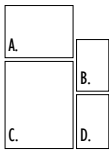


Part 3: PUBLIC REALM

DAVID HUSKISSON ASSOCIATES



- A. Public art will be incorporated into the design of furniture such as bollards -an approach used along the sea front in Brighton
- B. Street trees will be planted where appropriate to enhance public realm and open spaces
- C. Innovative design of retaining walls and level changes will enhance the townscape
- D. Pedestrian priority will be promoted through the incorporation of traffic calming measures into the public realm



25. Public realm - introduction

In which we describe the main principles behind the townscape/landscape strategy for the Open Space and Public Realm.

The character and appearance of the scheme - it's 'Townscape' - is created by the complex and multi-layered relationship between the framework of built form and associated spaces, routes and links and the landscape elements which 'clothe' and enhance this framework. The form and disposition of the landscape elements are vital components in creating the special sense of place associated with the scheme and it's integration with the surrounding urban fabric.

These landscape elements are:

- ☐ Soft Landscape.
- ☐ Hard Landscape
- ☐ Street Furniture
- ☐ Signage
- ☐ Walls and fences
- ☐ Lighting
- ☐ Public Art (Refer to Section 22)

A harmonious and uncluttered landscape will be designed. There will be subtle unifying elements in form and layout throughout the scheme, but with the flexibility to allow each area to be developed with it's own special identity. High quality materials, where possible sourced locally and recycled, will be used.

Soft Landscape: Will act as a foil to the

The aim is to create a harmonious and uncluttered landscape

buildings and hard landscape as well as enhancing the ecological value of the scheme. Plants will be robust and suited to the climate and ground conditions with native species being favoured. Where appropriate climbers will be used to clothe walls throughout the scheme. Irrigation will be provided for planting where necessary. Commitment to maintenance and management of both formal and informal soft landscape will ensure that the design objectives are achieved and maintained in the long term.

Hard Landscape: Continuous surfacing will be used on the traffic and cycle routes (eg. coloured tarmac) and in courtyards and the route through the green corridor (bound gravel). Areas of pedestrian priority and use will be paved with slabs, paviors and setts.

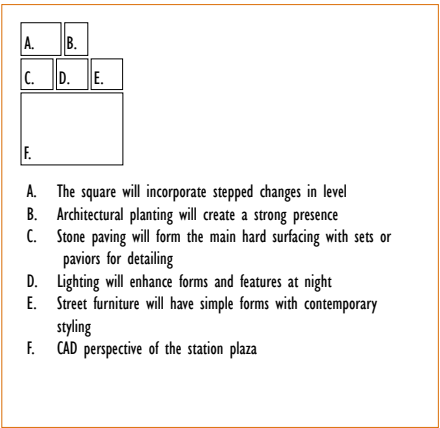
Street Furniture: Seating, litter bins, bollards and cycle racks. Creative use will be made of level changes, walls and planters as seating locations. For all furniture a 'fam-

ily' of styles will be defined allowing for both 'high tech' and more low key design solutions.

Signage: Signage will form a key unifying element of the scheme. It will be legible and informative and yet unobtrusive. It will place the scheme in context advising the public on locations both within and outside the scheme. Interpretive signs will be an important element promoting the Green Corridor as a route and educational resource.

Walls and Fences: Level changes accommodated by existing and new retaining walls are a particular feature of this scheme. Their careful and innovative design and treatment will ensure a positive contribution to the enclosure and definition of spaces. Any walls and fencing on residential frontages will be designed to enhance the overall 'street scene'.

Lighting: Will be designed imaginatively to enhance the buildings and hard and soft landscape and provide safe and user friendly '24 hour spaces' for public use.



26. Formal public spaces

In which we describe the brief for the Formal Public Spaces in the scheme including the two public squares - New England Square and Ann Square.



The two public squares will respond in different ways to the level changes which typify the scheme. They will be focal points on the route from London Road to the Railway Station acting as magnets drawing people through the scheme. In contrast, the public space in Site C is set off a pedestrian route and is a more intimate and smaller scale space.

‘New England Square’

The two levels of this large scale space will be linked with the bold forms of a series of contemporary canopies which sweep up in a gentle curve from the hotel to the station entrance, providing both shelter and a rhythmic sense of movement.

The layout of the main square will be uncluttered, simple and elegant with subtle stepped changes in level and formal lines of trees reflecting the curves of the canopies. The station entrance area will be busier and the layout will respond to the main arrival and departure function of the area.

- **Soft Landscape:** The trees will be large with a strong architectural form. A formal stainless steel framework will support climbers on the retaining walls, and at the corner of the area mainly native planting will cascade down from the

The public squares will be focal points on the route from London Road

higher level forming a visual link with the green corridor.

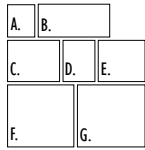
- **Hard Landscape:** Stone paving will form the paved area and steps, with setts or paviors selectively used for edges and detailing.
- **Street Furniture:** This will be unfussy and contemporary with steel and stone being the main materials.
- **Signage:** Signage will be located at focal points in the square.
- **Walls:** The design of the retaining walls will complement the paving and buildings, and provide a backdrop for climber planting and public art.
- **Lighting:** Light standards will be simple and contemporary, lighting will also be incorporated into steps and walls, and the buildings and trees will be enhanced by lighting.

- **Public Art:** The space lends itself to large scale freestanding pieces in addition to the steps and retaining walls presenting possible locations for smaller scale pieces. A subtle “Trail” of small unit paving with embossed sets or mosaics illustrating a theme linking the scheme and Brighton and Hove City will begin at the station and run throughout the scheme.

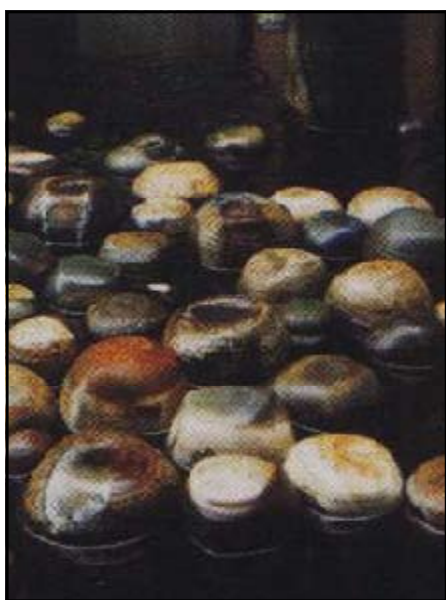
‘Ann Square’

It is envisaged that this smaller scale square will be lively and dynamic. The steps, landings and ramps that move through this space from the upper level at the pedestrian crossroad down to street level are very much part of it’s identity, providing informal terraced seating, small scale street performance areas and outdoor café space.

- **Soft Landscape:** A grid of small to medium informal small leaved trees carefully located to frame the glimpsed view to the Station Plaza. These will be in raised planters.
- **Hard Landscape:** Paving will mainly be setts or paviors and will be laid out in decorative patterns to enhance the space and identify and encourage different uses.



- A. Ramps and steps will be incorporated to create a dynamic flow of movement across the square
- B. Paving patterns will highlight areas of activity
- C. Seating will be simple and contemporary
- D. Small water features could provide a fun element to the space
- E. Lighting will be incorporated into walls where appropriate
- F. The square will provide an informal stage for impromptu street performers and entertainers
- G. Lighting will enhance the square and its features



- **Street Furniture:** This will be simple, contemporary steel and timber, linking to the residential buildings materials
- **Signage:** It is envisaged that this area will be a 'hub' for signage including advertising events and happenings. Signage will be designed and located so that it is very much part of the area's identity.
- **Lighting:** Light standards will be simple and contemporary, lighting will also be incorporated into steps and water features and at night the trees will be lit by subtle uplighting. Wall mounted spotlights may also be installed to encourage street performance.
- **Public Art:** This square will lend itself to serendipity with small scale 'quirky' and interactive pieces carefully located to surprise and enchant.

Secondary Public Space

This area will provide both a defined un-equipped Local Area for Play (LAP), and a more open formal area with hard surfacing, grass and trees. It is envisaged that the LAP will be 'themed' and offer a stimulating and educational play environment for mainly 4-6 year olds

- **Soft Landscape:** An informal layout of small ornamental trees is proposed for both areas with low native and ornamental shrubs partly enclosing the LAP. Areas with hard-wearing resilient grass species will be interspersed with meadow grass and wild-flowers adjacent to planting, in corners and on banks.

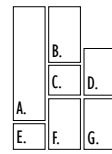
- **Hard Landscape:** The main hard surfacing within both areas will be bound gravel. Setts or paviers will be used to detail access points and locations of street furniture and public art.
- **Street Furniture:** Street furniture will be robust. Adult seating will be timber, with seating in the LAP being small scale specialist child seating.
- **Signage:** There will be signs identifying the LAP and any associated regulations, together with educational plaques which may relate to the theme of the LAP and create links with the Green Corridor.
- **Walls and fences:** Low retaining walls are proposed to create banks and allow enough depth of soil to plant trees on the podium. It is envisaged that the walls will be rendered to match the housing. The LAP will be defined by a low timber guard rail and themed areas within it may be defined with coloured stepping stones or timber poles.

- **Lighting:** Light from the adjacent pedestrian route will be augmented with contemporary light standards and lower level bollard lighting. This will be designed to avoid light pollution and respect the privacy of the local residents without compromising safety.
- **Public Art:** There is scope for the introduction of small sculptural features in keeping with the theme of the LAP together with the scheme 'Trail'.

27.

Informal public space

In which we describe the brief for the Informal Public Space and Wild space of the scheme



- A. Wild flower planting will create attractive habitats through the Green Corridor
- B. Bound gravel will form the main hard surfacing to the pathway through the Green Corridor
- C. Simple timber seating will be robust and unobstructive
- D. The Green Corridor will provide a location for sculpture and public artwork
- E. Informal public space and wild space will provide valuable wildlife habitats
- F. Interpretation boards will promote a public understanding of the Green Corridor
- G. Existing planting will be supplemented to promote species diversity

The 'Green Corridor'

The retained SNCI and wooded embankment onto New England Road at the northern end of the scheme will provide a valuable informal green urban walkway through the scheme.

The northern section will be more 'wild' with existing habitats being retained and managed and new native planting to augment the retained habitats. The character of the green corridor will change as it moves through the scheme to eventually emerge at the station. The gradual transition from 'wild' to becoming part of the urban fabric will be carefully designed to allow an increasingly more formal treatment whilst retaining the integrity of the corridor function of the SNCI.

- **Soft Landscape:** The area will be enhanced and maintained with planting and management aimed at increasing species diversity by reducing scrub encroachment. The planting would consist of native shrubs, trees and wildflowers.
- **Hard Landscape:** The path through the green corridor will be bound gravel

Ecological interpretation boards will be places on the green corridor to increase its educational potential

with a timber edge changing to a harder edge with sett or pavior detailing as it approaches the station. The path will open out to allow for a gathering or meeting space associated with the community facility (block F). A 'look out' from the green corridor over the city at the northern end is proposed, this may be surfaced with timber decking.

- **Street Furniture:** Seats and litter bins will be robust and unobtrusive being timber or timber clad. Bat and bird boxes will be fixed in suitable locations.
- **Signage:** Ecological interpretation boards will be positioned along the green corridor to increase its educational value and highlight the ecological principles employed in its development. They will also promote

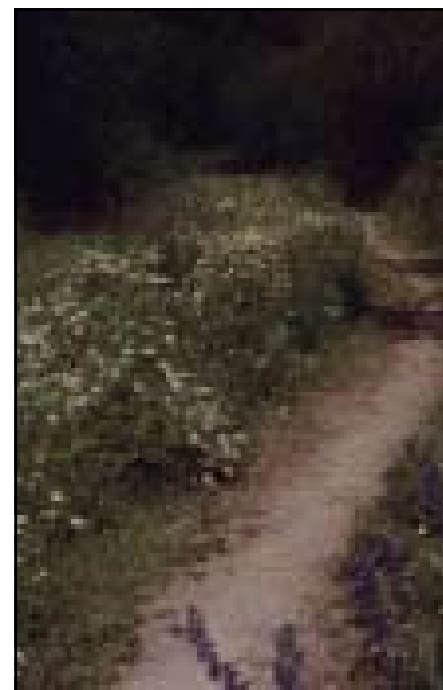
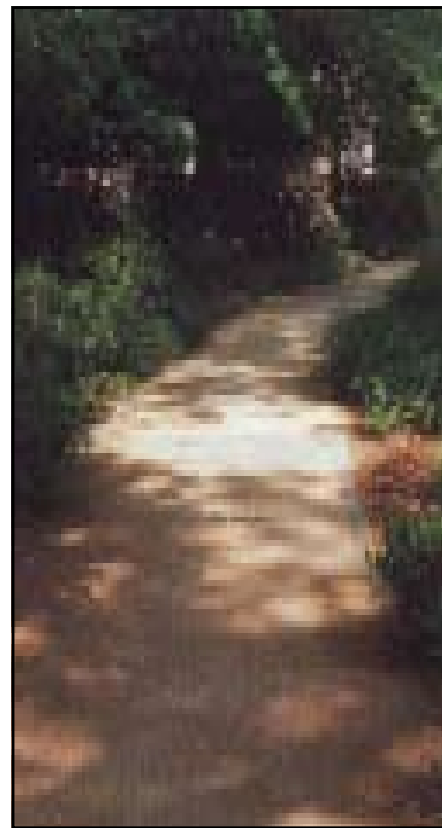
links with habitat creation measures in the courtyards in the scheme.

- **Lighting:** Lighting to the path will be carefully designed to avoid excessive disturbance to wildlife at night.
- **Public Art:** It is envisaged that there will be scope for changing displays of public art mainly generated by children in collaboration with local schools and youth groups. In addition the scheme 'Trail' of small unit setts could weave its way through all or part of the green corridor.

The 'Wild' Area

The wild area will not be accessible to the public and it will provide a wildlife refuge. The fencing of the area will be designed to exclude the public but allow the passage of mammals.

Ecological enhancement and management of this area is proposed which will reinforce the effectiveness of the green corridor by increasing the linkage to other habitats.





