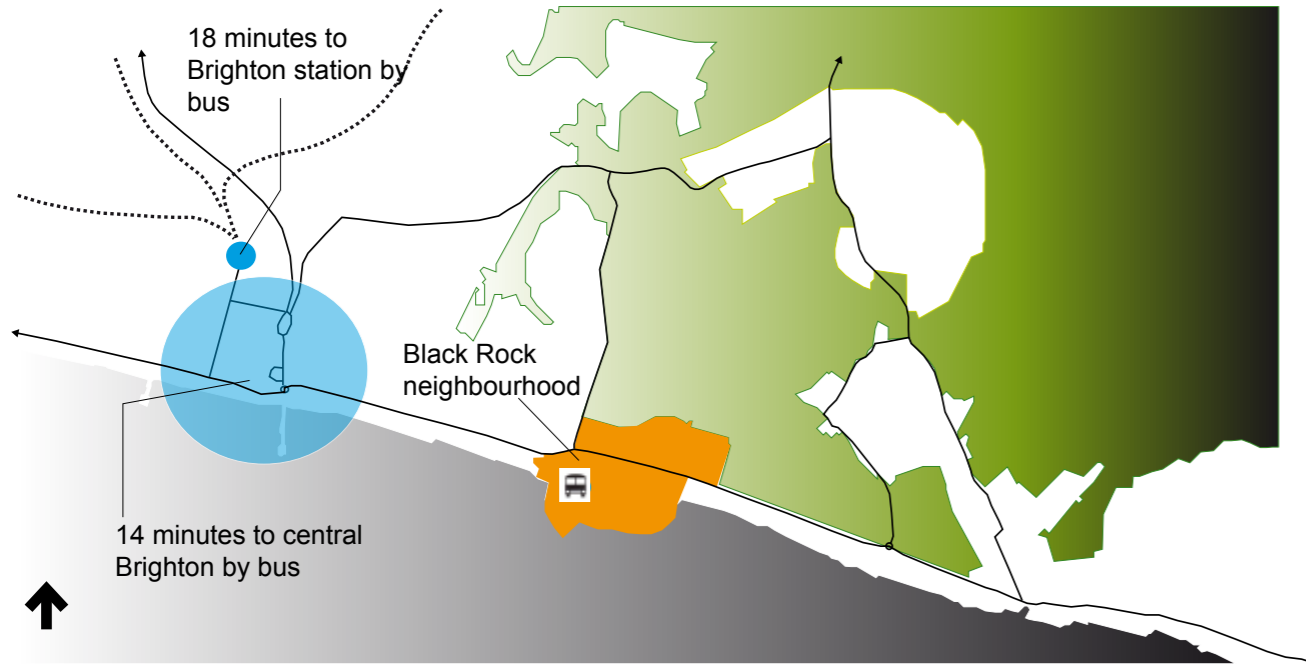


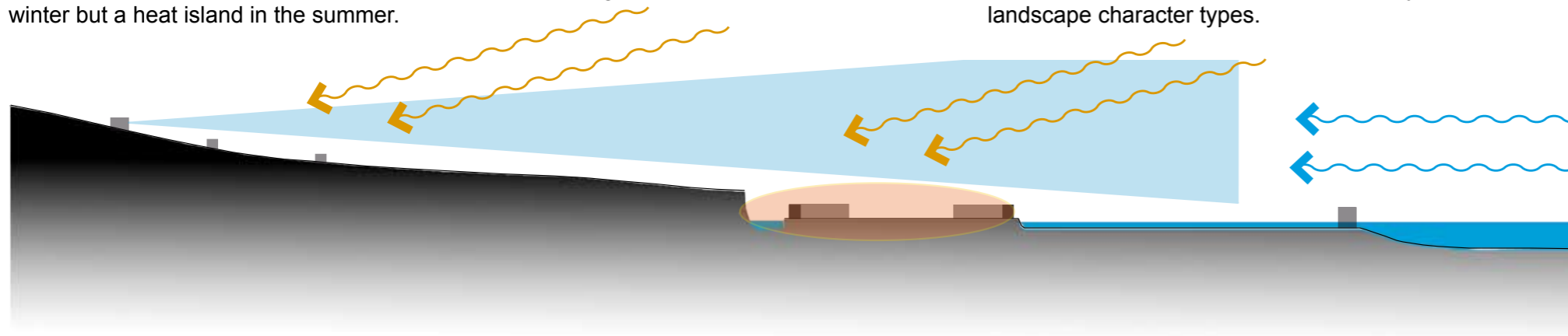
3 black rock neighbourhood context



topography and microclimate

The topography has a profound effect on the visual experience and microclimate within the neighbourhood and is one of the key characteristics that splits the neighbourhood into two definite character areas. The cliff development along Roedean Road allows for panoramic views out over The Channel. Development is orientated to take advantage of this as well as the passive solar gain of a south facing aspect. However, development is equally exposed to prevailing south westerly and easterly winds creating an exposed environment in winter storms.

