

PELHAM STREET: KNOWLEDGE QUARTER



PELHAM STREET: KNOWLEDGE QUARTER

PELHAM STREET: KNOWLEDGE QUARTER

CONTENTS

Page number

- What is a Development Brief? 5
- The Purpose of this Development Brief 5

SECTION ONE

A New City College

- Introduction 6
- City College ‘Central’ at Pelham Street 7
- City College ‘at the Stadium’ 7
- Eastern Skills Centre at Wilson Avenue 7
- Western Skills Centre 7
- Planning for the Pelham campus 8
- Community Engagement 9

SECTION TWO

A new mixed use ‘Knowledge Quarter’

- Site 11
- Description of Existing Buildings 12
- Context 13
- Development Concept 16

SECTION THREE

Planning Issues and Considerations:

- Land Use 20
- Height & Massing 21
- Brighton & Hove City Council Tall Buildings SPG15 22
- Strategic Views 23
- Architecture & Urban Design 23
- Public Realm & Open Space 24
- Built Heritage & Conservation 25
- Footprint and Urban Grain 26
- Connectivity 26
- Transport & Parking 27
- Sustainability 27
- Residential Development 28
- Access for All 29
- Community Safety 30

PELHAM STREET: KNOWLEDGE QUARTER

	Page number
Conclusion	30
 APPENDIX	
Planning Policy	
▪ Draft South East Plan	31
▪ East Sussex and Brighton & Hove Structure Plan	31
▪ Brighton & Hove Local Plan	32

PELHAM STREET: KNOWLEDGE QUARTER

What is a Development Brief ?

A development brief is a non statutory document produced by the local authority in partnership with other interested parties to guide potential developers in respect of the main principles for the design, siting, layout and land use of a development site.

The purpose of this Development Brief

This development brief has been prepared to shape development proposals for a new City College campus that will comprise the redevelopment of its landholdings in the Pelham Street area. This new 'Knowledge Quarter' is intended to provide the majority of the College's learning and teaching facilities across Brighton & Hove, as well as the comprehensive development of a strategically important area of the city, providing new linkages and open space in conjunction with associated residential, employment and community facilities.

The timing of the brief is crucial in securing external funding from the Learning & Skills Council (LSC). The College intends to submit an 'Application in Principle' (AiP) to the LSC in early 2008 to fund the development. If successful this would enable completion of the 'Knowledge Quarter' in time for the new academic year in September 2010. The LSC requires planning consent to have been granted for any development before funding approval is confirmed. This document therefore provides the framework that will guide the preparation of a detailed planning application and outlines the development principles that will guide the final form of the development.

PELHAM STREET: KNOWLEDGE QUARTER

SECTION ONE: A NEW CITY COLLEGE

Introduction

City College provides Further Education for ages 14 and over, with no upper age limit. Recent trends at the College show a year on year increase to 16-19 year old student numbers, with numbers more than doubling over the past 5 years in respect of this age group.

The College's curriculum offer is geared to the LSC's local priorities for employment-related training. For Brighton & Hove this means construction, engineering, care, leisure and tourism and cultural industries. The College is a major partner of the City Council in providing a well-trained local labour force through its core educational programmes, particularly in the creative industries and construction. This already enables local workers to capitalise on major developments planned within the city. The development of City College would allow many more to maximise employment opportunities from the predicted employment growth in the city.

Across Further Education student numbers are expected to increase nationally. The Government has extended the automatic right to free education to all 16-18 year olds and compulsory education/training is to be extended to age 18 in 2010. These two factors are expected to further increase demand locally for places at the College. At the same time the LSC is presently supporting, through capital grant funding, an unprecedented programme of College premises across England. City College is therefore investigating options for substantial capital investment to redevelop and rationalise its existing facilities and thereby radically improve the quality and appearance of the College environment.

CITY COLLEGE'S DEVELOPMENT STRATEGY

The College is currently considering its future development strategy. The following four site strategy proposal is now being tested as the College's preferred option.

PELHAM STREET: KNOWLEDGE QUARTER

City College ‘Central’ at Pelham Street

In essence the proposal would retain the College's headquarters and main campus in the City centre at Pelham Street - City College 'Central' focussing on arts, media and publishing and performance arts,. The City College 'Central' headquarters is the subject of this Development Brief and is described in more detail later in the document.

City College ‘at the Stadium’

In addition City College is seeking to provide further educational provision as part of the Falmer Stadium development. The College’s vision is to form a partnership with schools in the east and west of the City to develop outreach centres focusing on vocational skills, offering learning programmes in construction, electrical engineering, sport, health, public services and care. This would provide stepping stones through vocational pathways from age 14 to adult and from entry level to higher education,. It would also be City College’s intention to provide opportunities for close working between the College and the Brighton and Sussex Medical School and the University of Brighton Health and Social Sciences Faculty.