A.	B.
C.	F.
D.	E.
	G.

- A. Plan of a central site courtyard
- B. Bird boxes will be fixed in appropriate locations
- C. Seating will be low key and robust
- D. Timber will be used to construct retaining walls
- E. Main pathways will be surfaced with bound gravel
- F. Wildflower areas will create attractive verges and valuable ecological habitats
- G. Light standards will be contemporary in style and create minimum light pollution

28. Semi-public courtyards

In which we describe the brief for the Semi Public Courtyards in the scheme.

The courtyards in Blocks C, D, L and M are intended to provide pleasant and safe communal areas for residents, workers and visitors. In addition, where appropriate, planting will be designed to create habitats for birds and invertebrates.

In the core site where the courtyards are on the building podium retaining walls will be used to build up soft landscape areas allowing trees and shrubs to be planted.

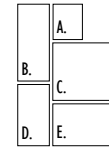
- **Soft Landscape:** Trees and shrubs will be chosen for their value to wildlife as a food source and for cover. Native species will be chosen where possible and where appropriate shrub areas will be edged with more ornamental species. Small to medium sized ornamental trees are proposed and areas of shrub planting will not exceed 1.2m in height. Areas with hard-wearing resilient grass species will be interspersed with meadow grass and wild-flowers adjacent to planting, in corners and on banks. Where space permits walls will be clothed with climbing and wall plants with support provided if necessary.
- **Hard Landscape:** The main areas of surfacing will consist of bound gravel, with unit paving on the access paths

Where appropriate, planting will be designed to create habitats for birds and invertebrates

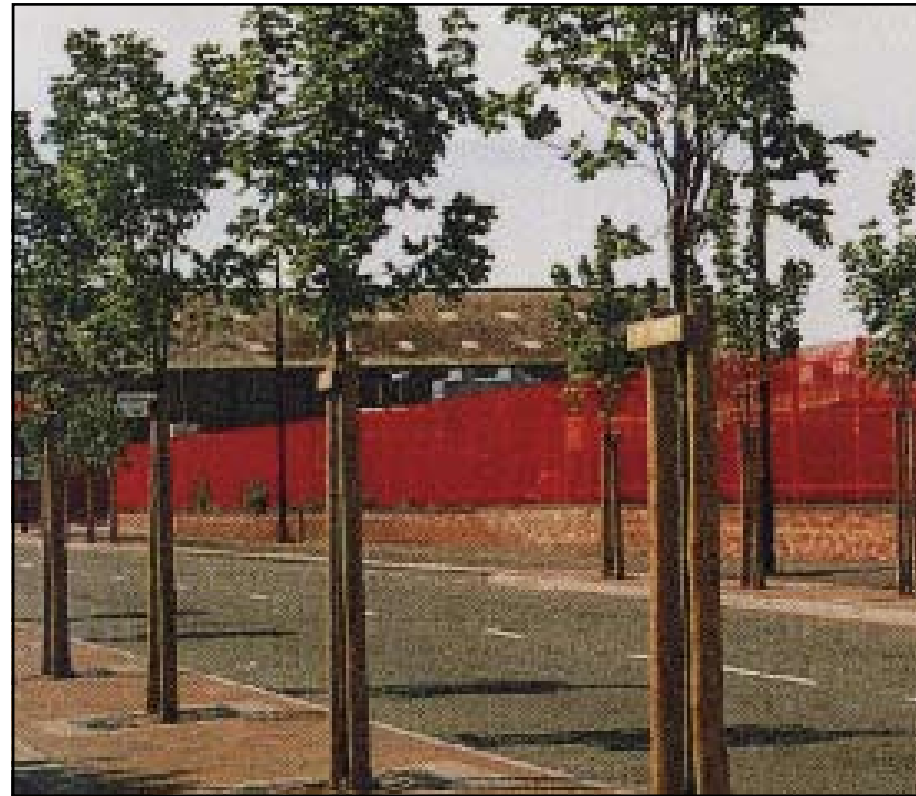
from housing and offices and locations of street furniture.

- **Street Furniture:** Street furniture will be robust and low key, materials being timber and/or metal. Where appropriate seating will be incorporated into walls. Bird boxes will be fixed in suitable locations.
- **Signage:** Educational plaques will be carefully located explaining the aims of habitat creation and links with the green corridor.
- **Walls:** In the central site the retaining walls will be stone faced gabions or rounded machined timber.
- **Lighting:** Contemporary light standards and low level bollard lighting will be designed to avoid light pollution and respect the privacy of the local residents and office workers without compromising safety.





- A. Coloured tarmacadam will delineate cycle routes
- B. Climbing plants will create 'Green Walls' where space is limited
- C. Street trees will be planted where appropriate
- D. Generous pavement widths will enhance the quality of the public realm
- E. Pedestrian priority will be emphasised using traffic calming measures similar to those used through the North Laine area



29.

Main and secondary traffic routes

In which we describe the overall brief for the Public Realm and the brief for the Main and Secondary Traffic Routes

The Public Realm will be designed to provide legible and visually attractive pedestrian, cycle and vehicular routes linking public spaces and key destinations and integrating the scheme with the surrounding area.

The incorporation of public art throughout the public realm will enliven and enrich people's journey experience. In addition the scheme 'Trail' will weave its way around the scheme.

Junctions, corners and odd spaces will be carefully designed with elements such as street furniture, lighting, planting and public art to provide pauses and sometimes unexpected surprises along the journey.

Main and Secondary Routes

- **Soft Landscape:** Where space permits, bold lines of street trees will be planted. Where space is limited 'green walls' will be created with climbers supported by robust formal and informal wire and /or stainless steel frames and trellises. This theme of

The Public Realm will be designed to provide legible and visually attractive routes

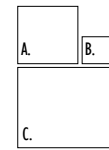
trees and climbers is particularly important alongside the station car park where the climbers will be trained up and around the deck supports.

- **Hard Landscape:** It is envisaged that the traffic carrying road surfacing will be tarmacadam with a change in colour delineating cycle routes and a rumble strip of setts indicating change between main, secondary and cycle routes. Pavements along the main routes will be simple slabs. Setts will form a trim adjacent to buildings, at the locations of street furniture, signage and lighting. Setts will also be used to delineate pedestrian crossings. The secondary routes will be designed

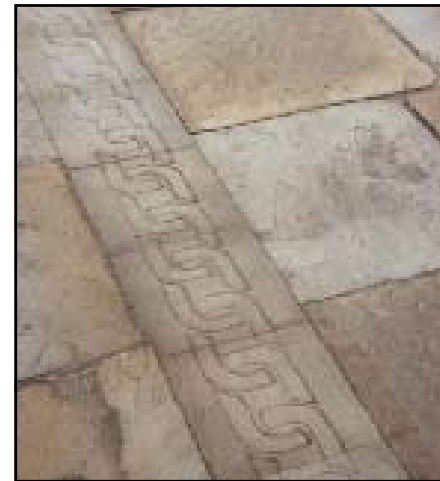
to emphasise pedestrian priority. Pedestrian areas will be generous and of varied widths paved with setts or paviers. Traffic calming measures and pedestrian crossings will be constructed in setts.

- **Street Furniture & Lighting:** There will be continuity in the street furniture and lighting on the main and secondary routes. These will link visually with existing furniture and lighting in the surrounding urban fabric.
- **Signage:** In addition to standard traffic signage, there will be signs identifying pedestrian priority areas and the new cycle routes and their links to existing routes.





- A. Similar scale pavement areas will contain the street furniture
- B. The scheme trail will provide interest to the pedestrian environment
- C. Sketch view of a pedestrian route through the central site



30. Pedestrian routes

In which we describe the brief for the Pedestrian Routes

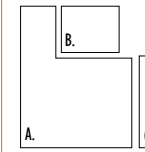
These routes, mainly throughout the core site between blocks L and M and through the greenway, will be at a more intimate human scale designed to provide a comfortable and safe pedestrian environment. Pedestrian routes out of and into the site in all directions link to these internal routes.

- **Soft Landscape:** Ornamental street trees and green walls characterise the planting associated with these routes. The small to medium sized trees will create pleasant 'green' streets and reduce the scale of the surrounding buildings. Where these are on the podium of the central site they will be in planters. Wherever possible walls will be planted with ornamental and native climbing plants with both formal and informal support if appropriate.
- **Hard Landscape:** The pedestrian routes will be characterised by a central band of paving slabs guiding movement and activity, with substantial bands of setts or pavers on either side, adjacent to housing and offices. These smaller scale paved areas will provide a public/private transition zone and will also contain the street furniture, trees and lighting.

The scheme 'Trail' could be particularly effective in these pedestrian areas

- **Street Furniture:** This will be simple and contemporary, and in the central site materials will be steel and timber linking to the residential building materials and Ann Square. Seating and litter bins could also be incorporated into the tree planters to reduce clutter.
- **Signage:** Directional signage will be carefully located so that it is unobtrusive but clearly visible. In addition, informative plaques will explain the ecological benefits of the Green Walls and create links with the semi-public courtyards and Green Corridor.
- **Railings:** In the core site railings will enclose the town house gardens fronting on to the pedestrian routes and form an attractive element to the streetscape.
- **Lighting:** Lighting will be an important element in creating the night time identity of these routes, with contemporary light standards and low level bollards. Where appropriate it will be designed to avoid light pollution and respect the privacy of local residents. In addition lighting will be used decoratively in walls and to spotlight public art and signage.
- **Public Art:** The scheme 'Trail' could be particularly effective in these pedestrian areas, providing identity, interest, linkages and even elements





- A. Sketch view of proposed enhancements to Ann Street
- B. Tree planting will be used to reduce the scale of buildings and create pleasant pedestrian environments
- C. Climbing plants could be used to clothe the retaining wall on York Hill

31. Links to London Road and Surroundings

In which we describe the brief for the Links to London Road and the surrounding urban fabric

It is intended that the improvements to Ann Street and York Hill will both maximise the links between the scheme and London Road and contribute to it's integration with the surrounding area. In addition the improvements to Ann Street will improve the setting of St. Bartholomew's Church.

Ann Street

Improvements to Ann Street will be designed to emphasise pedestrian priority and create an attractive pedestrian route which links seamlessly with the scheme, the church and the school. Pedestrian areas will be generous and of varied widths paved with setts or paviers. Traffic calming measures and pedestrian crossings will be constructed in setts. Street trees will be planted and street furniture and lighting installed to the same design as that proposed for the scheme main and secondary routes.

York Hill

Similarly York Hill improvements will emphasis pedestrian priority and create an attractive pedestrian route incorporating a new stairway. Additional tree planting will be particularly important to reduce the scale of New England House. The view up York Hill is dominated by the concrete retaining wall.

The improvements to Ann Street will improve the setting of St Bartholomew's Church

It is proposed to improve the wall to reduce it's dominance and create a more attractive view. Trailing plants will be planted at the top which will cascade down the wall. In addition there is scope for public art in this location to brighten up the area - possibly murals or mosaics on the wall.

Other Links

The proposed link through the London Road car park will also be treated and lit to make it an attractive route. The exact nature of this route will depend on the final method by which the connection is made to London Road which may need the involvement of the Council.

The principles applied to improving these links to London Road - the type and style of paving, of street furniture, lighting signage and planting - could also be selectively applied to other streets linking into the scheme enhancing it's integration with the surrounding urban fabric.



Part 4: THE CORE SITE

CHETWOOD ASSOCIATES



- A. Key plan showing the whole of the core site
 B. Elevation of the eastern side of Block A facing New England Street
 C. Detailed plan of Block A at 1:500
 D-E. Overleaf: Two views of the southern end of Blocks A and C

32. Block A

Located to the south eastern corner of the core site, Block A comprises of primarily residential development, with a small A3/retail use.



The site itself is bounded to the south by Cheapside, east by the realigned New England Street (from which vehicular access is gained). To the north by Ann Square, a formal public open space and to the west by a new pedestrian route linking Blackman Street to Ann Square.

The existing uses adjacent to the site are



Block A comprises a mixture of medium to high-density residential units, arranged in a perimeter block formation

varied in type and scale. Ranging from the relatively low scale (2-3 storey) Providence Place housing, to the more substantial developments to the south of Cheapside. To the north and west, Block A is bounded by blocks B & C, which will be discussed later.

Planning Principles

Block A comprises a mixture of medium to high density residential units, arranged in a perimeter block formation, and having clearly defined public and private faces. To the rear of the block, the units enclose an informal private square, containing compact rear gardens and a landscaped car parking area which is accessed via a gated entrance from New England Street (fig. 32B).

Externally, the perimeter block presents an active, well populated façade at ground level to adjacent streets, with the floor plans designed to ensure maximum supervision of the streets.

The A3/Retail use has been positioned adjacent Ann Square, with the intention

of ensuring that the square remains populated throughout the day and the evening, increasing safety levels for residents and visitors to the quarter alike.

Massing Principles

The four faces of the perimeter block have been designed to respond to the environments of the streets they front on to. As such, the faces are varied, ranging from low level residential units, to medium rise residential flats.

To the south, the block fronts onto Cheapside. A robust development 'wall' is proposed, rising some 4-5 storeys to shelter the lower density town housing within the block from traffic on Cheapside. This 'wall' also reflects the scale of development to the south of Cheapside, and ensures the quarter will retain its identity irrespective of any future development that may take place there. (figs 32C&D)

To the east, the block presents a residential scale elevation of 3 storey townhouses onto New England Street, bounded to its southern end by the 'wall' to Cheapside, and to the north by a tower fronting Ann Square. Which effectively form bookends defining the limits of the block. The townhouses themselves, designed as 3 storey units with roof terraces, are intended to reflect the residential scale of Providence Place and the Laines, with each townhouse comprising a compact private rear garden to the back of the block, and a 1m wide defensible space/front garden to the street. The plans of the units them-



selves are designed around a central core, which organises the spaces around it and provides an open plan, flexible space solution, able to be tailored to individual user requirements. At roof level, each townhouse retains a roof terrace and a 'winter garden', glazed conservatory into which the main stair core rises. (fig. 32E)

To the western elevation, adjacent the Blackman Road extension more townhouses are proposed as above. However at this point, advantage has been taken of 3m change in level along this line, which enables a further storey to be added to the rear of the block. Within this, an integral garage and general storage area is proposed, accessed via the back of the block. As to the east, the elevation is bookended to the north by the tower and to the south by the residential wall to Cheapside.

