



New England Quarter

BRIGHTON NEW ENGLAND QUARTER
DESIGN STATEMENT

Prepared by...
URBED

(Urban and Economic Development Group)

with...
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and
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For the New England Consortium

July 2001





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1. Introduction

In which we describe the purpose and structure of the design statement

This design statement has been produced by URBED (the Urban and Economic Development Group) with Chetwood Associates and David Huskisson Associates. It has been produced to support the planning application submitted by the New England Consortium and describes the masterplan developed for the consortium over the last 18 months.

The masterplan relates to 8.75 hectares (21.6 acres) of land to the east of Brighton Station, formerly the goods yards and locomotive works associated with the station. It is a site with a long history and which has lain vacant for more than thirty years. The aim of this masterplan is to develop the site as a mixed-use, dense urban quarter integrated with and adding to the diversity and character of the surrounding areas.

This masterplan has been developed in parallel with the intensive work undertaken by Brighton Council over the last two years. This includes the community planning weekend held in November 1999, the working group and studies that

The aim is to develop mixed-use, dense urban quarter adding to the diversity of the surrounding areas

took place over the first half of 2000 and the planning brief approved in October 2000. It has also been informed by the consultation workshops organised by the New England Consortium in December 2000 and February 2001.

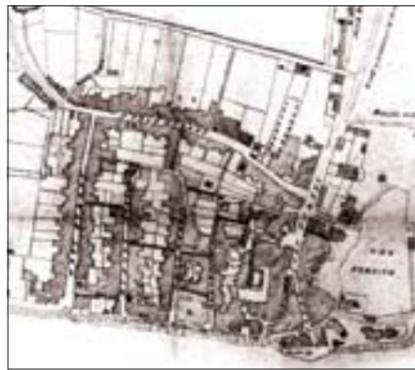
This Design Statement is in 5 parts:

1. An analysis of the site within the Brighton context (pages 1-13)
2. A description of the masterplan and masterplanning principles (pages 14-27)
3. Details of the public realm design by Huskisson Associates (pages 28 -36)
4. Details of the core site by Chetwood Associates (pages 37 - 44)
5. Detailed proposals and design briefs for each of the elements of the masterplan (pages 45 - 56).



The New England Quarter

Part 1: ANALYSIS



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

A. The old town of Brighthelmstone 1779 (now The Lanes)
 B. An aerial view of the Level today showing the Nash layout with the Station site in the foreground
 C. The Royal Pavilion completed in 1821
 D. A figure ground plan of Brighton today coloured to show the stages of the city's development.
 E. Brighton in the 1930s at the height of its success
 F. Much of Brighton retains its Regency and Victorian character
 G. A plan of Brighton from the 1830s



2. The development of Brighton

In which we describe the historic growth of Brighton and the way in which this has shaped the character and structure of the city.

Originally known as Brighthelmstone, Brighton developed as a Saxon fishing village. By the 1600s it had a population of 4,000 and was the largest town in Sussex. At this time the town was confined to the area now known as The Lanes.

In the 17th century poor demand for fish, coastal erosion and attacks by the French caused the town to decline. However the promotion of the benefits of sea bathing by Dr. Russell from the 1740s led to a change in fortunes. Brighton grew into a fashionable resort reinforced by the patronage of the Prince of Wales who first visited in the 1780s. The first Pavilion was built later that decade and then as King George IV, he commissioned the Royal Pavilions from Nash in 1821. The Nash plans included the creation of a formal landscaped corridor – now known as Valley Gardens – indicated on *figs. 3B, D and G* that ran from the Steine to the Level.

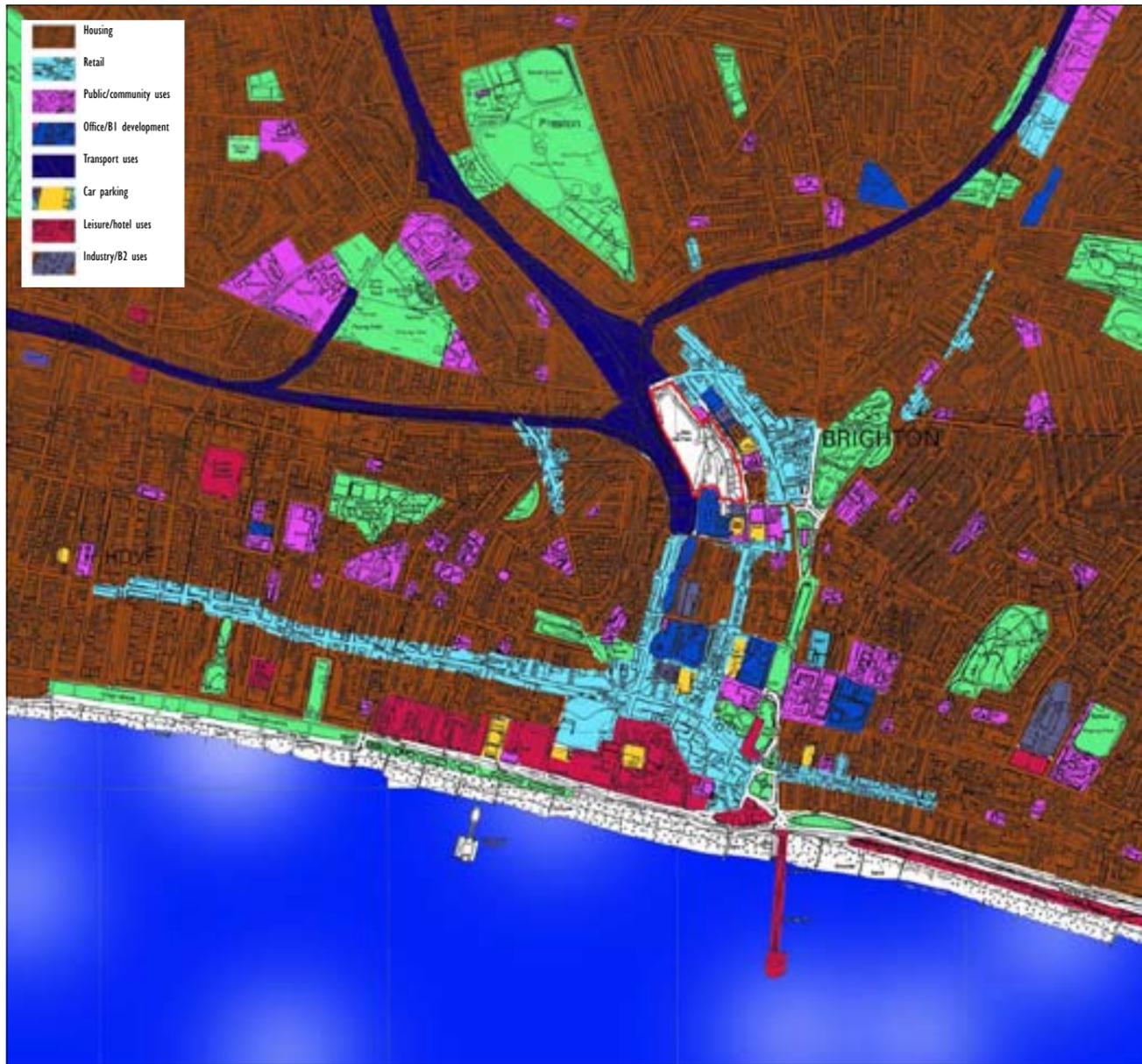
Following the completion of the Royal Pavilion Brighton expanded rapidly. The 1820s saw the development of Kemp Town to the east and Brunswick Square and Adelaide Crescent to the West. To the north the development of Valley Gardens by Nash led to Regency housing spread-

Following the completion of the Royal Pavilion Brighton expanded rapidly

ing along London Road and later to Park Crescent and Seven Dials. Later in the 19th century came the Victorian development of Hove.

Poorer workers housing was also growing rapidly around the old town. The oldest of this housing was the North Laine, built on the former arable fields and extending as far north as New England Road. This dates from the 1820s and expanded greatly with the arrival of the railways in the 1840s (see Section 5).

The railways turned Brighton into a mass holiday resort with the growth of hotels and boarding houses. While it was famous in 1960s – when as Laurence Oliver said ‘the sweet smell of success is Brighton’ – like other British resorts it was entering a gradual period of decline. This decline continued until recently but has been largely reversed through diversification of the town’s economy as described in the next section.



A. A land use plan of Brighton
 B. Per head of population Brighton has more restaurants than any other British city.
 C. The North Laine has developed as a specialist shopping area catering for Brighton's alternative community
 D. A £1 million investment has transformed Brighton's sea front.
 E. More than any other British resort, Brighton has a continental character.

3. Brighton today

In which we describe how Brighton has diversified its economic base and developed a diverse and eclectic community to become a regeneration success story.



Brighton has reversed its decline by becoming a successful resort for day visitors and conferences (which now account for 40% of tourist income). It has also diversified its economy, attracting finance and insurance jobs which now make up 20% of the workforce compared to 11% in tourism. Creative industries have also grown with 130 media companies setting up or moving to Brighton recently. The universities and language schools have also grown and Brighton now has 30,000 students.

The city is seen as an attractive place to live. Easy train links to London mean that even more people can commute into the capital.

It has also developed a lively cosmopolitan culture, known for its bars and nightclubs and has more restaurants per head of population than anywhere outside London. This has attracted a wide range of people including strong 'alternative' and gay communities. A participant at a recent focus group described it as an 'eclectic mix, living in harmony.'

However these successes have also brought pressures. Housing demand, especially from Londoners, has priced many local people out of the market. The growing economy means that unemployment

Brighton and Hove now has the ambience of a successful North European city-by-the-sea

has fallen from 15% to 6.6% but it is still 4 points higher than the rest of the South East and the city has Assisted Area status. It also has problems with homelessness and drugs.

Figure 3A shows how these trends are reflected in the land use of the city. Hotel and leisure uses are concentrated along the sea front and the city centre stretches from London Road to the sea and along Western Road into Hove. Churchill Square has consolidated the retail core, leading to the decline of London Road. Meanwhile specialist shopping has developed in the Lanes and through the North Laine.

A symbol of Brighton's renaissance is the £1 million improvement to the boardwalk along the seafront. As the successful city status bid stated; 'Our transformed seafront has brought the art of promenading back to the shores of Britain, and Brighton and Hove now has the ambience of a successful North European city-by-the-sea.'



4. The Character of Brighton

In which we describe the historic growth of Brighton and the way in which this has shaped the character and structure of the town.

Brighton was praised by the Urban Task Force, which stated; 'Brighton and Hove has successfully absorbed new neighbourhoods and communities over time, creating a seamless continuity between the old and the new'. In developing plans for the New England Quarter we have been concerned to continue this 'seamless continuity' based upon an understanding of the character of the town. *Figure 2D* on page 2 shows four historical stages in Brighton's development: The Old Town, The Regency housing, Victorian workers housing and the 20th century suburbs. We have concentrated here on the first three.

We are concerned to create a 'seamless continuity' based upon an understanding of the character of the town

The housing is mostly between three and six storeys and is made up of white stucco terraces with occasional villas. The layouts are often curved and sinuous – partly due to the fashion for crescents and circuses but also as a result of the topography of the town. The streets are urban in character with an enclosure ratio of around 1:1.

Victorian workers housing

Extensive areas of terraced housing survive in Brighton around Preston Park, Dyke Road and Albion Hill and, best known, the North Laine. This housing is based upon an orthogonal grid with the housing running along the valley sides and occasional cross street running down the hill. The blocks are generally 80m long and the housing is a combination of 2 and 3 storey terraces. This creates an average enclosure ratio of 1:2.

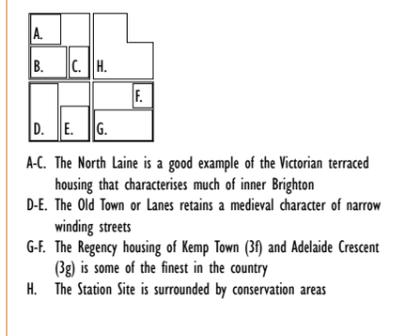
These development types are all urban and combine to give Brighton its unique character.

The Lanes

The old town of Brighton is a small but distinctive part of the town's character. It is characterised by very narrow winding lanes and buildings of three and four storeys creating an enclosure ratio of 4:1 (streets 4 times higher than they are wide). This creates an intense feeling of enclosure but also creates a very attractive environment for specialist shops.

The Regency Housing

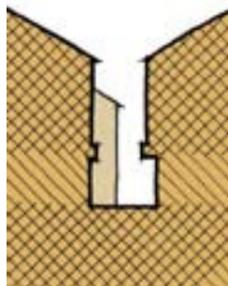
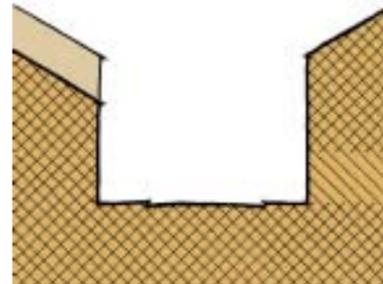
Housing dating from the early 19th century dominates Brighton. As well as Kemp Town and Regency Square it is to be found around Seven Dials, Queens Park, Park Crescent and along London Road.



