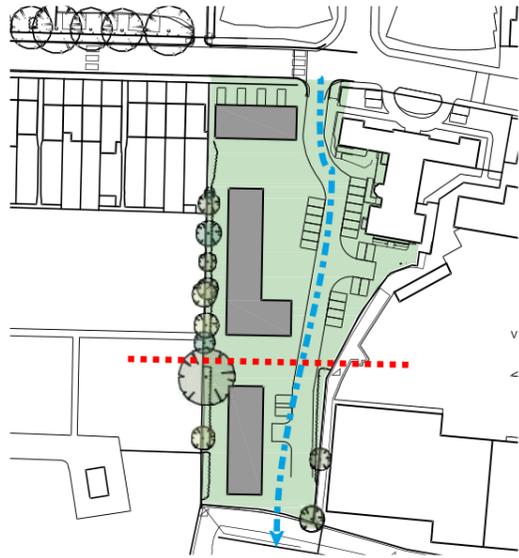
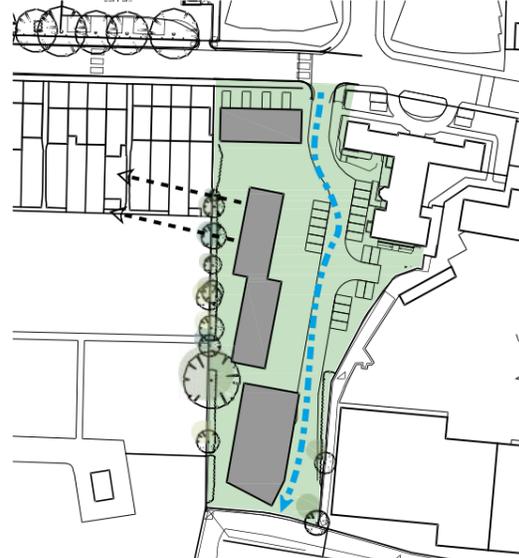


5.0 Design

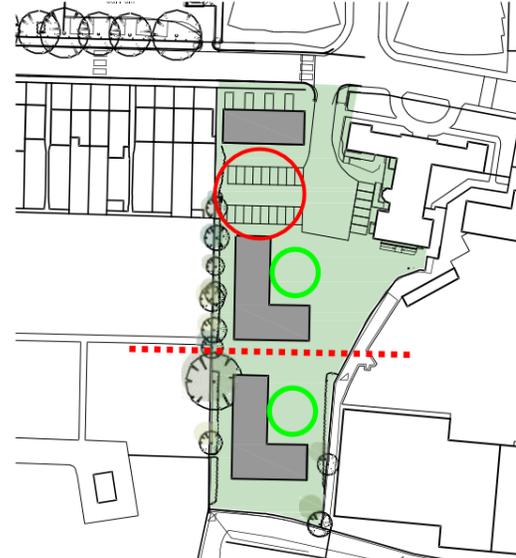
Early Studies - Developing Option 3



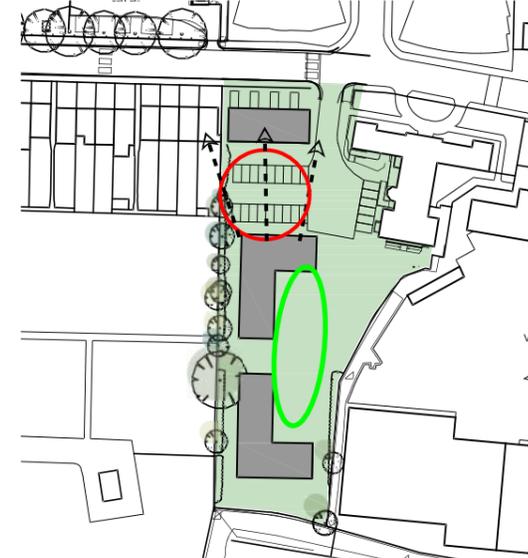
- L shaped front block cuts the site in 2 and isolates the rear block from amenity
- Potential security issues with access to rear bank.



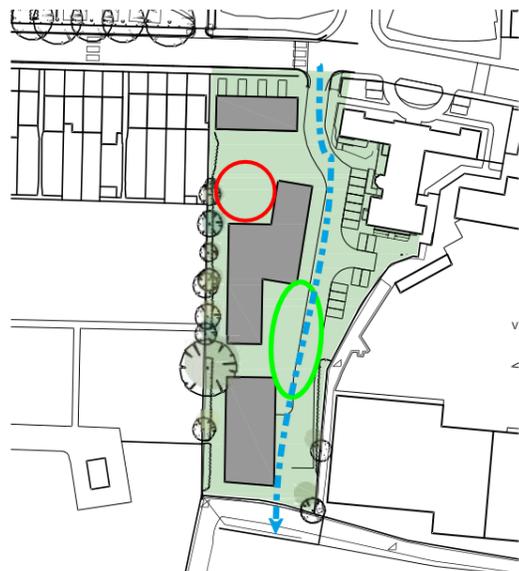
- Orientation in line with town hall creates north-west main aspect for homes - possible overlooking issues
- Potential security issues with access to rear bank.



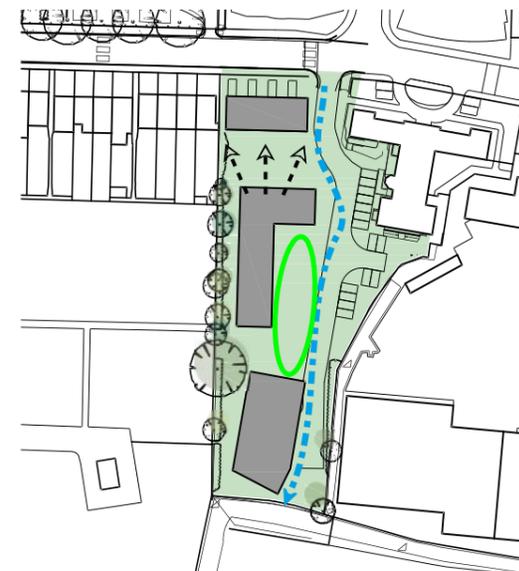
- Parking contained to north, minimising vehicle access / parking through site
- Parking location compromises rear boundary of houses - security / vulnerability issues
- L shaped front block cuts the site in 2 and creates 2 amenity spaces



