



Draft City Plan Part Two
Consultation Period: 5th July 2018 until
5pm on 13th September 2018
Word Response Form

For Official Use:

Respondent Number:

Date Received: / / /2018

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Draft City Plan Part Two – Consultation

Brighton & Hove City Council has published the draft City Plan Part Two for a 10 week period of consultation starting 5th July 2018. This follows on from the scoping consultation undertaken July - September 2016.

The draft City Plan Part Two sets out the preferred approach and includes proposed site allocations for housing and other uses such as employment and community facilities and contains a suite of development management policies which will be used to assess planning applications. The City Plan Part Two will support the implementation and delivery of the City Plan Part One.

The council is seeking your views on the draft Plan and supporting documents. Your comments will help inform the final version of the City Plan Part Two. So if you have any comments about the approaches in the plan then we would urge you to submit those comments during this consultation so that they can be fully taken into account.

The Draft City Plan Part 2 and supporting documents including a quick guide to the City Plan Part Two as well as background evidence documents are available to view and download from the Council's website at: www.brighton-hove.gov.uk/cityplan-part2.

Part A: Contact Details

I consent to being added to the Planning Policy, Heritage and Projects team mailing list and contacted via email regarding forthcoming news and consultations

Yes

No

Privacy Notice: (ctrl & click to view)

<https://www.brighton-hove.gov.uk/content/planning/planning-applications/planning-service-privacy-statement>

Please note that you must complete Part A as anonymous forms cannot be accepted.

Organisation Name (If applicable)	Royal Mail
Name	
Address	
Email Address	
Agent Name (If applicable)	
Agent Name	
Agent Address	
Agent Email Address	

Part B: Your Representation relating to Development Management Policies

Please use a separate sheet for representations against each Development Management policy

(ctrl & click to view)

Housing, Accommodation & Community chapter (policies DM1-DM10)

Employment Tourism & Retail Chapter (policies DM11-DM17)

Design & Heritage Chapter (policies DM18-DM32)

Transport & Travel Chapter (policies DM32-DM36)

Environment & Energy Chapter (policies DM37-DM46)

Policy Number DM1

Policy Name Housing Quality, Choice and Mix

a) Do you Support or Object to the policy?

Support

If you support this policy, please go to questions (b) and (c)

Object

If you object to this policy, please go to questions (d) and (e)

b) Please explain why you support this policy?

See Accompanying Documents

c) If you support this policy but have some suggested wording changes please outline these clearly below

See Accompanying Documents

d) Please explain why you object to this policy?

e) If you Object to this policy and would like to put forward some alternative wording for the policy please set this out clearly below

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Housing, Accommodation & Community chapter (policies DM1-DM10)

Employment Tourism & Retail Chapter (policies DM11-DM17)

Design & Heritage Chapter (policies DM18-DM32)

Transport & Travel Chapter (policies DM32-DM36)

Environment & Energy Chapter (policies DM37-DM46)

Policy Number DM19

Policy Name Maximising Development Potential

c) Do you Support or Object to the policy?

Support

If you support this policy, please go to questions (b) and (c)

Object

If you object to this policy, please go to questions (d) and (e)

d) Please explain why you support this policy?

See Accompanying Documents

c) If you support this policy but have some suggested wording changes please outline these clearly below

See Accompanying Documents

d) Please explain why you object to this policy?

e) If you Object to this policy and would like to put forward some alternative wording for the policy please set this out clearly below

Site Allocations - Housing Sites

(Ctrl & click to view): [Housing sites and Mixed Use Site allocations: \(policies H1-H3\)](#)

H1 - Housing Sites & Mixed Use Sites

a) Do you Support or Object to the policy?

Support

If you support this policy, please go to questions (b) and (c)

Object

If you object to this policy, please go to questions (d) and (e)

b) Please explain why you support this policy?

Support subject to retention of 62 North Road Brighton and addition of 88 Denmark Villas, Hove. See Accompanying Documents

c) If you support this policy but have some suggested wording changes please outline these clearly below

d) Please explain why you object to this policy?

e) If you Object to this policy and would like to put forward some alternative wording for the policy please set this out clearly below

f) If you wish to comment on any specific housing site allocations listed in the policy please do so below making clear which site(s) you are commenting on and give your reasons

g) Are there any other sites that could be allocated as housing sites ?

Part D: Your Representation(s) relating to Any Other Comments & Equalities

Any other comments

Please use a separate sheet for each representation

(Ctrl & click to view):

- [Introduction](#)
- [Appendix 1: Glossary of terms](#)
- [Appendix 2 Parking Standards – Policy DM36 Parking and Servicing \(adopted Parking Standards SPD\)](#)
- [Appendix 3 - Local Wildlife Sites \(Policy DM37 Green Infrastructure and Nature Conservation\)](#)
- [Appendix 4 - Policy H2 Urban Fringe Housing Site Maps \(see also proposed draft Policies Map\)](#)
- [Appendix 5 - List of Brighton & Hove Local Plan policies that will be superseded on adoption of the City Plan Part 2](#)
- [Appendix 6 Table 1 – Proposed Changes to Policy Map – new additions/ amendments by virtue of policies in Draft City Plan Part 2/ Updates](#)
- [Appendix 6 Table 2 Policies Map – Proposed Changes to the City plan Part 1 Policies Map due to retained Brighton & Hove Local Plan Policies being superseded by City Plan Part 2 policies](#)
- [Supporting documents to the City Plan Part Two](#)
- [Background studies for the City Plan Part Two](#)

AO1 Do you have any other comments on any other part of the plan or its supporting documents? If you are commenting on more than one supporting document / background study please make this clear in the box below by using headings.

Equalities

The council has a duty under the Equalities Act 2010 to eliminate discrimination and advance equality of opportunity for people with the following protected characteristics: age, disability, race, religion, sex, sexual orientation, gender reassignment, marriage and civil partnership, and pregnancy and maternity. In addition the council has a duty to foster good relations between all communities.

A Health and Equalities Impact Assessment on the Draft City Plan Part Two has been undertaken and is available to view [here](#) [PDF, 2.8MB]

A02 Do you consider the City Plan Part Two to have any equalities implications, positive or negative? If so, please provide further details.

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Signed*:	
Dated*:	13 September 2018

All representations must be received at the email or postal address given on this form by **5.00pm on 13th September 2018**.

Due to the length of the consultation period please kindly note that late representations will not be accepted.

Completed forms should be sent to:

Email: planningpolicy@brighton-hove.gov.uk

Post: Consultation on the Draft City Plan Part Two
Brighton & Hove City Council
Planning Policy Team
1st Floor Hove Town Hall
Norton Road
Hove BN3 3BQ

If you have any further queries please contact us on 01273 292505 or via email planningpolicy@brighton-hove.gov.uk

Brighton & Hove City Council
Draft City Plan Part Two

Responses on behalf of Royal Mail

September 2018

**Brighton & Hove City Council
Draft City Plan Part Two**

Responses on behalf of Royal Mail

Project Ref:	28974/A5/P1/PD/SO	28974/A5/P1/PD/SO
Status:	Draft	Final
Issue/Rev:	01	02
Date:	September 2018	13 September 2018
Prepared by:		
Checked by:		
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Tel:

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1.0 INTRODUCTION

- 1.1 These representations have been prepared by ... on behalf of Royal Mail (the “Client”) in respect of the Brighton and Hove City Council (B&HCC) Draft City Plan Part Two. They are submitted pursuant to land interests of the Client at two separate locations within the area, which have initially been highlighted by B&HCC for possible future development. The sites are: (1) land at North Road, Brighton; and (2) 88 Denmark Villas, Hove BN3 3UG.
- 1.2 Royal Mail is the UK’s designated Universal Postal Service Provider, supporting customers, businesses and communities across the country. This means it is the only company to have a statutory duty to collect and deliver letters six days a week (and packets five days a week) at an affordable and geographically uniform price to every address in the UK. Royal Mail has a statutory duty to provide efficient mail sorting and delivery services for the administrative area of Brighton and Hove City Council.
- 1.3 Both sites mentioned in these representations are currently operational facilities, and there is no certainty over release. However, they have been highlighted by the Council as potentially assisting in meeting future housing targets. On the basis that they may become available in the medium term, subject to viability and a site being made available for relocation, Royal Mail has sought to respond to the Council’s initial proposals for each. It should be noted that the relocation/re-provision of Royal Mail’s operations is essential prior to the vacation and subsequent redevelopment of the site. Should any relocation of Royal Mail’s operations occur it would need to be in close proximity to the current site to minimise vehicle mileage and travel time. This will ensure that operations will not be prejudiced and that we can continue to comply with our statutory duty to maintain a ‘universal service’ for the UK.
- 1.4 Furthermore, in order for either of the site’s to be brought forward for redevelopment, it would be essential that any facilities solution is available prior to the demolition of these existing buildings, to ensure Royal Mail’s continuity of service within the administrative boundary of Brighton & Hove.
- 1.5 The representations should be read in conjunction with the supporting documentation. This includes the following information:

- Conran & Partners Capacity Assessment

1.6 These representations provide comment on specific policies within the draft Local Plan. The conclusion of the representations confirms that both identified sites would represent sustainable development if at any time they were brought forward for residential or mixed use development. As a result, there is no sound reason to exclude either site from the Local Plan allocations.

1.7 Royal Mail wish to retain the option to participate at the Examination in Public on the matters discussed within the representations.

2.0 SITE 1 – 62 NORTH ROAD, BRIGHTON

Site and Surroundings

- 2.1 Site 1 is located between North Road and Gloucester Road. It is currently occupied by a Royal Mail sorting office. The main public access to the building is direct from North Road. There is vehicular access north to south through the site, with a further ramp access from Gloucester Road. The site is therefore a brownfield site.
- 2.2 The site measures 0.49 hectares in area and sits within the built up area of Brighton. The site consists of a single large building that covers the majority of the site. It is formed of a large sorting office dating back to the 1920's that fronts North Road. To the rear are numerous post-war additions set at lower heights.
- 2.3 There is built form to all sides. To the west of the site is a small footpath that serves the frontages of properties along Frederick Street, as well as providing a north to south pedestrian link. To the east are buildings in multiple uses along Foundry Street. Directly to the south is the ten storey Tower Point building and public multi-storey car park.
- 2.4 Further afield, buildings set along Queens Road to the west are tall in nature, set at approximately eight storeys in height.
- 2.5 The site is located within the North Laine Conservation Area, which includes the densely built up area between Trafalgar Street and Church Street.
- 2.6 The site has excellent transport links. Brighton railway station, which provides services on the Thameslink network to London and beyond, as well as services along the south coast, is located approximately 250m from the Gloucester Road aspect of the site. There are bus stops along North Road and Queens Road to the west.

Planning Policy Context

- 2.7 The site has been highlighted by the Council as being located within the Central Brighton Spatial Area as defined within policy SA2 of the City Plan Part One. This policy seeks to enhance the area as the City's key shopping, leisure and commercial area. It also notes the distinctive character and sense of place of the area.

- 2.8 Criterion 5 of the Council’s policy seeks active ground floor frontage, with residential development acceptable above. The supporting text to the policy notes that residential development within ‘Central Brighton’ can assist in enhancing the vitality of the area and can also improve safety during the daytime and evening.
- 2.9 There is Prime Retail Frontage in the vicinity, although the site and its immediate surroundings are not within this designation.
- 2.10 The site is allocated by the Council for mixed use development through emerging policy H1 of the City Plan Part Two. Further comments relating to this emerging allocation can be found in chapter 5 below.
- 2.11 The site has also been registered by the Council on the Brighton and Hove brownfield register. This suggests the capacity of the site to be a minimum (our emphasis) of 110 dwellings.
- 2.12 The policies within the City Plan Part One are noted. The principle for residential development in this built up area is established and its location ensures a range of travel modes are available, ensuring no reliance upon the car.
- 2.13 The site does not fall within an identified designated Neighbourhood Plan area.

Response to Local Plan Part 2

- 2.14 The accompanying documentation has been prepared by Conran & Partners in response to the Council’s draft allocation, to inform a potential redevelopment of the site were it to become available. The document identifies the constraints of the site and demonstrates that should it become available, there is an opportunity to provide a high-quality mixed-use scheme on the site with capacity for 155 dwellings, in addition to commercial space at ground and basement level. Should it become surplus to Royal Mail’s requirements, this is considered to be the most appropriate use/form of development.
- 2.15 The site is located within the North Laine Conservation Area and there are listed buildings in the vicinity. In response to the Council identifying the site for potential future development, Royal Mail have sought some initial heritage advice on the features of the site, which concludes that should it become available, full demolition of the building would be most appropriate. The existing building is of no architectural merit and the North Laine

Conservation Area Study 1995 lists the rear element of the building as one that detracts from the character of the Conservation Area.

- 2.16 The document prepared by Conran & Partners highlights how the building could provide a new ‘landmark’ opportunity on North Road that can respond positively to the unattractive features that exist already, particularly Tower Point that dominates the frontage. The document highlights how a slight increase in height along the North Road elevation could be achieved totalling 10 storeys in height. This could include commercial uses over two floors. A 10-storey building would remain lower than Tower Point to the southern side of North Road. The design seeks to respect its surroundings.
- 2.17 Conran’s document highlights that it would be preferable to retain the service route that runs through the site from south to north. This would allow a small number of vehicles to park on the site. However, the proximity to the railway station, bus stops, and central location within Brighton would reduce the need for parking provision on site. There is adequate space for suitable safe and secure cycle storage on the site.
- 2.18 For a mixed use sustainable development, further commercial uses would be appropriate along the Gloucester Road elevation. Such uses are not considered viable along Frederick Street or Foundry Street given concerns regarding lack of frontage to the street, and access, particularly for deliveries. Commercial frontages onto the main roads of North Road and Gloucester Road are therefore more appropriate.
- 2.19 Subject to availability, the proposal could therefore make a significantly greater housing contribution than the Council has highlighted to date, whilst retaining some commercial uses across the site.

3.0 SITE 2 – 88 DENMARK VILLAS, HOVE

Site and Surroundings

- 3.1 Site 2 is located on land set behind existing built form along Denmark Villas. It is currently occupied by a delivery office, with a visitor car park located along the western part of the site. The site utilises the existing access at the Station Approach/Denmark Villas junction, running parallel with the adjacent railway line. There is adequate space for two way traffic along the access. The site is a brownfield site.
- 3.2 It has an area of approximately 0.67 hectares. To the west of the site is a recent development providing commercial use at ground floor level, including a local supermarket and gymnasium, with residential development above. Located further south along the western boundary are the rear gardens to properties along Denmark Villas. The southern boundary backs on to the residential properties along Oxford Mews and Eaton Grove. To the east of the site is the Drive Bowling Club. To the north is the Hove to Brighton railway line, beyond which is further residential development.
- 3.3 The delivery office is a single storey structure of no architectural merit. It is a brick and sheeted building, with a large canopy along the western elevation, under which delivery vans park when collecting. There is a further canopy to the northern part of the building, again allowing cover for vehicles visiting the site.
- 3.4 Further west of the site is Hove railway station, set approximately 170m from the site. Hove station is served by local rail services into Brighton, as well as regular services direct to London and along the south coast. The railway station is also served by bus stops along Goldstone Villas. Other bus stops are located along Cromwell Road to the south.

City Plan Part One

- 3.5 The site has been included by the Council as forming part of one of the eight areas identified for development as noted within the City Plan Part One, that being area DA6 'Hove Station Area'. The draft policy recognises potential for wider physical regeneration around the Hove station area and this area which includes Royal Mail's facility is expected to provide a minimum 525 dwellings and 1,000sqm of new employment space.

- 3.6 The supporting text to policy DA6 states ‘redevelopment of sites within the area could therefore help to increase the capacity of under-utilised sites and also to address townscape and public safety improvements’.

Strategic Housing Land Availability Assessment

- 3.7 The Strategic Housing Land Availability Assessment (SHLAA) update 2017 (published by Brighton & Hove City Council in February 2018) highlights that the Council believe the site could bring forward 44 dwellings to contribute to the 525 dwellings required within policy area DA6 should it become available. It must be noted the figure of 525 dwellings is a minimum (our emphasis) figure within the policy, and the opportunity to bring forward further dwellings on brownfield sites in such a sustainable location is broadly encouraged. It is noted that should the sites within the SHLAA all come forward, then the 525 figure could be well exceeded.

Hove Neighbourhood Plan

- 3.8 The site is located within the Hove Station Neighbourhood Plan Area. This area was designated on 18 September 2014. The Neighbourhood Forum are progressing the Neighbourhood Plan, although it is not yet adopted.
- 3.9 The second draft of the Neighbourhood Plan, published on the Forum’s webpage, supports the redevelopment of the Hove Station Area through policy DA6. Draft policy 1 makes specific reference to the more efficient use of land, and draft policy 11 seeks to restrict development to six storeys in height with certain exceptions. At present, the Neighbourhood Plan cannot be given any planning weight. However, the development seeks to adhere to the Neighbourhood Plan and its aims and objectives as it moves forward.

Response to Local Plan Part 2

- 3.10 On the basis that the Council have identified the site in the SHLAA as having potential to assist in their housing targets, and that it is included within a wider Policy Area proposed for redevelopment, the accompanying document prepared by Conran & Partners highlights that should the Hove facility become available for redevelopment, it could accommodate a more sustainable form of development that should be recognised independently of Policy DA6. The document highlights the constraints of the site and demonstrates that an opportunity exists for a new residential development that could accommodate between 128 and 135 dwellings. In terms of constraints, the site is located adjacent to the Hove Station and Willett Estate

Conservation Areas. The site, the Bowling Club and the dwellings on the northern side of Oxford Mews are specifically excluded from these designations.

- 3.11 The closest listed building is the Grade II Ralli Memorial Hall, as well as its walls and railings. This is located to the western side of Denmark Villas and is separated from the Hove site by the newly erected mixed use block opposite.
- 3.12 A further key constraint is the amenity of the occupiers of adjacent residential properties to the west and south. The Conran & Partners document takes into account the separation distances between properties, as well as location of windows and private garden areas that face onto the site. The proposal demonstrates that should it become available for redevelopment 120-130 dwellings could be located on the site without any serious harm to these surrounding properties.
- 3.13 By virtue of its orientation, to the immediate north, a redevelopment of the site would not cause any loss of light to these neighbouring properties or overshadow their amenity space. It is recognised that a taller form of development may begin to overshadow properties to the northern side of the railway. At six storeys in height, such overshadowing would not occur. This is considered a minimum however, as it is likely a taller structure could be supported subject to an appropriate daylight/sunlight assessment.
- 3.14 To the north of the site is the Hove to Brighton railway line. It is acknowledged that mitigation from noise and vibration would be required, and this has been taken into account in the design.
- 3.15 Given the identified constraints, the initial design assessment shows a number of possible means in which development could be arranged on the site should it become available. The most appropriate option considered is to form a Courtyard Block (massing option A) of circa 6 storeys in height that can deliver a minimum of 128 new homes.
- 3.16 The document demonstrates limited parking spaces on site, but given the excellent public transport links this can be limited to circa 0.3-0.5 spaces per unit. The railway station and bus stops described above are all within easy walking distance, and therefore future occupiers would have a choice of transport modes. Car parking also provides an urban setting and requires additional land take, which would reduce the developable area. Reduced parking ensures a more efficient use of land. There is adequate space for suitable safe and secure cycle storage on the site.

- 3.17 It is appreciated the SHLAA has assessed the site for only 44 dwellings. However, the material prepared by Conran & Partners to accompany these representations clearly shows the site has a higher capacity, and in the context of the NPPF and the Council's Housing need, 44 dwellings could accommodate far more sustainably if it were to become available.
- 3.18 Policy CP12 of the City Plan Part One identifies Hove Station Area as a location where taller buildings approximately 18m or more in height or six storeys may be appropriate. Such a structure is achievable without negatively impacting upon the townscape.
- 3.19 Whilst policy DA6 seeks mixed use development, the location of the site, which has no frontage onto any existing road, is not attractive for other uses and therefore any draft policy within the Local Plan Part 2 should be for 100% residential use on the site. Such an allocation would in no means undermine Policy DA6, as it covers a far wider area, where commercial uses could be delivered to provide additional activity to the streets around Hove. Its location behind existing built form with no visibility into the site would mean no passing trade for any ground floor commercial elements. Notwithstanding, this remains a valuable site to Royal Mail's existing operations, there are serious concerns about the viability of other commercial uses in this location should Royal Mail vacate. Employment uses would require significantly more car parking than what would be required for residential development, which in turn would significantly reduce the capacity of the site.
- 3.20 A redevelopment of the site would be within the aims and objectives of the existing policy designation DA6 and should it become available, it would make a useful contribution to the proposed 525 dwellings within the area. Given the Council have identified the site specifically for redevelopment in the SHLAA, the site itself warrants a separate allocation for its redevelopment, as is the case for the Conway Street area. This would provide more certainty over the quantum of development it could deliver to the Council as a whole, ensuring adequate supply through the plan period. An allocation would clarify the site's unsuitability for other land uses as discussed above.

4.0 DM19 MAXIMISING DEVELOPMENT POTENTIAL

- 4.1 Royal Mail support the concept of policy 19, which seeks to make best use of land on all assets across the City. This is especially important within urban areas such as Brighton and Hove, where land availability is limited. Chapter 11 of the NPPF relates wholly to ensuring development makes effective use of land. Land is a finite resource and therefore development must make the most of their opportunities in providing suitable land uses and in suitable numbers, whilst ensuring safe and healthy living conditions.
- 4.2 In this context, when supporting the adoption of the City Plan Part One, the Inspector in her report, specifically emphasised the need for Brighton & Hove City Council to maximise (our emphasis) development on all allocated sites, so as to meet Brighton's Housing Needs (estimated to be in excess of 30,000 homes to 2031). The City Plan Part One was adopted on that premise, given that the Council could only demonstrate the capacity to deliver 13,200 homes (less than 50% of the identified need) to 2031. Since this time the Local Authority has also been subject to appeal decisions which highlight the Council can no longer demonstrate a 5-year housing land supply and is subject to speculative development.
- 4.3 In this context, Royal Mail consider that where the Council seeks to allocate sites for housing development they should look to do so in the most sustainable way that would ensure the housing needs are met. The material prepared by Conran & Partners to accompany these representations highlight that should Site 1 become surplus to Royal Mail's requirements it can accommodate a far higher capacity than currently drafted by the Council in policy H1 and the brownfield register. The enclosed document highlights with plans and Sections that 110 units with 3,000 sq. m of commercial could be accommodated within a building footprint and height smaller than that which currently exists on the site. However, should it be available for redevelopment, in line with the aims and objectives of emerging policy DM19, the Council should seek to accommodate as much housing as is sustainably possible in the context of the Inspector's reasoning for finding the City Plan Part One sound. Clearly the site can accommodate, subject to a number of technical assessments relating to Daylight/Sunlight etc. a minimum of circa. 155 dwellings should it become available – and Policy H1 should be amended to reflect this potential.
- 4.4 As noted, site 2 is located within policy area DA6 Hove Station Area designated within the City Plan Part One. The supporting text to emerging policy DM19 confirms that densities above 100 dwellings per hectare should be achieved within area DA6. Site 2 has an area of 0.67 ha. Thus the Council's own SHLAA indication of a capacity of 44 units represents underdevelopment (65 dwellings per hectare). Should this site become surplus to Royal

Mail's operations, and available for redevelopment, it should have an allocation in its own right, that simply to accord with Policy DA6's aspiration for densities of a minimum of 100 dwellings per hectare, should be increased to 67 units to comply with Policy DA6. However, based on precedent in Hove, and a development of 6 storeys as shown on the enclosed document prepared by Conran & Partners, the site is considered to have adequate capacity for at least 128 units, which would result in development at 190 dwellings per hectare. The accompanying document highlights this should be considered as a minimum, given the potential for taller buildings that would not be visible from the Conservation Area.

- 4.5 This level of density is comparable to others in the recent vicinity. For example, 65 dwellings were approved at Goldstone Lane, Hove on a 0.32 hectare site, resulting in development at 203 dwellings per hectare. Also, 163 dwellings were consented on a 0.91 hectare site at Lyon Close to the east of Site 2. This forms a density of development of 179 dwellings per hectare.

5.0 H1 HOUSING SITES AND MIXED-USE SITES

- 5.1 Policy H1 notes a number of housing and mixed-use sites which would bring forward residential and employment development within Brighton & Hove. Such small sites can ensure quicker delivery and allow the Council to maintain a five-year housing land supply throughout the plan period. Such allocations prevent a reliance upon larger schemes, which by their very nature have infrastructure constraints that often cause delays to delivery.
- 5.2 The supporting text acknowledges that the Brighton and Hove area is a tightly constrained urban area with limited opportunities to physically expand. As such should either or both of Royal Mail's facilities become available for development they would offer two further brownfield sites within the built-up area, both with excellent transport links.
- 5.3 Site 1 at North Road, Brighton has been highlighted by B&HCC as a mixed-use site within the policy H1 which is welcomed, and should the site become available it would provide certainty over the form and quantum of development. However, the Council's policy suggests the site could provide 110 dwellings and 3,000 sq. m of office space, and on the basis of the information provided with these representations that should be considered as a minimum. As such Royal Mail support the allocation of the site, but believe it offers significant opportunities for additional homes in the City should it become available.
- 5.4 As such our concern with the site allocation is simply that the quantum of development currently advocated would represent an 'underdevelopment' if the site were to be made available. The Council must push developers to be ambitious in their plans to deliver housing that can meet the needs of the City. An allocated quantum of development that could be accommodated within a footprint less than that which exists is not considered ambitious. The accompanying documentation clearly highlights that the site has more capacity than the 110 dwellings noted within the policy, and the Council should be seeking this rather than placing arbitrary caps on development. Conran & Partners capacity exercise highlights how the site could comfortably accommodate 155 dwellings in a means that would provide relief to neighbouring properties, and only marginal increases in scale. Coupled with a requirement for exemplar design, such a scale of development as that proposed by Conran & Partners could only be concluded to have a positive effect.
- 5.5 It is noted the supporting text to the policy states that the number of units is indicative and could therefore be exceeded if it could be justified through the detailed examination of site-specific considerations. Accordingly, the exercise undertaken clearly shows site 1 has a larger capacity and therefore the Council should be ambitious for this site and seek a high

quality form of development that can deliver additional homes. The evidence provided with these representations clearly highlights how such an amendment to the policy can be justified in this instance. Restriction to the quantum within the policy would provide an under-development of the site in an area where sites are encouraged to maximise their potential.

- 5.6 With exemplar design, there is the possibility the sites capacity could be further increased, and the flexibility within the policy wording should also allow this. The supporting text is therefore supported and should be retained accordingly.
- 5.7 With regards to commercial uses, draft policy H1 notes the suitability of the site for office use. Notwithstanding its existing value to Royal Mail as a Sorting Office, should it become available for development, Royal Mail would wish the policy to not specifically reference the commercial use class. Retail and/or café uses would provide an appropriate active frontage to North Road and Gloucester Place either as independent units or as part of a mixed use co/shared-working arrangement similar to that recently granted (and wholly supported by officers and members) at One Preston Park (previously Anston House). Allowing a flexibility in uses would allow the market to dictate the future commercial use. This may bring forward offices, leisure uses, or retail, or a mixture. This reduces the possibility of the commercial aspect being vacant, which would undermine the wider function of the Laines.
- 5.8 Reference to B1 uses should therefore be removed from the table supporting policy H1. This would be in line with paragraph 81 of the NPPF, which seeks planning policies to be flexible enough to accommodate needs not anticipated in the plan, to allow for new and flexible working practices – such as co-working based on employment densities of circa 1 person per 4 sq. m, and more importantly, to enable a rapid response to changes in economic circumstances.
- 5.9 The Inspector’s Report relating to the City Plan Part One dated 5 February 2016 confirms that Brighton and Hove are subject to significant constraints in finding land for new development. The Inspector indicated the ‘Council should rigorously assess all opportunities to meet housing need’, and she draws attention to three potential sources; windfall sites, urban fringe sites and land allocated for employment use.
- 5.10 When referring to land allocated for employment use, the Inspector notes that while employment demand remains high, the Council has accepted there may be a greater need for flexibility in releasing employment sites for other uses. The Brighton site is currently required for Royal Mail’s operations but should that change it provides an opportunity to

allow such flexibility as highlighted. Given the Hove site has already been allocated in the Council's SHLAA, it clearly should be allocated to allow for a residential development in the event it were to become surplus to requirements. This would assist the Council in meeting its housing need, provided the loss of the non-allocated employment land would be more than accounted for elsewhere through a re-provision of Royal Mail's facilities, and that the site is simply not viable for alternative forms of development.

- 5.11 Brighton and Hove Council are currently unable to demonstrate a five year supply of housing. This was confirmed in an appeal decision dated 26 June 2018 pursuant to a scheme for 45 dwellings on land south of Ovingdean Road, Brighton (ref: APP/Q1445/W/17/3177606). The Inspector did not commit to the precise shortfall, but noted it 'would be at least 200, but is probably greater'. By retaining site 1 and including site 2, it provides the Council with potential additional land to manage this shortfall on two sustainable brownfield sites.
- 5.12 In line with the information provided within these representations and the accompanying documentation, site 1 warrants retention and site 2 warrants addition as sites within policy H1. They will both score highly when assessed against the Council's sustainability criteria.