Eastern Skills Centre at Wilson Avenue

City College is already leasing this site and, in addition to its own programmes being based at the site, has developed learning programmes there for learners aged 14-16, working with schools. The College vision is to build on this work with partners to create an educational/community/leisure/employment centre including: a local Skills Centre of Excellence for Engineering and Motor Vehicle a 14-16 Skills College including workshops in MV, Engineering, Construction, Hair and Beauty, Health and Care; City College's main Sports provision including Astroturf pitches and Sports Hall MV and workshop facilities for start-up self employment; potential Leisure Club development and a Community Centre.

Western Skills Centre

Schools have already identified the need for a skills centre in Hove. There is also a need to ensure access to adult and community learning opportunities for residents on the western side of Brighton and Hove. There may be other community needs which would form a coherent

PELHAM STREET: KNOWLEDGE QUARTER

vision for a western development. These ideas are less well developed than those for the eastern skills centre.

Planning for the Pelham campus

In order to accommodate new educational facilities within a mixed-use masterplan – any scheme needs to reconcile a complex set of uses within a confined urban space. To inform and guide this process, City College in consultation with Brighton & Hove City Council, held a series of planning and design workshops to shape the development principles for the new College campus. Four workshops were held between September and November 2007 involving a range of council officers, the project director of City College and the College's consultants Building Design Partnership, Broadway Malyan. It was agreed early in the planning and design process that the most effective way of giving Council guidance on the planning process within the timescale sought by the College was through a Development Brief. This would establish the planning policy and development principles within which a planning application for the new City College campus could be submitted. It would also provide the foundation for City College to submit a funding application to the LSC that met both the operational and design needs of City College and the Council's planning policies.

In order to allow efficient and continuous operation during the construction process as well as a safe working environment for staff and students, City College requires its new facilities to be built and ready for occupation before staff and students can be relocated from Pelham Tower and associated educational buildings along Pelham Street. The only practical location for this development in the Pelham Street area is the current college car park. All other sites within City College's land ownership at Pelham Street are built out and occupied.

The proposed floorspace for the new City College is approximately 16,360 square metres, over two phases, for some 8,700 students and staff. The development of this quantum of educational floorspace on a more restricted education development 'footprint' than the College currently has at Pelham Street is clearly likely to have an impact on built form and massing. It will involve bringing the built form closer to the North Laine conservation area

PELHAM STREET: KNOWLEDGE QUARTER

and will probably require a building considered as “tall” within the context of the Council’s Tall Buildings Policy (i.e. at least 6 Storeys).

It is therefore important that the design of the new City College campus at Pelham Street is of the highest standard. Appropriate scale and massing and strengthening of the urban grain of the area will be core requirements of any development proposal., as well as ensuring that new buildings complement the adjacent conservation areas and provide a new ‘presence’ for this important area of the city,

In addition there is an opportunity to provide a range of other land uses, most of which would be related to the core improved education and business support offer that City College proposes, such as student housing, supported youth facilities and managed workspace, as well as other more traditional urban land uses such as residential and health to enable a fully sustainable mixed use scheme to come forward for the Pelham Street Knowledge Quarter.

Redevelopment at Pelham Street should provide a significant improvement in college facilities and services and ultimately contribute to the social, cultural, education and economic success of Brighton & Hove and the wider region. The development should also help to create a ‘sense of place’ as part of a mixed-use quarter and further enhance design aspirations in the city.

COMMUNITY ENGAGEMENT

In January 2007 the College hosted over five days of public consultation events on the new City College vision. At that time, the strategy involved the provision of facilities at three primary locations. However, in discussions with the LSC and following feedback from consultation, the opportunity to maximise the benefits of the Pelham Street site were highlighted as having not wholly been realised. Further planning and design work has concentrated on addressing this aspect of achieving a new main campus for City College.

PELHAM STREET: KNOWLEDGE QUARTER

PELHAM STREET: KNOWLEDGE QUARTER

SECTION TWO:

A NEW MIXED-USE 'KNOWLEDGE QUARTER'

Site

The College site is located between Whitecross Street to the west and London Road/York Place to the East. The site is located approximately 250 metres to the east of Brighton mainline railway station, and is within walking distance of Brighton's central commercial districts with associated amenities and public transport provision.



PELHAM STREET: KNOWLEDGE QUARTER

Description of Existing Buildings

The existing college buildings vary in age and style and are arranged with access focussed on Pelham Street. There are three Victorian buildings of varying merit, York, Trafalgar and Gloucester. With the exception of Gloucester these have been altered in the past. Following bomb damage in World War Two, Trafalgar was repaired with significant changes to the roof and top floor. Also of merit is the Victorian archway on York Place.