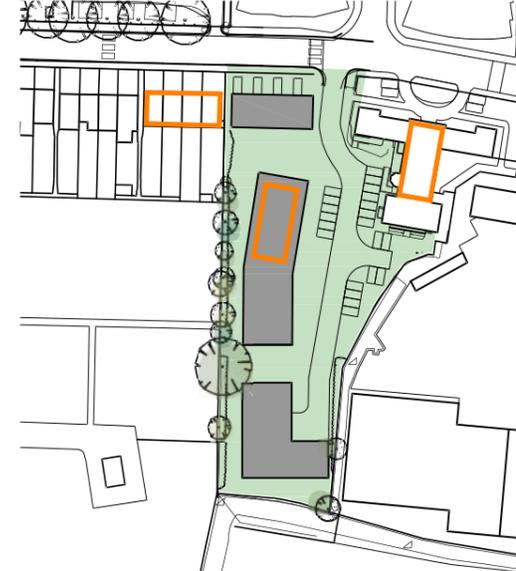
- Parking contained to north, minimising vehicle access / parking through site
- Parking location compromises rear boundary of houses - security/ vulnerability issues
- Some north facing homes, potential overlooking issues



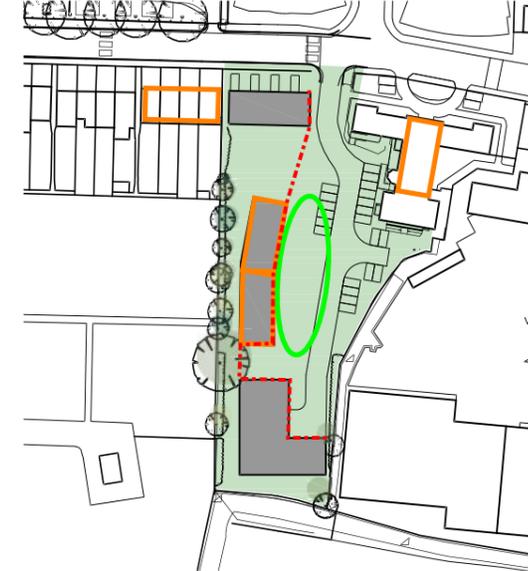
- Larger front block - over development, out of scale with town hall etc.
- Awkward succession of amenity spaces, conflict with rear / side boundaries of houses
- Potential security issues with access to rear



- Central amenity space
- Some north facing homes
- Overlooking issues
- Poor relationship to town hall
- Potential security issues with access to rear



- Heavy front block dominates site and is out of scale and proportion with surrounding structures
- Front block is 2 flat width - half the flats will have a single aspect east over the access / commercial premises



- Smaller front block provides good central amenity space and sits proportionately on the site
- Mass of larger rear block is not perceived from town hall / central area. Good secure line can be created

5.0 Design

Early Massing Studies



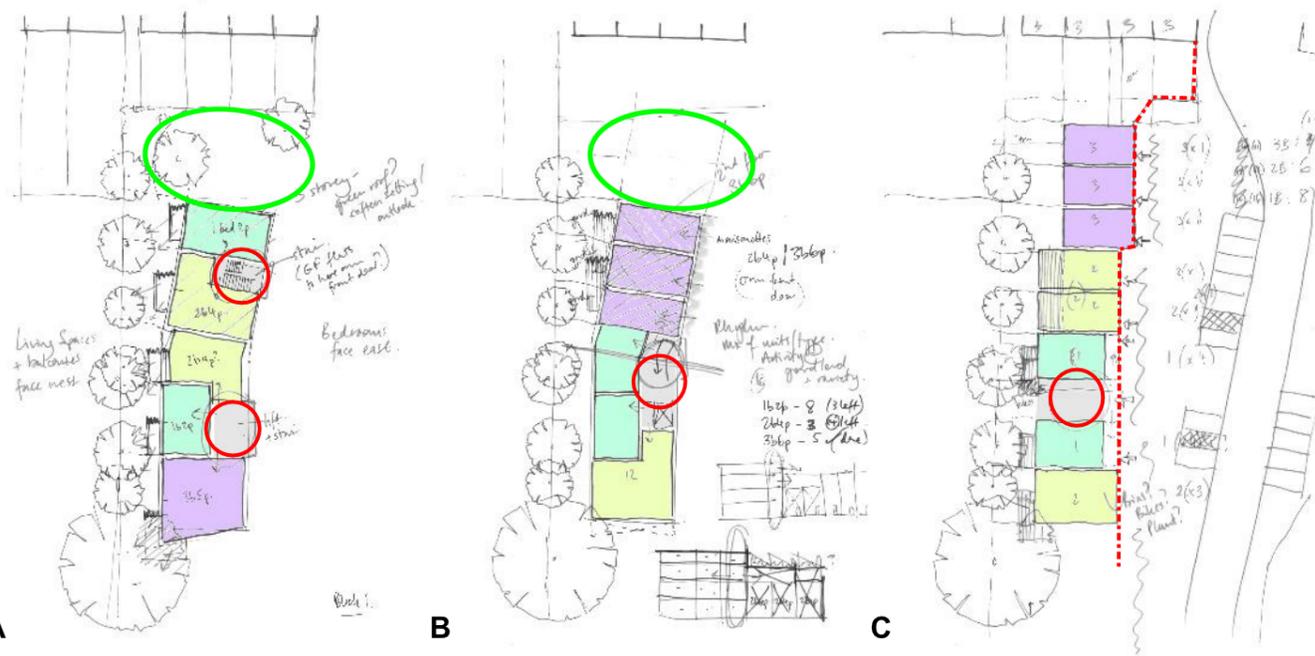
Massing studies looked at the following key issues;

- The opportunities / challenges of a long thin site.
- Mix of units on the site.
- Heights in relation to the surrounding context, in particular the close relationship between the town hall and all proposed buildings.
- The aspect of the blocks - both are oriented to ensure the flats have predominantly east / west light. No flats have single north aspect. Many flats will have dual aspect.
- Outlook and overlooking - potential loss of amenity to existing properties on Victoria Road.
- Desire for some undercroft parking to minimise parking along the development side of the access road which could dominate the scheme.
- Desire for a strong central amenity space at the heart of the scheme activated by individual and communal entrances.
- Street views, and impact on the cemetery.



5.0 Design

Development of Early Building Forms



Initial Thoughts - Central Block

- A**
- Long block requires more than 1 stairs - uneconomical.
 - Balconies close to the rear of existing houses on Victoria Road may cause overlooking / privacy issue and potential conflict with established residents.
 - Rear garden boundary / public space conflict.
- B**
- Simplify to single stair - include maisonettes to the north of the block?
 - Potential for individual front entrances opening onto the central amenity space; potential to create a lively, purposeful 'place.'
 - Balconies close to the rear of existing houses on Victoria Road may cause overlooking / privacy issue and potential conflict with established residents.
 - Rear garden boundary / public space conflict.
- C**
- Simplify to single stair by including houses / maisonettes to north of block.
 - Removes requirement for balconies close to rear of existing homes on Victoria Road.
 - Mix of unit typology brings a better feel of community to the development.
 - Individual front entrances opening onto the central amenity space, including wheelchair accessible homes at GF level . (Easier access)

