

BRIGHTON MARINA REGENERATION PROJECT

proof of evidence
Bob Allies

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This document has been prepared by
Allies and Morrison as evidence for the Inquiry into the
planning application for Brighton Marina.

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The Royal Festival Hall, part of the transformation of the South Bank carried out by Allies and Morrison in 2007



1.0 Witness

1.1 Bob Allies

1.1.1 I am a partner of Allies and Morrison, the practice I founded with Graham Morrison following our success in the competition for The Mound, Edinburgh in August 1983. We are the masterplanners and architects for the development known as the Brighton Marina Regeneration Project (BMRP) and I am the partner in charge of the project.

1.2 Qualifications

I am a member of the Royal Institute of British Architects and I am registered with the Architects Registration Board. I studied Architecture at the University of Edinburgh and was awarded an MA (hons) in 1976 and a Diploma in Architecture in 1977. I was awarded the Rome Scholarship in Architecture in 1981.

1.3 Allies and Morrison

1.3.1 The practice has won 29 RIBA awards and 12 Civic Trust awards. Its project for the restoration of the Royal Festival Hall was shortlisted in 2008 for the Stirling Prize and won the Mayor's inaugural award for London's best public space.

1.3.2 In the 2007 Building Design awards, the practice was named 'Architectural Practice of the Year'. It also won the accolades of 'Masterplanning Architect of the Year' for its work on Brent Cross Cricklewood, Hemel Hempstead, Oxford Westgate, Silverhill Winchester (on which Richard Coleman gave us townscape support) and the 2012 Olympics, and 'Public Building Architect of the Year' for its work on the British Council Lagos, King's Cross St Pancras Underground Station, the Royal Festival Hall, The Royal Observatory Greenwich and WWT Welney Wetland Centre.

1.3.3 The practice is based in its own purpose-built studios in London, which won the 2004 RIBA London Region Award for 'Building of the Year', ahead of the Swiss Re Tower which, in the same year, went on to win that year's Stirling Prize.



Newnham College,
University of Cambridge



Brent Cross Cricklewood,
London



Fitzwilliam College,
University of Cambridge



Friargate, Coventry



Oxford Westgate



Chelsea College of Art &
Design



London 2012 Olympics



Liverpool One



Faculty of English,
University of Cambridge



Piccadilly Gardens,
Manchester



Winchester, Silver Hill



Heart of the City, Sheffield



Institute of Criminology,
University of Cambridge



Kings Cross Central, London



Girton College
University of Cambridge



Multi-storey car park,
Sheffield



Royal Arsenal, Woolwich



Brindley Place, Birmingham



Arsenal Stadium, Highbury



Bankside 123, Southwark

- 1.3.4 The practice has always sought to achieve excellence in each project it undertakes. Our work has included a wide range of building types, and in the past ten years, we have increasingly become involved in large scale urban planning.
- 1.3.5 Recently completed work includes the Media Village for the BBC at White City; five buildings in Cambridge for individual colleges and for the University; the new Chelsea College of Art at Millbank on which Richard Coleman also gave us townscape support; the restoration of The Royal Festival Hall; and the conversion to residential use of Arsenal's Highbury Stadium. Current work includes the masterplans for King's Cross Central, Brent Cross Cricklewood and the 2012 Olympics games and legacy, as well as major city centre projects in Winchester, Oxford, Coventry and Sheffield. In Sheffield the first completed buildings in our Heart of the City project have won the 2006 Yorkshire Renaissance Grand Prix Award, while the multi-storey car park won the Citizens Award for Best Building in the 2009 Sheffield Design Awards. The King's Cross Central masterplan won the Mayor's Award for Excellence in Planning in the 2007 London Planning Awards.

1.4 Masterplanning and urban design

- 1.4.1 The practice has been involved in a large number of projects either as the leader or a member of the masterplanning team (King's Cross Central; Brent Cross Cricklewood; the Olympic Legacy; Woolwich Arsenal), or as an architect contributing to the realisation of the project (Brindley Place, Birmingham; Piccadilly Gardens, Manchester; Paddington Central; Farnborough Business Park). And on four occasions the practice has, as at Brighton Marina, acted as both architect and masterplanner, responsible both for devising the overall plan and designing the individual buildings (BBC White City; Bankside 1,2,3, London; Sheffield Heart of the City; and Highbury Stadium redevelopment, Arsenal).
- 1.4.2 Most recently my practice has contributed the major building to Liverpool One, perhaps the most important new city centre development to be built in Britain in the last twenty years and one of six projects recently included on this year's Stirling Prize shortlist.
- 1.4.3 A consistent theme in the majority of these masterplans has been the need to resolve potentially conflicting demands for change and regeneration with the need to protect and enhance an existing or historic context. Often operating with critical topographical constraints – pre-existing buildings, waterways, railways, roads – all these projects have been concerned with re-establishing a clear legible infrastructure as part of a significant

improvement to the quality of the public realm. As a consequence, in much of our recently completed work, in the cities of Manchester, Sheffield, Cambridge and London, the outcome for the public realm has been as important a determinant for the evolution of the project as the design of the architecture itself.

1.5 Advisory work

- 1.5.1 I was a member of the Sounding Board for the CABE/DETR document 'By Design Urban Design in the Planning System: Towards Better Practice' published in 2000.
- 1.5.2 Since 2006, I have been a member of the Design Review Panel of the Commission for Architecture and the Built Environment (CABE).
- 1.5.3 Since 2008 I have been a member of the RIBA Awards Group.

1.6 Educational work

- 1.6.1 I have always been connected with the teaching of architecture. I have taught in a number of British schools of architecture and from 1984-1988 was a lecturer at the University of Cambridge. I have lectured to professional and student groups throughout the United Kingdom, and in the Netherlands, Ireland, Japan, Canada and the USA. I have acted as external examiner to the universities of Cambridge, Bath, Brighton and (currently) Dundee and served as Visiting Professor of Architecture at the universities of Edinburgh, Bath and Maryland, USA.

1.7 Brighton Marina Regeneration Project (BMRP)

- 1.7.1 Allies and Morrison were appointed as architects and masterplanners for the Brighton Marina Regeneration Project (BMRP) in January 2006, and I have been leading the project on behalf of the practice from its inception. I have been responsible for directing the development of the design, and participated throughout the consultation process, both with statutory authorities and the wider public.
- 1.7.2 Prior to our appointment a separate firm of architects, REID Architecture had prepared an initial feasibility study to establish a broad idea of the potential scale of the development.
- 1.7.3 The complexity and sensitivity of the BMRP, however, led Explore Living to appoint Allies and Morrison as architects both because of our experience of projects of this kind and because of our understanding of the contextual issues pertaining to such sites.

- 1.7.4 While the initial feasibility study did establish some idea of the scale of the development, responsibility for assessing the appropriate size of the scheme submitted for planning approval rested with us and was the outcome of an extensive series of studies. In the brief for the project – to deliver the full and effective use of this previously, but poorly, developed land – there was a clear alignment between development and planning objectives: in a city such as Brighton where opportunities for new residential development are so constrained because of the physical containment of the urban form by the sea to the south and the protected landscape to the north, east and west it was clearly important that the capacity of a site like the marina should be as fully exploited as was consistent with the principles of sustainable development. Certainly it seemed clear to us that a significant increase in the density of occupation of the marina – more people living in more buildings – was essential to its future sustainability, social, economic and environmental. Our task was to establish the most appropriate and the most beneficial way in which this regenerative development might be introduced into the site.
- 1.7.5 From the beginning, the brief for the project assumed that the substantial residential development proposed would necessarily be accompanied by a significant investment into the quality, extent and effectiveness of the public realm. This was, first and foremost, a regeneration project, and as such it was clear that it would be driven by urban design and masterplanning as much as it was by the design of individual buildings,
- 1.7.6 What was also clear was that if the project was to be successful it would have to address the following four constraints:
- i the limitations of land ownership prescribing the area of the development sites;
 - ii the severely fractured nature of the existing public realm and highway infrastructure;
 - iii the need to reinstate the existing uses that currently occupy three of the key sites: the petrol filling station, the Asda supermarket and the drive-through McDonalds; and
 - iv the obligations, in terms of height and massing, arising from the location of the site adjacent to areas of major historical or natural significance.



Aerial view of Brighton Marina today



2.0 Introduction

2.1 Reasons for refusal

2.1.1 In deciding to refuse the application, the local planning authority initially cited six reasons for refusal. The three relevant to my evidence are:-

Reason for refusal 1

The proposed development, by reason of siting, layout and height, would be overly dominant and would not relate satisfactorily to the existing development within the marina and would fail to preserve the setting of views of strategic importance, in particular views into and out of the Kemp Town Conservation Area, the Sussex Downs Area of Outstanding Natural Beauty and the Cliff which is a Site of Special Scientific Interest. The proposal would therefore fail to comply with policies OD1, OD2, OD3, OD4, HE3, HE6, HE11 and NC8 of the Brighton and Hove Local Plan and policies S1, S6, EN1, EN3 and EN26 of the East Sussex and Brighton and Hove Structure Plan.

Reason for refusal 2

The proposed development would cause material nuisance and loss of amenity to residents living opposite and within the marina. In addition, by reason of north facing views and overshadowing the proposed development would cause loss of amenity to occupiers of the residential units in the Cliff Building. The proposal would therefore be contrary to the requirements of policy OD27 of the Brighton and Hove Local Plan.

Reason for refusal 4

The Applicant has failed to demonstrate that the proposed development would result in a scheme with an adequate provision of outdoor amenity and recreational space. The proposal is therefore contrary to the requirements of policy HO6 of the Brighton and Hove Local Plan.

- 2.1.2 On 2 September 2009, the local planning authority provided “clarification and amplification” of its reasons for refusal which took the following form:-

Reason for refusal 1

The proposed development, by reason of design, siting, layout and height, would be unacceptable, overly dominant and would fail to preserve the setting of views of strategic importance, in particular views into and out of the Kemp Town Conservation Area, the Sussex Downs Area of Outstanding Natural Beauty and the Cliff. The proposal would therefore fail to comply with policies OD1, OD2, OD3, OD4, HO4, HE3, HE6, HE11 and NC8 of the Brighton and Hove Local Plan policies and CC1, CC6, CC8, C2, C3 and BE1 of the South East Plan, PPS1 and PPG15.

Reason for refusal 2

The proposed dwellings within the Cliff Building would not provide good quality accommodation by reason of a preponderance of single aspect dwellings and shaded courtyards, the size of units, coupled with their poor relationship to the cliff, ramps and access road, giving rise to cramped and unsatisfactory living conditions, contrary to policies OD1, OD3 OD27 and HO4 of the Brighton and Hove Local Plan and PPS 1 and PPS 3”.

Reason for refusal 4

The applicant has failed to demonstrate that the proposed development would result in a scheme with adequate design and provision of outdoor amenity and recreational space. The proposal is therefore contrary to the requirements of policies OD1, OD2, OD3, HO4 and HO6 of the Brighton and Hove Local Plan and PAN04 in particular paras 3.2, 8.4, 12.1, 12.2, 12.3 and 13.3 of the Brighton Marina Masterplan.

- 2.1.3 In my evidence I will describe the way in which the design of the BMRP has evolved and explain how our decisions concerning the form, disposition and character of the buildings and spaces at Brighton Marina will create a truly sustainable urban environment of the highest quality, and will contribute in an exemplary way, to the endeavour of creating a sustainable community in this part of the city of Brighton. Specifically, I will explain:

- i why the design, siting, layout and heights of the proposed buildings are appropriate to their sites and do preserve the setting of views of strategic importance, contrary to reason for refusal 1;
- ii why the dwellings provided within the Cliff Building will be of an appropriate quality and will not give rise to cramped and unsatisfactory conditions, contrary to reason for refusal 2; and
- iii why the design and provision of outdoor amenity and recreational space within the proposed development will be adequate, contrary to reason for refusal 4.

2.1.4 My evidence relates to and is supported by the evidence of other witnesses which covers the areas of:-

- i planning policy (David Gavin)
- ii townscape and visual impact (Richard Coleman)
- iii traffic and transport (David Frisby)
- iv housing need (Matthew Spry and David Bean)
- v landscaping (Iain Reid)

2.2 Structure of proof

2.2.1 In this introduction I will set out the context of the Design and Access Statement, summarise the objectives and aspirations of the proposals, identify the principles we followed in developing the design and record the key areas of consultants' advice which shaped the final scheme. The remainder of my evidence is then set out as follows:-

2.2.2 Firstly, I will describe the nature of Brighton Marina today and show why new development of the form and scale of the BMRP not only is appropriate to the context, but also offers the only realistic solution to the current degeneration of the site, which must be arrested and reversed if the future of the marina is to be assured.

2.2.3 Secondly, I will set out the history of the marina, explaining how and why the marina takes the form it does today and why its current configuration deviates so greatly from its original plan, as well as identifying the most significant problems that need to be addressed.

2.2.4 Thirdly, I will describe the scope of the project and explain the particular challenges arising from the relationship between the planned development and the existing buildings, both those to be retained and those to be demolished. In particular I will show how, importantly, the BMRP proposals evolved within the

context of a wider understanding of the likely long term development of the marina.

- 2.2.5 Fourthly, I will describe how the design of each of the buildings – their configuration, their ground floor uses, the way they define and give character to external spaces – will, for the first time, create at the marina a significant and effective public realm which will provide a firm foundation for the long-term evolution of the site and provide an essential stimulus to the regeneration of the wider East Brighton neighbourhood.
- 2.2.6 Fifthly, I will explain how our design proposals were shaped and formed in response to the key contextual issues that pertain to this site. These include the relationship between the new development and the existing buildings within the marina as well as that with the proposed development on the Brunswick site and the anticipated development on the BHCC owned Black Rock site. But of even greater importance are the issues which arise from the significance of the surrounding natural, architectural and historical context, i.e. the Kemp Town Conservation Area, the Sussex Downs Area of Outstanding Natural Beauty, the cliff SSSI and the Black Rock beach SNCI.
- 2.2.7 Lastly, I will set out the logic behind the organisation of the new residential accommodation and show how the amenities provided for the flats – sunlight, daylight, outdoor amenity space and shared recreational space – were not only carefully considered in relationship to appropriate standards but were developed through extensive collaboration with the public, and the local authority, as well as through consultation with the Building Research Establishment, Sport England, CABE, ATLAS, SEEDA, Natural England and the Environment Agency.

2.4 The Design and Access Statement

- 2.4.1 The Design and Access Statement (June 2008) that was submitted as part of the planning application provides a detailed account of the Regeneration Project under the following headings:-

- Vol. I
- i. introduction
 - ii site context
 - iii site analysis
 - iv regeneration and development objectives
 - v approach to scheme design
 - vi the application proposals
 - vii proposals for public realm and public art



Vol I

- viii access and transportation
- ix safety and crime prevention
- x sustainable development
- xi statement of conformity to 'Planning Advice Note 04'
- xii conclusions.

2.4.2 It also includes six appendices in two volumes which cover the following:-



Vol II

- Vol. II i tall buildings statement
- ii access statement
- iii CABE letters dated 29.02.2008 and 27.11.2006
- iv maintenance strategy
- v secured by design principles and compliance



Vol III

- Vol. III vi public realm proposals.

2.4.3 Section 6 of the DAS includes a detailed account of the architecture of each of the individual buildings. As the reasons for refusal which relate to design – reasons 1, 2 and 4 - relate less to the quality of the architecture than to the principle of the scale and disposition of the building elements, I do not intend to repeat these here. Instead I shall describe and explain how the design of the individual buildings and the scheme as a whole has evolved specifically in response to each of the issues raised in the notice of refusal.

2.6 Objectives and aspirations

- 2.6.1 At the heart of these proposals is the belief that if a viable future for Brighton Marina is to be secured, what must be delivered now is a radical improvement in the nature and quality of the environment it provides, and that this will only be achieved by means of a substantial level of development investment.
- 2.6.2 The challenge for us, as architects and urban planners, was how to reconcile the scale of the new development with the protection and enhancement of its context, and how to ensure that every component of the new development had the potential to make a real contribution to the successful long term evolution of the marina. The level of investment proposed by the BMRP, together with that of the Brunswick development, should set in motion a process of radical transformation

of the marina which will have sufficient momentum to continue over the long term.

2.7 By Design

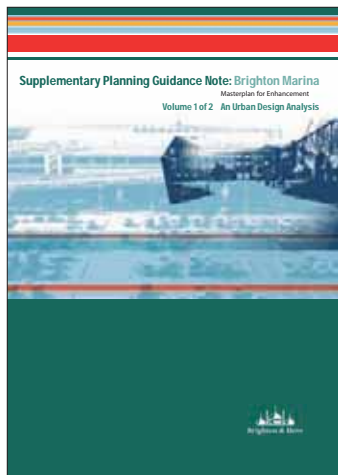
2.7.1 The principles we followed in developing the design relate directly to those set out in the CABE document 'By Design' which identifies seven key urban design objectives:-

- i Character: A place with its own identity.
"To promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture."
- ii Continuity and enclosure: A place where public and private spaces are clearly distinguished.
"To promote the continuity of street frontages and the enclosure of space by development which clearly defines private and public areas."
- iii Quality of the Public Realm: A place with attractive and successful outdoor areas.
"To promote public spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including disabled and elderly people."
- iv Ease of Movement: A place that is easy to get to and move through.
"To promote accessibility and local permeability by making places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport."
- v Legibility: A place that has a clear image and is easy to understand.
"To promote legibility through development that provides recognisable routes, intersections and landmarks to help people find their way around."
- vi Adaptability: A place that can change easily.
"To promote adaptability through redevelopment that can respond to changing social, technological and economic conditions."
- vii Diversity: A place with variety and choice.
"To promote diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs."

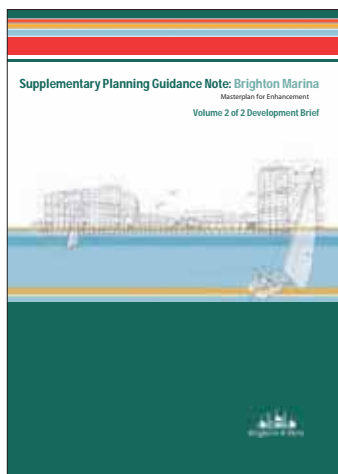
2.7.2 This framework is also that which was adopted by the authors of the City Council's Supplementary Planning



Guidance SPG 20 in their analysis of the shortcomings of the marina and their prescription for what measures need to be taken to address them. David Gavin's proof of evidence at paragraphs 5.9 - 5.10 deals with the status and weight to be given to the SPG 20.



Vol I



Vol II

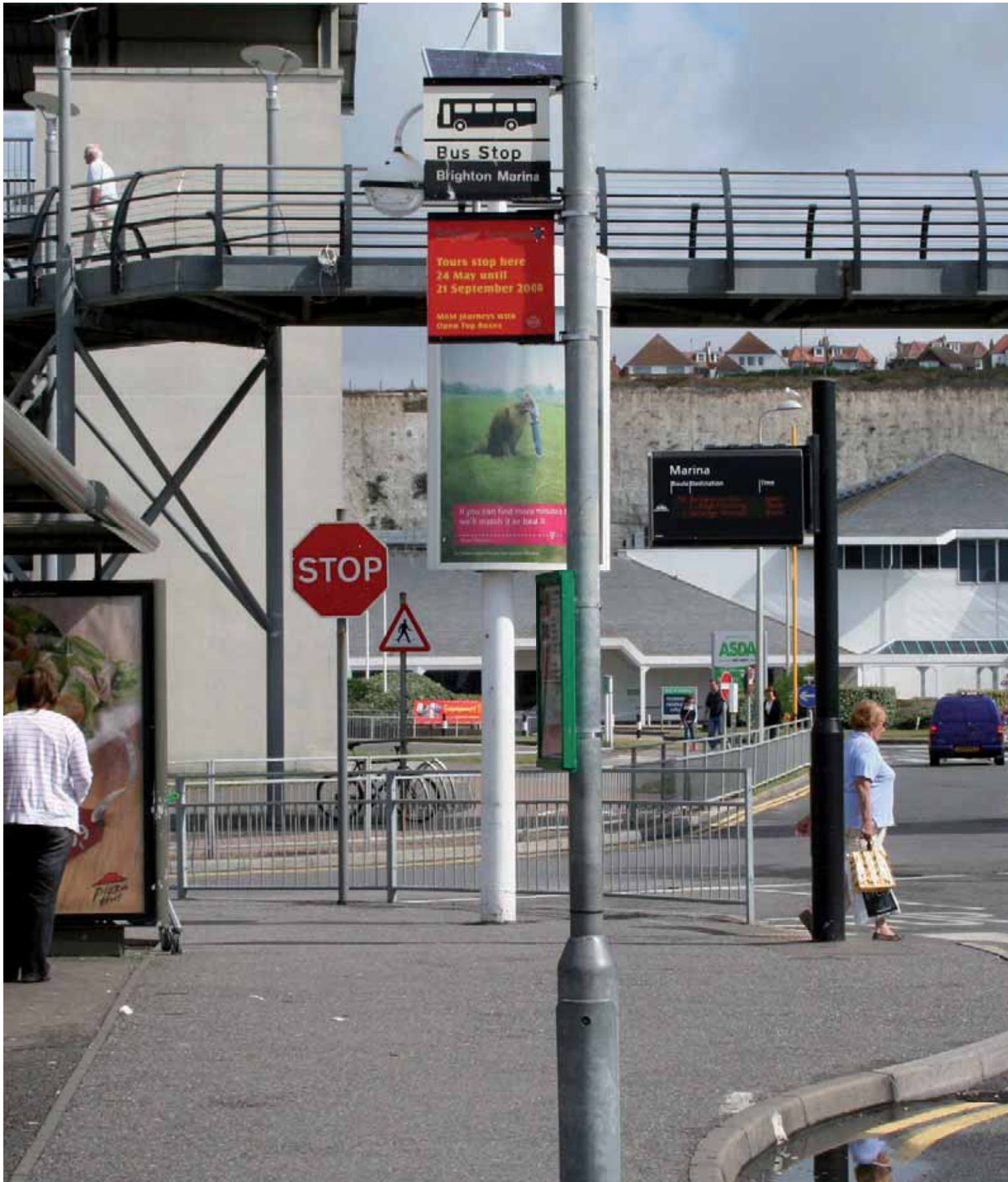
2.8 Townscape advice

2.8.1 Throughout the design process we have also benefited from continuous collaboration with the appellant's townscape consultant, Richard Coleman, who advised on building heights and the assessment of their effect on coastal downland and townscape views, in particular views from Kemp Town Conservation Area. His proof of evidence covers these matters (section 8, paragraphs 8.4 and 8.8.12).

2.9 Microclimate advice

2.9.1 Through the process of Environmental Impact Assessment which we initiated early in the design phase, we also collaborated with the appellant's Daylight and Sunlight consultant, Dr Paul Littlefair of the Building Research Establishment (BRE) who provided advice to enable the team to ensure the configuration of the proposed development would not adversely impact on the daylight and sunlight of the residential units within the proposed development or on the neighbouring existing and consented residential buildings and formally designated spaces in the marina. This resulted, for example, in a reduction of the heights of the Quayside, Inner Harbour, Sea Wall and Cliff Buildings. A solar model was used to test the courtyard sizes and to locate the towers and other tall buildings. While as a result of the BMRP there is minor loss of light to some existing windows, the overall impact of the appeal proposals is very small. In addition to the description of these issues in the Environmental Statement, a further technical report has been included as an appendix within David Gavin's proof of evidence.

2.9.2 The scheme design process has also benefitted from on-going collaboration with the appellant's wind consultant, Dr. Gordon Breeze of the BRE. Wind tunnel tests have been undertaken to determine whether the public realm and landscape semi-public amenity areas were suitable for their intended uses and the results are fully addressed in the Environmental Statement. A further technical report is included as an appendix within David Gavin's proof of evidence.



The marina today: The reality of the existing environment



3.0 The need for change

3.1 The site today

- 3.1.1 Brighton Marina provides moorings for 1600 boats and accommodation for 1058 residents in 720 dwellings. It contains a hotel, 4300 m² of cafes, restaurants and pubs, 5300m² of shops, as well as a large Asda supermarket, a 10 screen cinema, a 26 lane bowling alley, a nightclub, a casino, a swimming pool, a fitness centre, a petrol filling station and parking for 2188 cars. It also accommodates the marina offices and a working boat repair yard on its eastern boundary and a lifeboat station on the western quay wall of its outer harbour.
- 3.1.2 In spite of this, a visit to Brighton Marina today is, on the whole, a deeply dispiriting experience, one that is not only at variance with the inherent significance of the site but entirely inconsistent with the status of Brighton as a leading cultural centre, conference location and holiday destination.
- 3.1.3 The marina ought to be a wonderful place – lively, attractive, stimulating – and an important asset for the city. But the reality is that what exists on the site today is thoroughly disappointing, a collection of valuable public amenities which fail to come together to form a significant public place. The reason for this is that, with the single possible exception of the Marina Village and the cafés and restaurants that line the boardwalk, the buildings and spaces of which the marina is composed are of an incredibly low standard while the existing public routes into the marina (other than by boat) are both ugly to look at and tortuous to use. The concrete ramps leading down to the roundabout, the underpass taking you from the beach into the Asda car park, the pedestrian ramp that descends the cliff only to deposit you in a site of no quality and no consequence, and the undercliff walk, a narrow passage hemmed in by the supermarket service yard, all form wholly unsatisfactory experiences.
- 3.1.4 What greets the visitor, once in the marina, is equally disappointing: the multi-storey car park with its cinema; the big box of the Asda supermarket; the thin brick facades of the Merchant Village, the cheap tin sheds that contain the leisure uses, and the generic

form of the McDonalds drive-through restaurant. As the authors of SPG 20 acknowledge:-

“first impressions are pretty grim. There is no sense of arrival.” (SPG 20 Vol. 1, p.65)

- 3.1.5 What, in anticipation, one assumes will be a remarkable place – because of the drama and importance of its site – turns out instead to be little more than a retail park, a collection of freestanding buildings in a sea of roads, roundabouts and parking.
- 3.1.6 Notwithstanding the poverty of its physical environment, the marina remains an important visitor attraction for the city because of the range of the leisure facilities it contains, as well as its proximity to the beach, and to the Sustrans cliff top walk and cycle way. But one of the difficulties the marina faces is that while it is busy and lively during the summer months – when the influx of visitors to the city boosts the numbers using the shops, restaurants and other facilities - during the rest of the year, the small number of residents is insufficient to ensure the economic



View looking from the cliff over the roof of the existing Asda supermarket and multi-storey car park.

viability of all the various enterprises on the site. The residential density on the site today is in fact relatively low at approximately 109 dwellings per hectare (720 dwellings / 6.6 hectares in the eastern marina), while the commercial vulnerability of the shops and restaurants is of course only reinforced by the fact that a large number – according to X-Leisure, perhaps 60% of the dwellings –are only used as holiday homes, further diminishing the number of people living full-time on the site. This means that in the long-term the future for the marina looks problematic and the rapid turnover of tenants in the retail units only serves to highlight the difficulties the site faces. I understand from X-Leisure that four new recent retail tenancies have failed within less than two years.

3.2 What can be done

- 3.2.1 For a community such as the marina to be truly sustainable what is needed is a more effective balance of uses, with an increase in residential numbers



View of entrance roundabout with petrol filling station on right

helping to ensure the economic viability of all the other uses, and a more attractive, accessible and permeable environment serving to draw additional visitors to the site.

3.2.2 This approach is exactly that advocated in PPS1 (paragraph 27 pp.11-12) where it sets out how planning authorities should deliver sustainable development. In particular it encourages planning authorities to:-

“Promote the more efficient use of land through higher density, mixed-use development and the use of suitably located previously developed land and buildings. Planning should seek actively to bring vacant and under used previously developed land and buildings back into beneficial use to achieve the targets the Government has set for development on previously developed land.” (paragraph 27 (viii) p.11)

3.2.3 PPS 3 similarly calls for the:-

“efficient and effective use of land, including re-use of previously-developed land where appropriate.” (paragraph 10, p.6)



View of car ramps and Asda surface car park with Kemp Town beyond

As PPS 1 states:-

“the broad aim should be ensure that outputs are maximised while resources used are minimised (for example, by building housing at higher densities on previously developed land, rather than at lower densities on greenfield sites” (paragraph 21, p.9).

- 3.2.4 The most appropriate way to achieve this is to adopt a process of further urbanisation, by which the existing single-storey, single-use buildings – most obviously the Asda supermarket, the petrol filling station, the drive-through McDonalds and, perhaps even more importantly, the areas of surface car parking – are replaced with multi-storey, multi-use buildings which increase the density, and the diversity, of the occupation of the site.
- 3.2.5 Recognising the need to promote a new vision for the marina, the City Council published Supplementary Planning Guidance in 2003. SPG 20 is organised in two parts. The first contains an analysis of the marina today and identifies the key urban design objectives that should guide any future development. The second provides



View of multi-storey car park and bottom of exit ramp

more detailed development guidelines supported by illustrative material from example schemes.

3.2.6 The SPG is unequivocal about the failings of the marina:-

“The street pattern is weak or non-existent. There is limited plot definition. Key frontages and spaces are under used. Routes and spaces are poorly defined”.
SPG 20 Vol. 1, p.33.

3.2.7 It is particularly damning about the current setting and highlights the following weaknesses:-

- *“From the west, views are dominated by the grey sea wall and the side of the David Lloyd building.*
- *The setting is generally dull and uninviting.*
- *There are no landmark features, no statement of identity or destination.*
- *The buildings display a regular monotony.*
- *There is no interest in the skyline profile.*



View across Black Rock site towards car ramp, car park and leisure sheds

- *There is no highlight or distinguishing entrance and arrival to the city.*
- *From the east the main visual focus is the multi-storey and Asda car parks and the large expanse of grey roofs to the leisure buildings.” SPG 20 Vol. 1, p.37.*

3.2.8 Having identified the comparatively low density of the site as a key underlying problem:-

“The number of dwellings and amount of office space within this area is surprisingly low for a District Centre of this status.” SPG 20 Vol.1, p.34.