The ten-storey Pelham Tower seriously harms the urban form of the area. It is overbearing and incongruous in the streetscape and, through its height and massing, has a detrimental impact upon views into and from the adjacent conservation areas as well as strategic city-wide views.

The mix of buildings reflects the typical incremental and ad hoc nature by which most colleges of further education have expanded. There is frequent pedestrian and vehicular conflict, with large numbers of students entering and leaving College buildings simultaneously and emerging onto Pelham Street; whilst at the same time cars and other vehicles attempt to traverse Pelham Street.

A number of alterations and contemporary additions to link various buildings have been undertaken, together with a degree of infilling of open space with temporary accommodation. This has allowed the College to continue to meet its recent operational requirements, albeit in essentially make-shift facilities. There is currently a significant amount of floorspace which is unusable for a modern educational institution.

From the perspective of the accommodation necessary for a modern flexible college, many of the buildings and their facilities are coming to the end of their operational life and will need to be replaced. The ongoing maintenance costs and a lack of flexibility mean that the buildings are no longer fit for purpose. This conspires to hinder the teaching and training that takes place. Finally, the energy efficiency and commensurate CO₂ emissions rate poorly compared to modern standards.

PELHAM STREET: KNOWLEDGE QUARTER

Context

The site lies immediately to the north of the North Laine conservation area and to the west of the Valley Gardens conservation area. The Pelham Street site's relationship with the intimate scale and mixed uses of the North Laine conservation area presents a fundamental design challenge for its development. To the north of the site is the imposing, listed St. Bartholomew's Church and to the east lies the listed St Peter's Church, both of which are significant landmarks within the city. The majority of the city college lies adjacent to the two conservation areas, however the notable 'Gloucester' building and the York Place archway lie within conservation area boundaries.



Figure 1. City College indicative proposal with Conservation Area boundaries

PELHAM STREET: KNOWLEDGE QUARTER

The Pelham Street site abuts the northern edge of the regional centre (as designated on the Local Plan proposals map). To the north and east lie the London Road and Lewes Road corridors, subject of a recent regeneration strategy commissioned by the city council (known as the 'LR2' Study). This strategy sets out long-term regeneration plans "to provide strong and attractive gateways to the city, and create distinctive, integrated quarters which strengthen and enhances the overall character and diversity of the city". Development of Pelham Street presents an opportunity to help revitalise these areas of the city by strengthening the retail and cultural offer. The Pelham Street area in effect provides a 'bridge' linking the North Laine conservation area with the London Road and Lewes Road regeneration areas. The LR2 Study forms a background paper to the emerging Local Development Framework, which will provide a spatial planning framework for future regeneration schemes. In addition, part of the Greenway network runs to the immediate north of the site on Cheapside.

To the immediate west of the college site is the 22 storey residential tower block, Theobald House and its associated podium public car park. Any development of the Pelham Street site needs to provide an active street edge along Whitecross Street to support any development proposals that may come forward on the perimeter of the Theobald House site in the future. Nearby, to the northwest, the partially completed New England Quarter provides a mixture of residential, business and hotel uses as well as a new Sainsbury's supermarket. Development here is radically altering the appearance of the area. Any redevelopment of City College should complement this ongoing regeneration.

London Road is a main arterial route out of Brighton but inward/southbound traffic is restricted to buses and taxis. The heavy traffic does not provide an attractive environment for shoppers and there are currently a number of vacant commercial premises. The area is identified as Prime Retail Frontage in the Local Plan

PELHAM STREET: KNOWLEDGE QUARTER



Figure 2. City College indicative proposal showing connectivity to wider area

The college site is well located for public transport, being approximately 10 minutes walk from the main railway station and close to several principal bus routes. The current City College campus does little to encourage pedestrian movement for students, staff or residents. It is unattractive and encourages people to hang about outside the College entrance and the existing car park. Its strategic location in the city centre does not maximise permeability within and across the site. The site in its present configuration is not conducive to pedestrian flow and the strong desire line across the site and car park. In any new development there is an opportunity to open up new links through to the Valley Gardens conservation area, London Road and the bus routes, particularly by utilising the York Place archway.

