

Victoria Road Housing

Appendix 2 - RIBA Stage 2 (Light) Feasibility Study RevA

HOU016
Victoria Road Housing,
Portslade
RIBA Stage 2 (Light) Feasibility Study
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1.0 Introduction

Opening Statement

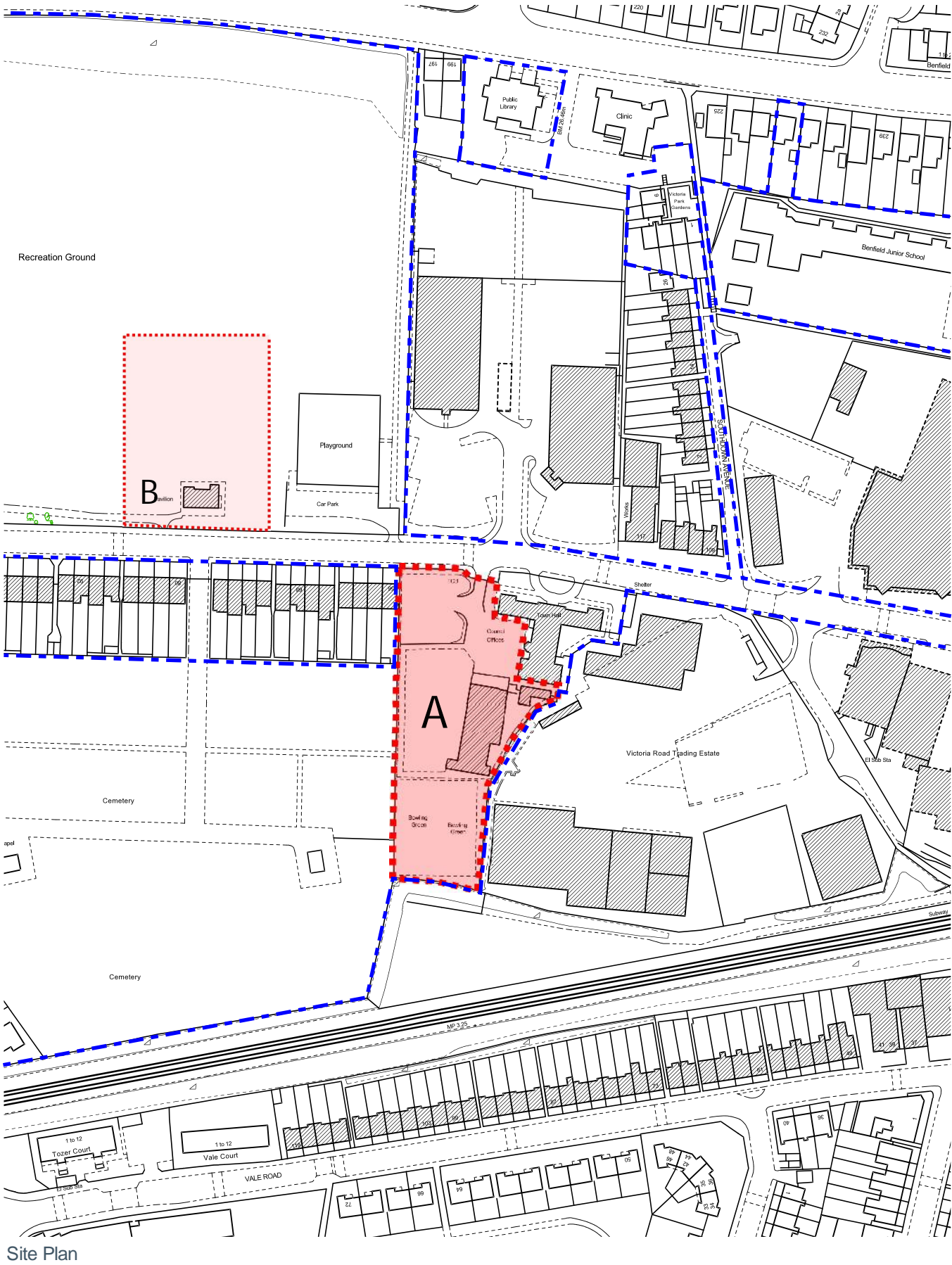
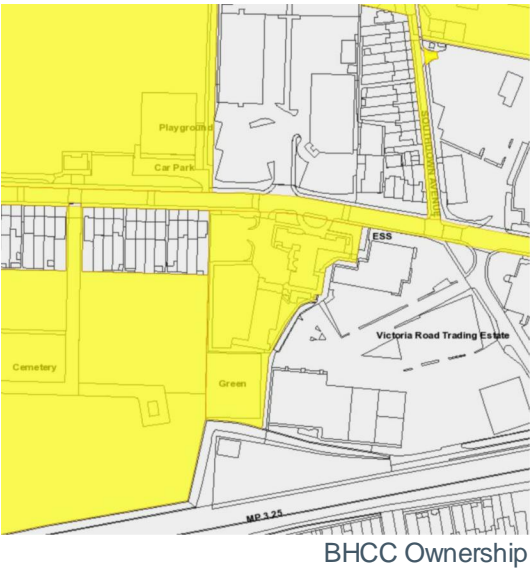
The scope of this phase of work is being defined as a RIBA stage 2 (light) feasibility and concept design with high level budget costs.

The purpose of this report is to develop Option 3 considered in the previous partial RIBA stage 1 feasibility study, (issued in **September 2017**) to develop and record the preferred architectural option and associated costs.

The full extent of the site under review for housing development is shown, right, (Site A) outlined in red and is approximately 0.5 hectares. The site is adjacent to Portslade Town Hall, and the wider area owned by BHCC is shown outlined in blue for information, and in the diagram below.

Work shown within this report is subject to planning, further surveys and may be further developed for a full Stage 2 design and formal pre-application advice.