6.0 SUMMARY

- 6.1 These representations are made in response to the draft Brighton and Hove Council City Plan Part Two, on behalf of Royal Mail pursuant to two sites currently within their ownership, located within Hove and Brighton.
- 6.2 The sites are within a single ownership and are both currently occupied. However, both sites may become available in the medium term, subject to viability and a site being made for available for the relocation of the facilities.
- 6.3 Site 1 is located with the Central Brighton Spatial Area and is allocated within emerging policy H1 as a mixed use scheme with a capacity of 110 dwellings and 3,000sqm of commercial floorspace. It is also on the Council's brownfield register. The accompanying documentation considers the more efficient use of the site would provide 155 dwellings as well as a flexible range of commercial floorspace. The allocation of the site is fully supported although the capacity targets should be amended accordingly. The supporting text allows for dwelling numbers to be exceeded where justified, and this aspect of the policy is further supported.
- 6.4 Site 2 is located within policy area DA6 Hove Station Area within the adopted City Plan Part One. Despite this allocation, the site is considered worthy of a specific allocation within emerging policy H1 in its own right. The SHLAA assessed the site as having a capacity of 44 dwellings. However, the site can adequately provide 128 dwellings with potential for more.
- 6.5 Both sites would represent brownfield redevelopment, and both are located in highly sustainable locations with excellent access to both bus and rail services. As a result, limited parking provision would be sought on each site, whilst cycle storage would be encouraged.
- 6.6 It is therefore commended to Brighton and Hove City Council to allocate both sites within policy H1.

TOWN PLANNING
MASTERPLANNING & URBAN DESIGN
ARCHITECTURE
LANDSCAPE PLANNING & DESIGN
ENVIRONMENTAL PLANNING
HERITAGE
GRAPHIC COMMUNICATION
PUBLIC ENGAGEMENT
DEVELOPMENT ECONOMICS



BRIGHTON AND HOVE SORTING OFFICES

DO-002E - Discussion Document
September 2018



BARTON
WILLMORE



CONRAN+
PARTNERS

BRIGHTON SORTING OFFICE SITE

SITE 1 : 62 NORTH ROAD, BRIGHTON

BRIGHTON - THE EXISTING SITE

Site Area: 0.491Ha



BRIGHTON - SITE HISTORY

The Sorting Office Site, 1877



BRIGHTON - SITE HISTORY



Workmen of the 1860's outside the Regent Foundry in the North Road. This gave the name to the near by Foundry Street. After a life of about 80 years the Foundry was demolished in 1921 to be replaced by the present Postal Sorting Office.



View of the Regent Foundry and Manufactory. 1860-70's. To the left a large private house adjoining the Foundry and further down, the Dolphin Inn at the corner of Foundry Street.



Frederick Street - Old street in the North Laine area, all houses in the distance are those which replaced the slum dwellings in the early years of this century,. Year of this photograph thought to be around 1962.



North Road, Left Jubilee Street and right is Kensington Street. 1904-1914

BRIGHTON - BUILT HERITAGE

North Laine Conservation Area

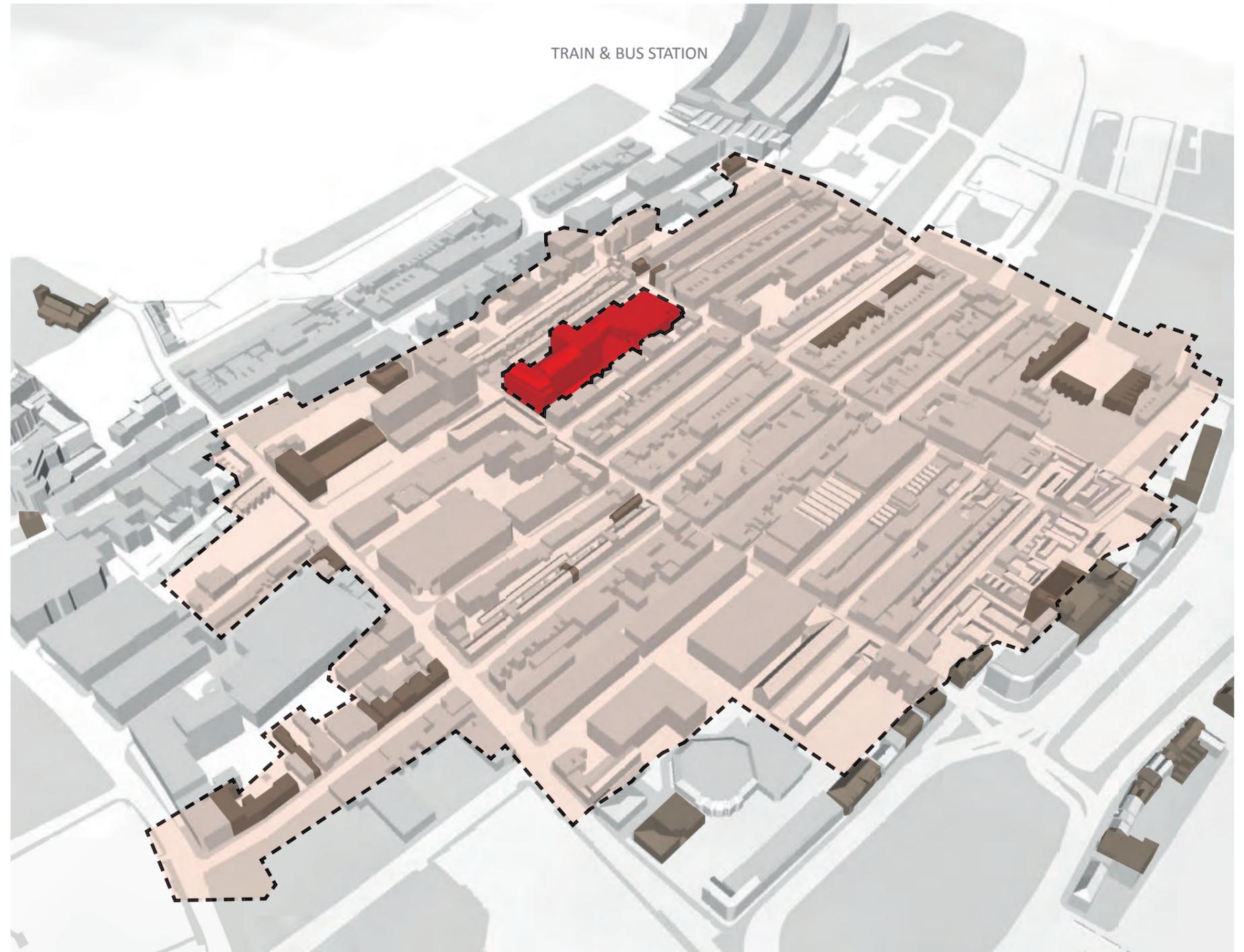
- Characterised by linear grid street pattern running north-south
- Surrounding area historically was dominated by industrial buildings; warehouses, stores, factories, etc
 - Now a mix of residential & commercial uses
- The site was historically the site of the Regent Iron Foundry - one of the largest employers in the city;
 - Significant influence on the development of the town and the immediate area
 - Site of the 1st electricity production in the city (1882)
- There is a tradition of intensive development and activity on the site
- The foundry influenced the surrounding character of the North Laines area - still has a dominant industrial character with many old warehouses and stores having been converted to modern housing.

Listed Buildings

There are no listed buildings on the site. There are several listed buildings within close proximity to the site that have the potential to be impacted by the proposed development

- 82 Gloucester Road (Grade II)
- 83 Gloucester Road (Grade II)
- Brighthelm Church & Community Centre (Gr II)

Dependant on the scale of the proposals to the North Road elevation, it may be that further analysis of other nearby listed buildings will be required.



BRIGHTON - BUILT HERITAGE

Key Points

- The existing building is large in scale, particularly fronting North Road
- It is a prominent feature within the street scape, particularly along North Road
- The building is of minimal historic significance and of limited architectural significance given the extensive alterations and adaptations that have been carried out
- The building does not make a positive contribution to the character or appearance of the North Laines Conservation area
- There is already a precedent for tall buildings within the wider townscape

Opportunities

- The cottages to the public footpath to the west – opportunity to improve their relationship with the site and their outlook
- The public footpath to the west – currently not an attractive or enticing space – opportunity to improve this link
- Opportunity to create a high quality development that would enhance the North Laines Conservation Area



BRIGHTON - THE EXISTING SITE



BRIGHTON - THE EXISTING SITE



View east along North Road



View along Frederick Gardens



North Road facade



Service Road



View west along North Road

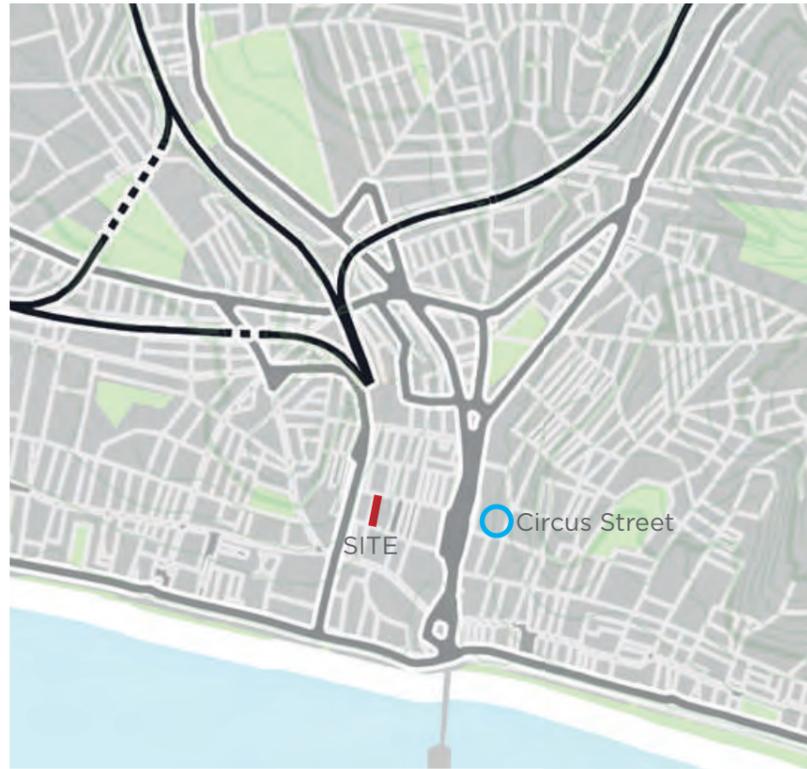


View west along Gloucester Road



View east along Gloucester Road

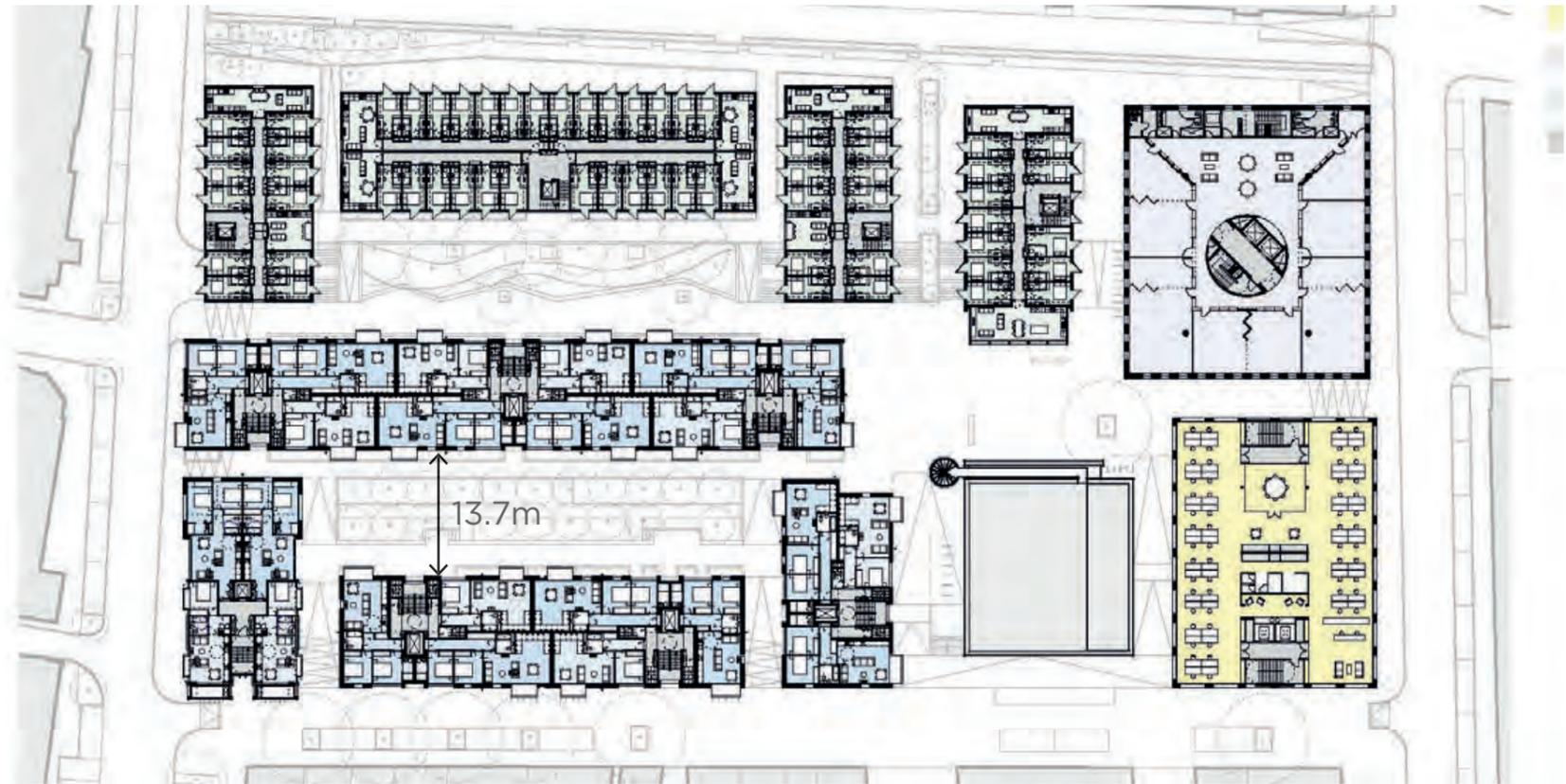
BRIGHTON - NEARBY MAJOR DEVELOPMENT PRECEDENT - CIRCUS STREET



Circus Street, Brighton

142 Residential units
 including 28 affordable units (20%)
 450 Student rooms
 38 parking spaces
 over 3,000 sqm employment GIA
 plus University accommodation

Site Area: 0.8 Ha
 Density of residential site:
 410 Units/Ha approx



BRIGHTON - SIMILAR PROJECTS BY CONRAN + PARTNERS



Argus Lofts, Brighton

The former printworks of Brighton's local paper, The Evening Argus, has been converted into apartments, shops, offices, restaurants and theatre space.



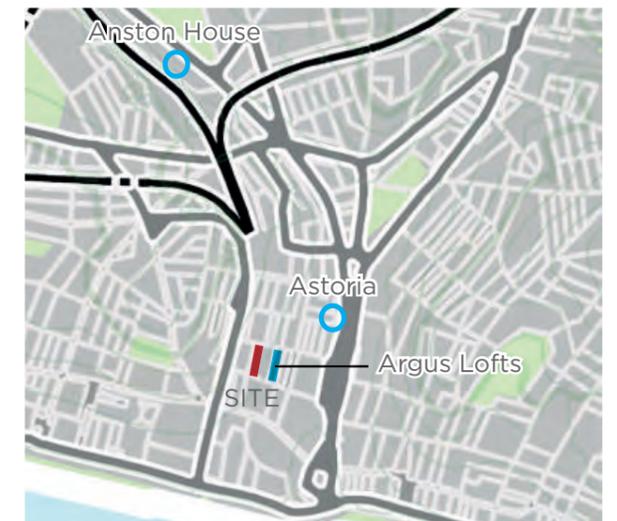
Astoria, Brighton

Mixed use development of 3,300 sq.m offices, 600 sq.m of commercial space and 6 residential units.

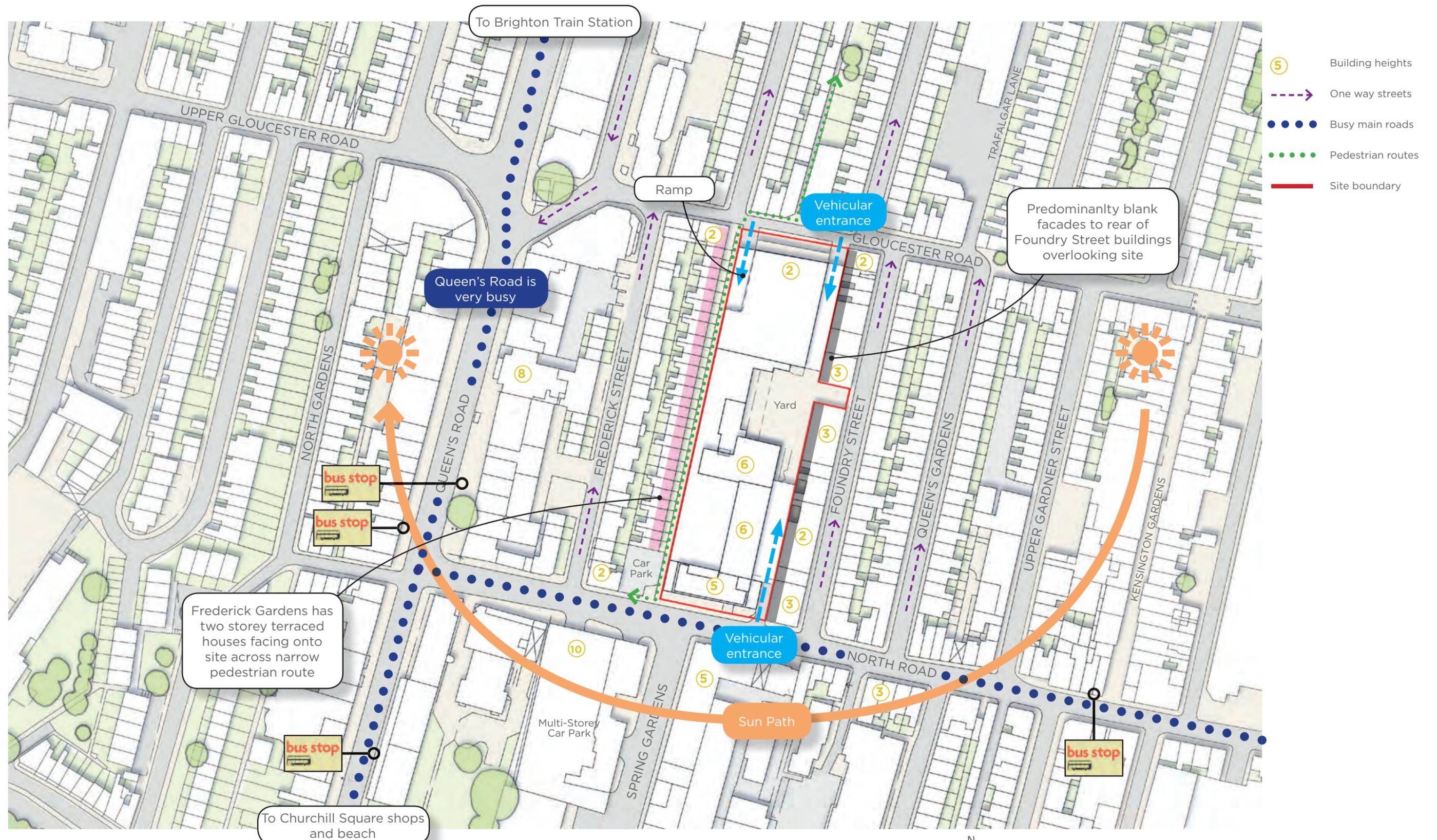


Anston House, Brighton

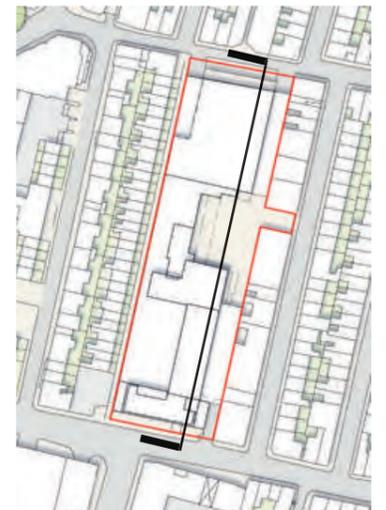
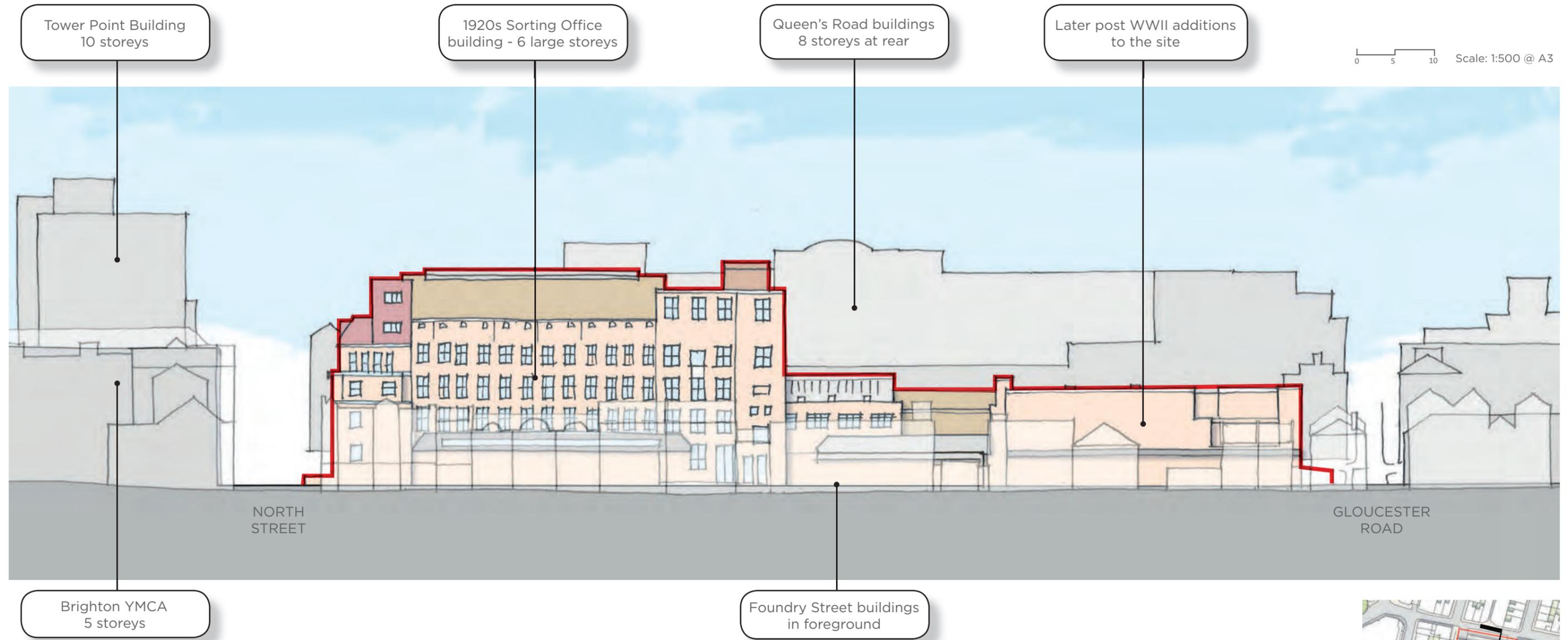
Three 14 storey building facing onto Preston Park with 230 residential units (20% affordable)