Development Brief
**PELHAM STREET:
KNOWLEDGE QUARTER**



Figure 3. City College Indicative masterplan and land use

Development Concept

It is proposed that the redeveloped site at Pelham Street will total approx. 14,000 sq m of new college facilities in the first phase and a further 2,360 sq m in a later second phase. In addition the proposal includes a range of education based supporting uses such as:

- Youth Hostel and Student Housing: 2,500 sq m
- Managed workspace: 2,050 sq m
- College café and gallery: 315 sq m
- Live/work units: 600sqm

To provide a fully integrated and sustainable development for the Pelham Street site the following uses are also proposed:

- Pharmacy and social housing: 3,100 sq m
- Private housing: 3,050 sq m

PELHAM STREET: KNOWLEDGE QUARTER

It is anticipated that any planning proposals at Pelham Street will comprise the following key elements:

- The present college tower site and car park should be replaced with new buildings. These should seek to consolidate the building line and add vitality to the street scene whilst relating to the scale and grain of the neighbouring streets and framing a new open space.
- A new City College set within an urban civic space, linked into the streets and open spaces of the neighbouring areas. The new central building would create a landscaped and enclosed pedestrian route through the college campus as shown in Figure 3. The building should consolidate the existing desire line through the present site, welcoming people to and through the College.
- The ground floor main space would allow pedestrian access right through the building; either side of this internal 'street' could house the 'retail' and work-based learning facilities; hair salons, travel centre etc. These would provide a 'shop front' to college activities, animate the college campus and provide improved access and outreach.
- The new City College will incorporate external learning and leisure spaces, which should include the potential of maximising 'green roofs', to add interest to the design, enhance biodiversity, provide flexible accommodation for the college and take pressure off local open space.
- In order to complement the rich and varied character of North Laine, any development must include a variety of uses that encourage ground floor activity, lively streets and social and cultural animation.
- A limited amount of locally focussed or College related commercial/retail uses would be welcomed at ground floor. This would provide active frontages and help connect with adjacent areas of commercial activity. Smaller commercial properties, including managed

PELHAM STREET: KNOWLEDGE QUARTER

workspace for new businesses, ideally in the cultural industries sector, and live/work units would be welcomed in line with Local Plan policy EM4 (new business and industrial uses on unidentified sites). This would also serve to complement the mixed use character of the adjoining North Laine Conservation Area, where the Local Plan seeks to retain small-scale light industrial/retail ground floor uses (policy EM10).

- A residential element would help increase natural surveillance and make efficient use of this central location. A range of accommodation sizes and tenures would be expected, of which a minimum of 40% should be affordable housing.
- The opportunity should be taken to review pedestrian, cycle and vehicular movement routes in Pelham Street and around the site with a view to reducing the impact of vehicular traffic and creating a more attractive and safe/secure area of public realm, that would also strengthen the links between the North Laine area and the London Road via the City College site. Improvements should reflect the existing environment of the North Laine and the needs for access and egress to the area and from the City College site, especially at busy times. The implications for changes to access/movement in other streets as a result of changes in Pelham Street should be clearly identified and justified. Changes should also assist in addressing the existing demands/pressures on public space for local residents, such as Pelham Square. Proposed urban realm improvements should be in accordance with the principles established in the city council's Legibility (Public Space, Public Life) Strategy.
- The site is highly accessible to sustainable forms of transport given the close proximity of the site to the main rail station, key bus routes and walking and cycling networks. On this basis, car parking provision should accord with Local Plan policies, but ideally should aim to achieve an overall reduction in car parking levels on the site, or at least not exceed current provision. The parking standards for disabled drivers and cyclists should be achieved as a minimum standard and preferably exceeded. Parking and servicing

PELHAM STREET: KNOWLEDGE QUARTER

provision below ground will enable much more efficient use of this prime city centre location and provide a generous amount of publicly accessible open space.

- Existing "Development of the site should be accompanied by an appropriate Green Travel Plan, together with off-site measures or financial contributions to improve transport provision such as improved walking and cycling provision, access to public transport etc. to be agreed with the local highway authority through the planning process."

PELHAM STREET: KNOWLEDGE QUARTER

SECTION THREE:

PLANNING ISSUES & CONSIDERATIONS

This section provides a bullet point checklist identifying those key planning issues that are considered essential to any scheme. The planning policy reference for particular elements is identified in parenthesis, for example [SU2]. The list is not comprehensive and does not replace the need to consult all relevant planning policy documents.

LAND USE

- ❑ As an existing education institution City College's land at Pelham Street has an established D1 land use in respect of the Use Classes Order 2005. However given its central location a mixed-use scheme involving a range of uses may be justified where the current amount of educational floorspace (D1) is maintained on the site [HO20] (or where a net decrease is justified as part of the college's wider strategy for providing further education across Brighton & Hove) and new uses are complementary to the campus and the surrounding area. Along with the primary educational use of the site, a mix of the following uses might be appropriate:
 - ❑ **Housing C3**
 - ❑ **Hostel/Hotel C1;**
 - ❑ **Retail A1, A2, A3;**
 - ❑ **Commercial (offices/live work) B1/sui generis;**
 - ❑ **GP Surgery D1 (if required by the Primary Care Trust)**
- ❑ Any development must balance the accommodation needs of City College and the ability to provide a new, truly mixed-use quarter for Brighton. [QD3, QD5, SR1]
- ❑ Proposals should include generous provision of open space that has flexibility of use in its design but would be robust for significant daily footfall and usage. [QD3, QD15, QD19 & QD20, HO5, HO6]
- ❑ Active uses at ground floor should be maximised. [QD5, QD7]
- ❑ Any mix of uses should not cause a loss of amenity to surrounding residents/occupiers or to future residents/occupiers of the scheme [QD27, SU9, SU10].