Conversely, the Marina sits at the bottom of the cliff face. Taller development and the sea wall create an introspective development. Little of the development looks out across the channel. Equally the development and the cliffs shelters the public realm from prevailing winds and the white cliffs reflect much of the heat creating a sheltered environment in winter but a heat island in the summer.



key stages of historic development

Black Rock is located on the eastern edge of Brighton. The neighbourhood is naturally split in two: the cliff top, and the marina development which lies some 30 m below at sea level.

Black Rock marks the point where the South Downs meet the sea. Erosion of the cliffs has exposed some important geomorphological formations, and fossil remains, including woolly rhino and mammoth. The cliffs and clifftop grassland are protected as part of a Site of Special Scientific Interest which extends eastward to Newhaven.

For most of its history the area has been farmed. A small community grew up around the gasworks on Rifle Butt Road dating from 1818. It wasn't until the Roedean Road was built in the 1920s as an alternative coastal route to the Rottingdean Road, which was lost to landslips, that the Roedean area developed.

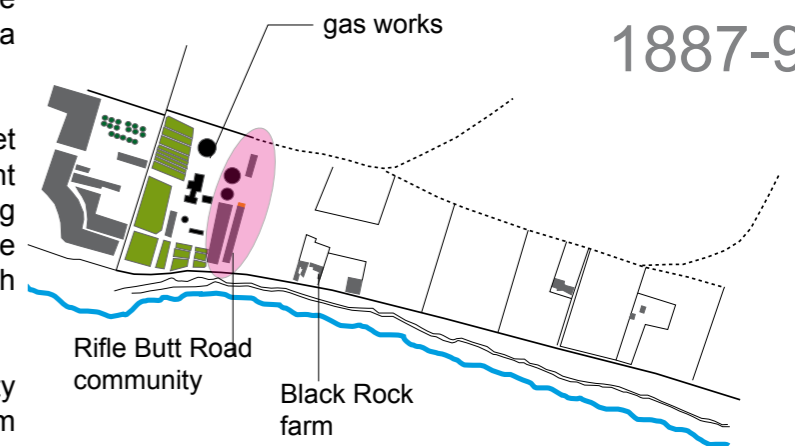
Schemes constructing harbours have been proposed in Brighton since the early nineteenth century. In 1979 this was realised in the form of the Marina. Later development of housing, shops, casino, cinema, bars and restaurants built on partly reclaimed inner harbour has led to a reduction of the original number of moorings.

typology

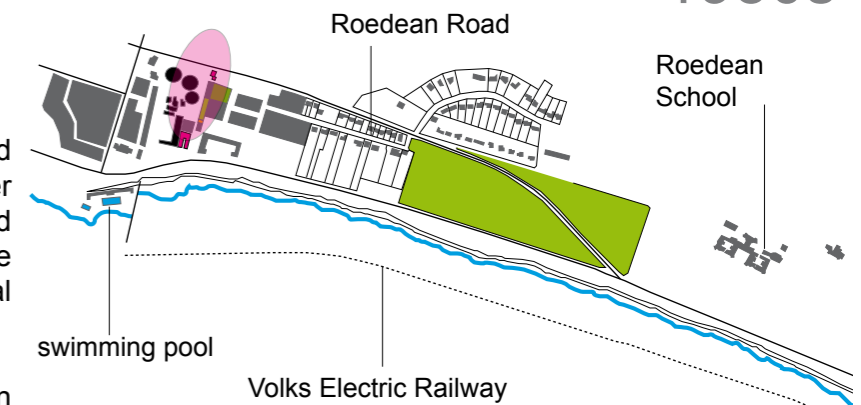
Black Rock neighbourhood may be classified as part downland fringe with a 20th century residential suburb that has evolved over time together with a purpose built Marina development on reclaimed land. Part low rise, low density large houses and part mixed scale commercial, leisure and residential, mainly flats. Weak architectural cohesion but unified by the cliffs.