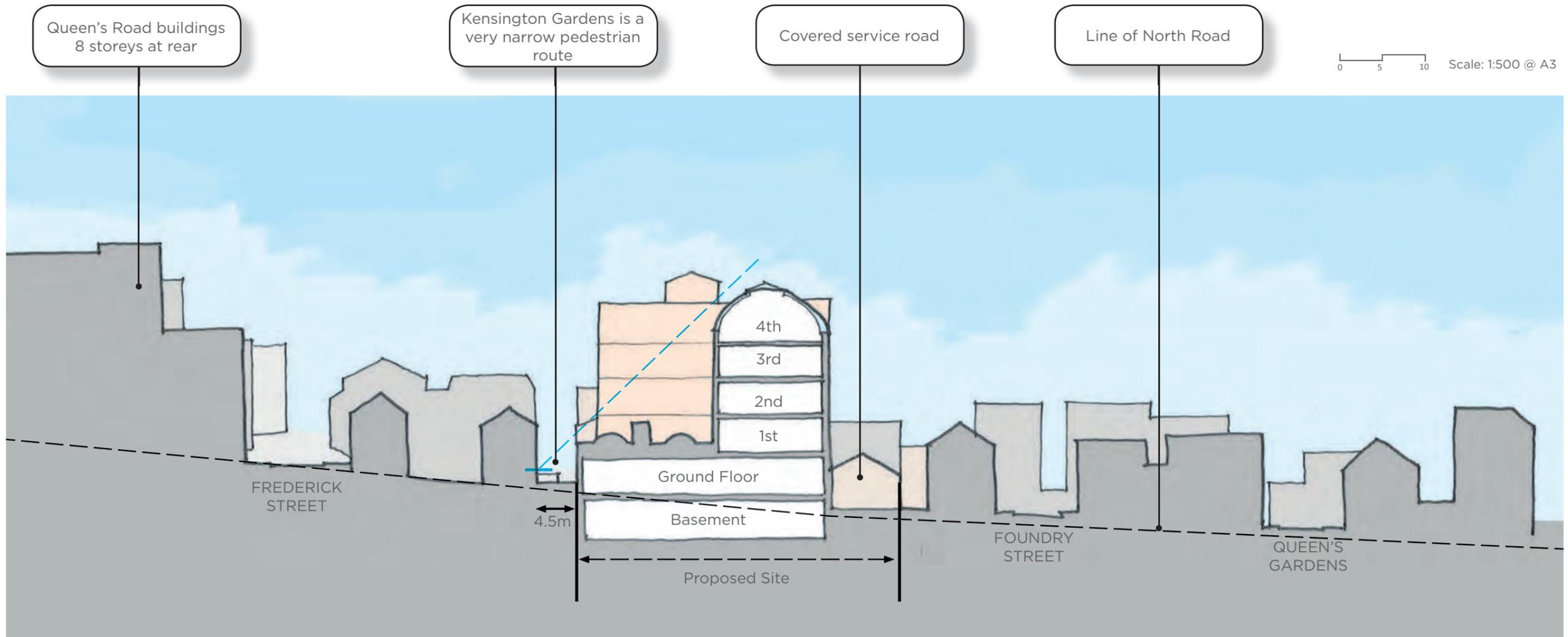
BRIGHTON - SITE ANALYSIS



BRIGHTON - ILLUSTRATIVE SECTION THROUGH SITE



BRIGHTON - ILLUSTRATIVE CROSS SECTION THROUGH SITE



BRIGHTON - EXISTING ILLUSTRATIVE SHADOW STUDIES



8am 21st March

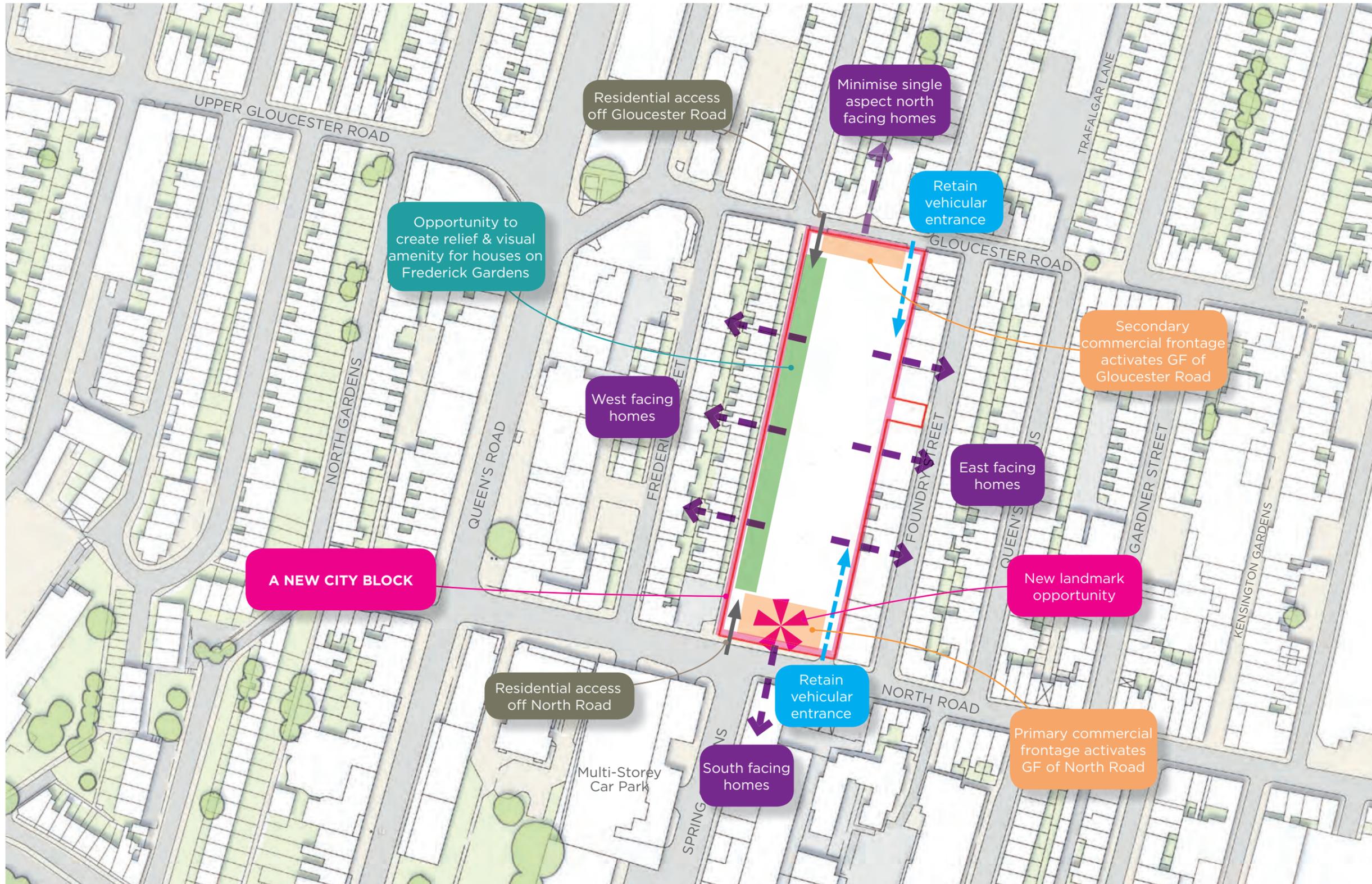


1pm 21st March



5pm 21st March

BRIGHTON - OPPORTUNITIES

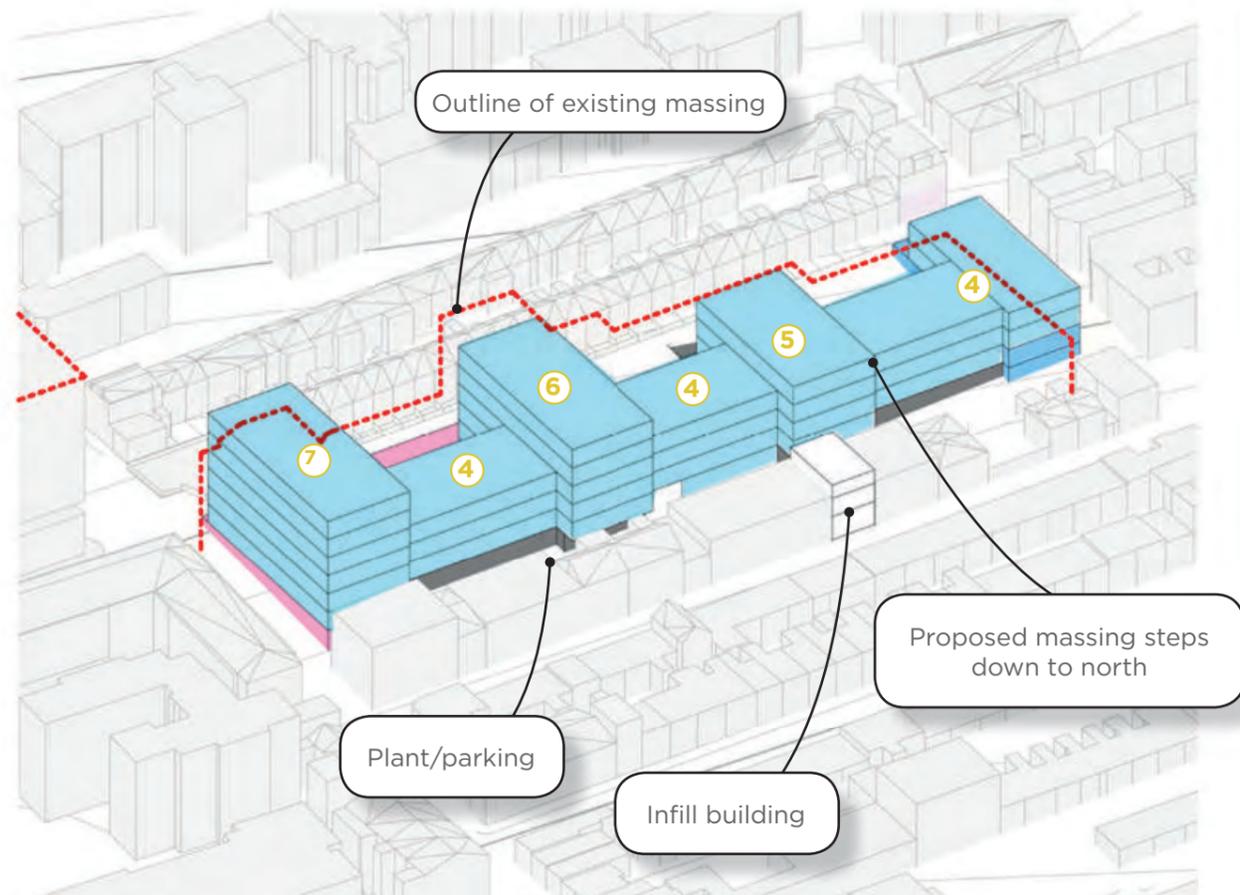


MASSING PROPOSALS FOR BRIGHTON SITE

- Site Area - 0.4911 Ha
- The site sits within the North Laine conservation area.
- 10% of new homes to be wheelchair accessible. Parking spaces for wheelchair spaces only.
- Housing mix in the following massing studies is set at: 5% Studio 42.5% 1 Bed, 42.5% 2 Bed and 10% 3 Bed.
- Commercial/workplace areas are approximate GEA.

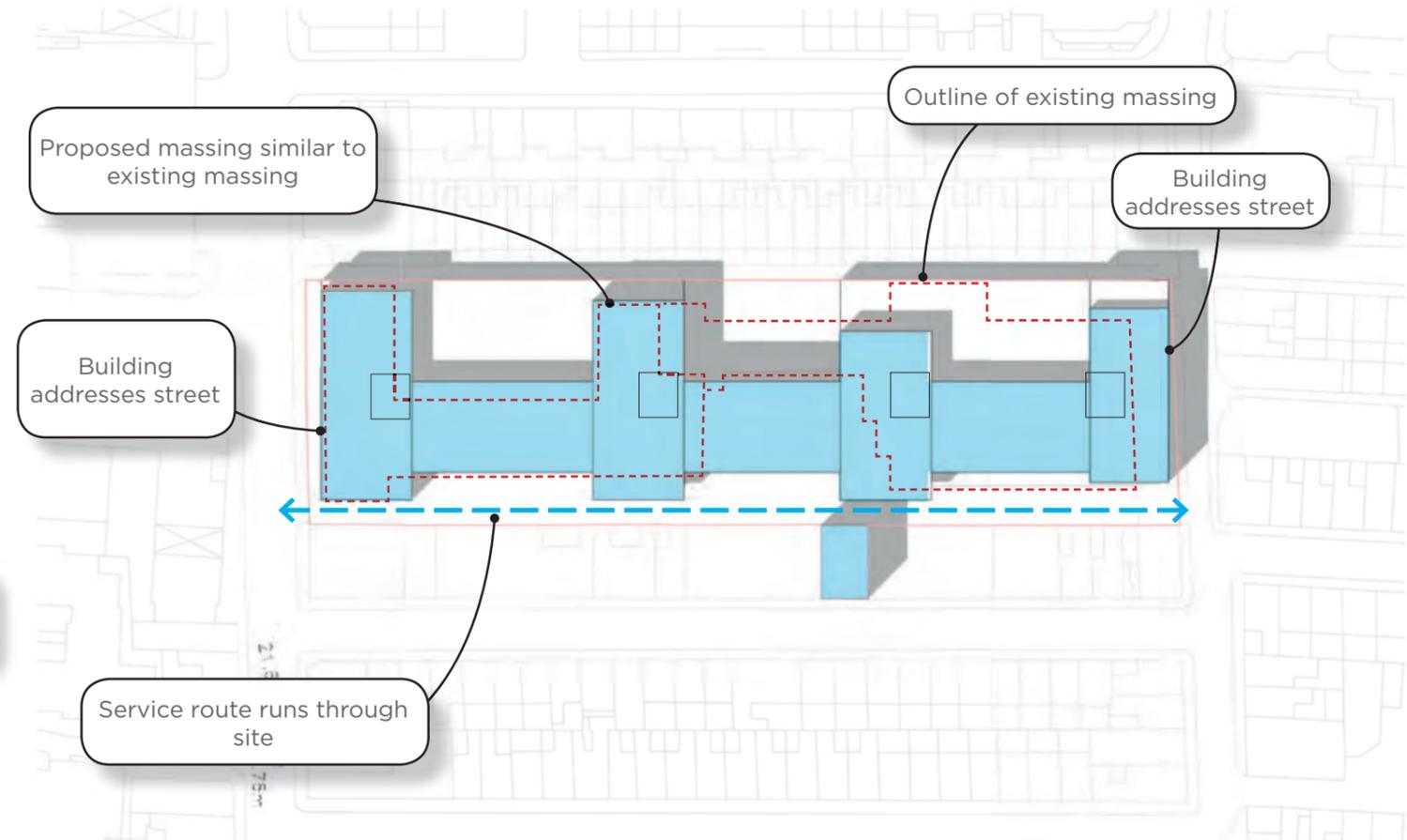
We present our design work for discussion on the following pages. Please note these studies are based on limited survey information and are subject to accurate site survey, as well as input by Planning, statutory authorities and design team consultants. All areas and dimensions are approximate.

ASSESSMENT AGAINST DRAFT ALLOCATION



Illustrative Massing 3D Aerial

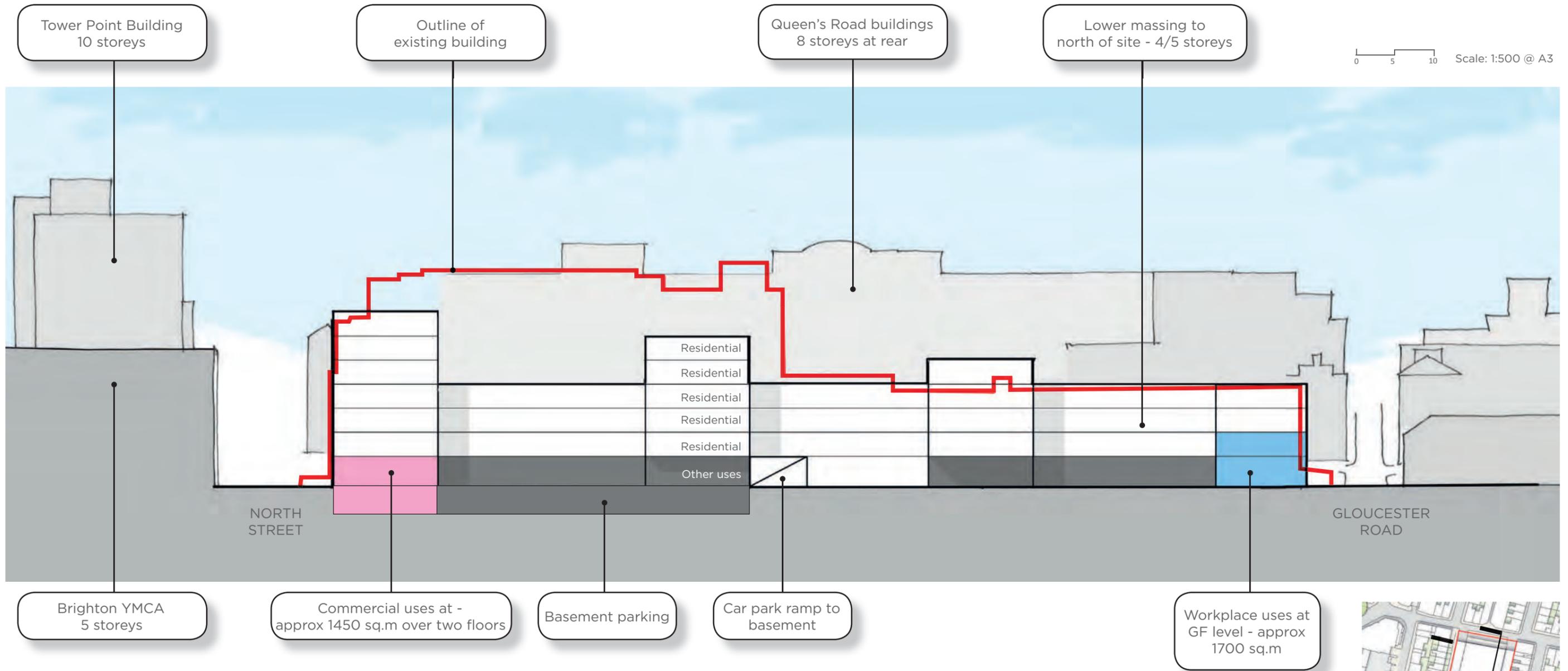
- Retail uses approx 1450 sqm GEA
- Workplace uses approx 1700 sqm GEA at GF



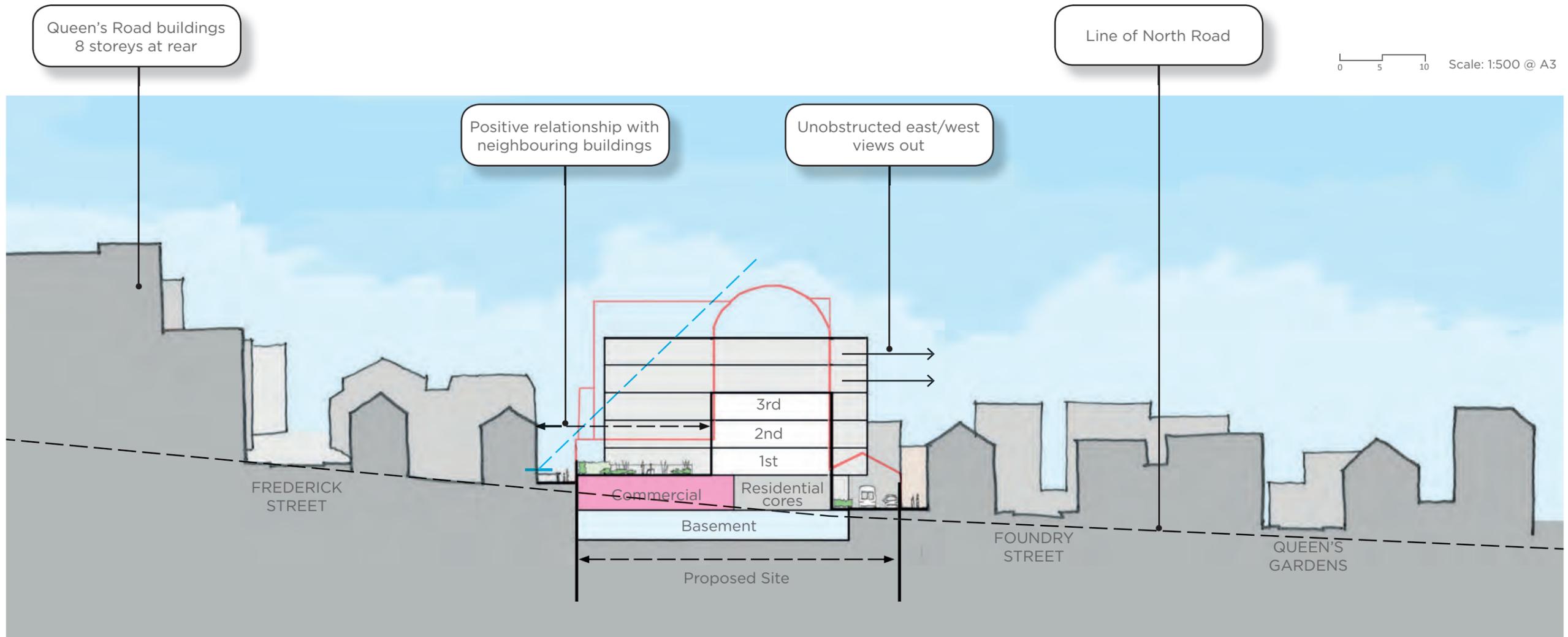
Block Plan 1:1000

- This layout achieves approx **110 units**
- Retail and workplace GEA - approx 3150 sq.m
- Density - approx 222 units/Ha
- Total GEA - approx 9990 sq.m

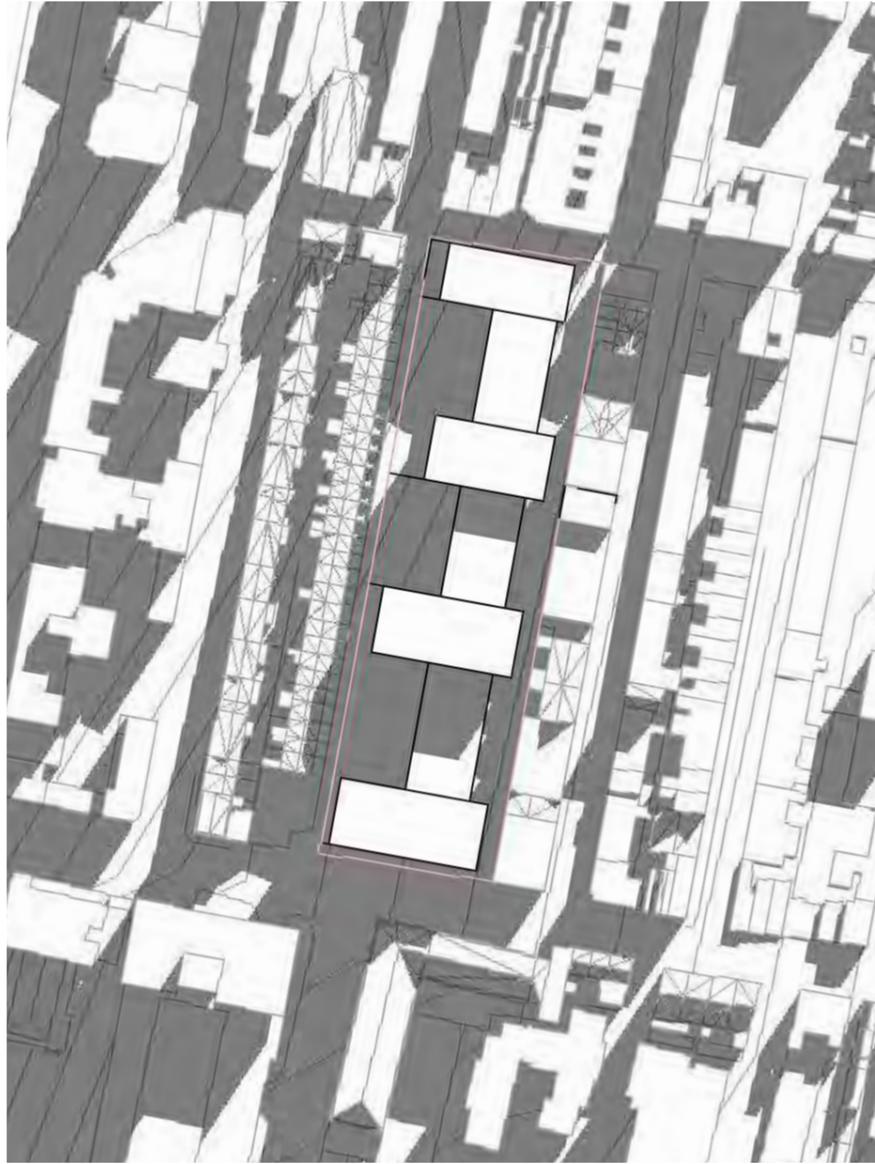
ASSESSMENT AGAINST DRAFT ALLOCATION - ILLUSTRATIVE LONG SECTION