A-C. The North Laine is a good example of the Victorian terraced housing that characterises much of inner Brighton
 D-E. The Old Town or Lanes retains a medieval character of narrow winding streets
 G-F. The Regency housing of Kemp Town (3f) and Adelaide Crescent (3g) is some of the finest in the country
 H. The Station Site is surrounded by conservation areas



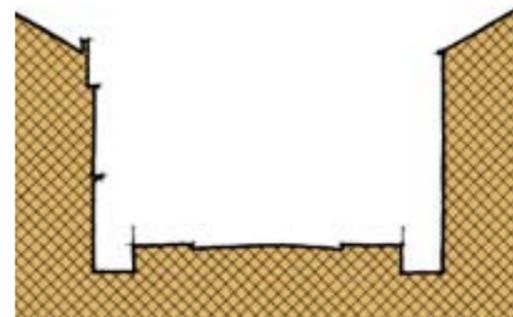
Victorian terraces



The Lanes



Regency Housing



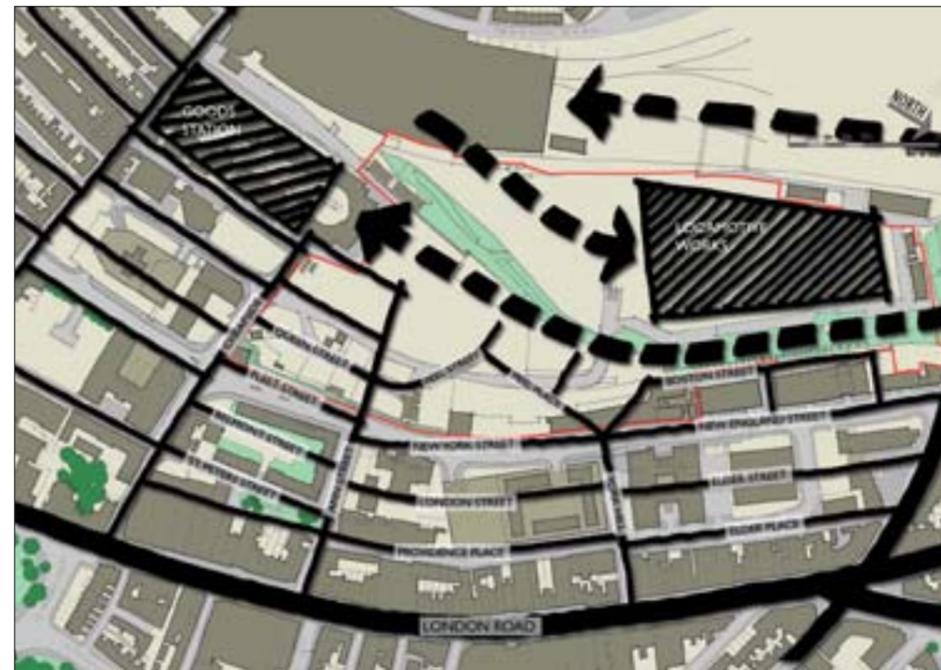


	B.
A.	E.
C.	D.
F.	G.

- A. The street pattern and field boundaries of the Saxon Laines over a plan of Brighton today
- B. London Road looking south in 1905
- C. A view down Station Street with the former goods station on the left
- D. The former locomotive works viewed from the station
- E. The former street pattern of the area over the site plan
- F. An aerial view of the site from the 1950s showing the goods yard surrounded by tightly packed terraced housing.
- G. A view over the site today showing the ramp in the centre and the station car park in the background

5. Background to the site

In which we explore the history of the site through its origins as Saxon fields to the growth of the railway and worker housing and subsequent decline and dereliction.



The area above the old town of Brighton has always been known as the Laines. This is a Saxon word meaning 'lease' and referred to communal arable fields. There were five laines stretching from North Street to New England Road each, divided into a series of furlongs. These field patterns were to influence the street pattern of the area when it was developed as shown by *fig. 5.A*. Trafalgar Street, Ann Street and York Hill are on the line of the 'leakways' that served the Laines.

The area to the west of London Road was developed for workers housing in the 1820s on the 'Laines'

mainder of the housing was cleared in the early 1960s. There were plans to demolish the North Laine, these were rejected in 1973 and it was designated a conservation area in 1977.

London Road developed in the early 19th century as a wealthy residential street. However by 1830 the houses were being converted to shops and by the 1930s it had become Brighton's main shopping street with a large Coop store and a Marks and Spencers.

The area north of Trafalgar Street was clear and has been redeveloped with schemes such as Theobald House, Mayflower Square and New England House that are out of character with the former tight grain of the area. Meanwhile the locomotive works closed in 1959 and was demolished in 1969. Since 1972 the upper level has been the station car park while the lower level has accommodated temporary uses such as used car dealerships.



The area to the west of London Road was developed for workers housing in the 1820s on the 'Laines'. The opening of the railway in 1840 led to the further expansion of worker housing. The railway was built on a man-made plateau (reputedly the largest in Europe) with the chalk cut from the hillside creating a series of terraces for the locomotive works, goods station and sidings. These expanded through the 19th century demolishing much of the surrounding housing. The re-

There have been many attempts to develop the former goods yards. The most recent was a proposal for a 3,530m² (net) superstore, offices and homes. This was refused in 1997, a decision confirmed at appeal in 1998. The current masterplan demonstrates a new approach to the site and has been developed as a comprehensive alternative to the previous scheme.

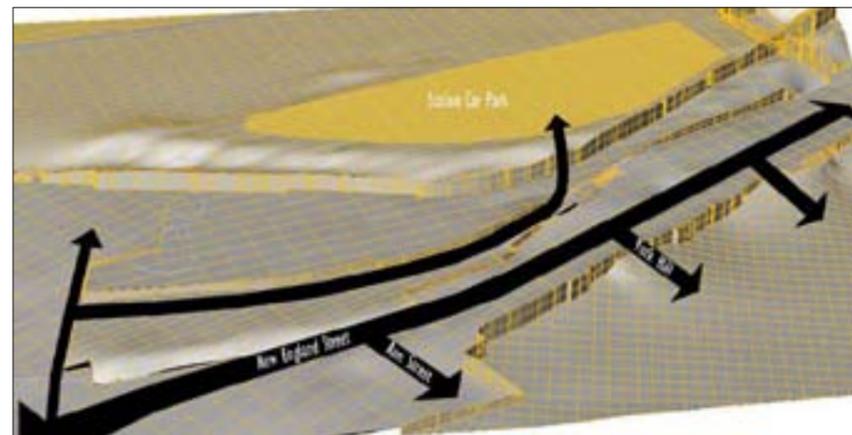
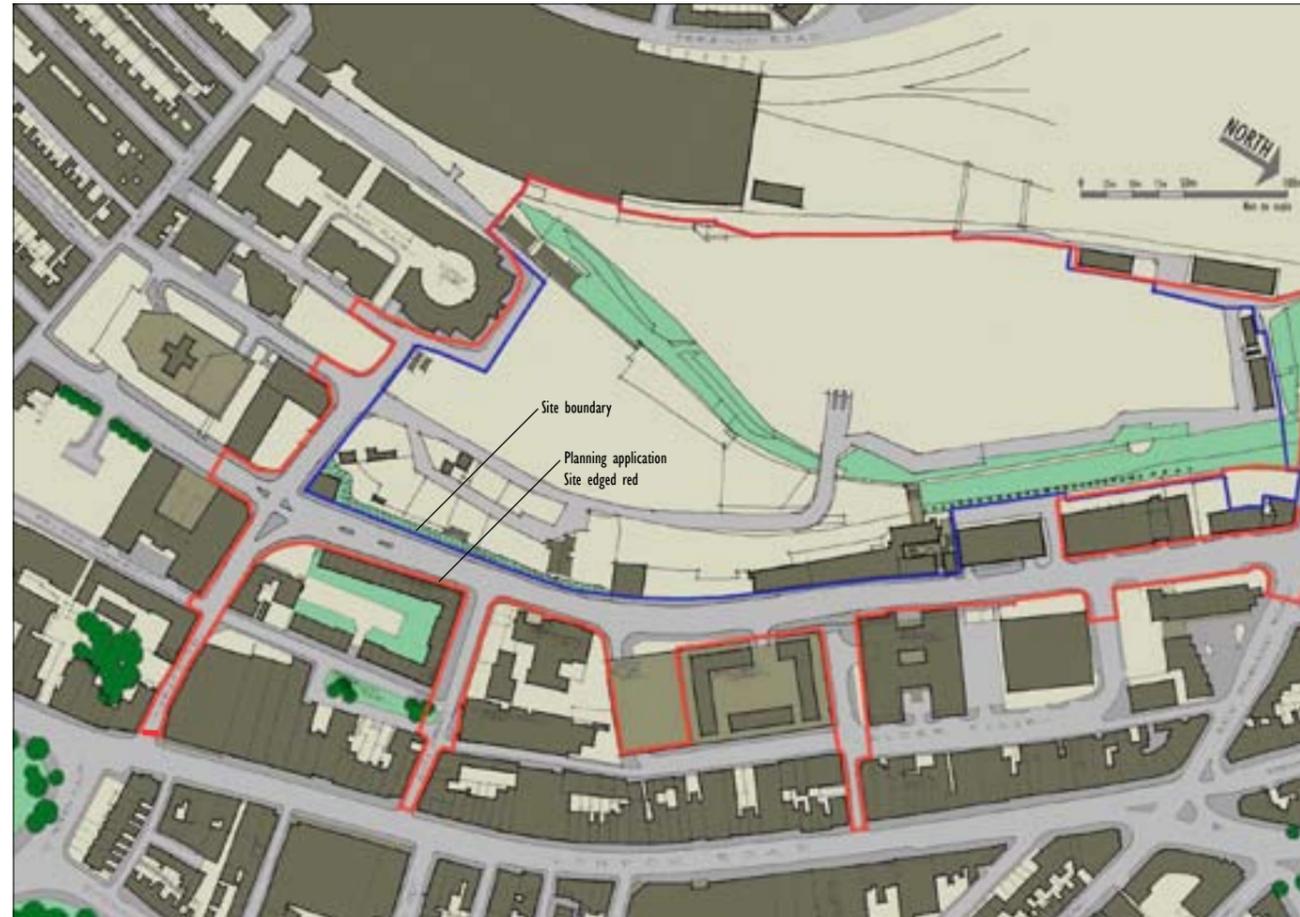


A.	B.
C.	F.
D.	
E.	
G.	H.

A. View from New England Street with Theobald House and Trafalgar Place in the background
 B. The former railway line running parallel to Boston Street, now a Site of Nature Conservation Interest (SNCI)
 C. A view southwards over the site from the 'clocking-on office'
 D. The station car park on the upper level
 E. The view northwards from the car park ramp
 F. The current site plan
 G. Harvest Forestry at the southern end of New England Street
 H. A topography model of the site

6. The site today

In which we describe the boundaries of the site, the current uses and its levels and retaining walls.



The site lies to the east of Brighton Station and was formerly the goods yards. Marked on fig. 6F it is bounded to the north by New England Road, to the east by New England Street and Boston Street, to the west by the Station and railway line and to the south by Cheapside and Trafalgar Place.

The site is made up of a series of terraces on a eastward facing hillside. The upper terrace is at the same height as the railway and a large part of it is used for the station car park. This is accessed by a concrete ramp in the centre of the site and officially has 537 places. At the northern end of the plateau are a number of operational buildings. The car park is also used for a large car boot sale and market on Sundays.

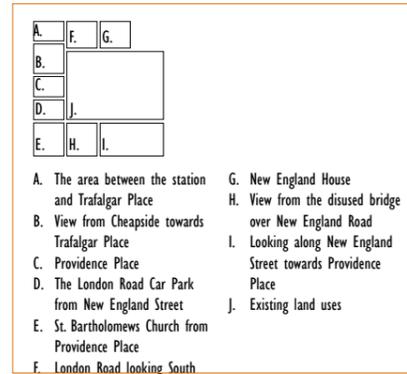
To the north of the station car park is a deep cutting where New England Road passes under the railway lines. A second bridge crosses this cutting which formerly carried the line leading to the goods yards. This line has regenerated with self-seeded vegetation and runs parallel to Boston Street, passing to the rear of the remaining railway buildings.

The lower part of the site is on two levels. The upper level north of Trafalgar Place was used for open storage but has been

The site is made up of a series of terraces on a eastward facing hillside.