PELHAM STREET: KNOWLEDGE QUARTER

- ❑ The mix of uses on the site should complement both the North Laine and London Road areas and must not harm the vitality and viability of those areas. In particular, any proposals should demonstrate how they would contribute to the regeneration of London Road and have clear regard to the council's LR2 Study. [SR1, SR5]
- ❑ Any development proposals should make efficient use of this prime site and recognise its full potential. [QD3]

HEIGHT & MASSING

- ❑ The height and massing of any development must be carefully considered in tandem and should respond to the topology and built form of the wider area, respecting and wherever possible enhancing strategic and key local views. Any design must address the 6-8 storeys of the New England quarter to the north west and the more domestic scale buildings of the North Laine conservation area to the south. It must also respect the primacy of the roofline of the Valley Gardens conservation area buildings to the east and southeast. [HE6, QD1, QD2, QD4e, QD4f, QD4g]
- ❑ The site is not within but is adjacent to an identified area for tall buildings. A thorough and detailed Tall Building Statement would need to be submitted before it can be determined if the site is suitable for a tall building, and the acceptable height, siting, and massing of any tall building. [SPG 15]
- ❑ It is expected that the broad extent of development on the site will not meet the definition of a tall building. But in view of the existing Pelham Tower on the site, it is considered that an opportunity exists for a replacement 'taller' building to act as a focal point for the development. Such a taller building must be sited so as to enhance strategic views and will be expected to be substantially more elegant in its massing, profile and silhouette than the existing Pelham Tower. Any tall building will be rigorously examined against the planning principles set out in SPG15. (QD2, QD3 and QD4).
- ❑ New buildings in their height and massing should seek to enhance established strategic views and, where appropriate, create new vistas. [QD4].
- ❑ Fenestration details, articulation of facades and choice of facing materials should be carefully considered to help ensure that the perceived height is appropriate in the local

PELHAM STREET: KNOWLEDGE QUARTER

context. Furthermore, the depth of window reveals, the inclusion of balconies and the profile of the roofs can assist in breaking up the massing of buildings.

- ❑ The roofscape of new development will require careful consideration to avoid large expanses of unbroken roofline and monotony of silhouette. [QD4]
- ❑ No buildings shall cause a loss of amenity to surrounding or existing residents/occupiers and should not block daylight or seriously reduce privacy, interfere with the outlook of properties or have an overbearing or over-dominant impact. [QD27 and QD14]

Brighton & Hove City Council Tall Buildings SPG 15:

- ❑ The Pelham Street site is located on the very fringe of the Brighton Station East tall building node identified in the SPG. Given this, and its proximity to good public transport links, it is considered that the site is able to accommodate a fairly high density of development and that there is an opportunity within that for a taller building to help mediate between the varying scales and urban grain of surrounding development. A mixed-use development of appropriate bulk and massing, with substantial public open space, could successfully achieve this.
- ❑ For the purpose of applying the design guidance, tall buildings are defined as buildings 18 metres or taller (approximately 6 storeys) above the existing ground level and significantly taller than their surrounding area.

Section 8.5 of the SPG states: 8.5.1 “Brighton Station East node adjoins the former station land and provides an opportunity for taller buildings to the retail and commercial core of the city. Situated to the east of Brighton Station, to the north of Trafalgar Street and along New England Street, this node has the potential to invigorate this part of the city with a high quality public realm, to support the development approved and in part already constructed on the former station land.”

8.5.2 “The node is well placed to capitalise on the excellent transportation links provided by Brighton Station. However it raises a number of sensitivities, which require detailed

PELHAM STREET: KNOWLEDGE QUARTER

analysis in order to fully appreciate the potential impact and acceptability of tall buildings in the area.”

8.5.3 “The interface with the North Laine conservation area requires particular attention when considering tall buildings in this area. Similarly, visual impact on St Bartholomew’s Church, railway station and on views from Valley Gardens Conservation Area and from across the valley need to be considered in detail.....The housing tower block, Theobald House, north of Trafalgar Street, should not be used a guide to height or building typology”

- ❑ Any taller element(s) of a development proposal for the site will need to be fully justified in a Tall Buildings Statement as part of the planning submission.

