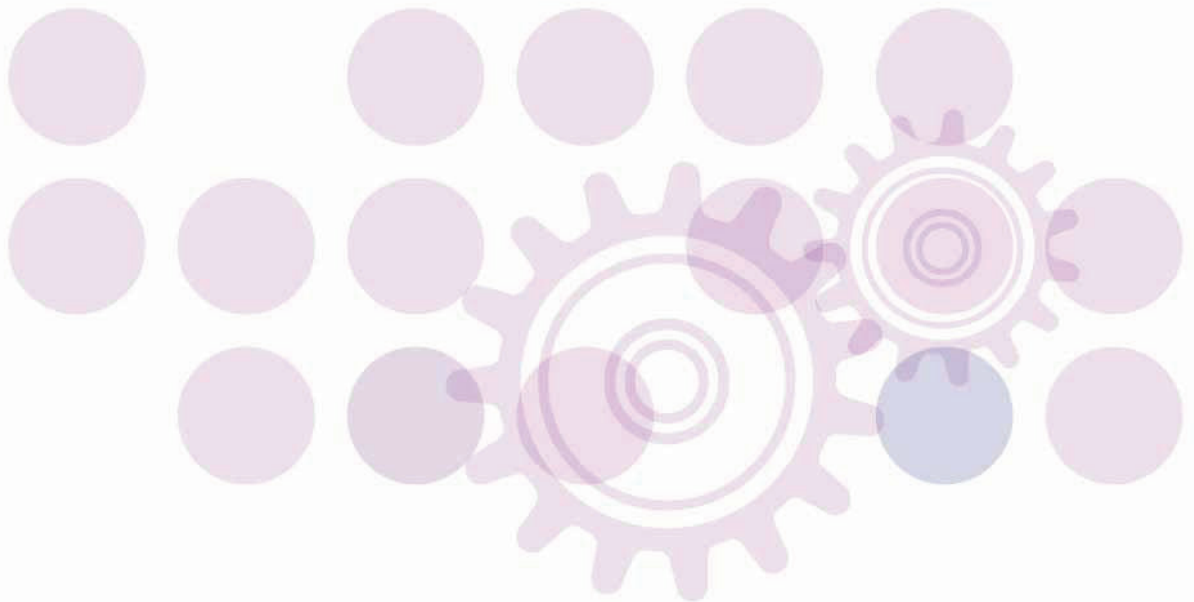**spd** **XX**

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

PPS1: Delivering Sustainable Development (2005)
PP1 Supplement: Planning and Climate Change (2007)
PPS3: Housing (2006)
PPS6: Planning for Town Centres
PPS9: Biodiversity and Geological Conservation (2005)
PPS10: Planning for Sustainable Waste Management (2005)
PPG13: Transport (2004)
PPG15: Planning & the Historic Environment (1994)

PPG16: Archaeology and Planning (1990)
PPG17: Planning for Open space, Sport and Recreation (2002)
PPS22: Renewable Energy (2004)
PPS23: Planning and Pollution Control (2004)
PPG24: Planning & Noise (2004)
PPS25: Development and Flood Risk (2006)
Circular 06/98: Planning & Affordable Housing
Circular 05/05: Planning Obligations

Regional Planning Policy
South East Plan (Regional Spatial Strategy)

Local Planning Policy
Brighton & Hove Local Plan 2005 saved policies

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TR2 Public transport accessibility and parking
TR4 Travel Plans
TR5 Sustainable transport corridors and bus priority routes
TR6 Park and ride
TR7 Safe development
TR8 Pedestrian routes
TR9 Pedestrian priority areas
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TR11 Safe routes to school and school safety zones
TR12 Helping the independent movement of children
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Emerging Core Strategy policies
DA4 New England Quarter and London Road
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Supplementary Planning Guidance Notes (SPGBH) and Documents (SPDBH)

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

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

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

Planning Advice Notes
PAN 02: Microgeneration
PAN03: Accessible housing & lifetime homes

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

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

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## 2. SHOP FRONT AND URBAN DESIGN GUIDANCE

The problems

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

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

Design principles – the 'framework'