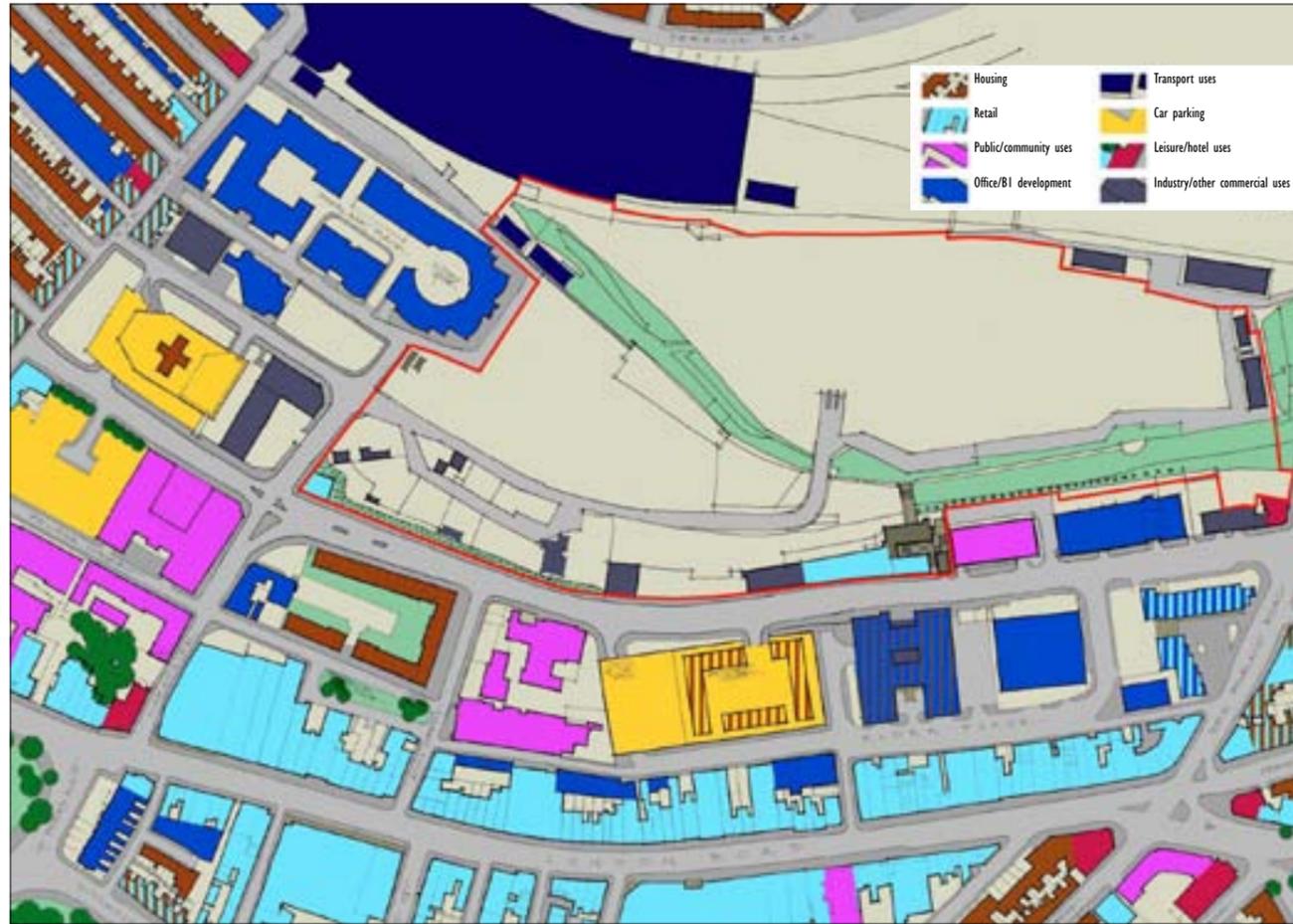
vacant for some time. The lower level accommodates a number of small car dealerships along with Harvest Forestry - a wood yard with a shop on the corner of New England Street and Cheapside. Further north along New England Street is a line of low-rise commercial buildings and a former clocking-on office for railway workers. This building is on a number of levels and is largely vacant. There is however a camping shop in the single storey section fronting the street.

Each of the levels is separated by a series of banks and retaining walls. The largest of these next to the station drops some 10m while the retaining wall running through the centre of the site drops 2.5m and the drop along New England Street is between 3 and 4m. There is also a further retaining wall on the eastern side of New England Street which drops 4m. The sloping parts of the site and the central section have been colonised by vegetation. Indeed the former railway line and the edge of the station car park are now designated as a Site of Nature Conservation Importance (see Section 10).



7. The surrounding area

In which we describe the buildings that form the context for the site. With two exceptions these have little intrinsic character.



The area between London Road and Brighton Station was first developed as workers housing. Part of this was redeveloped to create the goods yard and the remainder was part of a slum clearance programme. The context for the site is created by the developments that followed this clearance.

London Road retains its original function and form. There is housing directly behind the shops to the east as was once the case to the west. However Providence Place is now little more than a service route. The land between Providence Place and New England Street slopes steeply and apart from St. Bartholemews Church (see Section 9) all the buildings that once stood here have been replaced by six large blocks. The largest is New England House, a seven storey flatted factory block. Next to this is Mayflower Square – three storey of flats over a multi storey car park – and St. Bartholemews School. At the southern end of New England Street is a recently completed two and three storey housing association scheme.

The Western side of New England Street retains some original railway buildings along with two more recent blocks (one of which is an evangelical church).

The area around the site does not respect the scale and character of London Road or the North Laine

To the south of the site, the grain of development is equally coarse. This area is dominated by Theobald House, a 17 storey council tower block and the tower of Brighton Technical College. There remain two vacant sites in this area with some small scale industrial uses. There are also two new office developments, the largest being Trafalgar Place on the site of the former goods station. Trafalgar Street retains much of its original character with residential property over ground floor retail uses. South of this are the streets of the North Laine.

The railway lines and curving station sheds dominate the western side of the site with the housing of West Hill beyond. To the north New England Road runs through a deep cutting beyond which is operational railway land.

The area around the site therefore has little intrinsic character and does not respect the scale and character of either London Road or the North Laine.



A. Figure ground plan of the site and its surroundings
B. The view down Ann Street showing the steep change in levels
C. London Road retains much of its urban enclosure and form
D. The upper part of Trafalgar Street likewise retains much of its form, Trafalgar Place reduces in scale here to match the height of the street.
E. A plan showing the heights of buildings and retaining walls



Legend for Figure 8E:
 Eight storeys plus (darkest blue)
 Five to seven storeys (medium blue)
 Three and four storeys (light blue)
 Two storeys (very light blue)
 One storey (pale blue)
 Retaining walls (yellow)
 NB. Because of the steeply sloping nature of parts of the site buildings that are four storeys on one elevation can be only one storey on another. This is indicated by the graduated fills

8. Figure ground analysis

In which we use the figure ground plan to analyse the density, form and grain of development as well as the impact of the slope and buildings heights.

An important element of our urban design analysis is the figure ground plan (fig. 8A) This is a plan that shows only the buildings and no other detail. It is a useful tool to analyse three characteristics of an area:

Its density: The amount of white space on the plan shows a very low intensity of development around the site compared to the North Laine and indeed the rest of Brighton (see fig. 2D).

The integrity of public spaces: Streets that are well defined by buildings show up clearly on a figure ground plan. This is true of London Road that stands out clearly on the plan as does the five-way junction at Preston Circus. The North Laine is also well defined as are the lower sections of Cheapside, Ann Street and York Hill. However beyond this there is little definition of urban space.

The grain of development: The amount of detail on the plan also shows the grain of development. Traditional urban areas generally have a fine grain in that they are made up of a large number of small buildings. This again shows clearly in the North Laine and around London Road. The areas surrounding the site are, by contrast,

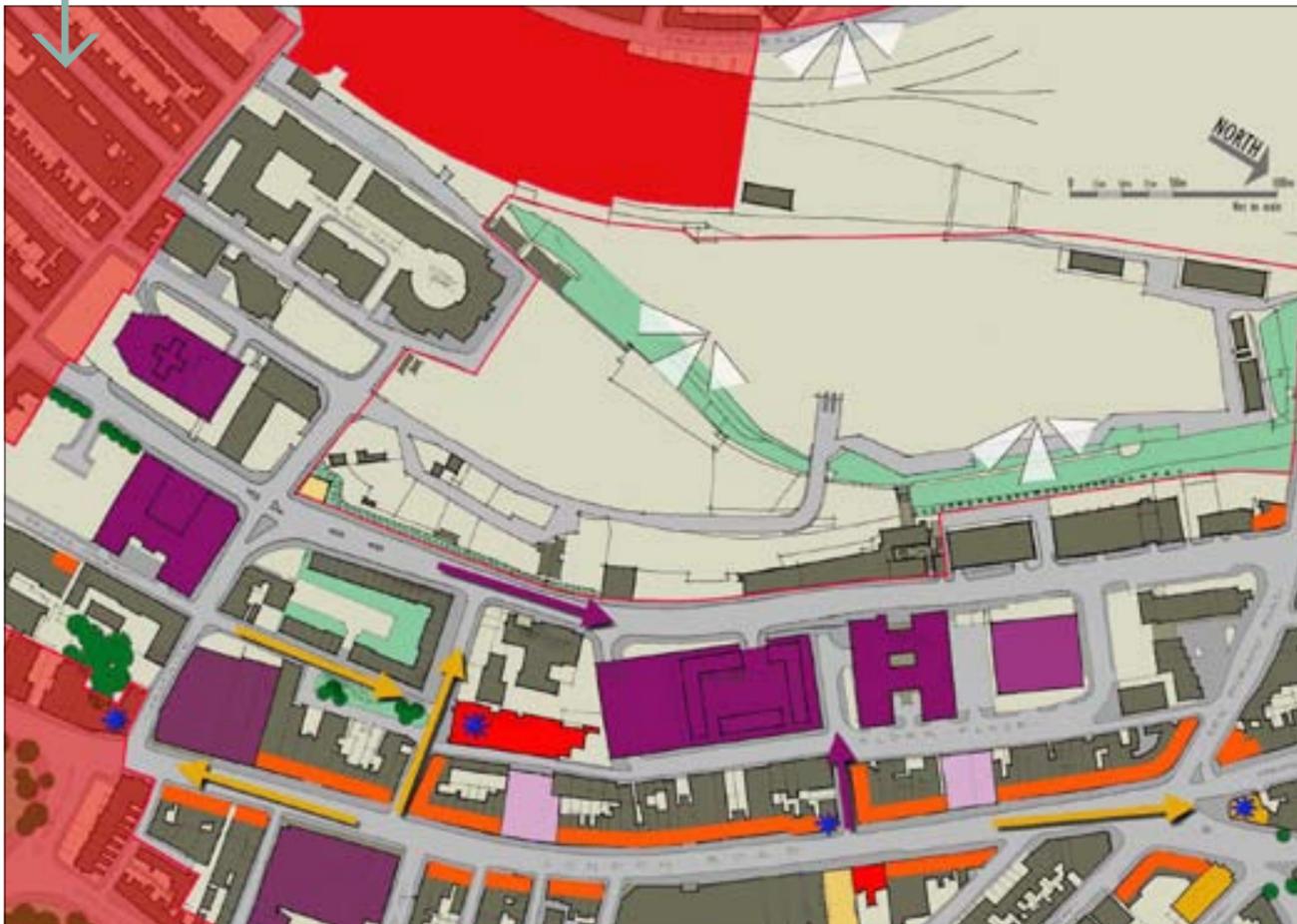
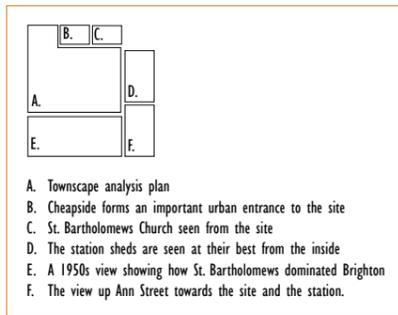
The areas surrounding the site are characterised by a large buildings lacking urban diversity and grain

characterised by a small number of large buildings lacking urban diversity and grain.

Figure 8E provides more detail by showing building heights and retaining walls. The slope of the site plays an important role in the townscape of the area. So, for example, the London Road car park is four storeys high on Cheapside but barely one storey high on New England Street. The steep fall to the east of New England Street means that the car park, school and to an extent the housing are at a lower level and do not provide a great deal of urban enclosure.

The plan also shows the high buildings in the area. New England House, The College, Theobald House and Trafalgar Place all dominate through their height without contributing to the townscape of the area. St Bartholomews Church and the station, by contrast use their height to create important landmarks as described overleaf.





9. Townscape analysis

In which we describe the two important listed buildings that affect the site as well as the townscape character of the wider area.

Figure 9A provides more detail to the townscape analysis of the area. It shows first of all the extent of the adjacent conservation areas. While the station is part of the West Hill Conservation area, in general the site impinges hardly at all on the character of the conservation areas. There are however two important listed buildings that affect the site; St. Bartholomews Church and the station.



St. Bartholomews Church: The Church dates from 1874 and is listed Grade I. It was designed by Edmund Scott to the dimensions of Noah's Ark 180 feet long by 58 feet wide and 140 feet high and has the tallest nave of any church in England. It seats 1500 and was built to dominate its surroundings. Its is particularly impressive when viewed from Albion Hill to the east. The site provides a backdrop to these views something that was an issue in rejecting the previous scheme.

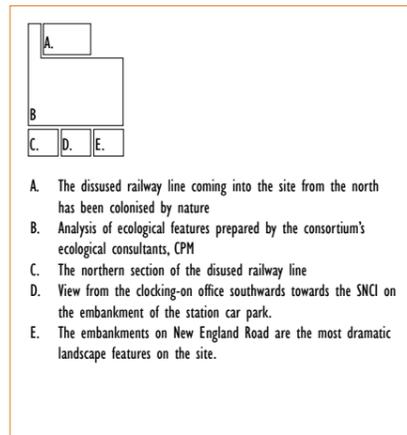


Brighton Station: The station dates originally from 1841 and much of the original building exists under the later additions. Of most important to the site is the curving station shed completed in 1883 by H.E. Wallis. The glory of these sheds is however the interior and they were not really designed to be seen from the outside. They can be seen in the background of

There are two important listed buildings; the station and St. Bartholomews Church

views of the site (fig. 9F) but are best seen from close up (fig. 7-4). Platform 10 adjacent to the site was closed in 1971. There are however plans to reopen it with associated improvements to the station.

There is only one other listed building in the area - the former vicarage on London Road. There are however many buildings on London Road which are either locally important or make a positive townscape contribution. Away from London Road buildings with a negative townscape contribution tend to dominate. This is particularly true due to their height and the curve in New England Street that means that they tend to dominate views up and down the street. East/west views are more limited. Vistas exist over to Albion Hill from the station car park. However the views from the east are foreshortened by the Hill. The best of these is up Ann Street (fig. 9E) although the only other view up York Hill ends in a concrete wall.



10. Landscape and ecology analysis

In which we describe the landscape and ecological character of the site and it's wider landscape context including landscape designations identified within the Brighton and Hove Deposit Local Plan



Brighton is a compact city set on undulating topography and located between the high ground of the South Downs to the north and the sea to the south.