It also goes on to stress the importance of density to the sustainability of the site, in particular identifying the need at the marina to:-

“include high densities to encourage public transport patronage”. SPG 20 Vol. 1, p.56.

3.2.9 One of the fundamental objectives of the Regeneration Project has been to support this process by transforming the fragmentary, disconnected public spaces of the



View over Asda surface car park with glimpse of outer harbour behind waterfront development



Cliff building steps



Harbour Square



Park Square



Cliff Bridge

Early sketches showing aspirations for public realm.

existing marina into an effective and coherent piece of city. The need for this had already been identified by the City Council in SPG 20, and the prospect of such a transformation further endorsed by the approval granted for the Brunswick development in June 2006.

- 3.2.10 The intention of the BMRP is to build on the momentum for regeneration initiated by the Brunswick proposals, with the intention of the two projects being realised within the same period of time. The BMRP will act as a catalyst for change in its own right, but if implemented together, the two projects will have an even greater potential to stimulate further regeneration not only within the marina, but on the adjacent Black Rock site and in the whole of the East Brighton neighbourhood.

3.3 The Brunswick development

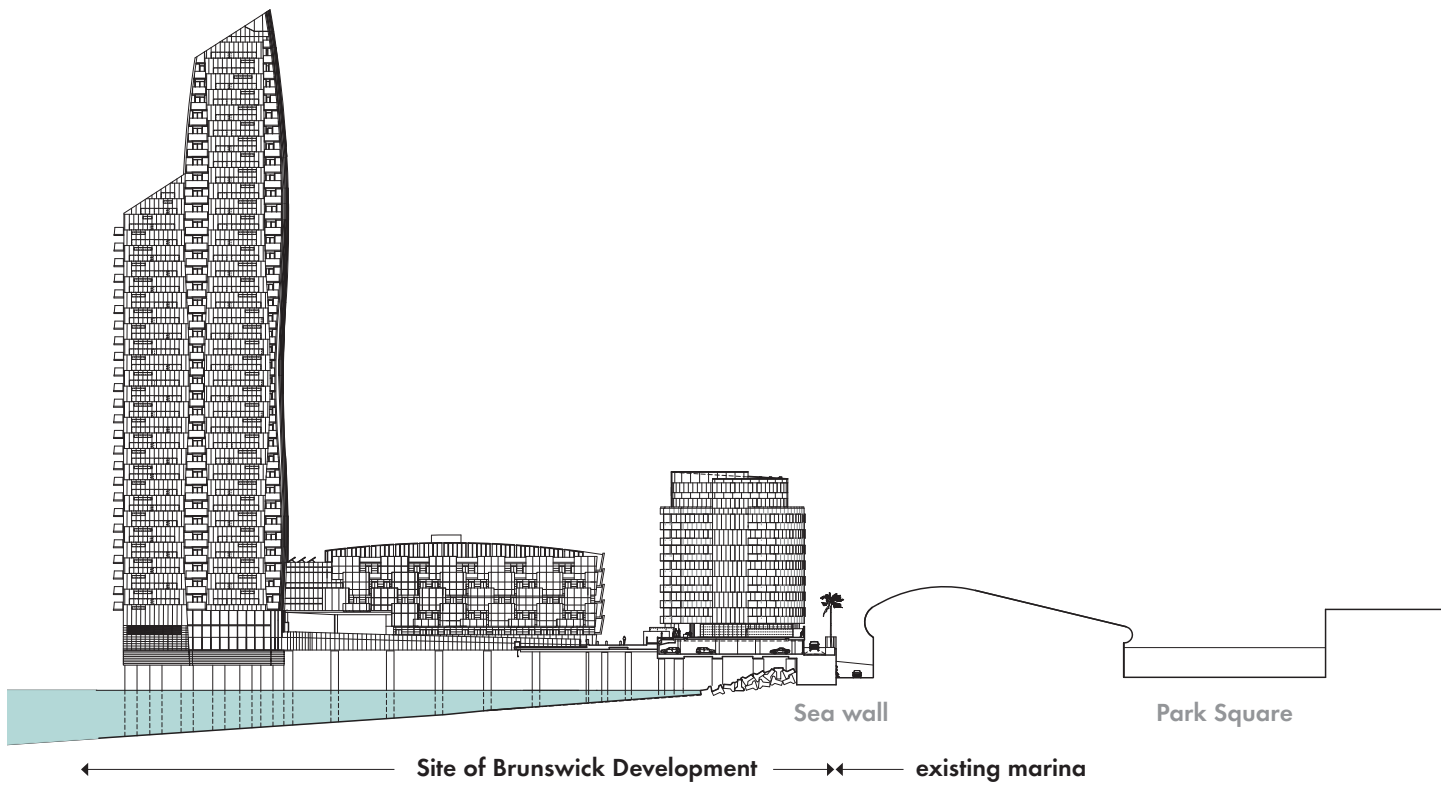
- 3.3.1 The Brunswick development, although certainly very ambitious, proposed development solely in the sea, and was unable to exert any impact on the land contained within the existing marina. In effect, it faced away from the marina, arranging itself so all the new accommodation not only looked out to sea but rose from a podium elevated two storeys above the general level of the site. While there were four significant elements of public gain – two pedestrian bridges interlinking the beach and the two harbour arms, and two public viewing platforms, one on the western breakwater and one at the top of the tower – the Brunswick development offered no broader benefits to the marina’s public realm, nor succeeded in connecting itself satisfactorily back into the rest of the marina.

3.4 The Brighton Marina Regeneration Project approach

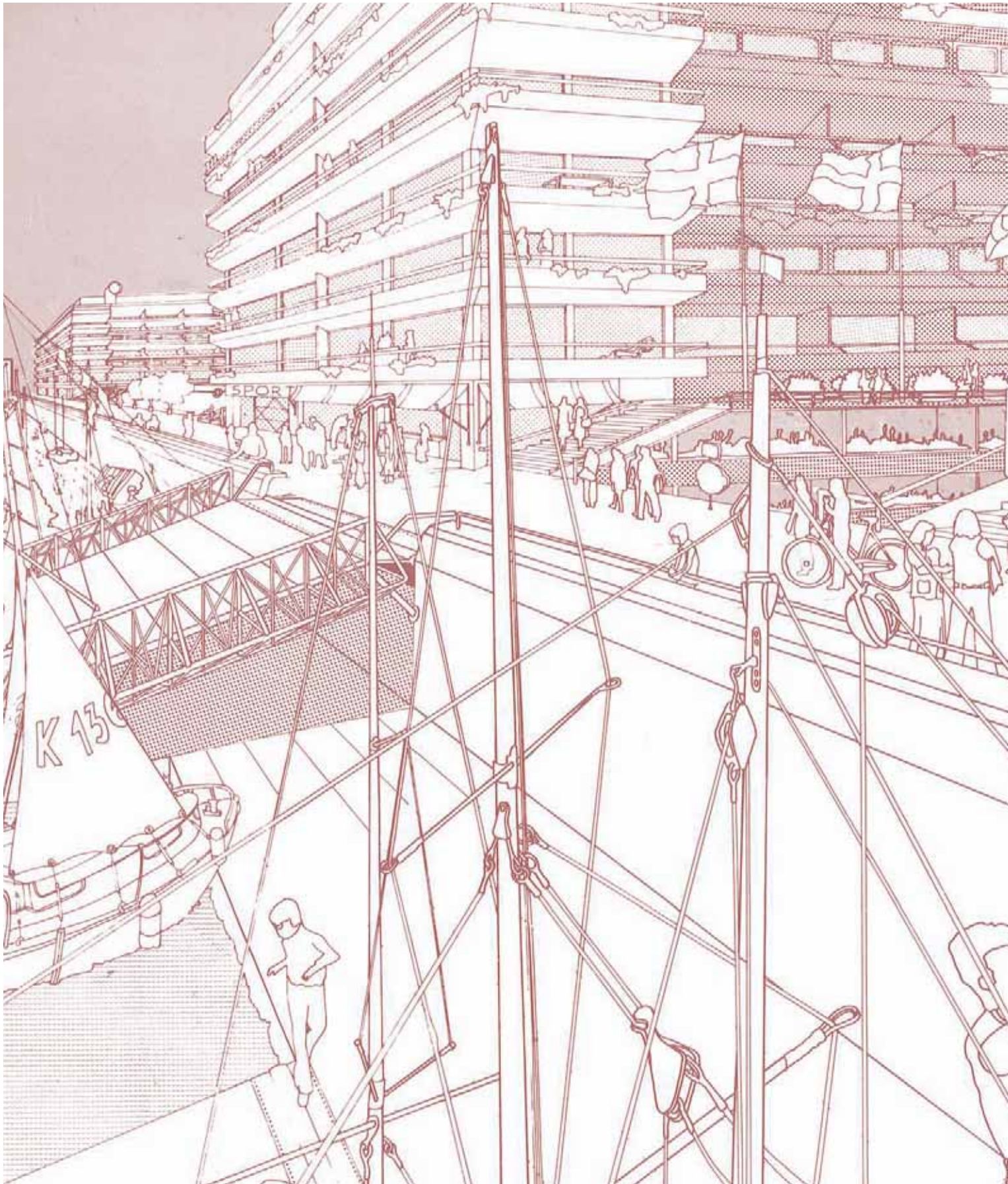
- 3.4.1 The BMRP is able to take a properly integrated approach. At the heart of our proposals is a commitment to take advantage of the scale of development being undertaken to restructure completely the public spaces within the marina, not only in the way that they are physically configured but in the way in which ground floor uses activate them, in which people can move through them, and in which public transport is integrated within them. Brighton Marina is in desperate need of positive and enduring change and it is the aim of these proposals to deliver it.
- 3.4.2 While the BMRP proposals have been tailored to relate closely to the Brunswick development, the key benefits of the BMRP – the improvements to the public realm, the increase in residential accommodation, the introduction of a sustainable, mixed-use environment – can nevertheless all be realised independently of the Brunswick proposals.



View of Brunswick development from west



Elevation of Brunswick development from east, showing its higher ground level and dislocation from the rest of the marina



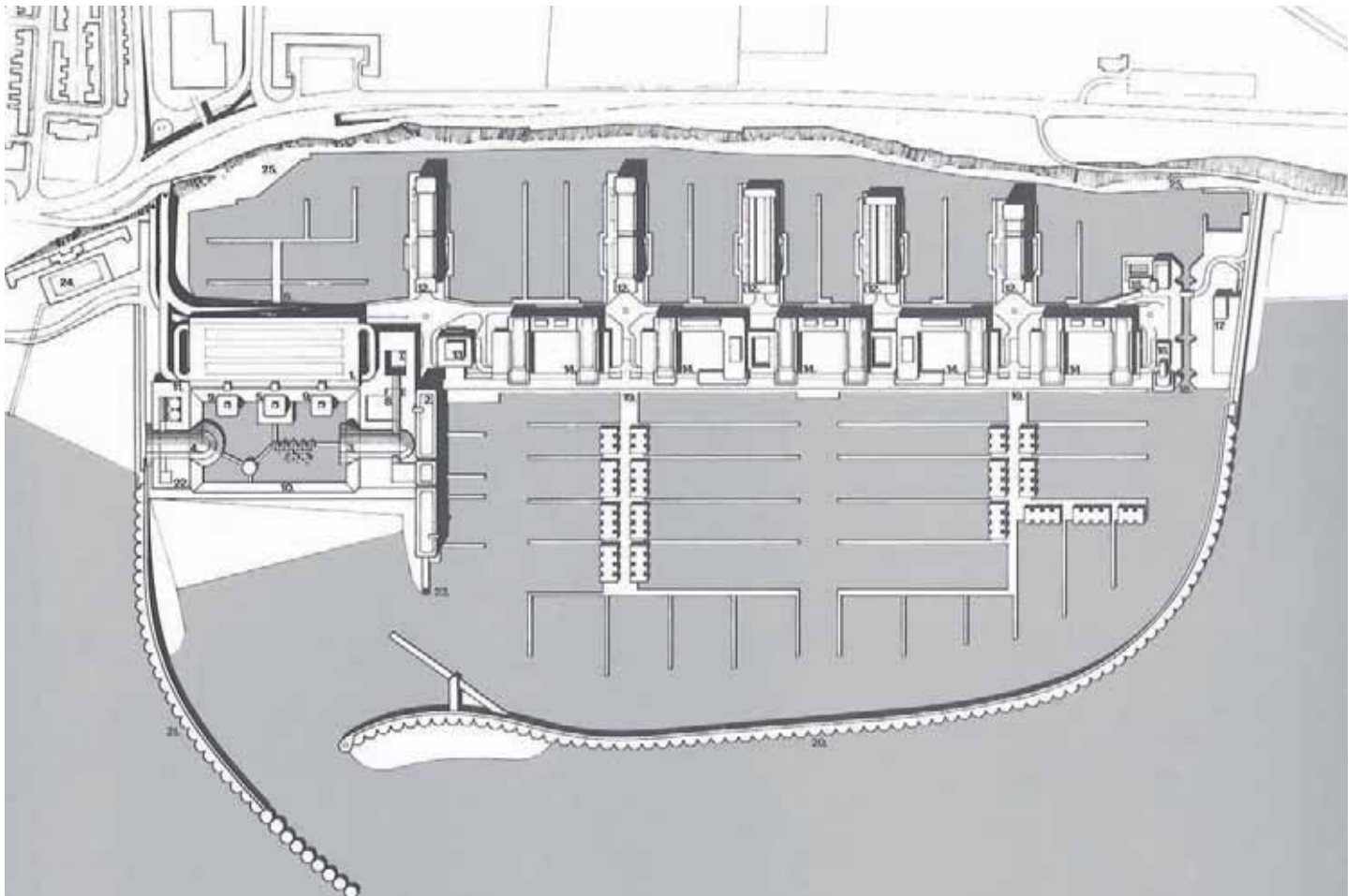
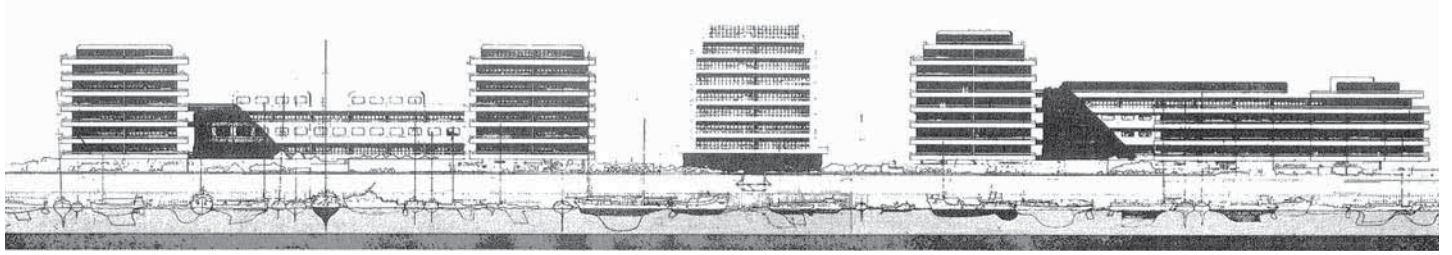
One of a series of original perspectives illustrating the form, scale and character of the 1960's Brighton Marina proposal



4.0 The evolution of the marina

4.1 The early years

- 4.1.1 When the first proposals for the marina were drawn up in the 1960s they were of a scale and ambition not seen in Brighton since Thomas Kemp developed his proposals for Kemptown in the 1820s. Ironically, like Thomas Kemp, the initial developers of the marina – the Brighton Marina Company – and Brent Walker (to whom they subsequently sold the site) both also suffered from financial difficulties, the former going into receivership in 1979 the latter going into administration some ten years later.
- 4.1.2 It was largely because of this that not only were the original, heroic proposals for the marina – the drawings suggest a development in the spirit of the Barbican in London – never realised, but the development that did take place was piecemeal and ad hoc. Instead of being treated as a major component of the city, marking the eastern limit of the beach and acting as a gateway to the Victorian seafront, the site was treated as a piece of suburban hinterland, with small-scale, low-key housing constructed around the inner and outer harbours first of all, and then a succession of sheds erected to accommodate the assortment of leisure, retail and fast food restaurants that seemed to offer the only immediately viable use of the site and, therefore, the only way of achieving a return on the initial investment.
- 4.1.3 The original plan for the marina suggested a simple organisation with a single spine road extending eastwards from the entrance ramps. This road gave access to a series of U-shaped residential courtyards facing south across the outer harbour and a succession of linear blocks projecting northwards, like peninsulas, into the water of the inner harbour.
- 4.1.4 Apart from the massive engineering works involved in the creation of the inner and outer harbours, only two elements of this original plan survive.
- 4.1.5 The first are the two concrete ramps which deliver vehicles into and out of the marina. While not the easiest of structures to assimilate into any part of a city, what is true is that, as pieces of engineering, they have been



- | | | | |
|----|-----------------------------|----|---|
| 1 | Public car park | 11 | Additional entertainment |
| | Shopping | 12 | Locked basin promontories |
| | Marine sales and exhibition | 13 | Marina Co Administrative & Control Centre |
| 2 | Hotel | 14 | Residential block |
| 3 | Caribbean Garden | 15 | Yacht club |
| | Night club | 16 | Public house |
| | Casino | | Shop |
| | Social club | 17 | Boatyard |
| | Restaurants | 18 | Lock |
| 4 | Dancerama | 19 | Floating promontories |
| | Cyclorama | 20 | East breakwater |
| 5 | Exhibition boats | 21 | West breakwater |
| 7 | Petrol station | 22 | Swimming pool |
| 8 | Conference hall | 23 | Harbour control |
| 9 | Coffee bar | 24 | Black rock swimming pool |
| | Shops | 25 | Undercliff walk |
| | Restaurants | | |
| 10 | Squash club | | |

Brighton Marina: original masterplan



- | | | | |
|----|------------------------|----|------------------------------|
| 1 | ASDA customer car park | 12 | Alias Seattle Hotel |
| 2 | ASDA | 13 | 'The west Quay' public house |
| 3 | Store, The Octagon | 14 | ASDA petrol filling station |
| 4 | Merchants Quay | 15 | Mc Donalds drive through |
| 5 | Estates office | 16 | Rendezvous Casino |
| 6 | Neptune Court | 17 | Bowlplex |
| 7 | Marina Village | 18 | David Lloyd Fitness Centre |
| 8 | Inner harbour | 19 | Outer Harbour |
| 9 | Marina chandlery | 20 | Spending Beach |
| 10 | Boat yard | 21 | Pizza hut |
| 11 | The waterfront | 22 | Multiplex Cinema |

Brighton Marina:
as currently realised

well designed and do now offer some real potential for improvement, and reintegration into the urban fabric.

- 4.1.6 The second is the multi-storey car park and cinema, a disappointingly undistinguished pre-cast concrete



View of incoming concrete access ramp showing quality of design and construction



View of space below concrete ramps, adjacent to multi-story car park

structure made more unsatisfactory by its current setting.

- 4.1.7 The reason for the nature of the setting of the car park is that the areas which surround it – the land currently

occupied by the Asda supermarket together with its surface parking, and the land occupied by Park Square and the three leisure boxes – were in the original 1960s plan, all designated as water. The original public realm was therefore concentrated into a series of walkways that encircled each of the various sections of the marina.



View of multi-storey car park from Park Square, an area designated in the original masterplan as water

4.2 Piecemeal development

4.2.1 When, because of their commercial unviability, the 1960s proposals were abandoned, what was adopted in its place was, in both urban and architectural terms, far less ambitious. In the eastern half of the marina the original idea of building housing within and around the various expanses of water survived. But in the western half of the marina the decision was taken to fill in the previously created bodies of water to create a much more conventional and undemanding site, thereby facilitating the economic construction of the retail and leisure boxes – the Asda supermarket, the casino, the bowling alley and the sports centre and the drive-through McDonalds – all designed as one or two-storey structures dedicated to a single use. This is the *'piecemeal development'* referred to in SPG 20 (SPG 20 Vol. 1, p.9)

4.2.2 So the multi-storey car park, which was originally designed as a structure which would be entirely surrounded by water, today instead has to fulfil the difficult task of forming an urban edge on its northern face to the wasteland of the Asda car park, on its eastern face to the entrance to the boardwalk and the outer harbour, on its southern face to Park Square and on its western face to the sea. These are obligations which the current building is clearly completely unable to satisfy.



The view that greets the pedestrian at the bottom of the flight of steps as they leave the cafés and restaurants of the boardwalk

4.2.3 Indeed none of this first phase of development in the western end of the marina attempted to achieve anything more than the introduction of a commercially viable use onto the site, and none of the buildings made any effort either to contribute to the quality of the public realm or to develop an architectural response appropriate to the special significance of the site.

4.3 Some positive steps

4.3.1 The first scheme which really attempted to address the particular character and unique opportunity of the marina was the 'Waterfront' development, the hotel, restaurant and retail complex on the north-west corner of the Outer Harbour that was completed in October 2002. The new restaurants opening out onto the boardwalk overlooking the marina and the shops facing north towards Palm Drive, constitute a clear first attempt to establish a convincing piece of public realm, and their success can be measured by the current popularity of this part of the site.



Notwithstanding the success of the boardwalk cafés (right), the shops at the rear of the waterfront struggle to retain viability (above)



4.3.2 Even here, however, the comparative isolation of the retail outlets from the rest of the marina continues to be a problem in terms of their commercial viability, and the difficulties of pedestrian movement seem no nearer to being solved. Indeed the route from the Boardwalk to the Asda supermarket is almost comical in its absurdity. This image (opposite) shows the prospect that greets you at the bottom of the existing staircase (from DAS, Vol. 3, p. 38, photo 4.14).

4.4 Obstacles to overcome

4.4.1 So while new developments have been carried out at the marina and attempts have been made to enliven the environment that the current generation of residents and visitors experience, there remain a huge number of obstacles to overcome if a real piece of city is to be established on the site. These include:-

i The relationship between the level of the Sea Wall and Boardwalk and that of Park Square;



ii The impact of bus circulation on the site, and the location and setting of the bus stop;



iii The underused, and therefore problematic, spaces under the concrete entrance ramps;



iv The space-hungry and pedestrian-unfriendly roundabout at the entrance to the marina;



v The disconnection between the marina and its surroundings: the undercliff walk, the cliff top and the beach;



vi The anti-urban design and planning of the petrol filling station, drive-through McDonalds and Asda supermarket. That is to say, the site configuration and form of each of these structures is entirely internally generated and makes no attempt to contribute to its urban context;



vii The isolation of the Merchant's Quay and Harbour Village shops;



viii The unprepossessing appearance and the impermeability of the existing multi-storey car park;



ix The connection to the Broadwalk from the rest of the marina.



- 4.4.2 What seems inevitable, is that without a development of the size and ambition of the BMRP none of these obstacles are ever likely to be overcome. And if that is the case, the likelihood is that the condition of the marina will continue to decline and indeed that this decline will accelerate as the quality of its facilities is outweighed by the unattractiveness and ineffectiveness of its public realm.
- 4.4.3 This would be a disaster for the marina and its environs, a major obstacle to the development of the Black Rock site and the wider regeneration of the East Brighton neighbourhood, and an embarrassment for the City as a whole. In contrast, the BMRP in setting the bar for its regeneration objectives so high, will provide the City with an exemplary project of which it can be proud.



Aerial photograph showing the boundaries of the six development sites



5.0 The scope and challenges of the project

5.1 Components of the project

- 5.1.1 The area covered by the BMRP is an extensive one and includes a substantial part of the western end of the marina. This reflects the underlying approach of the BMRP which always sought to bring forward its proposals within the framework of an overall masterplan.
- 5.1.2 Within this larger area, however, the planning application sought approval for six individual buildings located on six discrete sites. These six sites are:-

i The Cliff site
(3.25 hectares)

This is at present the site of the Asda supermarket and its customer car park. The new building contains 779 dwellings arranged around courtyards placed above the new supermarket and car parking. At ground level, the building contains shops and cafes. (DAS Vol. 1, pp. 122 - 129)



ii The Sea Wall site
(0.25 hectares)

This is an area of land aligned with the western breakwater that includes part of Park Square and the two western-most bays of the multi-story car park. The new building contains 117 dwellings in a single linear block articulated by taller pavilions. Openings provide locations for staircases (and lift) connecting the sea wall to Park Square. (DAS Vol. 1, pp. 130 -135)



iii Marina Point
(0.14 hectares)

This is the site of the petrol filling station. The new building takes the form of a 28 storey tower containing 148 dwellings. The entrance to the accommodation is directly off Harbour Square where the ground floor also contains a retail unit. (DAS Vol. 1, pp. 137 - 141)



iv Quayside
(0.4 hectares)

This is at present the site of the McDonalds drive-through restaurant. The new building contains 222 dwellings arranged around an open-sided, west facing courtyard, itself arranged above two floors of residential parking and the relocated McDonalds restaurant. (DAS Vol. 1, pp. 142 -149)



v Inner Harbour
(0.12 hectares)

This is at present the site of the marina estate office. The new building contains 35 flats in an L-shaped block that follows the line of the inner harbour and helps define the space of the existing roundabout. (DAS Vol. 1, pp. 150 - 153)



vi Replacement Petrol Filling Station
(0.17 hectares)

This is an area of land currently occupied by the two eastern-most bays of the multi-storey car park and the existing fire stair. The new petrol-filling station is a simple open space, separated by a 5.2m high timber lattice screen from Harbour Square. (DAS Vol. 1, pp. 154-157)

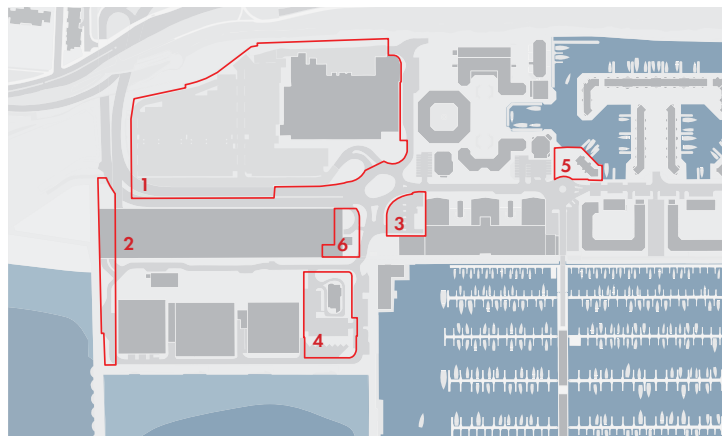


5.1.3 The first five sites all form the location for new residential buildings, of which all but the Inner Harbour site also contain other uses at ground floor level. The eastern end of the multi-storey car park provides the site for the relocated petrol-filling station.

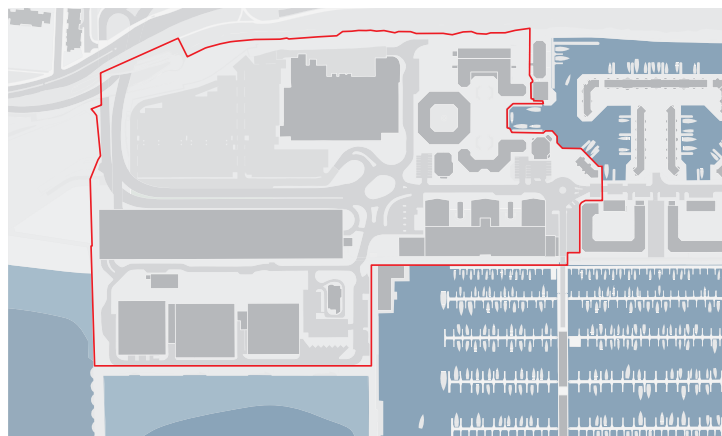
5.2 A masterplan approach

5.2.1 From the outset of the project, however, it was always the intention to address the wider issues that currently affect the marina, and in particular to develop new strategies for the character and configuration of the public realm that the design of the new buildings could support.

5.2.2 Because of this the red line boundary that defines the area of the planning application was therefore extended to encompass Merchants Quay and Marina Village, Park Square, the car ramps, the access route from the Cliff and the undercliff walk, in effect, the entire western end of the marina.



Drawing showing boundaries of the six development sites



Drawing showing red line boundary of regeneration project

5.2.3 Paradoxically, the wide geographical distribution of the six sites across the western marina provided us, as masterplanners, with an opportunity to make a far greater impact on the evolution of the whole of the



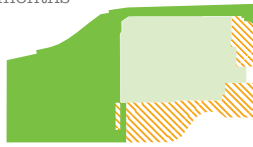
Existing



0-18 months



18-29 months



29-33 months

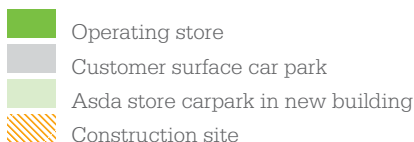


33-39 months



Final

ASDA phasing diagrams (ground floor) showing uninterrupted trading



marina, in particular where the new buildings are able to work together to shape and characterise the new public spaces.

5.2.4 There are however a number of particular challenges which the Regeneration Project had to face if it was to succeed in its goal of not only introducing new residential accommodation but also of effecting a wider improvement in the quality of the site.