A good shop front should respect but not copy the scale, proportion and architecture of the building above it, so that it forms an integral part of the building. Each frontage may therefore be separate with its own individual style, but respecting the form of the building above and frontages to each side. This gives the street rhythm and harmony without monotony.
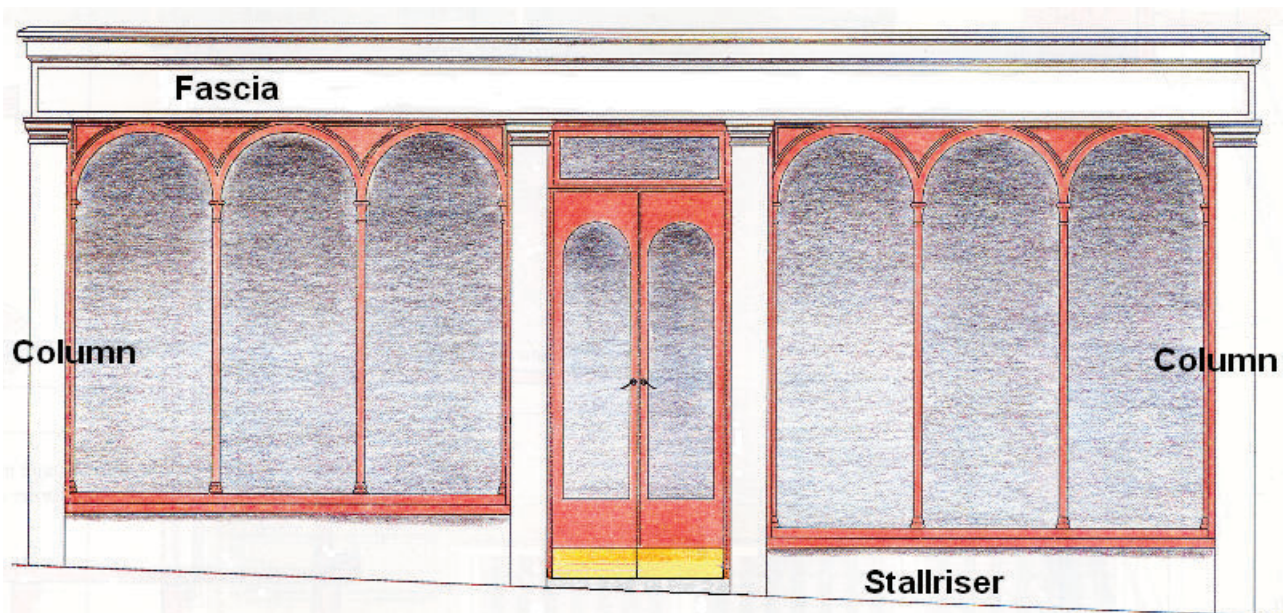
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The key to achieving this is to ensure that the 'framework' of shop front is clear and well-proportioned. The 'framework' is formed by the columns or pilasters at each end, supporting the fascia above. The columns or pilasters should appear as solid supporting elements. In some cases a third pilaster may be used to frame a separate entrance to accommodation above the shop. On larger shop fronts there may be a pair of pilasters framing the shop entrance. The end columns may have corbel brackets at the top, to frame the fascia and to make a clear vertical division between separate shop units.
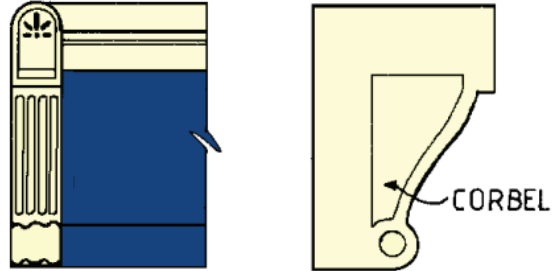
The fascia is often the most noticeable element of a shop front but is the element with the most potential for causing visual harm if over-dominant. The depth of the fascia should be in proportion to the scale of the shop front and width of the columns. Where corbel brackets exist the fascia depth should match these. A depth of between 400mm and 900m will generally be appropriate in London Road, depending on the scale of the building, but no existing fascia should be enlarged. No fascia should encroach upon the first floor windows above or the shop window below. Where the replacement of an existing over-large fascia is proposed, the council will expect the new fascia to be reduced in scale to fit the above criteria. In some cases the original fascia may still remain below later over-boarding and in such cases opportunity should always be taken to restore the original fascia.
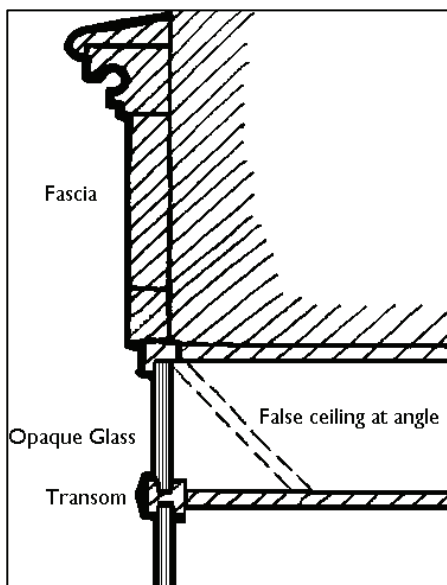
The relationship between the fascia and the shop window below is also important and deeply projecting fascias that form a substantial overhang should be avoided. The formation of a sub-fascia below the main fascia is also inappropriate. If an internal false ceiling would be visible below the window head it should either be angled upwards to meet the frame head or, alternatively, a transom rail should be inserted into the window with opaque glass to obscure the false ceiling.

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

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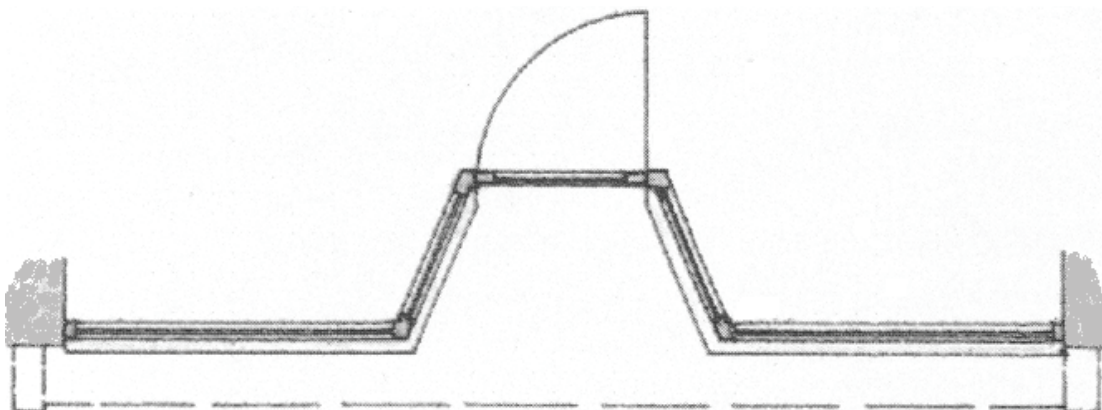Brighton & Hove City Council's Local Development Framework

Design principles – the shop window

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

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

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

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

Materials

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

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

Access for All

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

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

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

Shop Security

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

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

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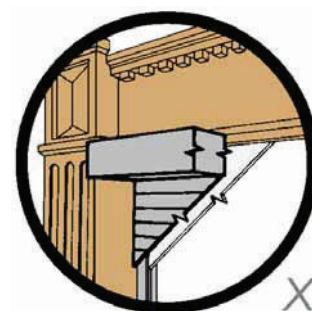
All external security grilles and their fixings should be painted or colour finished to match the shop front colour scheme.