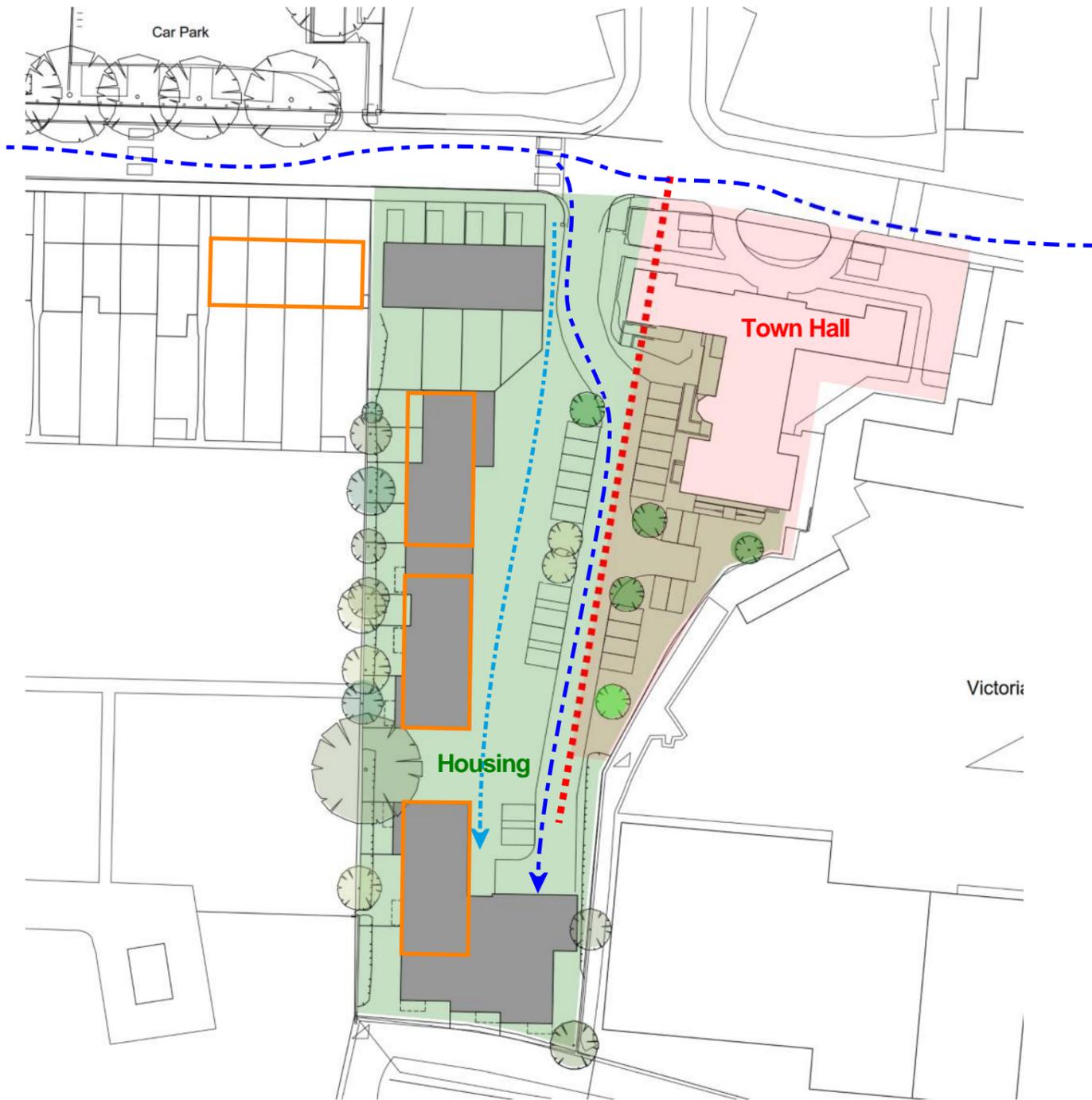


Initial Thoughts - Rear Block

- A**
- Aspiration to include undercroft parking beneath the rear block. Space allowance greatest for cars turning / reversing under building. Desirable to design out if possible whilst retaining some parking.
 - Important to retain separation of vehicular route and pedestrian route. (Low car ownership - most residents will be leaving / entering development on foot)
 - Creation of predominantly south and west facing homes.
- B**
- Economic to arrange flats around a single central core in a 'cluster' arrangement.
 - Investigating possibility of efficient undercroft parking.
 - Developing plan to ensure south / west aspects, careful positioning of balconies.
- C**
- Economic to arrange flats around a single central core in a 'cluster' arrangement.
 - Stepped rear form enables private balconies to homes with good aspect / views.
 - Rear of building is private gardens to individual homes. No through access.
 - Mass of largest building concealed from central amenity space / town hall by its orientation and position.

5.0 Design

Early Development - Pre Design Panel Proposal



Proposed Site Plan



- The houses at the front of the site continue the established building line on Victoria Road, recreating the street frontage and improving the setting of Portslade Town Hall. They also help to screen the rest of the development from Victoria Road.
- The smaller front block provides good central amenity space and sits proportionately on the site providing the homes with a good aspect over the cemetery.
- 'Single width blocks sit comfortably on the site, and enable possibility for good quality, double aspect homes.
- The mass of the larger rear block is not perceived from town hall / central area and a stepped form at the rear creates good private balcony spaces with south / west aspect, and breaks down the scale of the elevation from the railway.



Proposed massing of new terrace in street

5.0 Design

Early Development of Plans - Pre Design Panel Proposal



Proposed Ground Floor Plan



Typical Proposed Upper Floor Plan

The early proposed ground floor plan indicated three buildings in a landscaped setting.

An access road is established from the existing vehicular entrance to the site, carving a route down the eastern side of the site where new homes would be less desirable due to the outlook to the east. Alongside the access road to the west is the proposed main amenity space through which a footpath connects buildings 2 and 3 to Victoria Road. The access road and footpath proposed are both visually open, direct and will be well used, reinforcing movement in front of the dwellings and terminating in a cul-de-sac type arrangement allowing no onward movement through the site.

The building to the north of the site, (**Building 1**) is a 2 storey terrace of four 3 bedroom homes. This structure extends the established building line on Victoria Road with a sympathetic block which completes the residential run to the west of the town hall. The building is set a reasonable distance from the nearest adjacent terrace in line with the rhythm and spacing along the street.

The terrace will benefit from a small front garden and off road driveway to match the existing homes on Victoria Road, to provide a buffer zone between the homes and the footpath and to create an active frontage.

Building 2 is a linear block which is set a good distance south of building 1, oriented east - west providing each home with good light and favourable aspect over the cemetery and mature trees to the west. The northern end of the building accommodates 2 houses, with 2 further maisonettes adjacent.

Within building 2 most homes will have their main aspect to the west over the cemetery, with their entrances facing east. All dwellings at ground floor are proposed to have their own individual entrances from the main amenity space, creating a lively and meaningful public landscaped space. (Individual entrances are also of significant benefit to the occupants of the accessible homes who do not have to navigate several heavy doors to reach their home.)