STRATEGIC VIEWS

- ❑ Regard must be had to the criteria set out in policy QD4 when considering the strategic views and particular note should be made in this case of the close proximity to the site of two conservation areas and several listed buildings, including three that are considered to be landmarks of city-wide importance (St Bartholomew’s Church, St Peter’s Church and Brighton Station).
- ❑ All strategic views need to be identified, both into and out of the adjacent conservation areas, and those established vistas created by the topology of area. [QD4e, QD4g, HE6c]
- ❑ Any new development should result in an improvement to the strategic views; this may be by better framing, a reduced impact on long views or by juxtaposing enclosure and new open space. [QD1, QD4]
- ❑ Local views and the impact of development on the immediate street scene should be carefully considered and needs to address the disparate range of architectural styles, building types, their scale and general built form [QD2, HE6].

ARCHITECTURE & DESIGN

- ❑ Architecture should be of high quality and avoid pastiche.

PELHAM STREET: KNOWLEDGE QUARTER

- ❑ The Design and Access Statement to be submitted with any planning application [QD1] should address the criteria listed in policies QD2-QD5..
- ❑ This Brief does not intend to specify architectural style but new development should demonstrate the rationale for the following:
 - ❑ Proportion [QD1 QD2]
 - ❑ Massing (built and void) [QD2a]
 - ❑ Height [QD1a, QD2, QD3, QD4] [SPG 15 Tall Buildings]
 - ❑ Elevation treatments [QD1, QD2, QD4, QD, HE6]
 - ❑ Fenestration & roofscape [QD1, QD2, HE64, HE6b HE6c]
 - ❑ Materials [QD1 & HE6]
- ❑ There is potential for the main new College building to have a distinctive design that will make it synonymous with Brighton & Hove [QD1]
- ❑ No plant, machinery, lift-overruns or flues should be visible from public spaces. Where these are needed they should be provided within architectural features or contained within a common enclosed service core.

PUBLIC REALM & OPEN SPACE

- ❑ High quality and flexible open space should be provided as part of any mixed-use scheme. It should be of sufficient scale to accommodate peak times when students arrive and disperse at the College as well as other uses that would be situated surrounding any space(s). [QD3, QD15, QD20]
- ❑ As a city centre location, private amenity space and publicly accessible open space should be designed carefully to accommodate needs of visitors, workers, students and residents. [QD3, QD6, QD7]
- ❑ Any new residential element of the proposals must provide private useable amenity space and outdoor recreation space that is in accordance with the council's adopted standards and that is appropriate to the scale and character of the development. [HO5 and HO6, QD7, QD15]

PELHAM STREET: KNOWLEDGE QUARTER

- ❑ Any development should contribute to the city's public realm network in accordance with the principles and approach set out in the council's adopted Legibility Study (Public Space - Public Life). [QD3]
- ❑ Any development must contribute to the enhancement of the Greenway network that runs along Cheapside to the north of the site [QD15, QD19]
- ❑ There should be a clear distinction between the public realm and private outdoor space.
- ❑ Buildings should make use of balconies, terraces, green walls and green roofs/gardens where appropriate to ensure a range of amenity space and contribute to biodiversity. [QD15, QD17]
- ❑ Materials used for hard landscaping must respect the local historic context and must be of high quality, durable and sustainable. [QD15, HE6b]
- ❑ Public Art should be incorporated into the design of the public realm. [QD6]

BUILT HERITAGE AND CONSERVATION

- ❑ Any proposals must retain the historic buildings that lie within conservation areas and make a positive contribution to those areas. These are the Gloucester Building and the York Place Archway and associated railings. [HE8].
- ❑ Any proposals must preserve or enhance the settings of the adjacent conservation areas (North Laine and Valley Gardens), having regard to the council's adopted character statements for each of those areas. This includes views from and views into the conservation areas [HE6 and QD4e].
- ❑ The quality of all new buildings must be sufficiently high to justify the loss of the other historic buildings on the site (the Trafalgar and York buildings).
- ❑ Development must preserve or enhance the setting of listed buildings in the locality. The relevant listed buildings for development proposals on this site are considered to be: St Bartholomew's Church; St Peter's Church; Brighton Station; 1-12 and 15-25 Pelham Square; 1A-14 St George's Place; and 1-9 St Peter's Place. [HE3]
- ❑ Part of the site lies within an Archaeologically Sensitive Area and any proposals must be accompanied by an appropriate assessment of the archaeological implications. [HE12]