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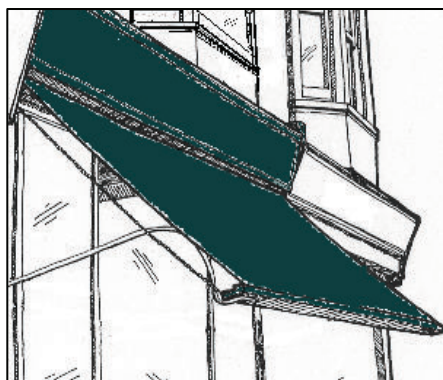
If erected with care and consideration, blinds and awnings can add interest and vitality to London Road and provide protection from sunlight. Blinds should be of the flat awning type and be retractable, either manually or electrically, into a recessed area at the head or base of the fascia. They should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

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

Signage

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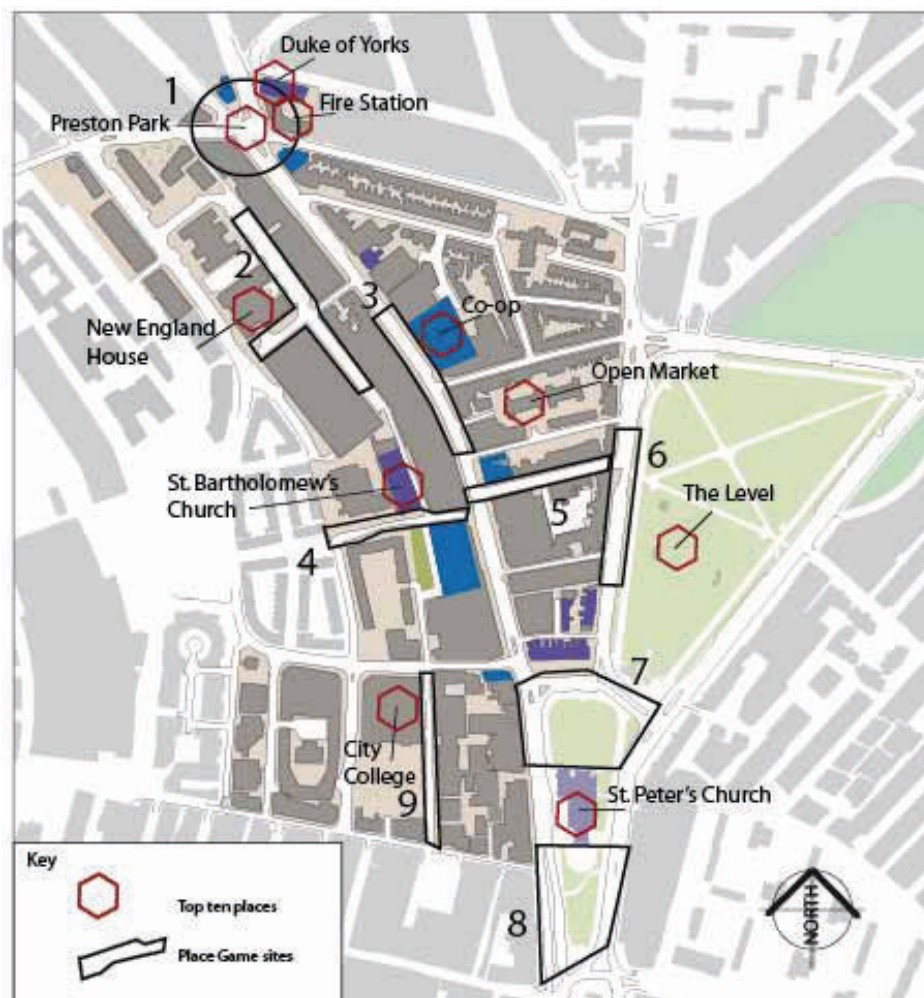
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3. PUBLIC REALM STRATEGY

London Road Masterplan: public realm strategy   **Public consultation**

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

1. Preston Circus- busy area, unattractive, strong character. Suggest signage and facilities for pedestrians, including seating.

2. Elder Place / York Hill- unattractive, graffiti and rubbish, poor signage, good access to parking. Suggest tidy up.

3. London Road (retail centre) - shops, busy, strong character, good ease of walking, poor signage. Suggest new shopping developments and greening of public realm. Improve lighting, seating and reduce traffic.