To the north, the block is ended by a five storey residential tower, capped by penthouse apartments. The tower is important in urban design terms for a number of reasons, the most significant being;

- Its role in providing a landmark along the elevation of the core site which clearly indicates the point as being one of importance in terms of townscape (ie. The entrance to Ann Square and the Station Link beyond).
- Provide a step up in the elevation, therefore establishing a suitable narrative with the height and massing of block C.



The intention is to use materials and detailing to harmonise these elements as a whole interlinked block

- Enclose Ann Square, defining its edge and enhancing its sense of space and place.

Within the tower the uses vary. At ground (Ann Square level) an A3/Retail use is proposed with the intention being to allow this use to spill out into the square, providing population and activity at this important gateway to the quarter. Above this, flats rise to some 5 floors, taking advantage of dramatic views to the south, with the top floor comprising substantially glazed penthouses, with mezzanine floor levels, flexible open plans and south facing external sun decks. (fig. 32E)

Architectural Design Principles

As discussed previously, the block consists of a number of differing scales and types of building, which provide a varied elevation to the Streets around.

Taking this into account, the intention is to use materials and detailing to run a common thread through these elements and harmonise them as a whole interlinked block, rather than a cluster of adjacent buildings. This principal has then been extended to encompass the core site as a whole, 'visually relating' all the elements of and uses within, to create a unifying aesthetic, identifying each build-

ing as part of a collection forming the core site.

This is achieved in the first instance by the use of construction materials. The build up of the elevations has been conceived as a layered sequence of materials, arranged in order across the entire block. The outermost layer, 'the skin' of the building is proposed as an elastomic render, into which holes are punched to reveal the layers below.

Immediately behind the render, a layer of Western Red Cedar timber cladding identifies the second plane of the elevation, with behind this, the glazing units and frames themselves making up the third layer.

Glazing unit sizes have been standardized across the scheme, with recessed balconies and glazed corners used in both townhouses and flats, further enhancing the design theme across the scheme. In order to break down the visual mass of the building, the 'skin' of render gives way to areas of increased glazing and timber cladding at high level, reducing the perceived height of the block and creating visual interest at the skyline.

Similarly at low level, areas of glazing are maximised and balconies are positioned to overlook the public domain, enhancing the relationship between the building and the streets within which it sits, creating a well scaled, safe environment where the architecture is of a human scale and has a beneficial effect upon the streetscape as a whole.



- A. Key plan showing the whole of the core site
 B. Elevation of the southern side of Ann Street looking at Blocks A and B
 C. Detailed plan of Block B at 1:500
 D. Overleaf top: View down the extension to Blackman Street
 E. Overleaf bottom: View of Block B from Trafalgar House.

33. Block B

Located to the south western corner of the core site, Block B consists of mainly residential uses, along with a single A3/retail use.



The site is bounded to the south by Cheapside, east by the Blackman Road extension. To the north by the new pedestrianised Ann Street extension and to the west by the new loop road, which wraps around the perimeter of the site and into Cheapside to the south.

Contextually, Block B is bounded by one significant existing building, Trafalgar

The intention is to use materials and detailing to harmonise these elements as a whole interlinked block

House, which is located to the south west corner of the side. Other than this, to the south of Cheapside lies undeveloped land, to the east, block A (as described in the previous section) to the north, block C and to the west by a new square between the proposed hotel and Trafalgar House.

Planning Principles

Block B comprises of mainly residential uses. As on Block A, the type and density of the use is varied, ranging from medium to high density flat developments, to terraced town houses similar to those found in Block A. The accommodation is arranged in a simple perimeter block formation, with clearly defined public and private faces. To the rear of the block, the units enclose a comprehensively landscaped informal private square, into which, no vehicular access can be made. (fig 33B)

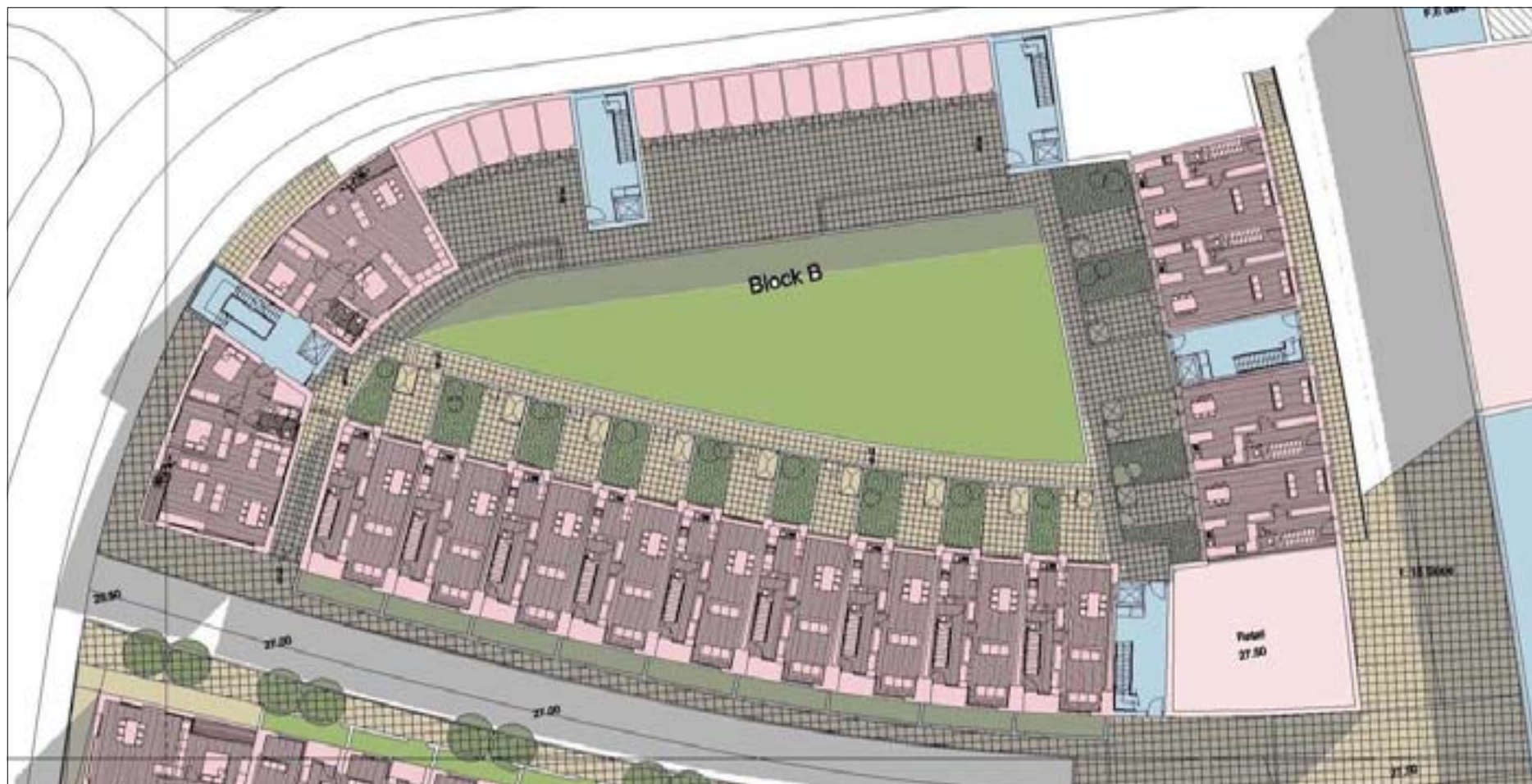
Externally, as in Block A, the block presents an active, well populated, façade to the adjacent streets, continuing the theme of eyes on the street across the scheme.

The A3/retail use has been positioned adjacent Ann Square, where, along with the one located in block A, the intention is to create a lively vibrant space, used by residents as both a destination as well as a route through. Promoting the square as a safe environment, populated throughout the day and evening.

Massing Principles

Continuing the theme established in Block A, the faces of the perimeter block have been designed to respond to the environments found on the streets they front on to. This, along with the mixture of densities found within the block (in terms of uses) has led to the development of a rich and varied streetscape at all points around it.

To the south and wrapping around to the west, the block has frontages to Cheapside and the new loop road respectively. As identified for Block A, in order to counter the increased levels of vehicular traffic expected there, a robust 'wall' of development is proposed. Starting in Block A, the 'wall' rises up Cheapside, breaking to form the entrance to the Blackman Road extension, and continues around the south and west faces of Block B terminating at





Block B plays a critical part in enclosing Ann Square and defining it as an urban square

the entrance to the Ann Street extension. Comprising 4-5 storey flat accommodation with undercroft storage, the wall defines the boundary of the core site and ensures that any future development on the sites adjacent Cheapside will not overshadow it. (fig 33D)

To the east, the block presents a residential façade of 3 storey terraced townhouses, which together with the ones located across the street in Block A, create a traditional terraced street. The townhouses themselves are identical to those described in the previous section, retaining the compact rear garden and 1m wide defensible strip/front garden. Which, in both cases forms an integral part of the landscaping strategy proposed for the street, to further enhance its residential scale. (fig 33C)

Similarly, the principal of 'bookending' the terrace as described in Block A is continued. With, to the south of the elevation, the 4-5 storey wall and to the north, the higher density residential units facing the Ann Street extension.

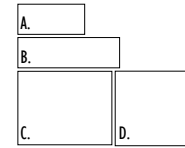
To the north, the block presents a 4 storey façade, to the east west link forming the Ann Street extension. Immediately to the east of this point lies Ann Square, fronted

by the tower ending Block A. Alongside the tower, Block B plays a critical part in enclosing Ann Square and defining it as an urban square, rather than just a widening of the street where the Ann Street and Blackman Road extensions intersect. What was of importance here however, was to ensure that the tower remained the dominant feature, marking the entrance to the square. In this context, block B was seen more as a 'backdrop' to the square, preventing the space bleeding out and losing its sense of enclosure.

Moving west and out of Ann Square, the link rises relatively steeply towards the new station square. Where, in response, the façade of block B steps up, building towards the point where it meets the residential 'wall' at the north west corner of the block. As with Ann Square, this point is also significant in townscape terms, identifying and framing the entrance to the east west link when approached from the station. (fig 33E)

Architectural Design Principles

As with Block A, Block B comprises a number of different scales and types of building, providing a varied streetscape and skyline around the block. By extending the design principles established in Block A, along with careful consideration of the streetscapes intended around them, a design narrative is established between the two blocks which subtly identifies these as part of a collection of buildings yet retains their status individual blocks within the urban grain.



- A. Key plan showing the whole of the core site
- B. North / South section through Block C looking eastwards
- C. Detailed plan of the supermarket level at 1:1000
- D. Plan of the residential level also at 1:1000
- E. Overleaf top: View looking down from the top of Ann Street
- F. Overleaf middle: Ann Square
- G. Overleaf middle: Eastern elevation of Block C onto New England Street.

34. Block C

Located centrally within the core site, Block C is the largest and most complicated of the blocks being discussed here.



In terms of mix of uses, Block C consists of a 194 space shoppers car park, 4,180m² supermarket (gross external area) and substantial residential development. (fig. 34.A)

Contextually, Block C is bounded on all but one side by elements comprising the proposed masterplan. As mentioned above, to the south Blocks A and B rise

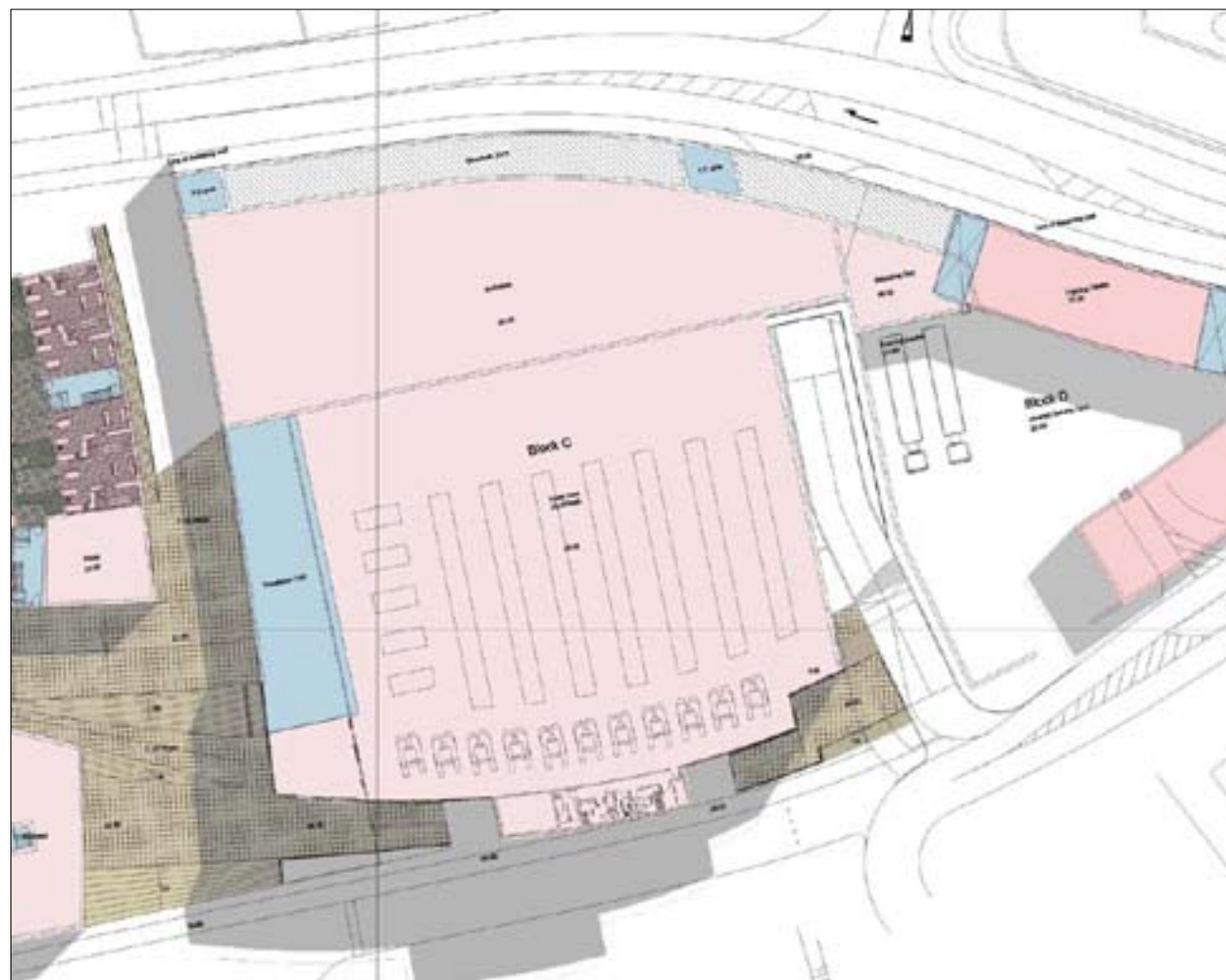
Block C consists of a 194 space car park, 2,322m² (net) supermarket and substantial residential development

gradually towards the Ann Street extension and front Block C across the street, defining and enclosing the link. Similarly,

to the north, the London Road car park link defines the limit of Block C, with Block D rising beyond this to form a tower signifying the top of the core site. To the west, across the New Loop Road, stands the proposed hotel and to the east, beyond New England Street, lies the only existing piece of townscape adjacent to Block C, St Bartholomew's primary school and beyond that St Bartholomew's church.