(This study should be read in conjunction with the initial feasibility study for Victoria Road Recreation Ground sports pavilion which was issued for budget pricing in July 2018. This explores the possibility of relocating Portslade Bowls Club into a purpose built sports pavilion on the recreation ground, (Site B, right) to facilitate the full release of Site A.)



2.0 Project Brief

Client Brief and Objectives

New Homes for Neighbourhoods

Building new affordable homes on council land is a key priority for Brighton & Hove City Council and essential to tackle the city's 'housing crisis' and to wider meet housing targets contained within the Council's City Plan. The new Homes for Neighbourhoods programme has cross party support for new Council homes for all areas of the City.

The City Plan is a key planning document that provides the overall strategic vision for the future of Brighton & Hove to 2030. It sets out how the council will respond to local priorities, meet the challenges of the future and identify the broad locations, scale and types of development needed together with the supporting infrastructure. It also sets out local housing targets for the city to 2030 of 11,300 new homes. This will be achieved by, amongst other things, the efficient use and development of land and sites across the city including small and windfall sites.

The New Homes for Neighbourhoods programme will go some way to meeting these overall requirements and supports already identified locations for development in the City. The City Plan also clearly states that a key objective is to *'provide people with a choice of decent quality housing to meet their needs for a stable home at a cost they can afford'* and that *'the majority (94%) of new residential development will take place on previously developed land or 'brownfield' sites.'* This is because Brighton and Hove is a tightly constrained city between the downs and the sea, meaning that a significant proportion of residential development across the city must take place on smaller development sites (5 or less units)

The council developed a New Homes for Neighbourhoods estate regeneration programme to help tackle the shortage of affordable housing and meet the specific City Plan housing target of 500 new homes on HRA land by 2030.

The programme is split into two main work streams: infill and garage sites and larger scale estate regeneration. Both are necessary to achieve the targets for new homes on council housing land.

There are thousands of households on the Homemove register wanting to rent a council or housing association home in Brighton & Hove. Numbers on the register have been rising, while few council homes become empty. The council already works closely with other social landlords to help them increase the supply of homes across the city. Under the New Homes for Neighbourhoods programme, the council will be providing new homes on our own land.

The council does not have large areas of unused council housing land available to build new estates, so it is looking for small 'infill' sites on council land which could be used to build new homes. For example, empty buildings, vacant land on council estates or former or underused council garages. There is great need for more new affordable homes for local residents and also for existing council tenants who now need to move to an appropriately sized home. New council homes for affordable rent will be advertised and let through Homemove, in the same way as other council properties.

Victoria Road

As part of its Corporate Property Strategy and Asset Management process, the council approved the marketing of the Victoria Road Housing Office site (adjacent to Portslade Town Hall) for disposal and redevelopment. Works were carried out to the town hall to create a new hub for housing services and community policing which facilitated the relocation of staff from the housing office into the main town hall building and other council offices across the city. The housing office on the site has been vacant since 2014.

Initial high level feasibility studies were undertaken in September 2017 and three options were developed involving a combination of terraced housing and blocks of low-rise flats.

Of all these options, Option 3 (i.e. the re-location of the Bowls Club to Victoria Recreation Ground and redevelopment of the entire site for housing) is the most favourable because it maximises the delivery of affordable rented homes while at the same time improves the visibility of Portslade Bowls Club. Early consultation with stakeholders has revealed support for Option 3 from the Bowls Club itself, ward councillors, the Chair of Housing & New Homes and the Chair of Environment, Transport & Sustainability as well as the Friends of Victoria Park. It is this option which the client would like to see developed to RIBA Stage 2 Light.

The client is particularly keen for the costs of development to demonstrate Value For Money (VFM). Cost efficiency should be at the core of the design proposal, with a value engineering approach adopted right from the outset.

The height of proposed development will need to take on board the site context and should also be informed by the topographic survey and comments from the Heritage team in the Informal Planning guidance for the site. However, given that the site slopes towards the railway line, the client is keen to explore the possibility of taller buildings at the lower points of the site.

As far as possible, the client is keen for the architect to meet the unit mix specified in the council's Affordable Housing brief. However, the final mix of the new scheme should be a product of good design and making the most efficient use of the existing site, rather than being constrained by the Affordable Housing brief requirements.

Similarly, the space standards to be achieved are set out in the council's Affordable Housing brief. However, some relaxation of these space standards could be countenanced if it can be demonstrated that the overall scheme costs are likely to be significantly reduced. This could include specifying units which meet the lower end of the space standards i.e. 2 bed 3 person, 3 bed 4 person etc.

Any option being brought forward for development would need to address the need for permanent parking for Portslade Town Hall, and the provision of a new bowling pavilion and green for Portslade Bowls Club.



3.0 The Site

Wider Area Context

Wider Area Context

Portslade is located in the west of Brighton and Hove, and is the boundary 'town' with West Sussex. (Boundary shown red) The A270, (dotted blue, right) bisects Portslade with Portslade Village to the north, and Portslade-by-Sea to the south.

Portslade-by-Sea straddles the small but busy seaport harbour basin of Shoreham harbour and is the industrial centre of Brighton and Hove. The site is within South Portslade Ward.

The railway cuts through Portslade, (shown orange) towards Shoreham and beyond to Southampton. Portslade Station can be found within around 5-7 minutes walk of the site.

The South Downs National Park extends into the City around Portslade Village to the north of the A270. The approximate National Park boundary is shown dotted in green.

The Site is not in an Air Quality Management Area, although the nearest AQMA is relatively close to the site, extending along the harbour basin and up Trafalgar /Church Road and Station / Boundary Road - AQMA shown dotted white. The Site is not within a Smoke Control Zone.

Portslade Cemetery is located immediately to the west of the site. The cemetery is 7 acres in size and was opened in 1872 and includes two Victorian chapels, which are on the local list of Heritage Assets. (starred, right) There are no new graves available.

Also on the local list of Heritage Assets is Portslade Town Hall, (starred, right) which is located immediately to the east of the site.