Building 3 is essentially a cluster of homes around a single stair at the rear, (south) of the site. The natural break between Buildings 1 and 2 is generated by an existing Keaki tree on the boundary with the cemetery. The access road extends to building 3 and a small area of undercroft parking is proposed to maximise parking on the site and minimise the requirement for parking along the entire eastern frontage of the development which would dominate the scheme.

It is proposed that every home at ground floor level will benefit from a small private back garden and no rear or side access is proposed to ensure a good secure line around the building.

It is proposed that the parking to the east of the access road will be dedicated for use by those using the town hall and the parking to the south and west of the access road will be designated for use by residents / visitors of the housing development, thus creating a clear distinction between areas. It is proposed that the materials used to execute these areas should clearly identify these 'zones,' defining defensible spaces.

The typical upper floor plan indicates the desirable aspects for the new homes with predominantly west facing homes overlooking the large cemetery and the many mature trees it boasts. The large landscaped central area which forms the main focus for the eastern aspect, softens the impact of the trading estate beyond.

There are no protruding balconies on those homes to the north of building 1, which serves to avoid overlooking / loss of amenity issues with the existing homes adjacent to the site on Victoria Road.

This typical floor plan also highlights the efficient circulation strategy with a single minimal core and limited corridors created in both buildings and 2.

Proposed Homes					
Type	1 Bed	2 Bed	3 Bed	4 Bed	Totals
Building 1 (Houses)			4		4
Building 2 (Linear)	8	4	2	2	16
Building 3 (Cluster)	5	17	3		25
Totals	13	21	9	2	45
Percentage	29%	46%	25%		100%

0.485 hectares, 45 dwellings
Density 93 dph

5.0 Design

Existing and Proposed Views - Pre Design Panel Proposal



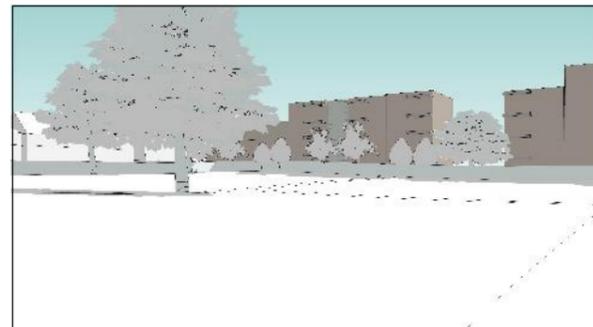
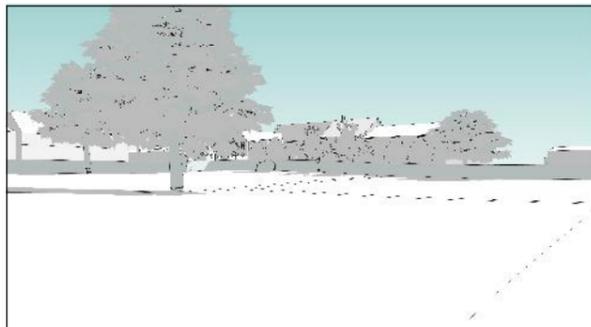
Existing / proposed views looking south from the north side of Victoria Road ~ 1



Existing / proposed views looking south from the north side of Victoria Road ~ 2



Existing / proposed views looking west along Victoria Road



Existing / proposed views from cemetery



Existing / proposed aerial views of the site



5.0 Design

d:se Design Panel Review Feedback

Following the initial pre-application process, and as a Major Application, we were invited to a Design:South East panel review in late January 2019.

Project Officers from Brighton & Hove City Council met the review panel in Portslade and spent time walking the area, including access into Portslade Town Hall to view the Site from within, and a walk around the cemetery and the sports pavilion. Following a formal presentation of the early scheme proposals, a positive discussion took place and several interesting points and ideas were raised.

The feedback summary from the Design:South East review panel stated;

'The brief to make better use of council owned land to deliver high quality affordable housing and provide improved sports facilities in Victoria Recreation Ground is highly positive. As Brighton and Hove City Council will retain ownership of the scheme, and the design is being handled in-house, it is an exciting opportunity to create an exemplar project with the potential to raise design standards in the wider area.'

'At this relatively early stage in the design process, proposals are generally logical and well-considered. However, we encourage additional focus on issues including the creation of a better-defined external amenity space, and the way in which the scheme might best relate to the surrounding area, particularly the Cemetery. Combining blocks to create a more continuous form running the length of the site, or else separating blocks out further to create a central garden could help achieve this. Simplifying forms and increasing the amount of repetition has the potential to improve design quality as well as reducing costs.'

'At present too much of the site seems to be given over to carriageway and parking. Limiting how far vehicles penetrate into the site and adjusting the location and scale of parking could allow a more meaningful amenity space to be developed.'

Much of the feedback was positive, and the review panel noted that the proposal demonstrated may be the logical way in which to develop the site. However, it was felt that there were several ideas raised which could substantially improve the quality of the design:

1. **Explore consolidating car parking at the front of the site.**
2. **Explore simplifying the mix of unit types, e.g. all 1 and 2 bed homes.**
3. **Consider boundary with cemetery, and aspect for buildings.**
4. **Create a strong, meaningful amenity space.**
5. **Consider future connectivity and permeability of site.**
6. **Explore a calm, ordered and dignified back drop to cemetery.**
7. **Explore exploitation of orientation.**



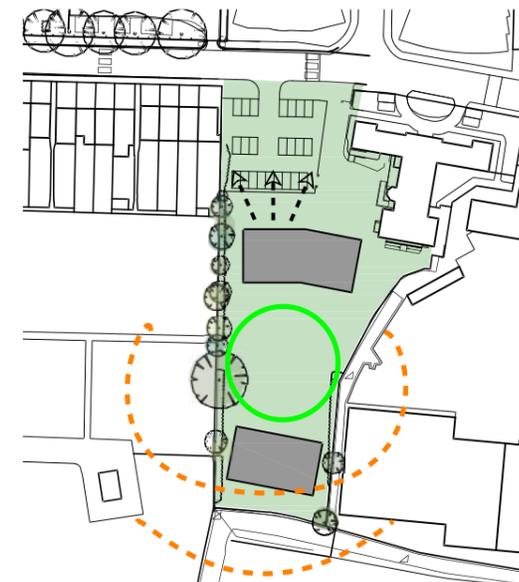
**BHCC Architecture
& Design.**

5.0 Design

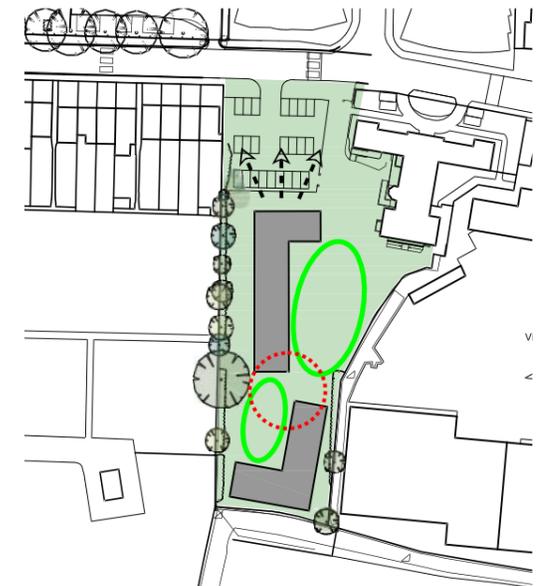
Post Design Panel Review Development

Further studies went 'back to basics' and tested the following;