The city is fringed to the north by the Sussex Downs Area of Outstanding Natural Beauty (AONB), part of which is identified in the north east corner of *fig. 2B*, just over a mile from the site. The Sussex Downs AONB forms part of the wider South Downs landscape, typified by a chalk landscape of rolling hills, steep scarp slopes and sculpted dry valleys.

Within the city, at a more local level, there is a well established network of urban parks, notably The Level and Preston Park both of which are less than half a mile from the site (*fig. 2D*). These open spaces are poorly connected at present, although the Local Plan identifies, indicatively, a series of proposed 'Greenways' intended to improve the links between them. Greenways are defined by the Countryside Agency as 'off road routes connecting people to facilities and the open spaces in and around towns, cities and to the countryside'.

The site has been vacant for thirty years in which time nature has colonised the undisturbed parts of the site

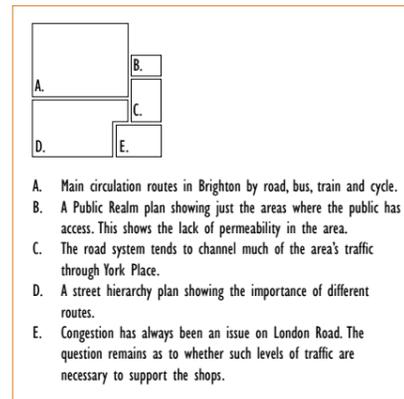
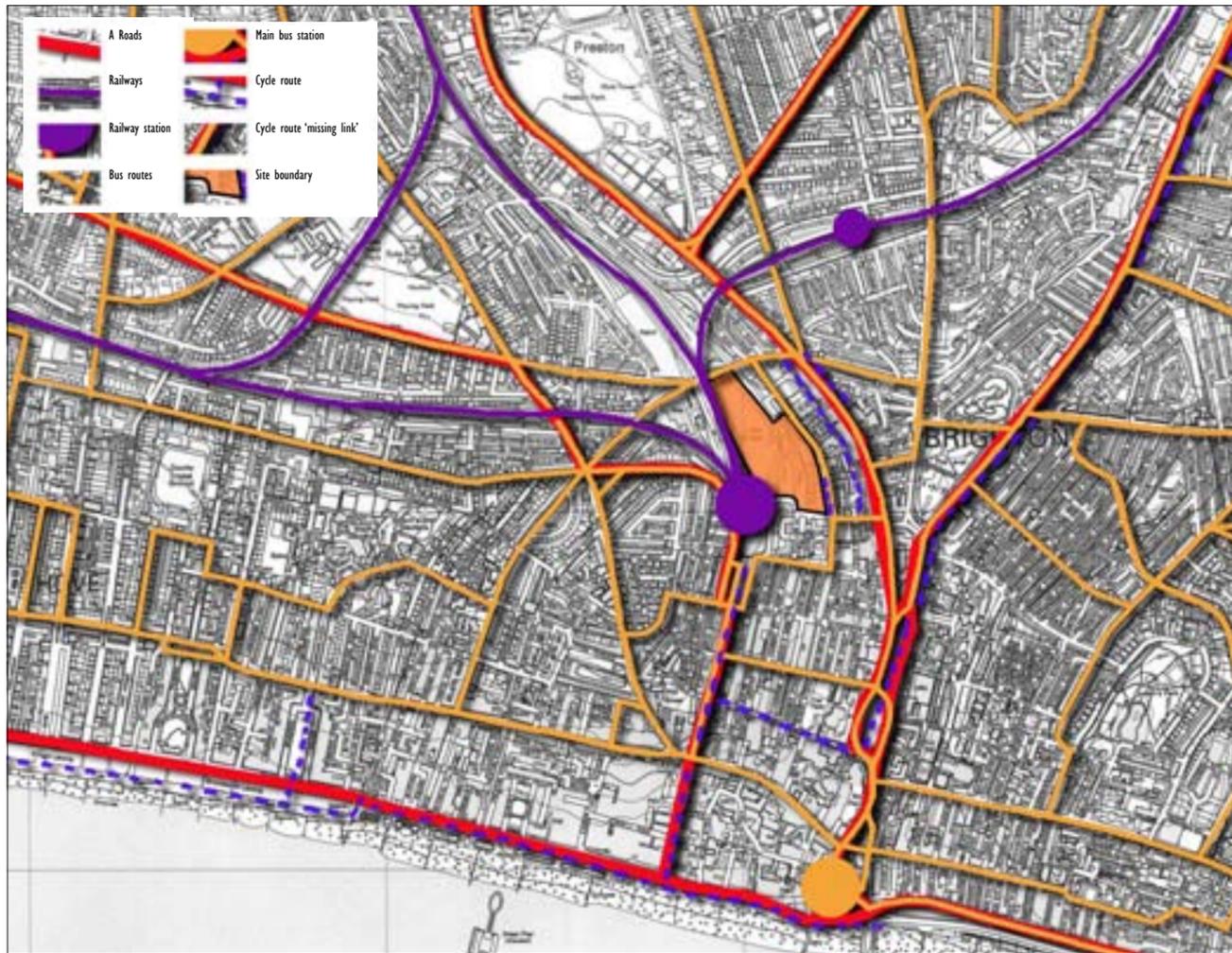
The Deposit Local Plan indicates a proposed Greenway within the site. The Greenway follows a line to the southern boundary of the site before turning northwards and running within the vicinity of the western boundary.

In addition to the proposed Greenways the Local Plan identifies the disused railway line within the site as part of the Brighton Station Site of Nature Conservation Importance (SNCI). This is an area of vegetation which has become established on this brownfield site over the 30 years that the site has remained vacant. This strip of land which was designated as an SNCI in 1992 runs from the southern boundary to the northern boundary of the site. In addition the SNCI is also identified as part of a designated wildlife corridor and Nature Conservation Priority Zone and is protected in the 1992 Brighton Wildlife Strategy.

Figure 10B shows the proposed boundary of the SNCI in the Brighton and Hove Local Plan 2000. The SNCI is divided into two distinct sections. The southern section is located on the steeply sloping embankment along the southern edge of the station car park and comprises broadleaf woodland and individual trees. The northern section continues along the line of the disused railway and comprises continuous scrub, tall ruderal vegetation and broadleaf woodland. The SNCI boundary extends beyond the site to the north on land currently under railway operation.

The other main areas of vegetation outside the SNCI, but within the site include the scrub and broadleaf woodland to the steep embankments which slope down to New England Road to the north of the site, and to the south, an area of scrub and ruderal vegetation associated with the central area. Whilst these areas of vegetation may have some ecological, value they have little landscape amenity value apart from the mature broadleaf trees to the New England Road embankments.





11. Permeability and street hierarchy

In which we describe the street network of the area and the hierarchy of routes including the proposals by the Council to alter traffic circulation



The plans on this page show the permeability analysis undertaken as part of the masterplan. *Figure 11A* shows the position of the site within Brighton's transport network. It is clearly excellently positioned for rail access and is well served by roads being at the junction of the A23 to London and the east/west A270.



Figure 11D is a simple plan showing the public realm associated with the site today. It illustrates that, while the railway is an advantage in one respect it also creates a major permeability problem to the west of the site.

While the railway is an advantage in one respect it also creates a permeability problem

Street. This is opposed by the London Road Traders and creates problems at the junctions of Cheapside/York Place and New England Street/New England Road. The future of the final stage road proposals is in some doubt. While the consortium does not support this third phase, the scheme has been designed to accommodate the diversion if required.



Figure 11D explores the public realm further by looking at the hierarchy of route that make up the public realm. The dark blue routes are the primary traffic routes and reflect the Council's traffic measures for London Road as described in the Transport Assessment. These measures have diverted incoming traffic off London Road – supposedly by diverting it to the east. However the effect has been to increase southbound traffic on New England Street which then has nowhere to go other than the North Laine. The final stage of the plan is yet to be implemented and proposes to divert north-bound traffic off London Road and along New England

Figure 11D also shows secondary routes that provide access within the area. The key routes here are Providence Place and Ann Street because of the role they play as service access to the London Road shops, the car park and school. Because of this there is no scope for completely closing these streets to traffic.

The tertiary streets provide access to individual buildings and unadopted vehicle surfaces complete the hierarchy. The brown area on *Figure 11D* illustrates just how little of the public realm is devoted to pedestrians.





- A. The potential to create a new eastern entrance to the station could generate substantial pedestrian flows into the site
- B. A photograph of London Road from the late 1970s showing pedestrian vitality on London Road (Brighton Local Studies Library)
- C. The Open Market suffers due to the limited amount of pedestrian activity that flows into the site
- D. Pedestrian crossings, pedestrian flows, bus routes and 200m walking distances from bus stops

Bus routes	Main pedestrian flows
Bus stops	Traffic light controlled crossings
Areas within 200m of a bus stop	Other pedestrian crossings



12. Pedestrian access

In which we describe the pattern of pedestrian movement in the area and the extent to which the site is served by bus routes

Traffic access is important for the good functioning of the area but it does little for its vitality. This requires pedestrian activity and is dependent on access by other means.

Pedestrian flows are low away from London Road and care is needed to draw pedestrian activity into the site

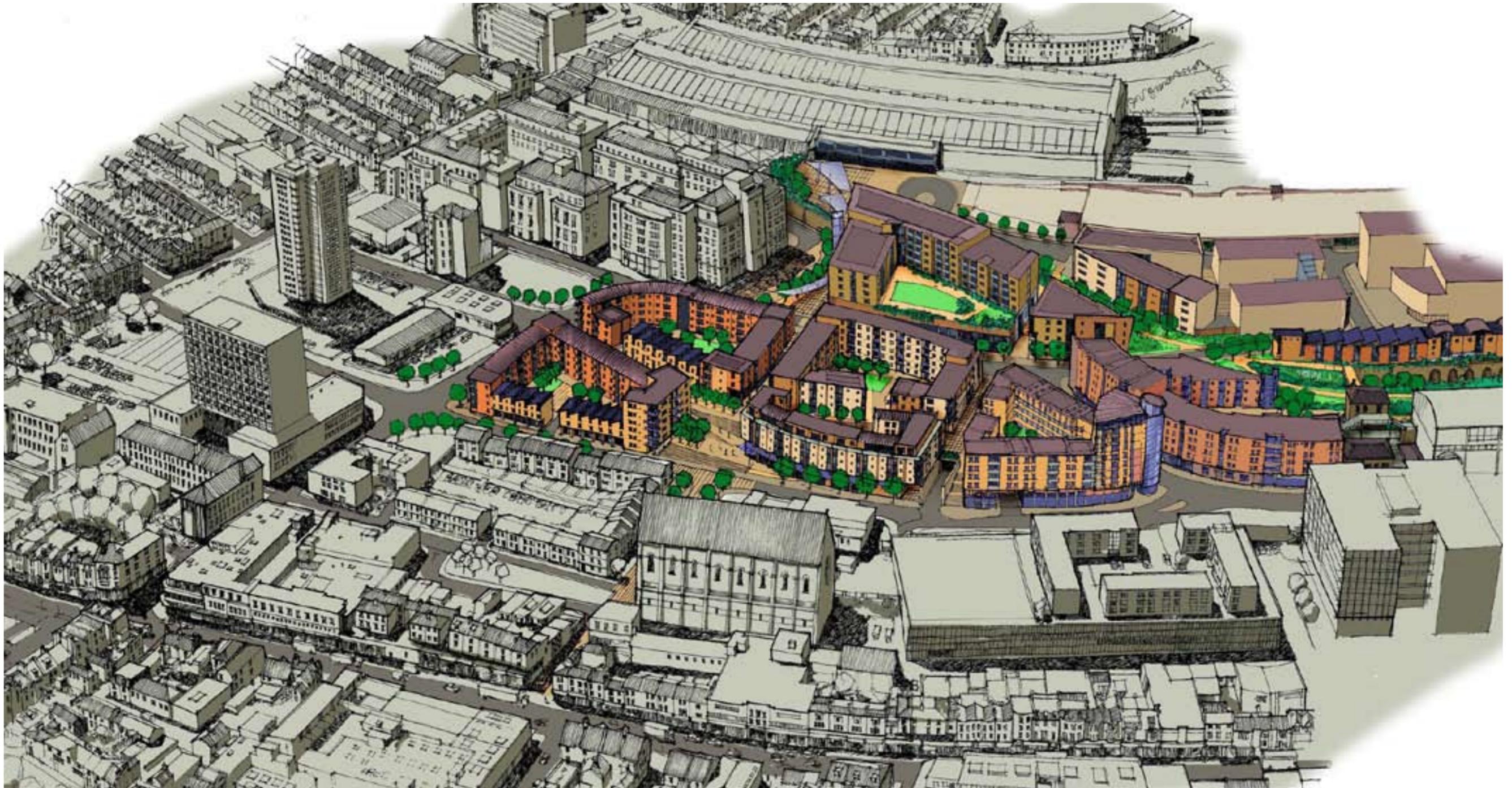
Figure 12D explores pedestrian and bus access in more detail. It is based on the public realm plan (fig. 11B) and analyses pedestrian movements in the area. The purple arrows show roughly the level of pedestrian movement in the area. This shows strong pedestrian flow along much of the length of London Road as the retail flows of the southern end of the street are supplanted by the activity around Preston Circus. Pedestrian activity extends down Oxford Street but there is a much weaker flow through the Open Market. Lower pedestrian flows are shown on Trafalgar Street, Whitecross Street and the lower end of New England Street and Ann Street based upon the college and peripheral North Laine activity. Beyond this pedestrian flows are very low and great care will be needed to draw pedestrian activity into the site.

An important asset in this respect is the proposal to develop the eastern entrance to the station. This currently serves only the car park. It is proposed that it should

be developed for pedestrians, taxis and possibly some buses. This would create activity as well as providing a destination for people crossing the site.