5.3 Re-accommodating existing uses

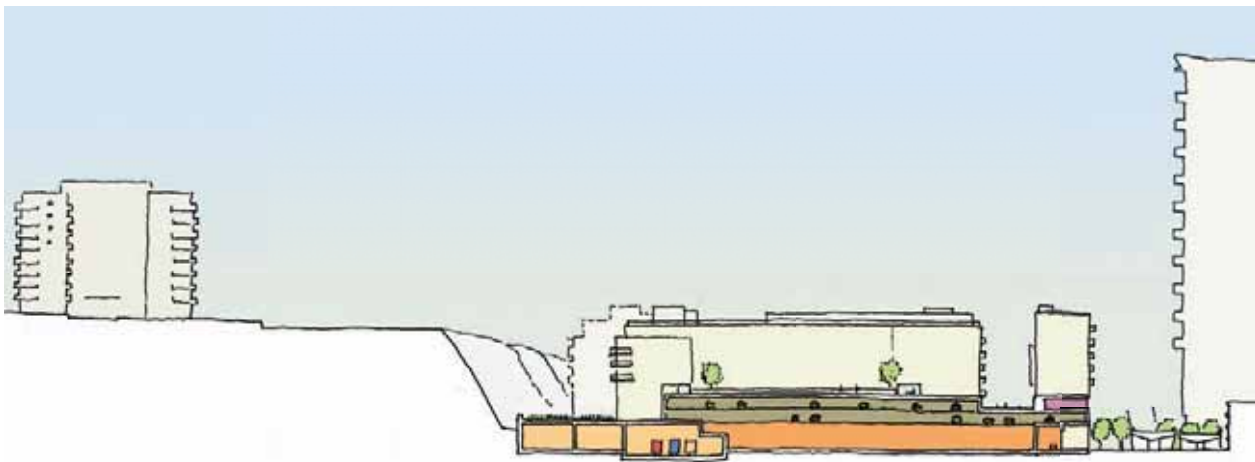
5.3.1 Of these perhaps the most significant was the fact that in each case, the sites proposed for development were already occupied by an existing building or use. So the Cliff Building was the site of the existing Asda supermarket with its customer parking. Marina Point was the site of the existing petrol filling station. Quayside was the site of the drive-through McDonalds. The Sea Wall site included the western-most bays of the multi-storey car park. The Inner Harbour site was the location of the Marina Estates office. And the new petrol filling station occupies the easternmost bays of the multi-storey car park.

5.3.2 Three of these uses – the Asda supermarket, the McDonalds and the petrol filling station – were all successful commercial operations and could only be included in the development if they could be re-housed in the new proposals. In the case of the Asda supermarket, the requirement for a replacement building was even more onerous, because it was essential that the store should remain operational throughout the development process. This was important not only to preserve the loyalty of its customers, but also to protect the livelihoods of its current employees. It was, moreover, specifically identified as a requirement in the SPG 20 development brief (SPG 20 Vol. 2 p. 43).

5.3.3 The effect of this is that if change is ever to happen on any of these sites, the development proposed will have to generate sufficient financial return to allow for the complete replacement within the new building of the facilities that existed in the building to be demolished. What this means, in the case of the Asda supermarket for example, is that the entire sales floor, the service yard and the customer car park has to be re-provided as part of the new development. In fact the total area of new construction devoted to the replacement of existing uses is 35,081.5m² (or 3.5 hectares), on a site with a total area of only 3.25 hectares. Of course the removal of surface car parking offers a huge gain to the public realm but is far more expensive to re-provide as part of a multi-level, multi-use structure. In the case of

the McDonalds it means re-housing both the restaurant and the drive-through facility and car park within the ground floor footprint of a new building on the site. In the case of the petrol filling station it means relocating it to an adjacent site and re-planning it more efficiently so it can occupy a smaller site area.

- 5.3.4 In the case of the Cliff site, this was achieved by giving over the majority of the first three floors of the replacement building entirely to the Asda supermarket, and accepting that the residential element – 779 flats in total distributed around a series of landscaped courtyards – would necessarily start at third floor level, with just a small group of flats located at second floor level on the eastern side of the building.



Diagrammatic cross-section through the Cliff Building showing residential car park and Asda supermarket below garden courtyard

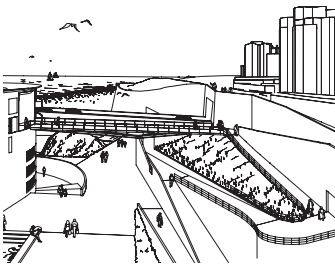
5.4 Turning constraints into opportunities

- 5.4.1 On this particular site, this requirement sat very happily with the ambition – already identified in section 5 (p. 35) of SPG 20 Vol. 2 – of achieving in this location a direct pedestrian and cycle connection from the cliff to the marina:-

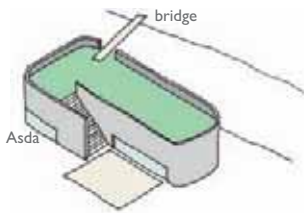
“New buildings adjacent to the Cliff should be designed to accommodate a pedestrian bridge link providing a direct, safe, convenient gateway entrance into the heart of the marina’s retail core” (SPG 20 Vol. 2, p.41).

The ‘podium’ level of the Cliff Building provides the connection – the stepping stone – between the two, and a fundamental aspect of the design of the Cliff Building is the creation of the generous public staircase leading directly down to Harbour Square.

It is imperative, we believe, that public routes of this kind are given an almost exaggerated status within the public realm, so that visitors can not only find them and understand them, but feel comfortable using them.



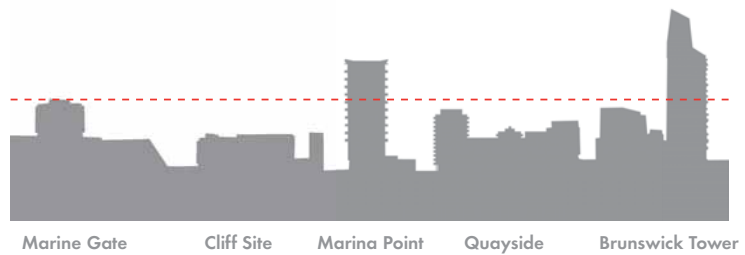
new pedestrian bridge linking the cliff to the Cliff Building arrival space



The 'podium' level of the cliff building provides the 'stepping stone' between the cliff and the rest of the marina

5.5 Neighbouring development sites

- 5.5.1 The existing uses contained within these six sites have had a significant impact on the evolution of the design proposals and so too has the existence of two major development proposals for adjacent sites, one emerging and one approved, Black Rock and Brunswick.
- 5.5.2 Of these the most imminent is obviously the Brunswick scheme, which received planning permission in June 2006, an approval which has since been implemented. In developing our proposals we have always worked on the assumption that the Brunswick buildings would be built, while ensuring that our proposals would be equally appropriate to the context if the Brunswick development failed to progress further.
- 5.5.3 Generally, buildings within the Regeneration Project will be lower in height than the Brunswick scheme. So while the typical height of the Brunswick development is around 13 storeys with some buildings rising to 16 storeys¹ and the tower reaching 42 storeys, the height of the buildings within the Regeneration Project is more typically set at 8 to 11 storeys with just two tall elements, the core of the Quayside building at 16 storeys and Marina Point at 28 storeys, standing above this general level. Both of these structures, however, are still markedly lower than the Brunswick Tower, which it is acknowledged should retain its primary significance within the marina. A detailed account of how the heights of the various buildings in the BMRP were determined is provided in section 7 below.



- 5.5.4 The immediate adjacency of the Quayside building to the Brunswick development to the south and east did however have a direct impact on the development of

¹ The Brunswick Development comprises 10 buildings which are founded at two storeys higher than the appeal scheme at breakwater level, with 2 car parking levels located between the ground level of the Marina (at +2.0m AOD) and breakwater level. The Brunswick application states that the development heights range from 6 storeys to 14 storeys with a single 40 storey tower.

its design. It affected the form of the building – our design adopts an articulated profile comparable to that of the Brunswick blocks – and its height, both in terms of its overall scale and the way in which it steps down to the east to protect the sunlight and daylight of the proposed residential buildings that face it.



5.6 PAN 04 and the Western Marina masterplan

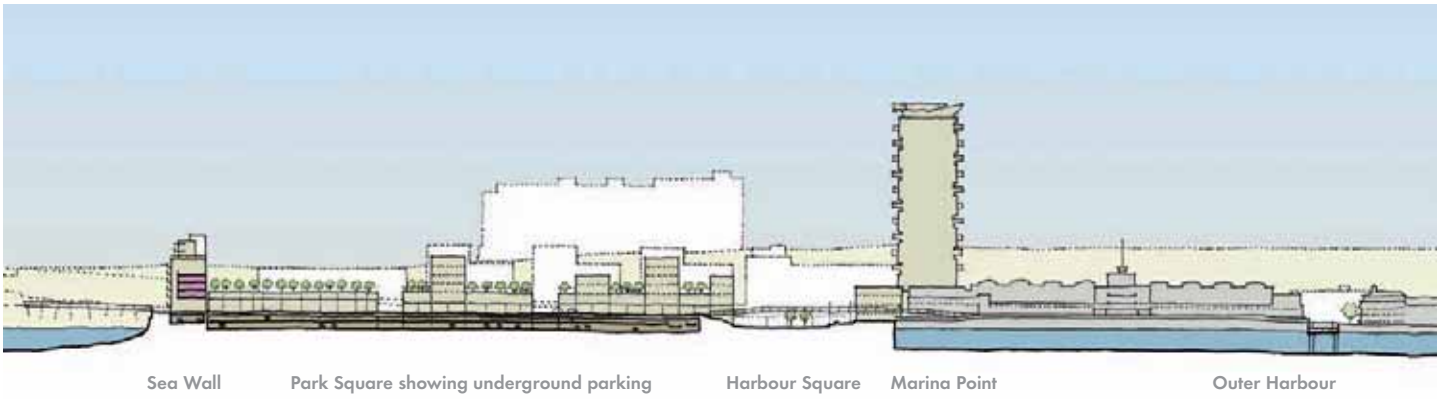
- 5.6.1 What was also clear is that a further significant phase of evolution of the marina will occur when the three existing leisure sheds reach the end of their useful lives, and their leases, and are themselves replaced with new structures compatible with the new character of the marina in 15 to 25 years time.
- 5.6.2 With this in mind, it was agreed with the officers of BHCC in autumn 2007 that in order to assist the assessment of our proposals, particularly those for the Quayside building, we should prepare a masterplan framework for the whole of this area of the site, encompassing not just the six currently available sites but all of the land around Park Square and Harbour Square. The purpose of the masterplan was to examine the implications of a future redevelopment of the three leisure boxes as well as the central and eastern sections of the multi-storey car park, and to show how the objectives of PAN 04 were being met. A full description of the framework for the Western Marina is provided in the Design and Access Statement (Vol. 1, paragraphs 6.1.3 – 6.1.6, pp. 77-87).
- 5.6.3 Specifically, the proposition that we were asked by the officers – and the council's urban design advisers ATLAS – to investigate as part of the above was one in which the majority of the existing car parking was redistributed across the whole of the site, over two levels, effectively raising the level of Park Square up to the same level as the Sea Wall and the Boardwalk. This arrangement would have the obvious benefit of simplifying east/west pedestrian movement across the site, and allowing views from Park Square to the sea and the Inner Harbour.
- 5.6.4 The framework we developed therefore assumed the demolition of the eastern and central sections of the multi-storey car park and the construction in its place of a multi-use building, ranging in height between two and six storeys above the level of Park Square, and providing a combination of leisure, retail and residential use. The western end of the car park was to be retained in order to provide a means of access for vehicles from the existing concrete entrance ramp.



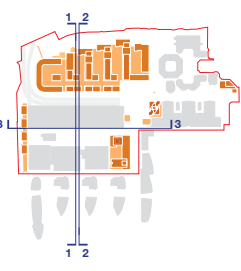
Section 1: north-south facing west



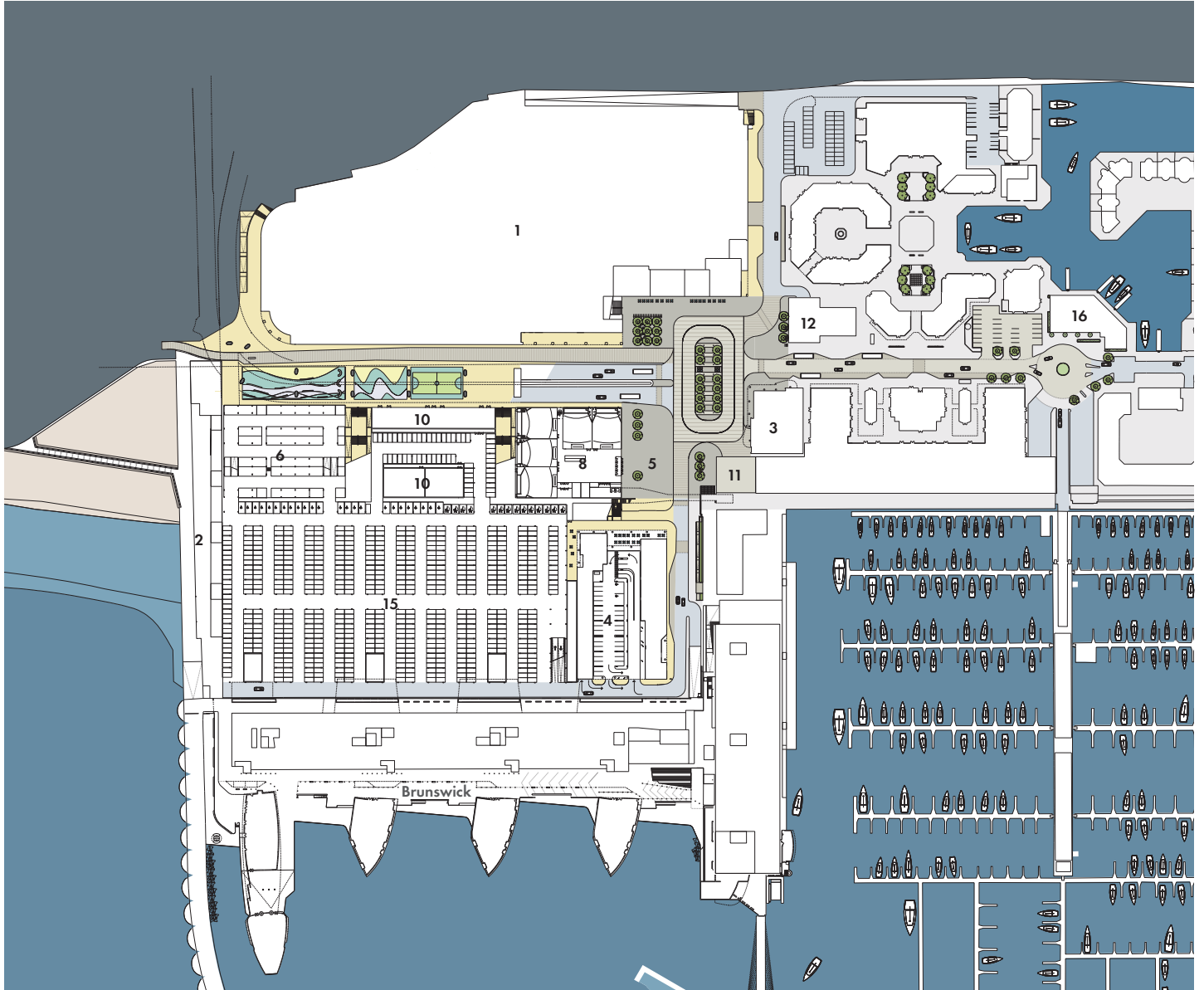
Section 2: east-west through Brunswick and Park Square facing south



Section 3: east-west through Park Square facing north toward the new multi-storey car park, retail and cinema



- | | | | |
|---|--|---|---------------------------------------|
|  | <i>Office</i> |  | <i>Retail, circulation & core</i> |
|  | <i>Residential</i> |  | <i>Multi-storey car park</i> |
|  | <i>Residential, circulation & core</i> |  | <i>Surface car park</i> |
|  | <i>Retail</i> |  | <i>CHP, services, plant</i> |

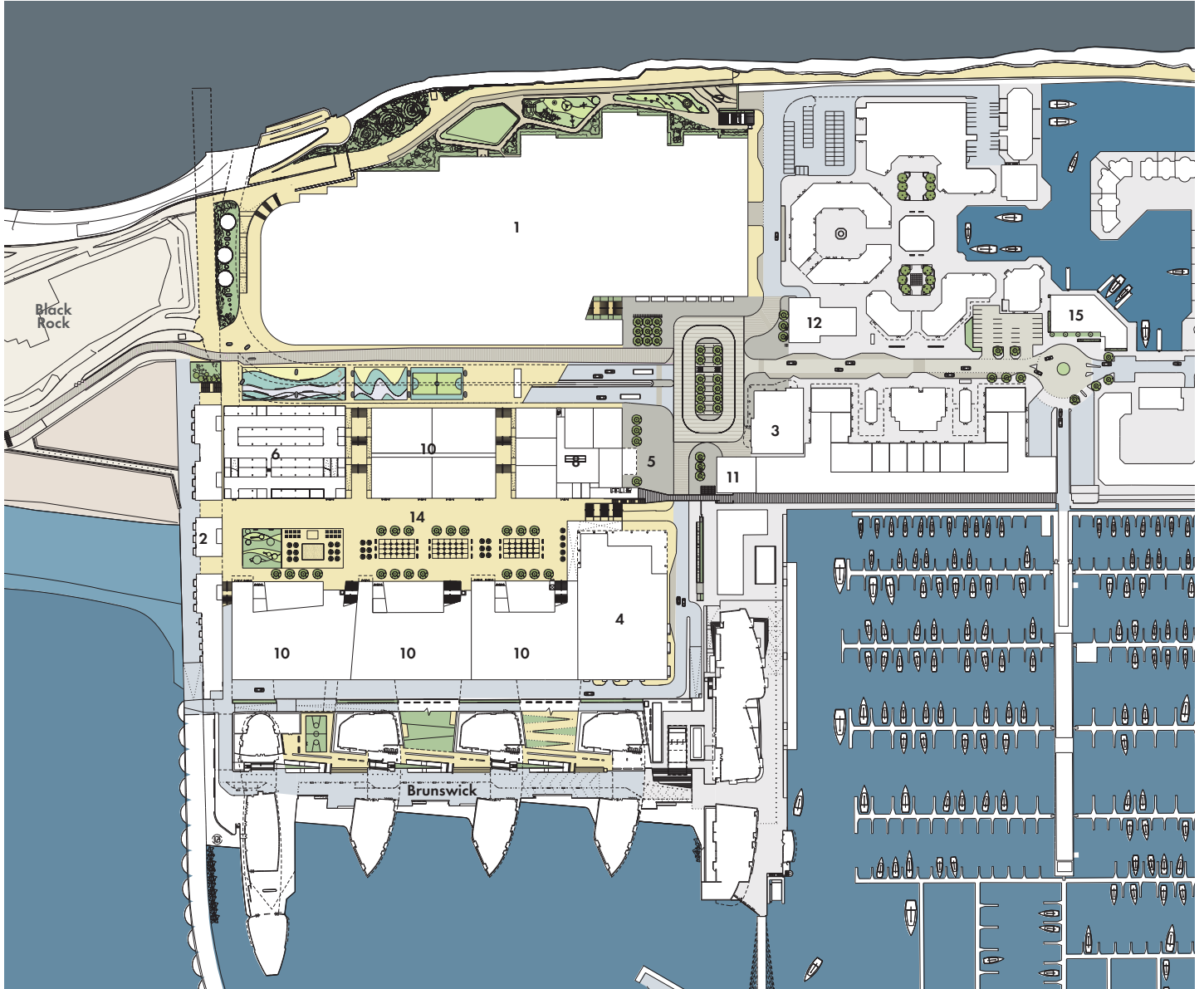


Western marina framework: lower ground level

Key to sites:

- | | | | | | |
|---|---|----|--|----|---|
| 1 | Cliff site | 8 | New cinema building | 13 | Landscaped amenity space over existing surface car park |
| 2 | Sea Wall site | 9 | Residential above cinema and facing Park Square | 14 | Landscaped amenity space over proposed car park |
| 3 | Marina Point site | 10 | Leisure/retail/commercial uses | 15 | New car parking at podium level below Park Square |
| 4 | Quayside site | 11 | 2-3 storey extension to Hotel over loading bay | 16 | Inner Harbour Building |
| 5 | Replacement Petrol Filling Station | 12 | 5-6 storey commercial uses with retail at ground floor | | |
| 6 | Multi-storey car park with green trellis roof | | | | |
| 7 | Residential block, facing Park Square | | | | |

Ground floor plan showing relocated car park below Park Square

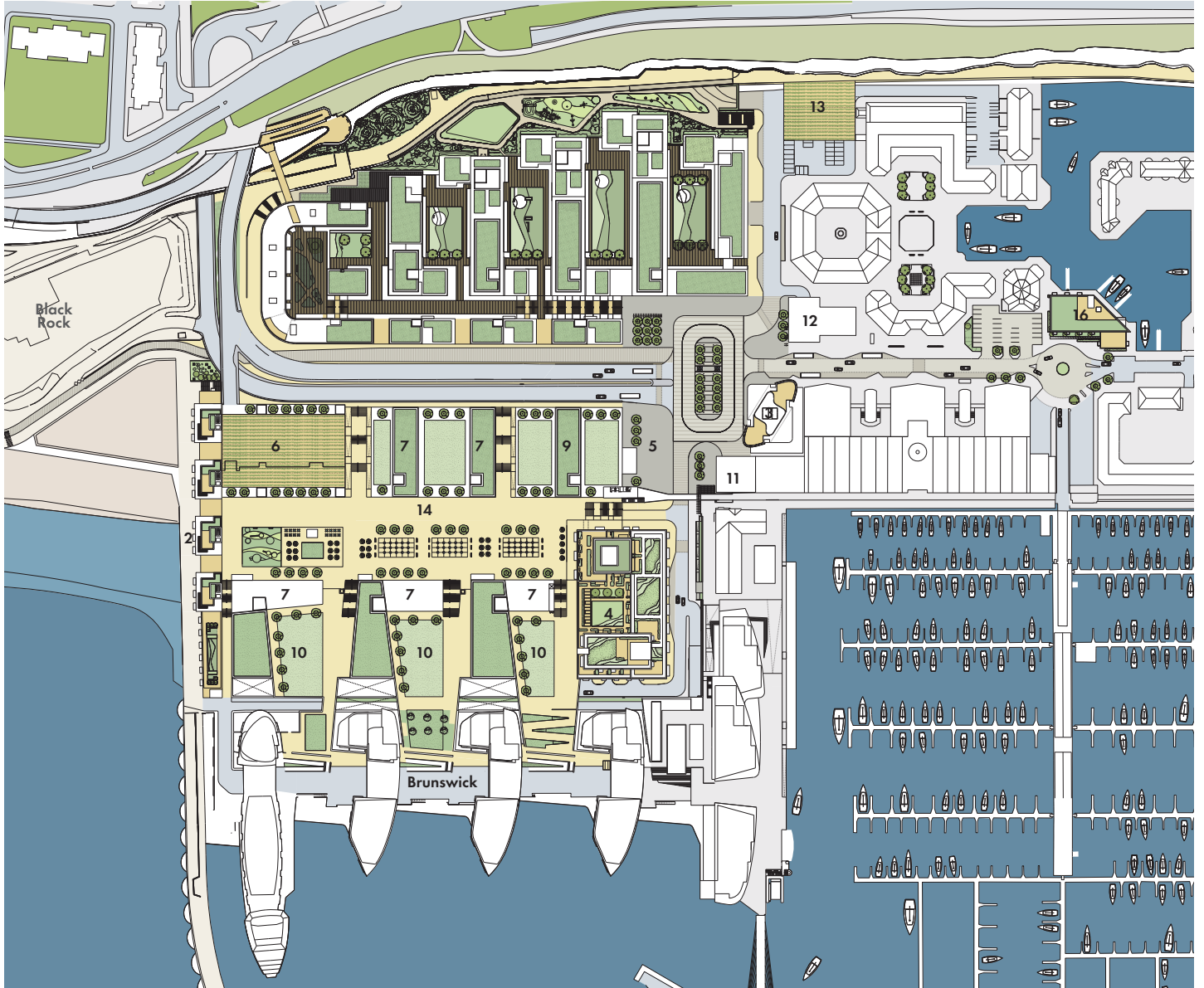


Western marina framework: upper ground level

Key to sites:

- | | | | | | |
|---|---|----|--|----|---|
| 1 | Cliff site | 8 | New cinema building | 13 | Landscaped amenity space over existing surface car park |
| 2 | Sea Wall site | 9 | Residential above cinema and facing Park Square | 14 | Landscaped amenity space over proposed car park |
| 3 | Marina Point site | 10 | Leisure/retail/commercial uses | 15 | New car parking at podium level below Park Square |
| 4 | Quayside site | 11 | 2-3 storey extension to Hotel over loading bay | 16 | Inner Harbour Building |
| 5 | Replacement Petrol Filling Station | 12 | 5-6 storey commercial uses with retail at ground floor | | |
| 6 | Multi-storey car park with green trellis roof | | | | |
| 7 | Residential block, facing Park Square | | | | |

Raised ground floor plan showing Park Square re established at Upper Level (same level as sea wall and boardwalk) with new development to south and north.



Western marina framework: roof level

Key to sites:

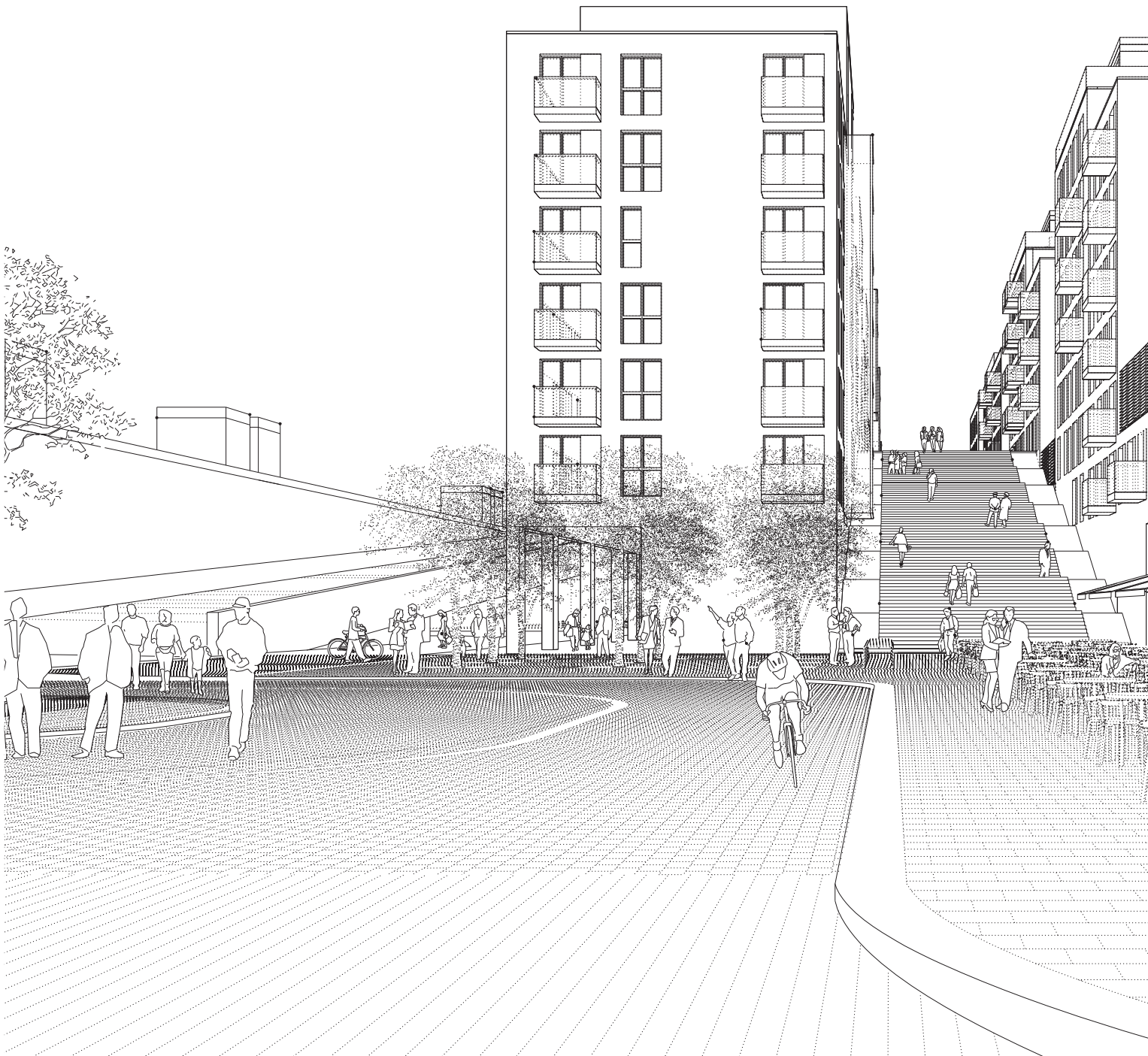
- | | | |
|---|---|--|
| 1 Cliff site | 8 New cinema building | 13 Landscaped amenity space over existing surface car park |
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| 5 Replacement Petrol Filling Station | 12 5-6 storey commercial uses with retail at ground floor | |
| 6 Multi-storey car park with green trellis roof | | |
| 7 Residential block, facing Park Square | | |

Roof plan showing raised links between cliff and Harbour Square, and Park Square and Brunswick

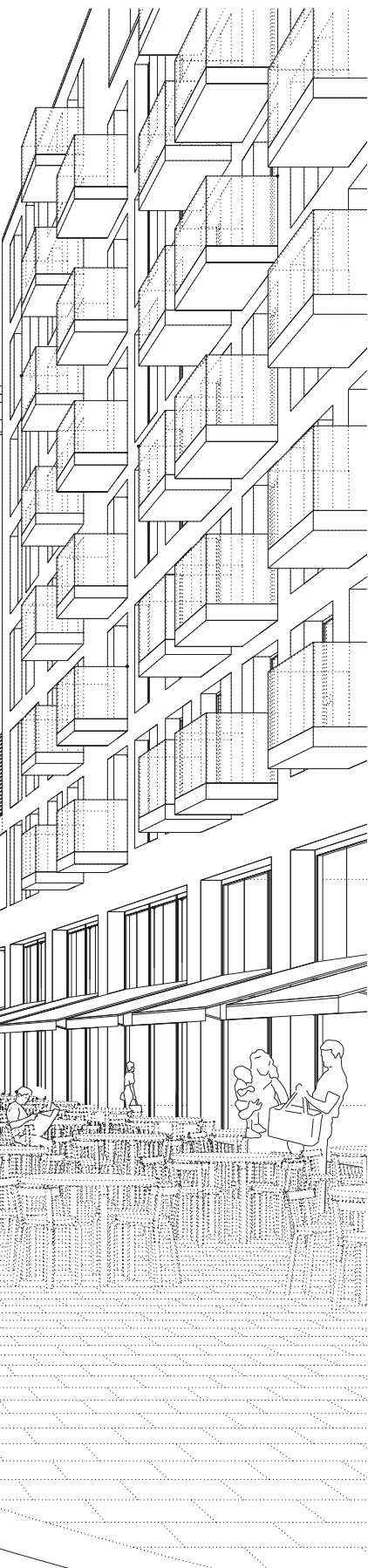
- 5.6.5 On the south side of Park Square the masterplan showed the three leisure boxes replaced by three further multi-use buildings, again combining a mixture of leisure, retail and residential use. The buildings, which in this case ranged in height between four and seven storeys above Park Square, took the form of south facing 'L' shaped blocks arranged around garden courtyards. These courtyards in turn contained generous staircases (and lifts) which provide a series of public routes from Park Square to the podium level of the Brunswick Development. These routes included wide pedestrian bridges crossing the east/west service road below.
- 5.6.6 What was obviously critical was that a future development of the sort anticipated in the masterplan would not be prejudiced by the design of the Quayside Building. So in addition to the design adjustments to Quayside already described above, the retail areas in the building were designed over two levels so that, if necessary, they could in future relate to a new podium level, while the McDonalds car park was designed so that it could easily be converted to other uses when their tenancy expires.
- 5.6.7 The reality is, of course, that it is impossible to predict exactly how Park Square and the leisure boxes will change in the future, but the obligation on us, as designers of the Quayside building, was to ensure that change could be accommodated: we had to follow CABE's direction and make '*a plan that can change easily*' (By Design p.29).