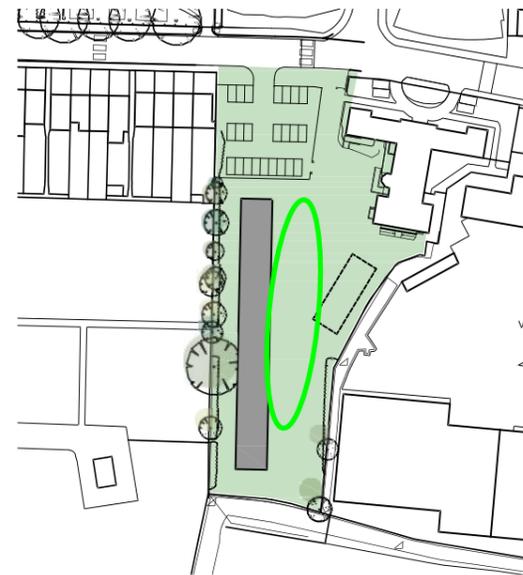
- Consolidated car parking at front of site. This was generally agreed to be the best way to proceed, with a well considered and landscape car parking area. This will create a sense of space around the town hall as the key existing architectural landmark on Victoria Road, and will enable longer ranging views to any new amenity space, and the cemetery, with its mature trees, beyond.
- Possibility of a single long building through the site
- Possibility of greater separation between any buildings on the site
- A mix of 1 and 2 bed homes to simplify the building form / be more economic
- Connection to, and interaction with Portslade Town Hall
- Aspect, exploring exploitation of east - west aspect to create a high quality of space, light, cross ventilation
- Access for emergency and refuse vehicles
- Sequence / journey through landscape and amenity space
- Focus on a meaningful external amenity space, not compromised by vehicle use / parking
- Relationship to the cemetery



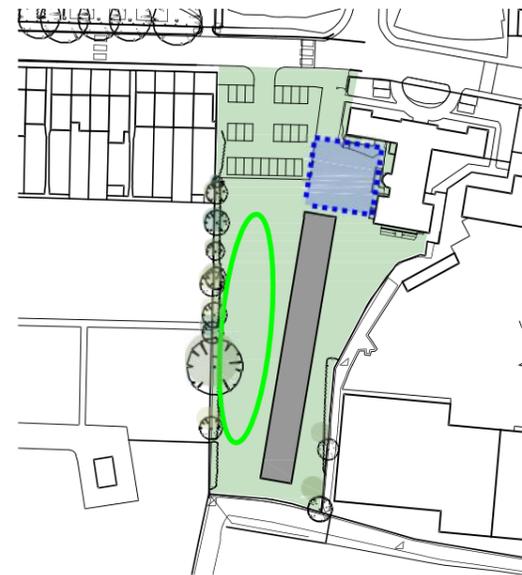
- Meaningful central amenity space, little connection between town hall and cemetery, street and site.
- Homes are predominantly north - south oriented, some solely north facing. Overlooking issues.
- Lower density than previous
- Emergency / refuse vehicle access difficult



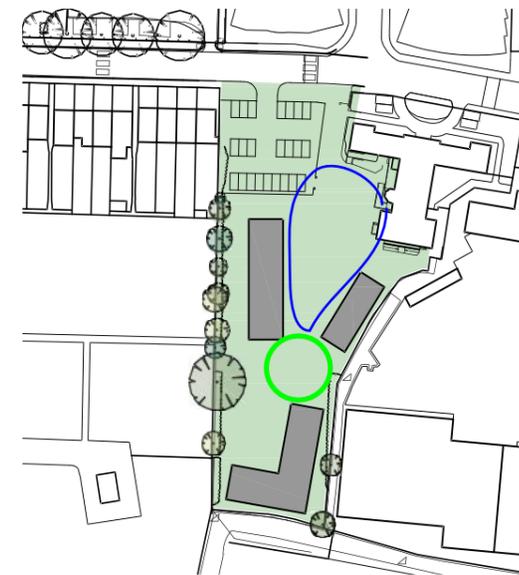
- Flipped rear block creates separation with cemetery at rear
- Awkward juxtaposition, disjointed amenity space
- Some north facing homes.
- Potential overlooking issues
- Private / public garden separation?
- Poor relationship to town hall



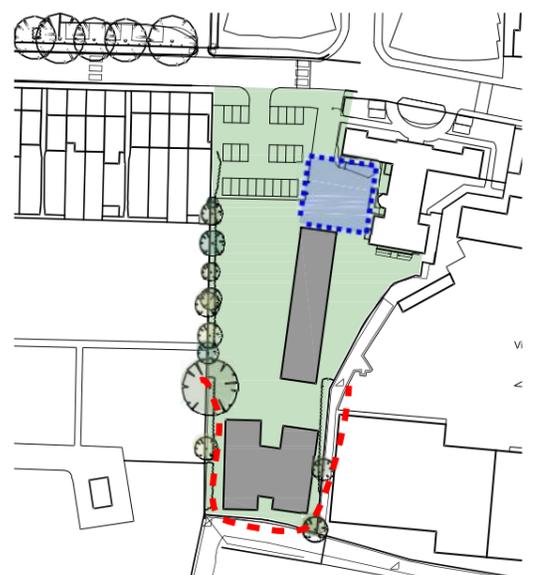
- Focused and extensive amenity space
- No relief along length of cemetery for light / sky / glimpsed views
- No connection from town hall to cemetery
- Amenity space adjacent commercial premises
- Gardens at 'rear'?



