

## Lewes Road (Preston Barracks and University of Brighton) Draft Planning Brief – Summary of key representations received and resulting actions

Issue	Proposed Response/Action
<p>Increase emphasis on <b>carbon reduction</b> and making development an exemplar of sustainability and <b>zero carbon</b> development (B&amp;H Friends of the Earth; City Sustainability Partnership Working Group)</p>	<p>Text will be added to brief to reflect emerging planning policy approach of seeking zero carbon development.</p> <p><b>Add new text to brief</b></p>
<p>Add references to other <b>sustainability</b> projects and documents – e.g. bid for Biosphere Reserve, Sustainable Communities Strategy (B&amp;H FoE)</p>	<p>Text will be added as requested.</p> <p><b>Add new text to brief</b></p>
<p>Drop references to outdated policy guidance and objectives (Local Plan, Tall Buildings SPG, Preston Barracks SPG) Continued requirement for <b>18,600 sq m of employment floorspace</b> will discourage development. (B&amp;H Regency Society)</p>	<p>Local Plan and Tall Buildings SPG remain relevant, as does objective of seeking 18,600 sq m of employment floorspace as an ideal objective, although brief provides for a more flexible approach in light of other material considerations. It would be appropriate to drop the Preston Barracks SPG once the planning brief has been adopted.</p> <p><b>No change to brief</b></p>
<p>Concern that site has <b>inadequate capacity</b> to accommodate volume of development proposed whilst remaining 'human' in scale. (B&amp;H Reg Soc)</p>	<p>The quantum of development proposed would result in a medium density development that would be appropriate given the site's inner city (but not central) location and the scarcity of land availability in the city.</p> <p><b>No change to brief</b></p>
<p>Don't want an iconic statement, want <b>legibility and connectivity</b>.</p>	<p>Agreed – the brief does not seek an iconic development. Legibility and connectivity are essential elements of the</p>

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(B&H Reg Soc)	<p>brief.</p> <p><b>No change to brief</b></p>
<p>Encourage <b>open competitions</b> to ensure high quality of urban design and architecture (S Hagan)</p>	<p>Noted. The brief requires a high quality of design. The method by which designers are appointed will, however, be a matter for the development partners.</p> <p><b>No change to brief</b></p>
<p>Oppose tower blocks (A Mead). <b>Tall building</b> on central square would be out of scale with retained <b>Mannock Building</b> (Brighton Society)</p>	<p>Noted – if one or more larger blocks of around 18 storeys are included in proposals (as suggested in brief) these would need to meet the justification and tests set out in the Tall Buildings SPG, as explained in the brief. Issue re scale in relation to Mannock Building will depend on whether this (and Crimea War Building) are retained in future development plans.</p> <p><b>No change to brief</b></p>
<p>Need to protect existing amenities of <b>Saunders Park View</b> residents (light and on street parking) (K Cutajar)</p>	<p>Agreed, although the parking issue will require more attention at the masterplanning stage.</p> <p><b>Add new text to brief</b></p>
<p>General or conditional support for <b>pedestrian bridge</b>, but</p>	<p>The nature of any bridge will need to be further assessed at</p>

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reservations or opposition to an enclosed structure/building (A Cowen, B&H Reg Soc, A Mead, S Hagen) or reservations re any type of bridge and that solution should be found 'at grade' (B'ton Soc)	the masterplanning stage, in order to take on board the issues that are already highlighted in the draft brief, along with the concerns of respondents.  <b>No change to brief</b>
General support for improved at grade <b>crossing facility</b> on Lewes Road, although some reservations - either that a High Street Kensington-style example may be unachievable (S Hagen) or that a more strategic approach to traffic management in the area would be necessary. (B&H FoE, B'ton Soc, B&H Reg Soc)	It is recognised that traffic management will need to extend to a wider area than that covered by the brief, if a successful at grade solution can be found that is truly pedestrian friendly, without creating dangerous conditions (on the one hand) or gridlock (on the other).  <b>No change to brief</b>
General support for new <b>student accommodation</b> , with some observing that this could free-up family housing elsewhere in city and some emphasising need for this to be carefully considered in terms of impacts on other residents (existing and proposed). (B&H Reg Soc, A Mead, S Hagen, S Kirby MP, B&H FoE)	Noted.  <b>No change to brief</b>
Would welcome opportunity to work as development partner and provide <b>co-operative housing</b> in Mannock Building - Housing Co-ops have access to new government funding. (Starlings Housing Co-op)	Noted – this will be a decision of the development partners.  <b>No change to brief</b>
<b>Car parking</b> should be reduced to improve sustainability of	The brief attempts to strike a balance between