5.7 Looking to the future

- 5.7.1 The evolution of the marina will inevitably take place over a long period of time – fifteen, twenty, twenty-five years – as leases expire, aspirations change and commercial opportunities arise. The BMRP has always acknowledged this and understood its own limitations in what it can achieve at this particular moment in time.
- 5.7.2 Nevertheless in the extent of the site that it has tackled, in the range of the issues which it has addressed, and in the nature of the relationships it has sought with the adjacent sites, the BMRP has developed solutions that will encourage and facilitate the regeneration of the marina over this much longer period.



View of Harbour Square showing staircase leading to cliff-top bridge



6.0 Making places work

6.1 Design objectives

6.1.1 In this project, as in all our work, we have been concerned not just with the design of the individual buildings but with the way in which these buildings contribute to the creation of a successful piece of city, one with a strong sense of place and a fully sustainable infrastructure. These are qualities critical to the future of the marina both in its role as a destination for visitors and a place to live for residents.

6.1.2 The task of the buildings is therefore not just to satisfy the functions they contain – although the fact that they do this and do it well is certainly important – but to help shape the spaces that lie between them and ensure that these spaces can successfully fulfil the roles they each play within the city.

6.1.3 In the Design and Access Statement we summarised our design objectives (Vol. 1, p.46 paragraph 4.2) and set out what we needed to do to establish a coherent, contiguous and comprehensive public realm:-

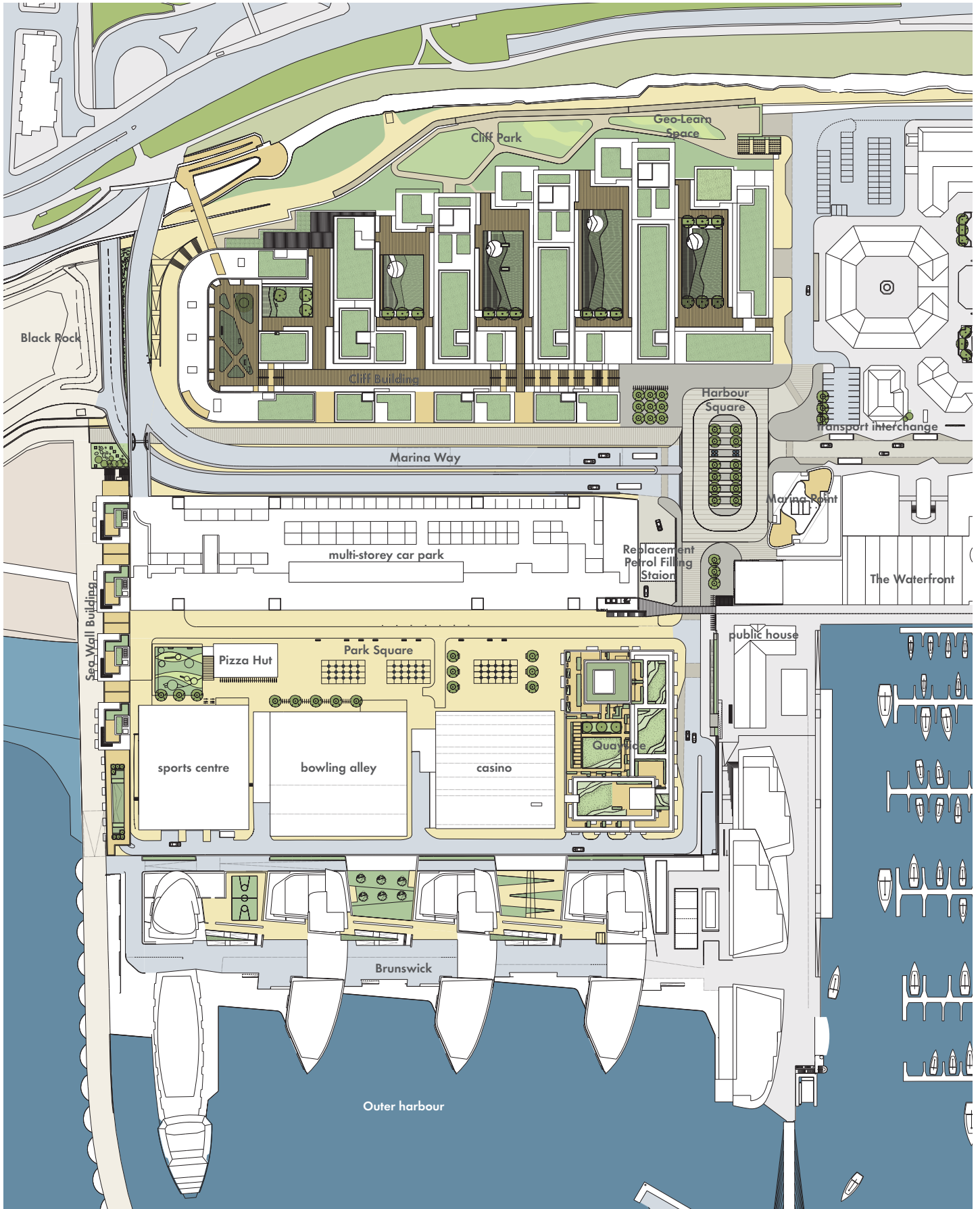
- 1 articulate a clear pattern of streets and squares defined by strong building lines.
- 2 prioritise patterns of pedestrian movement and improve the pedestrian experience.
- 3 introduce active ground floor uses on all main building frontages.
- 4 establish an explicit hierarchy of fronts and backs, ensuring that buildings respond in an appropriate way to the spaces they address.
- 5 create new relationships with the existing buildings that will allow their full integration into the new environment.
- 6 introduce a new urban scale, generally of between six and ten storeys, which will enable the incorporation within the building envelope of both A1/A3 uses at ground level and car parking for residents on the lower floors.

- 7 allow the introduction of extensive communal open spaces either arranged as courtyard gardens at a raised level or on roof terraces.
- 8 reinforce the significance of key public spaces, especially those of arrival, by taller buildings.
- 9 define new pedestrian and cycle links into the site both from the beach and from the cliff.
- 10 engage with the form and structure of the vehicular entrance ramps in order to integrate them satisfactorily into the development.
- 11 minimise the impact of the new development on the two significant natural features of the site, the beach and the cliff.
- 12 respond to the presence of the cliff through the creation of a new landscape setting at its base.
- 13 exploit the intended combination of uses - large scale retail and residential - to introduce a central combined heat and power (CHP) plant and distribution network capable of servicing all the new accommodation.
- 14 present a new face for the marina on its western edge where it looks back across the sea to the city centre.
- 15 give a new significance to the east/west pedestrian route that links the Brunswick pedestrian bridge and the sea wall firstly to Park Square and then to the restaurants and cafes of the Boardwalk and the outer harbour.
- 16 permit the reconfiguration of the existing roundabout in order to create a more memorable place of arrival and reduce the impact of the car on the environment of the site.
- 17 safeguard a secondary route for the Rapid Transport System (RTS).

(DAS Vol. 1, p. 47, paragraph 4.2.5)

6.2 Public spaces

- 6.2.1 Included within the compass of the Regeneration Project is a series of public spaces of differing scales, character and significance. Some important ones, like Park Square and Village Square, already exist, and our intention has been to give these more definition and more life. Others, like the current roundabout, have no existing qualities or significance but are transformed in this proposal into major components of the marina's public realm. Some, like the space under the car ramp and the space below the cliff, are currently neglected



and inhospitable, but in this proposal are drawn back into the continuum of public space. Rather than write them off as unattractive and unusable spaces, the Regeneration Project proposes active recreational uses for them both and supports their use in this way by ensuring that they are adequately overlooked by adjacent buildings. The Cliff Park and the space below the car ramp are both overlooked by residential accommodation while the space below the car ramp also benefits from the passive surveillance provided by the entire glazed frontage of the supermarket, itself open 24 hours a day.

6.3 Urban design principles

- 6.3.1 The means of achieving this are several and all reflect the relevant principles set out in 'By Design':- character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability, and diversity.
- 6.3.2 Firstly, we have configured the new buildings in such a way that they provide clear definition to the streets, squares or footpaths that they enclose (Principle 2:



Harbour Square looking south towards quayside and the steps to the boardwalk

Continuity and Enclosure). In most cases the new buildings have to carry out this task on each of their four sides. For example, the Quayside building has to establish a coherent building line with appropriate ground floor uses on the west side facing Park Square, on the north side facing the multi-storey car park, on the east side facing the proposed development within the outer harbour on West Quay, and on the south side facing the access road to the body of the Brunswick development.

- 6.3.3 Secondly, we have ensured that the new buildings relate logically and appropriately to their pre-existing neighbours and ideally draw out the potential of these existing buildings to contribute to the creation of the overall sense of place. One thing we have learnt from our experience on BBC White City is that poor quality existing buildings become entirely acceptable once they are absorbed into a coherent public realm (Principle 3: Quality of the Public Realm).
- 6.3.4 Thirdly, we have designed the spaces in such a way that while each has its own individual character and identity, they together form a coherent public realm, one



Harbour Square looking north towards the cliff building

which, importantly, can be easily read and understood by a visitor (Principle 1: Character, and Principle 5: Legibility). Brighton Marina, because of its unique maritime site, is necessarily divorced from the fabric of the rest of the city. This has two main implications for the urban designer. Firstly there is a need to ensure that the connections between the marina and its hinterland are made as explicit and as attractive as possible in order to facilitate the process of movement between the two (Principle 4: Ease of Movement). And secondly there is a need to ensure that at the point where people arrive at the marina – by foot, by bike, by boat, by bus or by car –they can readily assimilate the urban structure and understand how to continue their journey within the site (Principle 5: Legibility).

- 6.3.5 In part these obligations can be met by the introduction of appropriate signage and lighting (SPG 20, Vol. 2, pp.51), and the BMRP includes comprehensive proposals in these regards (DAS Vol. 3, pp. 95 and 145). But the problems of the marina in terms of the lack of spatial character, the difficulties of pedestrian and cycle movement, and the illegibility of the public realm, require a more fundamental reappraisal and the



Cliff Park and Geo-Learn Space, with face of Cliff Building

introduction of a clear urban structure that provides a simple pattern of circulation that is easy for visitors, and residents, to use (DAS Vol. 3, pp. 73-79, 88-91).

6.4 Accessibility and permeability

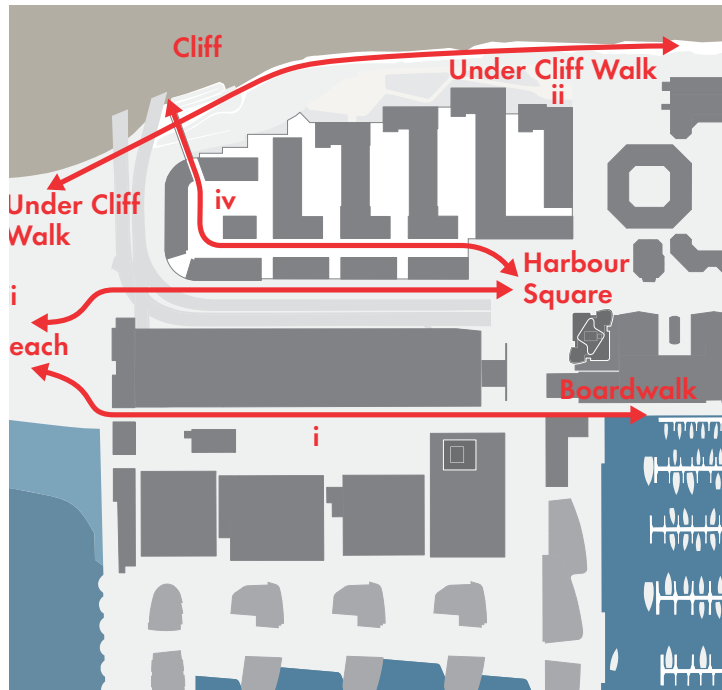
6.4.1 What principally determines the location and configuration of the new spaces is the need to accommodate and encourage easy and secure cycle and pedestrian movement into and across the site. This is particularly significant at the marina as the sole route for vehicles into the site – the incoming and outgoing concrete access ramps – are prohibited for pedestrian and cycle use. At the outset of the project therefore we identified a number of critical routes and connections which we felt could be radically improved through the work we were about to undertake. Of these, the four most important are:-

- i. the connection from the Brunswick pedestrian bridge, onto the sea wall and into Park Square;



View facing west towards Geo-Learn Space along Under-cliff Walk

- ii the connection from the beach under the existing underpass and into the north-west corner of the marina;
- iii the under cliff walk, defined today by the Asda service yard;
- iv the route from the cliff into the site, currently consisting of steps down the face of the cliff and a lonely route across the Asda car park.



6.5 How buildings define routes

6.5.1 Our objective was to configure the buildings that related to these routes in such a way that the quality, clarity and accessibility of the routes was transformed. This objective has been achieved in the following way:-

- i The Sea Wall building, which forms the western enclosure to Park Square, contains two major staircases, together with a lift, thereby connecting Park Square to the sea wall, or breakwater, and from there to the Brunswick pedestrian bridge and the beach. Importantly these stairs, and the large openings in the buildings that accommodate them, do not merely provide the facility for the connection but announce at an appropriate scale, and with appropriate drama, their location and significance.
- ii The south facade of the Cliff Building is designed to form an edge to this important route connecting the beach and the Black Rock site through into

the marina. It is also the route which has been designated for the rapid transport system, as and when it is implemented in the future. Above all, what the new building contributes here is a sense of security because of the way the flats are planned to overlook the public spaces and the way the supermarket is designed with a fully-glazed ground floor frontage facing out directly onto the public realm.

- iii Today the undercliff walk is a narrow strip of public space threaded between the Cliff and the Asda service yard. Development has turned its back on this route. In the BMRP the Asda service yard has effectively been enclosed by a new concrete deck the top of which is landscaped to form the new cliff park. Access to the park is provided both from the undercliff walk and from a new stair and public lift at the end of the Asda Service Road. And again, in order to ensure the security of the new park it is overlooked throughout its length by the windows and balconies of the Cliff Building.
- iv. As I have described above, in paragraph 5.4.1 above, advantage is taken of the podium created by the supermarket and car park at the lower floors of the Cliff Building to establish an elevated connection – a stepping stone – between the cliff and the marina, with a new route extending via a bridge from the cliff into a square at the western end of the Cliff Building and then down a cascading flight of steps to deliver pedestrians to the heart of the marina in Harbour Square. Again public lifts have also been included to provide a fully accessible connection, in this case delivering people from the upper square directly to the entrance to the supermarket below.

6.6 Creating an urban structure

- 6.6.1 The next necessary step towards the creation of a successful public realm was the introduction into the marina of an effective urban structure, a pattern of buildings and spaces that would give clear definition to the experience of the individual on the ground, and, as part of this process, it was important to establish a clear distinction across the site between fronts and backs, between those parts of buildings which have an obligation to respond to public activity and use, and those parts which have to absorb the inevitable back-of-house functions that all buildings have to accommodate. It is this hierarchy, with its identification of primary and secondary streets, that is key to facilitating orientation and cultivating successful use.

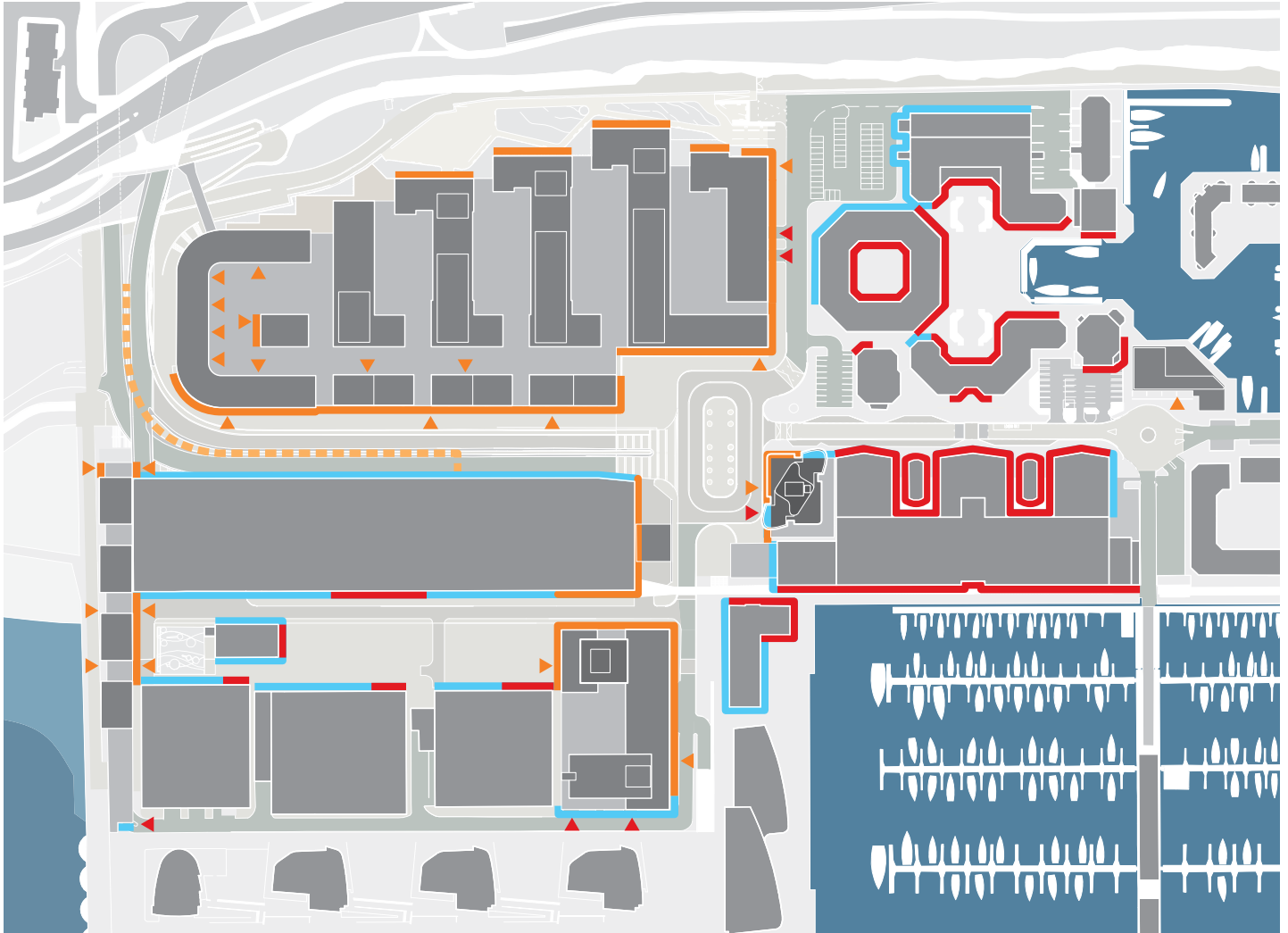


Diagram showing uses on ground floor frontages

- proposed active frontages
- existing active frontages
- service frontages
- ▲ foyer entrances
- ▲ service entrances

6.6.2 In designing the ground floors of the new buildings in the marina our aim has therefore been twofold. Firstly, it has been to locate service entrances to buildings off secondary streets and spaces wherever possible. And secondly, it has been to populate the ground floor frontages of buildings where they address primary public spaces with active uses – shops, cafes and entrances.

6.6.3 The location of these public uses in this way is good for the city because it provides animation and security. But it is also, of course, fundamental to the long term commercial viability of the units themselves. Shops and cafes needs to be visible and accessible: indeed one of the primary reasons for the commercial vulnerability of the existing Merchants' Quay retail space is that it is neither associated with nor visible from the public spaces of the marina. In the Regeneration Project the ground floors of the Cliff Building facing Harbour Square, of Quayside facing Park Square and the road

to the Brunswick development, and of Marina Point facing Harbour Square, all contain ground floor uses that will help sustain the life of the public spaces. And because of their location at the heart of the marina they will themselves be sustainable.

- 6.6.4 These are critical elements of the whole design, because it is in this way that a successful public realm will be created, one in which people want to spend time. Today the space of arrival at the marina is defined by a roundabout that is impossible for a pedestrian to cross and which therefore acts as a barrier to movement at this crucial location within the site. In contrast the Regeneration Project proposes a clearly defined public space which is easy to use which is animated by the shops and cafes which populate its northern and eastern edges and which engages with the new pedestrian route from the Cliff.
- 6.6.5 This combination of spatial definition and use allocation are essential first steps to making a sustainable public realm. And for the shops and cafes, their location in this busy, public place will also help to ensure their own long term sustainability as commercially viable ventures.
- 6.6.6 It is this sort of thinking, combining the physical planning of space with the appropriate introduction of commercial activity that we, as a practice, have employed before with considerable success, bringing areas of the city that previously lacked vitality back to life. Examples include the BBC's Media Village at White City, the Royal Festival Hall and South Bank Centre, and numbers 1,2,3 Bankside, immediately opposite our office in Southwark.
- 6.6.7 The effectiveness of these projects results directly from the way in which each of the new public spaces has been defined and enclosed. In cities, open space, in itself, is not enough to establish an effective public realm. Indeed very often, large open spaces, especially if inadequately overlooked, can prove anonymous, unsafe and unwelcoming. What is important in the design of spaces in the public realm is firstly that they are well defined and secondly that they are appropriately scaled to the activities they accommodate.
- 6.6.8 SPG 20 also recognised the need for a major rethink as to of the nature of the urban environment within the marina:-
- “Spaces should be narrowed and enclosed with new buildings to help create an intimate atmosphere of interest and excitement, vitality and viability, at street level”* (SPG 20 Vol. 2, p.41).



The existing building





the Royal Festival Hall and the South Bank Centre

At the South Bank, a new public realm was created with shops and cafés integrated into the original structure.





BBC White City

At the BBC White City, the existing freestanding building was surrounded by additional buildings to create a new pedestrian space



The existing BBC building





The existing building



Bankside 1,2 & 3

At Bankside a new street was created with a series of new buildings, creating a busy and relaxed public realm

6.7 A new district centre

6.7.1 At the heart of the BMRP is the objective of establishing the marina as a viable District Centre with all the facilities that it requires, with an improved leisure and retail offer for residents and visitors, which, in the Design and Access Statement we summarised as follows:-

- a new and enlarged Asda store;
- improved routes and retail units with active frontages which properly link up and draw people between the key areas of the marina;
- re-positioning of bus stops, providing a transport interchange in the heart of the marina District Centre;
- improved retail and leisure facilities with planned retail space at ground floor level allowing for local shops including a hairdresser, bank, corner shop, etc; and
- the creation of a critical mass through the provision of 1301 units which when combined with the Brunswick development equates to 2154 units. (DAS Vol. 1, p. 46, paragraph 4.2.3).

6.7.2 As well as configuring the new buildings in such a way that they will establish an effective and attractive urban structure, we have therefore also endeavoured to institute changes in the fabric and organisation of existing parts of the marina where improvements in pedestrian movement or public transport planning might offer significant benefits to the public realm.

6.7.3 As part of our rethinking of bus movement within the marina, we have relocated the existing bus stops to a more central position on Palm Drive, thereby maximising footfall in and around the existing shops in the Merchant Village and Waterfront and hopefully as a result contributing to their long term commercial viability.

(DAS Vol. 2, p. 6, figure App. 1.3)

6.7.4 This location was the “one preferred option“ identified in PAN 04:-

“... on Palm Drive close to Merchants Quay, at the heart of the marina. This location is at the intersection of the three catchment areas for the superstore, the approved Brunswick scheme and the existing residential quarter (to the east of the Waterfront development) and therefore represents a central location for an interchange.” (PAN 04, p. 15, paragraph 10.4)

- 6.7.5 Similarly we have proposed the reconfiguration of the staircase and bridge approach to the Boardwalk from Harbour Square, Park Square and the multi-storey car park, in order to improve its visibility and make it more attractive to use.

6.8 An appropriate response

- 6.8.1 In assessing the appropriate form and configuration for each of the buildings, and in developing their individual designs, our aim has been to create an appropriate and coherent urban environment for residents of the marina, new and existing, as well as for those enjoying the other facilities on the site. We have therefore had to make a series of critical judgements concerning the scale of buildings and spaces in order to achieve the right balance between the creation of an appropriate urban environment within the marina and the development of an appropriate urban form within the wider context of the Brighton seafront. These judgements ensure that the new development, will be confident and appropriate in its scale, not dominant; that it will not damage the setting of strategically important views; and that it will create good quality housing conditions appropriate to this urban context, contrary to the amplified and clarified reasons for refusal 1, 2 and 4 put forward by the local planning authority.



7.0 Responding to context: form, height & massing

7.1 The key contextual issues

7.1.1 In a typical architectural project the most significant aspects of the context are the buildings next door. And in this project there were indeed a number of critical relationships within the marina that needed to be resolved between the new structures and the existing buildings and spaces, most notably where the new structures relate directly to Merchants Quay and Marina Village. However, there were five further aspects of the context which required special consideration, some of which lie outside the marina.

7.1.2 These five aspects were:-

i The natural environment

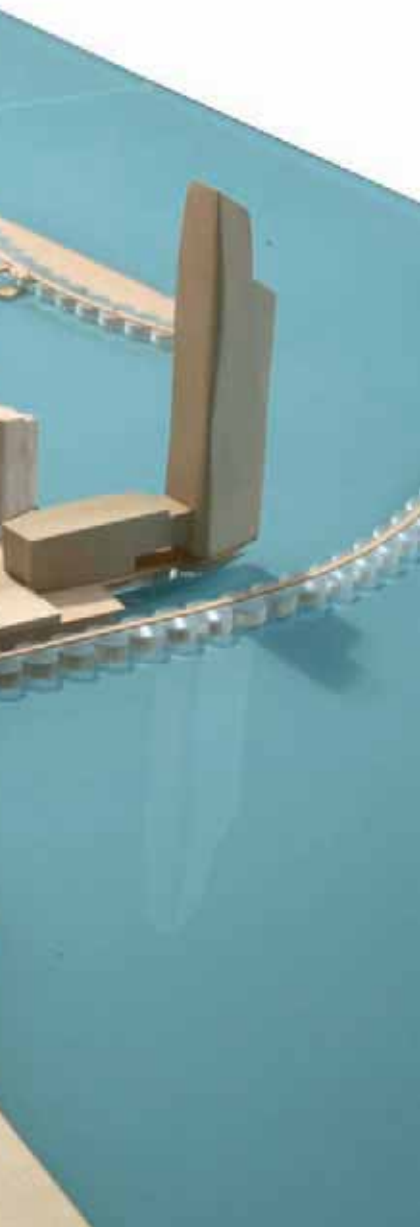
In particular this included the geology and ecology of the cliff (SSSI) and of Black Rock beach (SNCI), on whose settings our proposal would have an impact, as well as the relationship to the sea, in particular where the Sea Wall building forms the backdrop to the existing harbour wall. Equally important was the impact that any new development would have on the setting of and views to and from the Sussex Downs Area of Outstanding Natural Beauty.

ii The historic environment

While our sites are located a minimum of 120 metres from the south-eastern boundary of Kemp Town, the new buildings in the marina, like those already approved in the Brunswick development, would have an impact on views both out of Kemp Town and along the Kemp Town frontage towards the east.

iii The coastal views

Because of its location, projecting out into the sea in front of the line of the beach and the cliffs, any development at the marina will have an impact on views up and down the coast. Extensive work was carried out to mitigate the impact of the scheme on these views and the design continuously evolved in response.



View of the coast from the national park



View towards the site along Madiera Drive



View of the marina approaching brighton from the east



View of the marina from Kemp Town



iv The residential neighbours

Three primary groups of existing residents would be affected by our proposals. Firstly, those living in the eastern section of the marina where, to date, all the residential accommodation within the marina has been concentrated. Secondly, those living in Marine Gate, the 1930s structure that stands on the cliff above the marina and contains 132 flats in a 9 storey building. And thirdly, those living in Kemp Town whose longer, eastward views would be affected by our design.

v The future Brunswick development

The design of the buildings within the Regeneration Project always assumed the construction of the Brunswick development and provision was made to relate the new proposals to the Brunswick scheme, both formally and aesthetically and in terms of the Brunswick scheme's daylight and sunlight requirements. An account of these measures has been provided in paragraph 5.5.3 above. In effect, we have treated the Brunswick scheme as if it was already part of the fabric of the marina, a part of the existing context to which we should relate. Equally, our proposals will provide an effective urban structure at the marina, regardless of the implementation of the Brunswick proposals.