- Focused and extensive amenity space
- Single block creates a heavy backdrop - no glimpse of sky / landscape
- Emergency / refuse vehicle access difficult
- Orientation creates possibility of defined civic space
- Building - Garden - Cemetery



- Flipped rear block creates separation with cemetery
- Disjointed amenity space - where is the centre? Public / private definition?
- Low third block along commercial boundary?
- Connections to east - west poor



- Large cluster block at rear feels disproportionate - over dominates site, especially cemetery boundary
- Lack of amenity space around rear block, missed opportunity
- Emergency / refuse vehicle access difficult

5.0 Design

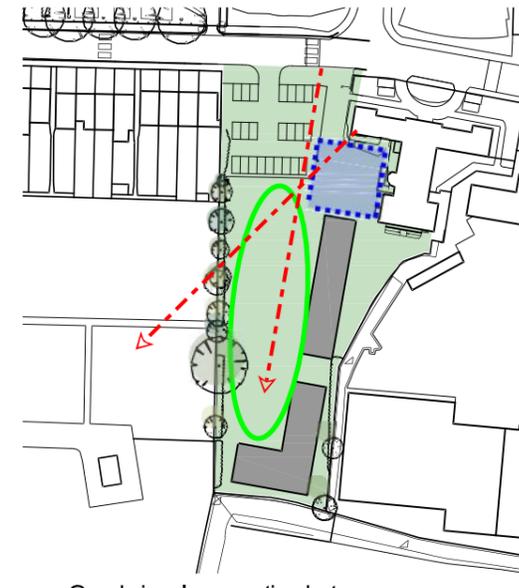
Post Design Panel Review Development



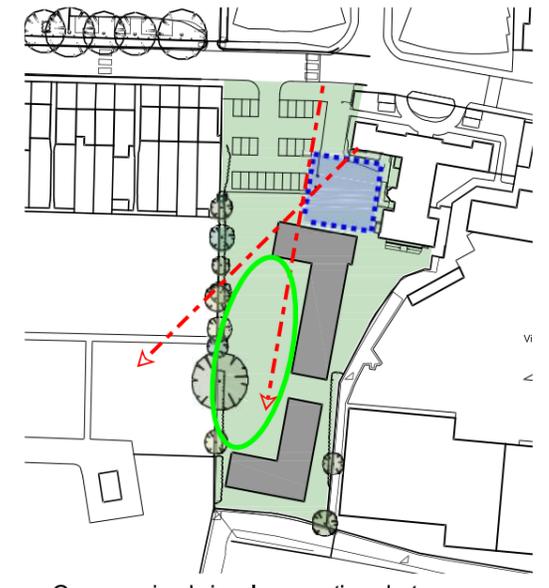
- Simple flip of rear block eases relationship to cemetery boundary
- Front block feels isolated in site, too close to cemetery - private gardens created
- Lower density
- Large amenity space - orientation?



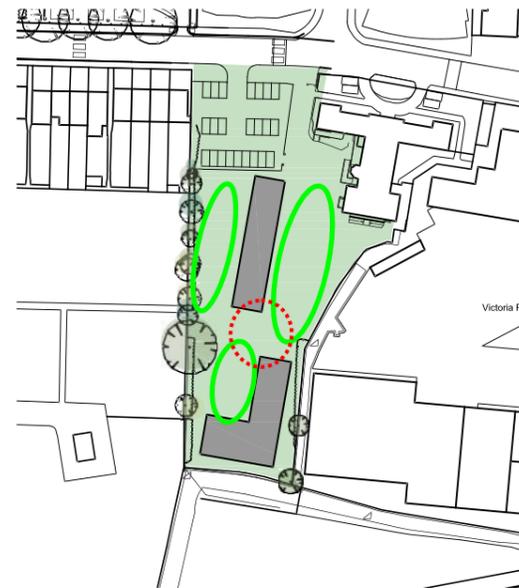
- Large amenity space to east of front building
- Little visual connection from town hall to cemetery
- Disjointed amenity space
- Awkward geometry with rear boundary / bank
- Private / public garden separation?



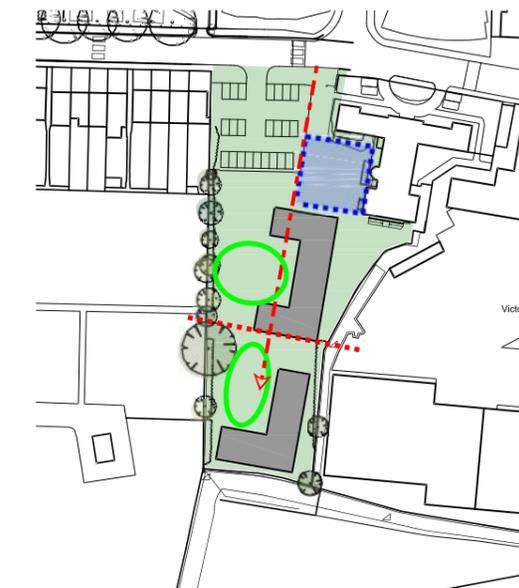
- Good visual connection between new open space and street
- Good visual connection between PTH and cemetery
- Central amenity space. Building -Garden -Cemetery
- Too close to east boundary - vehicle access?
- Orientation creates possibility of defined civic space
- Lower density than previous, less efficient



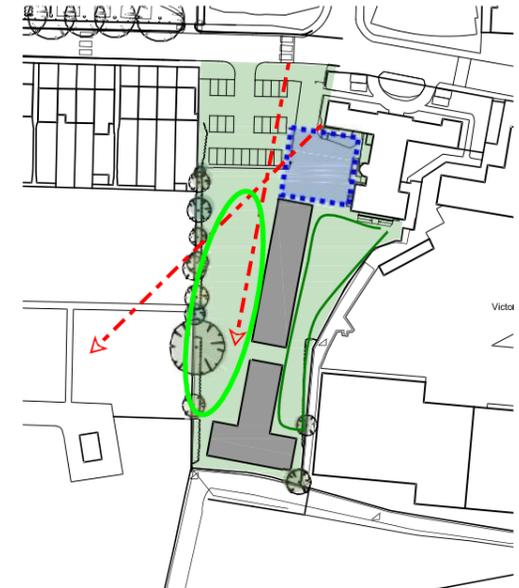
- Compromised visual connections between new open space and street / PTH and cemetery
- Central amenity space. Building -Garden -Cemetery
- Too close to east boundary - vehicle access?
- Orientation creates possibility of defined civic space



- Where is building focus?
- Sequence of amenity spaces - disjointed
- Relationship of buildings is awkward



- Front building too close to east boundary
- Emergency / refuse vehicle access difficult
- Potential for good sequence of landscape spaces
- Potential for creation of 'civic square' space
- Form of north block creates separation between buildings / landscape space, prohibits view into the site



- T shaped block at rear, and alignment of buildings eases relation to east boundary
- Good visual connection between new open space and street / PTH and cemetery
- Building - Garden - Cemetery
- Generous and secure access to 'front' (east)
- Potential for predominantly dual aspect homes