The northern edge of the site falls within an Archaeological Notification Area, shown shaded pink. There is a historic landfill sit, opposite, shown ringed yellow, right.

The site does not fall within a conservation area, and there are no tree preservation orders on any of the trees within the site, or adjacent to the site.

The bowling green and practice green within the site are currently designated open space. The site is within a nature improvement area, and adjacent to a protected employment site.

The site is within flood zone 1 and therefore has a low probability of flooding.

The site is in an area of moderate risk for unexploded ordinance, and is in reasonably close proximity to an area of high risk which covers Southwick to the west.



3.0 The Site

Site History

Figure 01 [current] - Victoria Road elevation of Portslade Town Hall. Built in 1923 as a recreational hall for the Ronuk Factory it now functions as office accommodation for BHCC and is home to many community groups and clubs.

Figure 02 [current] - Victoria Road Recreation Ground. The area was formerly used as a brickfield from around 1867 but the park was opened in 1902 after landowner J Eardley Hall sold 9 acres to Portslade Council. The recreation ground has since been increased in size and is now 13.4 acres.

Figure 03 [current] - this image illustrates the use around the site. Houses line Victoria Road to the west of the site, (opposite the Rec) with Portslade cemetery situated between the houses and railway line, due west of the site. To the north and east the site is bounded by several car dealerships and other commercial use, many classed as 'sui generis' under planning terms.

Figure 04 [1899] - this map published in 1899 illustrates the area of brickfields prior to the setting out of the recreation ground.

This area, a historical landfill site, is now an archaeological notification site. In around 1876 men were digging for brick earth when they came across several Romano-British cremation burials.

Figure 05 [1912] - this map published in 1912 shows the relatively recently established recreation ground, which became the only public open space in Portslade until the 1930s. In due course Portslade Council purchased a further 5 acres of land adjoining the recreation ground, although it was used as a dump for household waste until around 1931.

Figure 06 [1933] - this map established in 1933 shows the distinctive plan form of the Ronuk Hall, (now Portslade Town Hall) opened in 1928 as a recreational hall for the factory workers. The Ronuk Factory produced polish, and the word 'Ronuk' is an Anglicised form of a word suggested by an ex-Indian Army officer signifying brilliance.



Fig 1: Portslade Town Hall



Fig 2: Victoria Road Recreation Ground



Fig 3: Aerial View Site Use



Fig 4: OS 1899



Fig 5: 1912



Fig 6: Fig 1933

3.0 The Site

Site Photographs



Fig 1: Portslade Town Hall



Fig 2: Vacant housing office



Fig 3: View of housing office from Portslade Cemetery



Fig 4: Bowling Green and bank to the south



Fig 5: Adjacent houses on Victoria Road



Fig 6: Houses on Victoria Road



Fig 7: Entrance to the site, and current recycling point



Fig 8: View of site from Victoria Road -



Fig 9: Site boundary with Portslade Cemetery

3.0 The Site

Site Infrastructure

National Grid - Gas and Electrical Networks - National network maps confirm that there is no National Grid Infrastructure within the vicinity of the site.

Southern Gas Networks - A plan of the site issued by Southern Gas Networks shows that there is a medium pressure gas main and a low pressure gas main running along Victoria Road.

UK Power Networks - A plan of the site issued by UKPN indicates that there is a substation, 'VICTORIA ROAD EAST 523667' located immediately to the east of Portslade Town Hall, on the south side of Victoria Road. A 33kV primary distribution route runs along Victoria Road. A secondary distribution LV underground cable also runs along Victoria Road; the routes appear to cross each other beneath Victoria Road directly to the north of the site. There is a further secondary distribution route which serves the town hall, running between the town hall and substation to serve the now vacant housing office.

Virgin Media - Virgin Media ducts run along Victoria Road. A chamber sits at the front of the site on the southern side of Victoria Road, from which a duct runs to the now vacant housing office.

BT Openreach - BT apparatus runs along Victoria Road, distributed from poles to the residential properties to the town hall and the residential properties to the west of the site. It appears that historically there was a kiosk directly to the north of the site close to the entrance to the car park. From a joint box to the north of Victoria Road underground apparatus serves the now vacant housing office.

Public Sewers / Wastewater - Southern Water maps indicate that there are foul water sewers running along Victoria Road. Due to the topography of the site and constraints of the railway and foul waste water will need to be pumped uphill to Victoria Road

Foul Water - No connections currently indicated on Southern Water maps.

Surface Water Drainage - Surface water on the site appears to drain naturally currently.

Water - Southern Water maps indicate that a 12" cast iron water main and a 4" cast iron water main run along Victoria Road to the north of the Site.



Constraints



Victoria Road is a distributor road, (B2194) which forms a hard boundary to the north of the Site. It is a relatively busy route running between Boundary Road and Trafalgar Road, generating a moderate level of noise and air pollution.

The commercial and industrial premises to the east of the Site may also contribute to noise levels in the area.

The town hall hosts a number of community facilities during the course of a month including various clubs and a blood bank. Consideration should be given to access and parking for building users. Parking for residents is also a consideration and will need to be accommodated on site in line with SPD14.

There is a sharp change in level at the rear of Portslade Town Hall.

There is the possibility of overspill from the cemetery along the western boundary in the form of 'pauper's graves.' (currently being investigated)

All drainage is required to be pumped uphill to the sewers on Victoria Road.

The proximity to the railway and nearby Shoreham Airport may impose restrictions on the use of a crane. (to be investigated)

There is currently a recycling point at the front of the Site along Victoria Road and consideration should be given to it's relocation.

Party Wall agreements should be sought with the closest residential property on the south side of Victoria Road, and the commercial premises immediately adjacent to the east.

4.0 Site Development

Opportunities



Opportunities

The Site is well located for new homes, with the orientation of the Site lending itself well to east-west orientation buildings.

The relatively open aspect of the Site to the south and west enables uninterrupted views over the cemetery and potential longer ranging views to the sea.