London Road Masterplan: public realm strategy

Townscape analysis

Legend:
- ★ landmark
- ○ node
- ∿ barrier
- ▪ view
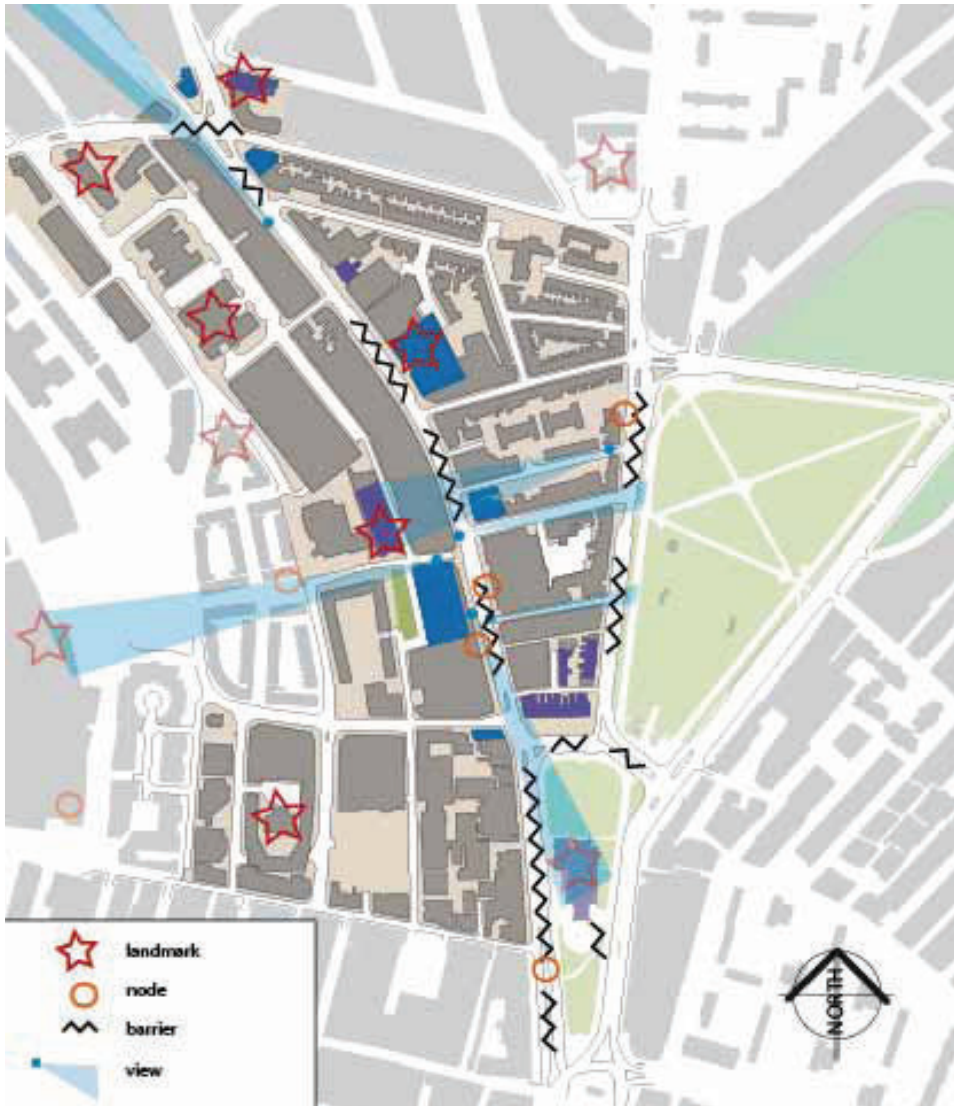
4. Ann Street- feeling of safety, clean, poor signage, local landmark, anti-social behaviour. Suggest removing graffiti, greening and landscaping including art.

5. Oxford Street- feeling of safety, ease of walking. Suggest public realm needs de-cluttering, seating, greening. Traffic flows need reviewing.

6. Ditchling Road- Feeling of safety, trees, busy, community activity. Suggest traffic needs reviewing, public realm needs de-cluttering, seating and greening,

7. St Peter's Church north- feeling of safety, strong landmark, poor maintenance, seating and signage, few children and elderly. Seating and improved planting suggested.

8. St Peter's Church south- clean, ease of walking, busy. Poor seating, signage and community events. Few children and elderly. Retail or service activity, and improved safety suggested.

9. Pelham Street- feeling of safety, ease of walking, busy. Poor places to sit, maintenance, and poor sense of ownership. Few children and elderly. Landscaping, seating, pedestrian priority and reduction of car park suggested.

London Road Masterplan: public realm strategy
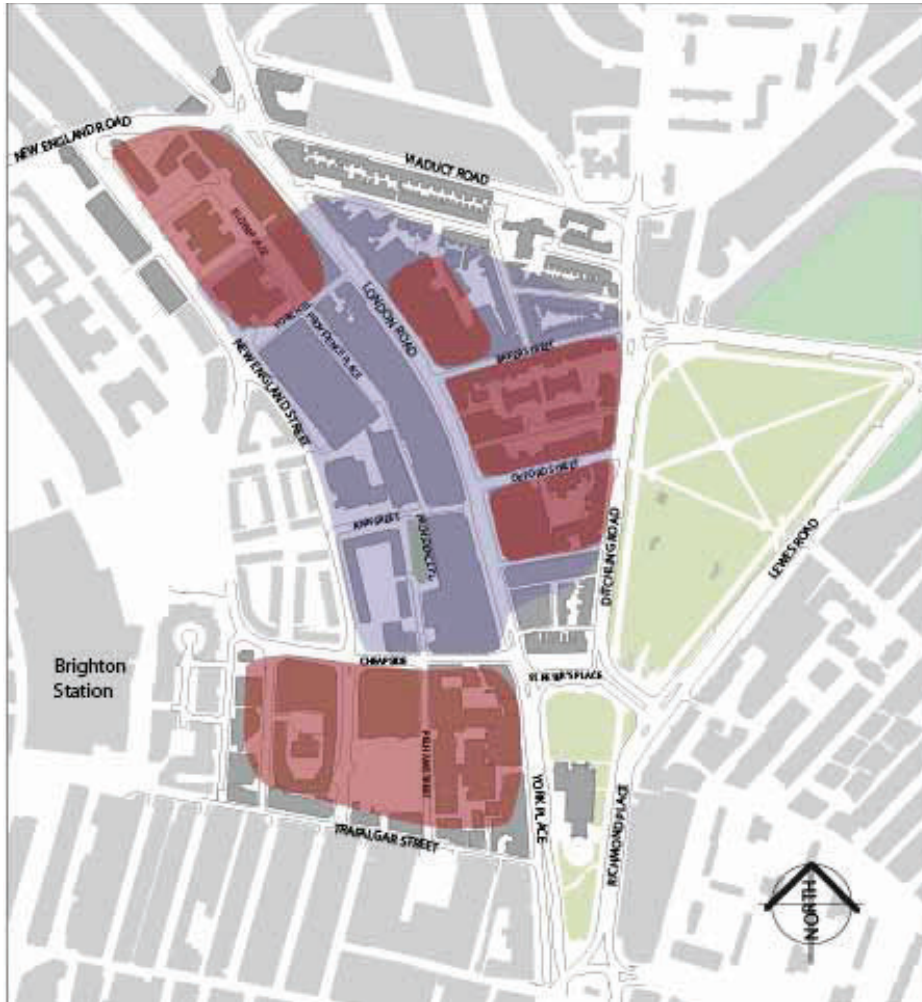
Key development sites

🔴 Development sites/zones

🟣 Core Area

Former Co-op department store

Under-used public space at Vantage Point

City College building, mostly due for redevelopment.