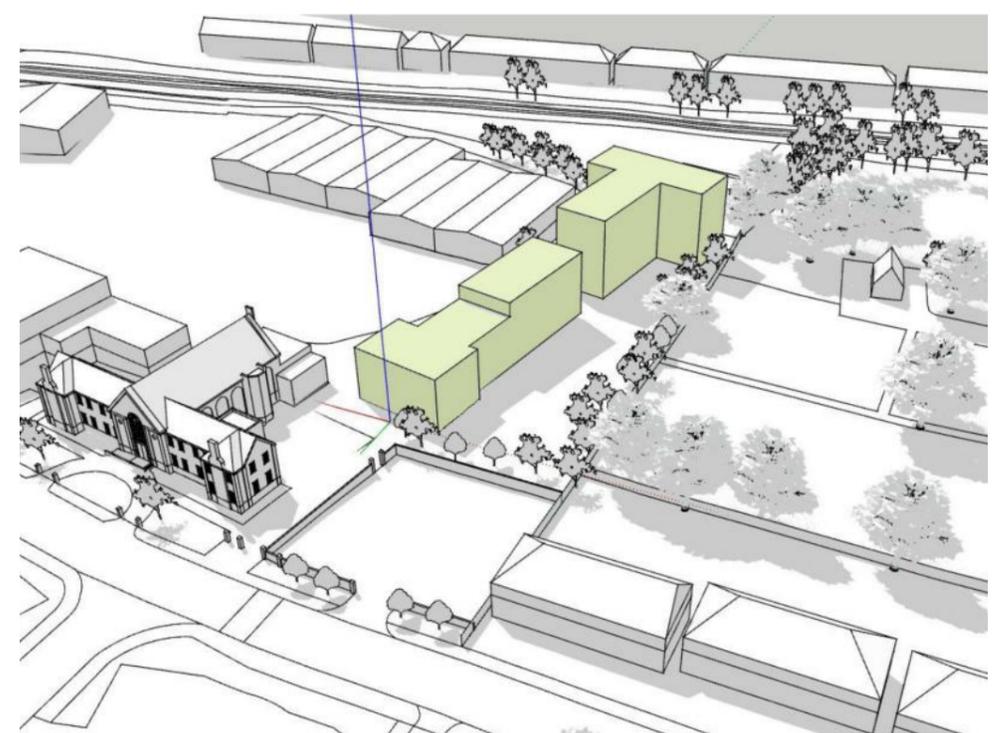
5.0 Design

Post Design Panel Review - Massing Studies



Further massing studies looked at the following key issues;

- Consolidation of accommodation in two buildings
- Consolidation of car park at front of site, allowing 'space' around the town hall
- Heights of proposed buildings in relation to town hall, housing on Victoria Road, and each other
- Response to cemetery
- The aspect of the blocks - both are oriented to ensure the flats have predominantly east / west light. No flats have single north aspect. Many flats will have dual aspect.
- Views onto the site from Victoria Road and Portslade Cemetery
- Views from the town hall
- Desire for a strong, meaningful central amenity space / spaces
- Journey through the site, in particular journey from public and civic spaces, to front doors of homes, and shared gardens
- Circulation within the buildings
- Stepping of the building form towards the rear of the site



5.0 Design

Design Proposal - Site Layout



Proposed Site Plan

The revised proposal is for 2 buildings, referred to as the **North Building** and the **South Building**, set back from Portslade Town Hall towards the middle and southern parts of the site. The buildings will accommodate 42 new homes for affordable council rent. Whilst the number of homes has been slightly reduced with these revised plans, it has been widely agreed that this scheme is superior, placing emphasis on the quality of the internal spaces, and an excellent sequence of external landscaped spaces which structure the Place.

A cleaner, regular building form has emerged, enabling greater physical and visual permeability of the site and legibility with the surrounding urban fabric. The positioning of the building within the broader landscape of the site and cemetery provides light and openness.

The alignment of the blocks, and simple T shaped arrangement of the South Building creates positive external amenity space on both sides of the development, making maximum use of the site. It also echoes the symmetrical design of the town hall. The stepping out of the northern end of the north building provides a sense of enclosure to the communal areas beyond, whilst maintaining a visual interaction to the public areas to the north.

The scale of the single width blocks sits comfortably on the site, and good quality, double, and in some case, triple aspect homes are created, taking full advantage of the predominately east-west orientation of homes.

The mass of the larger south building is not perceived from the street, or from the space around the town hall. In fact the development is only revealed from the street immediately adjacent, maintaining the prominence of the town hall on the approach from either direction, and indeed across the recreation ground.

A good visual connection has been maintained to the cemetery and the mature trees within from office space within the town hall, and there is a good visual connection to the proposed landscaped garden from the street. The proposed collective garden gains from its connection to the cemetery.

Parking for the town hall, and for residents of the proposed homes, has been consolidated at the front of the site and the communal amenity space, and areas of public realm created as part of this development are not dominated by parking. The car park maintains the break in the built streetscape along Victoria Road, which gives a valuable visual separation to the town hall.

The pedestrian access to the site, (shown light blue) is an established entrance, immediately adjacent to the town hall, which is segregated completely from the vehicular entrance. The footpath into the site is visually open, direct and will be well used, reinforcing the established desire line to the east of the buildings and terminating in a cul-de-sac type arrangement permitting no onward movement through the site.



Portslade Town Hall west facing bay window

The central area which connects the street, town hall, car park and housing development, (shown olive green) will become a new landscaped area, a brilliant civic presence with areas of seating and planting, focused on the unusual bay window on the west facade of the town hall.

All elevations are considered to be 'front' elevations, activated by private balconies or patios, or by individual entrances and juliet balconies. A good sense of passive surveillance is achieved around the building perimeters.

5.0 Design

Scheme Proposal - Ground Floor

The **North Building** is a linear block, the scale of which has been carefully considered, and sits comfortably to the rear of the town hall. The block runs almost due north - south, enabling east - west oriented homes with good light and the potential for cross ventilation. The quality of the space within the homes is further enhanced by the extensive views from the living spaces and proposed patios / balconies, out over the cemetery and the mature trees to the west of the site.

The 2 homes at the front, (north) of the building, are arranged to offer a sense of enclosure to the landscaped area to the east of the buildings as you pass beyond the town hall, signalling an approach to a more private part of the development. A good view is maintained into the open space to the west of the proposed buildings from the street, and to the mature trees and cemetery beyond.

All ground floor homes within the building will enjoy their own individual entrance direct from the landscaped 'mews' areas to the east of the buildings, with the exception of the 2 homes to the north of the building whose private entrances will open onto the 'civic' space adjacent to the town hall. This will enliven the external amenity spaces and encourage a sense of openness and community between the occupants. Individual entrances are also of significant benefit to the occupants of wheelchair accessible homes who do not have to navigate several heavy doors to reach their home.

All ground floor homes will benefit from a generous walled patio area.

The **South Building** is a simple T shaped block arranged around a central staircase. The natural break between the two buildings emphasises a prominent Keaki tree along the cemetery boundary, and is derived from the travel distances from each stair, by the requirement for emergency and refuse vehicle access to the site.