The size of the Site is such that it should be possible to develop with density in line with local planning policy whilst enhancing the setting of the town hall. There is potential to create some meaningful amenity space/s and improve the public realm.

The line of mature trees along the western boundary will serve to soften the impact of any development as viewed from the cemetery, whilst also creating a buffer to noise from the residential development.

The Site is in close proximity to good sustainable transport links, with frequent bus services along many surrounding roads including Old Shoreham Road across the park to the north, (within 3-5 minutes walk) and Boundary Road to the east. It is also a short walk from Portslade Train Station.

The railway line which runs beyond the site boundary to the south provides a good open aspect to the south.

The Site is well located for families with Victoria Road Recreation Ground within a minutes walk of the Site to the north. Portslade Cemetery, (also designated open space) is adjacent to the Site.

The local shopping centre of Portslade is within 5-7 minutes walk, and the site is within walking distance of a number of nurseries and primary schools.

The Site has the benefit of established vehicular access from Victoria Road.

Whilst Victoria Road serves a busy commercial / industrial area to the east of the town hall, it is primarily a residential street to the west and has previously been subject to traffic calming measures, (humps) to limit speeds.

The houses close to the site are predominantly 2 storey terraced structures with pitched roofs. There are no properties whose main aspect looks across the site.

The Site, whilst relatively flat, gently slopes away in the direction of the railway by approximately 2m enabling the opportunity to explore increasing the height of any proposed development at the far end of the site away from the town hall.

4.0 Site Development

RIBA Stage 1 Feasibility - Site Option 3



Site Option 3 - Overview

Initial Feasibility Study Options

An initial study of the Site's feasibility for redevelopment was carried out in 2017 where 3 options for the extent of the redevelopment area were considered;

Site Option 1 - extent approximately **0.24** hectares. (2400m²)

Car park to north of site to remain, bowling green to south of site to remain. Existing housing office and small ablutions block to be demolished and site brought forward for development.

Site Option 2 - extent approximately **0.375** hectares. (3750m²)

Bowling green to south of site to remain. Existing housing office and small ablutions block to be demolished and site brought forward for development, including extent of car park.

Site Option 3 - extent approximately **0.485** hectares (4850m²)

Bowling green to be relocated. Full extent of site to be brought forward for development. The site plan, left, illustrates preliminary ideas for the full redevelopment of the site identified as Option 3.

Of all these options, Option 3 is the most favourable because it maximises the delivery of affordable rented homes while at the same time improves the visibility of Portslade Bowls Club. It is this option which the client would like to see developed to RIBA Stage 2 Light.

Site Option 3 - Early Appraisal

4 no. family houses, (4 bedroom, 7 person) and 27 no. Flats. Mix of 1, (2 person) 2 and 3 bedroom homes. Minimum 10% to be wheelchair accessible. Creation of meaningful amenity spaces.

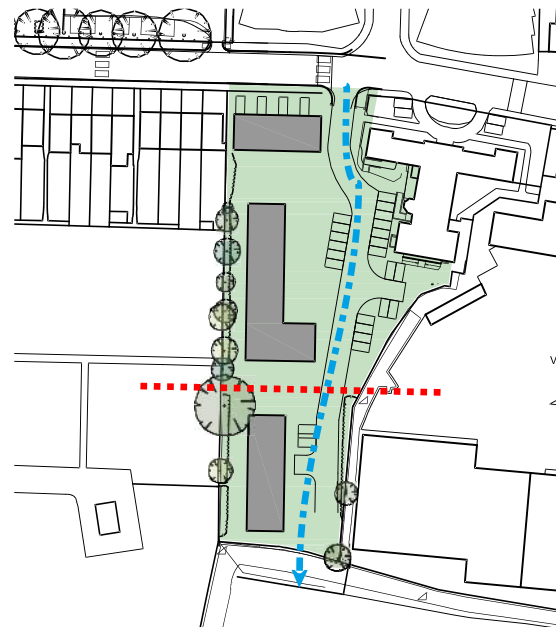
Density 64 homes per hectare.

New access road off Victoria Road. Car parking adjacent Portslade Town Hall to be rationalised and car parking management strategy to be addressed. (Potential parking areas shown hatched blue)

Bowls club to be relocated on Victoria Road Recreation Ground, East Pavilion to be refurbished for use as pavilion. (Approx. 81.5m²) Existing car parking on the recreation ground could be extended towards the East Pavilion, approx. 10 additional spaces.