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

- building footprint and the urban form
- distinct character of the area
- distinct hierarchy of streets
- potential development sites
- public and private realm
- green spaces
- routes and connections to the wider area
- landmarks

- important buildings
- destinations
- traffic directions, controlled crossings
- public transport routes and nodes
- barriers to movement
- eyesores
- pedestrian accident hotspots

The analysis has identified opportunities for change, which include:
Distinct areas along the main London Road shopping corridor:

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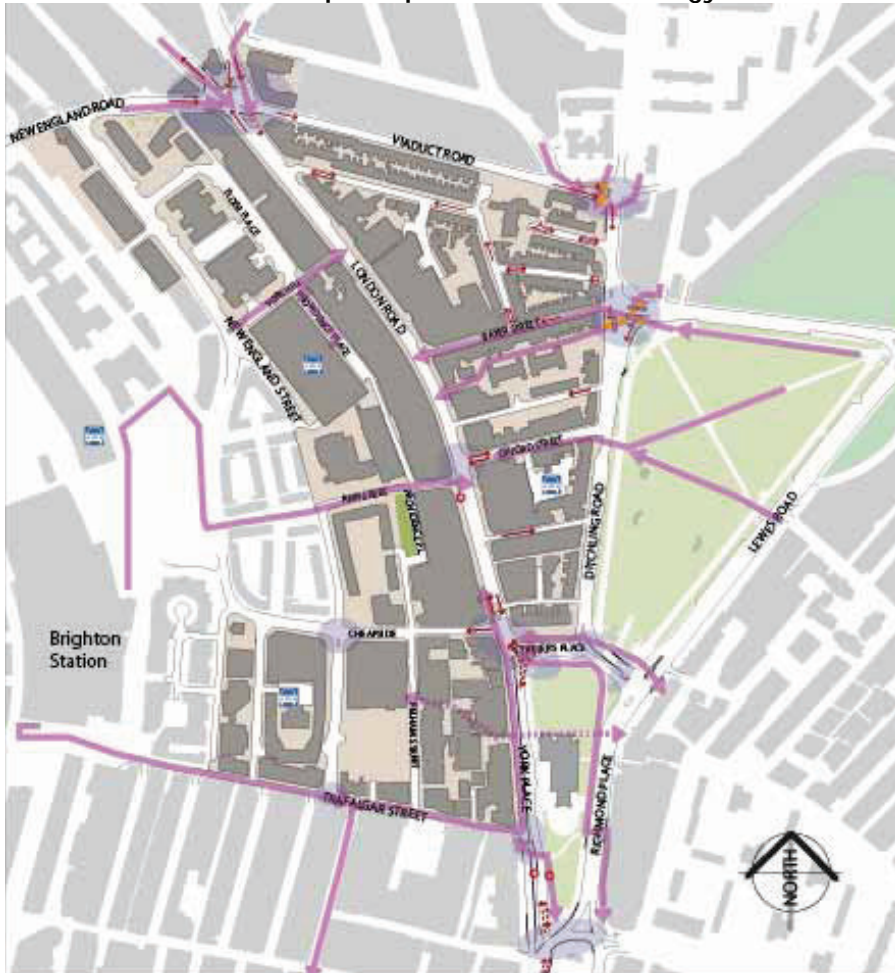
- Oxford Street

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London Road Masterplan: public realm strategy

Movement

→ Connections to surrounding areas

● Areas of pedestrian/ vehicular conflict

The Open Market has redevelopment plans.

The Level is cut off by road

Connections to surrounding areas:
- Valley Gardens and the east of the city
- Brighton Station and the city centre

Areas of pedestrian/ vehicular conflict:
- Seven dials
- The Level is cut off by road
- City College buildings, mostly due for redevelopment
- The Open Market has re-development plans
- under-used public space at Vantage Point
- empty former Co-op department store
- Viaduct Road/ Ditchling Road

Potential development sites, to include:
- Open Market,
- The former Co-Op
- Buxtons, (27-33 Ditchling Road),
- New England Street and Vantage Point to Ann Street
- City College, Pelham Street
- the former Sainsbury's
- the vacant site to rear and
- Theobald House, New England House.

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

London Road Masterplan: public realm strategy

Hierarchy of routes

Proposed public realm hierarchy based on road types in Public Spaces Public Lives Study

- Avenue / Boulevard
- Street
- Lane

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

Baker St: Street category (proposed).

Queen's Pl: Lane category (proposed)