Refer to the introduction and summary for more information on landscape character types.

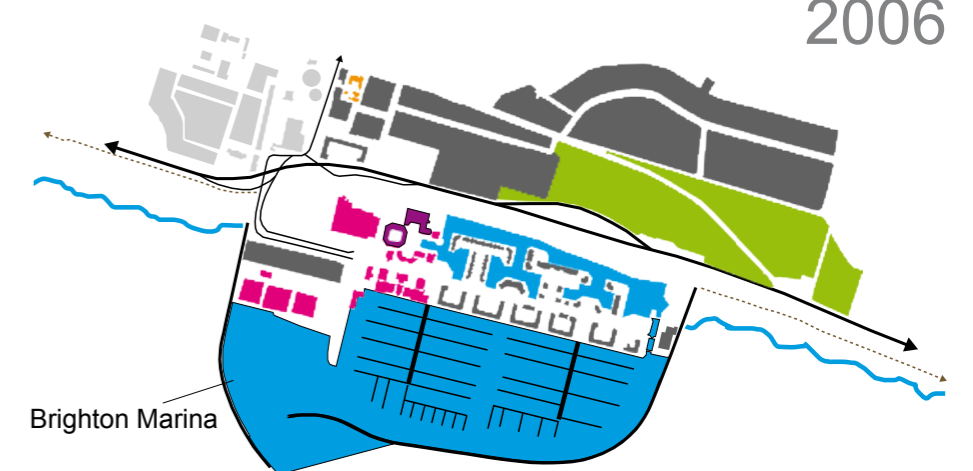
1887-91



1950s



2006

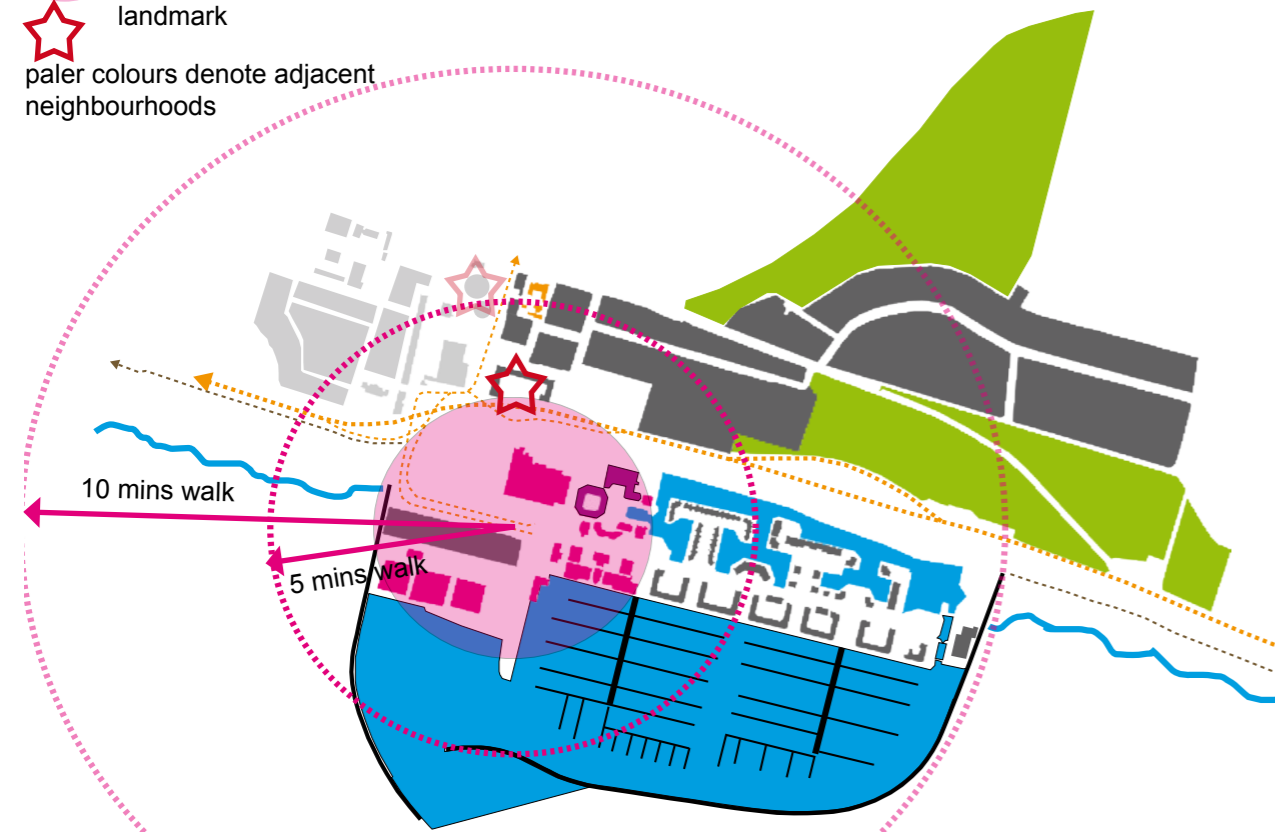


3 black rock neighbourhood

key characteristics

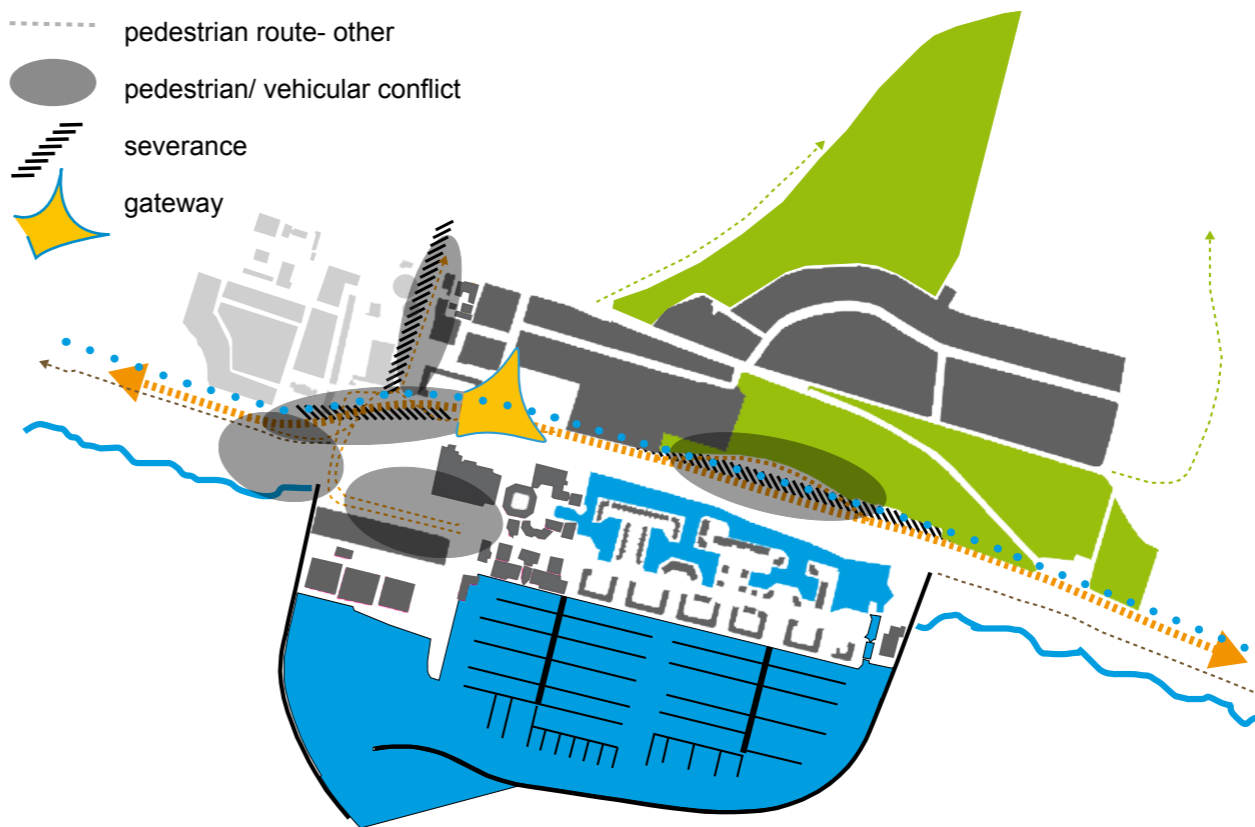
- commercial use
 - civic/community use
 - residential use
 - open space
 - local/district centre
 - landmark
- paler colours denote adjacent neighbourhoods

land use



movement

- sustainable transport corridor
- primary movement corridor
- secondary movement corridor
- pedestrian route to countryside
- pedestrian route- other
- pedestrian/ vehicular conflict
- severance
- gateway



• **Land use:** The neighbourhood is predominantly residential above the A259 coast road. The marina is a mix of retail, leisure, restaurants and housing. The leisure uses include a multiplex cinema, bowling alley and casino.