Planning Principles

As outlined above, Block C is the most densely developed and complicated block within the core site. As with Blocks A and B, it comprises a mixture of medium to high density residential units, set in a perimeter block formation. Unlike A and B however, the perimeter block is rather more complex than its neighbours. In order to increase permeability within the core site, particularly in a north south direction. It was decided that Block C was too large to form a single, unbroken perimeter block, particularly when viewed in context with the surrounding urban grain. As such, the typical public front, private back perimeter block model as used in A and B was modified to incorporate a route running north south through the back of the block, linking the Blackman Road extension and Ann Square to the London Road car park link. In order to ensure the link retains a quality of streetscape similar to those found elsewhere within the site, a 'Mews' style development runs alongside it to the west, broken at one point to provide access to semi-public communal garden areas to the rear. To the east of





the link, a series of formal semi-public courtyards are proposed, which provide a defined edge to the link and a setting for the residential block located beyond them. (fig. 34C)

Located immediately below the residential block is the supermarket, which cuts into the hillside and presents its shopfront to New England Street. The advantage gained from this configuration is to remove all but one elevation from the public realm, by cutting them into the gradient and therefore presenting as a façade the only elevation with any level of townscape value, the shopfront area. Access to the store is made at the south eastern corner of the block, immediately adjacent Ann Square, providing the third focus for movement within the square. (fig. 34C).



Immediately below store level, and extending under the London Road link to the north is the shoppers car park. The car park is accessed by vehicles via a ramp down from New England Street level and comprises 194 spaces, including 170 standard, 12 disabled and 12 parent and child spaces. Access back up to store and

Ann Square level is made via travellers and lift positioned to the south eastern corner of the block, rising into the entrance lobby area of the store.

Massing Principles

As established in blocks A and B, the blocks are designed to respond in a positive manner to the environments immediately adjacent them. This theme is continued through C and into D.

In the case of Block C, the primary aim was to incorporate the superstore and car parking elements into the scheme in a manner which had no detrimental effect on quality of townscape. To the eastern elevation of the block, the store shopfront occupies a slightly raised ground floor level immediately adjacent to New England Street, connected by a series of ramps and stairs. Elevationally the shopfront consists of a substantially glazed area to the back of the checkout line, broken centrally by a service unit for the store. Above shopfront level, the residential element cantilevers out slightly providing shelter for the shopfront, and rises a further 4 storeys beyond this, to frame along with the tower to Block A, the entrance to Ann Square. (fig. 34G).

To the south the elevation fronts onto Ann Square and the Ann Street extension. To its south eastern corner, the block retains its height and mass, signifying its importance in townscape terms, as a marker for the east and west link. Moving west from this point, the façade is broken

The aim was to incorporate the supermarket into the scheme in a manner which had no detrimental effect on quality of townscape

by the north south link, before stepping up, along with Block B, to the point where it meets the New Loop Road, forming, at this point the gateway to the link when approaching the development from the station. (fig. 34E).

To the west, the 'wall' of residential accommodation, enclosing A and B against the New Loop Road continues. The block proposed consists of 4 normal floors of residential accommodation, capped by warehouse type apartments, which are substantially glazed units, stepped back from the line of the façade to reduce their apparent height.

To the north, the block fronts onto the second east west link, the London Road car park link. At its north west corner the massing of the block remains at full height, marking the point in terms of townscape legibility as one of significance. Moving away from this point into the site, the block steps down to 4 storeys to ensure both it and the adjacent Block D do not have a negative effect on the quality of the environment found at ground level. This situation is further enhanced by the north south link which breaks both blocks and allows the space to open up between the buildings, thus avoiding it feeling cany-

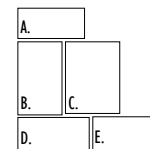
oned and oppressive to the user.

Within the block, the environment has been carefully designed to prevent the north south link becoming a potentially insecure area, bounded by unoccupied backs of blocks and not benefiting from surveillance from adjacent buildings. In order to avoid this scenario the block to the west of the link returns to form a 'mews' style development running north south adjacent the link, providing observation of both the link and the series of formal semi-public courtyards beyond. Whilst simultaneously enclosing a further semi-public communal garden area to its rear.

Architectural Design Principles

As with blocks A and B, Block C comprises a number of different scales and types of building, providing a varied streetscape and skyline around the block. By extending the principles established in these blocks, the design narrative is further extended to include Block C, subtly identifying it as a further element in the collection of buildings forming the core site.





- A. Key plan showing the whole of the core site
- B. View of the tower from New England Street looking south
- C. Detailed plan of training centre level at 1:1000
- D. Eastern elevation to New England Street
- E. Section through block showing the tower, training centre, loading bay and courtyard.

35. Block D

Block D completes the core site to the north, filling the point created by the divergence of New England Street to the east and the New Loop Road rising up the hill to the west.

Contained within the block are a number of uses comprising residential accommodation, training centre and an underground service yard area servicing the adjacent Sainsbury unit (fig. 35E).

Contextually, Block D is bounded to the east by the London Road car park and its roof level residential development, Mayflower Square, to the south by Block C which rises beyond the London Road car park link and finally to the west by a further element of the masterplan, Block E, proposed as a health and fitness unit with residential accommodation over.

Planning Principles

Block D is characterised by a triangular shaped broken perimeter block. To the northern point of the triangle stands the main tower of accommodation, signalling the new development when approached from the north down New England Street. The tower itself is led by a feature stair and lift tower, providing access to 7

Block D contains residential accommodation, training centre and an underground service yard

floors of residential accommodation, the top floor of which comprises substantial penthouse apartments with mezzanine levels and external south facing sun decks. The bottom two levels of the tower house the training centre, which at basement level encloses the covered service yard, and extends over a second floor comprising the accommodation at the London Road car park link level. Above this is found a further 4 storeys of residential accommodation.

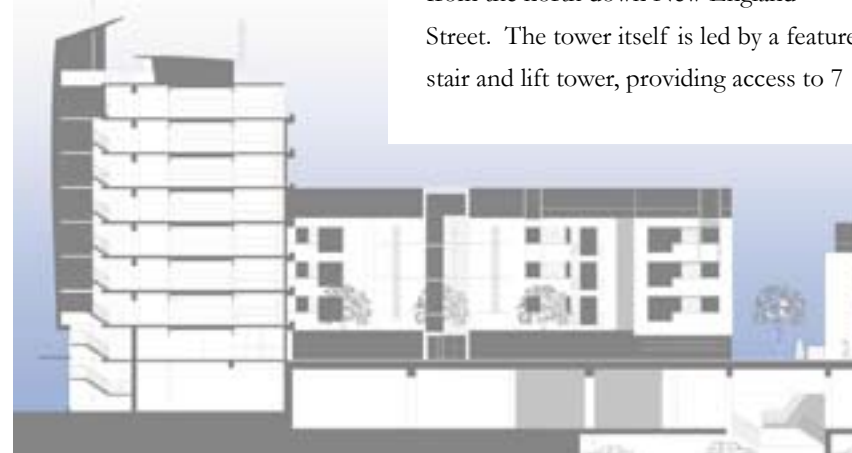
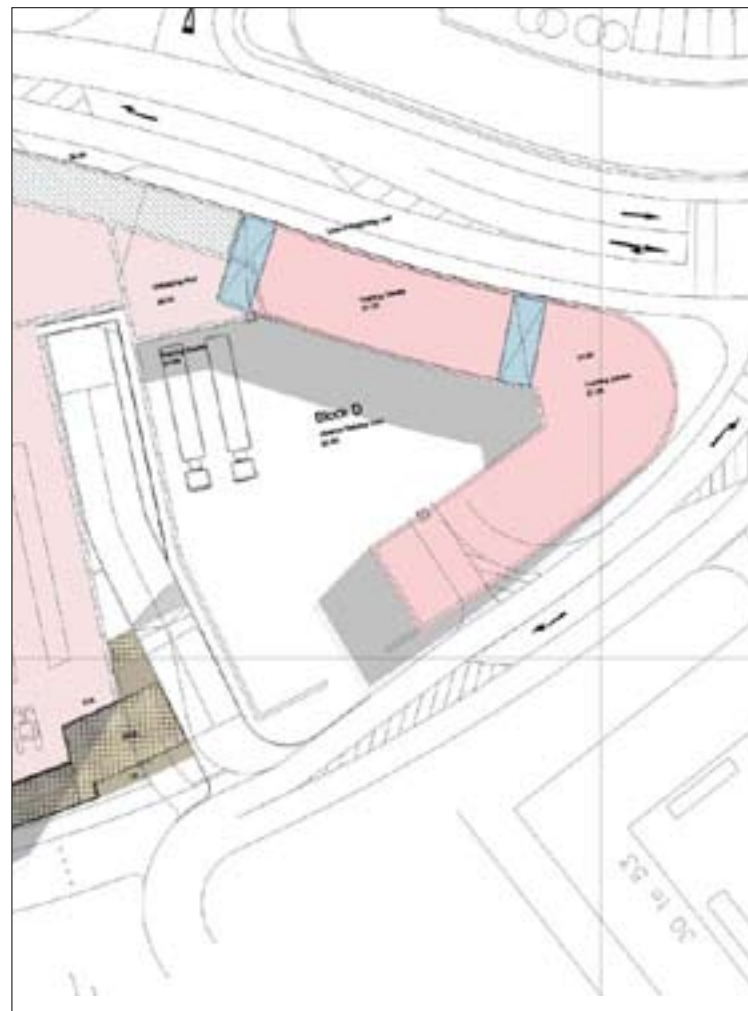
The service yard beneath the block is found at the same level as the store and is accessed from New England Street. The space has been designed such that all vehicular manoeuvres can be carried in the safety of the service yard, avoiding any need for vehicles reversing out onto the public highway etc. The block is broken along the elevation to the London Road car park link. As discussed for Block C, the concern here was to prevent the link becoming overpowered by the adjacent buildings, and as such the decision was taken to break open the blocks allowing the space to open out as a crossing, rather than retain the space as a corridor.

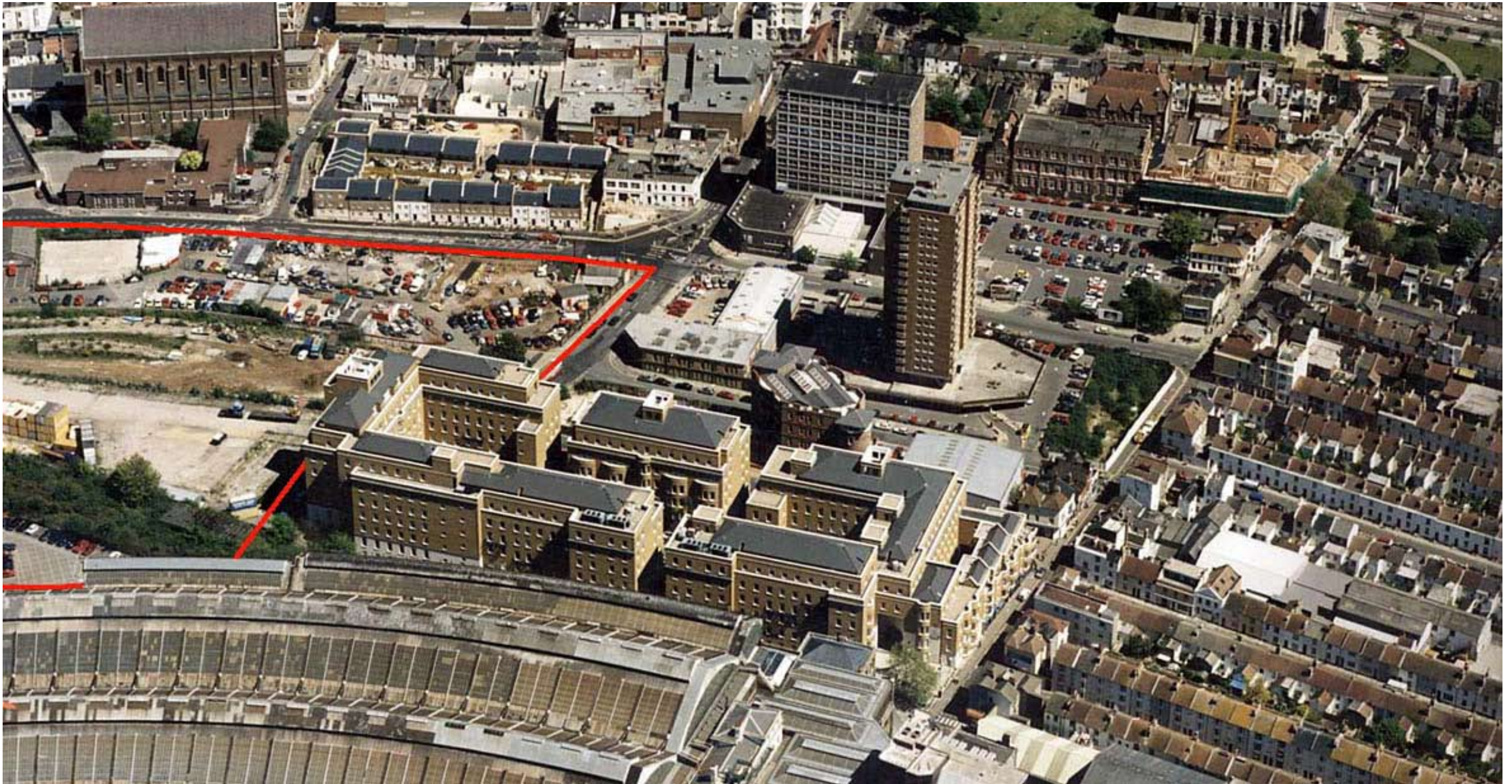
Massing Principles

In terms of complexity, block D is more closely related to Block C than A and B. As discussed above, the block houses in its basement a service yard area associated with the store. Although essential for the operation of the store, this area makes no positive contribution in terms of townscape. As such, the decision was made to enclose, as far as possible, the area with a strip of accommodation which could contribute beneficially to the adjacent environments. Whilst to the south and west elevations the problem is solved by digging into the hillside, to the east however a solution was required. In response to this, the training centre was positioned on plan to wrap around the service yard, presenting an occupied façade at slightly above street level to New England Street. Above this lies another level of training centre accommodation, with residential accommodation over this, culminating to the north in the residential tower.