PELHAM STREET: KNOWLEDGE QUARTER

FOOTPRINT AND URBAN GRAIN

- ❑ Any development must identify, respond to and reinforce the local urban grain and provide a series of publicly accessible routes through the site and around the constituent buildings and spaces. [QD3, QD2e,f,g]
- ❑ The location of buildings, their orientation and footprint should provide a strong building line with active frontages, but not a monotonous façade, a mixture of uses with vertical and horizontal stacking to provide for a range of activities across the development site. [QD5, HE6a]
- ❑ The footprint and orientation of new buildings must be carefully considered so as to screen the rear elevations of existing buildings that back onto the site from public view.
- ❑ Any new buildings will need to be carefully sited so as not to adversely impact on the amenity of surrounding residents or occupiers [QD27]

CONNECTIVITY

- ❑ Any masterplan or development must connect with the North Laine area. Any masterplan for the entire site should clearly show how a scheme interfaces with Trafalgar Street and resolves the existing stub-end streets and blocked routes. [QD2 e,f,g]
- ❑ Pedestrians heading towards London Road presently cut across the car park. Any development should accommodate this established desire line. [TR8, QD15]
- ❑ To assist in the regeneration of London Road, development should encourage and facilitate pedestrians and passing trade to continue onto London Road. There is potential to reuse the archway on York Place , helping to create an attractive ‘short cut’ onto London Road. [TR7, TR8, QD2f, QD15a]
- ❑ The redevelopment of the site provides the opportunity to significantly enhance the public realm and create a pedestrian-friendly Pelham Street. [TR9, TR10]
- ❑ Cycle routes through and around the site should connect with the ‘Greenway’ on Cheapside and in particular make provision to connect with the existing cycle lanes. [QD19, TR14, TR15]
- ❑ Entrances should face key junctions and terminate routes and vistas, allowing for intuitive way finding. [QD2, QD5]

PELHAM STREET: KNOWLEDGE QUARTER

- ❑ Pelham Street has the potential to be an attractive spine street with active frontages as part of a permeable north-south route from North Laine to the New England Quarter, as set out in the LR2 Study.

TRANSPORT & PARKING

- ❑ The central location and excellent public transport links mean any development should capitalise on this accessibility. Any development proposals should capitalise on proximity to the railway station and local bus routes. [QD3]
- ❑ Any proposals must include secure cycle parking, with spaces allocated for the various land uses in non-obstructive but busy locations. [TR14, QD7]
- ❑ The development should facilitate cycle and obvious pedestrian routes to connect with public transport and nearby cycle routes. [TR8, TR15]
- ❑ Car Parking should not increase for the College use and any other land uses should provide no more than the standard Local Plan policy and the SPG 4 'Parking Standards'.
- ❑ Any replacement car parking and servicing areas deemed necessary should be provided underground, thereby allowing more efficient land use and open space. [QD3]
- ❑ Any major development proposals for the site will be required to produce a Travel Plan.
- ❑ Parking spaces for people with mobility related disability (blue badge scheme holders) should be suitably located and provided in line with council standards [TR18].

SUSTAINABILITY

- ❑ Buildings should be located, orientated and designed to maximise passive solar gain and natural ventilation and light. [SU2]
- ❑ Renewable energy measures should be incorporated into the development as an integral part of the design from the outset. [SU16, SU2]
- ❑ The scheme must deal with any demolition and arisings in accordance with SPD 03 'Construction and Demolition Waste'. As such development should seek to minimise construction waste and its transportation. [SU13]

PELHAM STREET: KNOWLEDGE QUARTER

- ❑ Secure BREEAM ‘Excellent’ (Environmental Rating for Buildings) or ‘Very Good’ as a minimum. Minimum Level 3 Code for Sustainable Homes – with the likelihood that this standard will increase to 4 in due course.
- ❑ Incorporate low-carbon technologies and energy efficient design at design, construction and operational phase.
- ❑ Any masterplan should include for bio-diversity and provide tree planting. [QD16, QD17]
- ❑ The role of City College in supporting the broader economic regeneration of Brighton & Hove through its education and vocational training programmes is a core factor in promoting sustainable social/economic growth across the city.

Any development should contribute to the physical and economic regeneration of London Road and the wider area by forming a successful transition between London Road, North Laine and the emerging New England Quarter.

RESIDENTIAL DEVELOPMENT

- ❑ As a city centre location dwelling densities should make full and effective use of the land available, in accordance with Local Plan policies [QD3 & HO4]
- ❑ Any residential element of 10 units or more must include the provision of 40% affordable housing in accordance with Policy H02. However, in assessing the overall development and commensurate level of affordable housing provision, due regard will be had to the following policy criteria [HO2 i-v]:
 - The particular costs associated with development of the site,
 - The extent to which the provision of affordable housing would prejudice the realisation of other planning objectives,
 - The need to achieve a successful housing development, plus,
 - Local need with regard to dwelling type and sizes assessed in context with H03,
 - Be well served by existing public transport, walking and cycling routes, local services and facilities,