7.2 Exploration and testing

7.2.1 The way in which the design and configuration of the Regeneration Project evolved was through a series of exploratory studies and a sequence of discussions with all relevant consultees. During this process, which extended over a period of approximately two years, the form of the six buildings changed considerably and a number of key moves were made in response to the contextual issues described above. A full account of this process is provided in section 5 of the Design and Access Statement, which shows how and why decisions were taken and identifies stages at which the designs were presented to all the key stakeholders, public and statutory. (see DAS vol. 1 pp.50 - 71, paragraphs 5.1.1 – 5.1.8).

7.2.2 Prior to our involvement in the project, as mentioned in Section 1, Explore Living, working with a different architect, REID Architecture, had, in 2005, prepared a feasibility study suggesting that the five sites might together accommodate as many as 1382 residential units (81 more than the current proposal), together with the replacement of the existing A1 and A3 facilities on the site. This study, (see Appendix 2 of this proof)

which was itself prompted by the BHCC analysis of the site (SPG 20), also established a financial model for the project in which sufficient value could be generated from the construction of the new residential accommodation to subsidise the scale of investment in both infrastructure and replacement facilities that the project would require.

7.2.3 The first studies that we carried out following our appointment in January 2006 examined in more detail how this quantum of accommodation might be contained within the site.

7.2.4 What was clear to us was that the principle of introducing an increased scale and density of development was, for the reasons outlined above, entirely appropriate to the regeneration objectives of the project and a logical continuation of the potential transformation promised by the Brunswick development.

7.3 Residential density

7.3.1 Assessments of residential density are always problematic as different assumptions are made about the area of the land that should legitimately be included, and no acknowledgement is normally included regarding the presence and quantum of other uses on the site.

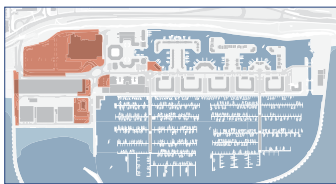
7.3.2 Notwithstanding these difficulties, it is still important in the context of this application to come to an understanding of the density of development proposals at the marina and to attempt to relate it to other locations.

7.3.3 If the density of the appeal scheme is calculated on a site by site basis, excluding the surrounding areas of public realm, the resulting figures range from 239 dwellings per hectare on the Cliff Site (Cliff Building) to 1057 dwellings per hectare on the Petrol Filling Station site (Marina Point).

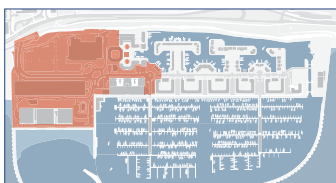
7.3.4 As part of the planning documentation, density calculations were prepared based on the area within the red line boundary, but excluding the land occupied existing buildings. This gave a density of 163 dwellings per hectare.

7.3.5 If, however, density calculations for the appeal scheme are carried out including the whole of the area within the planning application red line boundary it would produce an average density of 106.6 dwellings per hectare (see table).

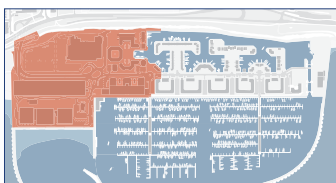
7.3.6 Similarly, if density calculations for the appeal scheme were to be prepared that included in the site area the whole of the western end of the marina, this figure would



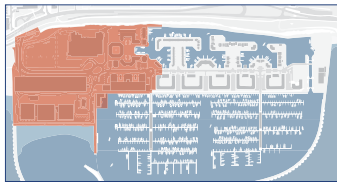
239 - 1057 dwellings per hectare



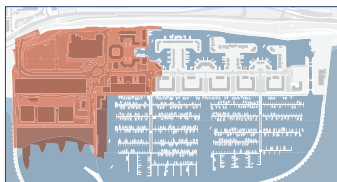
163 dwellings per hectare



107 dwellings per hectare



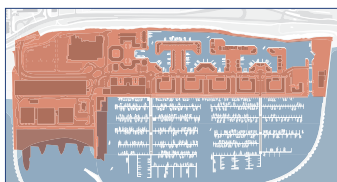
101 dwellings per hectare



142 dwellings per hectare



96 dwellings per hectare



123 dwellings per hectare

7.3.7 Finally, if an overall density were to be calculated for the marina as a whole, this figure would drop to 95.9 per hectare (123.2 per hectare including the Brunswick development)². This is an important figure, because in the perception of density what counts is the relative proportion of built form and open space, in which one must include areas of water as well as land: the generous pools of water at the heart of the Barbican for example - the development in London that inspired the design of the Brighton marina - work in exactly this way.

area covered	measured area in Hectares	number of dwellings	dwellings per Hectare
site by site (Cliff Site)	3.25	779	239
site by site (Petrol Filling Station Site)	0.14	148	1057
planning application density calculation area	7.98	1301	163
planning application red line boundary	12.2	1301	106.6
western end of marina (not inc brunswick)	12.9	1301	100.9
western end of marina (inc brunswick)	15.1	2154	142.2
whole marina (not inc brunswick)	21.1	2021	95.9
whole marina (inc brunswick)	23.3	2874	123.2

7.3.8 When we prepared such calculations, these figures did not seem excessive, and indeed compared reasonably with those of, for example Marine Gate (109 dwellings per ha)³ and of a typical area of the city centre (432 dwellings per ha)⁴. We were therefore satisfied that a relatively high density scheme was entirely appropriate to the site.

²When the Brunswick development is included in the density calculation, the land area used to calculate the density would increase from 12.6 Hectares to 14.9 Hectares because the Brunswick development would be built on Spending Beach, which is 'new land' in the Marina.

³This density is approximate, the calculation is based upon figures provided on Marine Gate's own website: www.marinegate.co.uk. (132 flats on a 3 acre site (in 1971), or 1.214 ha).

⁴This density is based upon the Kemp Town Conservation Area, with figures taken from Kemp Town Society's website (www.kemptown-society.org.uk/about_us.html). This website states that 105 houses were originally constructed between 1823- 1828. Kemp Town Society's Statement of Case, p.9 states "If (the Kemp Town estate) is characterised by 106 4/5 storey town houses... only a few single townhouse (sic) remain, notably Fife House at the Corner of Lewes Crescent and Chichester Terrace. There are over 700 individual residences now registered within the Estate." Kemp Town Society's website describes the site area as 4 acres, which equates to 1.62 Hectares.



Early models showing alternative location considered for tall b

7.4 The need to build tall

7.4.1 What was also clear to us however was that the heights of the majority of the new buildings would necessarily be limited by the general height of the cliff, and that if we were to achieve these higher densities we would need to explore if, and where, taller buildings could and should be introduced. A number of alternative locations for tall buildings were considered during the design development stage, including the south-eastern corner of the Cliff site, the middle of the Sea Wall site, the Inner Harbour site and the McDonalds site.

7.4.2 The possibility of including tall buildings in the marina had already been established by BHCC in two planning documents, SPG 20 (Vol. 2, p. 54) – which set out a clear strategy for development within the marina – and SPG 15 (Tall Buildings) (paragraph 8.2.2, p. 15) which identified those areas within the City wherever tall buildings (defined as buildings of 18m or taller) might be appropriately located.

7.4.3 In SPG 15, paragraph 8.2.2, p.15, the marina was selected by BHCC as one of five:- “nodes suitable for taller development”,

and in paragraph 8.3 p.15 it gave a number of reasons for why this would be appropriate, including the opportunity to “bookend” this edge of the city. At the same time it also highlighted the particular considerations involved in building on this site, both in respect of views from of the existing buildings on the cliff and views along the coast.

7.4.4 Further support for the principle of including tall buildings within the marina came from the recent decision by BHCC to grant approval to the Brunswick development which included not only a 40 storey tower, but a further ten buildings ranging between 6 and 15 storeys, excluding the 2 storey base⁵.

7.4.5 But the substantial argument in favour of tall buildings, at the marina, and of developing at relatively high densities was made in SPG 20:-

“To take advantage of the marina’s unique urban yet functionally separate and distinct coastal location, the marina should (generally) be developed to a high density.” (SPG 20 Vol. 2, p.54).

Having set out its urban design objectives, SPG 20 is clear that they will only:-

⁵Brunswick Developments’ planning application indicated the number of buildings and storey heights. Brunswick have set their ‘ground’ / base level at breakwater level, above 2 storeys of car park beginning at the actual ground level of the Marina itself (approx. +2.0m AOD).

“...be achieved by the introduction of well designed, high quality buildings, the conception of which should deliberately include tall structures.” (SPG 20 Vol. 2, p.59).

- 7.4.6 In SPG 20, which is unusual in providing such comprehensive development guidelines for a site of this kind, there is nevertheless no advice given as to the preferred locations, configurations or heights of such tall structures, or indeed of any specific prohibitions that might apply to any new proposals.
- 7.4.7 It was however clear to us that there were areas where it would be inappropriate to suggest tall buildings and, conversely, that there were certain locations within the marina where, for urban design reasons, tall buildings together might offer some benefit.

7.5 Criteria for tall buildings

- 7.5.1 In 2003 (revised 2007) CABA and English Heritage published joint guidance on the design and location of Tall Buildings. This highlighted (paragraph 4.1 p. 5 - 6) eleven key criteria against which proposals for new buildings should be judged:-

- i the relationship to context;
- ii the effect on the historic context;
- iii the effect on world heritage sites;
- iv the relationship to transport infrastructure;
- v the architectural quality of the building;
- vi the sustainable design and construction;
- vii the credibility of the design;
- viii the contribution to public space and facilities;
- ix the effect on the local environment;
- x the contribution made to permeability; and
- xi the provision of a well-designed environment.

7.6 Appropriate locations

- 7.6.1 In the light of these criteria and as a result of our initial work with the appellant's townscape consultant, Richard Coleman, we identified two locations where tall buildings were clearly appropriate: the McDonalds site and the petrol filling station site. Both these sites occupied important points in the marina, the first forming the eastern termination of Park Square and the second forming the eastern side of Harbour Square, the key entrance space for those arriving at the marina. Tall buildings positioned on these sites would also have the

potential to make a positive contribution to the identity of the Outer Harbour, signalling for those arriving from the sea the public focus of the site. And both sites were located at an appropriate distance from the cliff.

- 7.6.2 As part of its advice SPG 20 provides a clear rationale for the introduction of tall buildings within the marina, highlighting issues of orientation, identity, skyline and focus. One of the major weaknesses of the site today it argues is that it:-

"...does not exhibit strong memorable features or landmarks and therefore does not provide specific locations where people can meet and orientate themselves. The lack of focal points also reduces the importance of spaces and points of transition which are not emphasised or clear from the surrounding zones." (SPG 20 Vol. 1, p. 66).

- 7.6.3 SPG 20 recognises the importance of visual links between places to help people find their way and make a place feel safe and unthreatening. Specifically, in the marina, it urges developers to:-

"...show the way by the subtle positioning of taller buildings and focal points" and to "create a skyline – this not only adds interest but conveys particular activities." (SPG 20 Vol. 1, p.64)

as well as advocating that:-

"...the legibility of the marina should be improved with well designed landmark and gateway buildings and spaces". (SPG 20 Vol. 2, p.40).

in order to:-

"... inform visitors of the marina as an identifiable destination." (SPG 20, Vol. 2, p. 59)

- 7.6.4 The detailed design of Marina Point and Quayside was carried out over a period of two and a half years (March



2006 - September 2008). Throughout this period we worked closely with the appellant's townscape consultant, Richard Coleman and examined with him the impact of our proposal on critical views. A full account of these is provided in his proof of evidence (section 7, paragraphs 7.5-7.6, and section 9, paragraphs 9.2-9.4). While the urban design principles remained constant, the detailed proposals were continually being reconsidered and revised. Opinions on the various iterations were obtained from the following:-

- i Explore Living
- ii BHCC Development Control and Planning
- iii ATLAS
- iv CABE
- v English Heritage
- vi Natural England
- vii Building Research Establishment
- viii Asda
- ix McDonalds
- x The Alias Seattle Hotel
- xi X-Leisure
- xii The Casino
- xiii Andrew Goodall of Brunswick Developments
- xiv Marina Village Residents Association
- xv Civil Aviation Authority

in addition to those consulted as part of the public consultation process (for full list see the Statement of Community Involvement Annex H).

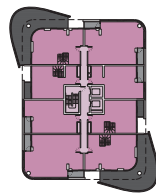




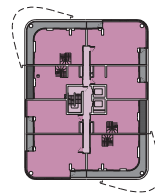
View of north elevation of Marina Point with Cliff Building on the right

7.7 Marina Point

- 7.7.1 The theory underlying the design of Marina Point is that it should stand as a discrete tower rising as a simple object from its key position on the east side of Harbour Square. Generally, the tower is designed with eight flats per floor grouped around a central core. However, the tower also includes, on alternating corners of the building, a number of duplex units whose large cantilevered balconies introduce a sense of movement and complexity into the composition of what would otherwise be a relatively straightforward façade. The confidence of the city's Regency architecture is expressed both at the urban scale in the repetition of the facades in terraces and crescents, and at the detailed scale of the formal composition of the buildings. The repetition of the balcony form will give Marina Point a similar optimistic ebullience.
- 7.7.2 In assessing the appropriate height for the building, two principal viewpoints were considered, one where the tower just appeared above the roof tops over the east quadrant of Lewes Crescent and one where it would be seen in the backdrop of the south-eastern-most building of Lewes Crescent. In terms of the former it was agreed that the complex profile of the tower might acceptably be discernible just above the rooftops, but only if its identification with the tower is not immediately apparent. And in terms of the latter, it was agreed that the building should be tall enough and distinctive enough that it should not compromise the clear definition of the southern-most listed building. (see Richard Coleman's proof, section 9, paragraph 9.2)
- 7.7.3 In townscape terms, what Marina Point does, whether for people arriving at the marina from the cliff, or from the sea, or from Madeira Drive, is to act as a marker, locating the centre of the site and defining the position of the main east/west axis.
- 7.7.4 A full description of Marina Point is given in the DAS Vol. 1, section 6.6, pp.136-141.



6th, 10th, 14th, 18th
floor plans, scale: 1:1000



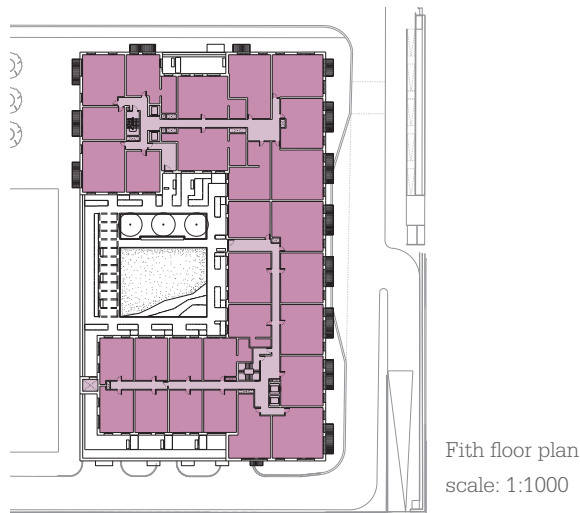
5th, 9th, 13th, 17th, 21st
floor plans, scale: 1:1000



View past Quayside into Park square with Sea Wall Building beyond, showing location of new steps link to top of harbour wall

7.8 Quayside

- 7.8.1 The form of the Quayside building is, by comparison with Marina Point, relatively complex, a u-shaped residential plan arranged around a garden courtyard. This courtyard itself stands above a five storey base which contains the replacement McDonald's restaurant and parking, a separate residents' car park and a small further component of residential accommodation. While the southern wing of the building rises to ten storeys, the western wing is limited to eight storeys in order to protect access to sunlight and daylight for the flats in the adjacent Brunswick development.
- 7.8.2 On the north-west corner of the block, where it overlooks Park Square, the building rises to sixteen storeys, slightly lower than the adjacent Brunswick building, and the form of the tower cuts back both at its top and at its sides to create a more complex profile, particularly when viewed from Arundel Terrace.
- 7.8.3 The language of the building is simple, with its green and white, cast masonry panels held within strong, white, horizontal bands. These white precast bands, denoting each of the floors, are carried through into the tower component, with the indented south and north facades of the tower separately expressed, with opaque glass cladding. The east side of the tower is designed with strong horizontal openings where it looks across the panorama of the marina.
- 7.8.4 A full description of Quayside is given in the DAS (Vol. 1, section 6.7, pp. 142-149).
- 7.8.5 The remaining three buildings, the Sea Wall, the Cliff Building and the Inner Harbour are all significantly lower: all are 11 storeys or below. Nevertheless, in each case, a number of alternative proposals were studied and the individual designs were adjusted in response to the contextual issues described above.





View of Sea Wall Building from the proposed Brunswick bdevelopment's new pedestrian footbridge across Black Rock beach



Study model of the eastern elevatiobn of the Sea Wall Building

7.9 Sea Wall Building

7.9.1 The Sea Wall building is designed to read as four, 11-storey high pavilions rising out of a lower, linear building which extends the full length of the site. The height of the lower building was designed to be low enough that it would not overshadow the Black Rock Beach SNCI, but high enough that it would mask the western elevations of the multi-storey car park and the leisure sheds. This was something specifically called for in SPG 20: -

“New buildings should be located to mask the unattractive appearance of some of the existing buildings, including the multi-storey car park and leisure units” SPG 20 Vol.2, p.40.

The primary orientation of all the flats is west towards the city centre, and the buildings are intended to carry a sense of generosity in this direction. In contrast the east facade is more abstract and enigmatic, a large stepping wall surface with a consciously picturesque profile.

7.9.2 A full description of Sea Wall Building is given in the DAS (Vol. 1, section 6.5, pp.130-135.)



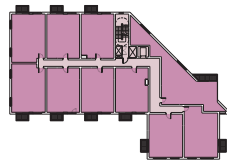
Upper ground floor and Fifth floor plans
scale: 1:1000



7.10 Inner Harbour

7.10.1 The Inner Harbour building occupies an interesting nodal position within the site, aligned both with the west jetty of the outer harbour and the cascading steps of the Cliff Building. For this reason, initial proposals for this site included a suggestion for a 15 storey tower. However it became clear at one of the early public meetings that local residents felt very strongly that buildings in the predominantly residential, eastern end of the marina should conform to the generally lower height and scale of the existing buildings and that taller buildings should be confined to the more commercial, western end of the marina. As this was a distinction already implicit in the use distribution of the original 1960s masterplan, and was also compatible with the anatomy of our scheme, we adopted their suggestion and reallocated accommodation away from the Inner Harbour site, redesigning the building as a three to four-storey structure.

7.10.2 A full description of the Inner Harbour building is given in the DAS (Vol. 1, section 6.8, pp. 150-153).



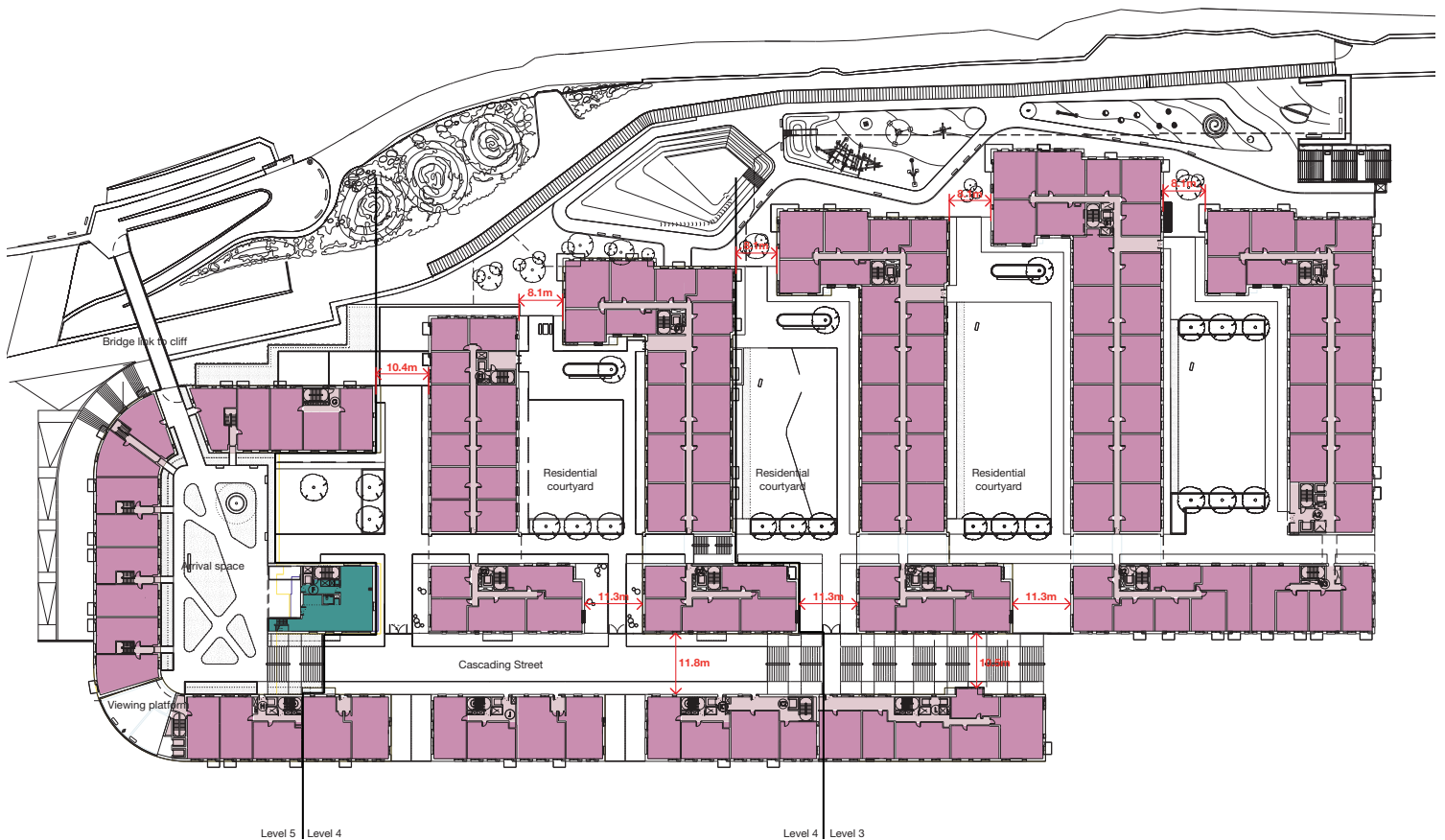
First floor plan
scale: 1:1000



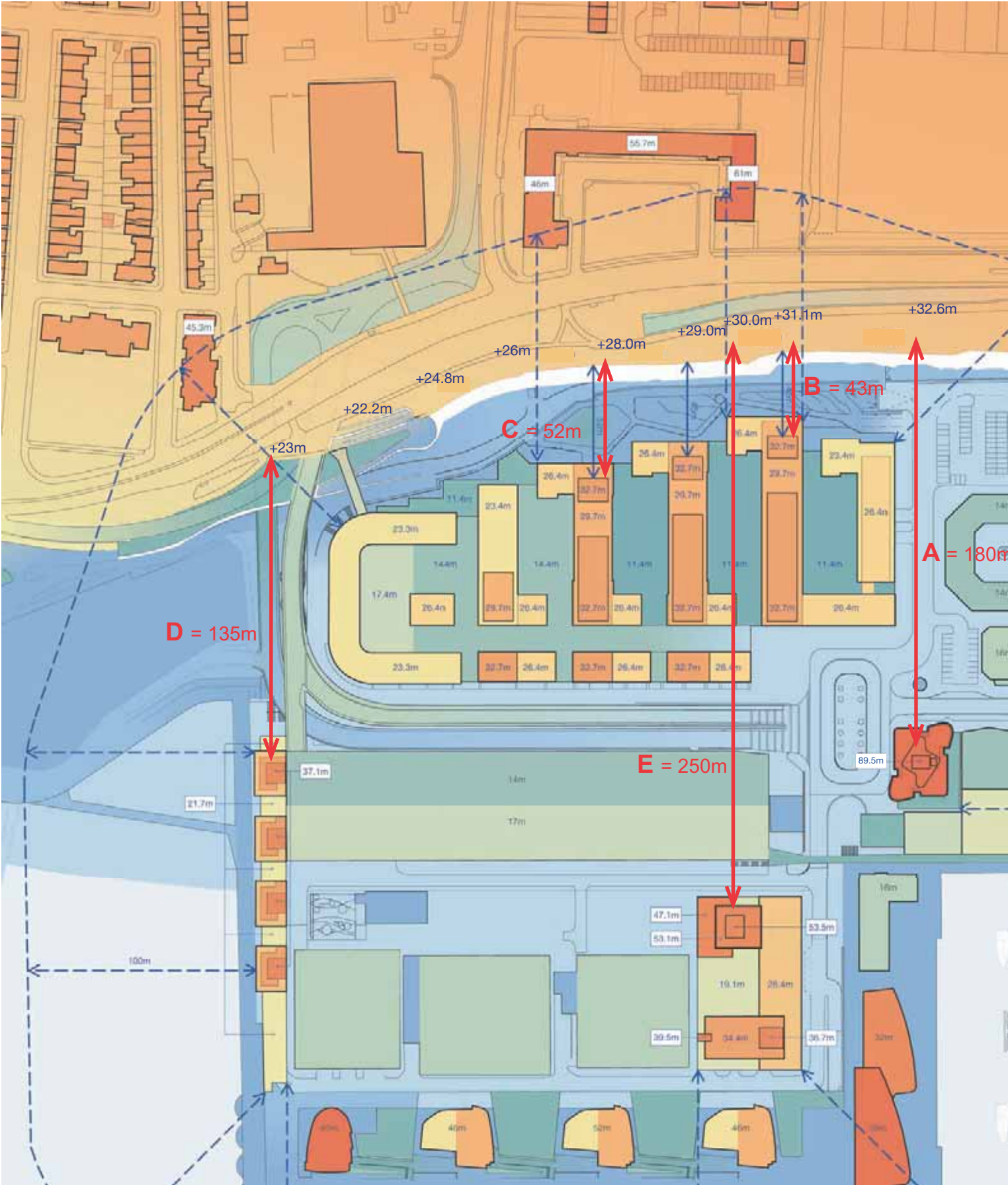
7.11 Cliff Building

7.11.1 Because of its proximity to the cliff, the Cliff Building never rises above nine storeys. Typically the blocks that are aligned east/west are seven storeys high, reducing in height at the western end of the site as the cliff itself begins to drop away, while the north/south blocks are a combination of eight and nine storeys. The east/west aligned blocks therefore consistently lie just below the height of the cliff, whereas the north/south blocks tend to lie just above it. As the plan on the following page shows, the new proposals are in places between 2.7 m and 6.2 m above the height of the cliff. The particular articulation of the tops of the north/south blocks and their articulation as a series of roof-top pavilions grew out of a concern to achieve a more articulated profile to the building when viewed from the cliff top walk to the east of the site. In a similar way, the decision to restrict the western end of the building to six storeys was taken in order to preserve views through the marina and beyond to the sea from Arundel Terrace.

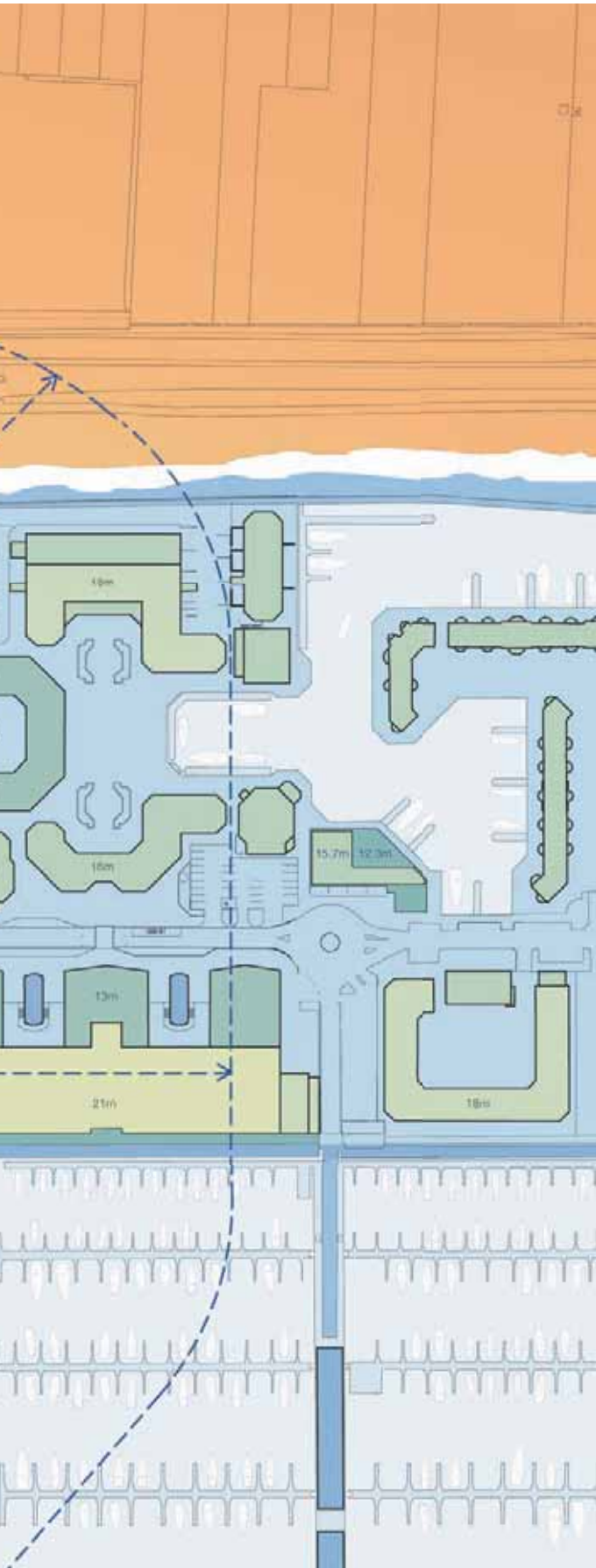
7.11.2 A full description of the Cliff Building, is given in the DAS (Vol. 1, section 6.4, pp. 118-129).