Architectural Design Principles

Block D contains the widest range in terms of densities and particularly scale of development. The tower, essential for a number of townscape issues is the most obvious of these, forming the most significant impact on the skyline of the development. However, as with Blocks A, B and C, the design principles established and discussed there have been further extended to Block D. Effectively maintaining a constant design narrative between all the blocks comprising the core site and identifying them as part of a collection of buildings, irrespective of their size, scale or intended use.



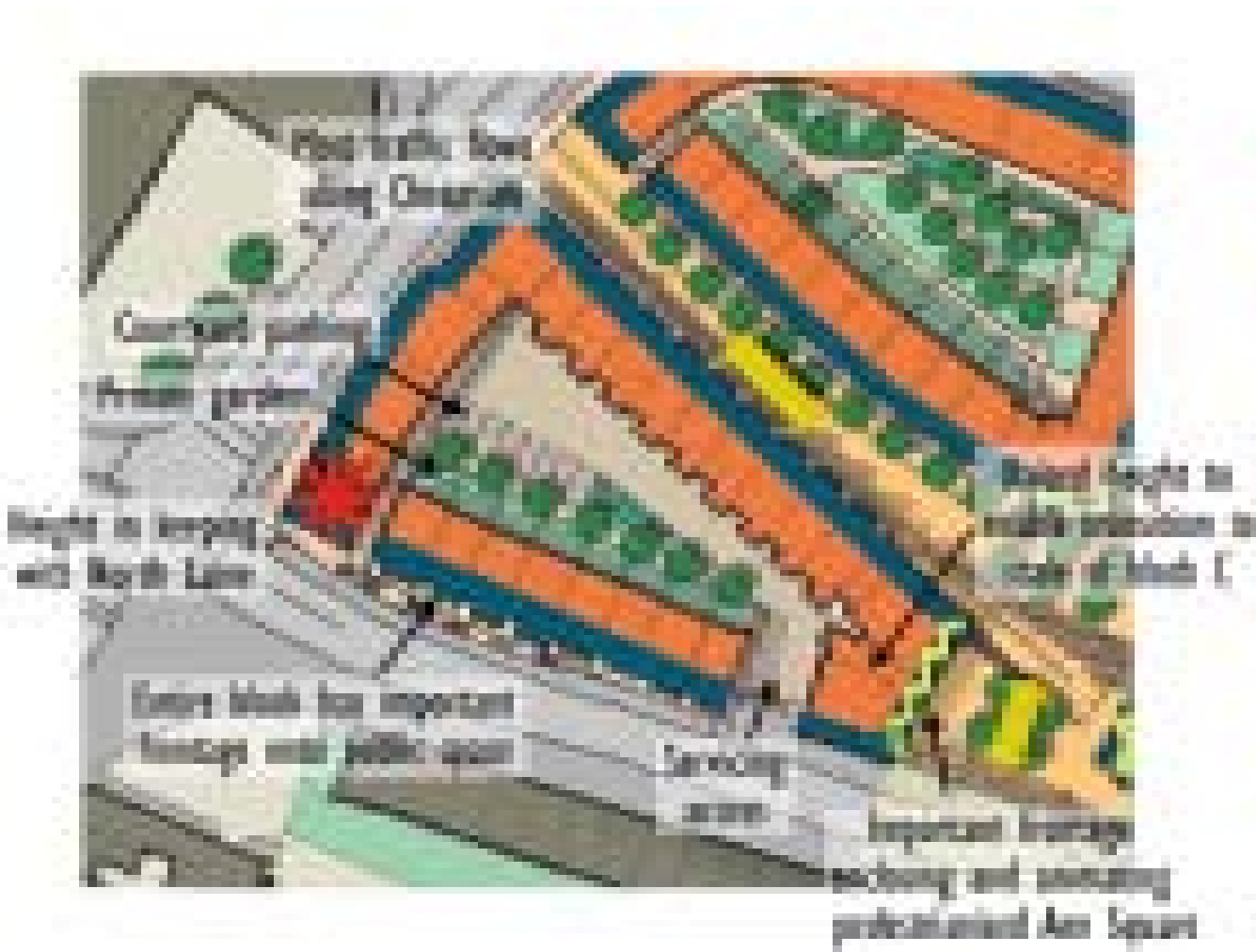


Part 5: SITE BRIEFS

36.

BLOCK A - Urban housing

Block A is part of the core site and as such is part of the detailed application prepared by Chetwoods Associates. The site will be primarily residential with some shop units fronting Ann Square.



4484 m ²	Site Area
38	Residential units 17 no. 3 storey, 4 bed town houses 15.no. 2 bed flats 6.no. 2 bed warehouse apts.
245 m ² net	Retail floor area
17	Parking spaces
85 units/ha.	Net residential density

The Site

The site totals 4484 m² and is bounded to the east by New England Street. This has been narrowed by several metres with the site boundary encroaching on the northbound carriage way. To the south the site is bounded by Cheapside and to the west by a new pedestrian route linking Blackman Street to Ann Square. The site currently houses the Harvest Forestry building and slopes quite steeply from west to east.

Site Context

The context to the site is mixed. To the east is the two and three storey Providence Place housing with a small vacant site on the corner of New England Street and Cheapside. To the south of Cheapside is the dominating presence of the college and beyond this Theobald House. Immediately to the south is a low-rise garage, which is likely to be redeveloped in the future as the fortunes of the area improve. To the west and north the site is bounded by blocks B and C as described below.

Proposed Uses

The site will be developed as high density, urban housing. The housing fronting onto New England Street will be made up of eight three storey town houses with a further nine town houses on the western face of Block A. These have small garden to the rear and additional garden space on the roof. These two rows of town houses are book ended by two apartment blocks containing 15 no. 2 bed and 6 no. 2 bed warehouse apartments accessed by internal staircases and lifts. The northern block facing onto Ann Square includes two ground floor retail units totalling 245 m².

Height and Massing

Care has been taken that this block should not overshadow the Belmont Square housing and should continue the scale and feel of the North Laine. At the same time the block needs to manage the transition to the greater scale of Block C. The town houses have therefore been confined to three storeys (maximum height 9m or 11m

with pop up stair tower) with the higher book end blocks presenting narrow gable elevations to New England Street. The block to the south would be a maximum height of 17 m at the junction of New England Street and Cheapside while the northern block would have a maximum height of 21m from New England Street pavement.

Access and Servicing

New England Street will no longer take through traffic and the street to the west and Ann Square will be pedestrianised while Cheapside will carry a significant volume of traffic. Vehicle access to the site will be taken from New England Street. This will allow servicing to the rear of the retail units and access to 17 parking spaces in the courtyard. These include 8 parking spaces and 9 garages beneath the western row of town houses.

Design

This block has an important role to play in enclosing the surrounding streets, providing a gateway to the site from the south and enclosing and animating Ann Square. These functions will be reflected in the design and elevational treatment of the buildings.

37.

BLOCK B - Urban housing

Block B is part of the core site and as such is part of the detailed application prepared by Chetwoods Associates. Like block A, block B will be principally residential with a retail unit facing Ann Square.

3953 m ²	Site Area
47	Residential units
	9.no. 4 bed Town houses
	16.no. 2 bed flats
	13.no. 3 bed flats
	1.no. 2 bed warehouses
	8.no. 2 bed duplex
124m ² net	Retail/café unit
0	Parking spaces
119 Units/ha	Net residential density

mainly been confined to 4 storeys with 5 storeys at the south of the site (20m maximum height from pavement level).

Access and Servicing

There is no proposed vehicle access or parking associated with this block.

Design

Block B creates an important frontage to the new north south road and provides enclosure for New England Square. It also provides the most important elevation to Ann Square. The extended Ann Street and Blackman Street are however more intimate in scale. Because there is no parking the courtyard within the block can be developed as an attractive private space for residents.

The Site

The site totals 3953 m² and is bounded to the south by Cheapside and the new north/south route through the site. To the north and east are the pedestrianised extensions of Ann Street and Blackman Street. Currently there is a retaining wall running through the site but there are no other structures. It is used for open storage.

Proposed Uses

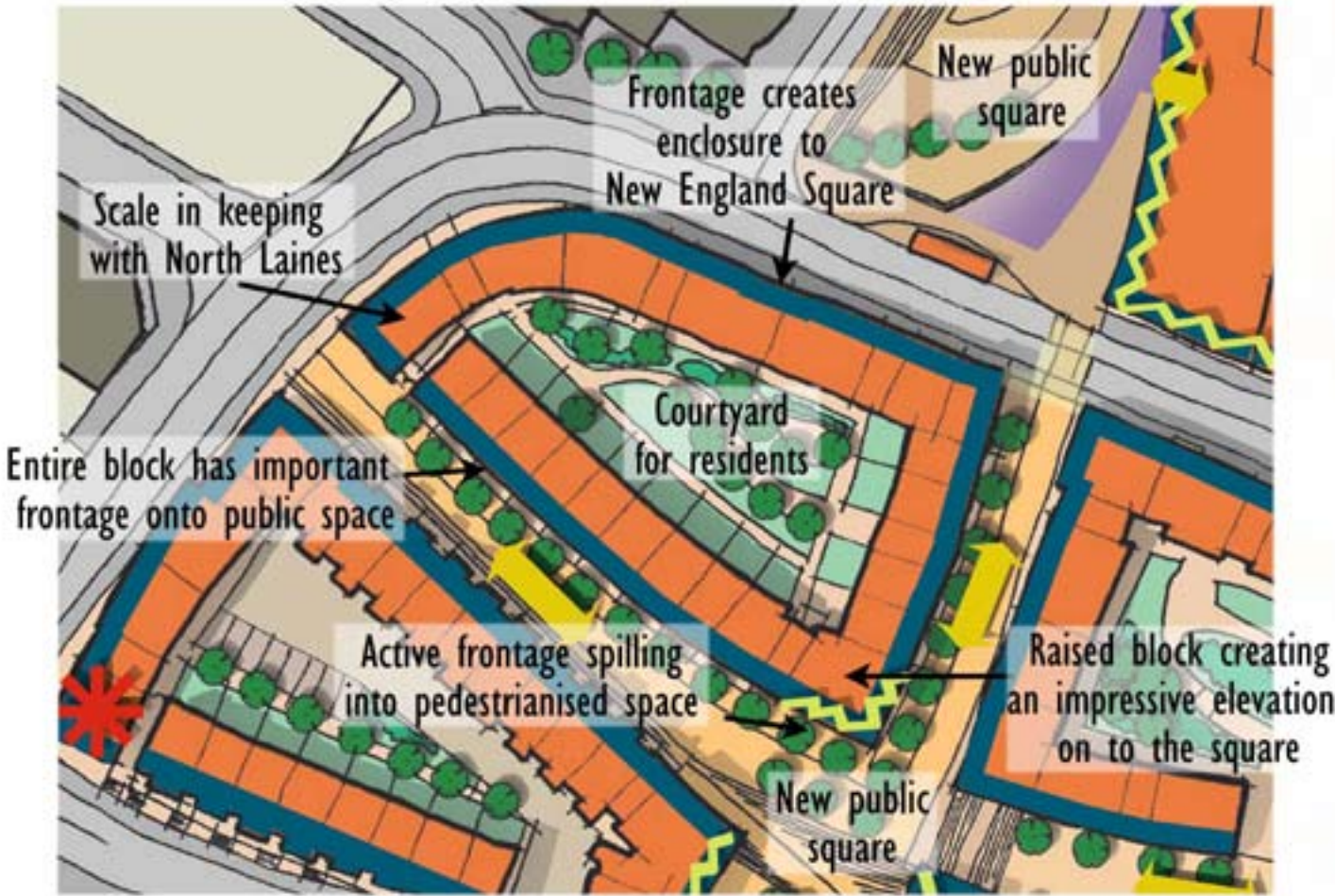
The block is to be predominantly residential with a row of nine town houses onto the extended Blackman Street and a further four maisonettes and one 3 bed apartment on the extended Ann Street. The western face and the corner facing Ann Square accommodate 16.no. 2 bed and 12.no. 3 bed apartments and 1.no. 2 bed warehouse apartment. .

The Context

The buildings that currently provide a context for the site are Trafalgar Place, which rises to some 8 stories to the west and the multi storey apartment block to the south. Other than these the surroundings are currently vacant including a gap site to the south. The context will therefore be largely created by the development including the large public space of New England Square to the west and the important Ann Street route to the north.

Height and Massing

In the early development of the scheme this block was more densely developed with predominantly apartments. This has been reduced both to increase the proportion of town houses and to make the scale of the extended Blackman Street more in keeping with the North Laine. These town houses are 11m high while the flats onto Ann Square rise to 14m. The western apartment blocks must provide some enclosure to the proposed New England Square while not overshadowing the houses to the rear. These have therefore



38.

BLOCK C - Foodstore/mixed-use block

Block C is the most complicated block within the scheme and is also included with the Chetwoods Associates scheme. It includes a supermarket on the ground floor facing New England Street which becomes the basement at the western edge of the block. Below this is a 194 place car park and above are two residential blocks.