Poor quality street level obstructions and pavements on London Road

Public Space. Public Life Toolkit

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

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

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

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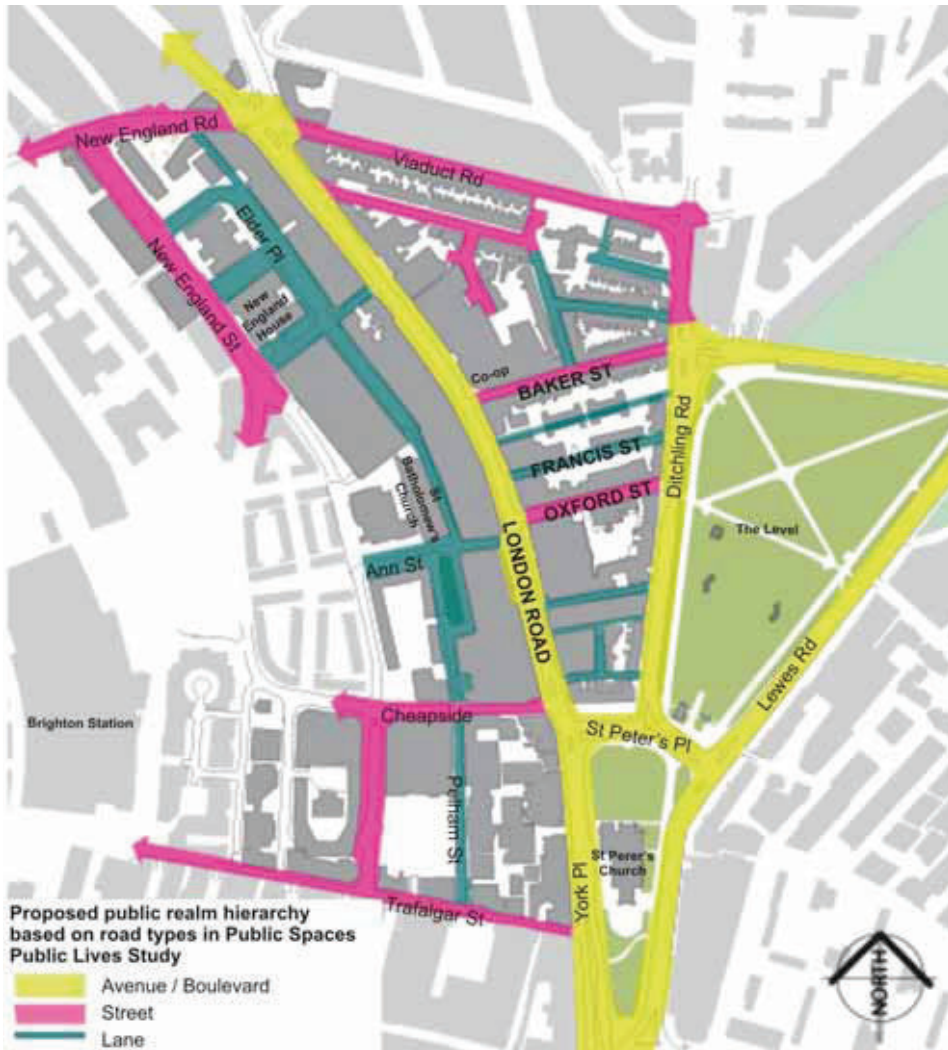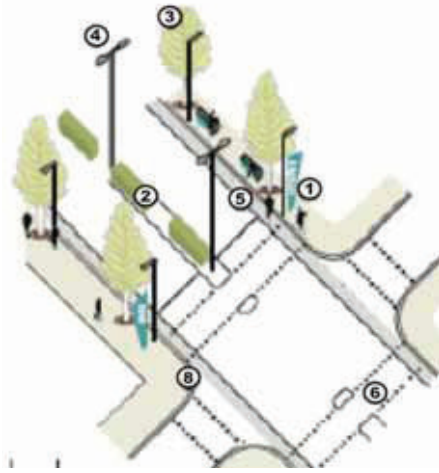supplementary planning document

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London Road Masterplan: public realm strategy

**Hierarchy of routes**

Avenue / Boulevard

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

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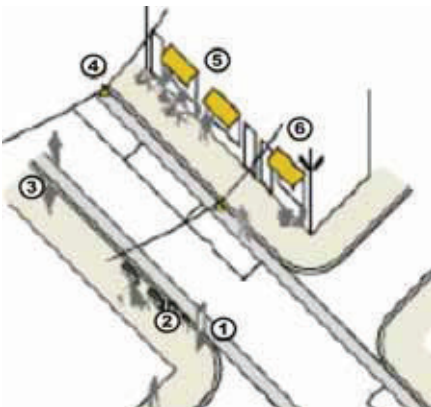
1. To minimise traffic signage consider introducing central zone with one set of driving and parking rules with entry and leaving signs only.
2. Use trees, benches, and cycle parking in street furniture zones to increase perception of low speed areas to drivers.
3. De-clutter footways and particularly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

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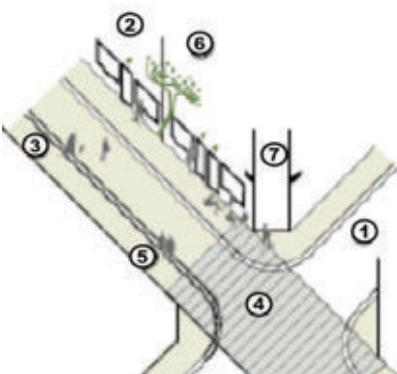
1. Increase permeability wherever possible by opening and extending yards, alleyways and mews.
2. Work with shopkeepers to avoid use of window shutters, and encourage them to leave low energy window display lights or outdoor lanterns on into the evening to make the Lane feel safer and avoid unnecessary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

London Road Masterplan: public realm strategy

Opportunities for change

Proposed public realm hierarchy
based on road types in Public Spaces
Public Lives Study

- Avenue / Boulevard
- Street
- Lane

Wayfinding monoliths

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

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

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

London Road Masterplan: public realm strategy

Opportunities for change

Opportunity for new central square

St. Bartholomew's Chruch

Improved pedestrian links

Oxford St

New square with seating

Ann St

Boots / Somerfield site

Improved bus interchange

London Rd

	Bus		Central reservation with lighting columns ('Avenue /Boulevard')		Widened/Improved pavements
	Bus stop		New build-out on south side to realign street (off-set loss of existing building on north side)		Set new facades back to enable improved dispersion of air pollutants and more space for pedestrians.
	Existing square				
	New trees				

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

Overlooked and secure cycle parking enables sustainable travel.

Natural stone and granite remain attractive over time.