Figure 12D also shows bus routes and bus stops. PPG13 suggests that all new development should be within 400m of a bus stop – something that the site achieves comfortably. Figure 12D has used a more stringent test to draw the yellow areas that are within 200m of a bus stop. This shows a gap in the central part of the site.

However this takes no account of the quality of the bus service. Brighton has a very good and well-used bus service. There are 15 bus services on London Road and 25 that serve London Road via Oxford Street. New England Street carries three irregular northbound services the 21, 35 and 59. One option to improve access by bus to the site would be to improve these services.



INDICATIVE ILLUSTRATION OF THE SCHEME

Part 2: THE MASTERPLAN



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

A. A sketch of an early scheme by Roy Worsket showing the view up an extension of Ann Street through the site
 B. The first scheme by URBED showing the proposal to divert New England Street and the initial problems with getting access to the station level.
 C. The aims of the Brighton Council planning brief
 D. A view of new a pedestrianised New England Street by Roy Worsket
 E. A view of the Community Planning Weekend in November 1999
 F. Views expressed at the community workshops organised by the consortium on 22nd November 2000 and 15th February 2001.

13. The origins of the Masterplan

In which we describe the development processes that have shaped the scheme including the Council’s planning brief and the views of local people

The aims of the Planning Brief are to...

- be mixed-use to promote diversity and vitality
- improve accessibility throughout the area, new access and improved facilities east of the station.
- contribute significantly to modal shift in transport
- promote the highest standards of design
- encourage innovative, exciting design and a high density that respects the historic and adjoining patterns of development
- meet housing, employment and community needs
- be a centre for artistic excellence and stimulus for creative design
- meet the needs of local people, the new community and the wider city
- be compatible with other regeneration strategies and proposals



The masterplan for the site has been developed over the course of 18 months. On the following pages we describe the concepts underlying the plan. However it has not been developed in a vacuum but as a response to URBED’s analysis and the views of a range of players:

The Developer: As described in Section 5 the site was previously subject to a proposal to develop a superstore which was refused by the Council and upheld on appeal. Following this the development consortium organised a limited competition for architects to reconsider the scheme. This led to the principle of housing being developed over the supermarket as well as the idea of diverting New England Street. However these schemes still did not create a mixed-use urban area and URBED was approached to look at how a smaller supermarket could be developed as part of a wider urban neighbourhood.

The Council: Following the refusal of the previous planning application Brighton Council started work on a planning brief for the site. An important part of this was a Community Planning Weekend in November 1999 and a subsequent working group which met over the first half of 2000 to develop a planning brief. The

The brief’s aim is to develop a vibrant mixed-use urban quarter that acts as an exemplar of 21st century sustainable urban development

brief was approved in October 2000 as Supplementary Planning Guidance with the objective of developing; ‘a vibrant mixed-use urban quarter that meets both its strategic and local role whilst acting as an exemplar of 21st century sustainable urban development’. The brief calls for 270-400 housing units (30% affordable) and half of 3 bedrooms or more. It suggests that the site is suitable for office use and for a large hotel. It requires 20,000 sq. ft. of workspace and a 20,000 sq.ft. training centre. Crucially the brief provides for a supermarket of not more than 25,000sq. ft. (net) provided tests on need, retail impact and traffic generation are met.

The Community: Sections of the local community have been campaigning against the development of a superstore on the site for some years. Initially called the ‘Stop the Store’ group this became BUDD (Brighton Urban Design and Development) reflecting a desire to promote a

more mixed-use urban scheme. The community opinion of the scheme has gone through three stages.

The first was the widespread opposition to the original superstore as part of which BUDD produced an alternative brief for the site. This alternative brief influenced the development of URBED’s initial schemes.

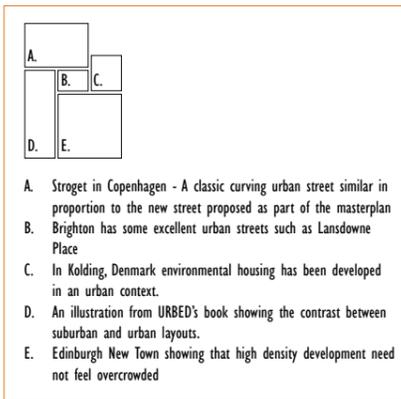
The second stage was based around the community planning weekend and the subsequent working group. During this stage, groups such as the London Road Traders and the North Laine Community Association, accepted the idea of a smaller supermarket as part of a mixed-use scheme while BUDD continued their opposition to a foodstore of any kind.

The third stage relates to the current scheme and has been articulated through two community design workshops organised by the consortium, a newsletter and a series of surveys. While BUDD has continued to oppose a foodstore there has been a degree of support for the scheme. However it has also raised additional issues of community concern as detailed in *fig. 13F*. Where possible these have been taken on board as part of the masterplan.



Summary of community concerns...

- The amount of traffic generated by the foodstore and other uses and associated problems of noise, pollution and safety.
- The scale and design of the scheme and a concern that it is out of character with Brighton and particularly the North Laine.
- The need for a community focus or facilities for local people and businesses
- The importance of sustainable design in terms of energy-use, water, transport and recycling.
- The impact of the scheme on the vitality of London Road
- The need for open space and landscape
- That housing should be affordable for local people
- The loss of the Sunday market on the station car park



14. Masterplanning principles

In which we set out the principles of sustainable urban development that have been used to shape the masterplan as well as outlining a series of objectives for the scheme.

A common thread running through the views of the consortium, council and community is that the area should become a mixed-use urban neighbourhood. This is reinforced by URBED's work through the Sustainable Urban Neighbourhood Initiative. From this a set of 6 principles have guided the masterplan:

A network of streets and squares: Unlike housing estates or retail parks an urban neighbourhood is based upon a network of streets and squares (fig14D). These can be pedestrianised or traffic routes and provide both a route from A to B and a focus for the people who live and work in the adjacent buildings. This calls for a very different approach to the design of uses such as hotels, housing and supermarkets.

Quality public spaces: These streets and squares should combine to create a high quality public realm which is built with quality materials, enclosed by well proportioned buildings and linked to a network of other streets and spaces.

A rich mix of uses: Living places contain more than one use to ensure that streets remain active throughout the day, that there is sufficient activity to sustain a range of commercial uses and to encourage walking rather than the use of the car.

A common thread running through the views of all players is that the area should be developed as a mixed-use urban neighbourhood

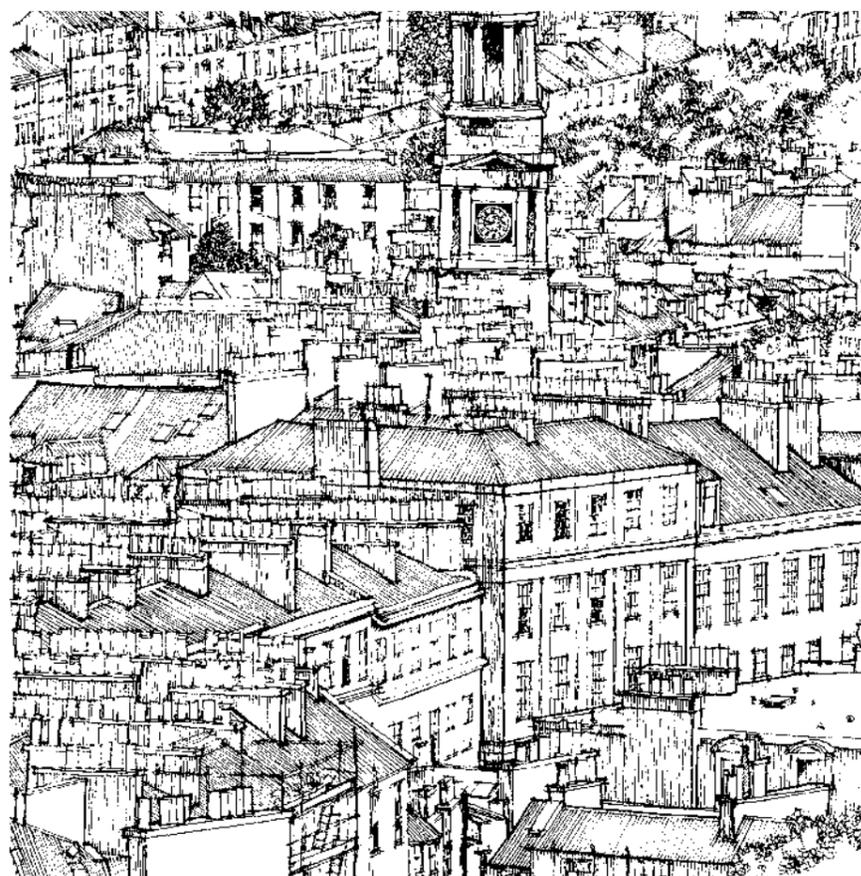
A critical mass of development: Vitality will not be achieved if development is spread out at low densities. It should be a compact walkable neighbourhood based upon average net residential densities of at least 100 units per hectare.

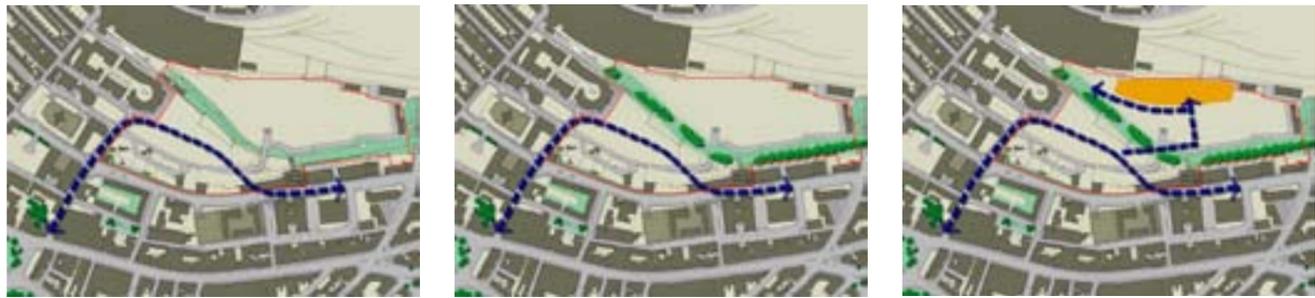
A feeling of stewardship: Successful places depend on people looking after them and this is best done by the people who live and work locally. It is important to promote a sense of stewardship similar to that which exists in the North Laine. To this end it is important to accommodate a range of different groups and organisations in the development.

Minimal environmental harm: It is incumbent on all developers to minimise the environmental impact of their development. As set out in the Planning Brief it is the consortium's intention to make the scheme an exemplar for sustainable urban development.

Specifically the masterplan has been developed to meet the following objectives based partly on the brief and partly on our analysis of the site:

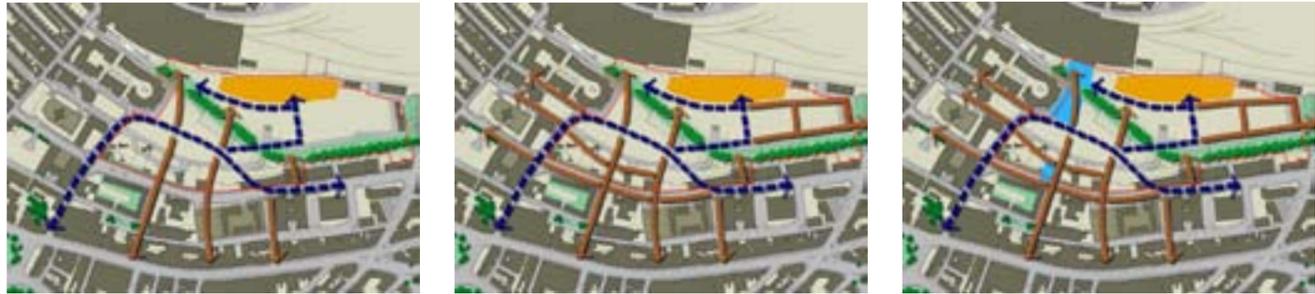
- To create a scheme that draws on the character and urban form of Brighton.
- To help meet Brighton's housing requirement and to support a resident population of at least 1,000.
- To attract significant employment uses to create around 1,000 jobs.
- To add to Brighton's visitor attractions by including at least one good quality hotel and conference centre.
- To create strong links to and beyond London Road and North Laine.
- To create a fitting gateway to Brighton for travellers by road and rail.
- To contribute to the revitalisation of London Road
- To encourage people to use alternatives to the car.
- To achieve the highest standards of sustainable development





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

A-F A sequence of plans showing how the principles of the masterplan were developed
 G-I The way in which these principles have been translated into the plan.



15. Masterplan development

In which we describe a sequence of plans that show the way in which the masterplan was developed

A key decision at the start of the masterplan was to divert New England Street (fig. 15A). This has the advantage of bringing activity into the heart of the site, taking traffic away from the school and removing a barrier between the supermarket and Ann Street. The line of this new road is echoed by a green corridor along the line of the SNCI and railway line (fig. 15B).

Gaining access to the station car park was a problem because of the 10m change in levels. Early schemes included a long curving road which made it difficult to establish an urban framework on the upper level. This was overcome by creating a route parallel to the railway line (fig. 15C). This plan also shows the decked station car park to reduce its footprint and screen the railway line.

The next step was the links to London Road and the Station. Cheapside, Ann Street, the London Road car park and York Hill (the latter linking through the clocking-on office) are each developed as pedestrian routes (fig. 15D). The street grid is completed with links to Station Street, Blackman Street and Whitecross Street (fig. 15E). The picture is completed by the creation of two public spaces (fig. 15F).