6432 m ²	Site Area
94	Residential units
	4.no. 1 bed flats
	49.no. 2 bed flats
	36.no. 3 bed flats
	5.no. 2 bed warehouse apartments
4,180m ²	Supermarket - this relates to a 2,323m ² net sales area
0	Residential parking spaces
194	Supermarket parking spaces
146 units/ha	Net Residential density units/ha

from Ann Square and it provides an active frontage along the New England Street elevation. Below the supermarket is a 194 place car park linked to the store by travelators. Above the supermarket stands two blocks of apartments. These accommodate 4.no. 1 bed, 49.no. 2 bed 36.no. 3 bed dwellings and 5.no. 2 bed warehouse apartments accessed by internal stairs, lifts and galleries. A pedestrian route has been created between the two residential blocks with two courtyards – one public and the other semi private.

Height and Massing

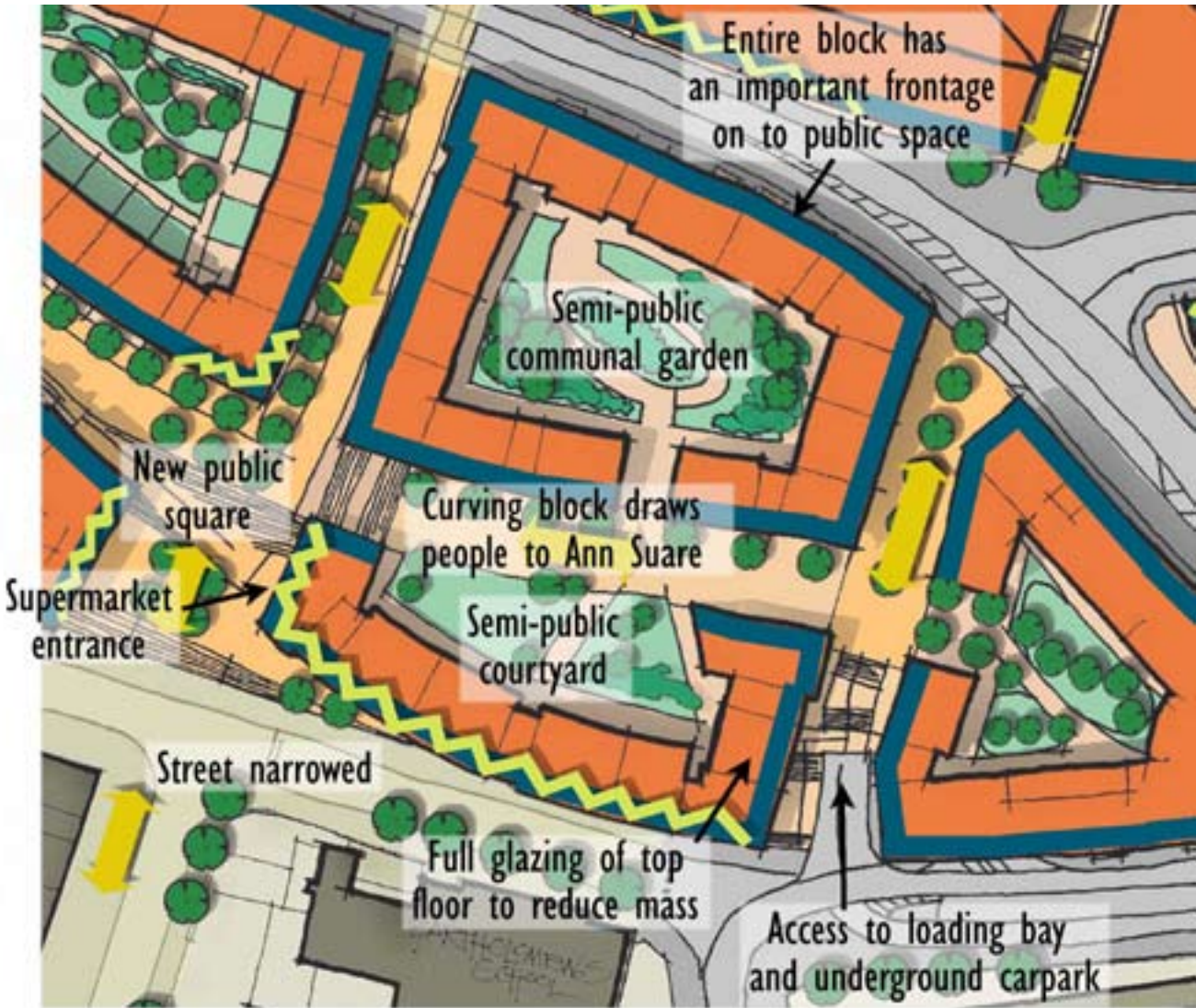
The supermarket will be 6m high creating a podium level on its roof at 31.50m (AOD). The housing then rises 4 storeys from this podium level creating a building height from pavement level of 21m on New England Street and 17m on the new North South Road (where the addition of 5 recessed warehouse apartments with mezzanine levels are located on top of the standard four housing storeys) . This will create a datum height on New England Street of 43.50m compared to the height of St. Bartholomew’s Church of 58.85 AOD. The apparent mass of this elevation has been reduced by full glazing the top floor to reduce the impact on the school.

Access and Servicing

The housing within this block has no associated parking and no vehicle access. The flats can either be accessed from their respective courtyards at the 31.50 (AOD) podium level which are fed via a new north/south pedestrian route or from the surrounding roads and pedestrianised streets (with the exception of the East facing flats located directly above the supermarket entrance which can only be accessed from the courtyards) . Access to the supermarket on foot will be from Ann Square. Car access will be from the junction of New England Street and the New North South Street. A ramp will be created opposite the entrance to the London Road car park down to a 194 place car park beneath the store. Service access to the store is from an adjacent ramp giving access to a loading bay at the same level as the supermarket beneath block D (see below).

Design

The design of this block has an important role to play in reducing its bulk and aiding movement around the area. The masterplan therefore sets up three curved elevations. The first on New England Street sweeps up into Ann Square drawing people into the site. The elevation onto the New North South Street route also curves to follow the line of the road. The third curve is on the extended Ann Street which draws the eye up the hill to the landmark lift tower to the station.



The Site

The site is bounded to the east by New England Street which has been narrowed. It is characterised by car dealerships and vacant plots and contains no permanent buildings. There is a retaining wall and embankment on New England Street and a second retaining wall to the rear making for a considerable drop in levels across the site.

Context

To the south, west and east the site context will be created by the development. The critical context is to the east where the site is bounded by the low-rise St. Bartholomew’s School but dominated by the bulk of St. Bartholomew’s Church.

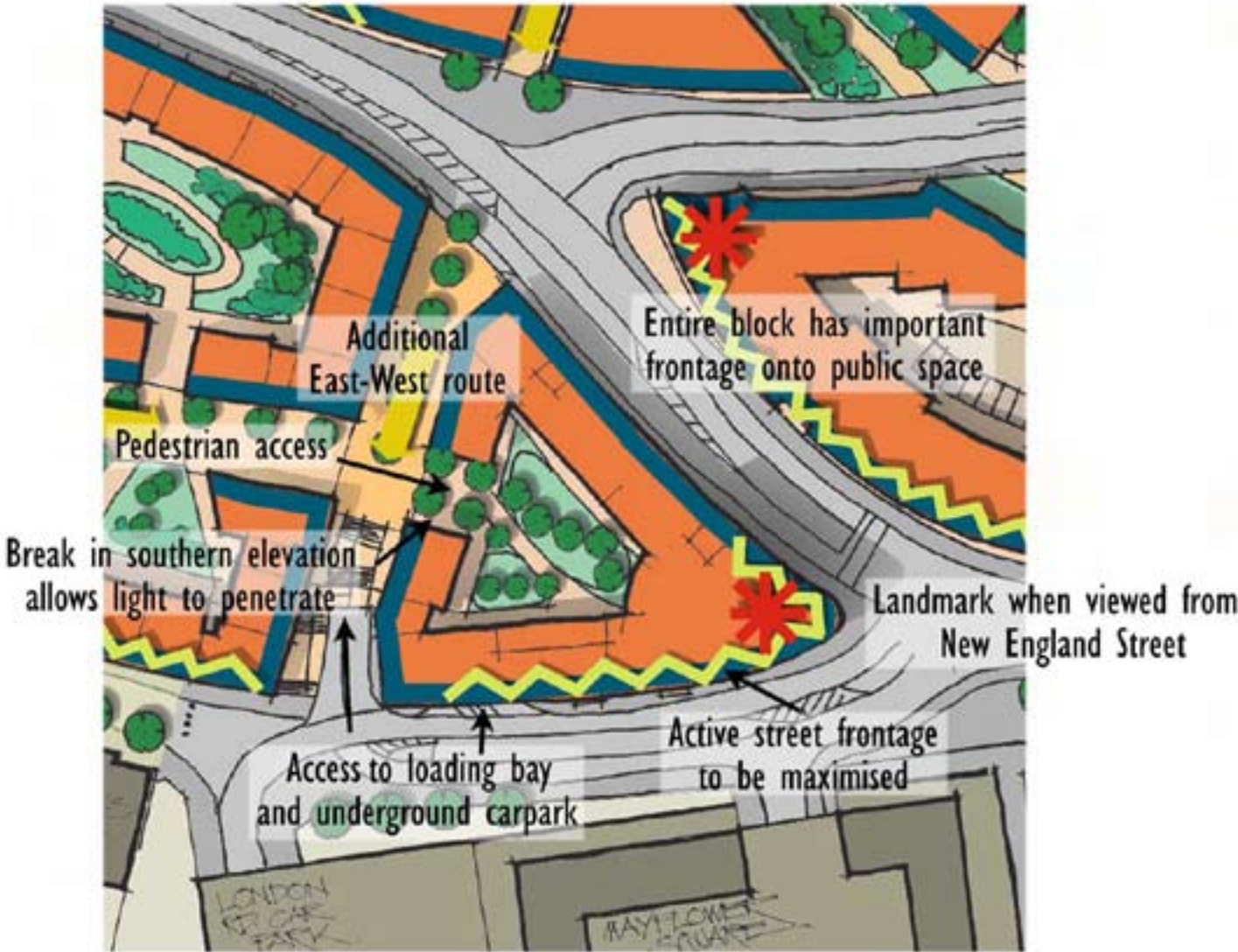
Proposed Uses

The supermarket extends across the site at the level of New England Street. This has a net sales area of 2,320m² with ancillary areas to the west and a service area to the north. The main entrance to the store is

39.

BLOCK D - Landmark housing and training centre

In the initial plans this was part of site C. It has however been separated to allow an additional east/west route to be brought through the site. While the supermarket service area extends beneath this route Block D will read as a separate building with a training centre on the ground and first floor and apartments above.



3953m ²	Site Area
56	Residential units
	2.no. 1 bed duplex apartment
	8.no. 1 bed flats
	20.no. 2 bed flats
	12.no. 3 bed flats
	14.no. 2 bed warehouse apartments
1,858 m ²	Training centre (net)
0	Residential parking spaces
142 units/ha	Net Residential density units/ha

The Site

Like Block C the site is largely landlocked within the wider site. There is one single storey structure on the site, the remainder being a car park again with retaining walls and a significant change in levels.

The Context

To the south west and north the context is once again created by the development. To the east stands the London Road car park. This is only single storey when viewed from New England Street but is four storeys high from Elder Place. Part of the car park roof is used as a playground for St. Bartholomew's School. The remainder accommodates 71 flats in a series of three storey blocks called Mayflower Square. To the north of Mayflower Square stands New England House, a flatted factory block with a datum height of 50.5m.

Proposed Uses

The ground floor of this block (27.65 AOD which becomes basement to the west) and first floor (31.50 AOD) accommodates a 1,858m² training centre as required by the planning brief. To the rear of this is the service area for the supermarket. Above this are 4 standard floors and three additional tower floors accommodating 52 apartments.

Height and Massing

We have seen this block as an opportunity to create an important landmark on the route into Brighton. The block therefore rises to 7 floors above 31.50 podium level which translates to 58.50m datum at its northern tip. In response to the concerns expressed at the consultation events, the height of the remainder of the block has been reduced to 4 storeys above 31.50 podium (46.50m AOD). This has the ef-

fect of emphasising the northern tip as a tower while reducing the overall mass of the block. A break has been created in the southern elevation to increase light penetration and to terminate the north/south pedestrian route over the supermarket.

Access and Servicing

There is no parking associated with the housing or the training centre in this block.