• **Scale and density:** Scale and density of development vary greatly across the neighbourhood due to the differences in development type. The low density two storey residential development with large gardens, to the north, contrast with the high density apartment blocks within the Marina. The variations in gross density are of less than 6, and of greater than 90 dwellings per hectare, with an average of 13.

• **Architecture:** There are few buildings of note within the neighbourhood. Much of the neighbourhood has been developed in the twentieth century with some Victorian terraces that were once part of the Rifle Butt Road community. The development along the cliff top is predominately private with large two to three storey homes sitting within large gardens surrounded by tall fences/hedges. There are a few interesting buildings from the 1930s, including Marine Gate flats.

The Marina's shape and the characteristic moorings provide a distinctive form. The Marina has a range of building types and styles, some of which are temporary. There are some interesting new employment blocks to the east of the marina. The car park and ramps are visually obtrusive.

• **Movement:** The movement infrastructure is dominated by vehicle access creating harsh pedestrian and cycling environments. The road infrastructure required to take vehicles down to the marina isolates the Marina and Marine Gate from the surrounding communities of Whitehawk and Kemp Town. A high proportion of local residents access their place of work by car. The coast road is, however, a sustainable transport route. A growing trend within the neighbourhood is working from home.

• **Socio-economic characteristics:** The accommodation and tenure within the neighbourhood is restricted to privately owned detached and semi-detached homes along the clifftop, and privately owned or rented apartment blocks in the marina. This is reflected in the narrow range of demographic types attracted to the area.

• **Open space:** The neighbourhood is surrounded by farmland, Local Nature Reserves, park land, golf



Late 1980s housing, overlooking water, within the Marina



Typical Roedean house, enjoying sea views



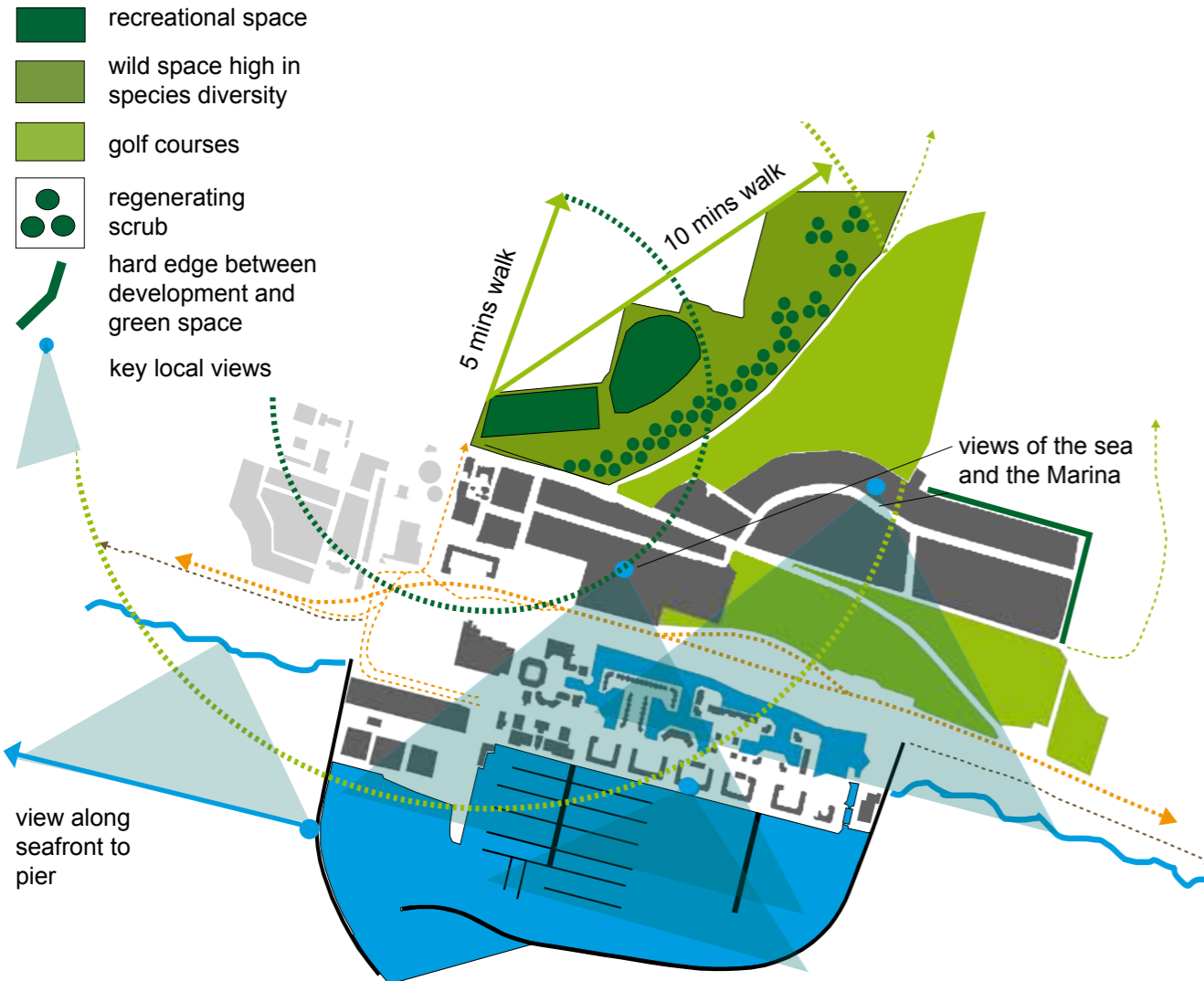
Brutalist architecture of the ramps has created an unwelcoming public realm



