Team within Brighton & Hove City Council	Monitored after completion
Have all new developments at Edward St incorporated a reduction in CO2 emissions and reached targets set in SPD?	Strategic Planning and Monitoring Team within Brighton & Hove City Council	Monitored after completion
Is a % of power generated on site through renewables as per targets set in SPD?	Strategic Planning and Monitoring Team within Brighton & Hove City Council	Monitored after completion
% of new developments across the overall site with water efficiency measures? And have the SPD targets been met?	Strategic Planning and Monitoring Team within Brighton & Hove City Council	Monitored after completion
% Of new developments at with Sustainable Urban Drainage Systems (SUDs) installed?	Strategic Planning and Monitoring Team within Brighton & Hove City Council	Monitored after completion
Did the developments at Edward St use sustainable construction materials?	Strategic Planning and Monitoring Team within Brighton & Hove City Council	Monitored after completion
What is Business start up rates on the sites? And% Of floor space occupied annually on sites and% of vacant floor space annually?	Strategic Planning and Monitoring Team within Brighton & Hove City Council	Monitored after completion
Unimplemented planning permissions on sites	Strategic Planning and Monitoring Team within Brighton & Hove City Council	Monitored after completion

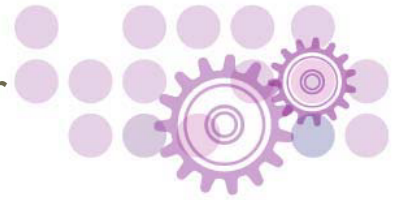


spd



edward street quarter

supplementary planning document



Brighton & Hove City Council's Local Development Framework

Number and percentage of employees by employment division on sites	Strategic Planning and Monitoring Team within Brighton & Hove City Council	Monitored after completion
Percentage of vacant retail units at Edward St	Strategic Planning and Monitoring Team within Brighton & Hove City Council	Monitored after completion

need a translation?

If you would like this translated, please tick the box (or state the language required) and return this to any council office

Në qoftë se dëshironi që ky informacion të përkthehet nëgjuhën shqipe ju lutem shënoni '✓' në kuadratin përkatës dhe dorëzoheni këtë në cilëndo zyrë të Këshillit të Rrethit.

Albanian

"إذا كنت ترغب في الحصول على هذه المعلومات مترجمة للغة العربية، يرجى وضع علامة في الخانة المبيّنة و إعادة هذا إلى أي مكتب من مكاتب مجلس البلدية".

Arabic

'আপনি যদি এই তথ্যটির অনুবাদ [বাংলা ভাষায়] পেতে চান তাহলে অনুগ্রহ করে পার্শ্বের বক্সে টিক দিয়ে যে কোন কাউন্সিল অফিসে পাঠিয়ে দিন'

Bengali

如果你想這些資料翻譯成廣東話，請在方格內加剔，並把這表格送回任何市議會的辦事處。

Cantonese

"اگر مایلید این اطلاعات به زبان (فارسی) ترجمه شود، خواهشمندیم شکل مربع را علامت زده و فرم را به هر آدرس شهرداری که در اختیار دارید پس بفرستید."

Farsi

Si vous souhaitez obtenir une traduction de ces informations en français, cochez cette case et renvoyez ce coupon au bureau municipal de votre choix

French

如果你想這些信息翻譯成普通話，請在方格內划勾，并把這表格送回任何市議會的辦事處。

Mandarin

No caso de querer obter a tradução desta informação em português, assinale por favor o quadrado correspondente, e envie este impresso para qualquer um dos 'council office' (escritórios da Câmara Municipal).

Portuguese

Eğer bu bilgilerin Türkçe tercümesini isterseniz, lütfen kutuyu işaretleyip herhangi bir Belediye bürosuna götürünüz.

Turkish

Other (please state)

This can also be made available in large print, in Braille or on audio tape

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