Fifth floor plan
scale 1:1000

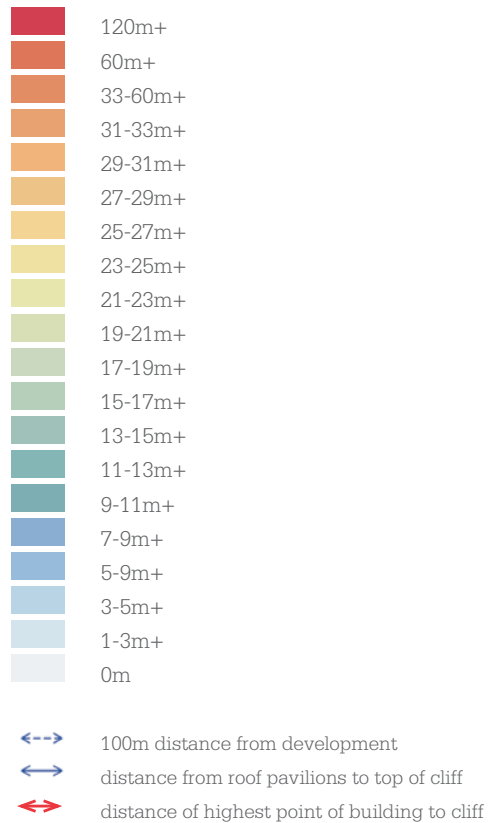


Site-wide survey plan with roof levels of all proposed and existing buildings



Key

- A Marina Point
89.5m AOD - 32.6m AOD
= 56.9m taller than cliff
- B Cliff Building
32.7m AOD - 31.1m AOD
= 1.6m taller than cliff
- C Cliff Building
32.7m AOD - 28.0m AOD
= 4.7m taller than cliff
- D Sea Wall Building
37.1m AOD - 23.0m AOD
= 14.1m taller than cliff
- E Quayside
53.5m AOD - 30.0m AOD
= 23.5m taller than cliff



NB.
All levels are above ordanance datum AOD

7.12 Relationship to existing buildings

- 7.12.1 Throughout the design process considerable attention was paid to the need to ensure that the new buildings, which were intentionally taller than the existing development in the marina, were fully integrated with their existing and proposed neighbours.
- 7.12.2 Part of this process of integration was essentially a technical one of ensuring that the scale and location of the new buildings did not compromise the sunlight and daylight of either the existing buildings, or indeed the new buildings proposed by the Brunswick development. Detailed analyses carried out by BRE were used to test our proposals and, led us as a result, to modify the scheme – to reduce building heights – in a number of areas.
- 7.12.3 But equally important was an assessment of the aesthetic and environmental consequences of the new relationships between buildings and spaces that would result from the new development.
- 7.12.4 In this regard two particular relationships are worth highlighting. The first is that between the east elevation of the Cliff Building and the west elevation of the Merchants Quay and the second is that between the east elevation of Quayside and the anticipated west elevation of the Brunswick development.
- 7.12.5 In both these cases the height of the new development was deliberately suppressed (in the Cliff Building to 7 storeys with a top floor set back and in Quayside to 8 storeys) and in both cases the primary entrances to the residential accommodation were located in these facades in order to maintain activity within the street. The Cliff Building entrance will also be connected to Harbour Square by a colonnade.



- 7.12.6 All of the new buildings will of course be visible to the residents of Marine Gate and will introduce change to their current views. The reality, it should be remembered, is that the existing views from Marine Gate are a combination of wonderful background views of the sea and the harbour with dismally prosaic foreground views of the Asda supermarket with its rooftop plant, the surface car park and the multi-storey car park.

- 7.12.7 As we were concerned to understand the nature of the changes we were proposing but were unable to gain internal access to Marine Gate to take accurate photographs, we utilised our own computer model to test how the views would change from floor to floor. (DAS Vol. 1, pp. 103-105).
- 7.12.8 What is clear from these views is the importance of the roofs as a fifth elevation to the lower buildings, something which we have responded to by the introduction of green roofs and roof terraces on the upper levels of all the buildings.

7.13 Why build tall?

- 7.13.1 The fundamental moves that underpin the BMRP – the measures necessary to create at the marina a coherent and viable urban structure – could in theory be effected with buildings of a much more modest scale than those proposed. Good public spaces, good streets, good squares can be made with small scale buildings.
- 7.13.2 In practice, however, the fact is that without a development of the scale and the extent of that proposed by the BMRP, one sufficiently large to justify the replacement of the existing poor quality buildings and landscape, the degree of transformation, of regeneration, currently required at the marina would be unachievable.
- 7.13.3 This point is strongly made in SPG 20:-
“There has to be a form and level of development which, as well as meeting all the urban design objectives and ambitions expressed elsewhere, will be able to fund the associated visual and functional improvements necessary to deliver the genuinely high quality scheme merited by the site and its location”. SPG 20 Vol. 2, p.53.
- 7.13.4 Our task in developing the regeneration proposals as designers was to achieve the best possible answer to this challenge, to locate buildings, to configure them, to design the facades, in such a way that they can make the best possible contribution to the new environment of which they will form a part.
- 7.13.5 Unusually, the buildings we have designed as part of the Regeneration Project stand independently of each other on their own self-contained sites, and in our proposals for each site we have developed an architectural language appropriate to the different characters and roles of each context. Notwithstanding this, in the materials we have employed, and more fundamentally in the way that the buildings engage with the public realm we also introduced a level of consistency that will start the process of binding the currently very disparate elements of the marina together.



View facing north across eastern-most courts and Cliff Building



8.0 A Place to Live

8.1 Standards for residential accommodation

8.1.1 The architectural proposals for the individual buildings in the Regeneration Project were developed having regard to all relevant design considerations including the current standard with which residential accommodation should comply. These are fully described in the Design and Access Statement (see DAS, Vol. 1, sect 2.2, pp. 16 - 17).

8.1.2 In rejecting the planning application the committee identified three areas where it remained concerned about the quality of the residential environment – internal and external – that the scheme would afford its residents:-

- i the provision of outdoor amenity space
- ii the provision of recreational space
- iii the standard of accommodation and living conditions within the Cliff Building.

8.2 Detailed design

8.2.1 Because of the necessary extent and complexity of the BMRP it was always acknowledged by the design team and the planning officers that more detailed proposals for the public spaces would need to be brought forward, post-planning permission, and that the internal organisation of flats might also need further control in the development of the project. For this reason the officers' report to the planning committee identified a series of conditions defining specific requirements with which the development would be required to comply, in relationship to the following:-

- Lifetime Homes compliance (18)
- Green walls and roofs details (21)
- detailed design of Geo-learn Space (23)
- detailed design of pedestrian bridge (24)
- location and design of seating (27)
- external building materials and construction details (29)
- landscape materials and details, including lighting (30)
- signage (31)
- wind mitigation (42)

8.2.2 These conditions are fully described in the Statement of Common Ground (pp. 49-57).

8.2.3 Notwithstanding this, the DAS does include a number of illustrations of the various open spaces. These are intended to help clarify what is proposed rather than confirm a final design.

8.2.4 The DAS also makes clear commitments as to the quality of the design in terms of the selection of materials, street furniture, planting and play facilities (DAS Vol. 3, pp.139 -153) and provides a comprehensive description of the public art commissions that form part of the application and which, by and large, are focused on the enrichment of the public realm (DAS Vol. 3, pp.92 - 95).

8.3 Defining open space standards

8.3.1 One of the most challenging aspects of a project such as the BMRP, where high density residential accommodation is being introduced into a highly constrained urban context, is how to assess not only what is the appropriate quantum of open space that should be provided, but what form and character that open space should take.

8.3.2 The local planning authority identifies two key requirements in residential developments. The first is private amenity space and the second is outdoor recreational space.

8.3.3 The requirement for private amenity space in the form of gardens or balconies is defined in Policy H05. This, however, sets no minimum space standards.

8.3.4 The requirement for outdoor recreational space is set out in draft SPG 9 (p.2) and quoted in policy H06. This imposes a standard of 2.4 hectares per 1000 population or part thereof, or the equivalent of 24m² per resident.

8.3.5 The standards for open space that BHCC have adopted in SPG 9 are those proposed by Fields in Trust (formerly the National Playing Fields Association) in their document “Planning and Design for Outdoor Space and Play” (2008). These standards were originally drawn up in 1925, when they were known as ‘The Six Acre Standard’. They have evolved and developed over the intervening period, and the current standards now acknowledge a difference between rural and urban contexts. The urban definition however refers to all towns with a population in excess of 10,000, (e.g Keymer: population 11,832, Uckfield: population 13,174) so the standards as yet make no concession to the sorts of urban residential development that we are considering here.

8.3.6 This is recognised in SPG 9 which acknowledges that this standard may not be applicable in what it describes as:-

“very exceptional circumstances”, for example “within very high density areas on sites with no means to provide outdoor recreation space, but where the site is ideally situated in all other respects, such as its proximity to public transport, services etc., and where additional housing can be justified by virtue of the needs”. (SPG 9, p.9)

These are the circumstances we have at the marina, which is, by any measure an exceptional site. In fact it is a unique site.

8.3.7 Certainly it became clear at an early stage of the BMRP that it would be impossible for us to achieve anything like the local planning authority’s general standard for recreational space on this site, which, assuming BHCC’s calculations of occupancy (2805 residents), would require a total area in excess of 6.7 hectares. As it is, the total area we have available to build on within the six development sites is only 4.3 hectares, of which 3.9 hectares are already allocated within the appeal scheme for new and replacement A1 and A3 uses (1.63 hectares), car and cycle parking (2.08 hectares), and combined heat and power plant (0.22 hectares). Obviously this level of site usage is itself only possible because the BMRP assumes multi-storey buildings occupying the whole of their available sites.

8.3.8 The situation we faced was also anticipated in the ‘Open space, sport and recreation study’ carried out by BHCC in March 2009 where it recognised that in :-

“many circumstances it will not be possible to provide any or all of the types of open space that are required on-site. This is borne out of analysis of the impact of development density calculations and design

considerations. It is recommended that approximately 20% of the site area be earmarked for on site open space, sport and recreation facilities.” (section 14.31, p.183).

In the case of the BMRP, with a total site area within the red line boundary of 12.17 hectares this would mean an area of open space of approximately 2.43 hectares.

8.3.9 Another methodology for assessing the amount of open space required in urban situations is provided by the Greater London Authority which has sought to address the problem of reconciling the national FIT standards with the need to increase the residential capacity of urban sites. As it points out in its recently published SPG on this issue, it is:-

“generally considered that current NPFA (FIT) standards are not achievable within existing highly urbanised areas, and at a time when emphasis is being placed on the promotion of higher density residential and mixed-use development schemes” (GLA SPG March 2008 “Providing for children and young people’s playing and informal recreation,” paragraph 2.21 p. 23)

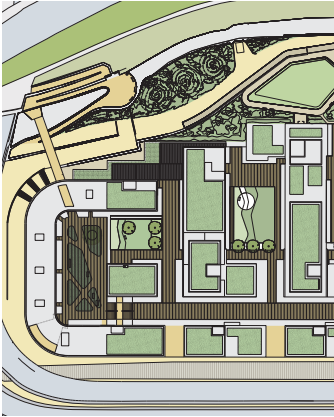
The benchmark standard it proposes as an alternative is 10m² per child.

8.3.10 The area allocated to green space, sport and recreation within the BMRP is shown on the following schedule:-

	total area of open space m ²	
Cliff Park	3070	(including NEAP: 1100 m ²)
Geo-Learn space	430	(including LEAP: 430 m ²)
Cliff Building (garden courtyard)	5441	(including LAPs: 800 m ²)
Quayside (garden courtyard)	535	(including LAP: 100 m ²)
Sea Wall building (roof terrace)	358	(including LAP: 100 m ²)
Under the flyover (west)	745	(including Adult/Youth Outdoor Sports Facilities: 745 m ²)
Under the flyover (south)	1850	(including Adult/Youth Outdoor Sports Facilities: 1850 m ²)
Park Square	400	(including LEAP: 400 m ²)
Village Square	639	(including Adult/Youth Outdoor Sports Facilities: 639 m ²)
Total	13,468	(6,164 m ²)

Of the above, the first five are located within the footprint of the six development sites. The next three are located within the red line boundary on land previously allocated to other uses. And the last two are located within the red line boundary on land already allocated to public use.

8.3.11 In fact it is very difficult to make any useful comparisons between the various methodologies outlined above

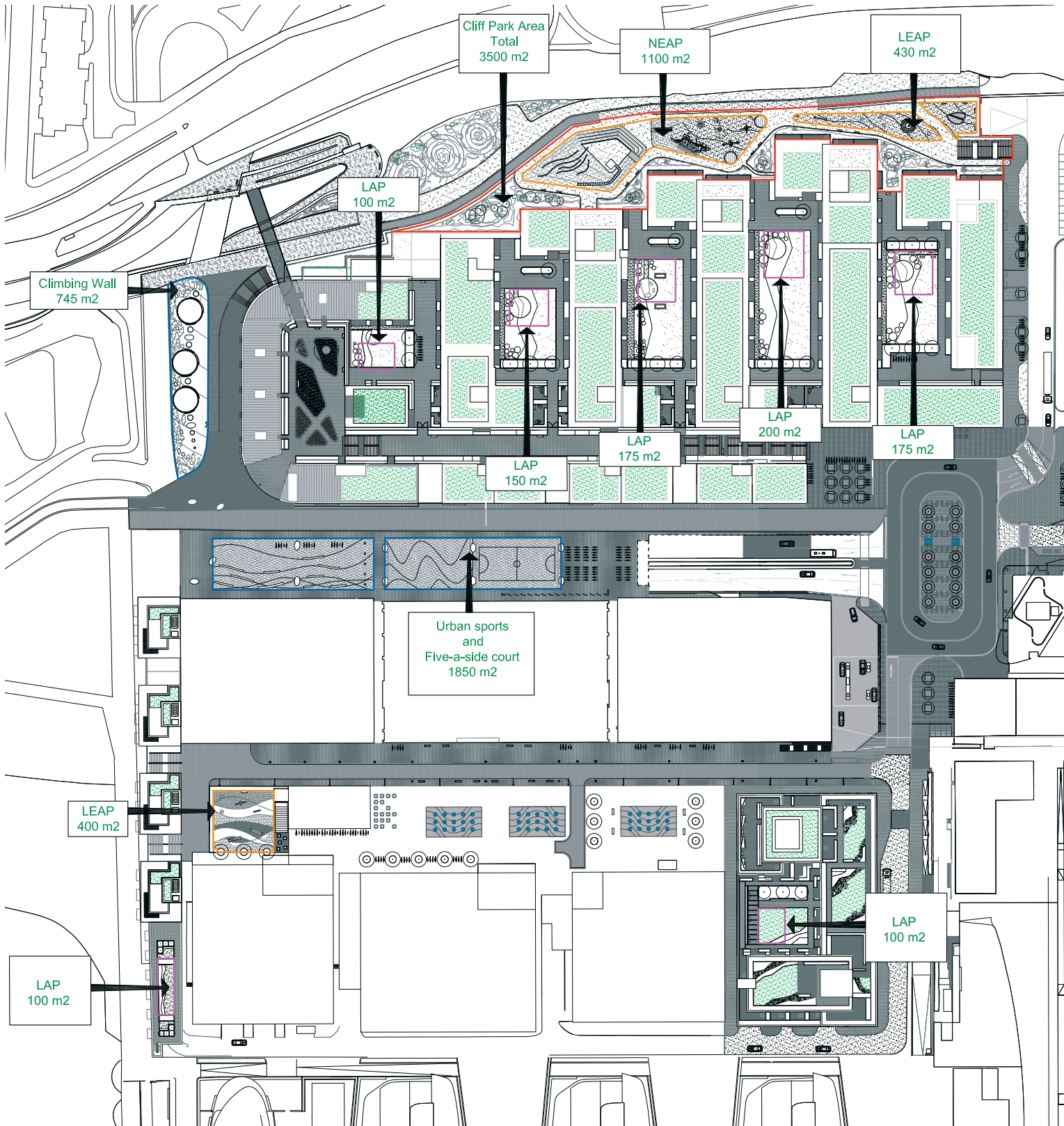


because of the different approaches they take to assessing the various factors: calculation of relevant site area, calculation of population numbers, emphasis on children rather than all residents, definition of the types of space which may or may not be included. For example, the FIT standards are very specific as to what sorts of space may be included, and does not allow the inclusion of areas of beach and seafront. The GLA, in contrast, encourages the widest possible range of types of space to be considered, encouraging planners and designers to think not just in terms of 'play' space but of 'playable' space.

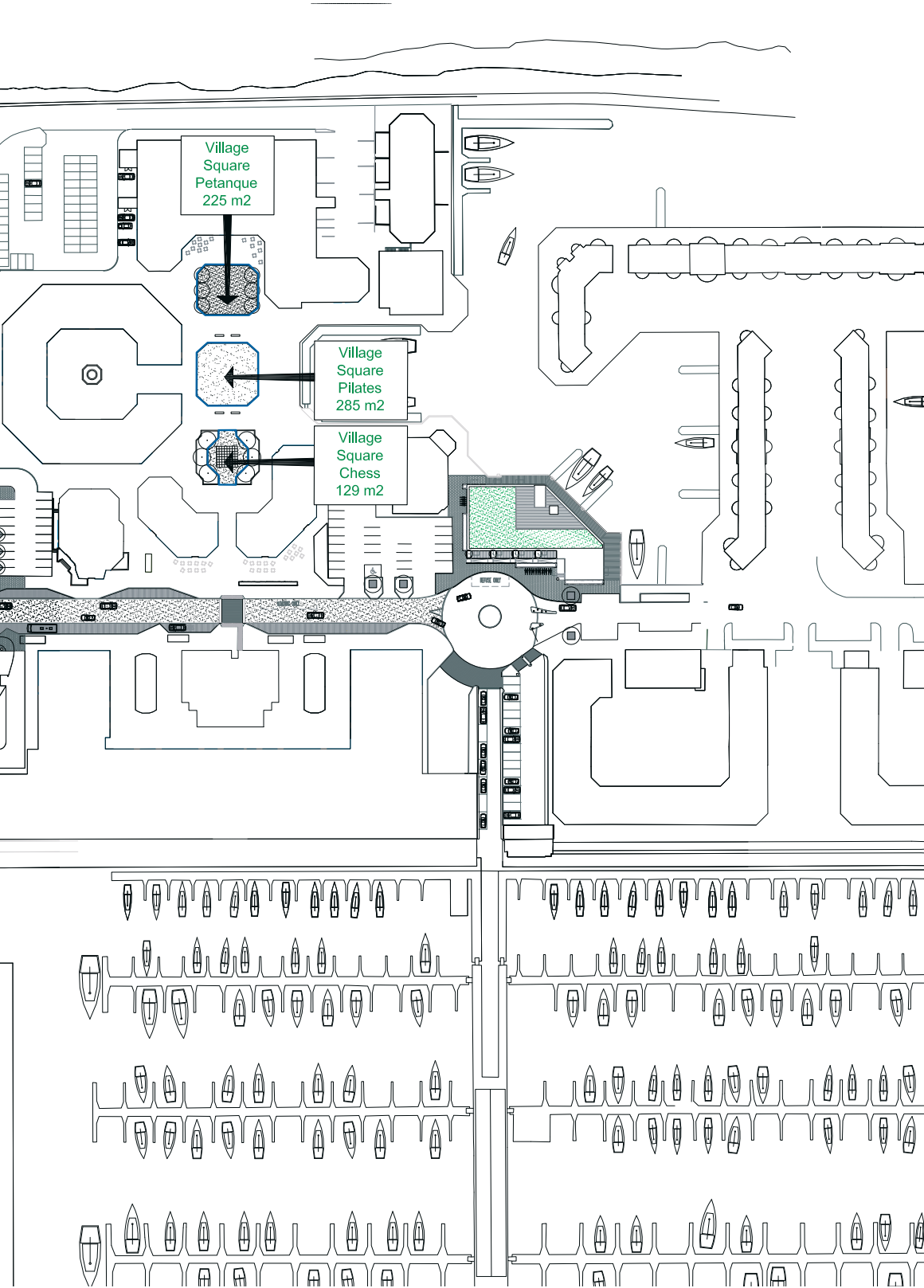
- 8.3.12 What in any case seems clear is that the development of an appropriate urban design solution at the marina requires a more complex understanding of the way in which open space operates within an urban context than that provided by the current local authority guidance.

8.4 Open space in the city: an alternative methodology

- 8.4.1 Conventionally, as I have already observed, two types of open space are considered in the assessment of planning applications. The first is private amenity space – space dedicated exclusively to the individual dwelling – and the second, is public recreational space, which is available to everybody. This categorisation may be appropriate in a typical suburban setting, but when applied within the context of a high density residential development within the centre of a city this simple categorisation no longer seems adequate. Put simply, all cities contain, and have to contain, a much greater variety of types of open space than the two defined above. In a true urban project therefore all of these types have to be accommodated, and if this is the case it does not seem unreasonable that the full spectrum of types of space should be acknowledged in any assessment of open space provision.
- 8.4.2 For example, in addition to private amenity space and public recreation space, all cities also require a successful, and active, public realm, something which needs both an appropriate allocation of external space and a substantial financial investment into its design. Similarly, the quality of urban living can be enormously enhanced by the inclusion within residential areas of well-defined communal open space, space that is shared exclusively by the residents of that particular building. Indeed it can be argued that in high density urban areas, this sort of directly accessible, secure, protected communal space is of greater value to residents than more conventional, but separate, recreational space.



Roof plan identifying recreational space



8.4.3 In the last ten years an increasing number of residential proposals in urban contexts have adopted this approach, although there is also, obviously, a much longer tradition of this type of housing in Britain in the form both of the garden square, of which there are many examples in Brighton and Hove, and of the residential community arranged around communal gardens, for example in Maida Vale and Notting Hill in London. In our recently completed scheme for the redevelopment of the old Highbury Stadium we developed with the local authority just such a strategy, with the new housing (724 units) located around a communal garden at the centre of the site (on the land originally occupied by the pitch) and no other provision for public recreational space included within the site. Here the overall site density is 197 dwellings per hectare.



above
highbury Arsenal



right
Coin Street

8.4.4 In the context of an urban residential project what seems more appropriate to us is to categorise the open space under the following five headings:-

1. Private open space: e.g. balconies, terraces, gardens.
2. Communal open space: e.g. courtyards and roof terraces.
3. Public outdoor recreational space: e.g. play facilities, parks, outdoor sports.
4. Public realm: e.g. streets, squares, promenades, beaches.
5. Internal recreation facilities: e.g. swimming pool, tennis courts, gym.

- 8.4.5 In these circumstances it also seems reasonable in any assessment of provision, to include all open space in all of these categories, within an area of say, ten minutes walking distance (or approximately 800m) of the site. Of course even this wider analysis does not give any status to the marina itself, the only outdoor recreational space envisaged in the original Brighton Marina masterplan, as it effectively remains today.
- 8.4.6 Whilst this approach does not mirror the strict guidelines set down in SPG9, it does constitute an appropriate response to the circumstances of the marina, enabling the effective and efficient use of land and creating a more sustainable urban environment for the future. As such it reflects the aspirations set out in the South-East Plan policies CC1, CC6 and CC8. It also follows a methodology for the allocation and configuration of open space which is consistent with the objectives of the local planning authority's policy and guidance, and will achieve an appropriate level of well disposed recreational space for those who live in, and those who will visit, the regenerated marina.
- 8.4.7 If an analysis were to be carried out on this basis of the BMRP the open space provision would be as follows:

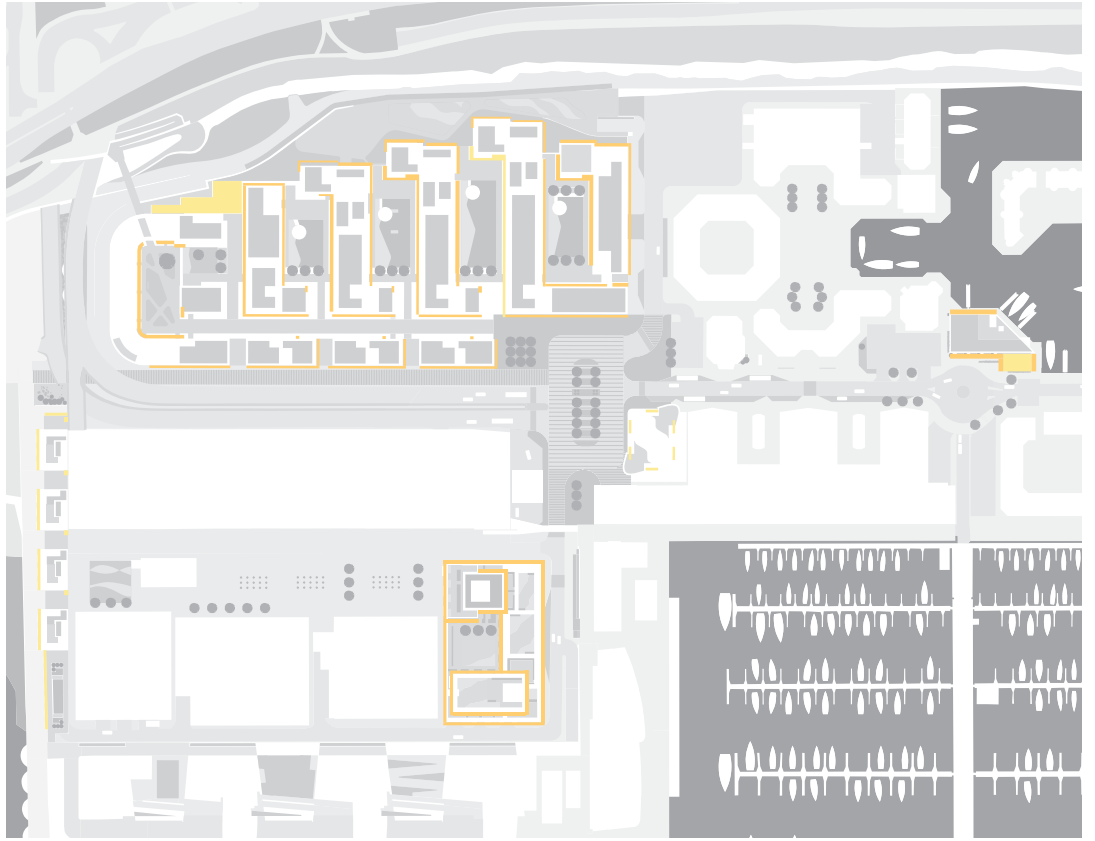
	Within red line boundary m2
1. Private amenity space	10,220
2. Communal open space	10,345
3. Outdoor recreation space	7,164
4. Public realm	21,039
5. Indoor recreational space	5,370
total	54,138

The area of open space provided within the red line boundary (excluding the indoor facilities) is therefore 4.8 ha, or 39.4% of the total red line area, or 111.6% of the area of the six development sites, a figure which compares favourably with the 20% requirement suggested in the BHCC 'Open space, sport and recreation study'

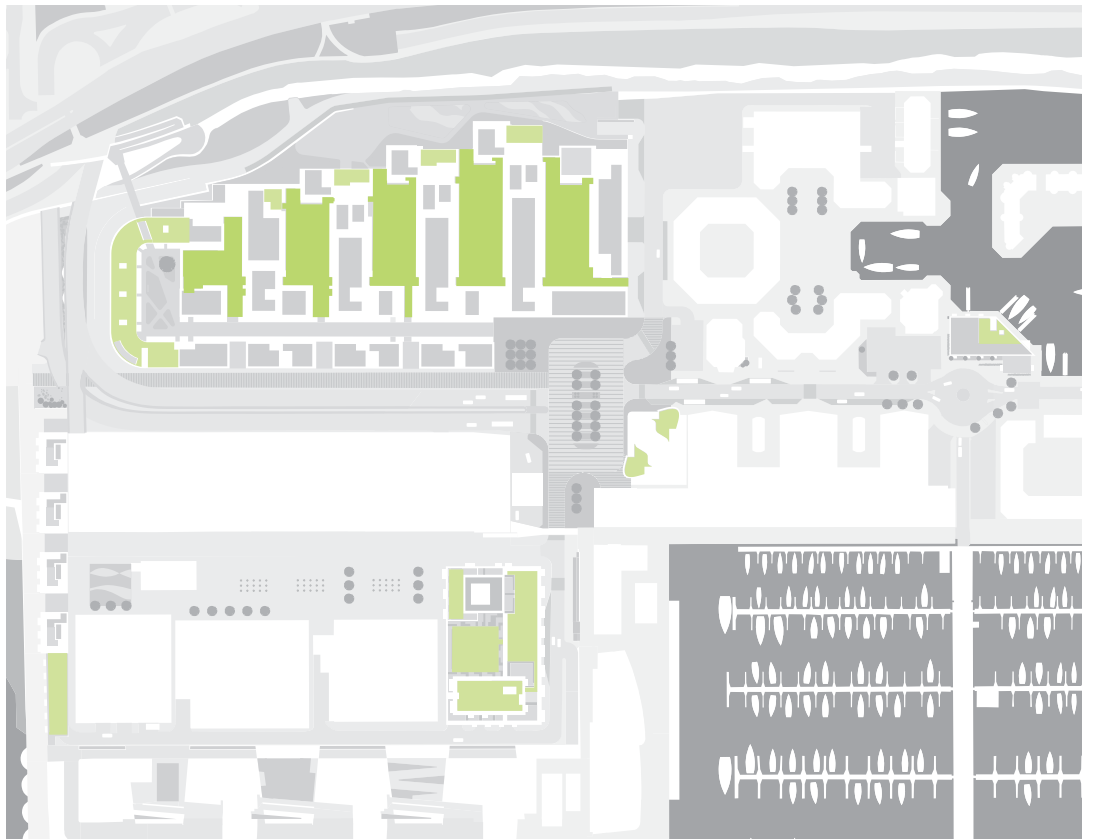
8.5 Outdoor amenity space: private and communal