PELHAM STREET: KNOWLEDGE QUARTER

- ❑ Residential development at higher densities than those typically found in the locality, will be permitted subject to the proposals satisfying the following criteria:
 - Development should be of a high architectural standard,
 - Provide a good mix of dwelling types and sizes (in line with government guidance as set out in PPS 3),
 - Be well served by existing public transport, walking and cycling routes, local services and facilities,
 - Respect the capacity of the local area to accommodate additional dwellings.
- ❑ Any new residential element must provide private amenity space that is appropriate to the scale and character of the development. [HO5]
- ❑ The concept of car-free housing may be acceptable in areas of high transport accessibility, good provision of local services and complimentary car-parking control measures. Any such proposal should demonstrate that the development would remain car-free and not displace car parking elsewhere in the locality. [HO7]
- ❑ All residential units should be built to lifetime homes standard and be adaptable to the needs of a variety of future occupiers and (on schemes of 10 units or more) a proportion should be designed to be wheelchair accessible. [HO13].
- ❑ Any mixed-use development should where appropriate include community facilities to meet the actual needs of the area. It is likely that the proximity of the proposed new City College facilities and the ability for those to be made available for some community use where acceptable would meet this criterion. [H021].

ACCESS FOR ALL

- ❑ Constituent buildings should include way finding and sensory markers. The architecture and landscaping should assist ease of movement and manage the significant transition of site levels.
- ❑ Rest areas and seating should be designed for a range of user groups.
- ❑ Both the public and private space should seek to provide a predominantly step free route and this should be integrated well with a pedestrian priority environment.

PELHAM STREET: KNOWLEDGE QUARTER

COMMUNITY SAFETY

- ❑ Development should aim to reduce the opportunities for crime in the neighbourhood. It must be demonstrated how crime prevention measures have been incorporated into the layout and design. [QD7].
- ❑ Reference should be made to the principles of ‘Secured by Design’
- ❑ Development of the site should include a complementary mix of uses and public spaces that would attract a range of ages and social groups.

CONCLUSION

The City College is an established part of the centre of Brighton & Hove and the redevelopment of the Pelham Street area will provide the opportunity to create a new exciting place at the heart of the city. The College is recognised for the important work it undertakes; it provides much needed skills and training and is making a tangible contribution to the regeneration of Brighton & Hove as a modern vibrant city.

The Knowledge Quarter will allow the college to provide even better local vocational training, education business support and employment opportunities; it will complement other development proposals and reinstate part of the urban fabric. It will provide better, safer and more inviting access from the city centre to London Road and assist in the regeneration of London Road by continuing and extending the economic success and vibrancy of North Laine.

The vision for new City College Brighton & Hove will create a more sustainable, attractive and effective environment for staff, students, business clients, new residents and the local community alike.

PELHAM STREET: KNOWLEDGE QUARTER

APPENDIX

PLANNING POLICY

Draft South East Plan

Policy S5 in the draft South East Plan states that Education and Skills policies ‘should advocate the widening and deepening of participation through better accessibility, reflecting the role the planning system can play in developing and shaping healthy sustainable communities.

Policies should:

- (i) take account of the future development needs of the economy and the community sector;
- (ii) encourage mixed use approaches, that include community facilities alongside ‘formal’ education facilities;
- (iii) seek to ensure access for all sections of society to education facilities at locations with good public transport access.

In addition Policy S6 states that ‘Local authorities should work with the Learning and Skills Council, Higher Education Funding Council for England (HEFCE), SEEDA and the higher and further education sectors to ensure that these sectors’ needs are addressed in Local Development Frameworks

East Sussex and Brighton & Hove Structure Plan 1991-2011 (Saved Policies)

The Structure Plan supports efforts to improve the training and retraining of the local workforce to support the growth sectors in the economy (Policy E1 (1)). The Plan recognises the important contribution played by the three major higher and further education institutions (the two universities and City College) in providing local jobs and to the potential economic regeneration and development of the area. One of these is by providing technological and research support to existing or newly locating business. Policy E14 sets out the ways in which this can be encouraged: In the Brighton area support will be given to the promotion and

PELHAM STREET: KNOWLEDGE QUARTER

development of an Academic Corridor focused along the A27/A270 Lewes Road from Brighton town centre to Falmer by:-

- supporting the development of the higher education and research functions of the universities, within the environmental constraints imposed by their AONB and conservation area locations
- assisting in the provision of accommodation and facilities for new high technology, media related and information-based businesses with links to the academic institutions

Brighton & Hove Local Plan

The Local Plan includes many policies directly relevant to the redevelopment of City College in respect of land use and design. Although many of these are referred to in this Advisory Note, this document does not necessarily refer to all relevant policies and the Plan should be checked fully.