5.0 Architectural Report

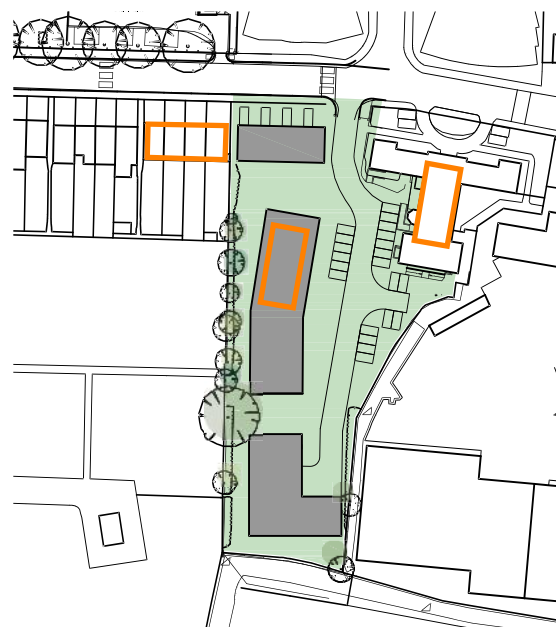
Early Development



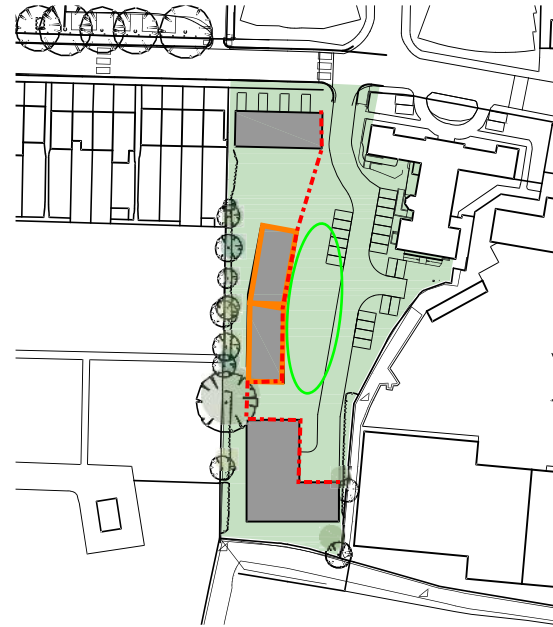
- L shaped front block cuts the site in 2 and isolates the rear block from amenity.
- Potential security issues with access to rear



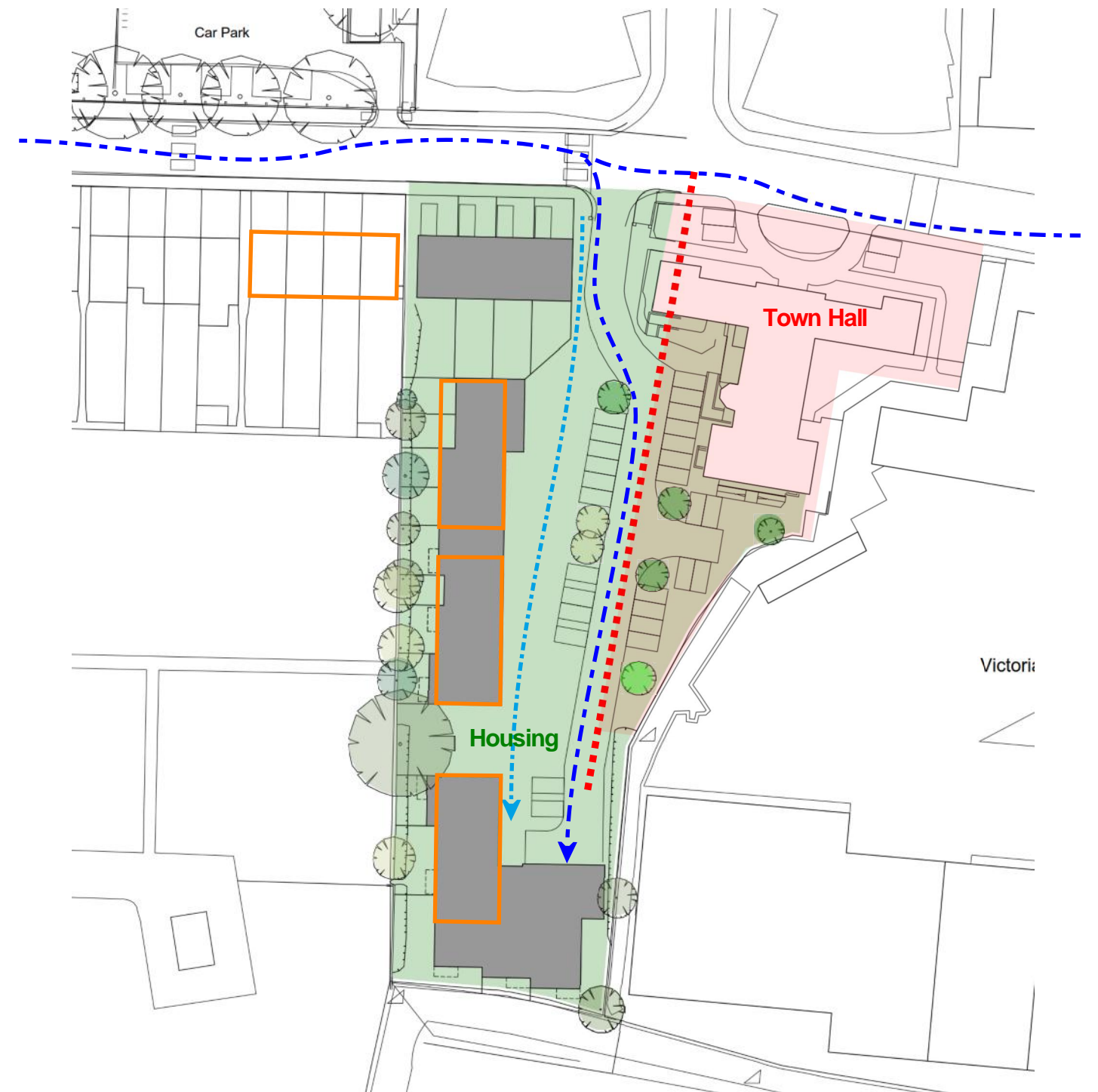
- Orientation in line with town hall creates north-west main aspect for homes - possible overlooking issues.
- Potential security issues with access to rear



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



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



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

5.0 Architectural Report

Precedent / Development of Building 1 (Houses)



Aerial view of Victoria Road



Houses adjacent on Victoria Road



Rhythm and Scale

The existing houses along the southern side of Victoria Road facing the recreation ground are two storey structures, (some with extensions into the roof) arranged in terraces of 4, creating a rhythm of long thin blocks.

Most have hipped roofs but some have extended into a gable to accommodate a loft extension.

Material

The houses are of brick construction to the underside of the first floor windows with render above, and tile hanging to the rounded bays.

Many have had varying porches added on the front, (north) elevation. The roofs are tiled.

Proposal

The site lends itself perfectly to extending the strong existing building line along the street to the town hall, with a further terrace of 4 homes facing Victoria Recreation Ground.

The proposed terrace would be constructed in brick in keeping with the surrounding area and the strong historical connection to brickwork on the site opposite. We propose that the terrace be carefully detailed to compliment the existing houses while simultaneously tying the terrace to the 2 blocks of flats beyond.