In giving character and form to the buildings we have developed a series of gentle curves

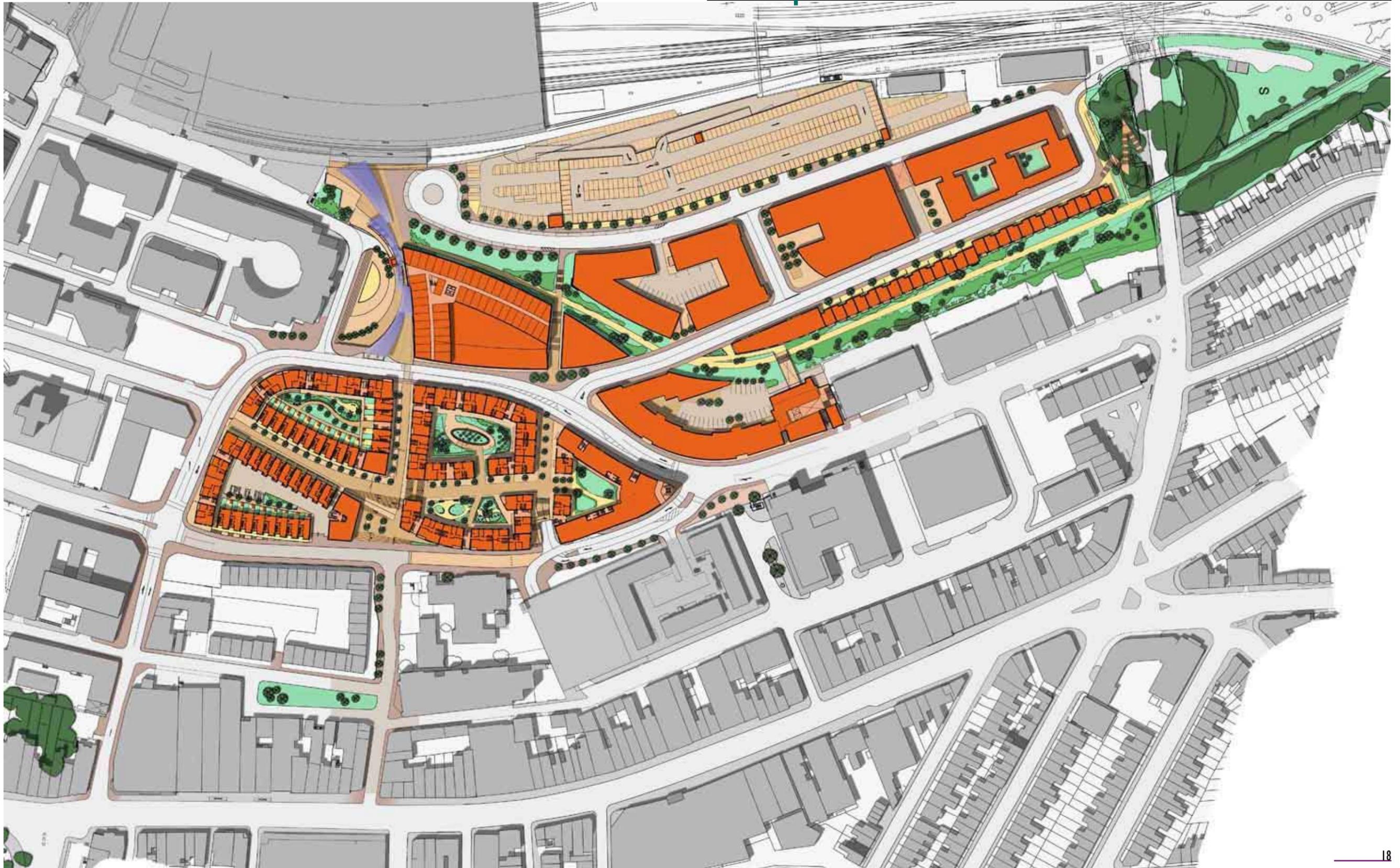
Figures 13G-I show how these principles have been applied to the masterplan. This is based on the Access and Figure Ground plans (Fig. 8A and 11D).

In giving character and form to the buildings we have developed a series of gentle curves. This contrasts with the grid structure of the North Laine but is based upon three factors:

1. The curving forms of the circuses and crescents that characterise much of the Regency housing in Brighton (see Section 4).
2. The former field boundaries of the Laines and the fact that this site was known as the Crooked Laine because of the steeply sloping hillside. The routes down to London Road are also based on the Leekways that once ran between the Laines (See Section 5).
3. The gentle curves of the railway lines and sidings and the shape of the embankments remaining on the site.

16. Masterplan

The masterplan in its final form brings together the uses, elements and principles described on the previous pages. This page shows the plan in its wider context while the plan overleaf is at 1:1250 scale



16. Masterplan 1:1250





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

The pictures on this page are examples of the sort of development proposed for the different elements of the masterplan. They have provided models for the design of each element:

- A. Travel Inn Bristol
- B. Language school Spain
- C. Terraced housing Amsterdam
- D. Innovative flats, Holland
- E. Mixed-use housing and shops, Gloucester Green Oxford
- F. Housing over a supermarket,
- G. Tesco Hammersmith
- H. High density mixed-use Horsleydown Square, London
- I. Proposed land-use plan

17. Proposed uses

In which we describe the proposed use for each of the blocks and the scale of accommodation envisaged.



	Site area m2	Uses	Units	GEA m2	Parking spaces	Units/ha
BLOCK A	4,484	2B Flats 4B Town houses Retail	21 17 2	245	0 17 0	85
BLOCK B	3,953	2B Flats 4B Town houses Retail/café	25 9 1	124	0 0 0	119
BLOCK C	6,432	1B Flats 2B Flats 3B Flats Supermarket	4 54 36 1	4,180	0 0 0 194	146
BLOCK D	3,953	1B Flats 2B Flats 3B Flats Training Centre	10 34 12 1	1,858	0 0 0 0	142
BLOCK E	2,710	Key worker hsg. Health & fitness	369 bed spaces 1	10,117 2,323	0 26	
BLOCK F	975	Community uses	1	742	0	
BLOCK G	2,092	3/4B Town Hs. Workspace	26 1	883	0 0	124
BLOCK J	3,707	Four Star Hotel	250 bed	21,367	0	
BLOCK K	3,531	3 Star hotel BI offices	165	7,099 3,159	0 29	
BLOCKS L-N	5,509	Offices Teaching blocks Student housing Catering centre	400 1	1,965 4,336 7,046 701	0 60 0 0	

The proposed uses for the masterplan are described on figure 17D. These are described in more details in Part 5.

Blocks A and B: Residential blocks containing 26 three storey townhouses and 59 flats rising to six storeys. The northern end of the blocks face onto the new square and have ground floor retail and café bar uses.

Block C: The supermarket fronts onto New England Street and is dug into the hillside so that on its western side it is at basement level. Below the supermarket is a 194-space car park. Above it are 94 apartments grouped around a pedestrian route and courtyard.

Block D: A landmark residential block of 54 apartments over a 1,858m² Training Centre. The servicing for the supermarket also takes place under this block.

Block E: A second landmark block (a twin to Block D). This includes a ground floor health and fitness centre beneath 5,697m² of key worker housing. This block would also be appropriate for offices.

Block F: This is reserved for community use, either through refurbishment or new build. It is likely to include a cafe, accommodation for local organisations

The scheme includes at least 261 residential units, 2 hotels, over 17,000m² of offices, and other uses

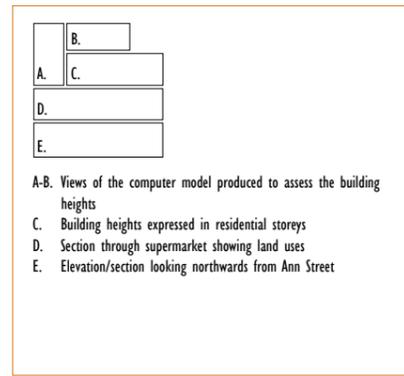
and is intended to be managed by a local community trust.

Block G: A terrace of 26 three storey townhouses on top of the retaining wall with views over Brighton. At the southern end of this terrace is a 900m² workspace building.

Block J: A 250 bed 4 Star Hotel fronting onto the new square. This will include restaurants, cafes and conference facilities. The site includes a triangular site at its northern end which may be required for the hotel but which could otherwise be residential.

Block K: The southern part of the site is a 160 bed Three Star Hotel. The northern section is a 2,465m² office building.

Blocks L, M and N: These blocks are either a mixture of offices and housing or educational uses. The most likely use is an International College (reflected in the plan) with offices, teaching facilities and student accommodation.



18. Townscape

In which we describe the form and massing of the scheme and the character and enclosure of the urban spaces.

In the preceding sections we have described how the townscape elements of the masterplan have been assembled. This is based on an organic street grid based around a series of gentle curves. However Masterplanning must also work in the third dimension by including the height and massing of buildings.

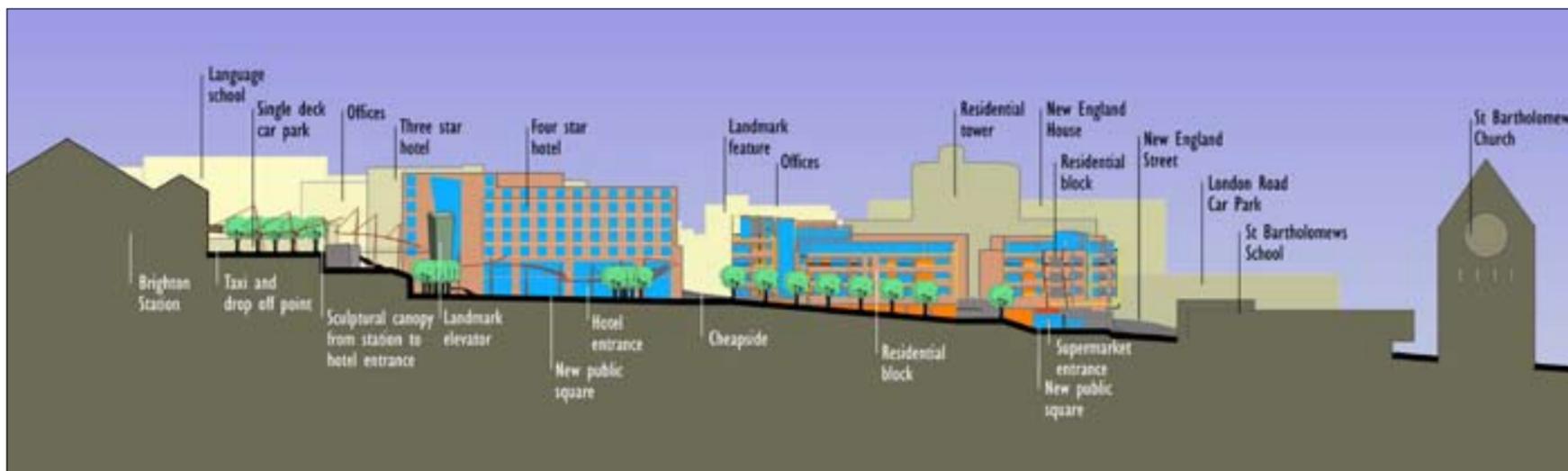
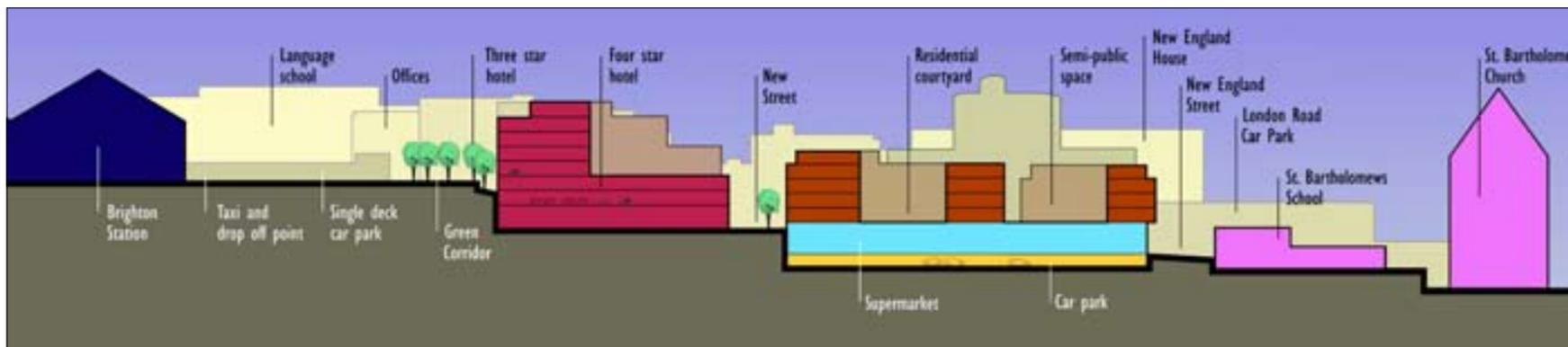
The proposed building heights are set out on *fig. 18B*. These range from 3 storeys opposite the Providence Place housing to 8 storeys on Blocks D and J. In determining building heights we have been influenced by the following factors:-

- The character area studies (Section 4) and particularly the heights and massing of Regency Brighton.
- The heights of surrounding buildings, particularly the need to avoid being overwhelmed by Trafalgar Place and New England House.
- The setting of St Bartholomew's Church and the Station.
- The enclosure ratio of each street.
- The need to prevent over shadowing and overlooking within the scheme and in relation to surrounding uses.
- The need to accommodate the scale of development required by the brief.