ASSESSMENT AGAINST DRAFT ALLOCATION - ILLUSTRATIVE CROSS SECTION



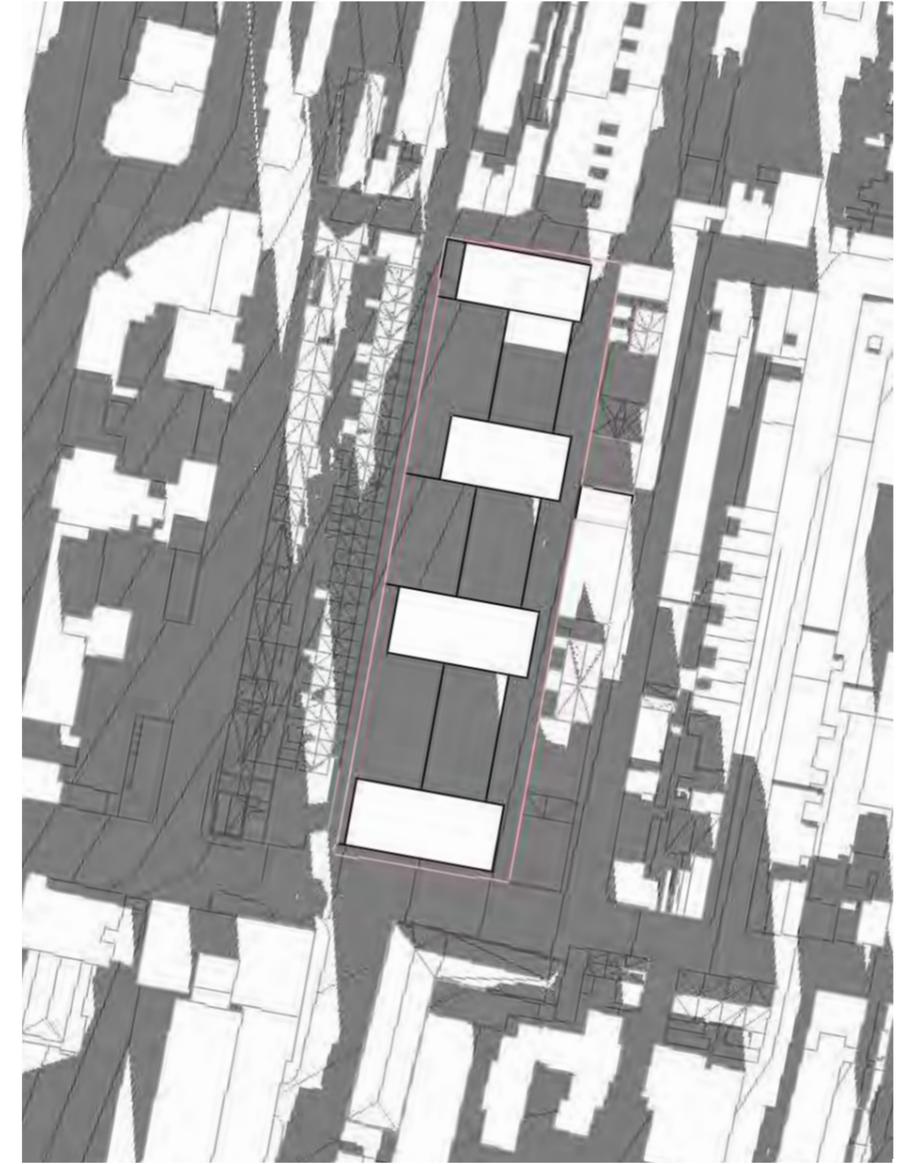
ASSESSMENT AGAINST DRAFT ALLOCATION - EXISTING ILLUSTRATIVE SHADOW STUDIES



8am 21st March

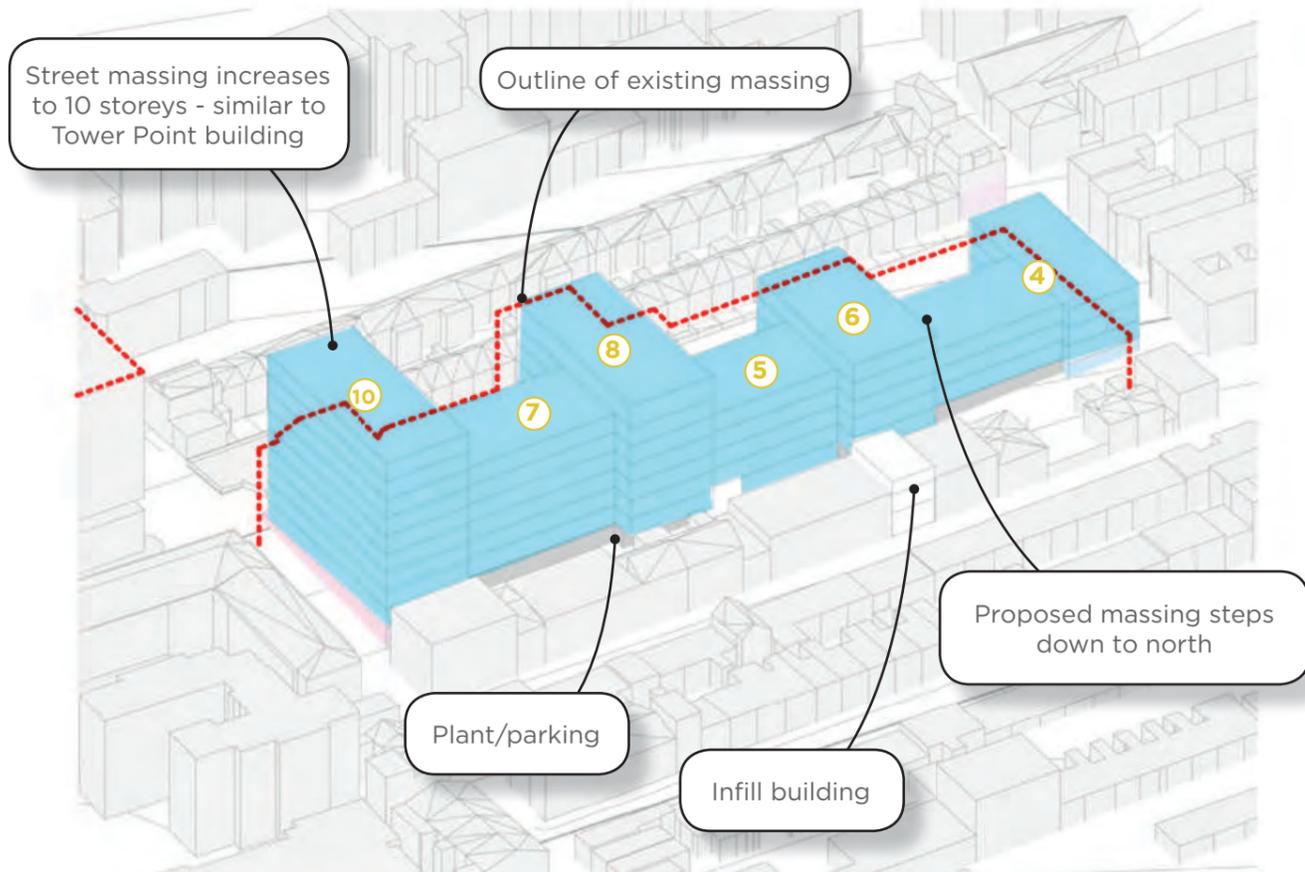


1pm 21st March



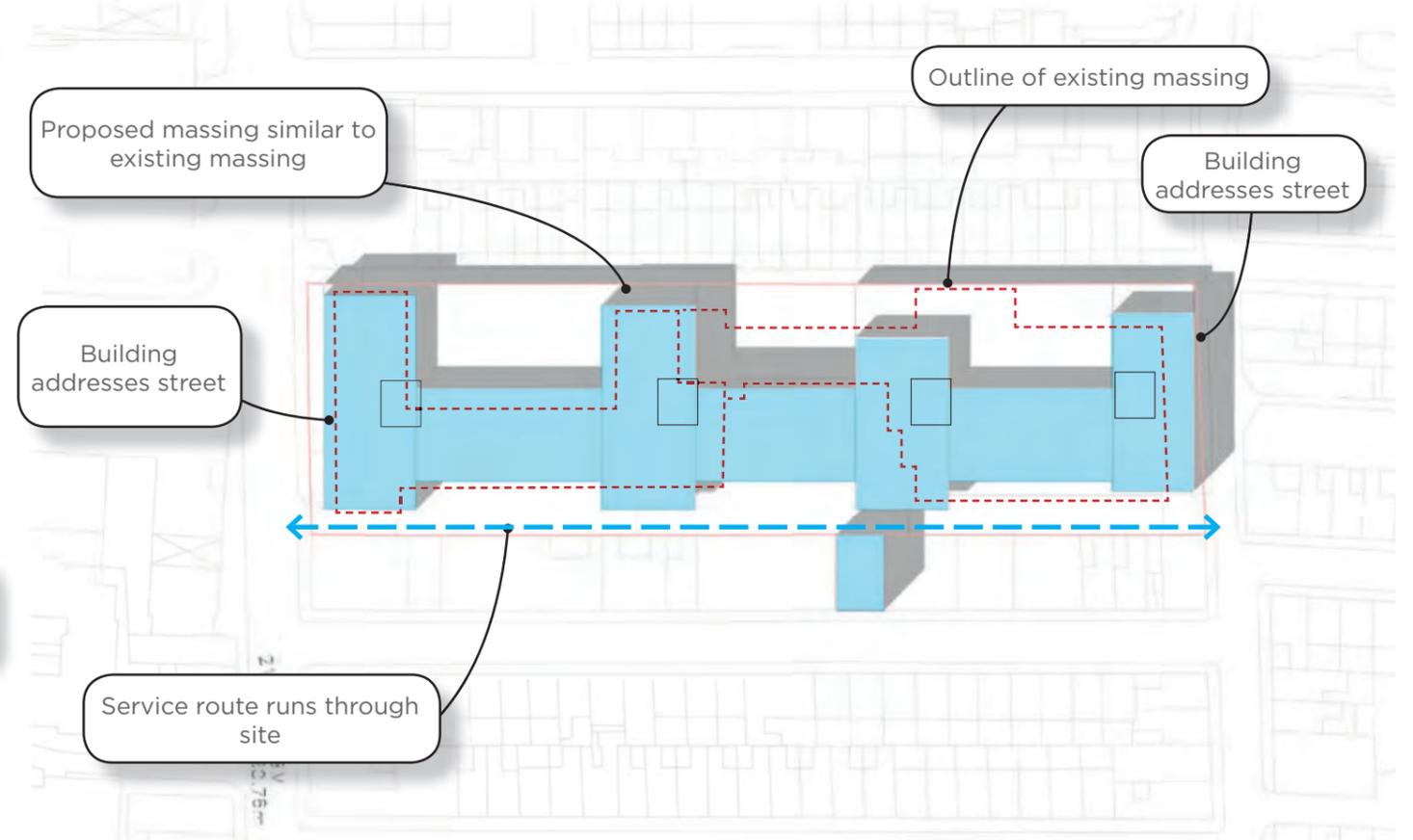
5pm 21st March

PREFERRED OPTION



Illustrative Massing 3D Aerial

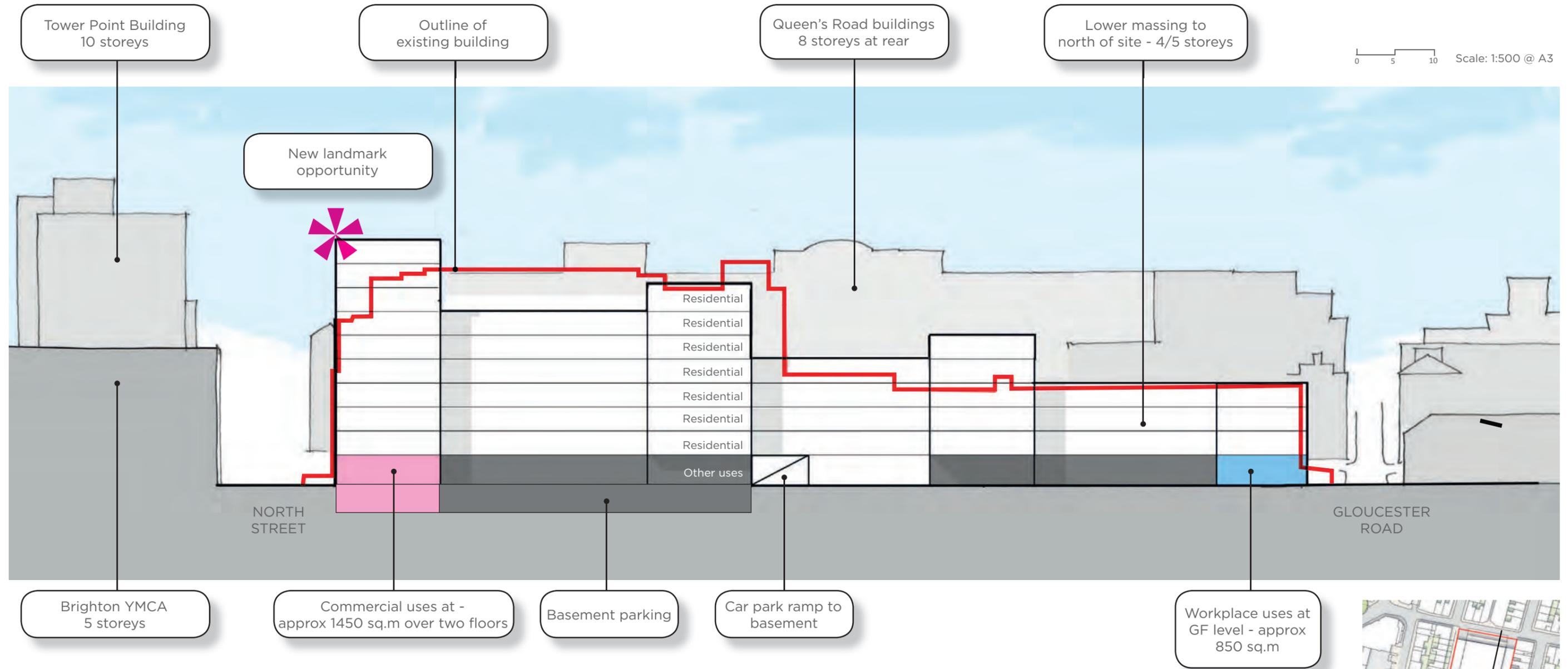
- Retail uses approx 1450 sqm GEA
- Workplace uses approx 850 sqm GEA at GF



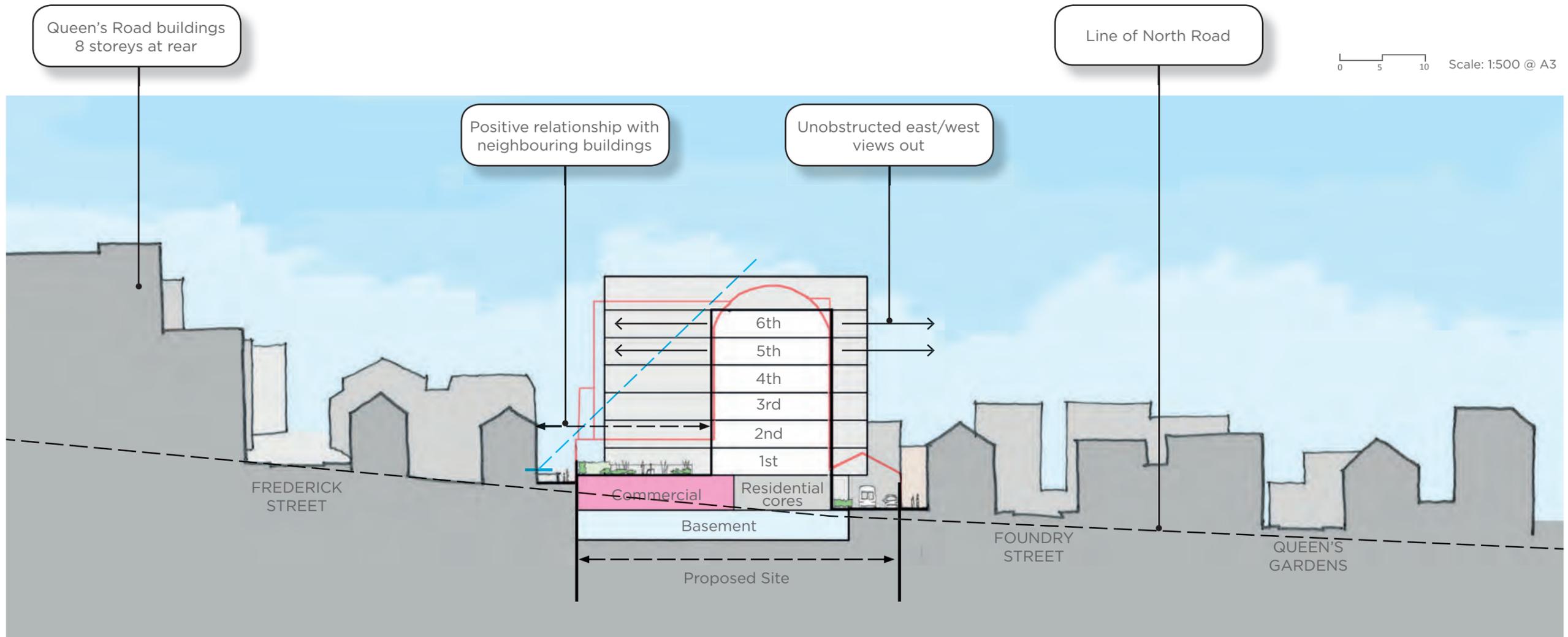
Block Plan 1:1000

- This layout achieves approx **155 units**
- Retail and workplace GEA - approx 2,300 sq.m
- Density - approx 315 units/Ha
- Total GEA - approx 14,140 sq.m

PREFERRED OPTION - ILLUSTRATIVE LONG SECTION



PREFERRED OPTION - ILLUSTRATIVE CROSS SECTION



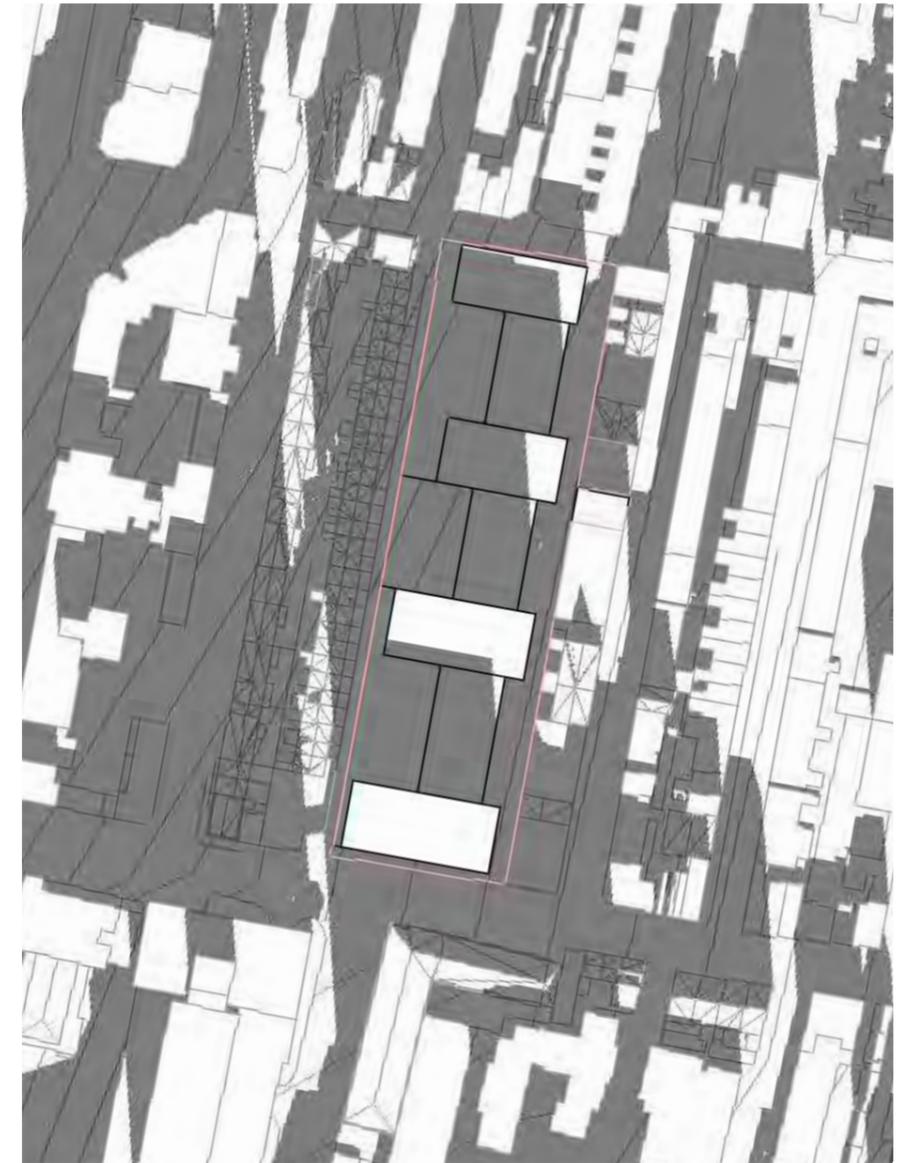
PREFERRED OPTION - EXISTING ILLUSTRATIVE SHADOW STUDIES