The layout of the building provides well oriented homes, many of which are double or triple aspect. The quality of the space within the homes is further enhanced by extensive views from the living spaces and proposed balconies / patios, out over the cemetery and the mature trees to the west of the site, and to the south, with homes on the upper floors enjoying longer ranging views to the sea.

All ground floor south facing homes enjoy a private garden, with west facing homes enjoying a generous walled patio. No private gardens back onto public space.



5.0 Design

Scheme Proposal - Typical Upper Floor

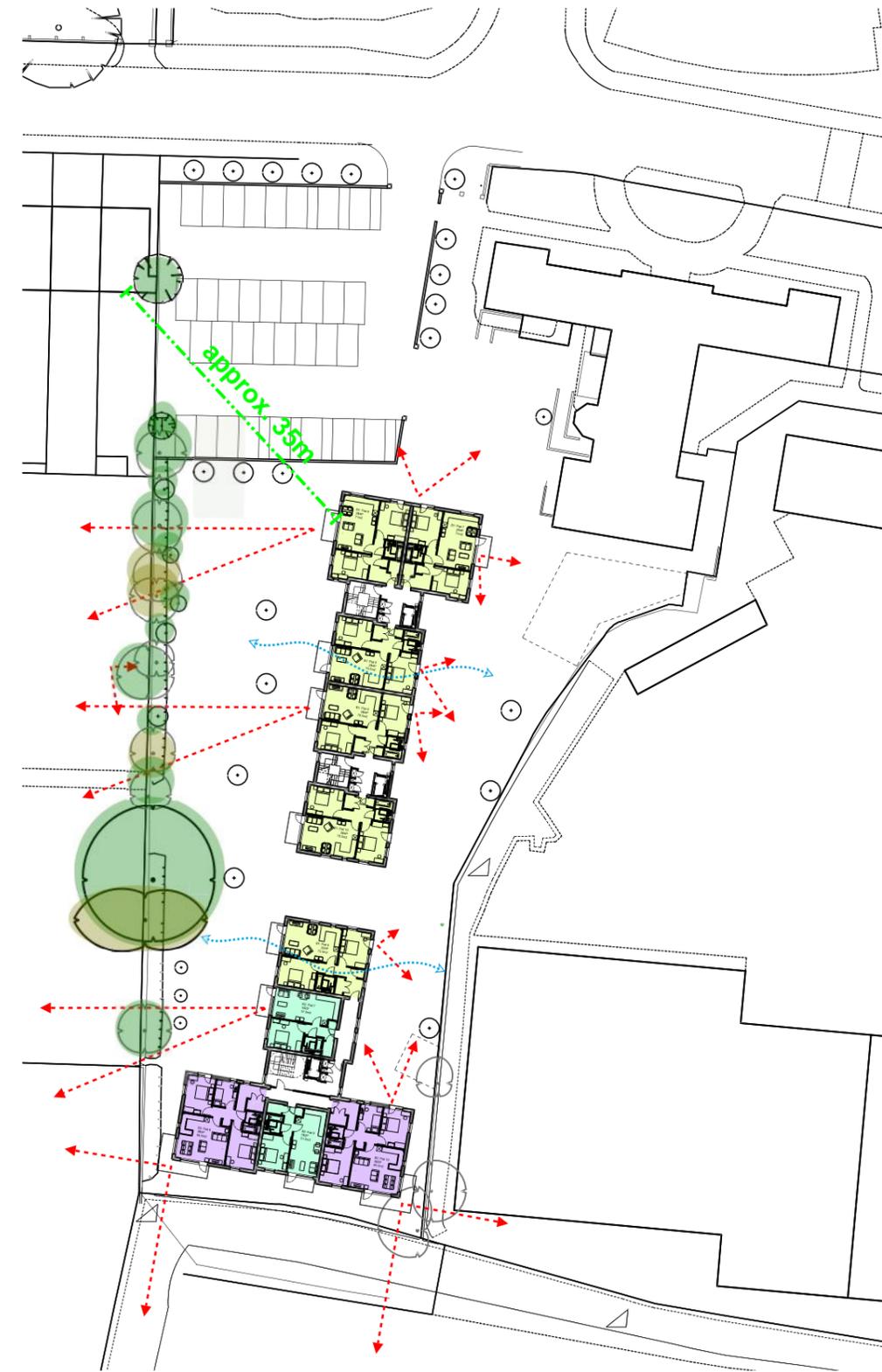
The typical upper floor plan indicates the double, and in some instances, triple aspect homes, taking full advantage of the east-west light, and fantastic views over the cemetery to the west, and over the railway towards the sea to the south.

The line of mature trees along the western edge of the cemetery cemetery, and along the fenceline between the cemetery and existing houses on Victoria Road, create a significant soft boundary between the proposed buildings and nearest existing properties. This not only preserves the privacy of the existing properties, and creates an equally private outlook for the new homes, but acts as a barrier to sound between the development and the cemetery and nearby homes.

In addition to the south and west facing balconies, all 2 and 3 bed homes will also benefit from a juliet balcony with a differing aspect. This will enliven the north and east elevations, and provide the properties and occupants with a good connection to the landscaped area to the east, and views over the approach to the buildings.

The upper homes in the **North Building** are served by 2 efficient circulation cores, with lift access to all homes above ground. The distance between the balcony doors of the closest flat to the rear of the existing homes on Victoria Road is over 35m.

The upper homes in the **South Building** are all served by a central staircore, again with lift access to all homes above ground.



Typical Proposed Upper Floor Plan

5.0 Design

Accommodation Schedule

Proposed Homes				
Type	1 Bed	2 Bed	3 Bed	Totals
Building				
North Building	4	13		17
South Building	10	5	10	25
Totals	14	18	10	42
<i>Percentage</i>	<i>33%</i>	<i>43%</i>	<i>24%</i>	<i>100%</i>

Proposed Accommodation Schedule

0.485 hectares, 42 dwellings
Density 87 dph

(Following Design:SE Review Panel comments the mix of unit types was tested. However, both Members and council officers determined that this scheme should accord with the council's affordable housing brief with regard to percentage of 1, 2 and 3+ bed homes.)

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Technical Housing Standards

Housing Type

2.9 For the City as a whole the preferred affordable housing mix in terms of unit size and type to be achieved is:

- **30% one bedroom units;**
- **45% two bedroom units;**
- **25% three + bedrooms.**

2.10 Whilst up to date assessments of housing needs show that although the greatest need (numerically) is for smaller, one and two bedroom properties there is significant pressure on larger, family sized homes. For this reason, the Council welcomes proposals that include higher proportions of family sized homes.

2.11 When the development is completed the City Council will be able to nominate people from the housing register for 100% of the social rented and affordable rented housing units on initial lets with 75% on subsequent lets, in accordance with our Allocations Policy.

Excerpt from BHCC Affordable Housing Brief