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<p>schemes (B&amp;H FoE) or should be retained or increased to allow for operational needs of university and/or protect or improve the parking situation of existing residents in the surrounding residential area.</p>	<p>sustainability and economic viability. However, the car parking figures are recommended to deletion and more emphasis being placed on the need to reduce car dependency and achieve sustainable transport solutions, including a reference to the recently successful Sustainable Transport Fund Bid to provide a series of improvements along the Lewes Road corridor.</p> <p><b>Add new text to brief</b></p>
<p>Various comments concerning <b>development scenarios</b> – some positive, some negative, some scenarios preferred over others. (S Hagen, B&amp;H FoE, B'ton Soc, A Cowen, B&amp;H Reg Soc, W Worrall, I&amp;J Dennie)</p>	<p>Noted – the brief highlights that the scenarios are for illustrative purposes to explain possibilities and that none are definitive.</p> <p><b>No change to brief</b></p>
<p>Wider <b>transport issues</b> haven't been addressed (e.g. existing problems with Vogue Gyratory), support for cycling (B&amp;H FoE, B'ton Soc). Park and Ride will be necessary (S Hagen), too much parking (FoE), covered <b>parking</b> presents security risks (A Cowen).</p>	<p>Traffic Impact Assessments and solutions will need to accompany any planning applications – it is entirely possible that these will need to look beyond the boundary of the development area. Covered parking will be necessary in order to meet the development potential of the area – security of these facilities will be an operational issue that can be factored in at the design stage.</p> <p><b>Add new text to brief</b></p>
<p>Replace <b>Mithras House</b> (A Cowen), don't add floor to Mithras, in order to protect amenities on Dewe Road residents; retain existing <b>historic barracks buildings</b> (P</p>	<p>University has no plans at present to replace Mithras House, although the brief does not actively seek to retain it and it remains a theoretical possibility for the future should the</p>

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<p>McDonald, B'ton Soc, and unidentified others), don't retain existing historic barracks buildings (Defence Infrastructure organisation, S Hagen)</p>	<p>university choose to follow this option. Brief needs to be changes to refer to need to protect amenities of Dewe Road in connection with any potential future change to Mithras House. Brief requires existing historic barracks buildings to be considered for reuse, although viability and maximising potential of site are other factors that require consideration. Masterplanning and viability studies will need to resolve this issue.</p> <p><b>Add new text to brief</b></p>
<p>Preserve existing <b>trees and flora</b> on barracks site (W Worrall), protect and enhance ecological qualities of Watts Bank SNCI, and take care with siting of new development (Natural England)</p>	<p>Existing trees and flora may be retained where appropriate and this does not compromise development. New development will require a high standard of landscaping and tree planning, in accordance with planning policy. Particular care will need to be taken to maximise potential end environmental and ecological aspects relating to SNCI.</p> <p><b>Add new text to brief</b></p>
<p>Support <b>play areas</b> (Sport England), should include skateboard area (W Worrall)</p>	<p>Noted. Details relating to play areas will be dependent on the communities served – these issues will require more detailed consideration at masterplanning stage.</p> <p><b>Add new text to brief</b></p>
<p><b>Sustainable drainage system</b> may be appropriate but would first require thorough investigation to avoid risk of</p>	<p>Noted – additional information re drainage and water will be inserted in accordance with request.</p>

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contamination to <b>aquifer</b> ; brief should highlight Ofwat's view that developer will need to finance provide new <b>sewerage</b> infrastructure; request that new paragraphs are inserted into document to inform developer's of water and drainage issues and their requirements (Southern Water).	<b>Add new text to brief</b>
Brief should explain how conflict of issue will be resolved between council's role as <b>local planning authority</b> and as <b>landowner</b> of barracks site, where it will be seeking to maximise profits (B'ton Soc)	The council has a statutory duty to ensure its planning decisions are impartial. Its constitution ensures transparency of decision making.  <b>No change to brief</b>