8am 21st March



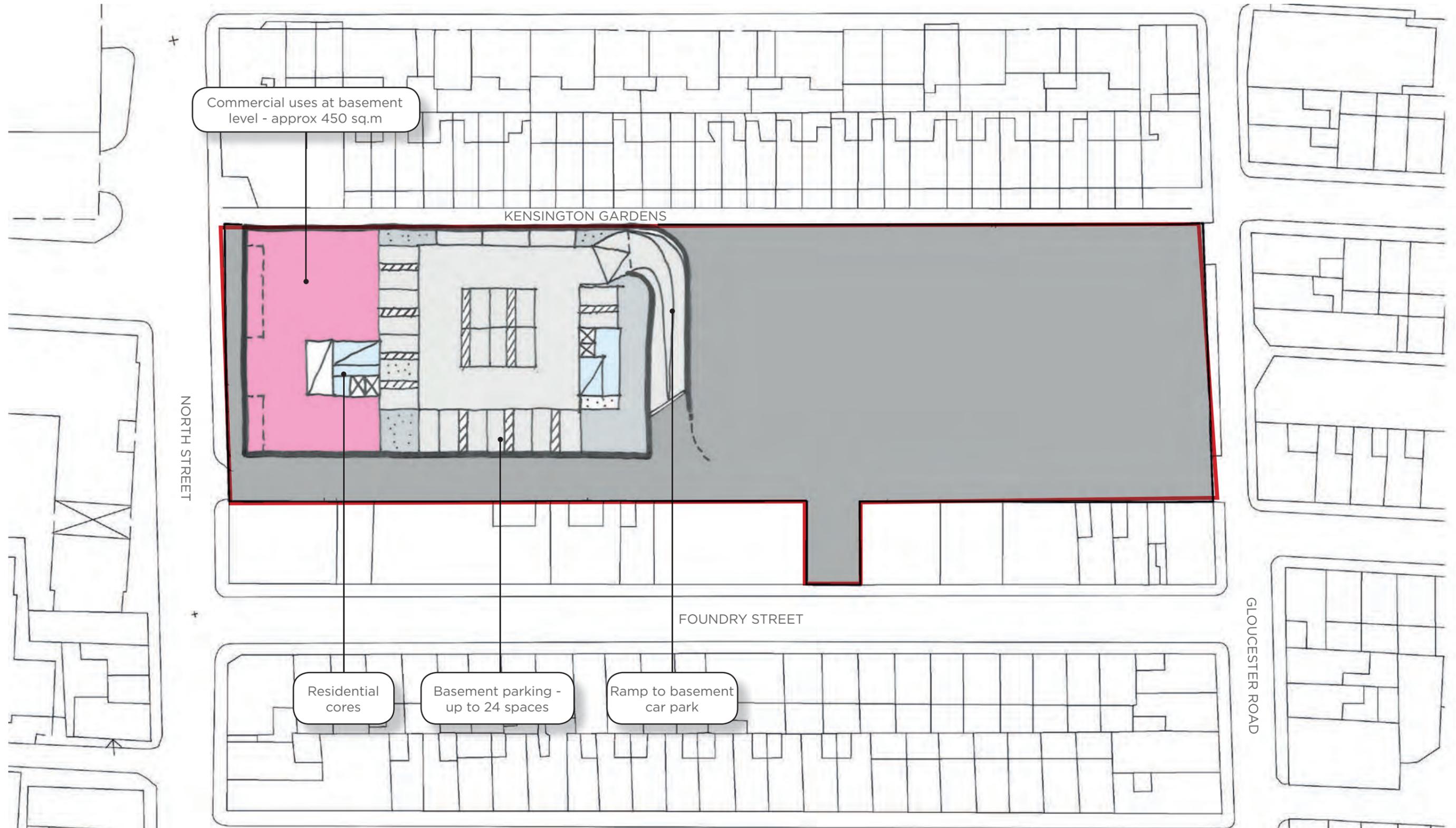
1pm 21st March



5pm 21st March

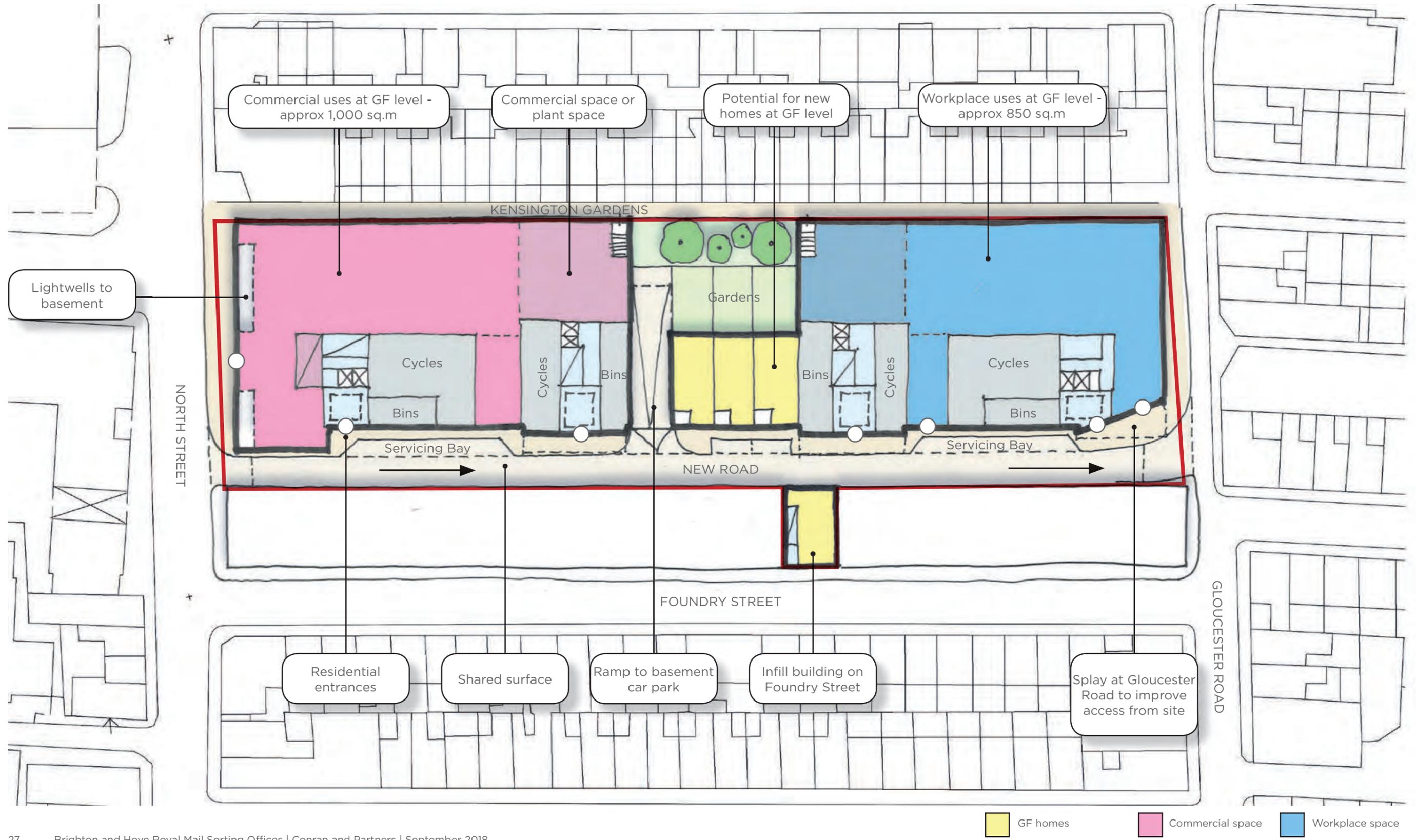
ILLUSTRATIVE SKETCH BASEMENT PLAN

Scale: 1:500 @ A3



ILLUSTRATIVE SKETCH GROUND FLOOR PLAN

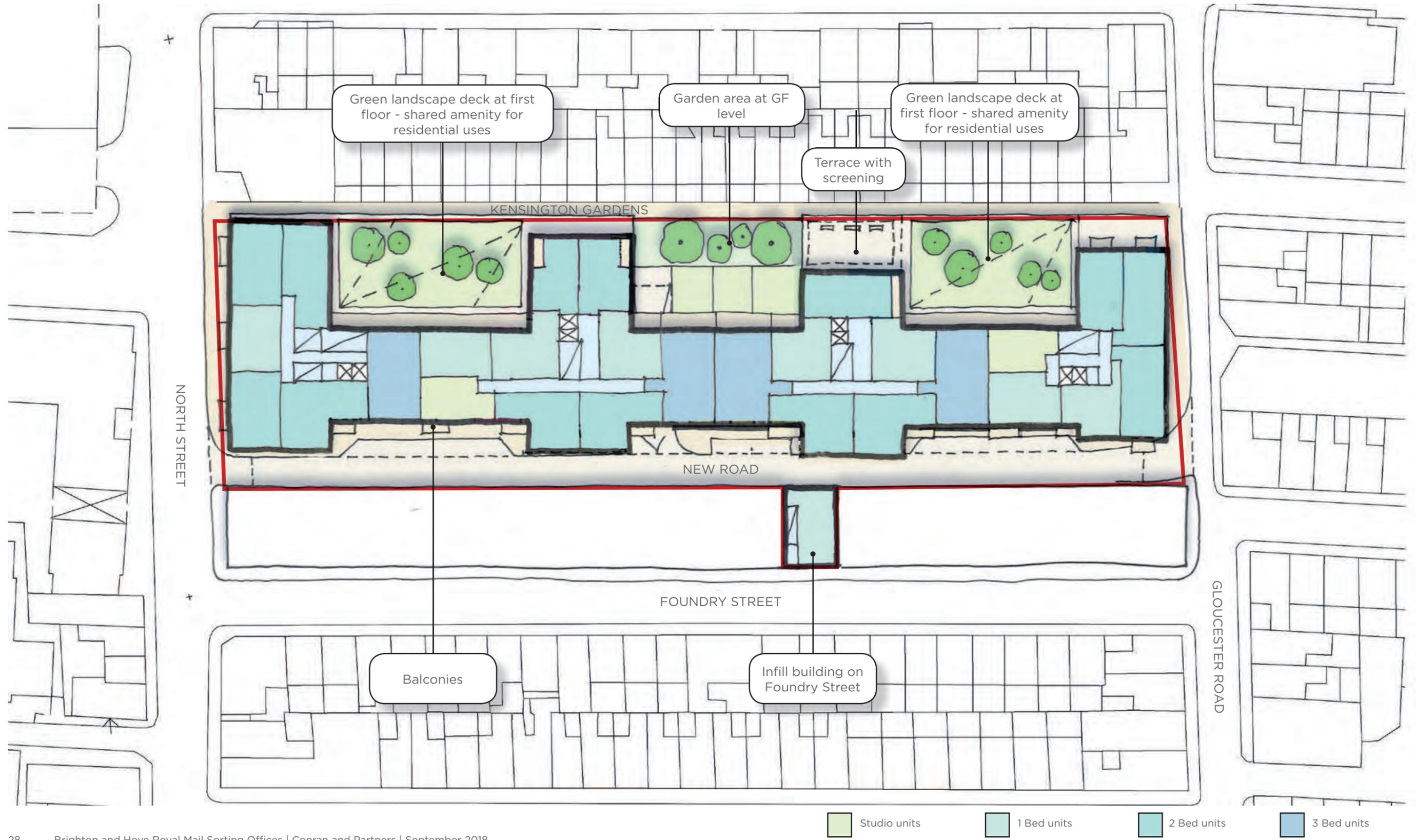
Scale: 1:500 @ A3



GF homes Commercial space Workplace space

ILLUSTRATIVE SKETCH UPPER FLOOR PLAN

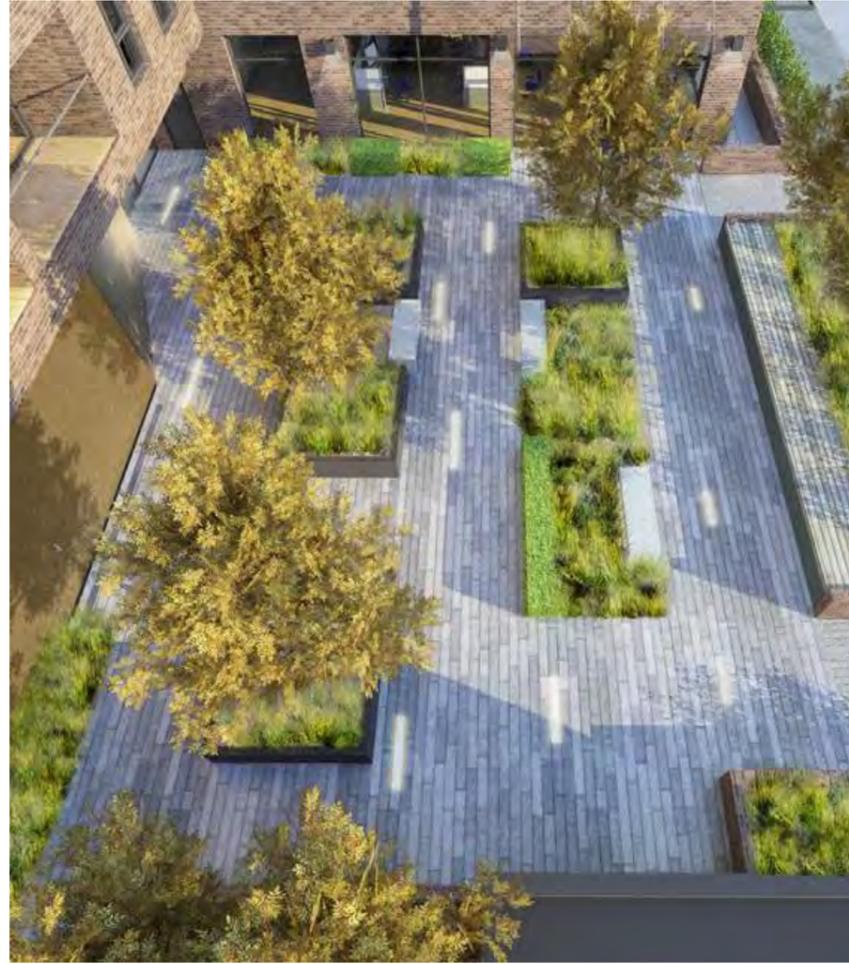
Scale: 1:500 @ A3



PRECEDENTS



Contemporary architectural language



Roof terraces



Mews housing

HOVE SORTING OFFICE SITE

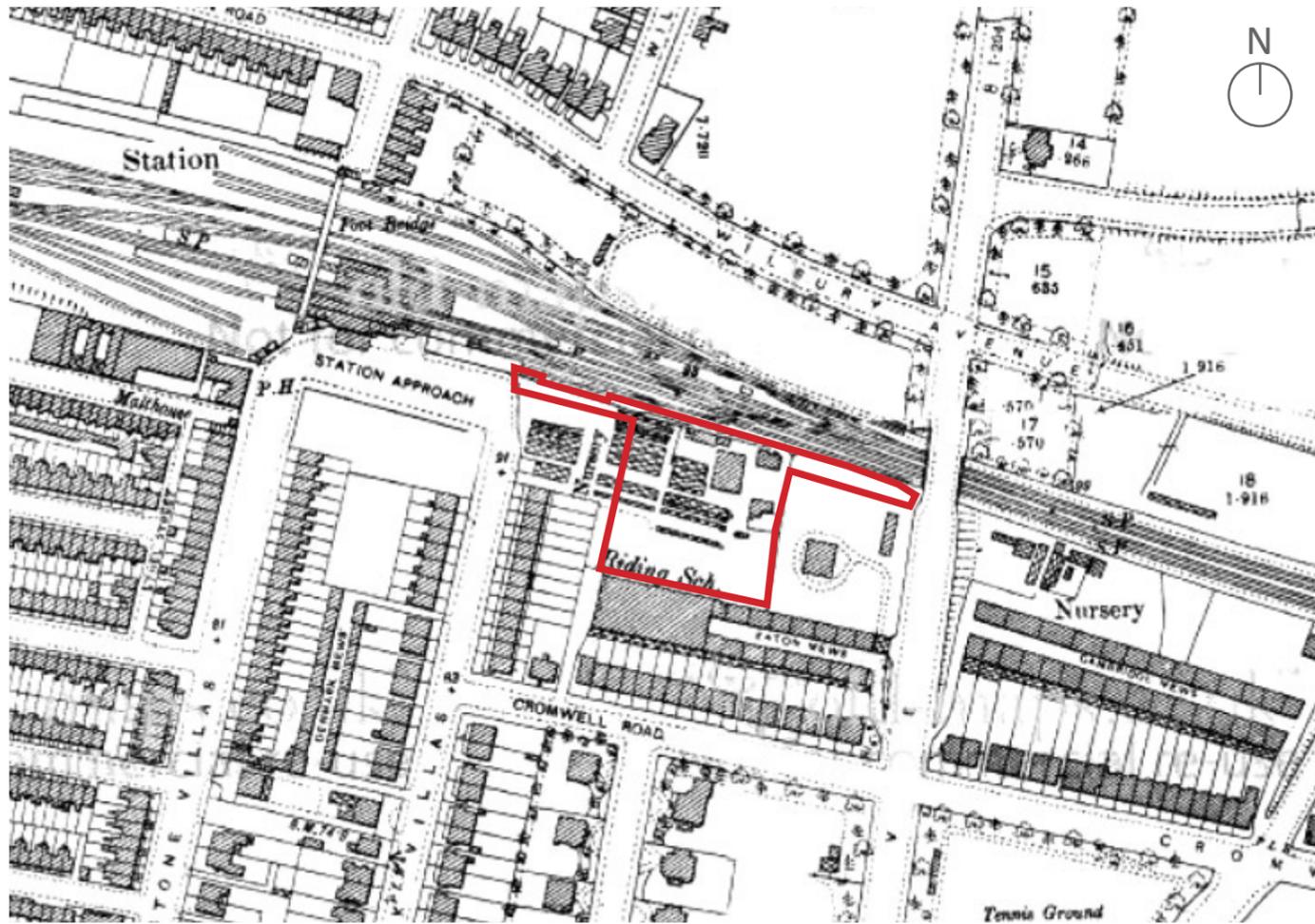
SITE 2 : 88 DENMARK VILLA'S, HOVE

HOVE - EXISTING SITE PLAN

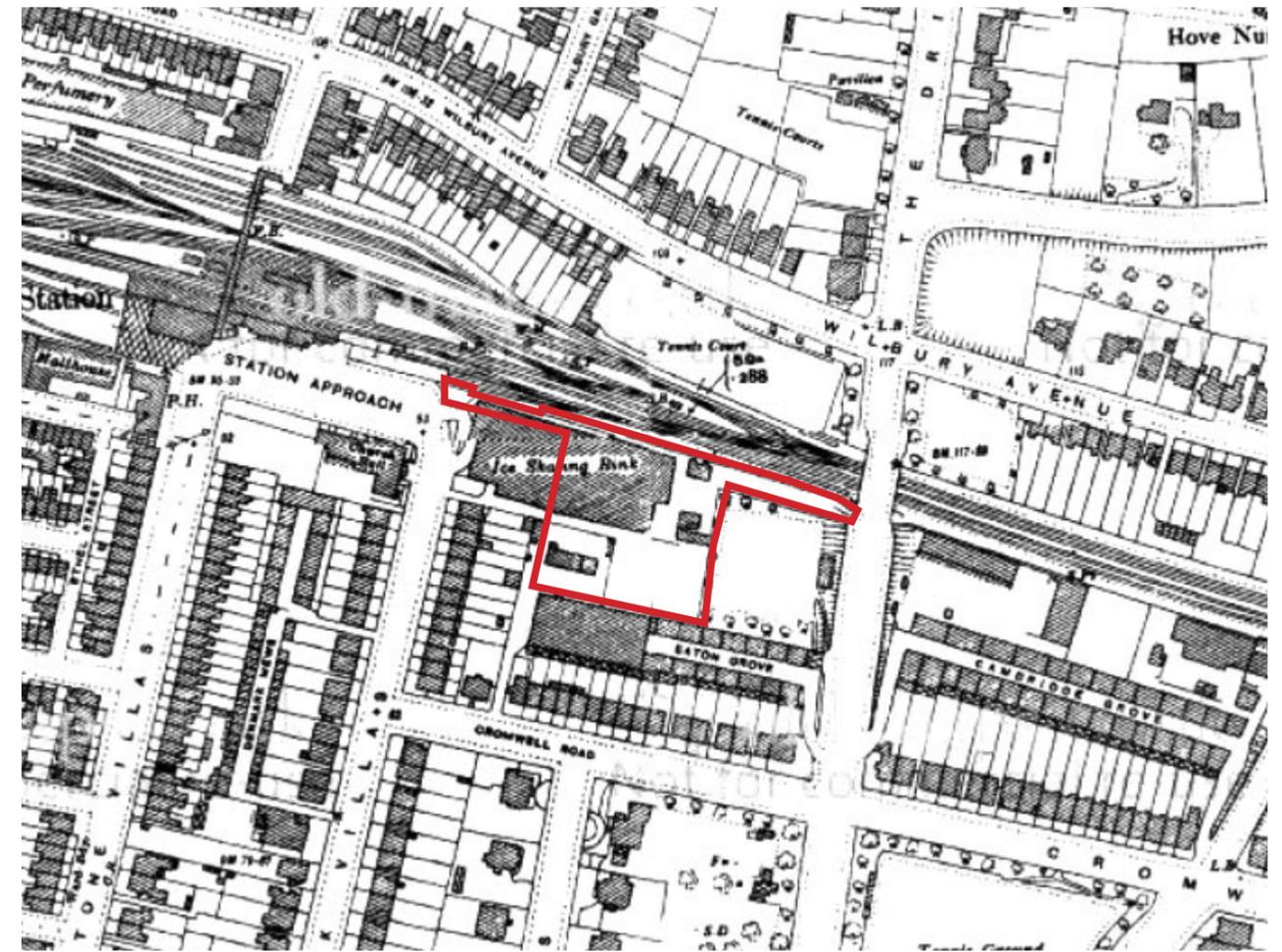
Site Area: 0.637Ha



HOVE - SITE HISTORY



1898 Plan



1932 Plan



Skating Rink built in 1921



Demolished in 1965

HOVE - BUILT HERITAGE

-  Hove Station Conservation Area
-  Listed Buildings

Hove Station & Denmark Villas Conservation Areas

- Entrance into the site is located within the boundary of Hove Station Conservation Area
- Views along Station Approach towards the site should be considered
- Conservation Area is characterised by the station buildings and the surrounding Victorian residential development
- Denmark Villas CA to the south is drawn tightly around the row of townhouses along Denmark Villas
- Characterised by the Victorian terraces built in the Italianate style and also closely linked to the development of the station

Listed Buildings

There are no listed buildings on or immediately adjacent to the site. The closest listed buildings are located to the west of the site entrance

- Ralli Memorial Hall, Walls and Railings (Grade II)
- Hove Railway Station and Footbridge (Grade II)

Subject to design detailing, given their immediate surroundings it is unlikely that the development of this site would result in harm being caused to the significance of either of these designated heritage assets.



HOVE - BUILT HERITAGE

Key Points

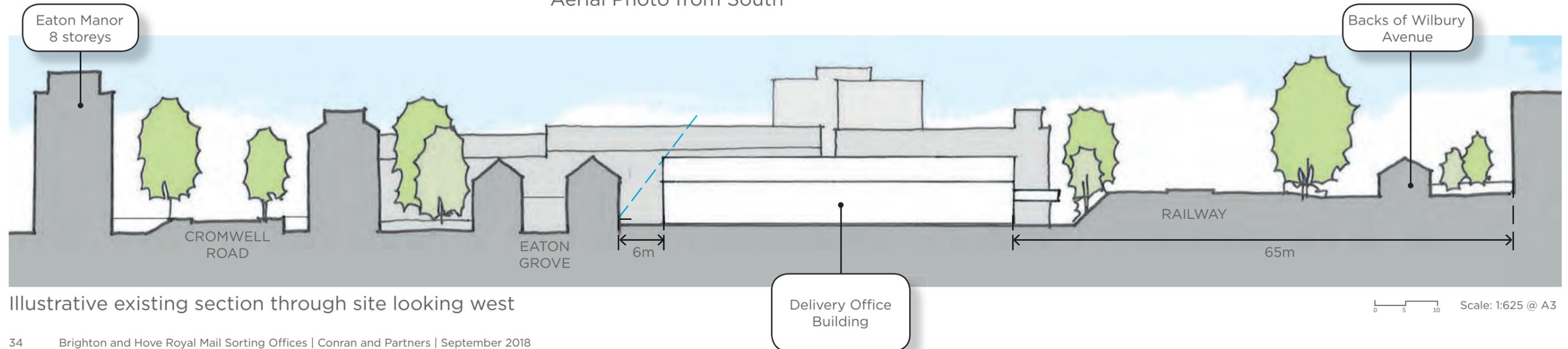
- Scale will be important given the surrounding context
- The villas, particularly along Denmark Villas are tall but need to be careful about structures sitting above these when viewed from key viewpoints
- Views should be identified and considered when looking at potential options involving height above that which is already present - mostly in relation to views out of the conservation area
- The existing structures on the site are of no architectural or historic interest; nor do they make a positive contribution to the adjacent conservation area or street scene.

Opportunities

- Improvements to the entrance to the site
- Improve the setting of the properties along Oxford Mews and Eaton Grove



Aerial Photo from South



Illustrative existing section through site looking west

HOVE - THE EXISTING SITE



View from The Drive



View along Eaton Grove



View of site entrance from Station Approach



View of service yard of Denmark Villas buildings



View of Delivery office

HOVE - DEVELOPMENT PLAN

The site sits within development area DA6 - Hove station Area.

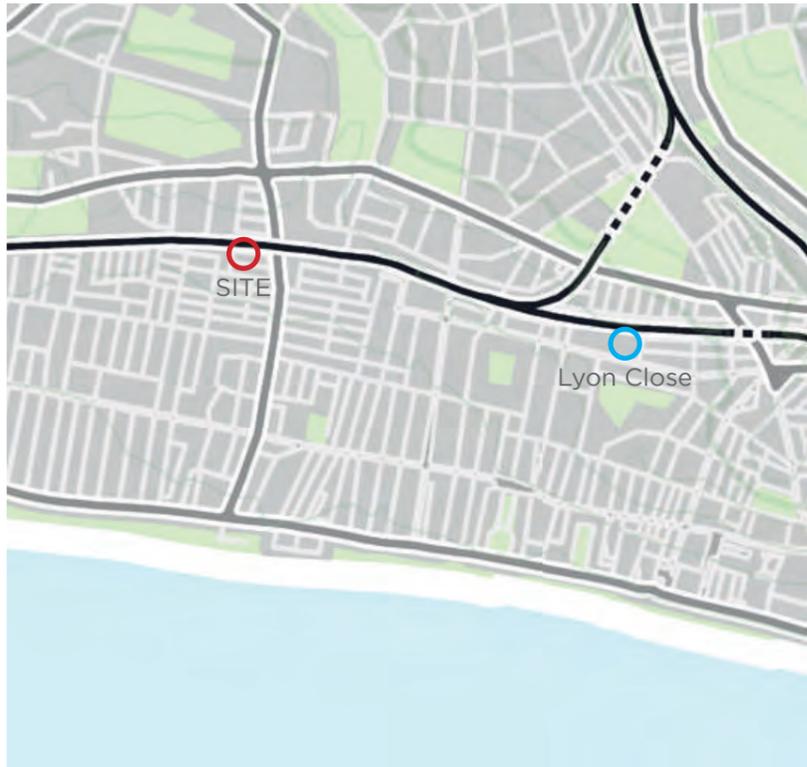
Extract from Brighton and Hove City Council's Development Plan:

'The strategy for the development area is to secure the long term regeneration opportunities around the Hove Station area and enable its development as an attractive and sustainable mixed-use area focussed on employment. The aim is to secure the creation of a high quality employment environment that will attract investment and new employment opportunities for the city and promote the efficient use of land through, predominantly employment and residential, mixed use developments.'



DA6 Area - extract from Development Plan

HOVE - NEARBY MAJOR DEVELOPMENT PRECEDENT - LYON CLOSE



Lyon Close, Hove

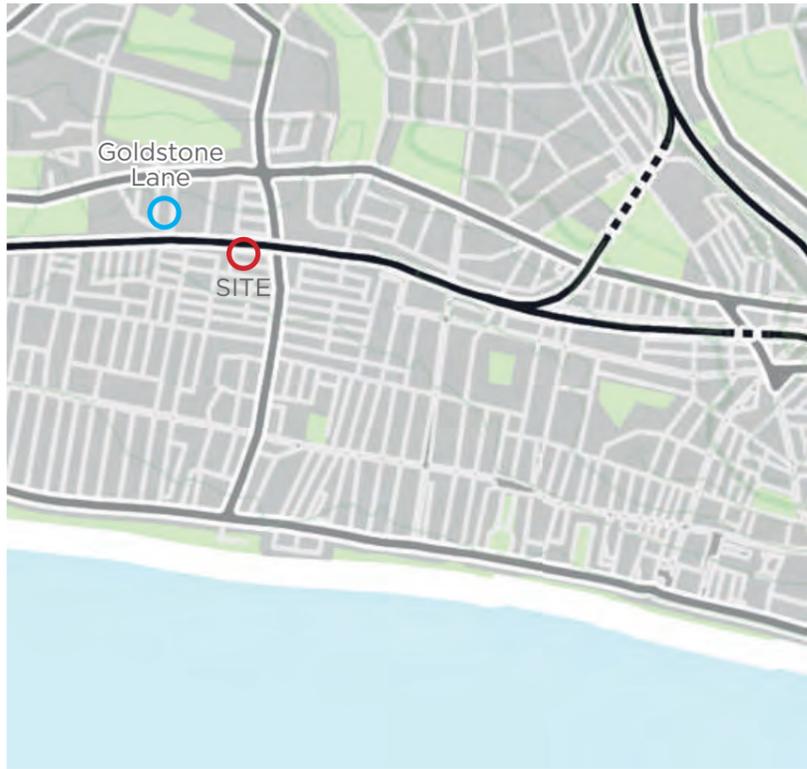
163 Residential units
 including 65 affordable units (40%)
 8 wheelchair accessible units (5%)
 80 parking spaces
 1,000 sqm employment GEA

Site Area: 0.91 Ha
 Density: 179 Units/Ha 472 hr/Ha approx.

Planning status - submitted June 2018



HOVE - NEARBY DEVELOPMENT PRECEDENT - GOLDSTONE LANE



Goldstone Lane, Hove

59 residential units plus 6 houses
 40% affordable housing
 41 parking spaces in basement structure and 2 spaces each for houses
 Reprovided 119 sq.m B1 office space.

Site Area: 0.32 Ha
 Density: 203 Units/Ha

Replaced B1 light industrial and B2 general industrial buildings within DA6 area.



HOVE - SIMILAR PROJECTS BY CONRAN + PARTNERS



Kingston Wharf, Shoreham

New development of 180 residential units and commercial units with podium parking, garden terraces and a new waterfront promenade along the Western Harbour in Shoreham.



Walthamstow Stadium, London

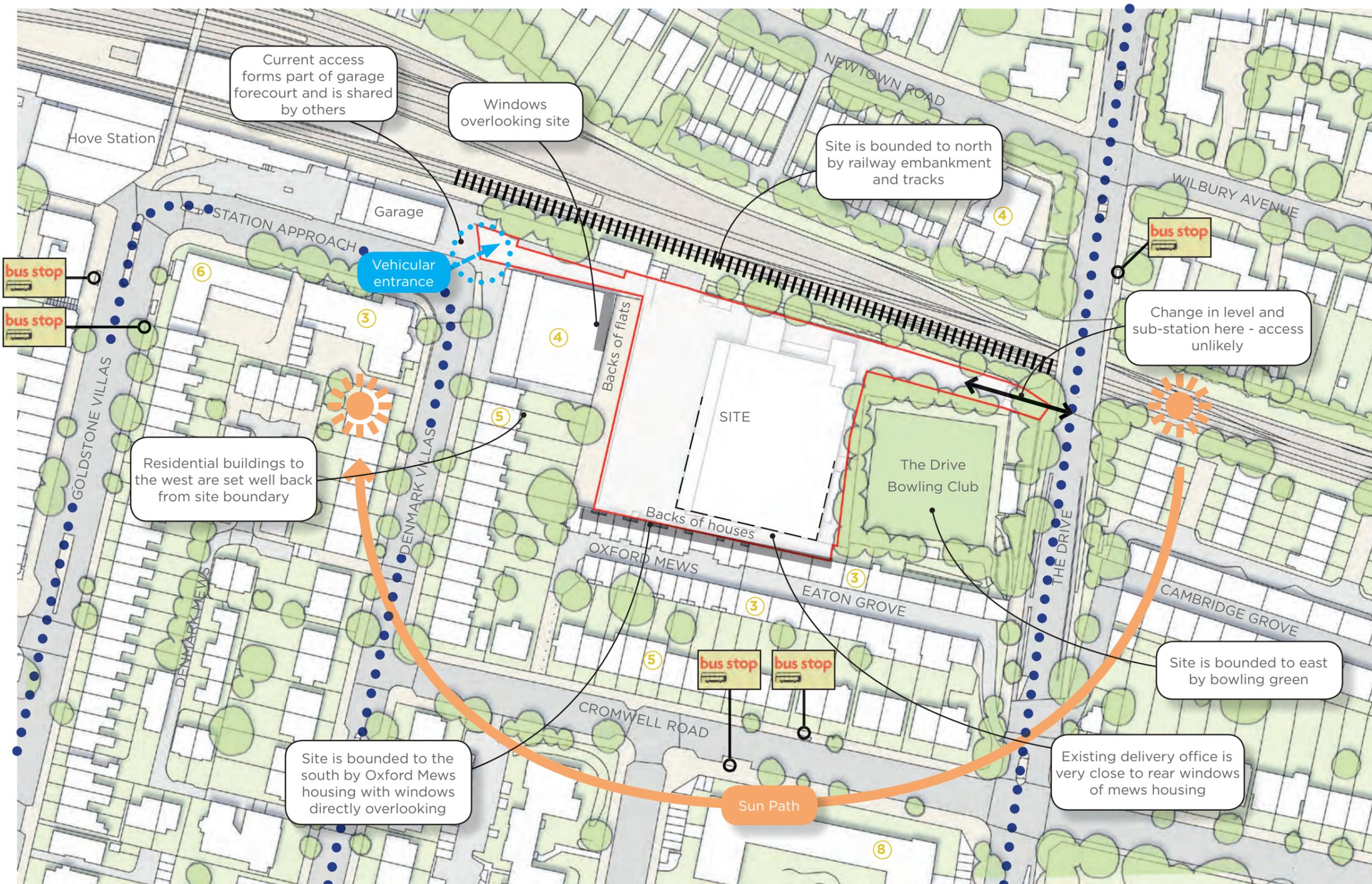
3.23 ha Redevelopment of disused former greyhound stadium. 294 new homes, allotments, cafe, nursery, communal square, public gardens and leisure centre.



Court Farm, Hove

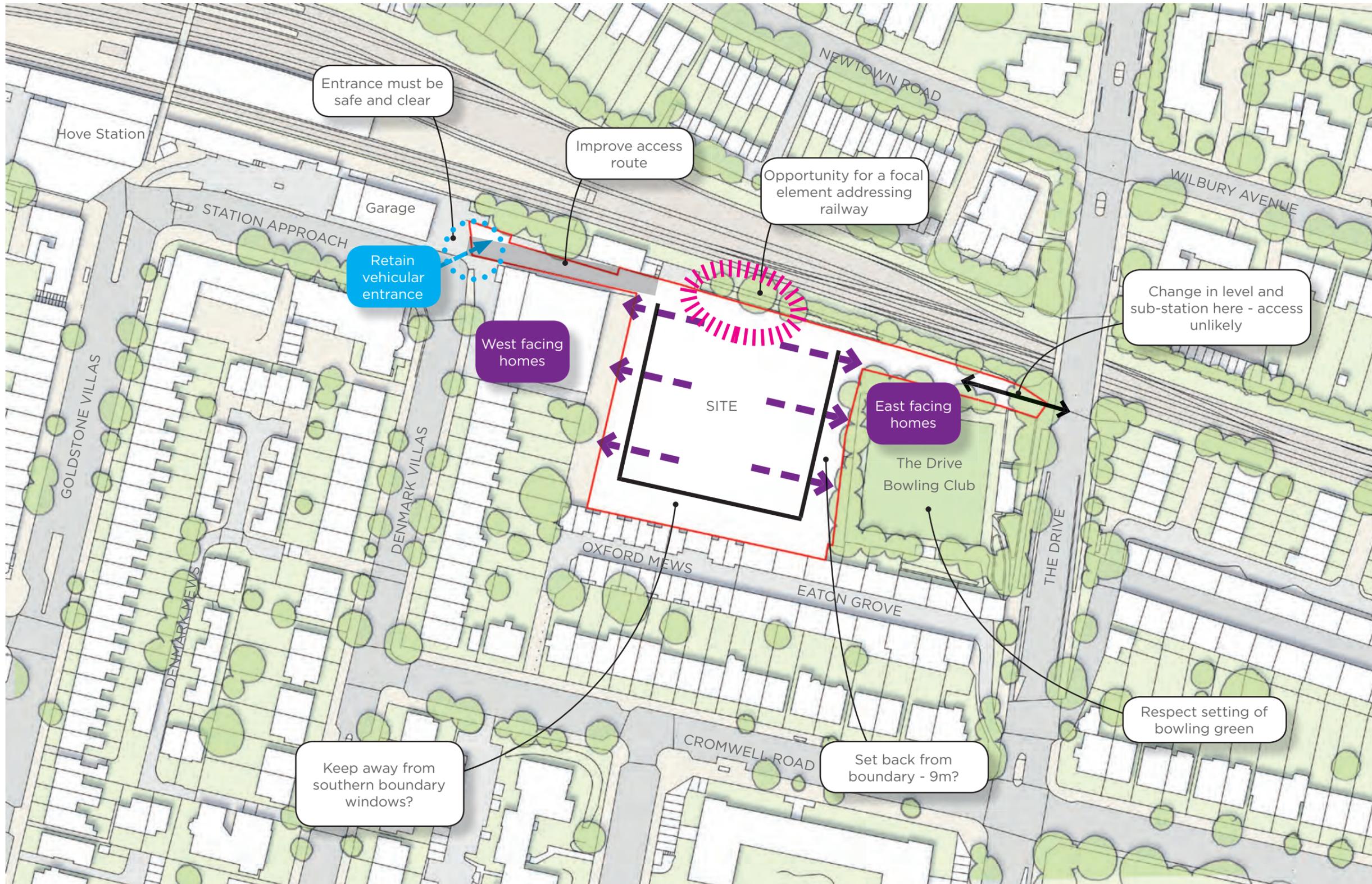
New development of 74 residential units arranged in 4 buildings with associated landscaping on a site close to the A27.

HOVE - SITE ANALYSIS



- 5 Building heights
- Busy roads
- Site boundary

HOVE - OPPORTUNITIES

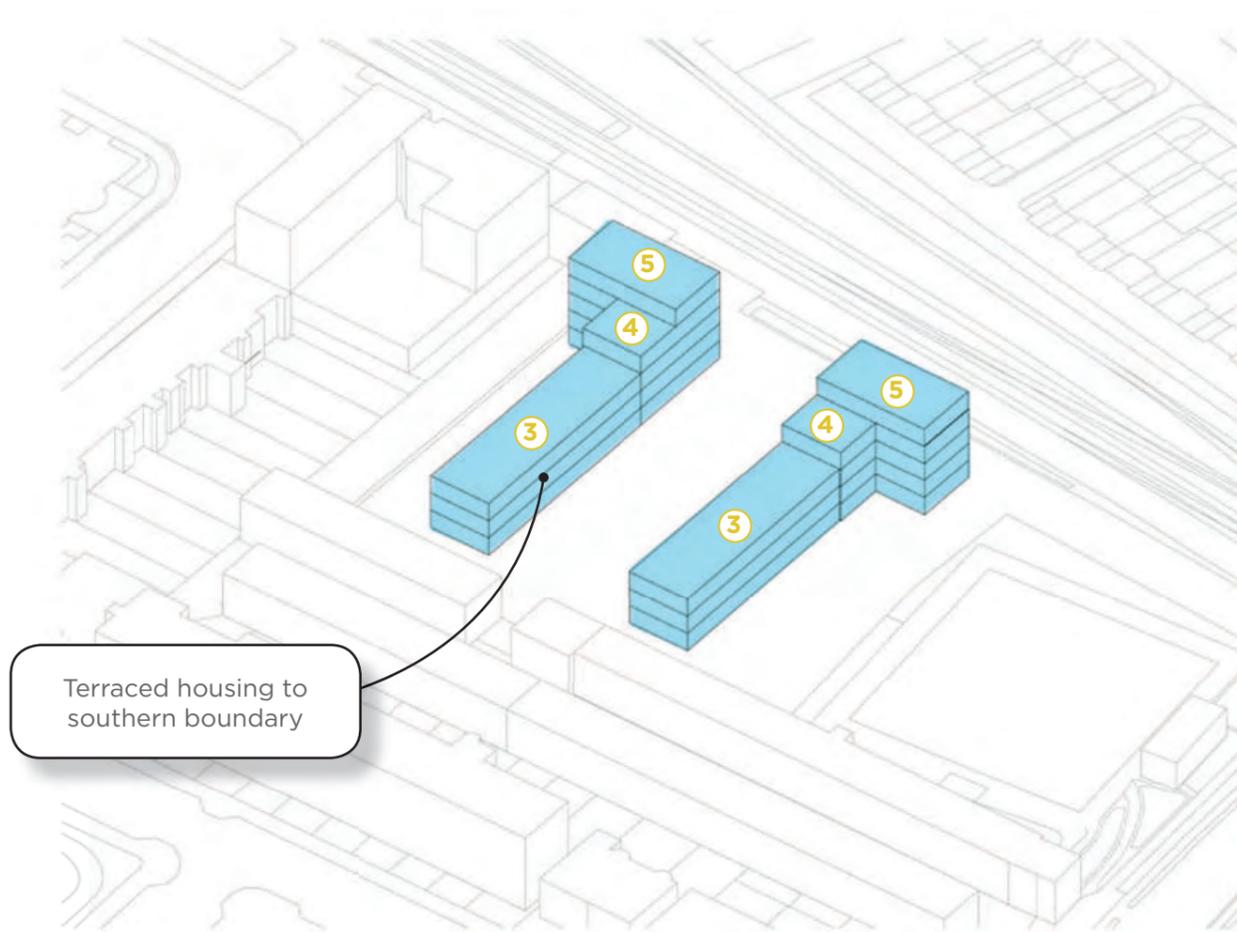


MASSING PROPOSALS FOR HOVE SITE

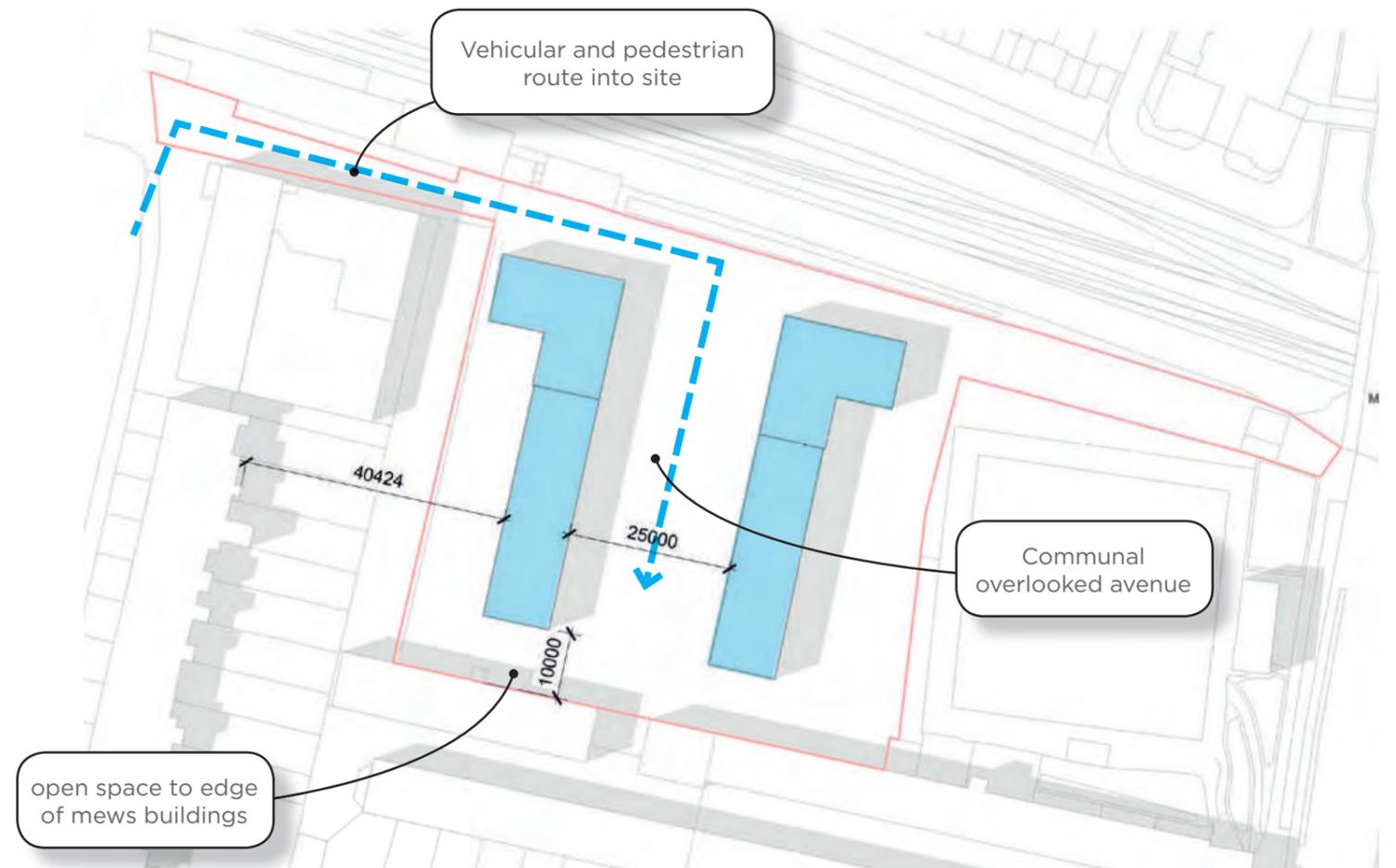
- Site Area - 0.671 Ha
- Adjacent new developments have around 0.5 parking spaces per units typically (Lyon Close and Goldstone Lane) located in basement/podium structures.
- Housing mix in the following massing studies is set at 45% 1 Bed, 45% 2 Bed and 10% 3 Bed.
- 10% of new homes to be wheelchair accessible.
- Proposed range of units is between 44 - 135 units

We present our design work for discussion on the following pages. Please note these studies are based on limited survey information and are subject to accurate site survey, as well as input by Planning, statutory authorities and design team consultants. All areas and dimensions are approximate.