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

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

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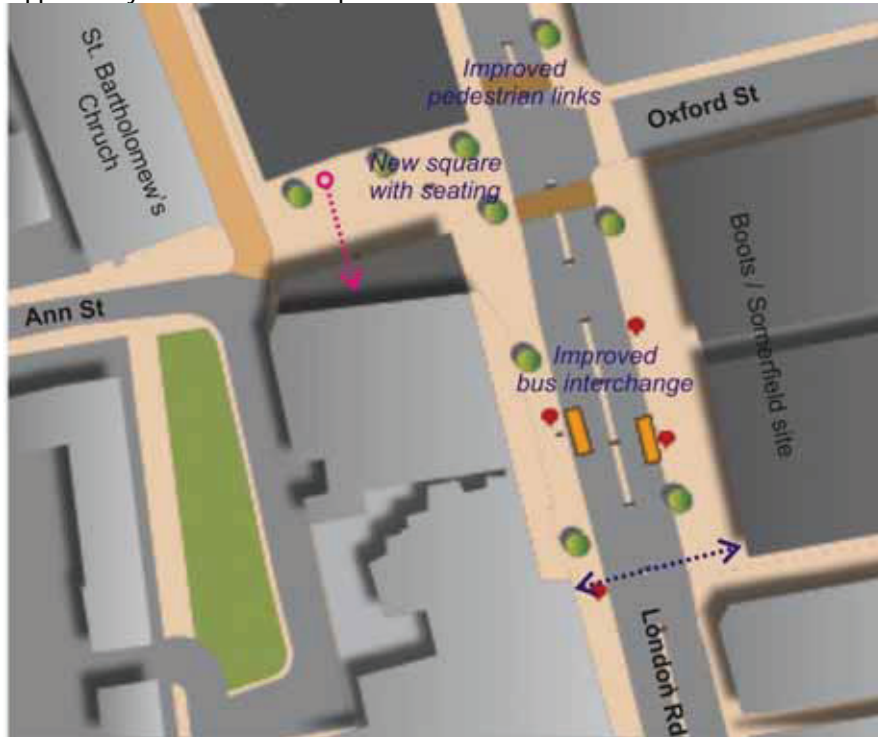

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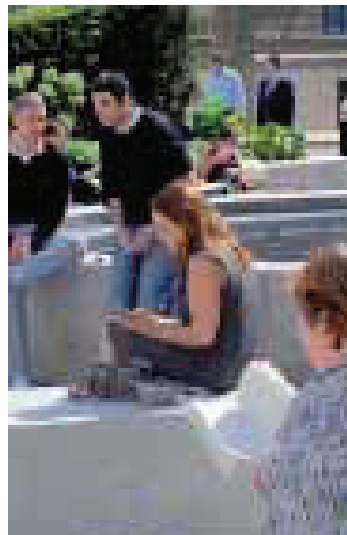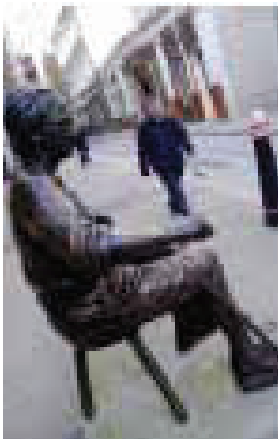
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4. SAFE PLACES STATEMENT

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

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

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

4.1. THE LONDON ROAD CENTRAL MASTERPLAN AREA IN CONTEXT

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

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

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

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

4.2. PPS1 DELIVERING SUSTAINABLE DEVELOPMENT

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

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

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

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

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

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

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

Paragraph 87 of this Circular, states that:

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

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

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

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

4.4. BRIGHTON & HOVE LOCAL PLAN

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

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

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

4.5. CRIME AND DISORDER ACT 1998

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

Without prejudice to any other obligation imposed on it, it shall be the duty of each authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent,
(a) crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment); and
(b) the misuse of drugs, alcohol and other substances in its area.

4.6. PLANNING INSPECTORATE (PINS)

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

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

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System and Crime Prevention."

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

4.7. CONCLUSION

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

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

4.8. SAFER PLACES STATEMENT CHECKLIST

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

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

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

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

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

To assist in completing your Safer Places Statement the seven attributes of sustainable communities linked to crime prevention:
1. Access & movement
2. Structure
3. Surveillance
4. Onwership
5. Physical protection
6. Activity
7. Management and maintenance

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

ATTRIBUTE 1: ACCESS & MOVEMENT

Definition:	Places with well defined routes, spaces and entrances that provide for convenient movement without compromising security.
Introduction:	The success or failure of a place as part of a sustainable community is influenced by the nature and quality of its connections, particularly to local and wider services and amenities. Too few connections can undermine vitality. Whilst too many – and especially too many under-used or poorly thought out connections – can increase the opportunity to commit crime. The right level and type of access, resulting in places that are both well connected and secure, is achieved through careful and creative design based upon local assessment.
Think criminal:	Crime and anti-social behaviour are more likely to occur if:

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

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

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

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

ATTRIBUTE 2: STRUCTURE

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

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

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

Buildings and private and communal spaces have a large number of sides exposed to the public realm;

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

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

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

ATTRIBUTE 3: SURVEILLANCE

Definition: Places where all publicly accessible spaces are overlooked.

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

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

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

ATTRIBUTE 4: OWNERSHIP

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

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

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

- It is unclear whether space is public or private, and
- What behaviour is expected in each;
- Private space is easily accessible to people who have no right to be there;
- An offender's presence in the area does not attract attention; and
- A place feels like it is not under the supervision of local residents, businesses, organisations or other users.

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

- Will it be clear to users — including potential offenders and capable guardians which space is public, communal, semi-private and private?
- Are the boundaries between public, communal and private space signified in the most appropriate manner, be it a physical barrier or a psychological barrier such as changes in paving, surface texture/colour, landscaping and signage?
- Will the place have an identity of its own?
- Are all those who should feel ownership involved in defining the place's identity?
- Are barriers of a high quality of design in their detailing and appropriate to their local context?