- 8.5.1 Three approaches have been adopted in the scheme for the provision of outdoor amenity space exclusively for the use of the residents:-
- i communal open space
 - ii green roofs and terraces
 - iii private balconies

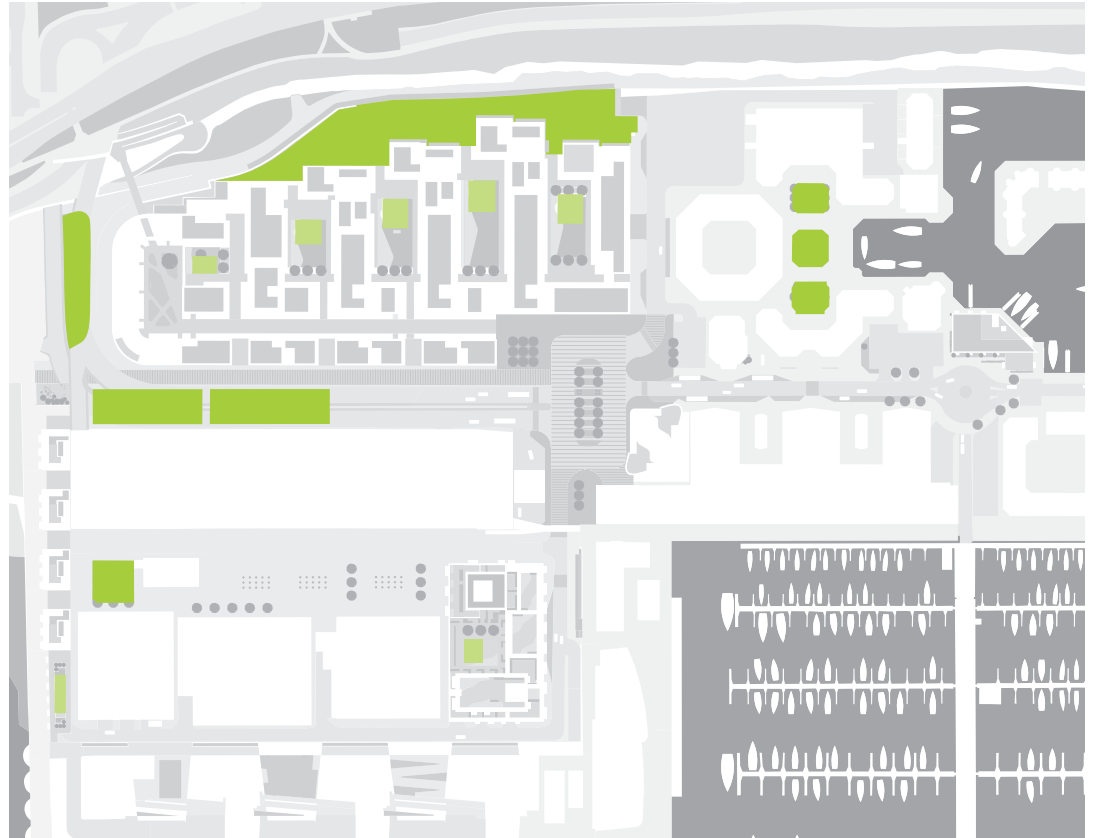
Private amenity



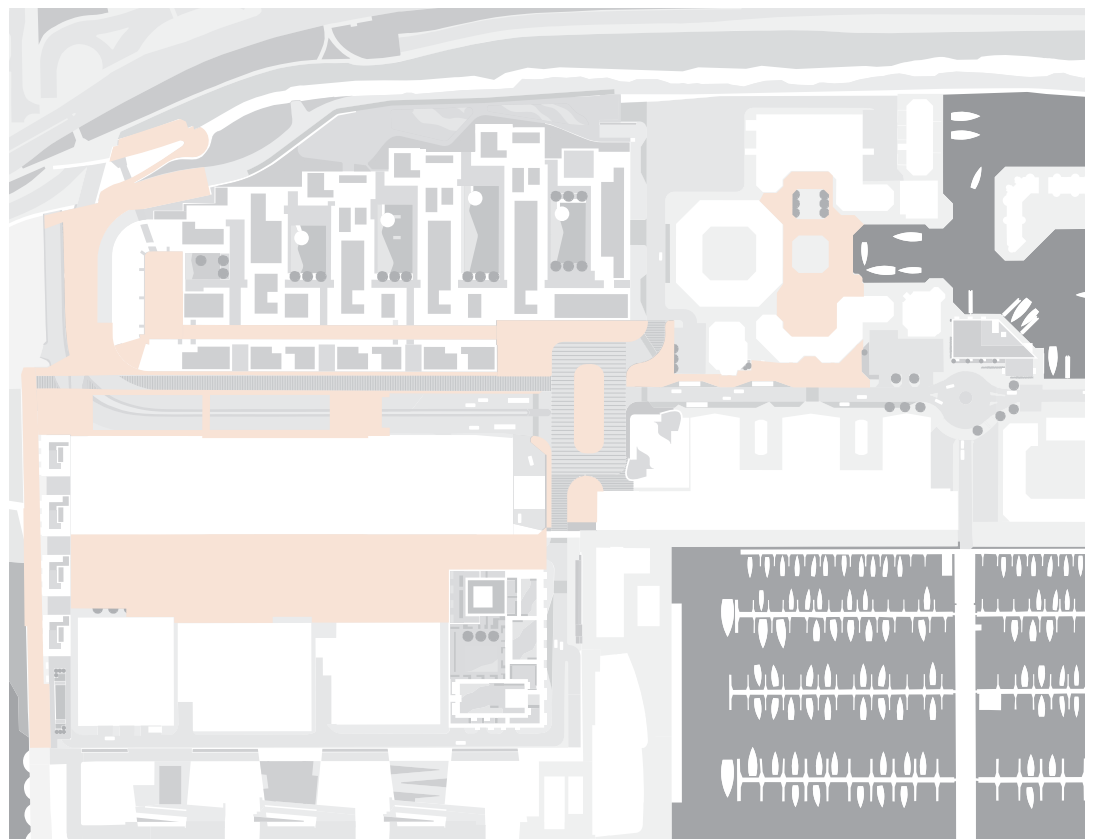
Communal open space



Outdoor recreation space



Public Realm



8.5.2 Where sites were sufficiently large, i.e. the Cliff site and Quayside, buildings have been arranged around external courtyards so as to establish generous, communal open spaces for play, relaxation and outlook. The areas allocated to external space in this way (excluding the flight of steps to Harbour Square) are as follows:-

- a) Cliff Building 5469 m²
- b) Quayside 535 m².

8.5.3 There is something inherently attractive about the creation of such spaces which lie between the fully public world of the city and the fully private world of the home. They provide an environment which is quieter and more relaxed, and one which is shared between, and therefore controlled by, the residents who face onto it. This model is one which is especially appropriate to developments of this density, where residents have the benefit of secure, communal open spaces which can include areas where young children can play outside (LAPS) without direct supervision but can nevertheless be overlooked. It was for this reason, and the fact that it was identified as the first phase of the project, that the Cliff Site was always considered the preferred location for the affordable housing element of the project.

8.5.4 While there are many precedents for this approach, there are three projects which our practice has carried out which explore this typology – at three different scales – all of which have proved to be very successful:- Prince of Wales Road, Grosvenor Waterside and Highbury Stadium (to which we have already referred above).

8.5.5 Wherever possible in the BMRP, smaller, individual areas of flat roof have been paved or planted and made accessible to residents. The areas of outdoor amenity space created in this way within the different buildings are as follows:-

- a) Cliff Building 1926 m²
- b) Sea Wall 358 m²
- c) Marina Point 220 m²
- d) Quayside 1693 m²
- e) Inner Harbour 143 m²

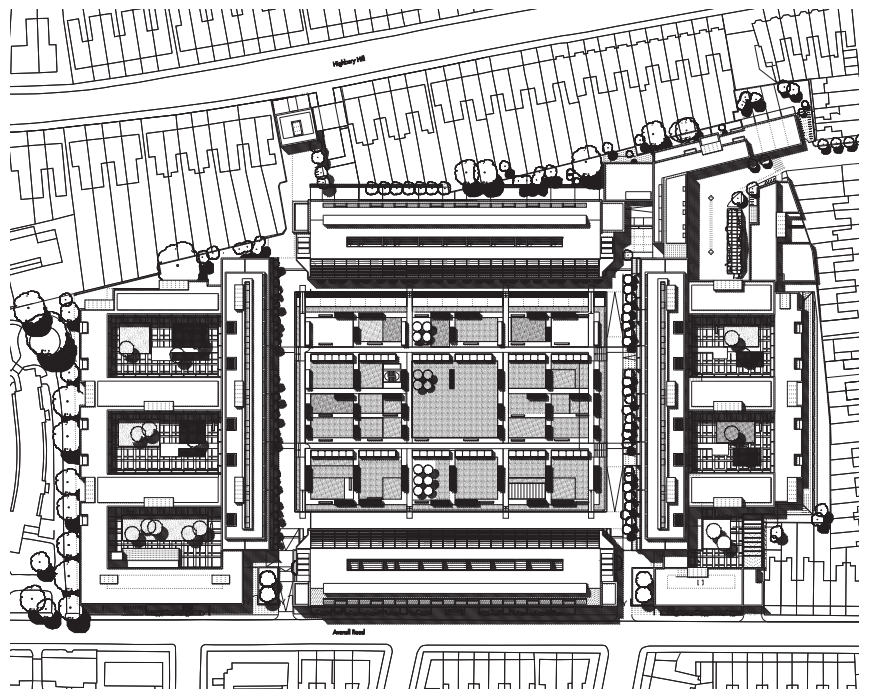
(the Marina Point roof terrace will also be accessible to groups by special arrangement for viewing the SSSI Cliff).



Housing, Prince of Wales Road, London NW5



Residential development on either side of existing dock, Grosvenor Waterside, London SW1



New housing at Highbury Stadium, including conversion of listed stands, London N1



Balcony detail

8.5.6 Throughout the development the aim has also been to provide all flats with private balconies or terraces, typically measuring between 2.8m² and 5m². In certain circumstances – where for example, some consequential loss of privacy or overshadowing might occur – balconies have been omitted. In all, however, only 4% of the units (50 in total) do not have the benefit of private balconies or terraces. The areas allocated to private balconies and terraces in each building are as follows:-

- f) Cliff Building 4658 m²
- g) Sea Wall 1704 m²
- h) Marina Point 2320 m²
- i) Quayside 1290 m²
- j) Inner Harbour 247 m²

8.5.7 The area provided for private outdoor amenity space across the site is 10,220 m² or an average of 7.8 m² per dwelling. Every flat within the development has access to some form of private outdoor amenity space provided in one of the three ways outlined above.

8.5.8 The area provided for communal outdoor amenity space across the site is 10,345 m² or an average of 7.9 m² per dwelling.

8.6 Public recreational space

8.6.1 As described above, there is a requirement in Policy H06 in the Brighton and Hove Local Plan (2005) to provide an appropriate area of outdoor recreational space, at a ratio of 2.4 hectares per 1000 population (or part thereof). (see David Gavin's proof section 7, paragraphs 7.4 – 7.25)

8.6.2 It ought not to be ignored that residents of Brighton Marina, existing and future, enjoy the benefit of substantial areas of recreation space of extraordinary variety and quality either within or immediately adjacent to the site, a point highlighted by BHCC in SPG 15 as one of the reasons for promoting tall buildings in the marina (paragraph 8.3.1). These areas include the breakwaters and the boardwalk, Park Square, the undercliff walk, the beach, the promenade, Madeira Drive, the cliff top and East Brighton Park.

8.6.3 And, indeed, as part of the section 106 agreement, financial provision will be made to improve the quality of the facilities in a number of these locations as well as in other neighbouring sites, the City College Wilson Avenue, Manor Road Gym and the beach and terraced gardens in Rottingdean. (see DAS Vol. 3, section 9, pp. 156 -159).

8.6.4 Within the marina, a series of recreational spaces have been identified as part of the public realm design, and detailed proposals have been brought forward to show how they might be developed to meet the aspirations of all the different members of the anticipated residential community. (see DAS Vol. 3, pp. 150 -153).

8.6.5 The masterplan makes provision for four main recreational spaces:-



The Cliff Park and Geo-Learn Space

8.6.6 The Cliff Park and Geo-Learn Space

The Cliff Park will incorporate an adventure playground (1,100sq.m NEAP) with a range of more demanding equipment for older children. An amphitheatre in which lectures and performances could take place would provide both a playful family atmosphere and a wider educational element utilising the cliff as a backdrop.

8.6.7 The play facilities within the Cliff Park NEAP will include a range of climbing frames and adventure play elements encouraging creative and imaginative play for older children. They will have a 'naturalistic' appearance using timber wherever possible to strengthen the park's informal and environmentally sensitive character. (see DAS Vol.3 section 7.4 pp. 112 -113).

8.6.8 Situated adjacent is the Geo-Learn Space (430sq.m LEAP). It incorporates a variety of play equipment to cater for younger children and includes smaller scale facilities including balancing blocks and kaleidoscopes, thus reinforcing the emphasis on both play and education.

8.6.9 The significance of the Cliff as an SSSI led us to engage in a series of discussions with Natural England to agree ways in which views of the Cliff might be opened up and made available to the public, of which the elevated platform in the Cliff Park is one.

8.6.10 Four other key viewing positions were also identified as follows:-

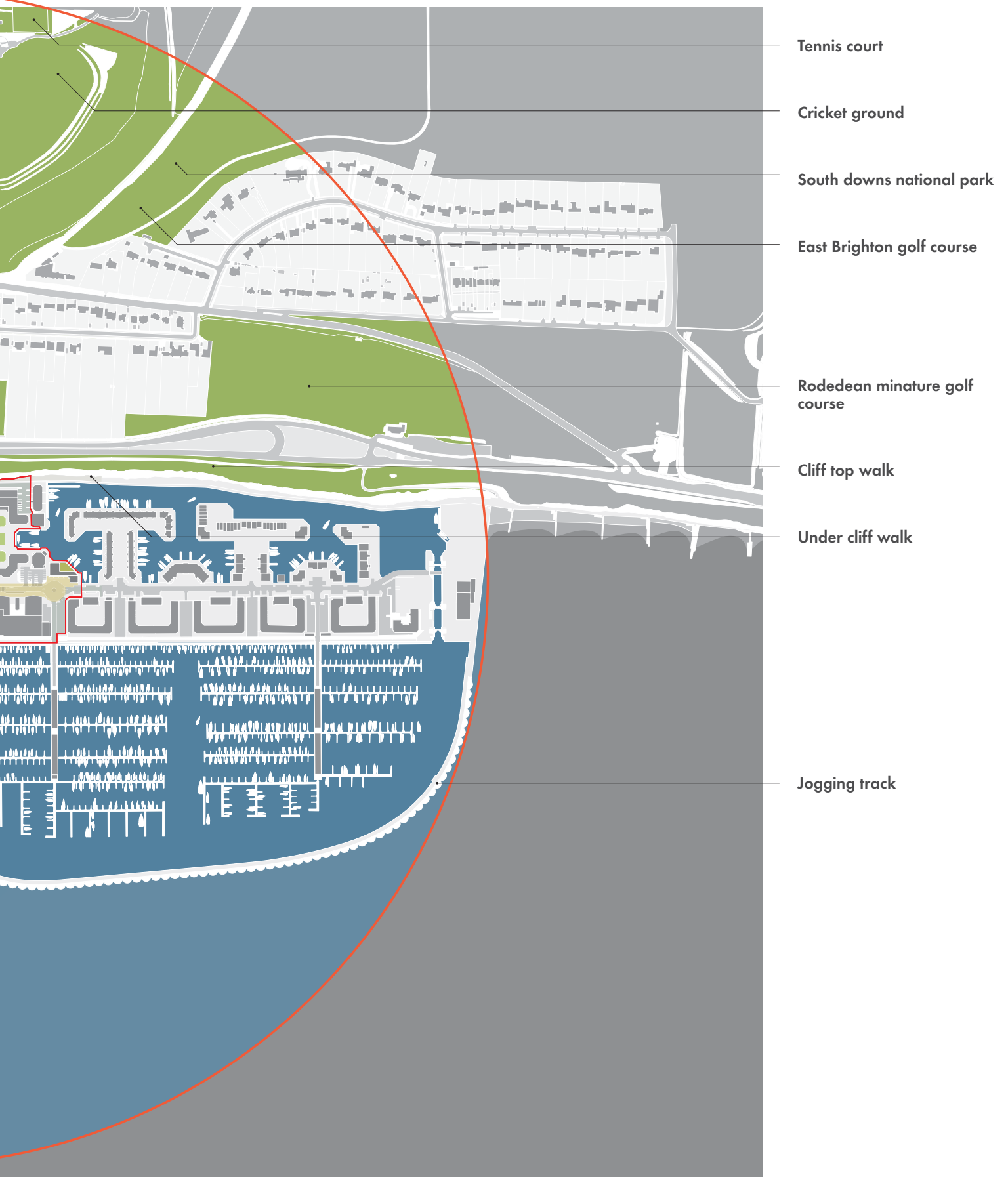
- i pedestrian bridge linking the Cliff to the new development;
- ii the courtyards of the Cliff Building;
- iii The Cliff Park and Geo-Learn Space; and
- iv the roof of Marina Point.

8.6.11 A full description of these proposals is given in section 7.4 of the DAS Vol. 3, pp.116-117.

- Tennis court
- Football ground
- Amenity green area
- Amenity green area
- Amenity green area
- Beach
- Black Rock beach
- Yacht club



Amenity space within 10 minute walk



8.6.12 Together with the adjoining adventure playground, the Cliff Park will form an integral 'play and learn' location for teens, primary school children and toddlers. a space within which the local authority's Sport and Leisure development manager said:-

"We can be certain of delivering a dynamic, creative and inspiring play space" (Planning Committee report pp. 71-72).

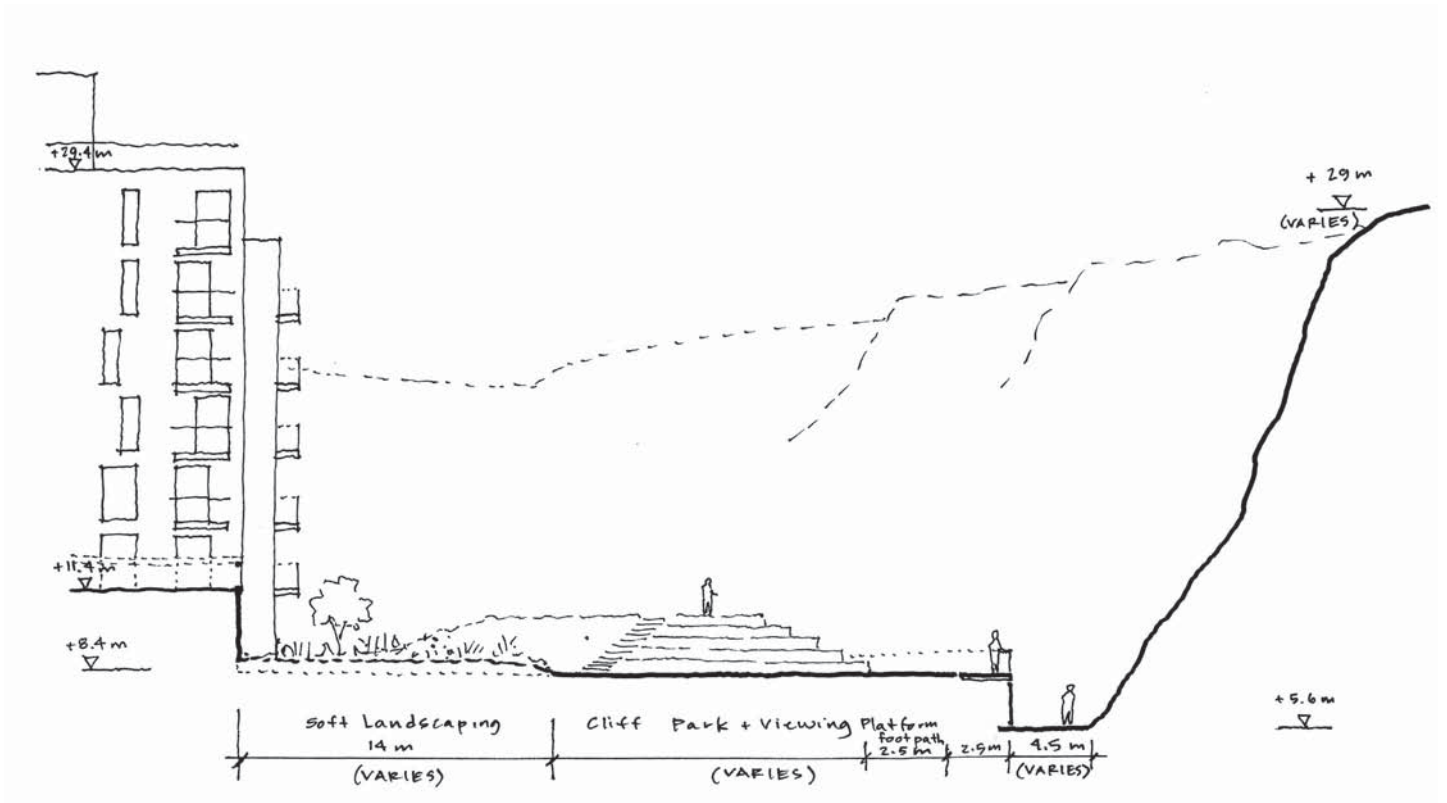
8.6.13 Under the flyover

This space, between the new Asda supermarket (which will be open 24 hours a day) and the multi-storey car park (1850 sq.m), and to the west of the Cliff site (745 sq.m) will be much more urban in its character. Included here are a range of facilities, including a 5-a side football pitch, an informal urban sports arena for roller hockey and basketball, a new parkour court for freestyle jumping, and a series of climbing walls with a range of challenging surfaces for both visitors and residents.

8.6.14 The reality is that it would be impossible now to devise any alternative to the current arrangement of access ramps, given the relationships of levels within and adjoining the marina. A major piece of engineering which involved substantial works to the geology of the cliff when originally constructed, they now constitute



Under the Flyover



Cliff Park and Geo-Learn Space

the only viable means of connecting the marina back to the city.

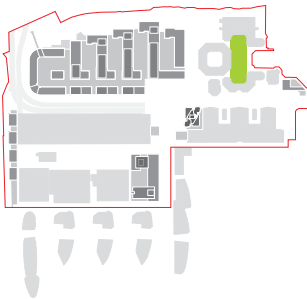
8.6.15 In my view it is therefore of critical importance that the spaces under the flyover are, firstly, properly overlooked and, secondly, put into active use.

8.6.16 The sorts of uses described above and in more detail on pages 120 -123 of DAS Vol. 3, do therefore seem entirely appropriate, and there are already a number of successful precedents for the use of undercrofts in this way elsewhere in the country. This approach was developed in close collaboration with the local authority and in their report to the Planning Committee the Sport and Leisure development manager confirmed that:-

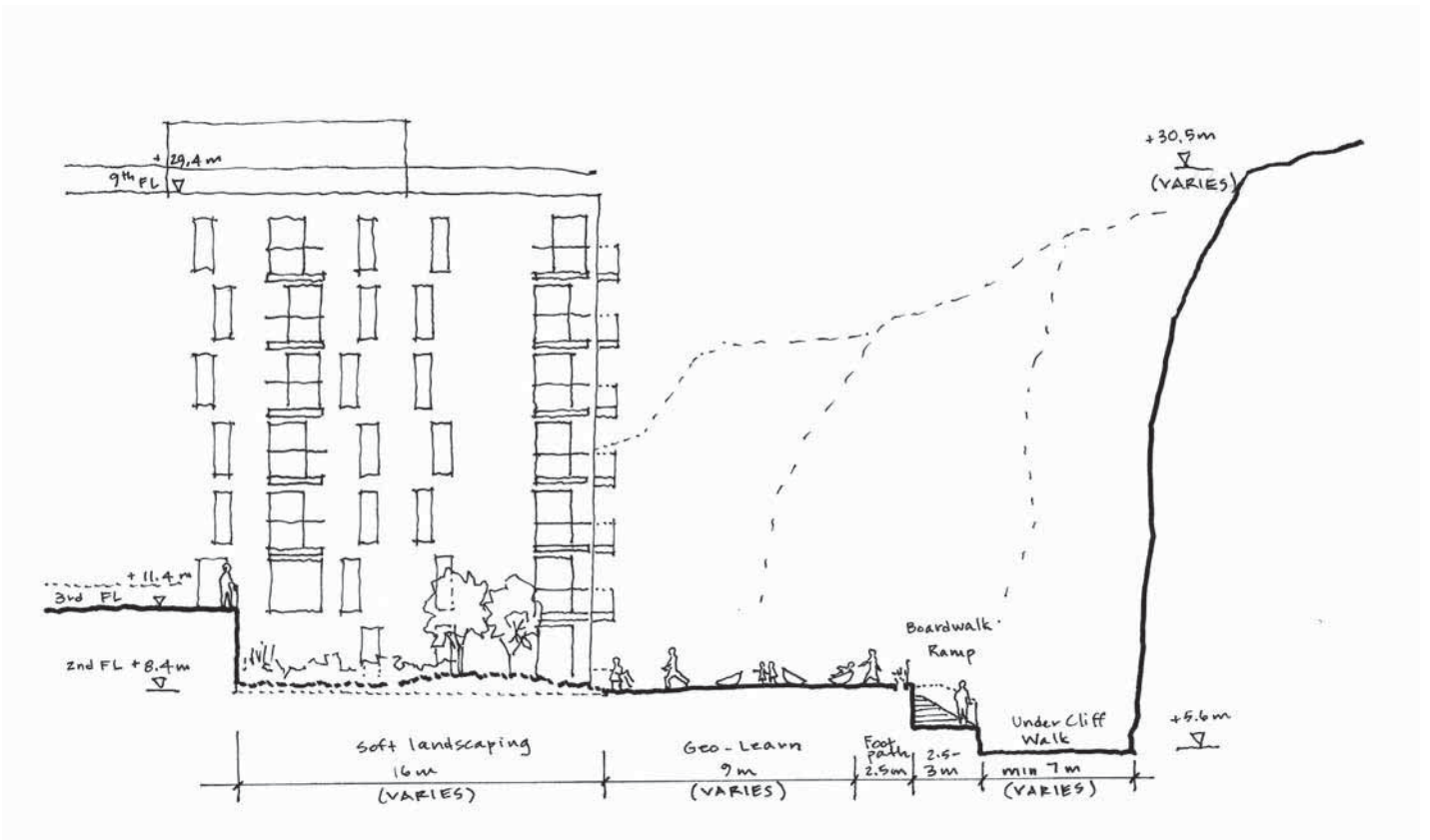
“The proposals for the urban sports area under the flyover are welcomed.” (Planning Committee report. p.72).

8.6.17 Marina Village Square

Within this more enclosed existing space, it is suggested that its current use as a site for formal events and festivals should be replaced by more communal and recreational activities such as petanque, pilates and outdoor chess. In this way the space will become a more intimate and community focused area, compared to an area such as under the flyover or Park Square. (for further detail see DAS Vol. 3, pp. 130-131).



Marina Village Square



Cliff Park and Geo-Learn Space

8.6.18 Park Square

The simplification of this large but currently cluttered space will introduce a new degree of flexibility and allow a wide range of recreational activities, including beach football, musical events, fairs, markets and ice skating to take place.

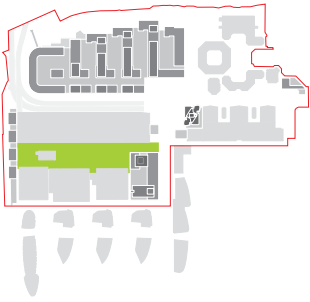
8.6.19 An equipped play area (400 sq.m LEAP) will be located toward the western end of the square with a cafe pavilion for onlooking parents. The play space will include elements for young children including a range of carousels and balancing blocks. (see DAS Vol 3, pp. 110 -111).