ASSESSMENT AGAINST LOCAL AUTHORITY SHLAA



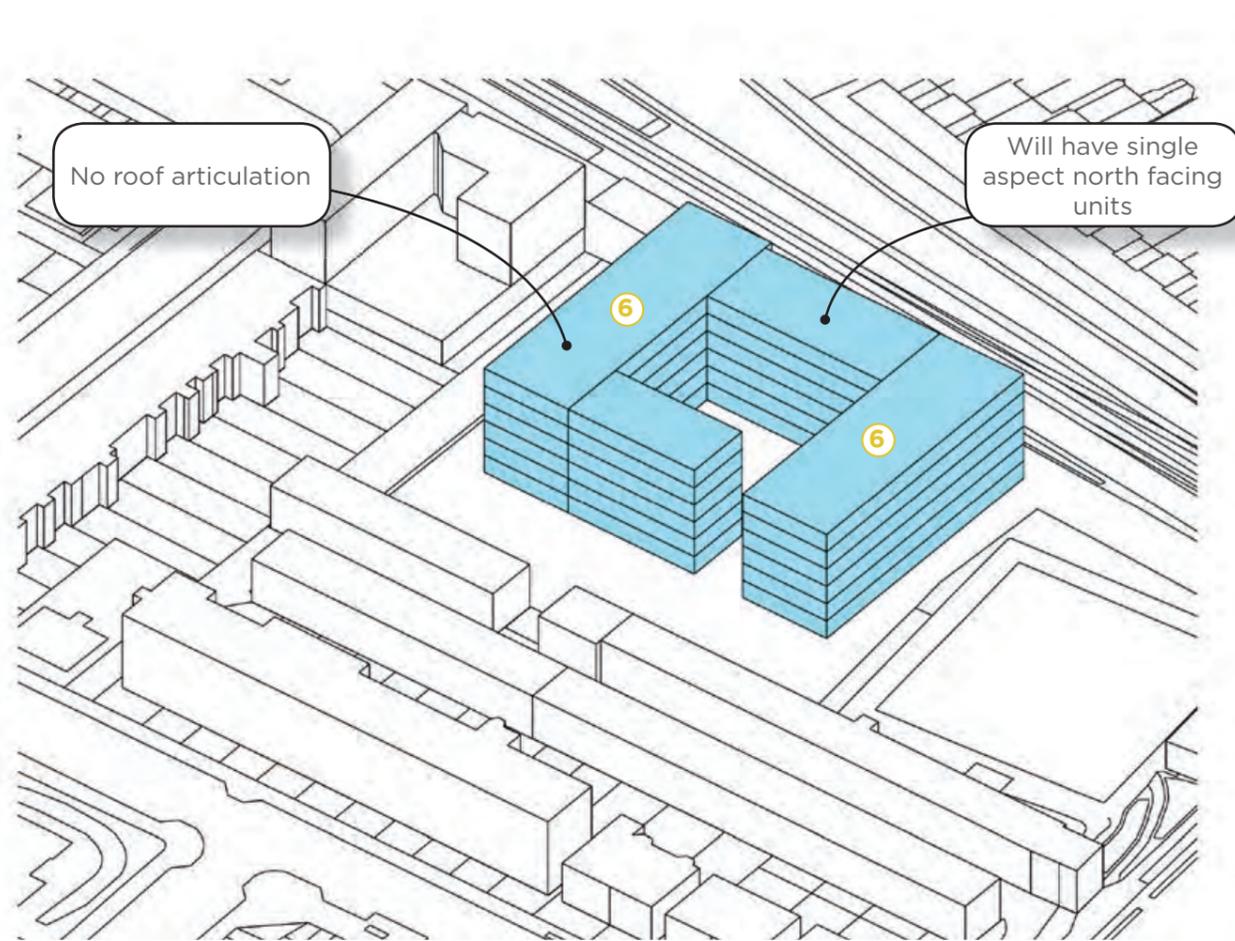
Illustrative Massing 3D Aerial



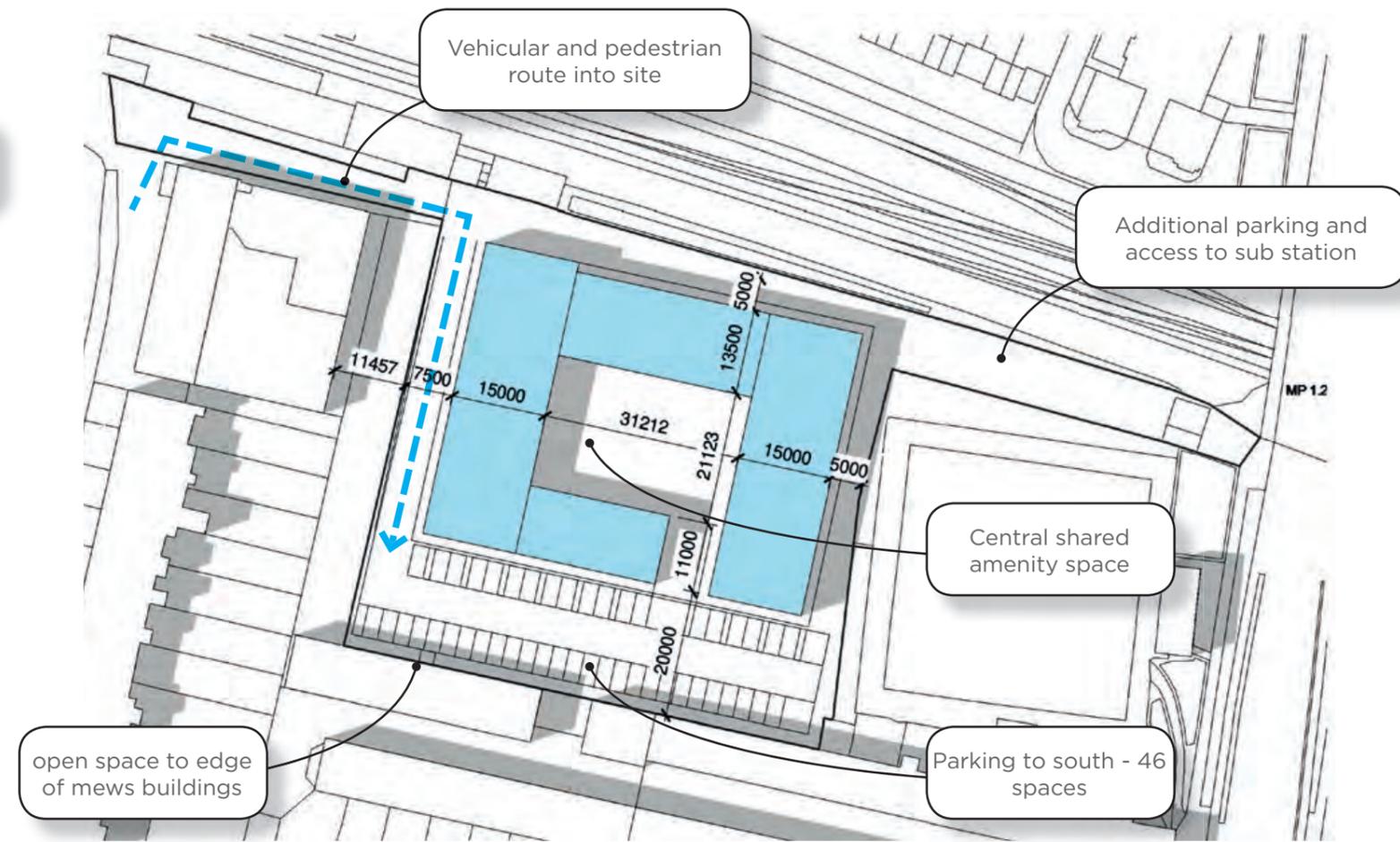
Block Plan 1:1000

- This layout achieves approx **44 units**
- Density - approx 65 units/Ha
- Total GEA - approx 4,840 sq.m
- Massing restricted to 5 storeys

MASSING OPTION A - 6 STOREY COURTYARD BLOCK



Illustrative Massing 3D Aerial



Block Plan 1:1000

- This layout achieves approx **128 units**
- Density - approx 201 units/Ha and 564 hr/Ha
- Total GEA - approx 12,350 sq.m
- Massing restricted to 6 storeys

MASSING OPTION A - ILLUSTRATIVE SKETCH UPPER FLOOR PLAN

0 5 10 Scale: 1:500 @ A3



MASSING OPTION A - 6 STOREY COURTYARD BLOCK



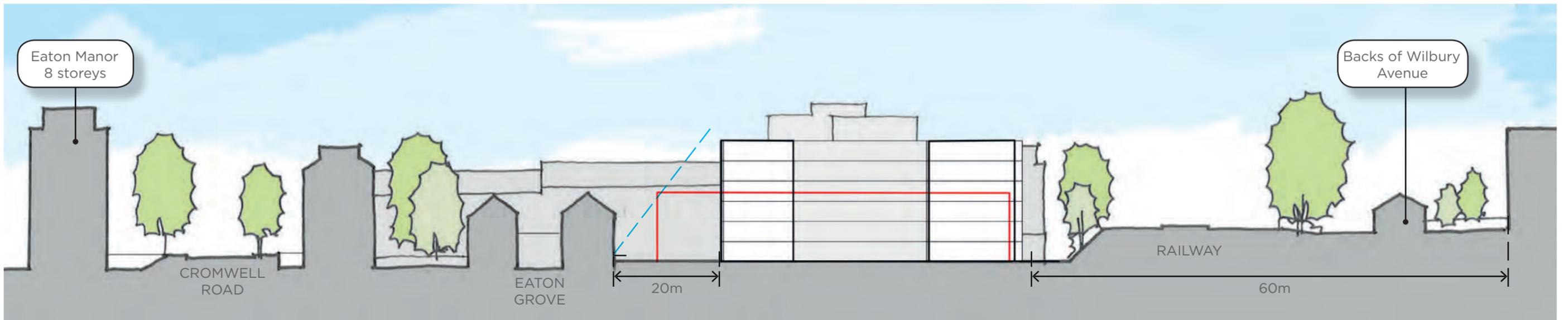
Viewpoint 01 - from Hove Station along Station Approach



Viewpoint 02 - looking North along Eaton Gardens

— Illustrative outline of proposed massing behind

0 5 10 Scale: 1:625 @ A3

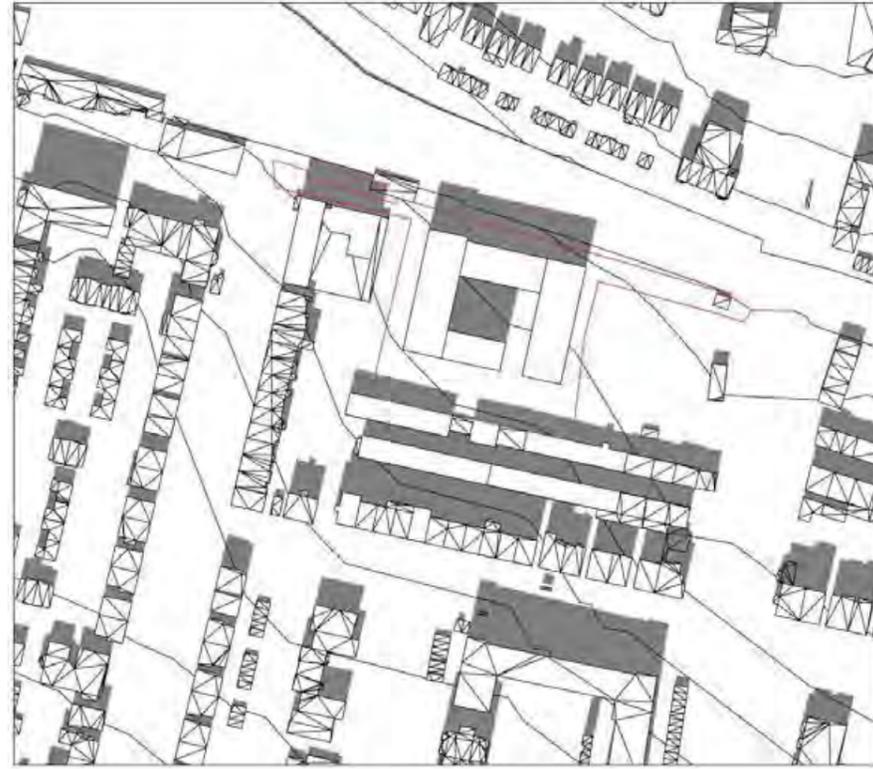


Illustrative section through site looking west

HOVE MASSING OPTION A - ILLUSTRATIVE SHADOW STUDIES



8am 21st March

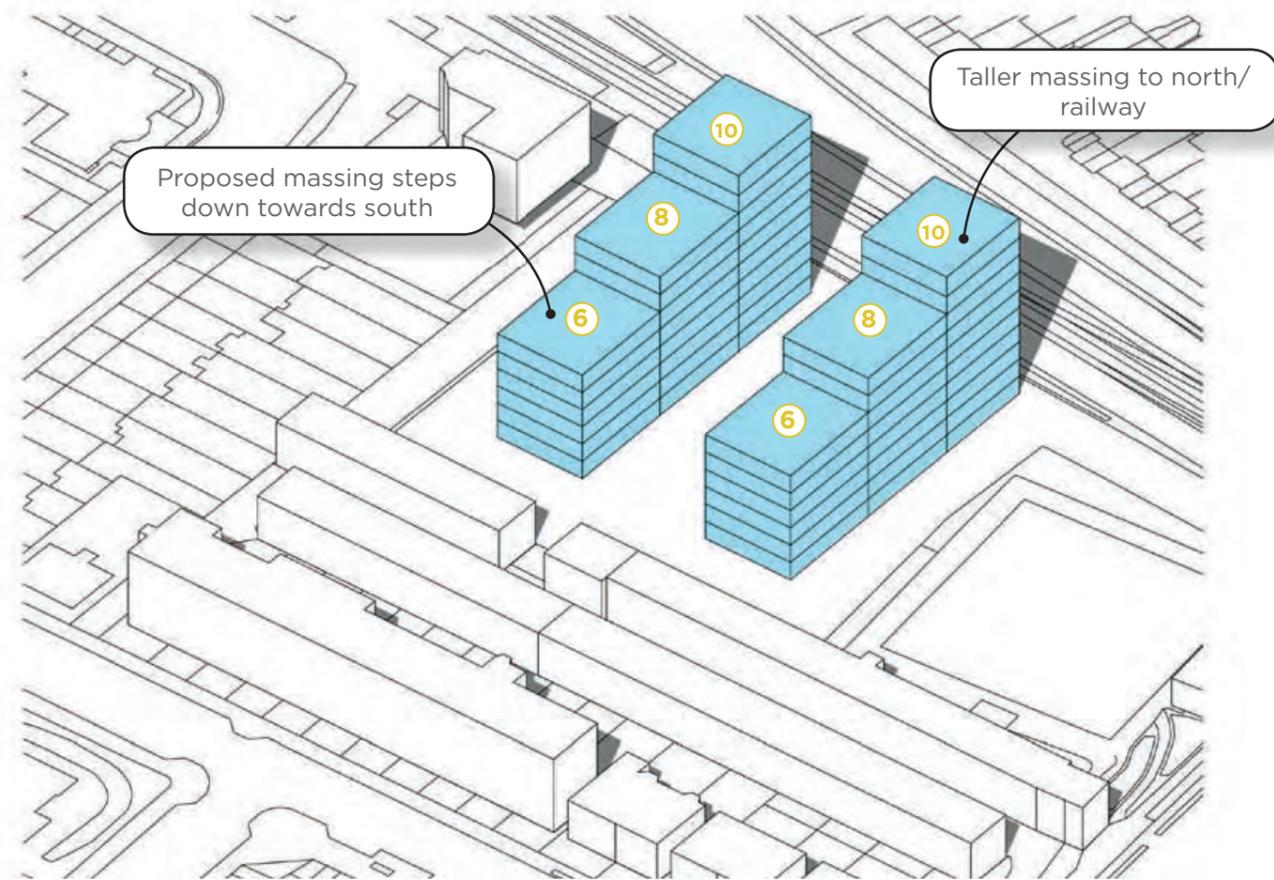


1pm 21st March

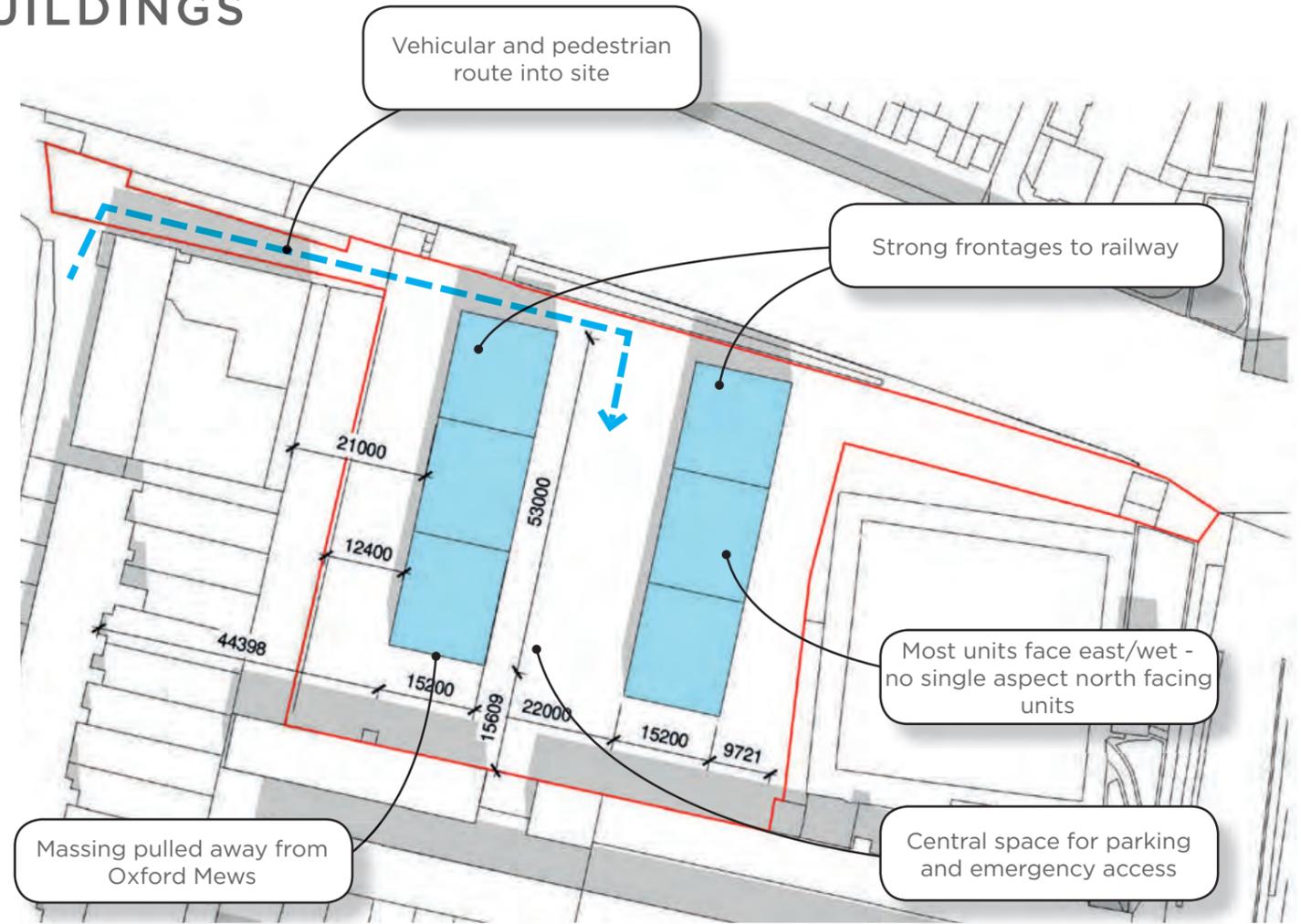


5pm 21st March

MASSING OPTION B - TWO NORTH/SOUTH BUILDINGS



Illustrative Massing 3D Aerial



Block Plan 1:1000

- This layout achieves approx **135 units**
- Density - approx 212 units/Ha and 562 hr/Ha
- Total GEA - approx 12,800 sq.m

MASSING OPTION B - TWO NORTH/SOUTH BUILDINGS

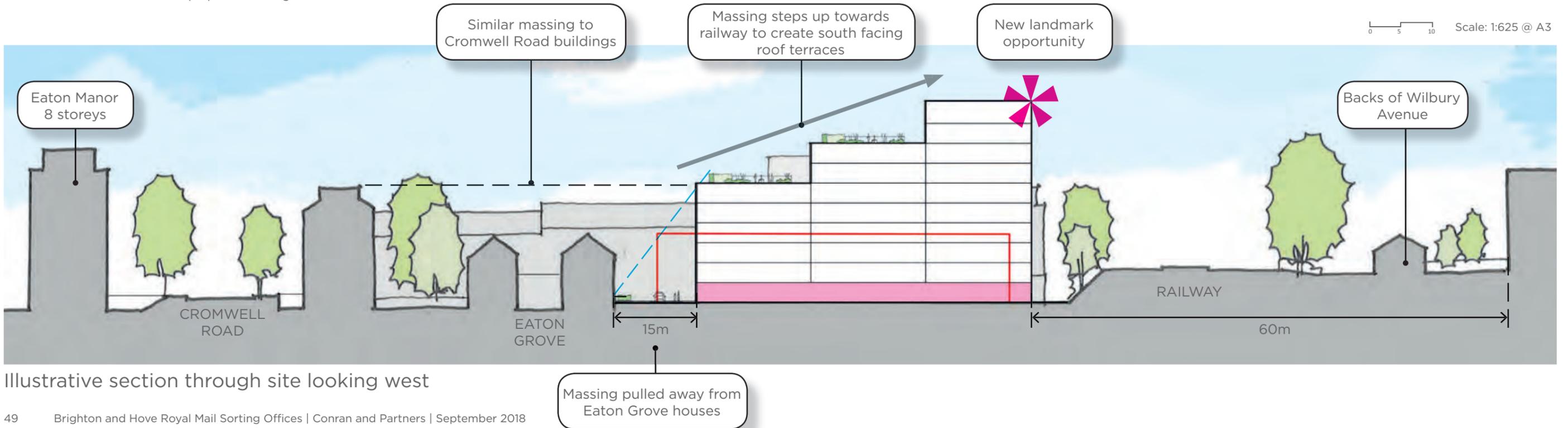


Viewpoint 01 - from Hove Station along Station Approach



Viewpoint 02 - looking North along Eaton Gardens

— Illustrative outline of proposed massing behind

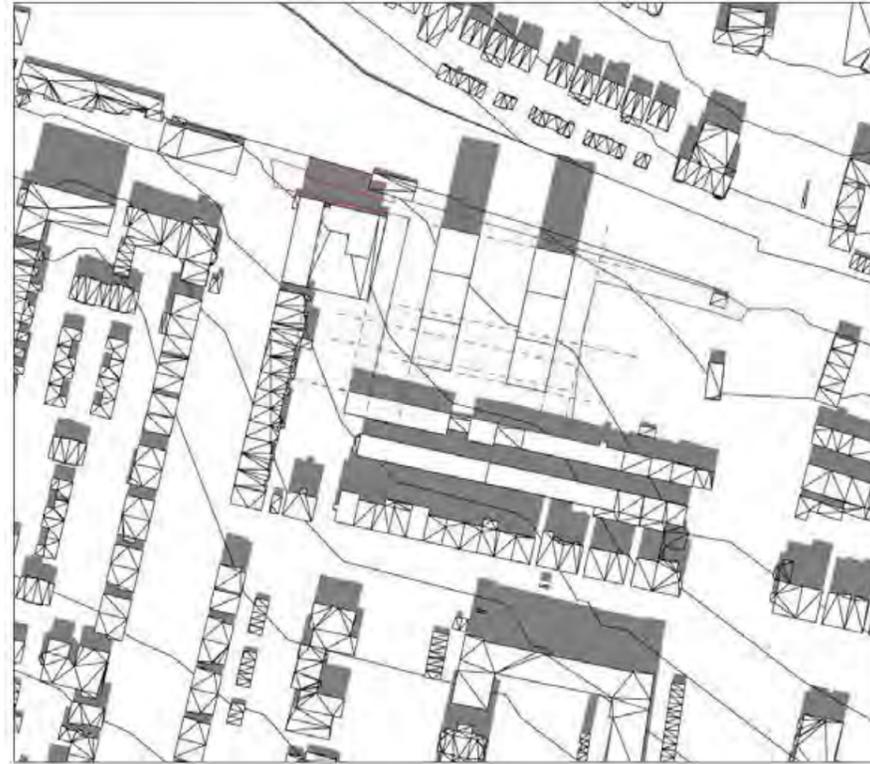


Illustrative section through site looking west

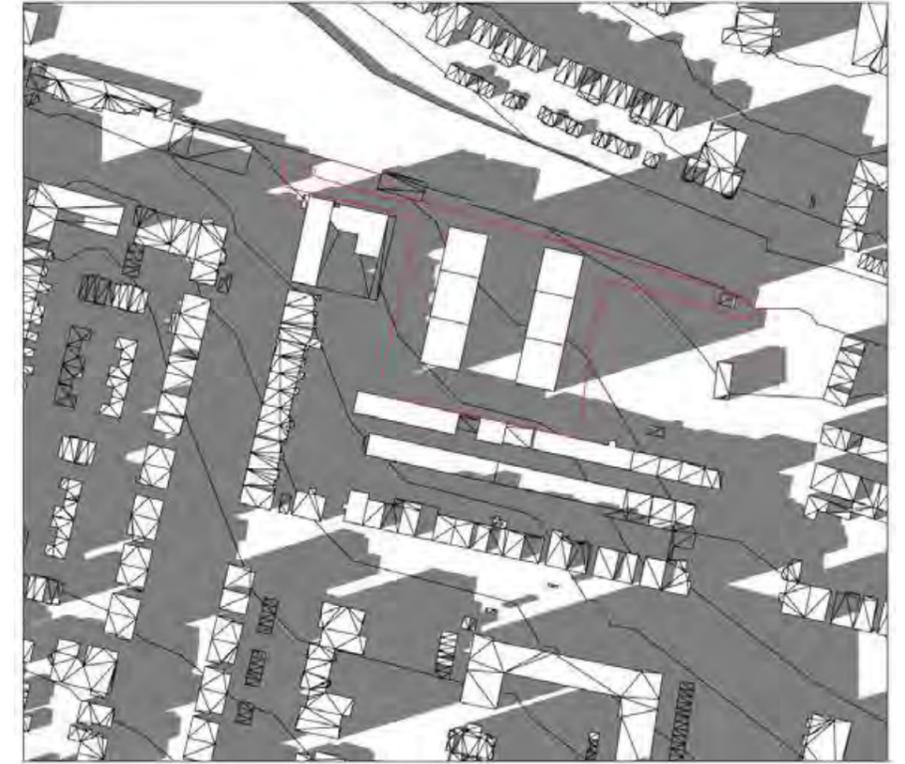
HOVE MASSING OPTION B - ILLUSTRATIVE SHADOW STUDIES