We propose a terrace with a gabled ended roof, creating a 'book end' at the end of the terraces which mirrors the gable of the town hall immediately adjacent, framing crisp views of the development and the amenity space beyond.

This row of terraces will be the street facing element of the development, requiring the relocation of the existing recycling point to a more appropriate position away from the locally listed Town Hall which is the focal point on the street.

The proposed short terrace of homes will improve the setting of this important heritage asset.

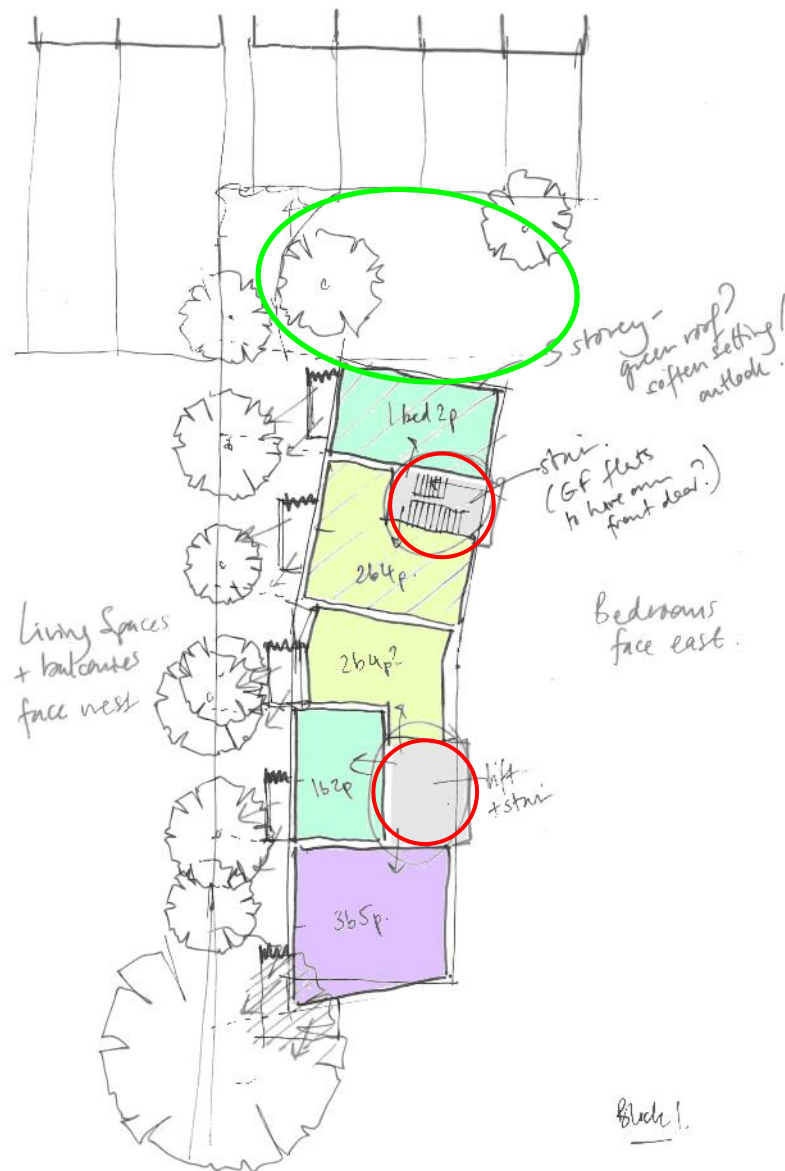


Proposed massing of new terrace

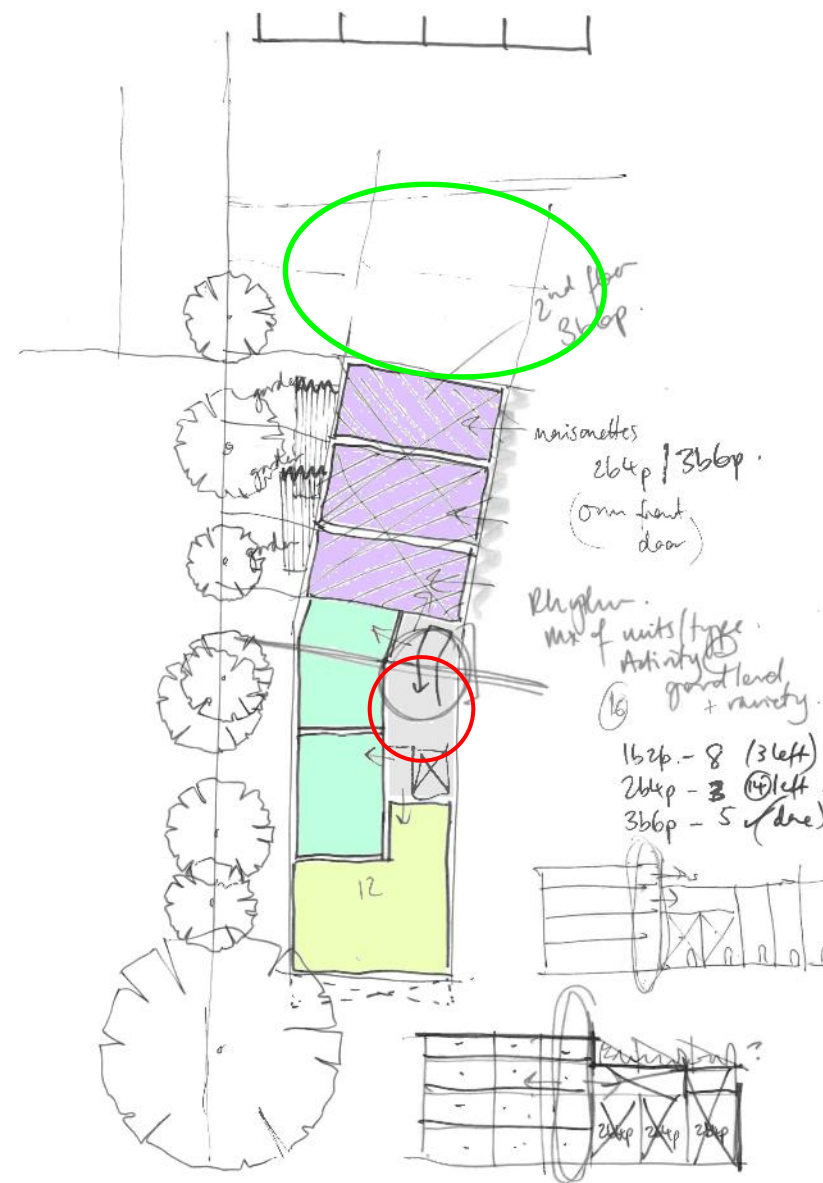


5.0 Architectural Report

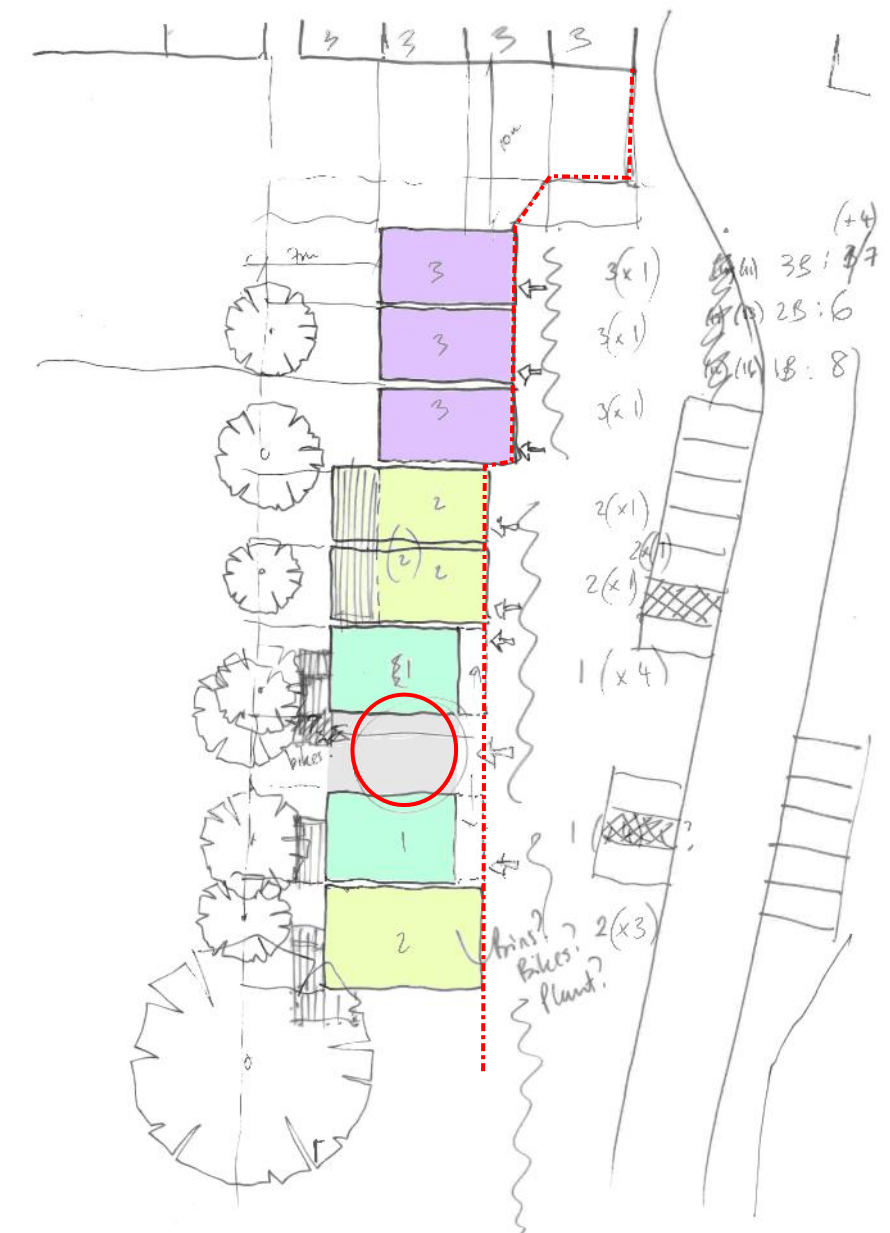
Evolution of Building 2



- Long block requires more than 1 stairs - uneconomical.
- Balconies close to the rear of existing houses on Victoria Road may cause overlooking / privacy issue and potential conflict with established residents.
- Rear garden boundary / public space conflict.