Potential gateway into the city; currently not a positive entrance

3 black rock neighbourhood

open space



courses and the sea. Much of the neighbourhood is within a 10 minute walk of East Brighton Park, offering a wide range of recreational space and links to surrounding downland. There is no provision of play space for children within the marina.

There are a number of walks within the neighbourhood giving local residents access to different types of open space, along the beach and under the cliffs and out towards the Downs. The cliffs themselves are a designated Site of Special Scientific Interest (SSSI) and have suffered from constant erosion. The cliffs have recently been reinforced, and the under cliff walk has reopened, re-establishing pedestrian access from Kemp Town to Rottingdean and Saltdean.

The public realm is designed for the car to access and move easily through the Marina creating hostile pedestrian and cycling environments. With wide roads, car parking and overhead road

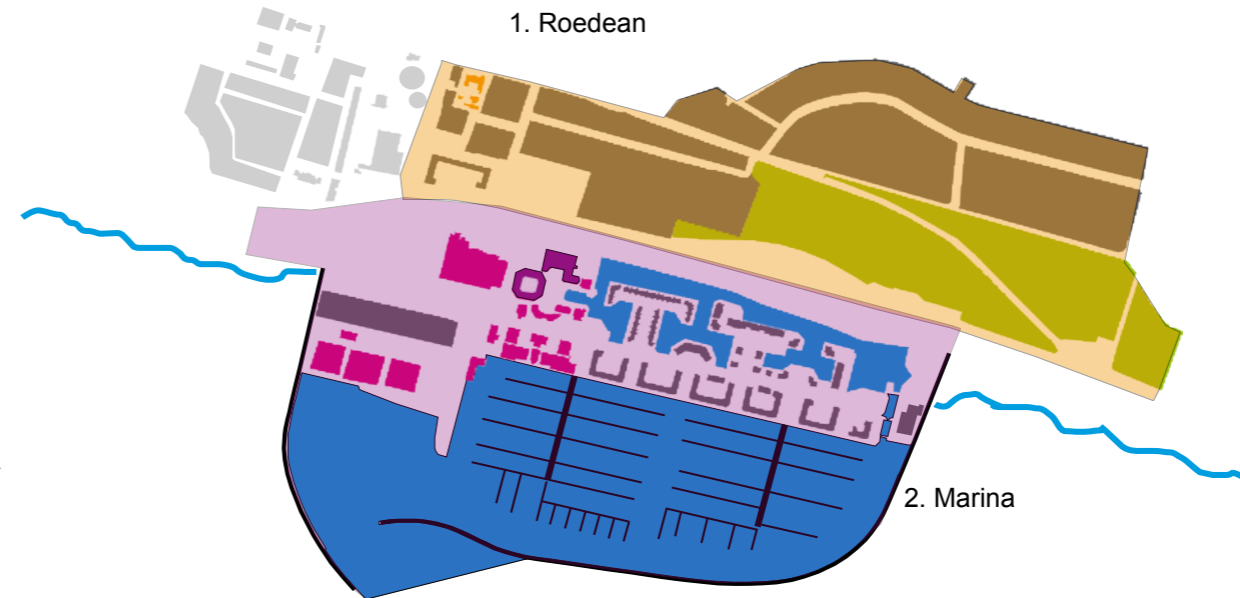
infrastructure there is no provision for green open space within the Marina itself. The lack of vegetation provides no shelter or visual relief from the harsh building lines.