8am 21st March

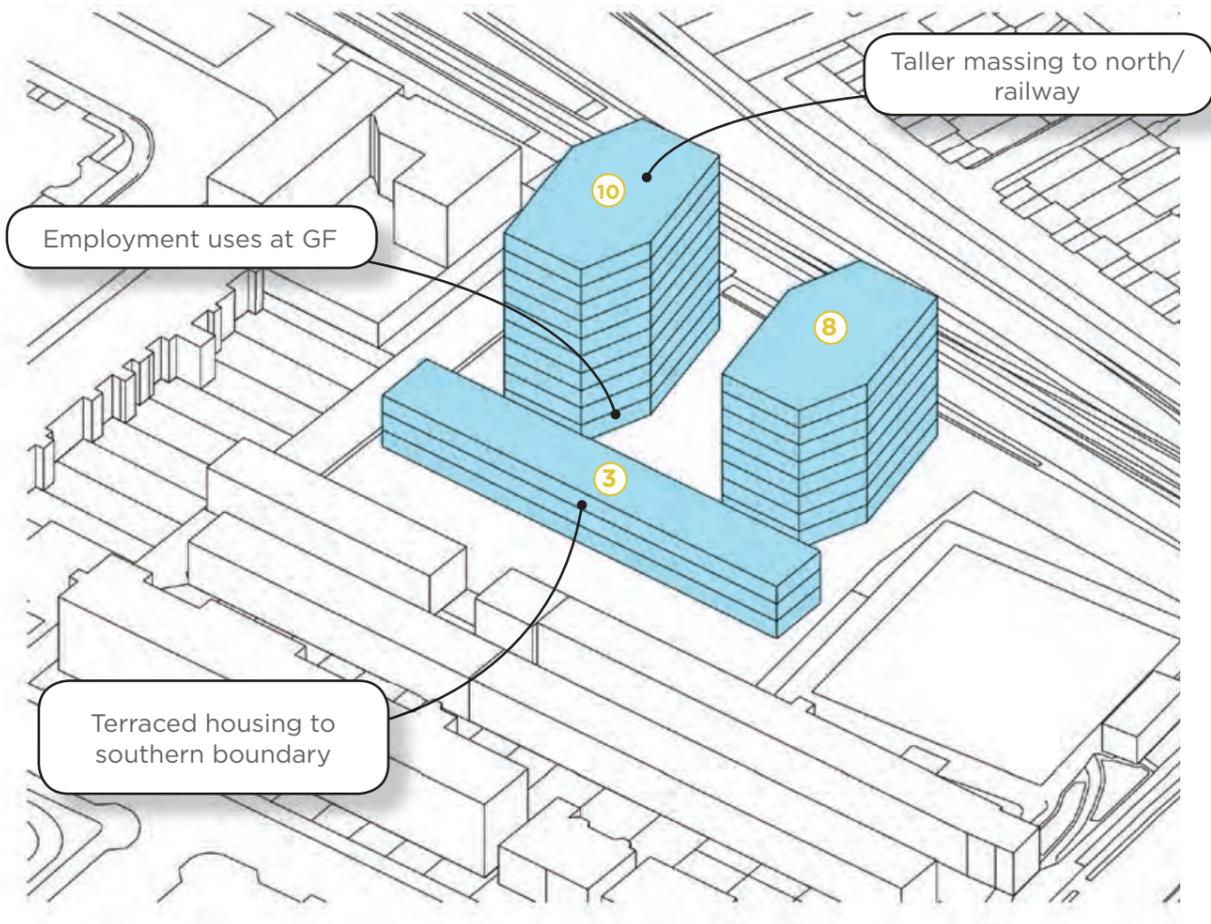


1pm 21st March

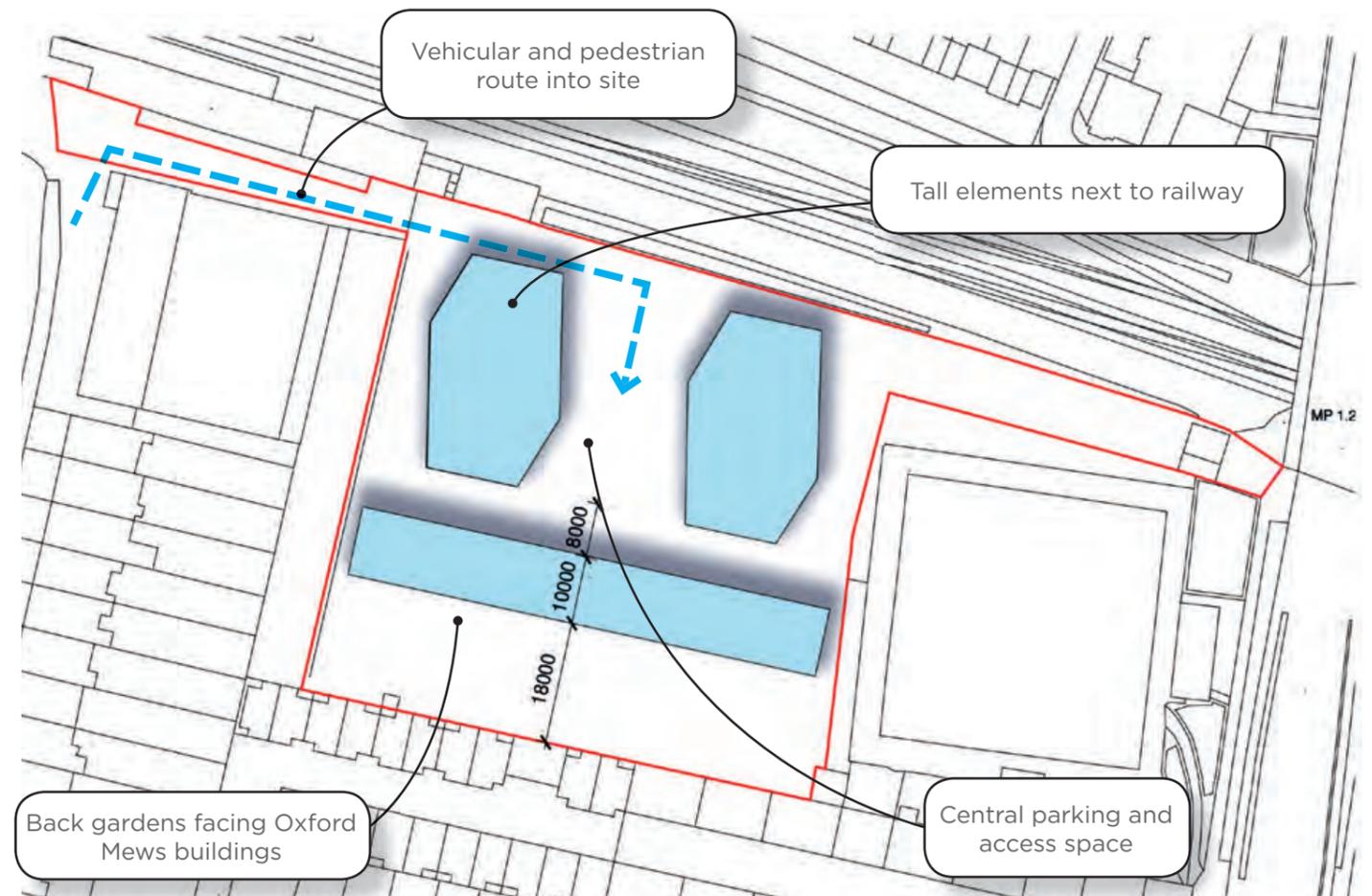


5pm 21st March

MASSING OPTION C - TERRACED HOUSES AND OBJECT BUILDINGS



Illustrative Massing 3D Aerial



Block Plan 1:1000

- This layout achieves approx **130 units**
- Density - approx 205 units/Ha and 542 hr/Ha
- Total GEA - approx 12,400 sq.m

MASSING OPTION C - TERRACED HOUSES AND OBJECT BUILDINGS

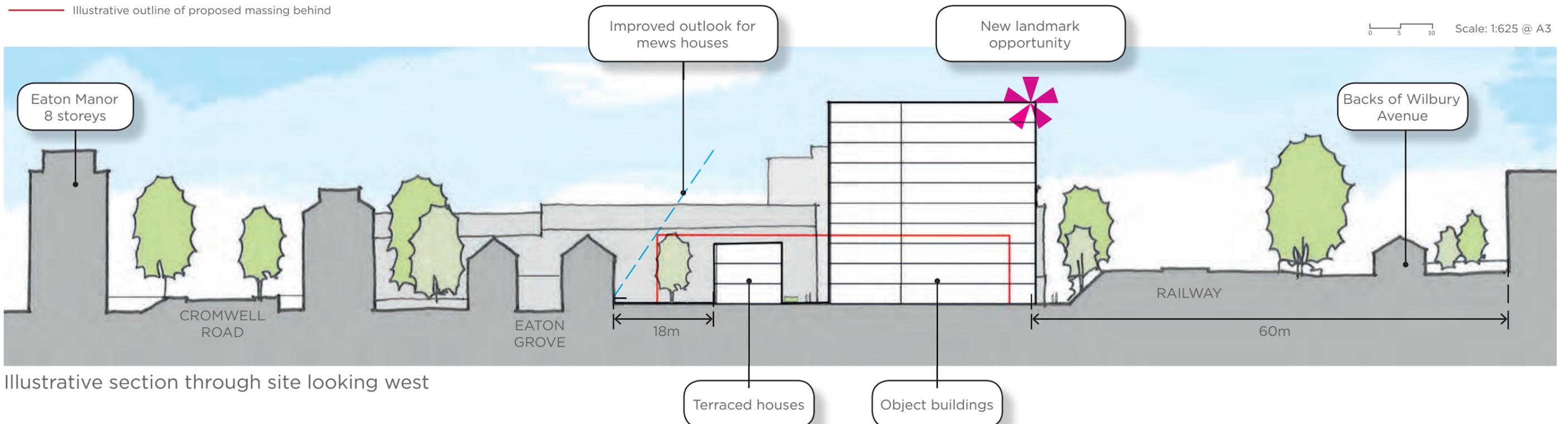


Viewpoint 01 - from Hove Station along Station Approach



Viewpoint 02 - looking North along Eaton Gardens

— Illustrative outline of proposed massing behind

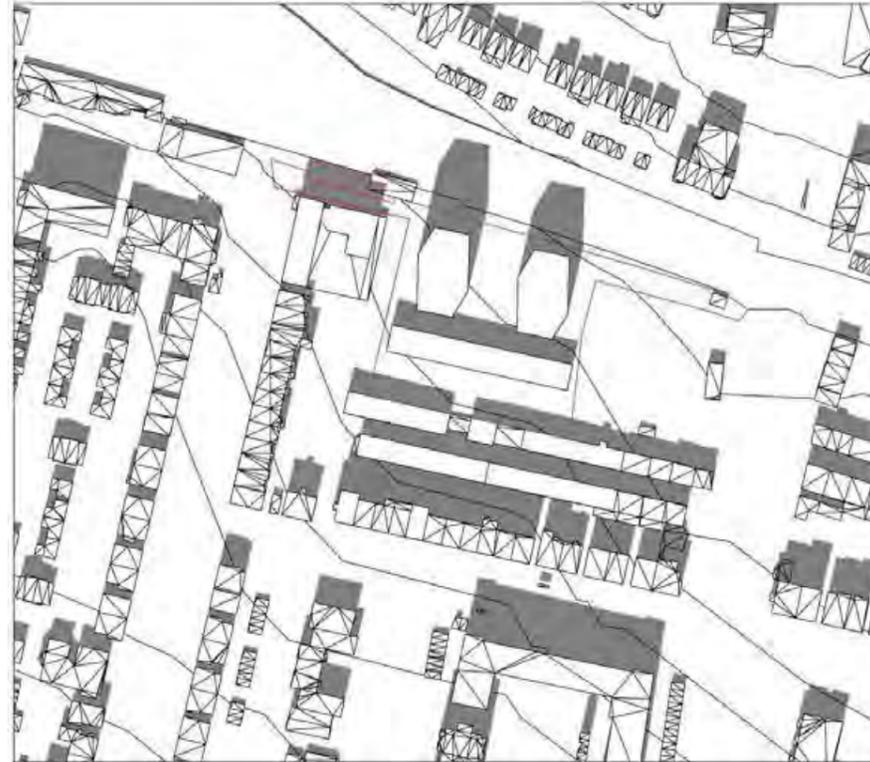


Illustrative section through site looking west

HOVE MASSING OPTION C - ILLUSTRATIVE SHADOW STUDIES



8am 21st March

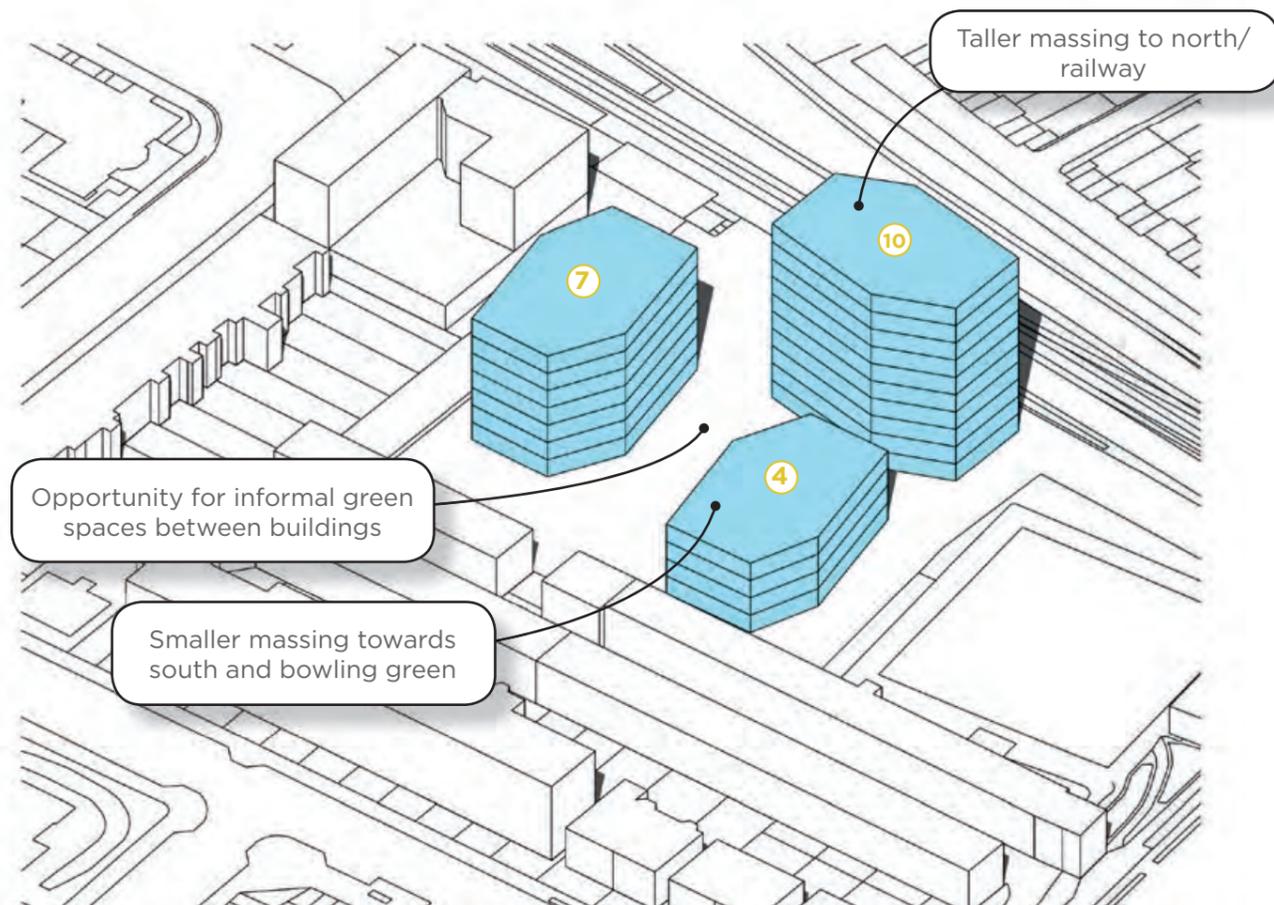


1pm 21st March

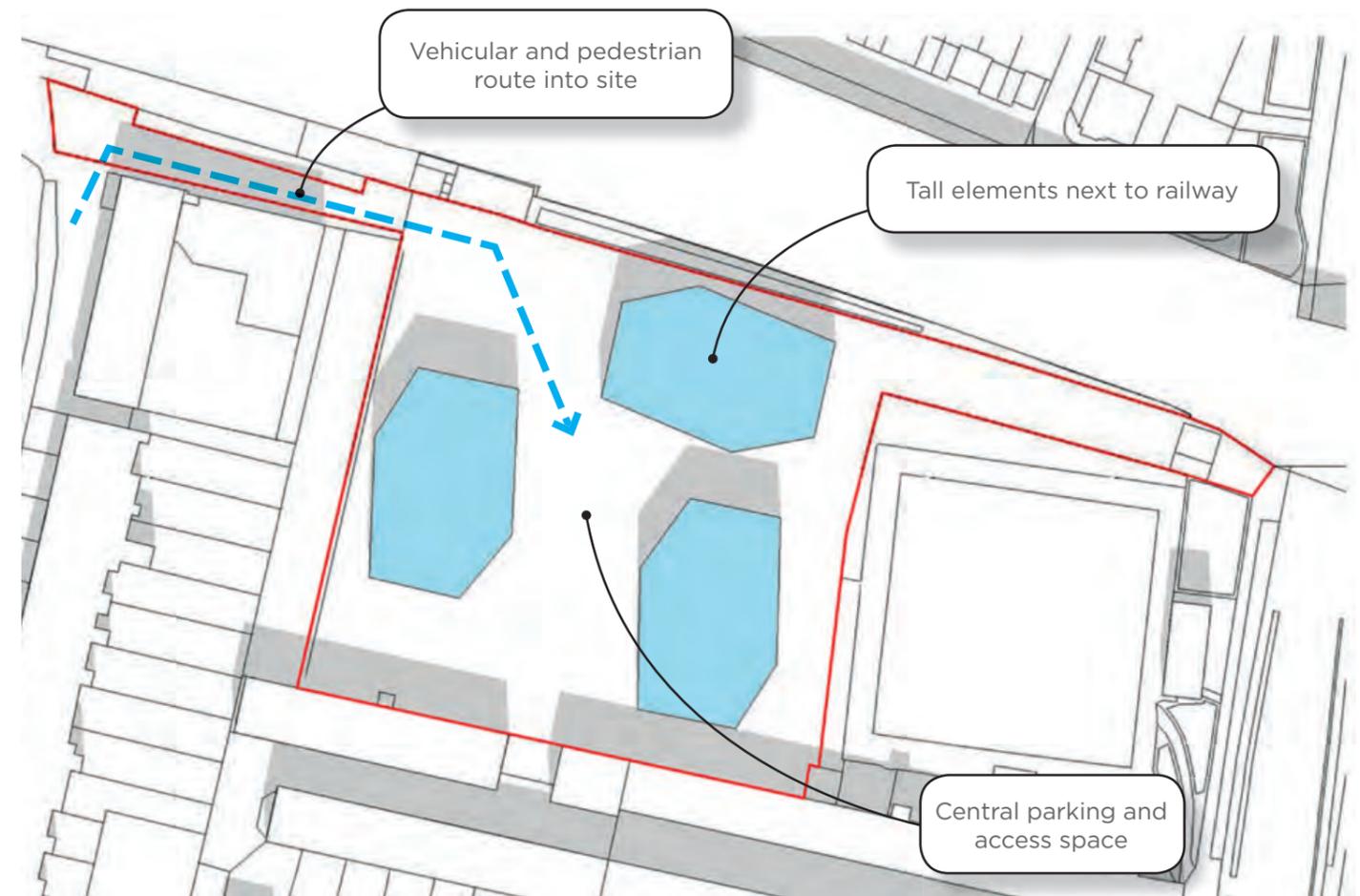


5pm 21st March

MASSING OPTION D - OBJECT BUILDINGS



Illustrative Massing 3D Aerial



Block Plan 1:1000

- This layout achieves approx **131 units**
- Density - approx 206 units/Ha and 546 hr/Ha
- Total GEA - approx 12,500 sq.m

MASSING OPTION D - ILLUSTRATIVE SKETCH UPPER FLOOR PLAN

0 5 10 Scale: 1:500 @ A3



1 Bed units 2 Bed units 3 Bed units

MASSING OPTION D - OBJECT BUILDINGS

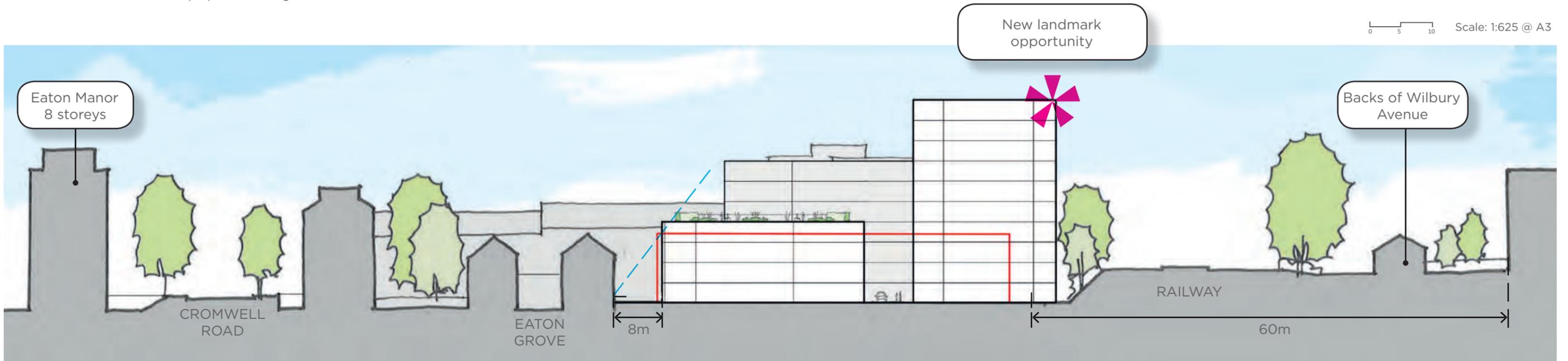


Viewpoint 01 - from Hove Station along Station Approach



Viewpoint 02 - looking North along Eaton Gardens

— Illustrative outline of proposed massing behind

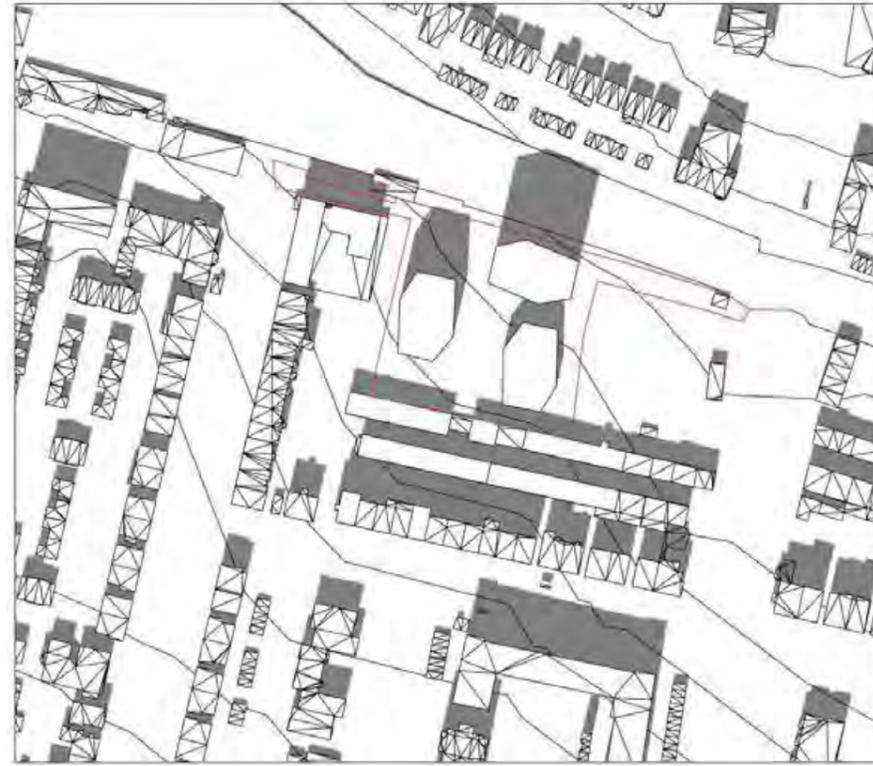


Illustrative section through site looking west

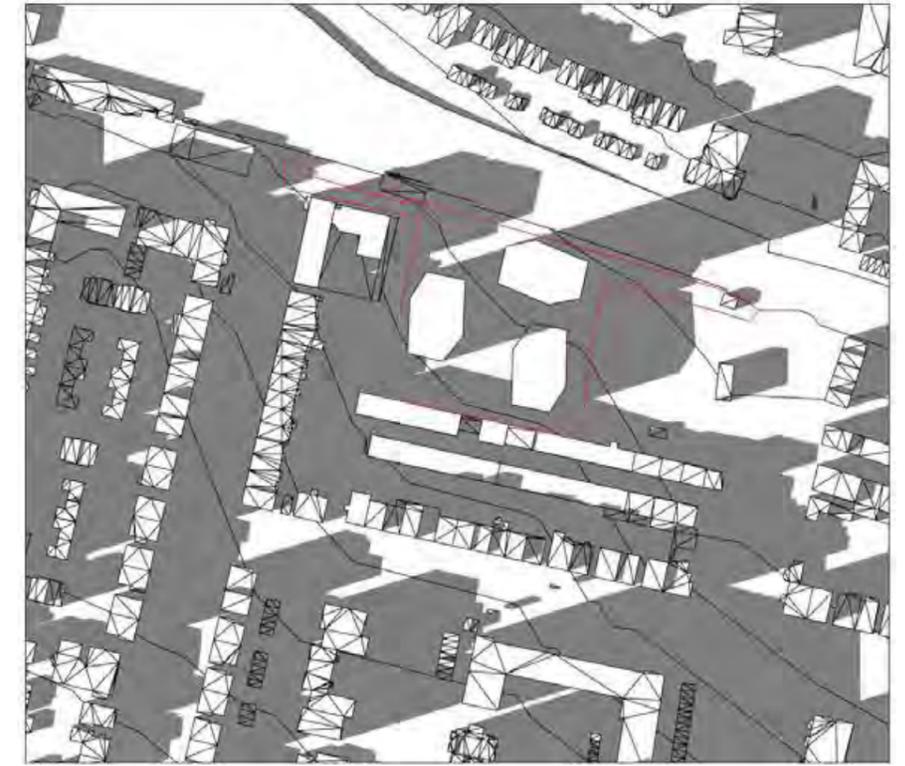
HOVE MASSING OPTION D - ILLUSTRATIVE SHADOW STUDIES



