

## CP3- Public Streets and Spaces



### Supporting Documents:

PPS1 Delivering Sustainable Development - 2005  
 PPS3 Housing - 2006  
 PPS6 Planning for Town Centres - 2005  
 Public Space Public Life Study -2007  
 Local Transport Plan - 2006  
 Manual for Streets - 2007

### Introduction

**3.19** Brighton & Hove's streets and public urban spaces (the public realm) do not always do the city justice. The layout of the city, with a strong east-west pattern of streets and seafront, lends itself to relatively easy navigation, but the links between the areas that people want to get to are not as good as they could be. Streets can be cluttered, there may be too few places to rest and enjoy life and historic buildings can be obscured behind street furniture. An opportunity exists to redress this imbalance by aiming for a high quality city environment built around a human scale that accommodates the needs of all people. With more than 8 million people visiting the city each year, the high number of people in the city centre makes this imperative.

### Preferred Option - CP3 Public Streets and Spaces

The quality, legibility and accessibility of the city's public realm will be improved in a comprehensive manner, in conjunction with other partners, through new development schemes, transport schemes and regeneration schemes. Such improvements will be required to produce streets and public spaces that enrich the quality of life for users by:

1. Positively contributing to the network of public streets and spaces in the city;
2. Enhancing the local distinctiveness of the city's neighbourhoods;
3. Preserving or enhancing the setting of the city's built heritage;
4. Utilising high quality, robust and sustainable materials for all elements of the street scene;
5. Incorporating street trees and/or other suitable street planting wherever possible;
6. Providing for the needs of all users and allowing for adaptability;
7. Helping to create safe public spaces;

8. Incorporating an appropriate public art element; and
9. Minimising the adverse impact of vehicular traffic.

New developments will be expected to make an appropriate contribution to achieving these requirements.

### Supporting Text

**3.20** The council's Public Space Public Life Study (2007) was commissioned to improve the legibility but also the quality of the city's network of streets and urban spaces (the public realm) and the 'liveability' of Brighton & Hove in general. It draws on extensive research and analysis to make recommendations for improving the city's network of streets and spaces. It reflects local knowledge and experience as well as national and international best practice. Legibility refers to our ability to hold an image of the city (sometimes known as a 'mental map') in our mind as a means to orientate ourselves and plan our journeys.

**3.21** The Public Space Public Life Study introduces to Brighton & Hove the concept of a public realm network which operates across the city. The principle underpinning this is that a distinctive hierarchy of routes should be developed and that the experience of moving through the city should be continuous and consistent.

**3.22** The purpose of this preferred option is to ensure that new developments contribute towards the implementation of public realm improvements proposed by the Public Space Public Life Study and that all public realm works (whether publicly or privately funded) are designed to achieve consistent aims and standards. This will include ensuring that the public realm meets people's whole lifetime needs: children, parents with pushchairs, people with mobility difficulties or visual impairment, those with temporary or permanent disabilities, and the elderly making it easier for everyone to move around the city; in this respect schemes will be expected to do more than simply meet minimum accessibility standards.

**3.23** Public art can make important contributions to local distinctiveness and legibility. It may take many forms and, in relation to the public urban realm, can include construction details, landscape schemes, water features, street furniture and lighting effects. Public Art can also be used to provide neighbourhood specific distinctiveness and to address wider issues such as community safety and fear of crime. Public spaces often have a temporary function for outdoor events, and good design can facilitate this use (such as removable street furniture).

**3.24** Priority for implementation will be given to the Development Areas set out in DA1-7 proposals and those urban areas with special area policies under SA 1-3 (the Seafront, Central Brighton and Valley Gardens).

### Implementation

**3.25** Where new major developments are proposed the council will require developers to contribute to public realm improvements. This will involve contributing towards achieving a public realm network, as set out in the Public Space Public Life Study. Other schemes may be implemented and funded through the Local Transport Plan. Detailed proposals may be included in Area Action Plans. The policy will also be implemented in partnership with businesses in Business Improvement Districts, where appropriate.