The masterplan employs height and massing to create a dense urban character with a distinct sense of place

Bearing in mind these points the masterplan employs height and massing to create a dense urban character with a distinct sense of place made up of the following elements:

- The town houses in Blocks A and B are scaled to match the North Laine.
- Building heights rise to create greater enclosure on the extended Ann Street/Square and the hotel square.
- A vista is created up Ann Street to a landmark lift tower and the station beyond.
- Blocks D and E create twin landmark terminating vistas in either direction on the New Road.
- The bulk of the hotel (Block J) is set back from the road so as not to overlook the housing in Block C.
- The street sections have been created to create a strong sense of enclosure and to reflect the character of the urban parts of Brighton.





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

Site views - see location plan in the Environmental Statement

- A. The dramatic view down Buckingham Place towards the station - from this view the development would not be visible
- B. One of the most important views up Ann Street
- C. A view across the valley showing the station on the skyline
- D. Trafalgar Place dominates views across the valley
- E. The curving station shed was traditionally seen only from close up
- F. A view from the south east with the site in the middle ground
- G. St. Bartholemews Church dominates the site
- H. View from the level with the station on the skyline

19. Views of the site

In which we describe the impact of the scheme on views of the site from across the valley, from the nearby conservation areas and in relation to the settings of listed buildings.

The preceding sections have described the urban character of the scheme. However it will also be seen from the surrounding areas and from further afield. This is important for three reasons:

The topography of Brighton:

The long views of the site across the valley are illustrated by *figs. 19C,D,F and H*. These show the dominance of the station on the skyline over the vacant station site. The proposed scheme does not exceed the height of Trafalgar Place so that the scale of this building is a useful yardstick. The hotel will partially conceal views of the station from The Level but will not break the skyline from higher view points. The new square will also retain important views of the station from both The Level and Ann Street. In general the scheme will replace views of a vacant site with high quality buildings so improving the situation.

In general the scheme will replace views of a vacant site with high quality buildings so improving the situation

views from Level in the Valley Gardens conservation area as described above.

Listed buildings

The long views of the station as a skyline feature are described above. The prominent views from nearby streets are a result of the site being vacant. These views will inevitably be reduced by the scheme. However important views will be created up Ann Street and along the green corridor that will draw attention to the station. The character of St. Bartholemew's Church is based on its dominant height. Most views of the church are from the north, east and south and will not be blocked by the scheme. The main impact will be on the backdrop to views of the church. The previous scheme was criticised because of the dominance of the supermarket roof. The greater height of the current proposals and the housing over the supermarket will overcome this problem. The scheme has also taken care not to exceed the ridge height of the church.

Conservation areas

As described in Section 4, the site is adjacent to 3 conservation areas. However there are few points in these conservation areas from which the scheme will be visible. *Figure 21A* shows the view from West Hill. The North Laine area is separated from the site by a strip of poor quality development and by the fact that the street grid does not line up. There are





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

A. The interior of blocks will be landscaped as courtyards for the use of residents. These will be safe secure spaces including a range of facilities for play and sitting.

B. The masterplan is based on a hierarchy of open spaces

C. The main square will be designed as a cascading space accommodating the change in levels - like Broadgate in London

D. The green corridor will be developed as a natural urban wilderness for use by local people

E. URBED's visualisation of New England Square.

F. Chetwood Associates visualisation of Ann Square

20. Open Space

In which we describe the aims of the open space strategy, the hierarchy of public and private spaces and the extent to which the scheme meets the open space standards in the brief.

The open space strategy has been developed with Huskisson Associates and is described in more detail in Part 3. The open space has been designed to compliment the urban design strategy by emphasising a hierarchy of spaces and routes to promote pedestrian activity and create a sense of place. The plans seek to maximise open space by making the most of the green corridor, creating a mix of formal spaces, less formal semi-private courtyards as well as balconies and gardens.

This landscape structure will create a quality public realm as well as enhancing the ecological value of the site. The SNCI is preserved as a green corridor and is supplemented with extensive indigenous planting. The hierarchy of public spaces is based on the following elements:



The landscape structure will create a quality public realm as well as enhancing the ecological value of the site.

Formal Public Space: The most prominent elements to the scheme are two public squares. The first – Ann Square – at the junction of Ann Street and New England Street is intimate in scale and will include seating, trees and public art. It is enlivened by a café, shop and the Sainsbury's entrance and enclosed by 5 and 6 storey residential blocks. The second – New England Square – is enclosed by Trafalgar Place, the new hotel and the station. The concept plans envisage it as being dominated by a series of staircases, canopies and a glass lift tower leading up to the station.

Secondary Public Space: Secondary public space will be created in Block C and in the centre of the green corridor. These are planned as more contemplative public areas for sitting and children's play. They are also likely to include public art. There is a total of 3,541m² of formal space.

Informal Public Space: It is proposed that the SNCI be preserved as a green corridor of informal open space running through

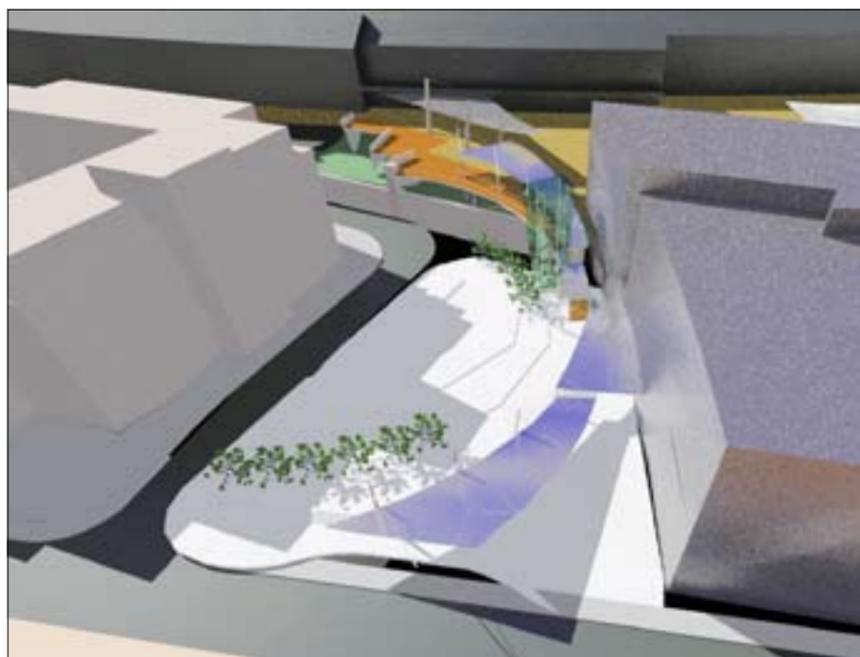
the site. Existing nature conservation opportunities will be enhanced to create a valuable urban wildlife feature. This will include a footpath but will otherwise be natural in its planting and appearance. This has been extended to include the embankments onto New England Road providing a total of 6,994m² of informal open space.

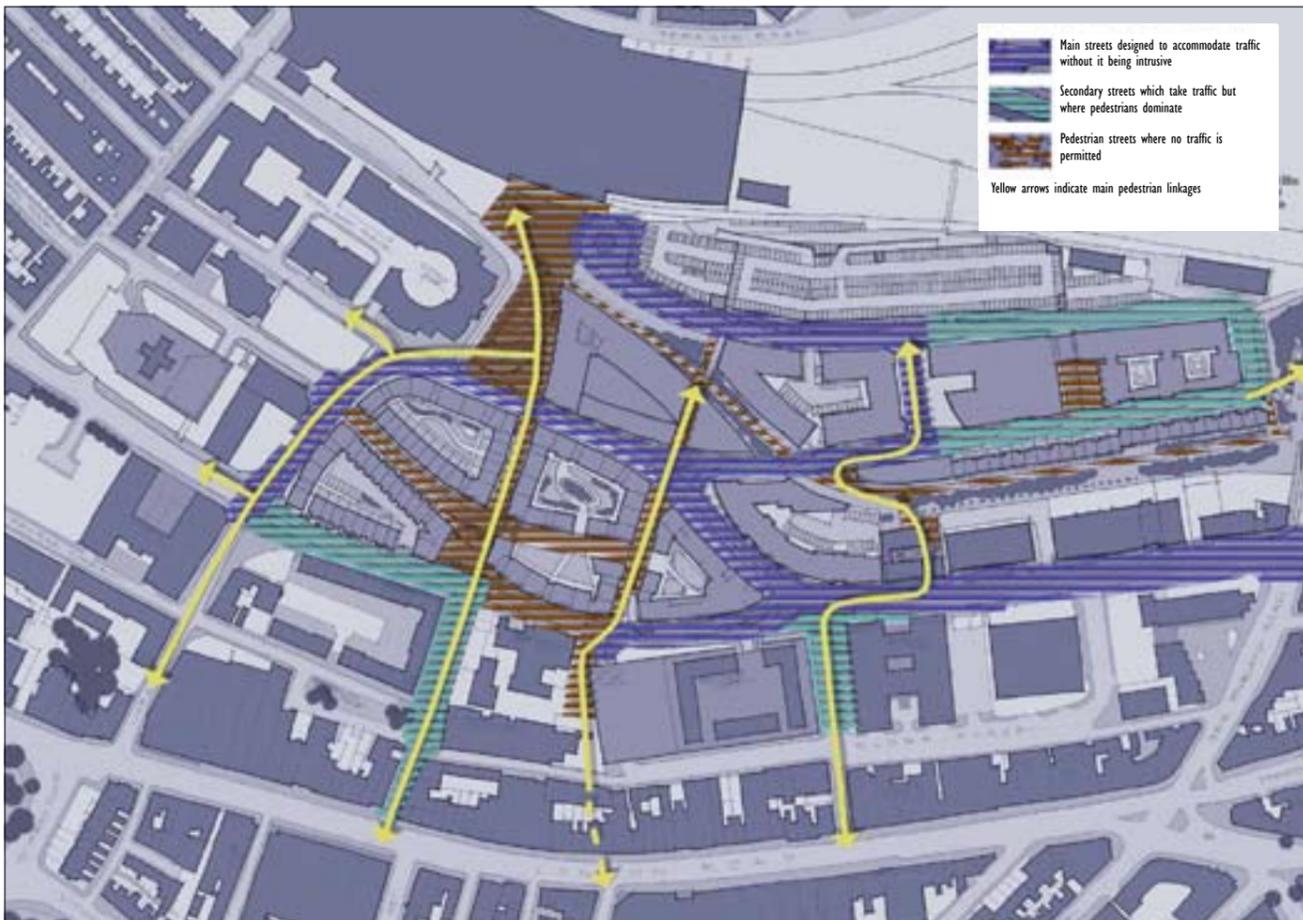
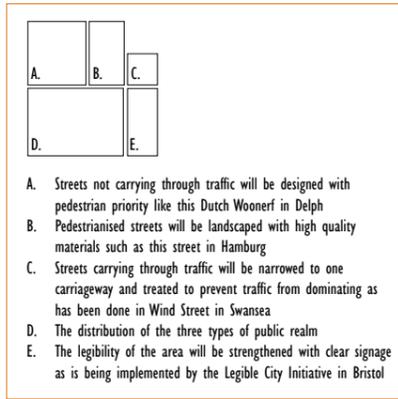
Wild Space: The land to the north of New England Road provides an important nature resource but is also operational railway land. It is not therefore possible to provide public access. Nevertheless the consortium will promote this land as a wildlife area. There is a total of 6,739m² of wild space.

Semi-Public Courtyards: Public spaces are enclosed by the public elevations of urban blocks. Within these blocks is another level of open space – the courtyard. We have resisted, where possible, demands to turn these courtyards over to parking and created semi-private courtyards in blocks B, C, D, E, L and M. These will be communal areas, primarily for the residents and workers of those blocks and they total 3,149m².

Private space and gardens: The density of the scheme provides scope for only a limited amount of private open space. A number of the town houses have private gardens while others have roof gardens accessed by glass staircases (see Section 4). All apartments have private balconies.

This means that the masterplan incorporates 10,535m² of public and semi-public open space. This is the equivalent of 2.6 acres and is well in excess of the requirement in the planning brief of one acre of open space per 200 dwellings.





21. Public realm

In which we describe the principles that underlie the public realm strategy and the treatment of the hierarchy of streets

Figure 21D illustrates three types of street in the scheme based on the analysis in Section 15. These streets are central to the masterplan. They provide the routes for traffic and pedestrians but will also function as places where people meet and which as a focus for community life. To do this it is important that a number of simple rules apply to all streets:

- All buildings should address the street and take their primary access from it.
- Buildings should respect the building line established by the masterplan.
- Buildings should provide a street wall on at least 75% of their frontage.
- Building windows should provide eyes onto the street.
- The street should be enlivened with active ground floor uses.

These rules apply to all streets. In addition each of the street types have their own particular character:

1. **Main traffic routes:** While every effort will be made to reduce traffic levels, traffic is inevitable on these streets. Particular care

Street provide routes for traffic and pedestrians but will also function as a focus for community life

is required to ensure that these street are not dominated by traffic by providing just one carriageway in each direction along with generous pavements, street trees and regular crossings (see fig. 21C).

2. **Secondary routes:** These are routes where vehicle access is required but pedestrians should dominate. These will include shared surfacing, cobbles and traffic calming along with street trees and short term parking. The aim is to create a Home Zone environment (fig. 21A).

3. **Pedestrian routes:** Within the core site routes will be traffic free pleasant pedestrian environments (Fig. 21B).

Links to London Road: The consortium has sought to maximise links to London Road. This includes improvements to Ann Street and York Hill as well as a third route through the car park. This is being explored further.