8am 21st March

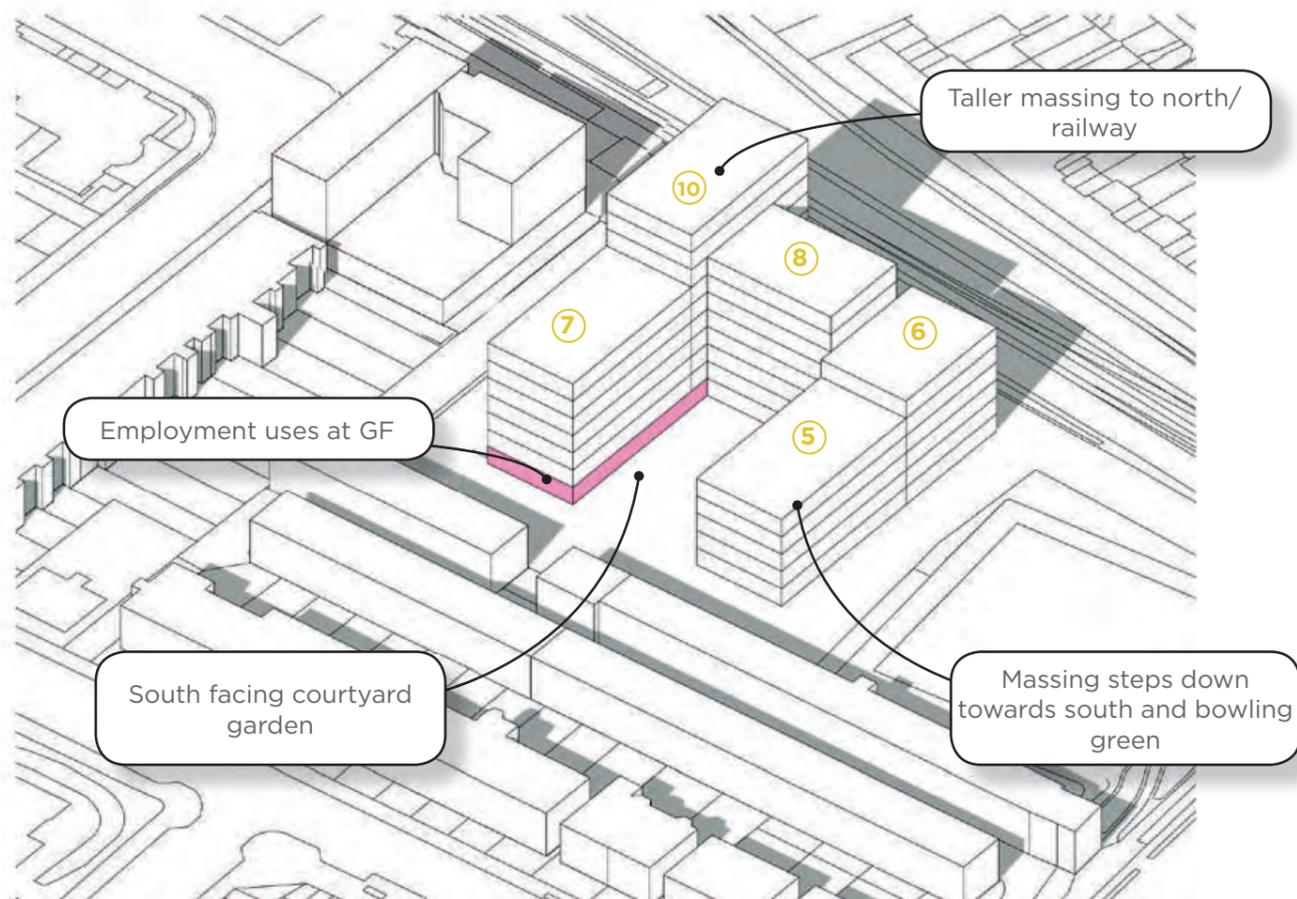


1pm 21st March



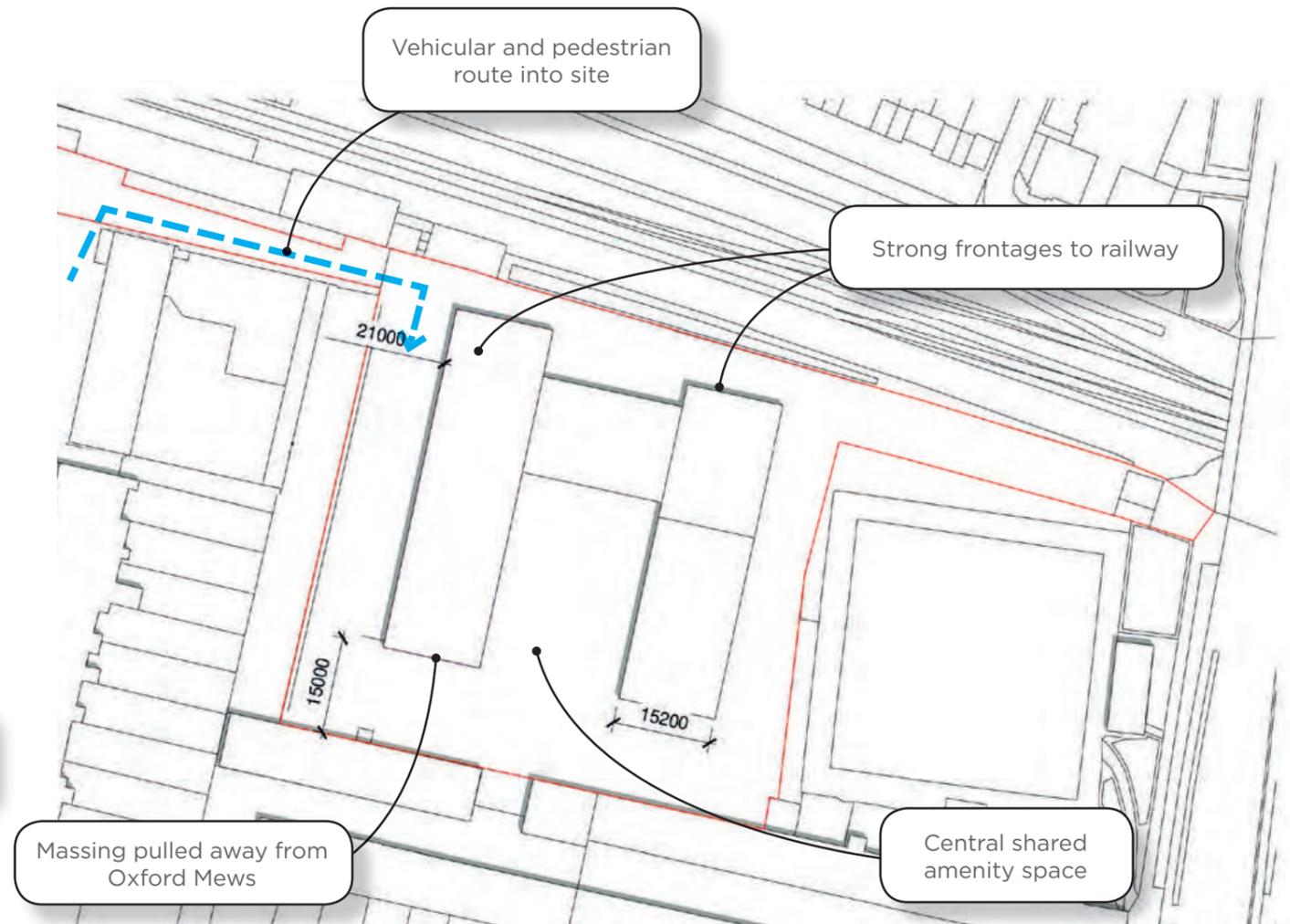
5pm 21st March

MASSING OPTION E - COURTYARD BUILDING



Illustrative Massing 3D Aerial

Workplace uses approx 625 sqm GEA at GF



Block Plan 1:1000

Accommodation Schedule - Option 2

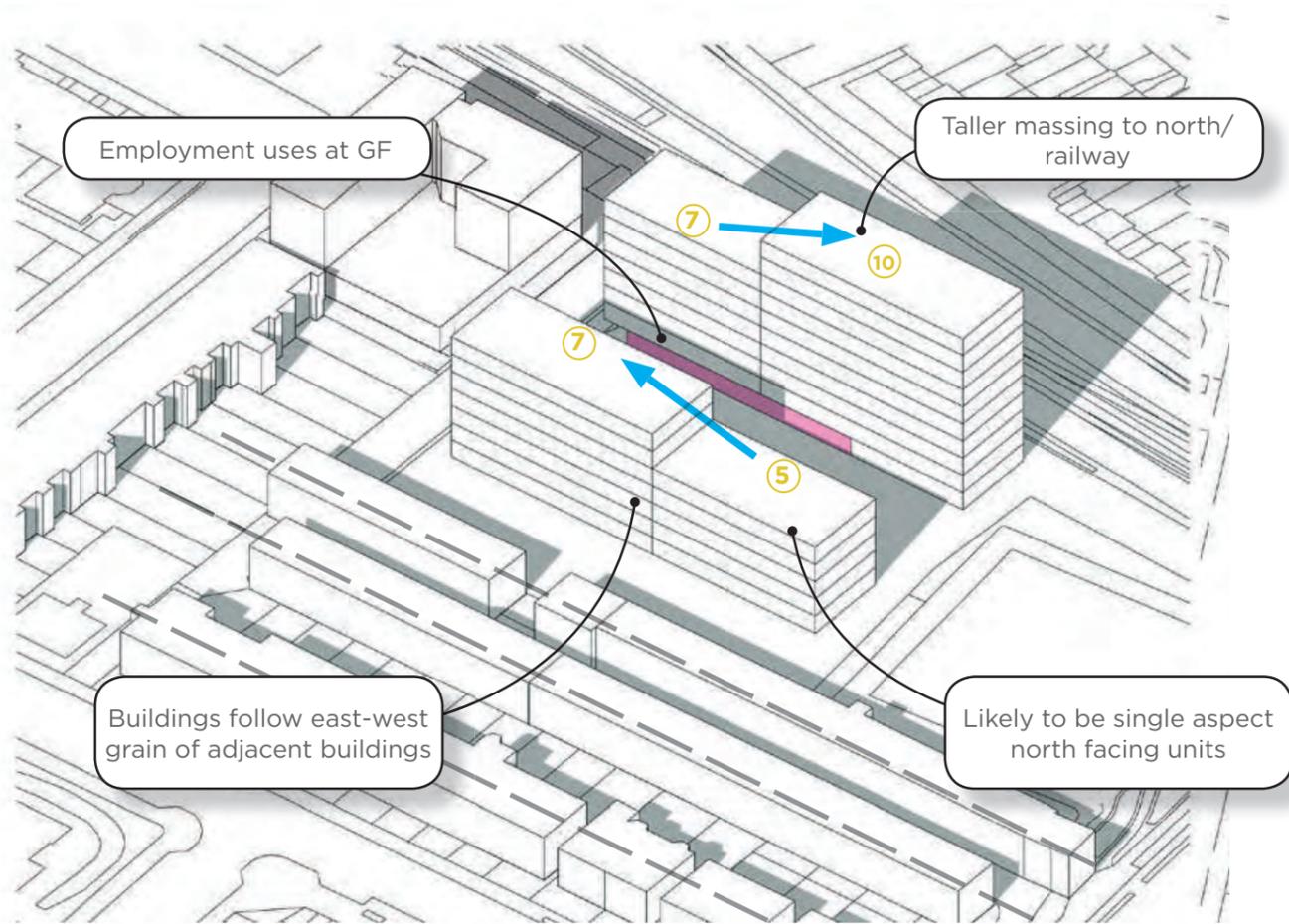
Level	GEA	GIA	NIA	PROPOSED 1 BED UNITS	PROPOSED 2 BED UNITS	PROPOSED 3 BED UNITS	TOTAL UNITS	UNITS/HA	Total 1 Bed Hab rooms	Total 2 Bed Hab rooms	Total 3 Bed Hab rooms	Total Hab rooms	Hab rooms / ha
Level 00 - Option 1 - Block Plan	1093 m ²	984 m ²	738 m ²	5	5	2	11	18	9	14	9	32	50
Level 1 - Option 1 Block Plan	1921 m ²	1729 m ²	1297 m ²	8	8	4	20	31	16	24	16	56	88
Level 2	1921 m ²	1729 m ²	1297 m ²	8	8	4	20	31	16	24	16	56	88
Level 3	1921 m ²	1729 m ²	1297 m ²	8	8	4	20	31	16	24	16	56	88
Level 4	1921 m ²	1729 m ²	1297 m ²	8	8	4	20	31	16	24	16	56	88
Level 5	1483 m ²	1335 m ²	1001 m ²	6	6	3	15	24	12	18	12	43	68
Level 6	1164 m ²	1048 m ²	786 m ²	5	5	2	12	19	10	15	10	34	53
Level 7	746 m ²	671 m ²	504 m ²	3	3	2	8	12	6	9	6	22	34
Level 8	410 m ²	369 m ²	277 m ²	2	2	1	4	7	3	5	3	12	19
Level 9	410 m ²	369 m ²	277 m ²	2	2	1	4	7	3	5	3	12	19
Totals	12992 m²	11693 m²	8770 m²	54	54	27	135	212	108	162	108	378	593

This layout achieves approx 135 units.

Density - 212 units/Ha

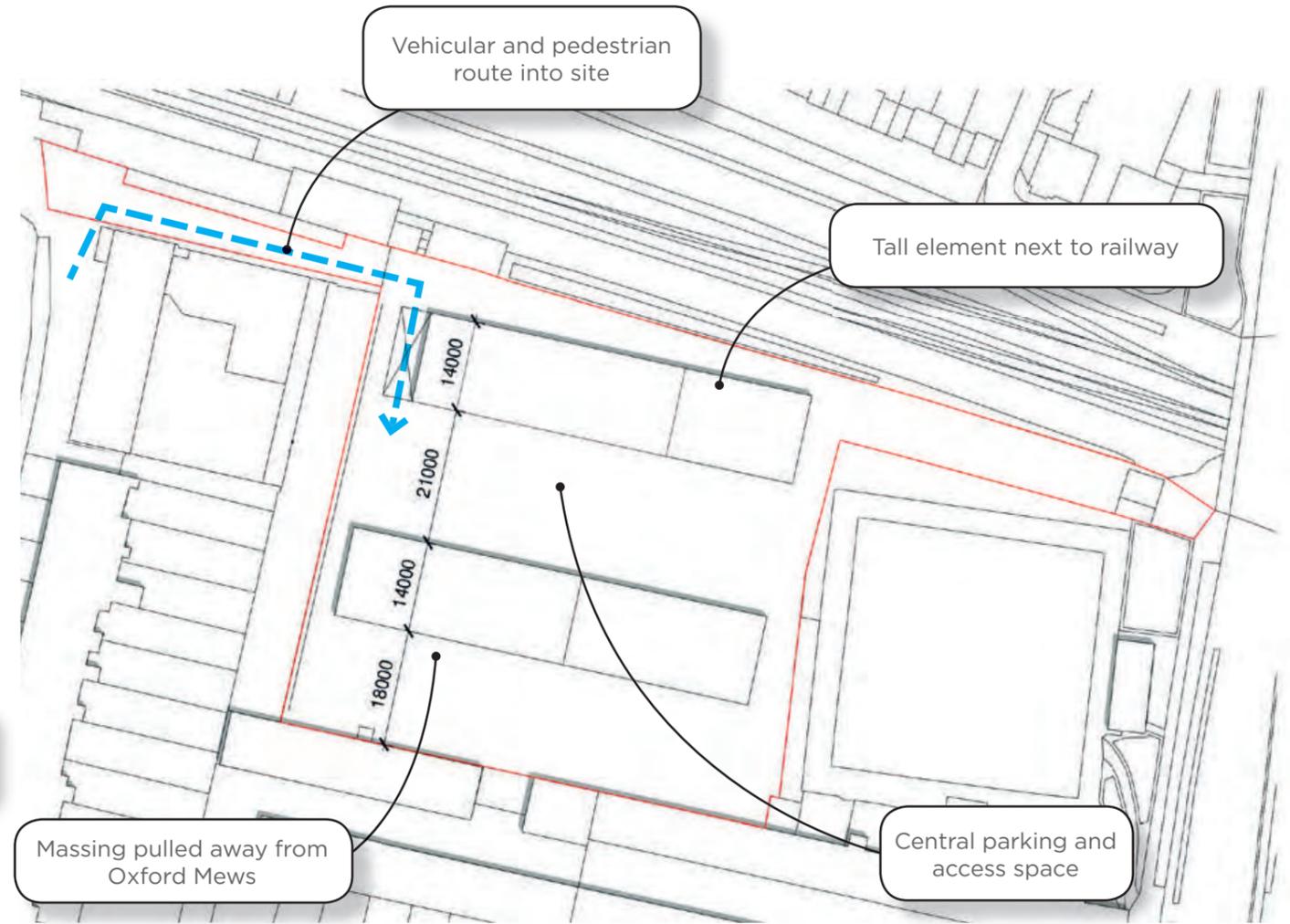
Density - 593 hr/Ha

MASSING OPTION F - EAST/WEST BLOCKS



Illustrative Massing 3D Aerial

Workplace uses approx 450 sqm GEA at GF



Block Plan 1:1000

Accommodation Schedule - Option 3

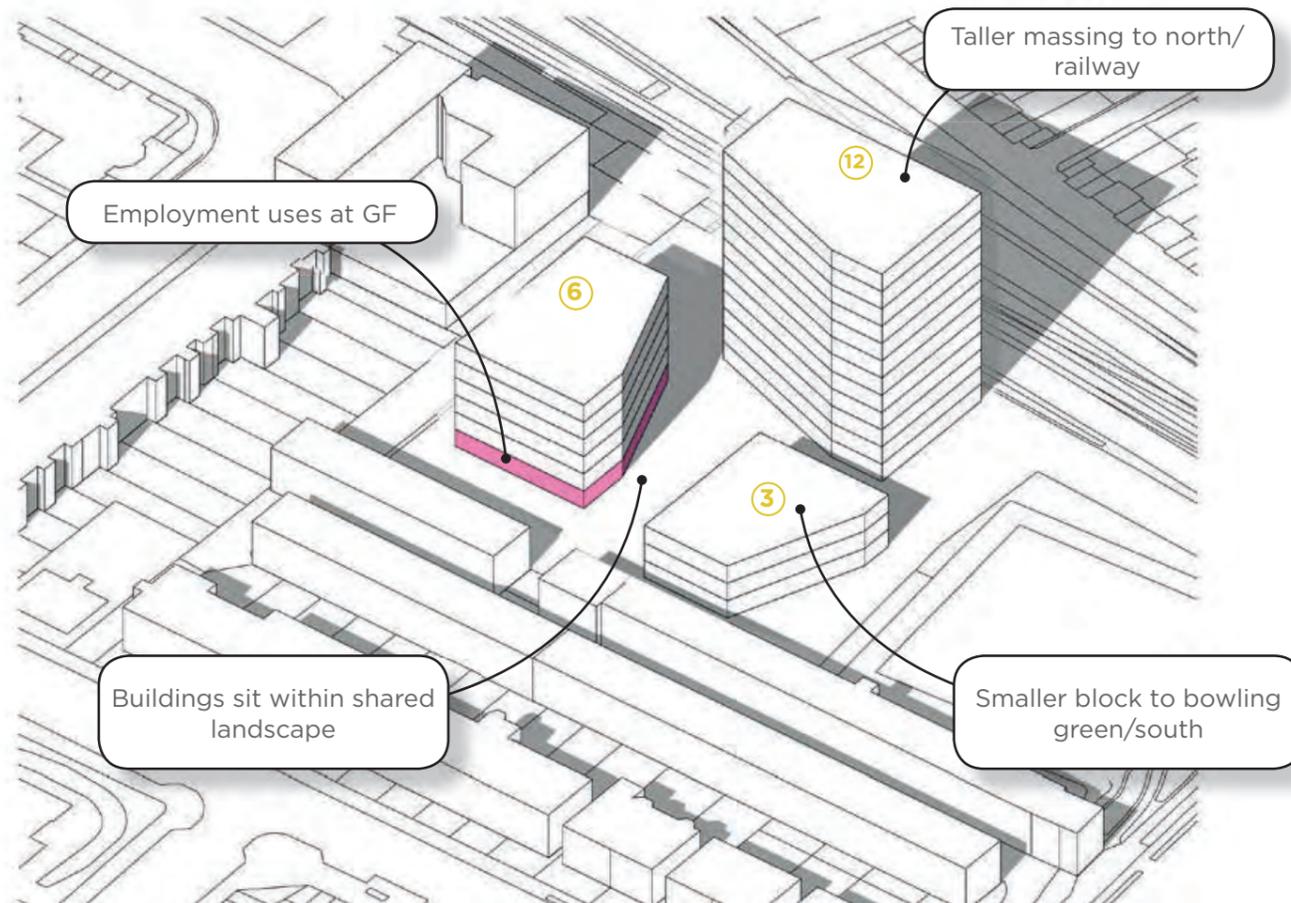
vv	GEA	GIA	NIA	PROPOSED 1 BED UNITS	PROPOSED 2 BED UNITS	PROPOSED 3 BED UNITS	TOTAL UNITS	UNITS/HA	Total 1 Bed Hab rooms	Total 2 Bed Hab rooms	Total 3 Bed Hab rooms	Total Hab rooms	Hab rooms / ha
Level 00 - Option 1 - Block Plan	1198 m ²	1078 m ²	809 m ²	5	5	2	12	20	10	15	10	35	55
Level 1 - Option 1 Block Plan	1819 m ²	1637 m ²	1228 m ²	8	8	4	19	30	15	23	15	53	83
Level 2	1819 m ²	1637 m ²	1228 m ²	8	8	4	19	30	15	23	15	53	83
Level 3	1819 m ²	1637 m ²	1228 m ²	8	8	4	19	30	15	23	15	53	83
Level 4	1819 m ²	1637 m ²	1228 m ²	8	8	4	19	30	15	23	15	53	83
Level 5	1409 m ²	1268 m ²	951 m ²	6	6	3	15	23	12	18	12	41	64
Level 6	1409 m ²	1268 m ²	951 m ²	6	6	3	15	23	12	18	12	41	64
Level 7	902 m ²	812 m ²	609 m ²	4	4	2	9	15	7	11	7	26	41
Level 8	509 m ²	458 m ²	343 m ²	2	2	1	5	8	4	6	4	15	23
Level 9	509 m ²	458 m ²	343 m ²	2	2	1	5	8	4	6	4	15	23
Totals	13212 m²	11891 m²	8918 m²	55	55	27	137	215	110	165	110	384	603

This layout achieves approx 137 units.

Density - 215 units/Ha

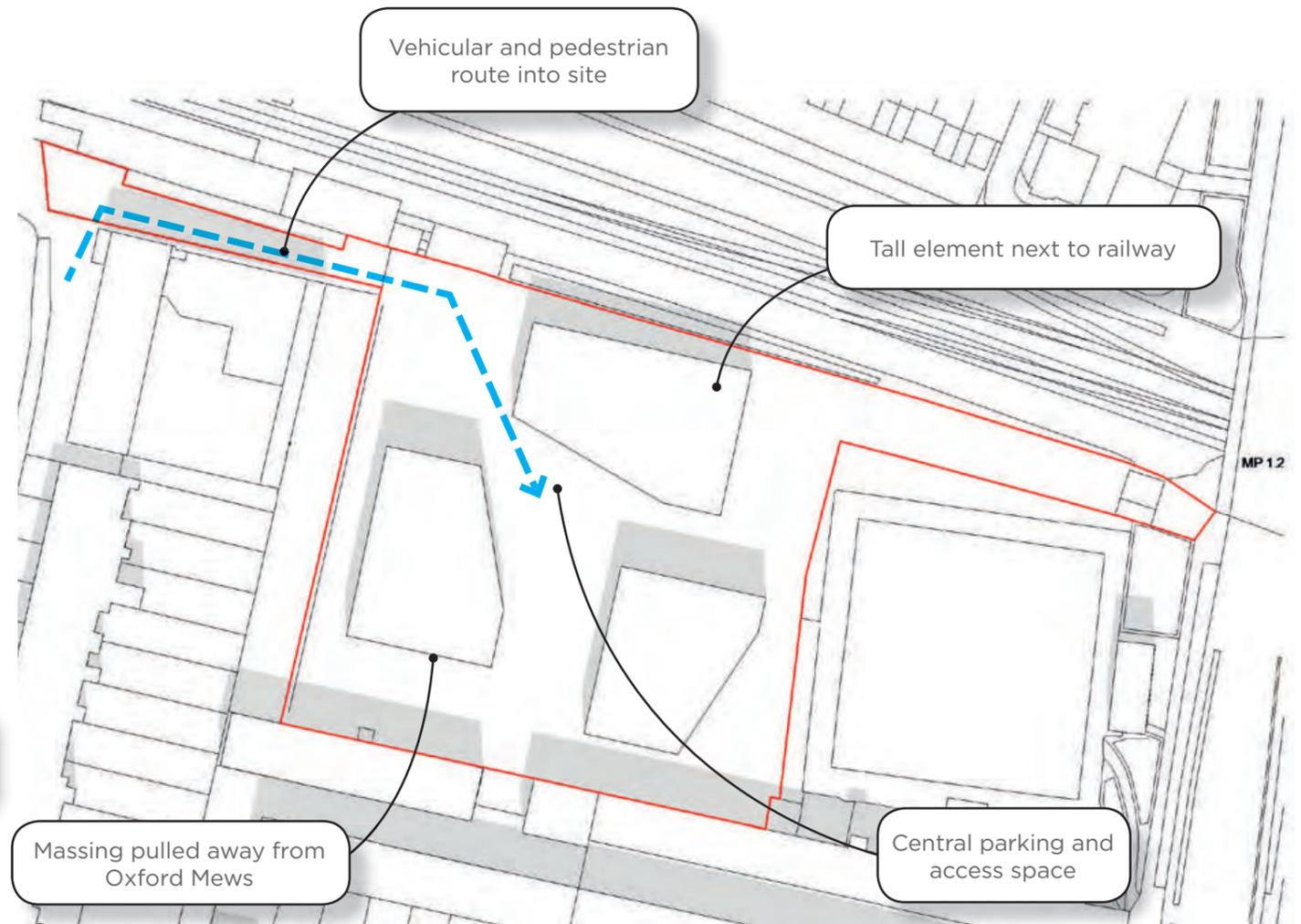
Density - 603 hr/Ha

MASSING OPTION G - OBJECT BUILDINGS



Illustrative Massing 3D Aerial

Workplace uses approx 500 sqm GEA at GF



Block Plan 1:1000

Accommodation Schedule - Option 4

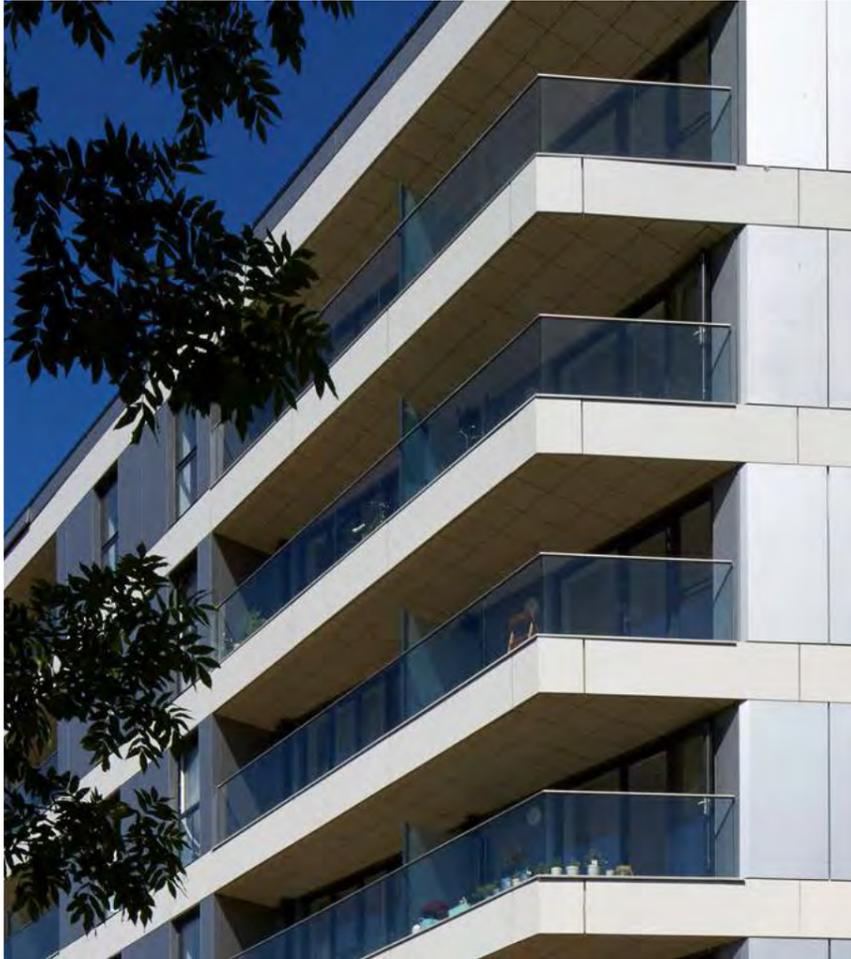
Level	GEA	GIA	NIA	PROPOSED 1 BED UNITS	PROPOSED 2 BED UNITS	PROPOSED 3 BED UNITS	TOTAL UNITS	UNITS/HA	Total 1 Bed Hab rooms	Total 2 Bed Hab rooms	Total 3 Bed Hab rooms	Total Hab rooms	Hab rooms / ha
Level 00 - Option 1 - Block Plan	1825 m ²	1643 m ²	1232 m ²	8	8	4	19	30	15	23	15	53	83
Level 1 - Option 1 Block Plan	1825 m ²	1643 m ²	1232 m ²	8	8	4	19	30	15	23	15	53	83
Level 2	1825 m ²	1643 m ²	1232 m ²	8	8	4	19	30	15	23	15	53	83
Level 3	1300 m ²	1170 m ²	877 m ²	5	5	3	13	21	11	16	11	38	59
Level 4	1300 m ²	1170 m ²	877 m ²	5	5	3	13	21	11	16	11	38	59
Level 5	1300 m ²	1170 m ²	877 m ²	5	5	3	13	21	11	16	11	38	59
Level 6	693 m ²	624 m ²	468 m ²	3	3	1	7	11	6	9	6	20	32
Level 7	693 m ²	624 m ²	468 m ²	3	3	1	7	11	6	9	6	20	32
Level 8	693 m ²	624 m ²	468 m ²	3	3	1	7	11	6	9	6	20	32
Level 9	693 m ²	624 m ²	468 m ²	3	3	1	7	11	6	9	6	20	32
Level 11	693 m ²	624 m ²	468 m ²	3	3	1	7	11	6	9	6	20	32
Totals	12842 m²	11558 m²	8668 m²	53	53	27	133	209	107	160	107	373	586

This layout achieves approx 133 units.

Density - 209 units/Ha

Density - 586 hr/Ha

PRECEDENTS



Contemporary architectural language



Informal green amenity spaces create a sense of place



Robust and well detailed buildings

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