• **Character areas:** Within the neighbourhood there are two distinct character areas defined by their difference in scale, density and topography. These are:

1. Roedean: A residential area of predominantly detached or semi-detached houses, with some blocks of flats, set on the cliff top above the sea, mainly in private ownership and owner occupation.

2. Marina: A late 20th century mixed development on reclaimed land, including retail and leisure uses serving a much wider area. Residential development is largely purpose-built flats in private ownership. Scale and building form are mixed. The public realm is car dominated.

character areas



The Marina development is designed for the car to move easily, leaving few opportunities for public open space, and the sparse planting throughout the development provides little relief



Roedean Character Area



Marina Character Area

The open aspect of Roedean offers panoramic views out towards the sea and back towards surrounding countryside and East Brighton

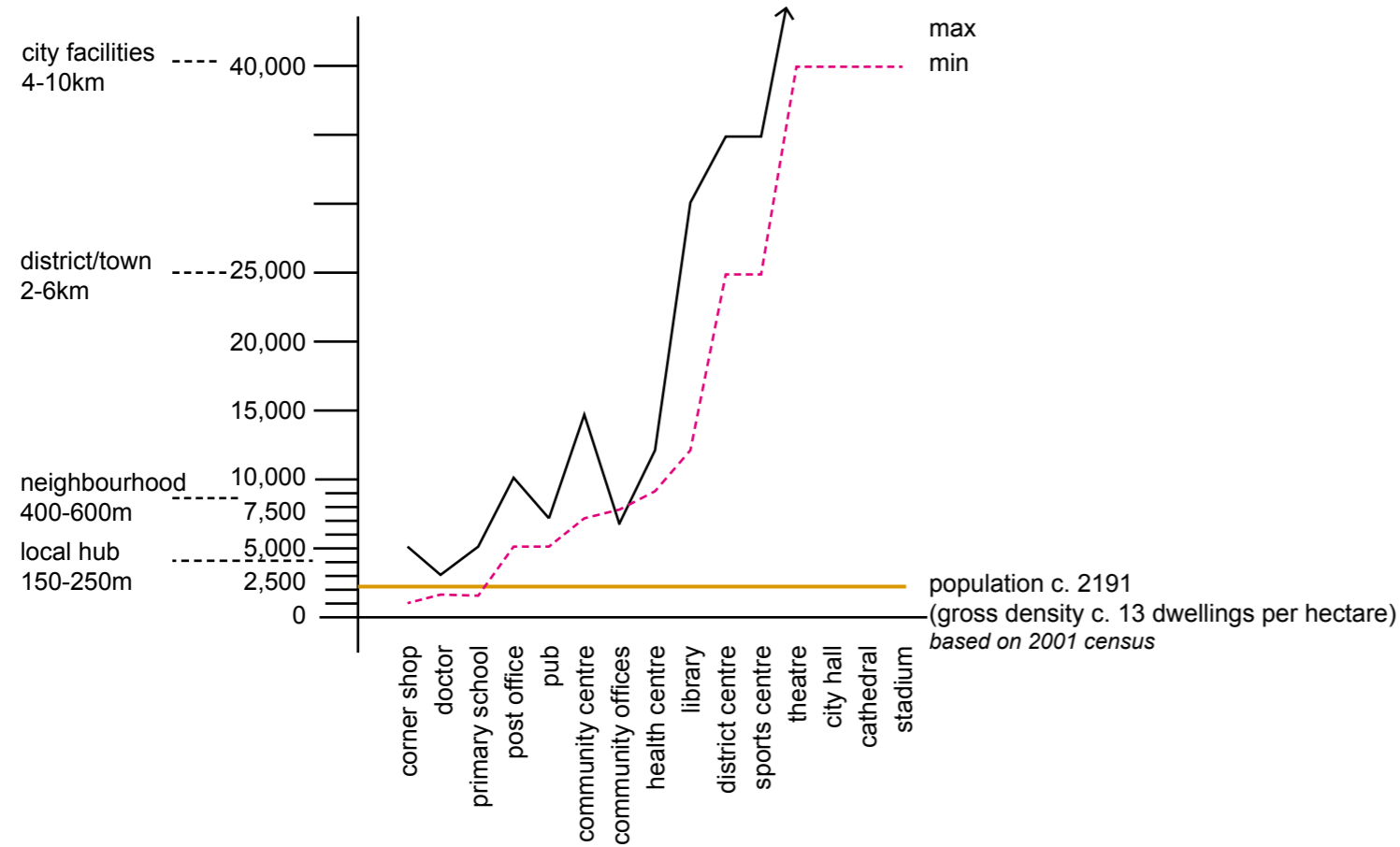