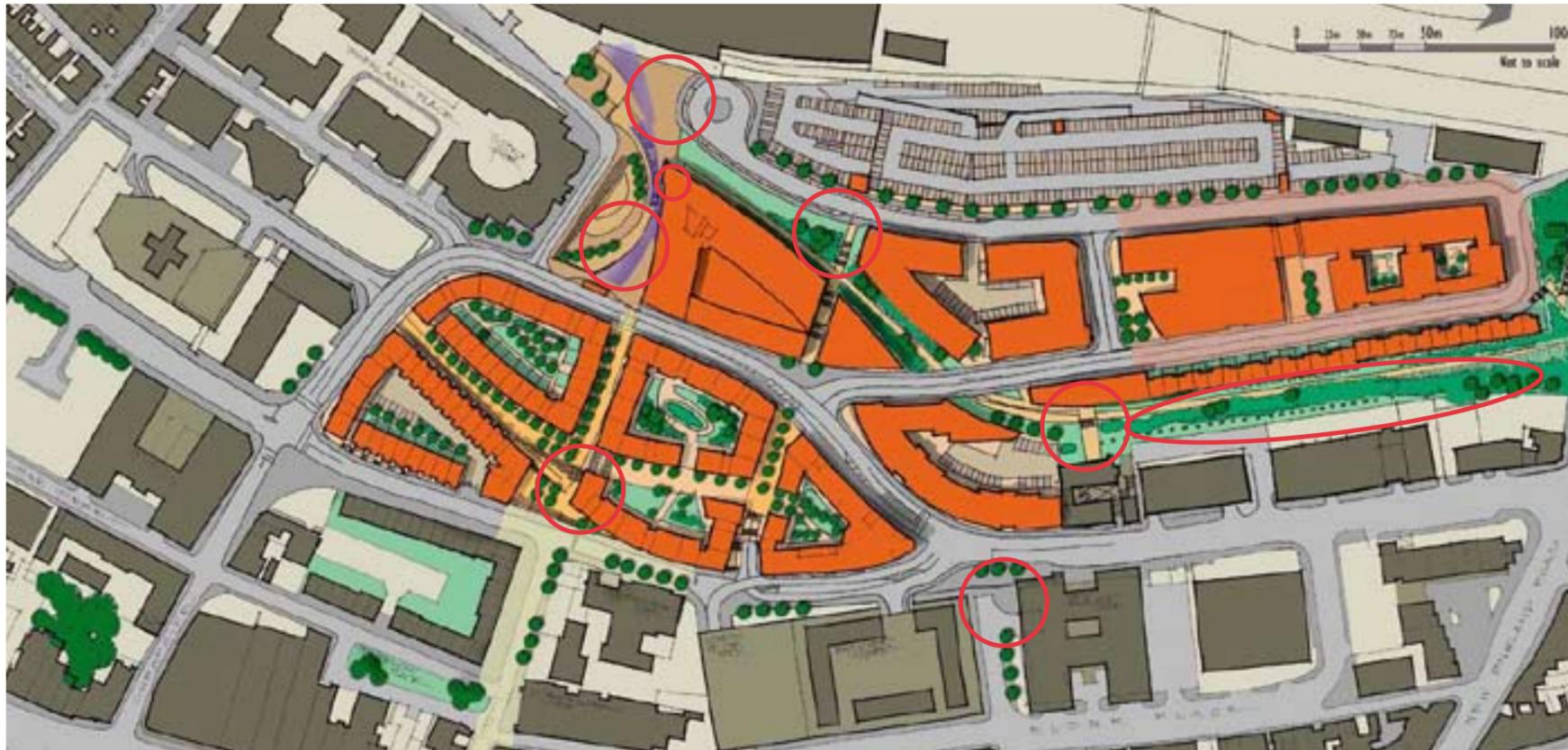


A.	B.	C.
D.		
E.	F.	G.
H.		

A. Murals and mosaics such as in Hulme could be used to enliven retaining walls
 B. A sculpture in Bristol providing delight and surprise
 C. Similarly understated sculptures in a public space in Barcelona.
 D. Opportunities for public art in the masterplan
 E. Public sculpture on London's South Bank
 F. Artists can become involved in the creation of play areas and street furniture
 G. Surfacing and mosaics can be designed by artists

22. Public art strategy

In which we describe the aim of the consortium to exploit opportunities for public art by appointing an artist in residence



The consortium is committed to the incorporation of public art within the scheme. To this end a budget has been set aside for public art and a further £2million of work has been identified where artists can be involved.

At this stage the Masterplanning team has identified the following opportunities for public art within the scheme:

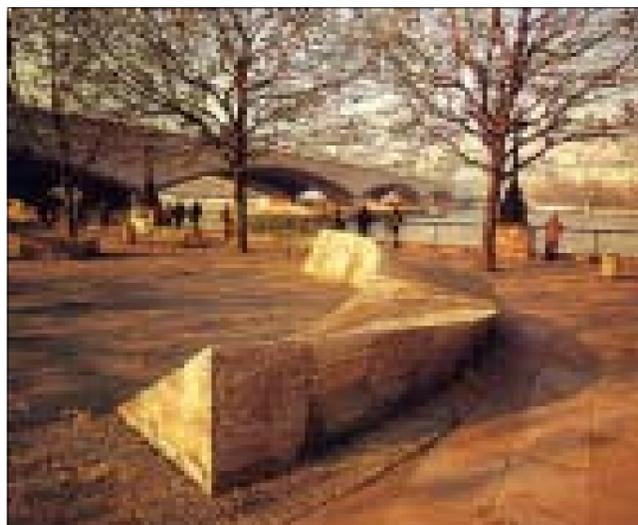
- Free standing pieces in the main squares
- A trail of public art along the green corridor
- Engraving and light sculptures on the glass lift to the station
- Steps and bridges at the top of York Hill and around Block F
- Paving within the main squares
- Mosaics/murals on the retaining walls
- Street furniture, benches, bins, lights etc. throughout the scheme

It is proposed to appoint the artists in residence on the basis of a limited competition

- Firming up on the public art opportunities listed above and identifying others as appropriate
- Undertaking some of the public art directly
- Curating the involvement of other artists
- Working with local people and schools
- Organising competitions to promote the involvement of local artists
- Curating exhibitions of the ideas and artwork assembled
- Documenting and writing up the process

It is proposed to appoint the artist-in-residence on the basis of a limited competition organised in association with Southern Arts.

In order to progress this an 'artist-in-residence' will be appointed to work with the masterplanning team, responsible for:



23. Sustainability

In which we summarise the sustainability appraisal undertaken by Chetwood Associates and URBED. We outline the commitments to follow a sustainable development agenda in the redevelopment of the site

Environmental sustainability is increasingly moving up the commercial and political agenda. It is therefore the New England Consortium's aim to incorporate best practice in sustainable design and to address the local and national policy context.

The aspiration of the consortium is to deliver solutions which bring real environmental benefits throughout the development's life cycle which are deliverable within practical commercial constraints, as well as creating a place in which people will want to live and work.

The sustainability team has worked on a number of high profile projects including the Greenwich Sainsbury's, Homes for Change housing co-operative and ICIAN's Smithfield Development in Manchester.

Extensive consultation within the design team has resulted in plans which through design and the provision of innovative services will address the environmental criteria described in the Building Research Establishment Environmental Assessment Method (BREEAM) – with the aim being to achieve at least a 'Very Good' rating across the development.

The aim of the consortium is to deliver solutions which bring real environmental benefits

The design team also recognises the need to be open and accountable about the way in which these issues are addressed. At this early stage of the design process, the commitments will cover:

Energy
An integrated strategy has been developed including measures to reduce demand through design, specification and control systems; develop a highly efficient Combined Heat and Power (CHP) supply system; and explore the potential for using renewable energy sources.

Mobility
A range of measures have been developed to reduce car-dependency through integrating and promoting travel by rail, bus travel, cycling and walking. The public realm and road space will be designed and prioritised accordingly and new services such as car share, cycle hire, tele-working and home delivery will be introduced. Commercial occupiers will be encouraged to develop green travel plans. The poten-

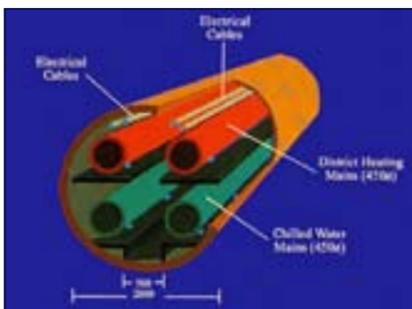
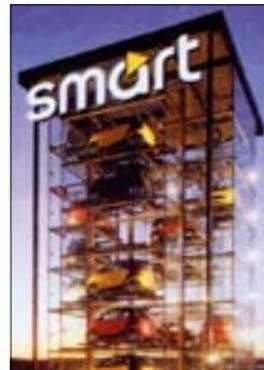
tial for demonstration of zero emission vehicles will be explored.

Water
An integrated strategy will include measures to reduce demand through design, specification and control systems; develop new supply systems including rainwater harvesting and grey water recycling; and to reduce storm-water run-off.

Waste
Measures will be taken to reduce the amount of waste produced during construction and explore the potential to specify re-used or recycled products. Domestic and commercial recyclable collection services will be established including organic waste collection.

Construction Materials
Minimising life-cycle impacts through development of a green procurement procedure will be developed to review products against the following criteria: embodied energy, recycled content, durability, ecological impact, recyclability and toxicity.

- | | | |
|----|----|----|
| A. | B. | |
| D. | E. | F. |
| G. | H. | I. |
| J. | K. | |
- A. High level aqueducts could be used to collect rain water
 - B. There may be potential for solar PV arrays.
 - C. Electric car charge points at Greenwich Sainsburys
 - D. Cycle hire will be explored such as Copenhagen 'city bike'
 - E/J A CHP system housed in a distinctive building will supply heat, power and cooling demand.
 - F. Multi materials household recycling including organic waste.
 - G/H Berlin's Stattauto car share. Novel city cars could also be provided.
 - I Greenwich Millennium Village uses prefabrication and distinctive building materials to reduce waste and embodied energy
 - K This Dutch apartment block demonstrates high density low energy housing and requires <10 kWh/m² for heating



24. Conclusion

In which we summarise the masterplan contents in relation to the requirements of the Council's planning brief.

In which we summarise the masterplan and its components in relation to the Council's planning brief.

Brighton's planning brief for the site sets out a vision to 'develop a vibrant mixed-use urban quarter that meets both its strategic and local role whilst acting as an exemplar of 21st century sustainable urban development'. The brief develops this

vision into a series of eleven objectives as summarised in *fig. 13C*.

We believe that the masterplan described in this design statement is an imaginative response to this vision. We have described proposals for a mixed-use urban quarter with a robust urban public realm that responds to the character of the surrounding area and the wider Brighton

context. The uses proposed have been integrated into an urban street network, something that has not been easy given the topography of the site and the lack of permeability created by the railway lines. This street network ensures that the scheme is permeable and maximises links to the surrounding streets. Particularly important are the links that it creates to London Road.

In doing this we have paid particular attention to the following aspects of the brief:

Housing: The brief seeks 270-400 residential units and the masterplan provides for 261 self-contained residential units plus 369 bedspaces of key worker housing and 400 bedspaces of student housing. 109 of these units are 3 bedroom and over, and 52 are town houses. As required by the brief 30% of the self-contained units will

be social housing.

The amount of housing on the site exceeds the brief's requirements when the key worker housing is included. Efforts have been made to maximise the number and size of units and while the number of 3 bedroom units is lower than required it is the maximum achievable without further reducing the number of units. There were originally plans to accommodate more housing on the plateau although the college and student accommodation are considered a better use. There is however potential for additional housing at the northern end of Block J depending on the space requirements of the hotel.

Offices: The brief encourages B1 development without setting any targets other than for 1,858m² of workshops and a similar area of training centre. The train-

ing centre is accommodated on the ground floor of Block D. Workshop space is available at the southern end of Block G (883m²). In addition to this Block K includes 3,160m² of B1 office space and Block M has 1,965m² of office space for the International College.

Retail development: The brief encourages small scale A1 and A3 uses. The masterplan accommodates these around Ann Square.

There is also likely to be an element of **We believe that the masterplan responds to both the spirit of the brief and to the detail of uses and development requirements.**

A3 use in the ground floor of the 4 Star Hotel and in Block F.

The justification for the supermarket is covered in other documentation supporting this application. In urban design terms the masterplan seeks to implement the brief's aims to locate the supermarket as close as possible to London Road, to remove barriers between the two and ensure that there are a number of clear links to London Road. By locating the supermarket in the ground floor and basement of a residential block the masterplan also seeks to minimise its visual impact.

Hotel uses: The brief indicates that hotel uses are acceptable provided that they are well related to the station and have minimal car parking. This the brief does by locating the two hotels adjacent to the public space created outside the station.

Community uses: Block F has been set aside within the masterplan for community

uses. This means that the consortium has not assigned a value to this site and has initiated discussions with the Council and local groups about how it should be used. The building could be reused or redeveloped and could accommodate a range of uses including workshops, premises for community organisations, a cafe and facilities for meeting and other community activities.

Open space: As we described in Section 20, the brief requires that the SNCI to be incorporated into the scheme, that at least 1 acre of open space be created for every 200 homes, that 6 acres of playing field be available for every 1,000 residents and that play space be provided. The masterplan responds to this by incorporating the SNCI as a major landscape feature running through the site. This is part of a total of 2.6 acres of public and semi-public open space - far exceeding the brief's requirements. It is not however possible to include the playing field requirement in a scheme of this nature. The scheme also includes a play area within Block C. The scheme also includes a commitment to include public art within the scheme and to appoint an artist in residence to work with the masterplanning team.

We therefore believe that the masterplan responds to both the spirit of the brief - namely to create a distinctive mixed-use urban quarter - and to the detail of uses and development requirements.