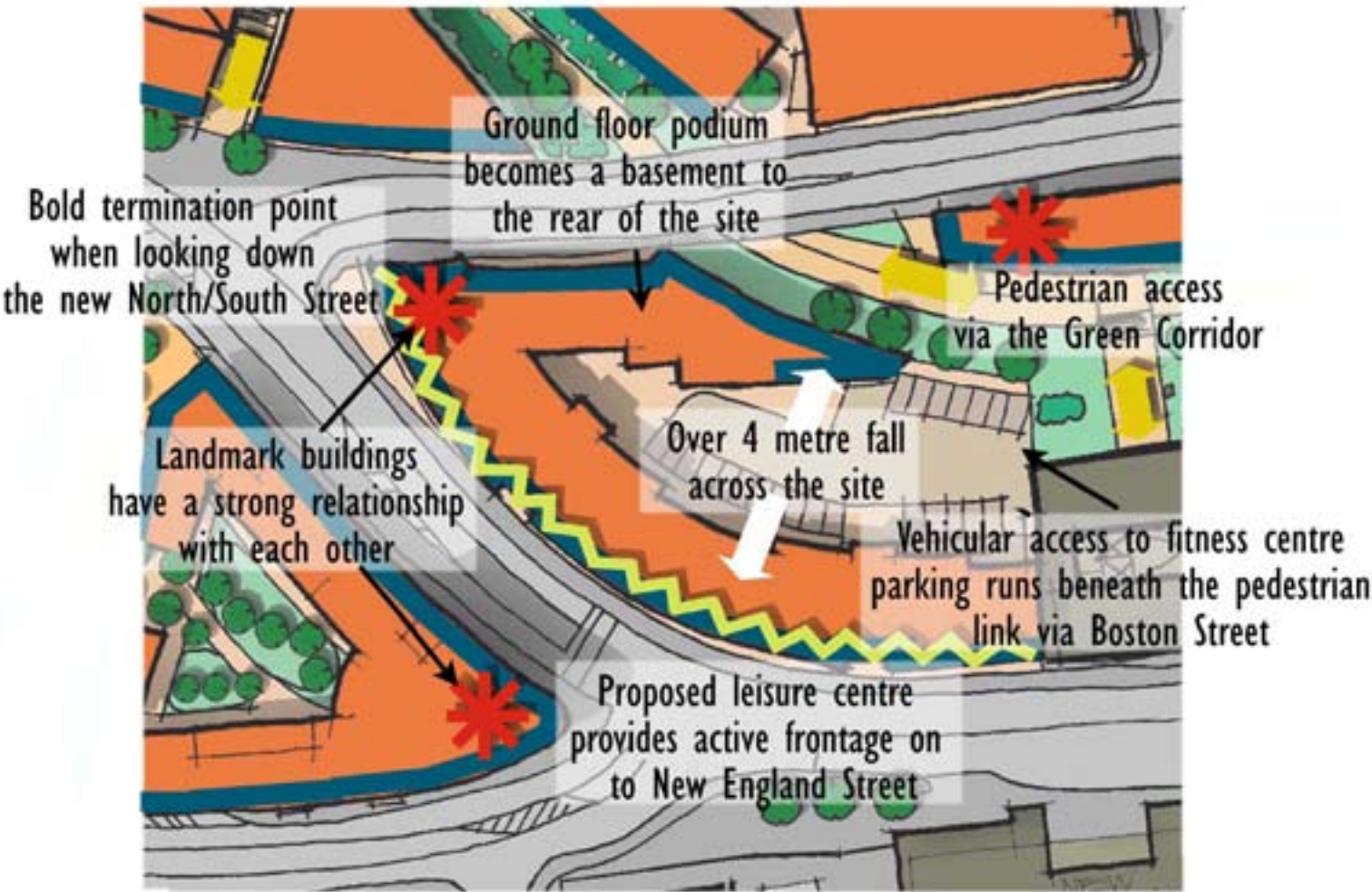
Design

Block D has an important role to play as a landmark for people travelling south on New England Street. The design of the northern elevation must rise to this challenge. The training centre should also be used to maximize the amount of active frontage onto the street.

40.

BLOCK E - Housing and health and fitness centre

Block E provides a twin to Block D. It is also based on a mix of uses with a ground floor health and fitness centre and housing on the upper floors.



2710 m ²	Site Area
10,117m ²	Key worker housing - up to 369 bedspaces
2,323m ²	Commercial/Leisure
26	Parking spaces

The Site

The site is currently land locked in the heart of the wider development site. It is bounded by the New North South Street and the new street up to the plateau level. As such it is at a crucial fulcrum in the site accommodating a major change in levels with a fall of more than 4m across the site.

The Context

The context of this site to the west, east and south is created by the development. However to the north it adjoins the former clocking-on office and it is bound- ed to the west by the green corridor.

Proposed Uses

This site is suitable for a range of uses. It is anticipated that the ground floor will form a podium across the site. This podium will become a basement on the western elevation. This should allow level access from the green corridor onto the top of the podium. This podium level

would be suitable for a range of commer- cial leisure uses. It is however anticipated that it should become a health and fitness centre with a floor area of 2,323 m². Above this podium the block has been considered for office or residential use. Both are appropriate. However the pro- posed use is as 10,117m² of key worker accommodation. This is similar in form to student accommodation with residents having their own bedroom and bathroom but sharing kitchens plus lounge areas. On this basis the block would accommodate up to 369 bed spaces.

Height and Massing

The masterplan is based in part on the juxtaposition of Blocks D and E as landmarks in each direction through the site. It is therefore proposed that Block E should also be high rising on it south- ern tip to 5 storeys over a podium (51m AOD). Concern has been expressed about the possibility of a ‘canyon’ being created

between these two blocks. Some of the world’s best urban streets are canyons so this is not necessarily a bad thing. How- ever the block is stepped down by a floor to the north on New England Street. The section fronting the green corridor will be further reduced in its apparent scale by the steeply sloping site.

Access and Servicing

The housing on this block again has no parking. It will however be necessary to provide some parking for the health and fitness centre. This is proposed on the po- dium level with access for vehicles taken from Boston Street.

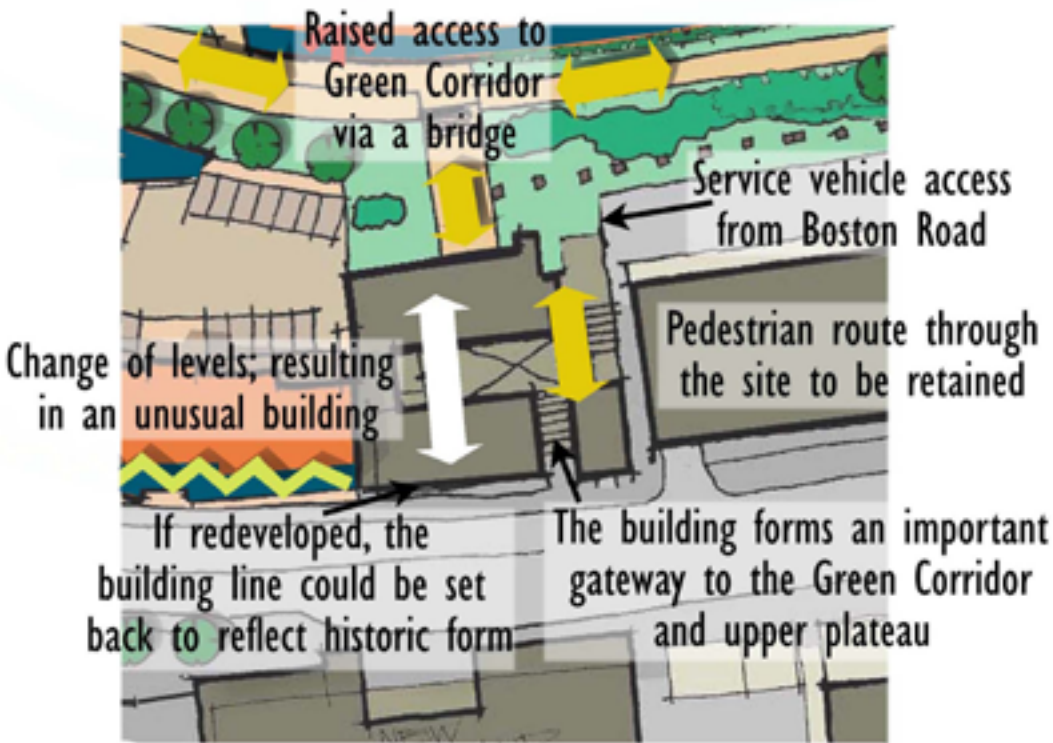
Design

This block has a very important role to play on the route out of Brighton (which is likely to be the predominant traffic route). The southern elevation therefore needs to provide a bold termination for the view along the new north/south street. The ground floor commercial/lei- sure be used to provide the maximum amount of active frontage to New Eng- land Street.

41.

BLOCK F - Community building

Block F is a former clocking-on office for railway workers and is one of the last remaining railway buildings on the site. It is proposed that it should be provided and managed for community use.



975 m ²	Site Area
742 m ²	Community uses
0	Parking spaces

The Site

This is a very unusual building. There are two single storey structures at the front of the site the larger of which is a camp-ing shop. Between these a wide staircase rises to an intermediate level from which two wide staircases rise to an upper level. From this point a bridge spans across what used to be the railway track and is now the proposed green corridor. This bridge links to a ramp leading up to the plateau level. The function of the building is not entirely clear but it seemed likely that workers in the locomotive works and sidings would clock-on for work here. The structure has suffered from a number of fires and is in a poor condition. It is uncertain whether the building can be re-used.

The Context

While the building is of no great architec-tural merit it is important historically. It also plays an important role as the gateway to the green corridor and as a serendi-pic alternative route to the plateau level. To the north it is bounded by the new evangelical church. Behind this is Boston

Street which remains public highway and provides vehicle access to Block F at a higher level.

Proposed Uses

It has been suggested that this building or a new building if the existing structure cannot be saved, should be developed for community use. This could cover a range of activities and the final mix would de-pend upon the groups who come forward to manage the development. The mix could however include a meeting space, small workshops for crafts people, a café/restaurant, offices for voluntary organisa-tions and environmental groups, small retail outlets or a small gallery. The New England Consortium is willing to work with local groups to facilitate this develop-ment and to donate the site. The next step will be to pull together an organisational vehicle to take the scheme forward and to explore feasibility and revenue support.

Height and Massing

The preference in townscape terms would be for the buildings to remain. If how-ever this is not possible redevelopment

would be possible. Indeed redevelopment would allow the creation of more floor space and the building could rise to 4 floors (41.9m AOD) compatible with the scale of Block E. In townscape terms it would normally be necessary for a new building to follow the building in line cre-ated by the Evangelical Church and Block E. However there may be scope to set the building back to reflect the historic build-ing form.

Access and Servicing

The servicing for this block would take place from Boston Street. There is likely to be scope for a small amount of parking associated with this servicing. It is also an important principle in the masterplan that this site should provide an alterna-tive east/west route. This would ideally be via the cascading stairs and bridge of the existing building. However if this is not possible a similarly interesting route should be created through a new building.

Design

The building is not a such great archi-tectural merit to justify a conservation approach to its design. We would en-courage the designers to pursue a bold contemporary solution to the building.

42.

BLOCK G - Plateau Housing

Block G runs along the top of the retaining wall next to the former railway line. It is proposed as a terrace of 26 town houses and live/work units with a workspace building at the southern end of the row.

2092 m ²	Site Area
26	Residential units
883m ²	Workspace
0	Off-street parking spaces
124	Net Residential density units/ha

The Site

This is the most dramatic of the master-plan plots. It is currently characterised by vegetation running along the top of the massive retaining wall at the edge of the plateau.

The Context

The site commands excellent views over the New England Street property. It is bounded to the west by the new road up to the plateau level. This reaches grade with the plateau at the start of the workspace block and carries a significant amount of traffic to the station up to its first junction. Beyond this the road will

become pedestrian priority. The other sites on the plateau are to be developed as an international college (see below). Below the site runs the green corridor and below this is the rear of properties on New England Street. The rear of these buildings is unattractive but so far below the site that it is obscured by vegetation. The same is true of the scrap yard on New England Road.

Proposed Uses

The 26 units are proposed as three storey town houses with first floor balconies over

the green corridor. The ground floor of the units could provide utility space to facilitate home working. It is therefore anticipated that the planning consent would permit live/work use for activities that are compatible with residential accommodation. The workspace will provide 883 m² of B1 space. This could be let to small enterprises, possibly in conjunction with Block F.

Height and Massing

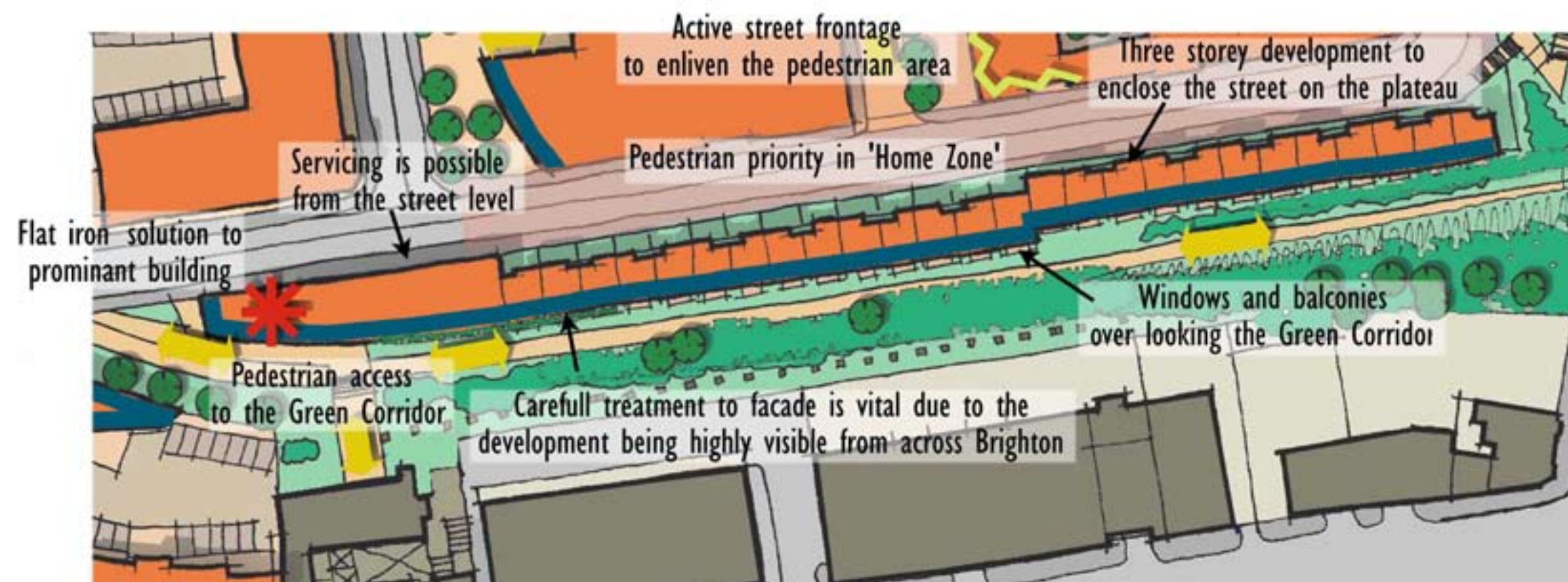
The terrace of houses plays an important role in enclosing the street onto the plateau. It is therefore proposed that they should be three storeys (8m). The workspace is also three storey but with greater floor to ceiling heights would rise to 11m.

Access and Servicing

There is no off street parking associated with this block. It is however anticipated that there will be on street parking with residents permits. Servicing for the workspace is also to take place from the street.

Design

These houses will be very visible in views across Brighton (see page 21). This is not necessarily a problem and historically there was a substantial locomotive works in this location. However the prominent position does demand a quality design solution. The 3D modelling of the site also highlights the importance of the 'flat iron' ending of the workspace block as secondary landmark.