8.6.20 Residential courtyards and terraces

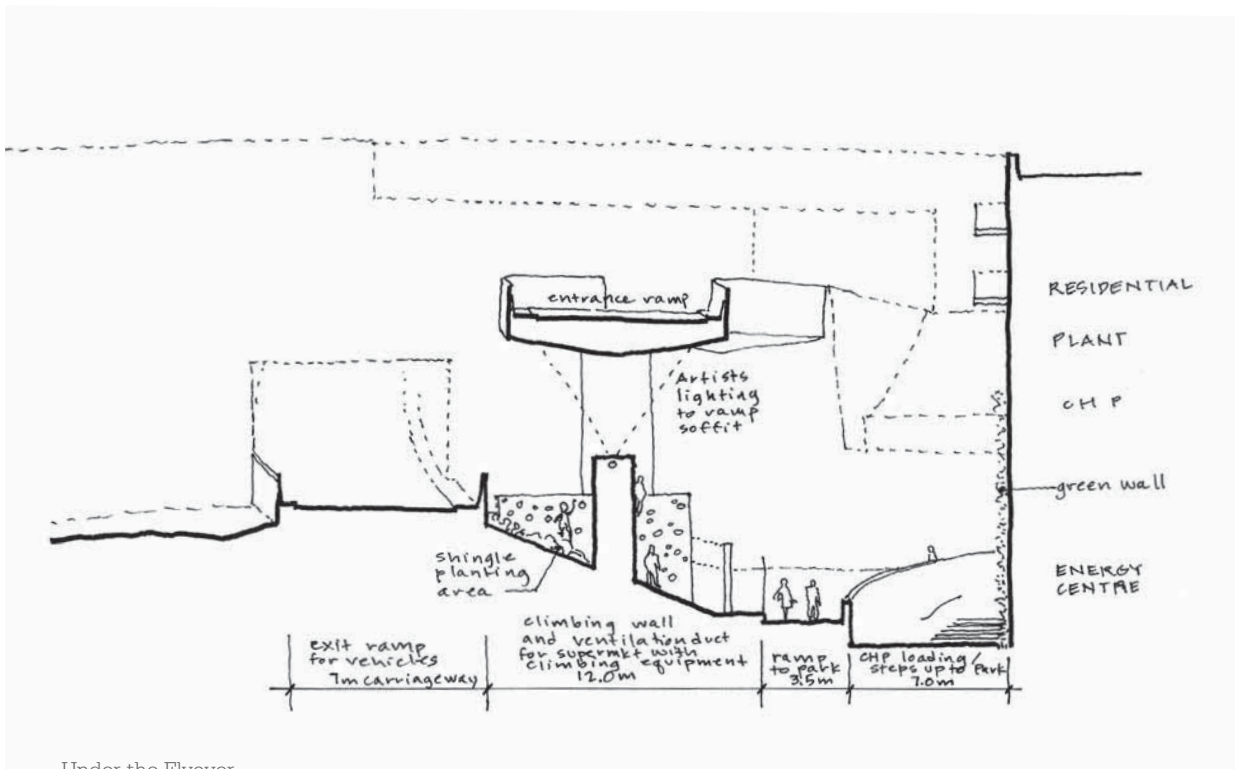
In addition to these major spaces, seven children's play areas, (Local Areas for Play), have been provided within the residential courtyards in the Cliff site and Quayside, and on the roof of the Sea Wall building. These areas are designed in accordance with the needs of young, pre-school children living in the surrounding blocks. Informal play activities such as hopscotch, tag and other kinds of creative informal play, as well as seating for carers is provided. (See DAS Vol 3, pp. 132-133).

8.7 Microclimate

8.7.1 If the new public spaces within the marina are to succeed, whether they are conceived as amenity or recreational in character, it is of course essential that they provide an appropriate micro-climate.

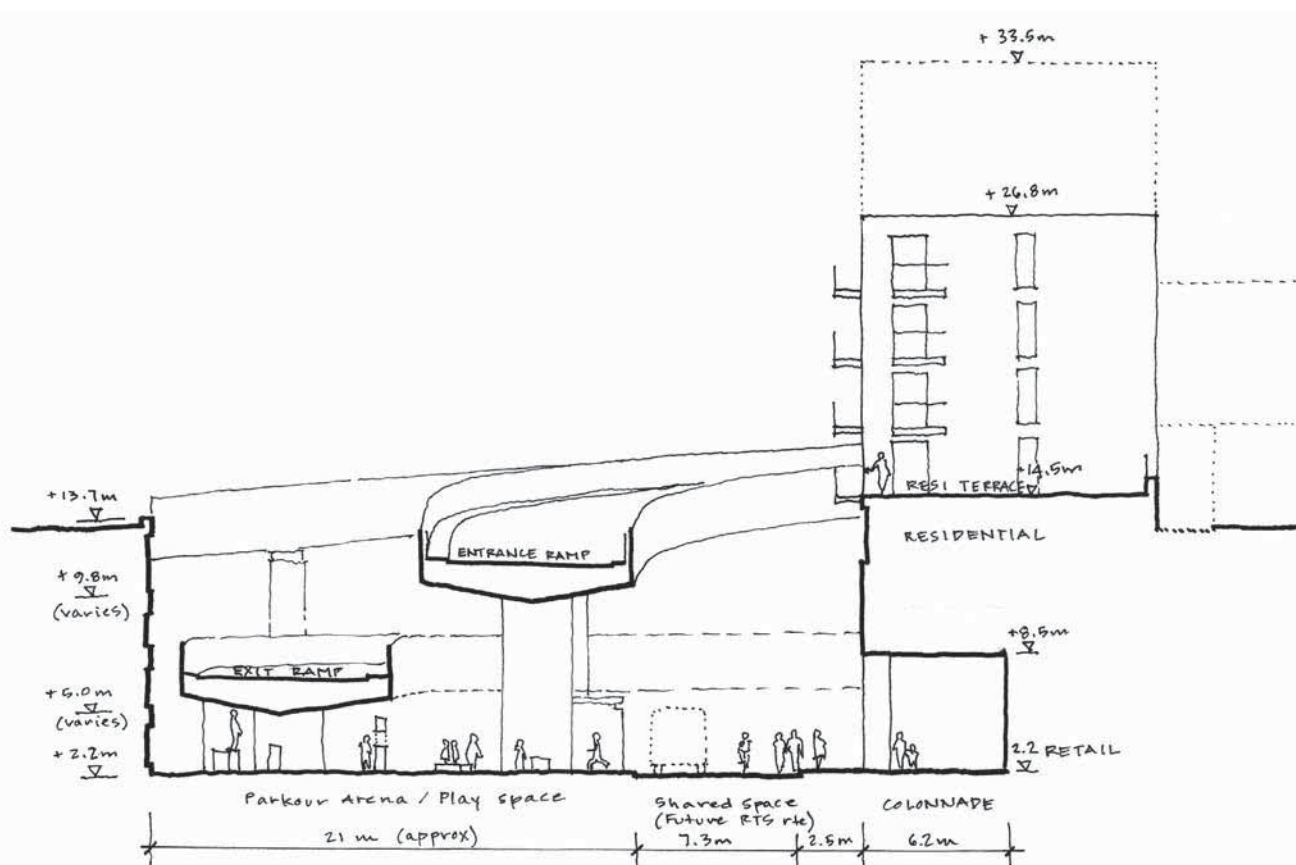


Park Square



Under the Flyover

- 8.7.2 In order to assess this, detailed studies were carried out by the Building Research Establishment, including wind tunnel testing, to assess wind conditions and daylight and sunlight provision.
- 8.7.3 A full account of these are provided in section 15 of the ES, and detailed descriptions included in the technical reports provided by Paul Littlefair and Gordon Breeze of the BRE and included as appendices to David Gavin's proof. (see Paul Littlefair's technical report section 7, paragraphs 7.1- 7.8 and Gordon Breeze's technical report section 6, paragraphs 6.1.1 – 6.13.3)
- 8.7.4 In terms of wind the tests showed that in almost every case the new development would bring substantial improvements in terms of protection from wind, and that the sites selected for amenity and recreational use therefore met the appropriate guidelines.
- 8.7.5 In terms of sunlight, the studies carried out by the Building Research Establishment showed when and where public spaces will receive sunlight, and allowed us therefore to define and develop their use with a variety of hard and soft landscapes as appropriate, see section 7 of Paul Littlefair's technical report, which concludes that the appeal scheme will meet the standards.



Under the Flyover



8.8 Cliff Building: standard of accommodation and living conditions

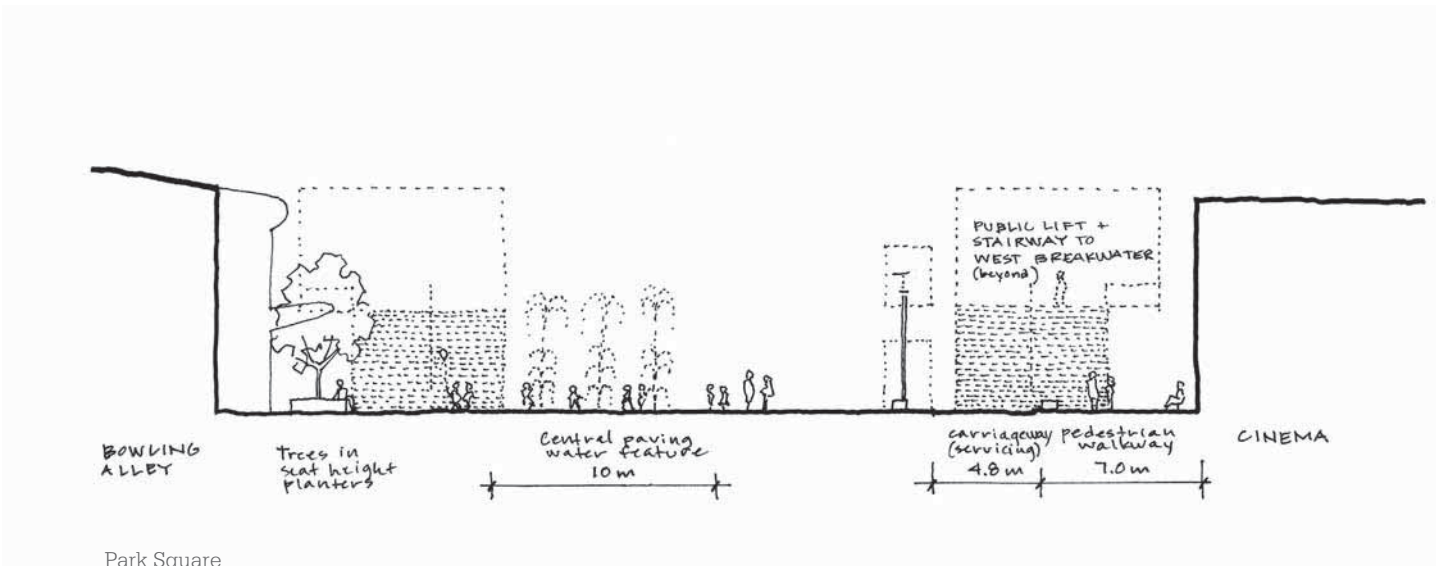
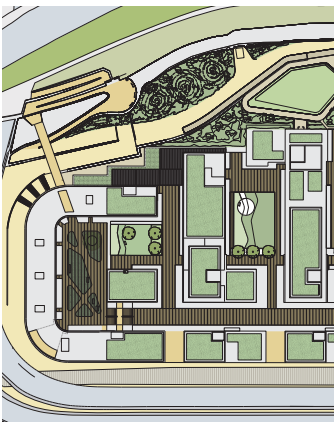
8.8.1 The Cliff Building is not only the largest building within the Regeneration Project – it contains 779 residential units – it is also the most complex. Within its footprint it includes the new Asda supermarket with all of its associated servicing requirements, a major car park for customers and residents, the combined heat and power plant that provides the site wide energy needs and the terrace of shops and cafes that form the new north side of Harbour Square. In addition, of course, it provides the structure for the new public route between the cliff and the marina with its combination of public lifts and cascading staircase cutting its way through the body of the building.

8.8.2 In designing the residential accommodation on the Cliff Site our aim has been to create an environment that is much more than just a series of freestanding housing blocks and we have used the accommodation to frame and shape a variety of spaces – some communal, some public, some wide and generous and some more contained and intimate – both within the heart of the building and around its edges.

8.8.3 In allocating space to individual flats within this overall plan, we have, wherever possible, ensured that the majority of flats enjoy either an east, west, or south orientation, or, indeed, a dual orientation.

8.8.4 The predominant north-south grain of the building – an organisation we pursued from the very start of the project in order to preserve views through the site from the cliff to the sea – has made this possible.

8.8.5 This arrangement of linear blocks arranged north-south with single-aspect flats served by an internal corridor, also allowed us to minimise the number of vertical lift cores and therefore reduce the degree of interruption into the parking floors below.



- 8.8.6 The building also defines and activates three critical spaces – the new street between the building and the car park, the new stair linking the cliff to Harbour Square and the new landscaped park between the building and the cliff.
- 8.8.7 For this reason we have in addition to the north/south blocks, aligned parts of the building east/west in order to ensure that some units overlook – and therefore provide an important level of security – to each of the new public spaces.
- 8.8.8 One implication of this is that a small number of flats either face north towards the cliff park or towards the space of the new stair; face south or west towards the car ramps; or east towards the access road.
- 8.8.9 In diagrams which we first prepared as part of the planning application we made a point of highlighting those flats which only face north (total of 31 units of which 3 are social rented, which is 0.4% of the total units on the cliff site). These are included in Appendix 4.
- 8.8.10 In order to assist in the inquiry, I have now also highlighted those units which have a predominantly north-facing orientation, a total of 67 units of which 17 are social rented. This represents 2.2% of the total number of units on the cliff site, these are included in Appendix 4
- 8.8.11 What, of course, residents of the north-facing units will enjoy, are views of the cliff. The cliff is a nationally important natural artefact; it is pale in colour and therefore bright; and, because it faces south, it is always well lit and attractive to look at. In many respects, therefore, those flats which allow views of the cliff, looking not just directly at it but east and west along its length, we believe have an advantageous position within the development.
- 8.8.12 Finally, it is worth pointing out that all of these flats have the benefit of balconies and that notwithstanding their north facing orientation – all these flats benefit from some morning or evening sun during the summer months (ref. Paul Littlefair's technical report Appendix 2, Sun Shadow Study June 21st 8am, p.5).
- 8.8.13 We have identified a number of flats where we could increase the amount of daylight by widening the windows, which we are now proposing (see revised drawings, Appendix 3) (ref. Paul Littlefair's technical report paragraph 5.3, p. 12, and Appendix 1, paragraphs A.1.19 – A.1.21, pp. 28 - 29).
- 8.8.14 None of those flats which face south and west towards the car ramps, will be nearer to the highway than 8.4

metres and the majority of the flats are positioned 10 metres away from the ramp. This is a significantly greater distance than is often the case in urban contexts where the intensity of road traffic is substantially higher. Many of these flats will also enjoy the benefit of oblique views of the seafront to the west of the site.

8.8.15 In this location one other issue needs to be addressed, that of noise. In the Environmental Statement section 16 Addendum Report it was explained that:-

“appropriate noise mitigation measures will be incorporated into the building envelope to protect against the intrusion of road traffic noise and to ensure acceptable noise levels are achieved within internal areas”. (paragraph 16.4.9, p. 16).

These will include both secondary glazing and whole house mechanical ventilation with heat recovery.

8.9 A significant change

8.9.1 Responding to the need to ensure the full and effective development of the site, the BMRP proposals suggest a very different future for the marina, with mixed use buildings constructed at higher densities delivering a



Cliff from viewing platform

truly urban environment.

- 8.9.2 The way in which outdoor amenity and recreational space have been provided within the proposals reflect directly the nature of this new environment, maximising the use of every available area of land within the site, exploiting the close accessibility of adjacent, off-site, external spaces and facilities, and providing a combination of private balconies and communal gardens. This is exactly the approach which needs to be adopted if environments such as those proposed are to be achieved. The design which has been developed will give the residents ample provision of well-designed and well-disposed private, communal and public space that is both useful and attractive and which is further complimented by the exceptional range of publicly accessible open spaces – beach, cliff, promenade, national park – immediately adjacent to the site.
- 8.9.3 The design of the Cliff Building has been developed to establish coherent relationships with the existing artefacts on the site – the cliff, the undercliff wall, the access ramp, the car park. The new structure is both aligned with them and designed to overlook them, and the accommodation they contain is entirely appropriate in its quality to the new urban context to which it is related. BHCC's revised reason for refusal is therefore unfounded.





View of route across Harbour Square

9.0 Summary and Conclusions



9.1 Introduction

- 9.1.1 A consistent theme in our practice's masterplanning work has been the desire to resolve potentially conflicting demands for change and regeneration with the need to protect and enhance an existing or historic context. This invariably involves re-establishing a clear and legible infrastructure as part of a significant improvement to the quality of the public realm. The design of the public realm on the BMRP has been as important a determinant for the evolution of the project as the design of the architecture itself.
- 9.1.2 From its inception, the brief for the project assumed that the substantial residential development would be accompanied by a significant investment in the quality, extent and effectiveness of the public realm. This was a regeneration project that would be driven as much by urban design and masterplanning, as it was by the design of individual buildings.
- 9.1.3 In this evidence I have described the way in which the design of the BMRP has evolved, I have explained how our decisions concerning the form, disposition and character of the buildings and spaces will create a truly sustainable urban environment of the highest quality.
- 9.1.4 I have also explained how our design proposals were shaped and formed in response to the key contextual issues that pertain to this site. These include the relationship between the new development and the existing buildings within the marina as well as that with the proposed development on the Brunswick site and the anticipated development on the BHCC owned Black Rock site.
- 9.1.5 I have set out the logic behind the organisation of the new residential accommodation and shown how the amenities provided for the flats were not only designed to comply with appropriate residential standards but were also developed through extensive collaboration with the public and the local authority.
- 9.1.6 I believe that what must be delivered now is a radical improvement in the nature and quality of the environment in the marina, and that this will only be achieved by means of a substantial level of development investment.
- 9.1.7 On this project the challenge for us, as architects and urban planners, was how to reconcile the scale of the new development with the protection and enhancement of its context, and how to ensure that every component of the new development had the potential to make a real contribution to the successful long term evolution of the marina.

9.2 Brighton Marina today

- 9.2.1 A visit to Brighton Marina today is, on the whole, a deeply dispiriting experience, one that is not only at variance with the inherent significance of the site but entirely inconsistent with the status of Brighton as a leading cultural centre, conference location and holiday destination.
- 9.2.2 Brighton Marina ought to be a wonderful place. However the buildings and spaces of which the marina is composed are of an incredibly low standard while the existing public routes into the marina are both ugly to look at and tortuous to use.
- 9.2.3 What one hopes will be a remarkable place turns out instead to be little more than an out of town retail park and a collection of freestanding buildings in a sea of roads, roundabouts and parking.
- 9.2.4 This view is reinforced by the local planning authority in their supplementary planning guidance which confirms that there is limited plot definition and that key frontages and spaces are poorly defined.
- 9.2.5 Therefore one of the fundamental objectives of the BMRP has been to transform the fragmentary, disconnected public spaces of the existing marina into an effective and coherent piece of city.

9.3 Density

- 9.3.1 The residential density on the site today is in fact relatively low and this combined with the fact that a large number of the dwellings are only used as holiday homes has created a situation where shops and restaurants struggle to survive. This means that in the long term the future for the marina looks problematic and the rapid turnover of tenants in the retail units only serves to highlight the difficulties the site faces.
- 9.3.2 An increase in residential numbers will help to ensure the economic viability of all the other uses within the marina whilst also making a more attractive, accessible and permeable environment which in turn will draw additional visitors to the site.
- 9.3.3 Our proposals for further urbanisation, where the Asda supermarket, the petrol filling station and the areas of surface car parking are replaced with multi-storey, multi-use buildings will increase the density and diversity of the site.
- 9.3.4 We have also taken advantage of the scale of the new development to restructure the public spaces within the marina whilst ensuring that ground floor uses activate them and that public transport is integrated within them.

9.4 Evolution of the marina

- 9.4.1 Both of the initial developers of the marina suffered from financial difficulties and this has meant that development has been piecemeal and ad hoc. The site was treated as a piece of suburban hinterland, with small-scale, low-key housing constructed around the inner and outer harbours.
- 9.4.2 One must also remember that the land currently occupied by the Asda supermarket (together with its surface parking), the land occupied by Park Square and the three leisure boxes were, in the original 1960s plan, all designated as water.
- 9.4.3 None of these buildings have made any effort either to contribute to the quality of the public realm or, to develop an architectural response appropriate to the special significance of the site. Therefore without a development of the size and ambition of the BMRP the marina will remain a piecemeal and unsustainable development. And if that is the case, the condition of the marina is likely to go into further decline as the quality of its facilities are outweighed by the unattractiveness and ineffectiveness of its public realm.

9.5 Challenges of the project

- 9.5.1 It has always been our intention to address the wider issues that currently affect the marina, and in particular to develop new strategies for the character and configuration of the public realm that the design of the new buildings could support.
- 9.5.2 Of these issues perhaps the most significant was the fact that in each case, the individual building plots proposed for development were already occupied by an existing building or use.
- 9.5.3 What is also clear is that a further significant phase of evolution of the marina will occur when the three leisure sheds reach the end of their useful lives. We therefore agreed with the Local Authority to prepare an outline masterplan, not just for the six currently available sites but all the land around the Park Square and Harbour Square. This would have the benefit of examining the implications of future redevelopment of the three leisure boxes and the multi-storey car park.

9.6 Making Places

- 9.6.1 As outlined in the introduction we have been concerned with both the design of the individual buildings and with the way in which these buildings contribute to the creation of a successful piece of city, one with a strong sense of place and a fully sustainable infrastructure.

- These are qualities critical to the future of the marina both in its role as a destination for visitors and a place to live for residents.
- 9.6.2 The task of the buildings is therefore not just to satisfy the functions they contain but to help shape the spaces that lie between them and ensure that these spaces can successfully fulfil the roles they each play within the city. We have configured the new buildings in such a way that they provide clear definition to the streets, squares or footpaths that they enclose.
- 9.6.3 In so doing we have established, wherever possible, a clear distinction across the site between fronts and backs, between those parts of buildings which have an obligation to respond to public activity, and those parts which have to absorb the inevitable back-of-house functions that all buildings have to accommodate.
- 9.6.4 In designing the ground floors of the new buildings we have located the entrances and active uses (shops, cafes) where they can provide animation and security. These are critical architectural moves, because it is in this way that a successful public realm will be created, one in which people want to spend time.
- 9.6.5 We believe that the principle of introducing an increased scale and density of development is entirely appropriate to the regeneration objectives of the project and a logical continuation of the potential transformation promised by the Brunswick development. This is reiterated by the Local Authorities planning guidance which recommends the introduction of well designed, high quality buildings including tall structures.
- 9.6.6 Without a development of the scale and quantum proposed by the BMRP, one sufficiently large to justify the replacement of the existing poor quality buildings and landscape, this fragmented suburban environment will continue to stagnate.
- 9.6.7 Our task as designers in developing the application has been to achieve the best possible answer to this challenge, to make the best possible contribution to this new environment.
- 9.6.8 To achieve this we tested a number of possibilities for the configuration and scale of buildings aware of the significance of our designs in respect of the historic and natural context of the site. These explorations were carried out with the benefit of the advice of the appellant's townscape adviser, Richard Coleman, and through an extended series of meetings with officers from the local planning authority and English Heritage.
- 9.6.9 We concluded that the resulting scheme would not harm the designated surroundings and conversely,

would offer significant benefits in the transformation of the quality and character of the marina.

9.7 Outdoor amenity space

- 9.7.1 Three approaches have been adopted in the scheme for the provision of outdoor amenity space. Buildings have been arranged around external courtyards, areas of flat roof have been paved or planted and made accessible to tenants and flats have been provided with private balconies or terraces.
- 9.7.2 The project also has an obligation to provide an appropriate area of outdoor recreation space. Within the proposal, a series of recreational spaces have been identified as part of the public realm and illustrative designs have been brought forward to show how they might be developed to meet the aspirations of all the different members of the anticipated residential community. Four main sites have been selected, Cliff Park, under the Flyover, Marina Village Square and Park Square. In these spaces the proposals will provide play spaces, a five-a-side football pitch, an amphitheatre and areas for communal activities like fairs and markets.
- 9.7.3 Brighton Marina is in desperate need of positive change and it is the aim of these proposals to deliver it.

9.8 Why here, why now?

- 9.8.1 All cities are, to greater or lesser degree, in a state of continuous evolution. The most stable areas, not surprisingly, are those where people live, where change, for obvious reasons, is least easy to accommodate. Conversely, the parts of cities where existing uses – retail, leisure, office, hotel – can most easily be displaced or reconfigured, are those where change can most readily be introduced. This is essentially because uses such as these normally occupy space on the basis of short-term tenancies.
- 9.8.2 This distinction is one that is highly relevant to Brighton Marina, where the eastern end of the marina consists predominantly of small-scale, and largely owner-occupied, residential accommodation (with a small element of A1 and A3 uses in the Waterfront and Merchants Quay) while the western end, is dominated by large structures dedicated to single retail or leisure uses, and occupied on the basis of short-term leases.
- 9.8.3 The long-term future of the marina – in thirty, forty, fifty years time – is difficult to predict. If, as we would like to see, its status and significance within the city begins to rise, so more people within Brighton will want to live there and more holiday makers will want to visit.

In this case some pressure may even be felt even on the eastern end of the marina to undergo some further stage of evolution.

- 9.8.4 But at this stage the opportunity for change resides solely at the western end of the marina where the potential clearly exists to replace existing structures with new ones, to introduce a wider variety of uses across the site, and to increase the intensity of occupation of the site, in particular in terms of residential accommodation.
- 9.8.5 If this opportunity is grasped, and the approval of the Brunswick development has already given some impetus to this possibility, the status and significance of the marina will, over the next few years, be transformed.

9.9 An appropriate response

- 9.9.1 In our proposal we provided an urban structure capable of absorbing and shaping this change, one which is relevant not only to the new accommodation that will be provided by the Regeneration Project but to the existing residential and commercial structures that occupy the surrounding sites.
- 9.9.2 So while the new development is significantly different in its scale – a distinction which we see as appropriate to the varied characters of the two different sections of the marina – it has been designed in such a way that its influence on the immediately adjacent areas, both inside and outside the marina, will be entirely beneficial.
- 9.9.3 We know that the proposals contained within the BMRP represent a profound change in the nature of the marina and that they describe a radical vision for a new, and more urban, environment, as a substitute for the current dysfunctional and disappointing environment.
- 9.9.4 From the beginning of the project, however, it was our understanding that it was exactly this sort of change that the policies developed, consulted on and adopted by the local authority were calling for. Indeed, BHCC's officers recommended the scheme for approval. The objectives of SPG 20 were clear:-

“To enhance the marina environmentally, visually, functionally and commercially and to transform it into an exhilarating and sustainable location of international renown” (SPG 20 p.89)

Government policy also supports this approach in locations of this kind, arguing that:-

“the density of existing development should not dictate that of new housing by stifling change or requiring replication of existing style or form”. (PPS3 paragraph 50).

- 9.9.5 The manifest contradiction between the unique physical setting of the marina and the humdrum and unexceptional character of its urban environment, had led everybody – the owners, the local authority, the regional development agency – to call for significant change, and our task as designers of the BMRP was to see how best to deliver it.
- 9.9.6 As architects we are normally commissioned simply to design buildings. But at Brighton marina it was clear from the beginning that it was for our experience and expertise – and indeed enthusiasm – as urban designers that we were being appointed.
- 9.9.7 The area on which we could build was strictly limited to the six defined sites, but in order to be able to address the fundamental problems of the marina, particularly those pertaining to the poverty of the public realm, the project always embraced a much wider area.
- 9.9.8 The only way in which such an ambition could be realised would be if the scale of the development is such that it can generate sufficient values to support the necessary changes to the public realm and infrastructure. And it is this scale that has inevitably provoked unease in those opposing the development.
- 9.9.9 We understand these concerns and have always endeavoured to achieve an appropriate balance between the quantum of the development proposed and the protection of the existing context. Our aim throughout the project has been to configure and articulate the individual buildings, in such a way that their impact on the surroundings is reduced as much as possible, and that the distribution of the accommodation has been carried out in the most appropriate and beneficial way.

9.10 Planning benefits

- 9.10.1 It was because the scheme which we, in collaboration and consultation with so many others, have drawn up over the last three years offers the marina, and the City so many gains that the recommendation of the planning department was that the application should be approved.
- 9.10.2 In my evidence I have described the many planning benefits that the BMRP would provide, but the best summary of these benefits is to be found in the planning officer's report to the committee in which it was stated that:-
- *“The scheme would make effective and efficient use of land and the density of the scheme is considered acceptable.*
 - *It is considered that existing infrastructure, together*

with measures secured as part of the Section 106 agreement process and through the phasing plan, would be sufficient to support the demands of the development.

- *The development would be well designed, would use good quality materials and the proposal would have acceptable visual impact on the character and appearance of the locality and views of strategic importance including the setting of Conservation Areas, Listed Buildings and Gardens and the Sussex Downs Area of Outstanding Natural Beauty.*
- *The amenity of existing and prospective residents would not be compromised by the development.*
- *The development has due regard for sites of ecological and archaeological importance and BHCC's Ecologist and Natural England are now satisfied with the application.*
- *The proposed development would provide the much needed regeneration of the marina and addresses the current problems with the site identified in the Brighton Marina Supplementary Planning Guidance Note on Brighton Marina (SPG 20) and the Council's planning advice note PAN04, Brighton Marina Masterplan.*
- *The development both private and affordable would also provide a significant increase in housing for the city.*
- *The development is considered to be in broad accordance with the provisions of central government advice, policies in the Development Plan, SPG's and PAN and would meet their key objectives. (Committee report pp.3 -5)."*

9.11 Conclusion

9.11.1 My evidence in support of the appeal, establishes three main conclusions.

9.11.2 Firstly, that in their design siting, layout and height the BMRP proposals form an appropriate response to the regeneration of the marina, relate satisfactorily to the existing development within the marina and will preserve the setting of views of strategic importance. As such they comply with policies OD1, OD2, OD3, OD4, HO4, HE3, HE6, HE11 and NC8 of the Brighton and Hove Local Plan, policies CC1, CC6, CC8, C2, C3 and BE1 of the South East Plan, and PPS1 and PPG15.

9.11.3 Secondly, the whole of the proposed new housing in this development would provide good quality and

sustainable living accommodation and an attractive and safe living environment, in accordance with policies OD1, OD3 OD27 and HO4 of the Brighton and Hove Local Plan and PPS 1 and PPS 3.

- 9.11.4 Thirdly, the provisions for outdoor amenity and recreational space are entirely appropriate to a development of this scale on this unusually located site, and that the way in which the design brings back into active use areas of land within the marina which are currently marginalized and neglected, should be welcomed. As such it complies with policies OD1, OD2, OD3, HO4 and HO6 of the Brighton and Hove Local Plan and PAN04 in particular paragraphs 3.2, 8.4, 12.1, 12.2, 12.3 and 13.3 of the Brighton Marina Masterplan.
- 9.11.5 Brighton Marina is an exceptional site: What the BMRP provides is an exceptional opportunity to secure its enduring and sustainable regeneration.