ATTRIBUTE 5: PHYSICAL PROTECTION

Definition:	Places that include necessary, well-designed security features
Introduction:	This attribute concerns 'target hardening' and other measures that make it more difficult to commit offences and instil a feeling of safety in users. The Secured by Design initiative offers in-depth advice on physical protection as part of a broad approach to designing out crime. It also sets out technical standards for building security. Full details of the Secured by Design award scheme can be found at www.securedbydesign.com.
Think criminal:	Crime and anti-social behaviour are more likely to occur if:

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

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

- Have the 'target hardening' principles of Secured by Design been addressed?

Has the potentially negative visual impact of crime prevention measures been addressed and, where these cannot be ameliorated by good design, have the advantages been weighed against their adverse impacts?

ATTRIBUTE 6: ACTIVITY

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

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	creates a reduced risk of crime and a sense of safety at all times.
Introduction:	Crime can be deterred through the 'eyes on the street' of people going about their everyday business. However, too much activity risks anonymity and can also lead to increases in the opportunity to commit particular types of crime, such as pick-pocketing, and anti-social behaviour. Decisions about which levels and types of activity are appropriate need to be made for the local context.
Think criminal:	Crime and anti-social behaviour are more likely to occur if:

- An area is either very quiet or very busy, depending on the local context and the type of crime;
- Different groups of people feel that there is nothing to do;
- Criminals can go about their business unnoticed;
- Places become devoid of activity at certain times of the day or night, whilst remaining accessible to offenders; and
- Potential offenders and/or victims are concentrated in the same place at the same time, such as bus stops, taxi ranks or fast food outlets after pubs close, or areas of the town centre throughout the evening.

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

- Will as many law abiding people as possible be attracted to use the public realm?
- Is there a strategy for encouraging residential population in town centres?
- Should the evening economy be nurtured, and, if so, is it diverse and inclusive?
- Will what attracts people to the public realm uphold its attractiveness?
- Are all uses in an area compatible and have potential conflicts been thoroughly addressed?
- Are mixed uses successfully integrated with one another?

ATTRIBUTE 7: MANAGEMENT AND MAINTENANCE

Definition: Places that are designed with management and maintenance in mind, to discourage crime in the present and the future.

Introduction: Management and maintenance embrace both how a place looks and how it functions over time. Whilst getting the physical design and build of areas right is paramount, management and maintenance will remain important factors in the creation of safer places. It is crucial to address these concerns at the outset of a development proposal so as to minimize running costs and the requirement for maintenance effort (which may not always be available).

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

- Places are untidy or unattractive, giving the impression of not being cared for or that crime and disorder is tolerated;
- Signs of disorder and neglect, such as broken windows, abandoned vehicles or graffiti, are not removed at the earliest opportunity;
- An organised human presence, such as police, security guards, street wardens or concierges, is absent.

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

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

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5. GLOSSARY

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

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

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

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

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

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

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

BME communities
Black and Minority Ethnic communities.

BREEAM

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

Brownfield
Previously developed land. Site containing permanent structures and associated development, such as car-parking, which can be re-developed for other uses.
Built Heritage (or Historic Built Environment) Buildings and other structures considered to be of a special architectural or historic quality or interest. Includes, but not limited to, Listed Buildings and Conservation Areas.

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

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

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

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

Circular
Government advice published to explain or interpret Acts of Parliament.

Circuit (see Secondary circuit)

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

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

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

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

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

Comparison goods
Non-food items in shops.

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

Convenience goods
Food items in shops.

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

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

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

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

District Centre
See Town Centre.

DPD

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

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

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

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

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

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

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

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

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

Health Impact Assessment (HIA)

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

Hectare
10,000 m2

ICT
Information & Communication Technology

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

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

LGBT
Lesbian, Gay, Bisexual and Transgender.

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

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

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

Low Carbon technologies
Technologies that use grid electricity or mains gas to generate heat or power more efficiently. They are called low carbon because they result in lower CO_2 emissions than using mains gas or electricity. These include: geothermal and ground sourced heat pumps (which require electricity to operate pumps); fuel cells (which require electricity to create hydrogen); gas fired CHP; or other district heating systems. The latter two are sometimes referred to as decentralised or localised energy, as they create heat and/or power local to where they are used. These technologies are sometimes referred to as microgeneration, producing heat or energy locally on a small scale.

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

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

Microclimate
Local climatic conditions.

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

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

Node
A place where activity and routes are concentrated.

PCT
Primary Care Trust.

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

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

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

Planning Policy Guidance Notes (PPGs)
Statements of government planning guidance on a variety of topics that must be taken into consideration when preparing development plans or when determining planning applications.

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

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

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

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

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

Regeneration

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

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

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

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

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

Small business
A business with fewer than 50 employees.

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

SPD
A document that fills out policies and proposals in a *Development Plan Document*. There are several possible types of Supplementary Planning Document, e.g.
• design guides
• development briefs, master plans
• village design statements
• that part of a parish plan that deals with development.
They are part of the *Local Development Framework* and, if relevant, can be a *material consideration* in decisions on *planning applications*. However, they are not an official part of the *Development Plan* and not subject to *Independent Examination*; and so have less formal weight than the Development Plan Document to which they refer. The *Council* have to involve the community in their preparation.

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

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

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

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

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

Topology
The shape of the landscape.

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

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

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

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

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

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

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

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

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

Zero carbon development
A development that achieves zero net CO_2 emissions from energy use on site, on an annual basis.

Zero carbon technologies
Technologies that harness non fossil fuel energy to create heat or generate electricity, i.e. sun, wind, and water. They are called zero carbon because they produce no carbon dioxide (CO_2) emissions when producing heat or power. These are also referred to as 'renewable' energy sources (solar thermal, photovoltaics, wind turbines, hydropower and combined heat and power using renewable fuels such as biomass, biodiesel or renewable gas). These technologies are sometimes referred to as microgeneration, producing heat or energy locally on a small scale.

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