43.

BLOCK J - Four Star Hotel

Block J is the site of a 250 bedroom 4 star hotel. Together with Block C this is the most important site to the success of the scheme as a whole.

3707 m ²	Site Area
21,367m ²	Gross external floor area
	250 Hotel bedrooms with ancillary and conference facilities for 500 people
0	Parking spaces



The Site

Block J stands on a flat section of the site beneath the retaining wall and close to the eastern access to the station. The site was formerly used for open storage and has been vacant for some years.

Context

There are three important aspects to the site context. The first is the listed station sheds which lie at the upper level to the west. These sheds are not visible from ground level on the site but will be affected by a building of any scale. The second aspect of the context is Trafalgar Place which stands to the south next to the proposed New England Square. To the rear the site is also bounded by the green corridor which runs along the top of the retaining wall.

Proposed Uses

The site is proposed for development as a 4 star hotel with 250 bedrooms and a range of ancillary facilities. These will include a restaurant, bar, small scale retail, a swimming pool and health club and conference facilities.

Height and Massing

The site area is not large for a hotel of this scale and a number of massing exercises have been undertaken to explore the options. The issues to be considered in relation to height and massing are:-

- The effect on the housing in Block C
- The impact on the setting of the station
- The length of the block and hence the permeability of this part of the site
- The feasibility of altering or building over the retaining wall

The massing options have shown that there are two ways of addressing these issues. The first is to not build over the retaining wall and to create a building with a long narrow footprint. This option would allow a zigzag pedestrian route to be created. The alternative as illustrated on the masterplan is to build over the retaining wall to create a shorter wider plan. This would allow a straight pedestrian route to be created and create a second smaller site J1. This would be ideally suited to leisure or residential use. This option has the disadvantage of eating into the green corridor. In principle both of these options could be made to work.

In both cases the building will involve a two-storey podium. This will accommodate ancillary and conference facilities. The rooms will then rise in a 5-6 storey block over this giving a datum maximum roof height of 30m. This compares to the heights of St. Bartholomew's Church (58.85m), the Station (62.73m).

Care will need to be taken to avoid the scale of this building overshadowing the housing in Block C. This could be addressed by placing the highest section on the western side of the site although

it is acknowledged that this could conflict with operational requirements.

Access and Servicing

The hotel has no associated parking since it is anticipated that most guests will arrive by train. Servicing will be required for deliveries although these are not anticipated to involve more than 2 to 3 lorries a day. However servicing is problematic because the building does not have a back. Given that it is proposed that front of house facilities should front onto New England Square it follows that servicing should be from the north. This will need designing with great care given the prominence of the northern elevations.

Design

The size of the hotel and its prominence in the heart of the site demands a high quality design solution. This we anticipate should be entirely compatible with the aspirations of a hotel of this standard.

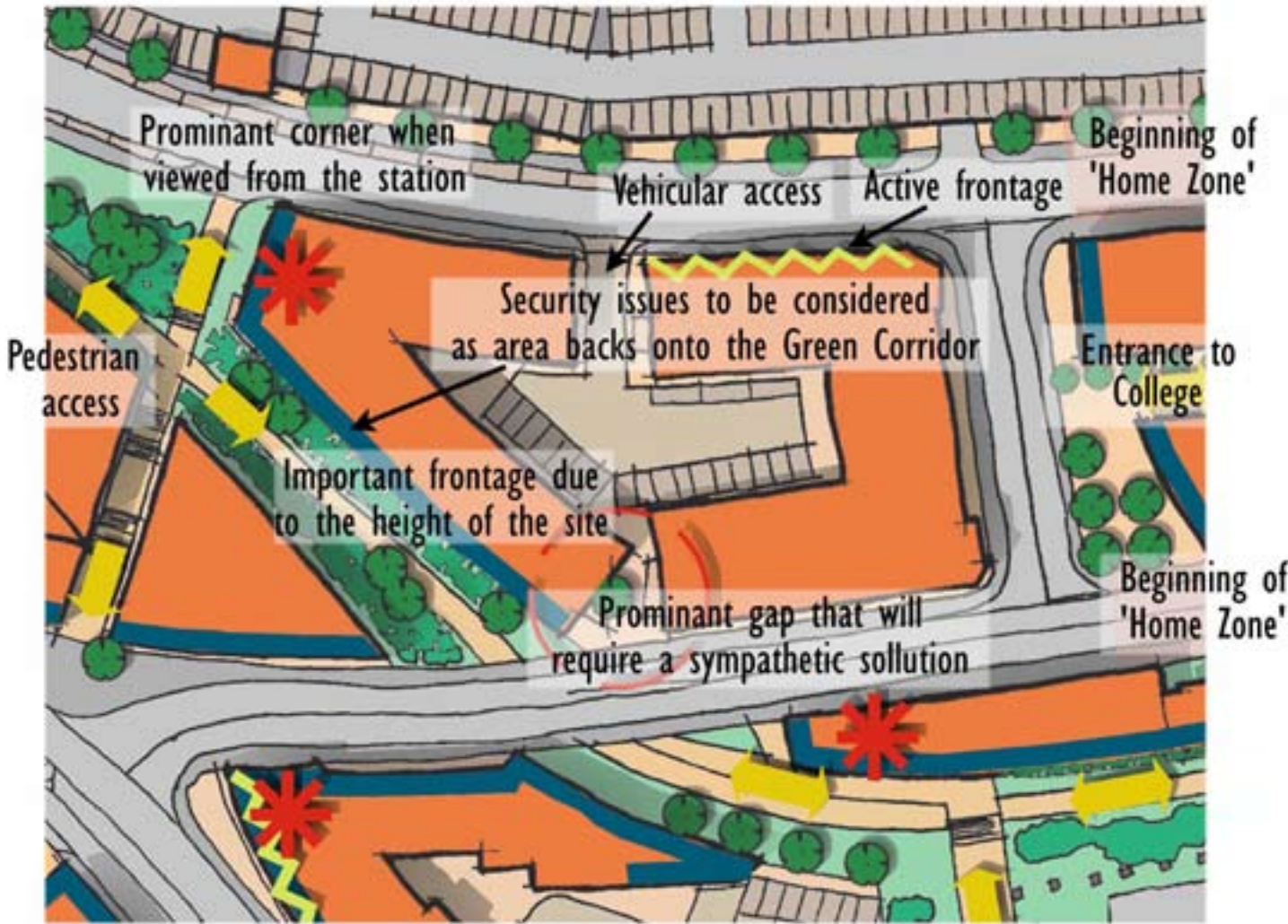
The site is bounded by the curving forms of the green corridor, the new north/south street and the curving extension of Ann Street. It is hoped that the hotel will respond to these forms as Chetwoods have done on Block C.

The main entrance to the hotel will be taken from New England Square. This will be marked by a Porte Cochere linked to the canopies covering the staircase route to the station. The ground floor of the hotel should provide an active frontage to the square and to as much as possible of the new north/south Street.

44.

BLOCK K - 3 Star hotel and offices

This is the first block on the plateau that you will see on leaving the eastern entrance to the station. The southern part of the block is proposed to be as a 3 Star hotel while the northern part is to be an office scheme.



3531m ²	Site Area
7,099m ²	165 Hotel bedrooms
3,159m ²	Office floorspace
29	Off-street parking spaces

Site Description

The site is currently part of the station car park. It is largely flat with a steeply sloping section on its eastern edge dropping down to the retaining wall. The northern and western edges of the site are formed by the new roads leading up to the station. These terminate in a turning area and taxi drop off.

Context

The site provides an important gateway feature for people leaving the station. It affects the setting of the listed station building and also provides an edge to the green corridor. The street forming the route to the station needs to be an attractive route and yet will be bounded to the west by the new station car park. Block K therefore has an important role to play making this route successful.

Uses

The southern part of the site is proposed to be a 165 bedroom 3 Star hotel with associated facilities. This needs to relate to visitors arriving at the station but will also

cater for car-borne visitors. The northern part of the site is to be an office scheme of 3,159m².

Height and Massing

Because of the height of this site it is impossible to build anything without affecting views of the station. The masterplan therefore aims to focus views of the station through the gap between the hotels and Trafalgar Place. The hotel therefore rises to 5 storeys (59m AOD) which compare to a maximum height of the station of 62.75m.

Access and Servicing

There is no parking associated with the hotel. The office has 34 parking spaces, which represents just under one space per 95m². Access to the parking plus the service area for the hotel is taken from the new road to the station.

Design

While it is understood that a 3 Star hotel is likely to be a relatively utilitarian building this requires a quality design solution. In particular the hotel elevation facing the station needs to provide an attractive prospect when coming out of the station. The hotel also needs to consider the elevations to the new Station Road and also to the green corridor. The latter in particular should take care not to create an unsupervised space that becomes a security problem. The hotel and offices should create a strong frontage to the new station road, minimising the gap for vehicle access. The gap between the two buildings on the eastern elevation will also be very visible from the ramp up to the plateau and care should be taken to avoid an awkward space at this point. The office should also maximise the amount of active frontage at street level.

45.

BLOCKS L-N - International College

Block N-L on the plateau have been created by decking the station car park. The blocks were originally proposed for office uses. However it is now proposed that they should be developed as an international college.

5509 m ²	Site Area
1,965	Offices
4,336	Teaching blocks
7,046	Student housing (400 bedspaces)
701	Catering centre
60	Off-street parking spaces

The Site

The site covers 5.5 ha and is bounded by the two new streets created on the plateau level. To the south it is bounded by the main route to the station and to the north by the embankment to New England Road.

Context

The site is bordered to the east by the three storey housing of Block G and to the west by the decked station car park. To the north is the heavily wooded embankment that slopes steeply down to New England Road. It is proposed to create a pedestrian route down this embankment creating a link to Preston Park and the

Seven Dials area. However the difference in levels does not make vehicle access possible so that Blocks L-N is effectively a cul-de-sac.

Proposed Uses

The language school includes four elements:-

- The college teaching facilities with lecture halls, teaching rooms and ancillary accommodation. This totals 4,336m².
- Office accommodation for the language school to operate as its national head quarters totalling 1,965m².
- Student accommodation for 400 residents built as suites of study bedrooms around communal kitchens. This will total 7,046m².
- A catering centre including a café and kitchens serving students of 701m².

The college will total 14,048m² will cater for 1000 students of which 400 will be resident on site along with 80 teaching staff.

The alternative use for these sites would be as office accommodation. This would achieve less floorspace because higher commercial floor to ceiling heights would mean fewer floors. As offices the site would accommodate 11,008 m² of accommodation.

Height and Massing

On the original masterplan these blocks were split into three with a small block (Block N) next to the embankment. The language school has combined these into two blocks with a road at the end next to the embankment. This is a perfectly acceptable arrangement. This site formerly accommodated the locomotive

works which was a substantial building (see pictures on page 6 and page 10). The site does not significantly affect views of the station. It is therefore appropriate to accommodate building of reasonable scale on these sites subject to the relationship to Block G and to the overall height not exceeding that of the station.

The proposed sites are therefore as follows:

- Block L western face – 5 commercial storeys giving a maximum height of 59.50 AOD. This will accommodate the office uses.
- Block L eastern face – 3 storeys of teaching space with a maximum height of 51.55AOD.
- Block M and N combined (see below). Five residential storeys reducing to 2 storeys on the eastern edge facing the housing. The proposal is for a five storey residential block with a maximum height of 57.1mAOD along the western side of the block with 5 storey blocks at right angles to this presenting their gables to the eastern elevation. The remainder of the eastern elevation consists of two storey frontage.

Access and Servicing

It is proposed that the street network on the plateau, beyond the station route, be designed to home zone standards with pedestrian priority. Vehicle access to the blocks will be from the western road and it is proposed that, to reduce the carriage way width, this becomes a one

way system running anti clockwise. The college requires no parking for students but is providing 60 spaces for staff. This will be provided beneath Block L. Basement parking is difficult beneath Block M because of contamination in the ground here.

Design

The preference of the college is to create a secure campus where vulnerable students are safe. While accepting this it is important that the development does not become inward looking. It will have an internal circulation spine linking the accommodation and the teaching blocks but this will be bisected by a public route between blocks L and M. This will be a pedestrian route but will be open 24 hours a day. The opportunity should be taken to animate this route with the catering facility and to bring this activity out onto the eastern plateau street. It is important that this street does not become a long dead frontage because all of the accommodation is accessed from the internal spine. It is therefore anticipated that the accommodation block will include entrances in this elevation.

The western plateau street will be less animated and is likely to develop the character of a back street fronted by the decked car park and the service facilities of the college. It should however be overlooked by windows from the upper floors.

The southern elevation of Block L will be a prominent feature on the route to the station and should be highlighted as a landmark and the main entrance to the college.



46.

BLOCKS O-R - Car park

This is proposed as a decked car park serving the station. This car park is what releases the major part of the plateau site for development and so enables the urban form of the masterplan to embrace the station plateau.

8884 m ²	Site Area
600	Parking spaces

The Site
The site is currently used for parking and runs alongside the operational railway land. It is bounded to the east by the new spine road on the plateau and to the north by a cabling sub station that will remain.

The site is directly adjacent to the station and therefore plays a key role in creating a setting for the station. It will also be visible to people approaching the station through the development.

Proposed Uses
The car park accommodates 600 parking spaces. This is a contractual requirement for the station car park. It will be charged on the basis of use. At the southern end of the car park will be 26 disabled places. This is linked to a drop off point for vehicles, buses and taxis outside the station entrance.

Height and Massing
The height and massing of a car park in

this location is a sensitive issue given the relationship to the station. The choices are either to stack the structure up high on part of the site or keep it low but have it covering all of the site. The latter option has been pursued to reduce the impact so that in urban terms it is the buildings to the east that enclose a space next to the station. Following concerns expressed by CABE the deck of the car park has however been moved away from the station as far as possible.

Access and Servicing
The car park will clearly generate traffic particularly at peak times. Care has been taken to avoid this traffic backing up onto the station approach at peak times.

Design
In design terms the approach taken to the car park has been to make it inconspicuous and to ensure that its sides are transparent to improve the safety of users. The design incorporates opportunities for planting on the street elevation to soften the impact of the structures.