3 black rock_{neighbourhood}

appendix 1: population & density

Population numbers able to support community facilities.

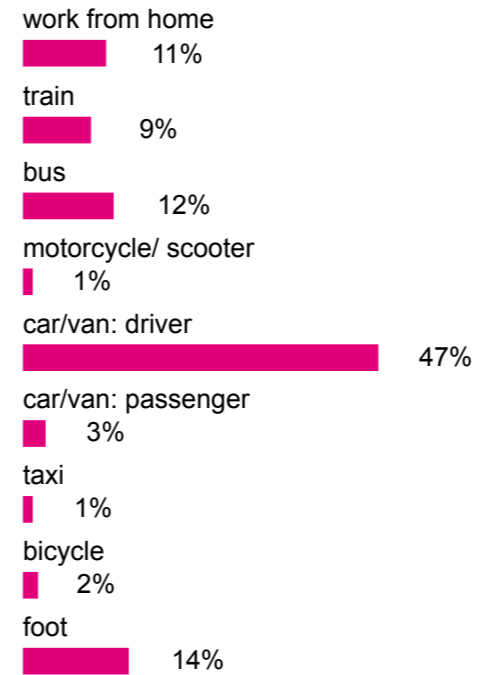
Source: Towards an Urban Renaissance, 2002



appendix 2: travel to work

Statistics illustrating methods of travel to work.

Source: City Stats, Census 2001

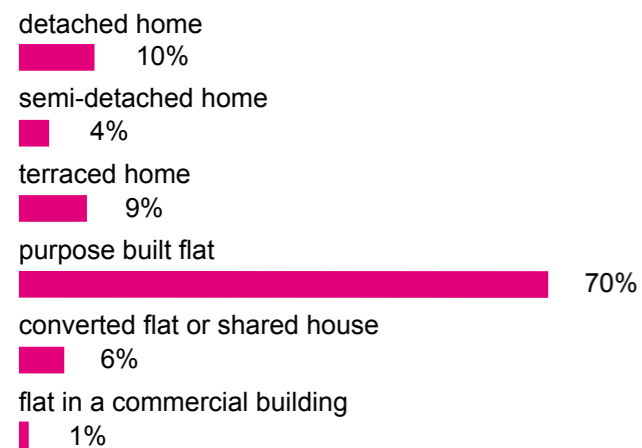


The information from the 2001 census and the Acorn profiles were based on the best fit of the smallest enumeration districts. This was obtained from Citystats website, which is now www.bhlis.org

See pages 8 and 11 for city-wide comparisons and more information

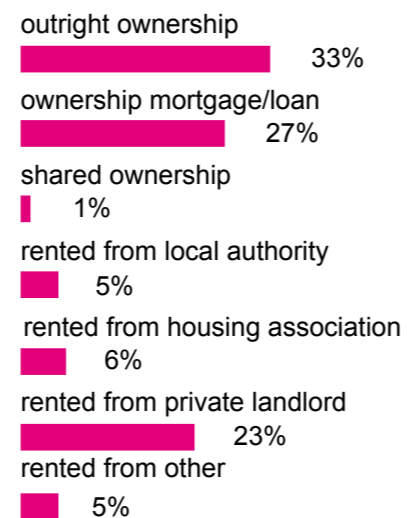
appendix 3: social mix accommodation types

Source: City Stats, Census 2001



tenure types

Source: City Stats, Census 2001



demographic types

Source: City Stats, Acorn data

Clockwise, from the top:

- Older Professionals in Suburban houses and Apartments
- Young Educated Workers Flats
- Suburban Privately Renting Professionals
- Elderly Singles Purpose Built Flats
- Mostly communal population