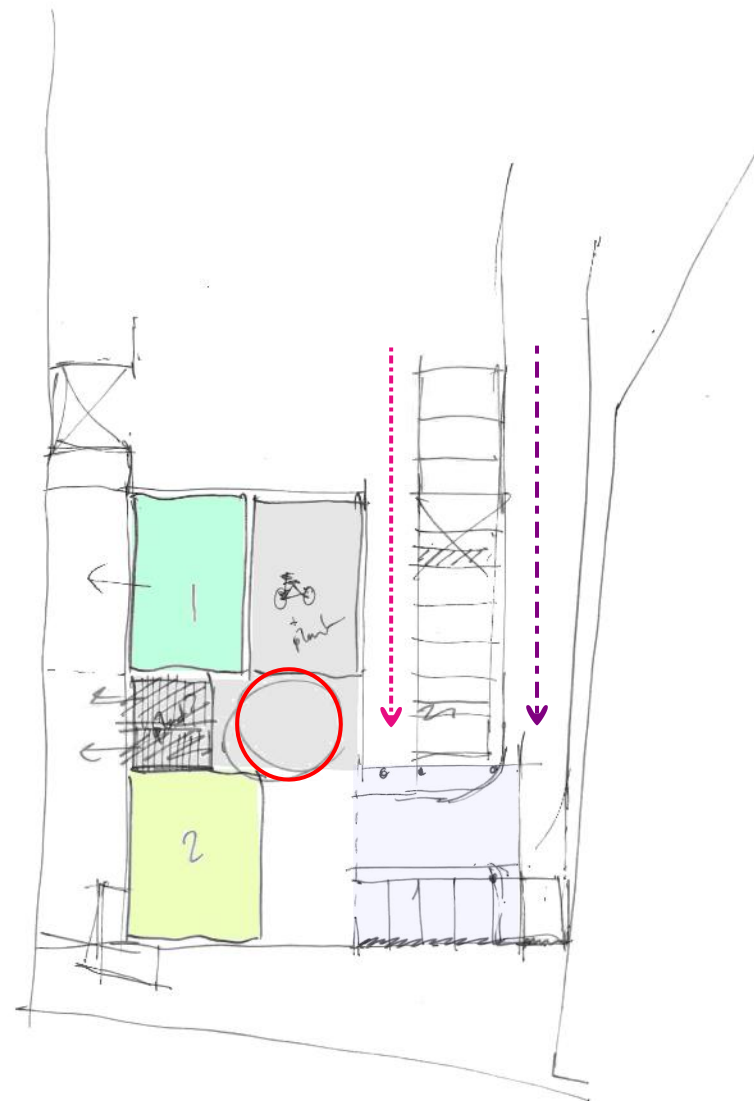
- Simplify to single stair - include maisonettes to the north of the block?
- Potential for individual front entrances opening onto the central amenity space; potential to create a lively, purposeful 'place.'
- Balconies close to the rear of existing houses on Victoria Road may cause overlooking / privacy issue and potential conflict with established residents.
- Rear garden boundary / public space conflict.



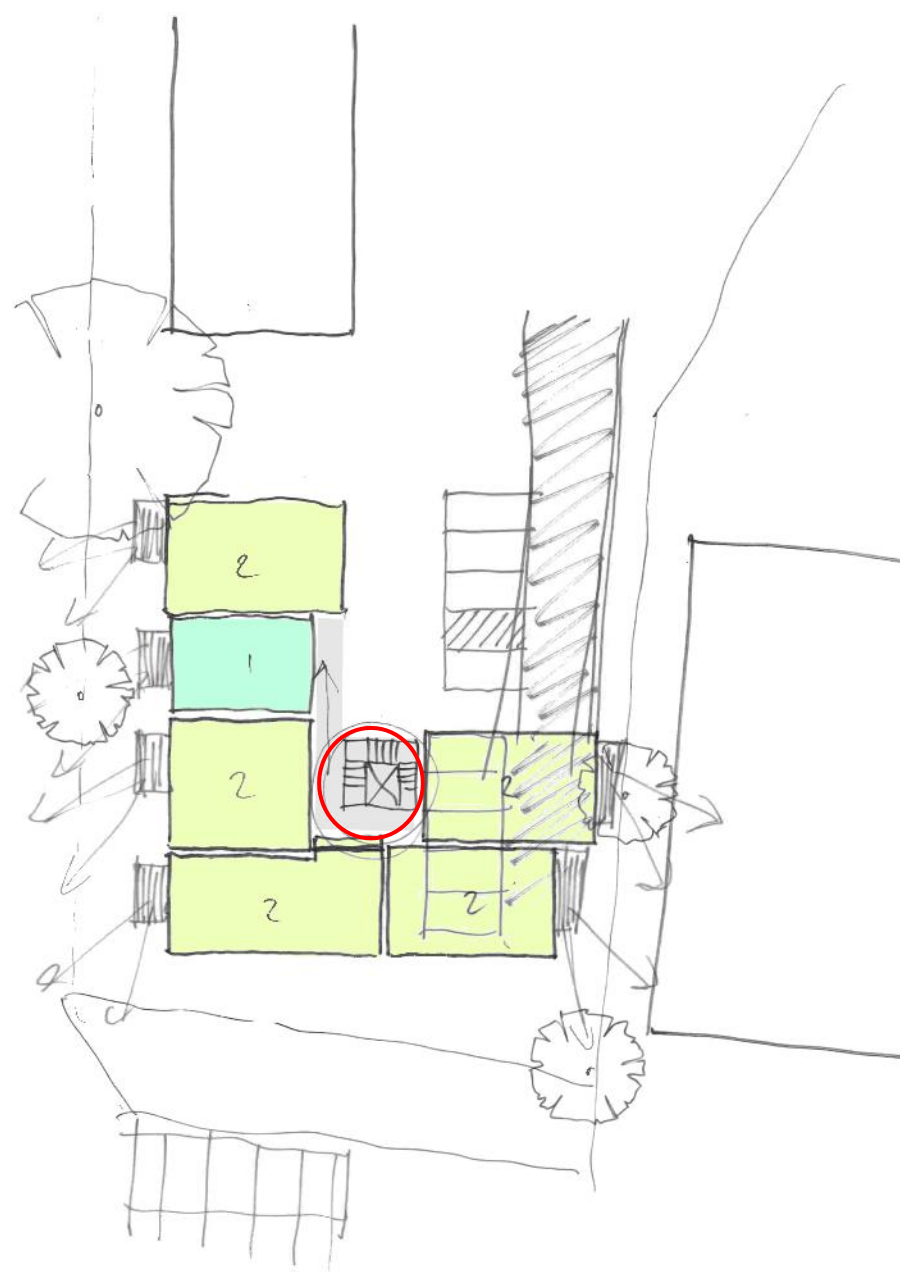
- Simplify to single stair by including houses / maisonettes to north of block.
- Removes requirement for balconies close to rear of existing homes on Victoria Road.
- Mix of unit typology brings a better feel of community to the development.
- Individual front entrances opening onto the central amenity space, including wheelchair accessible homes at GF level . (Easier access)

5.0 Architectural Report

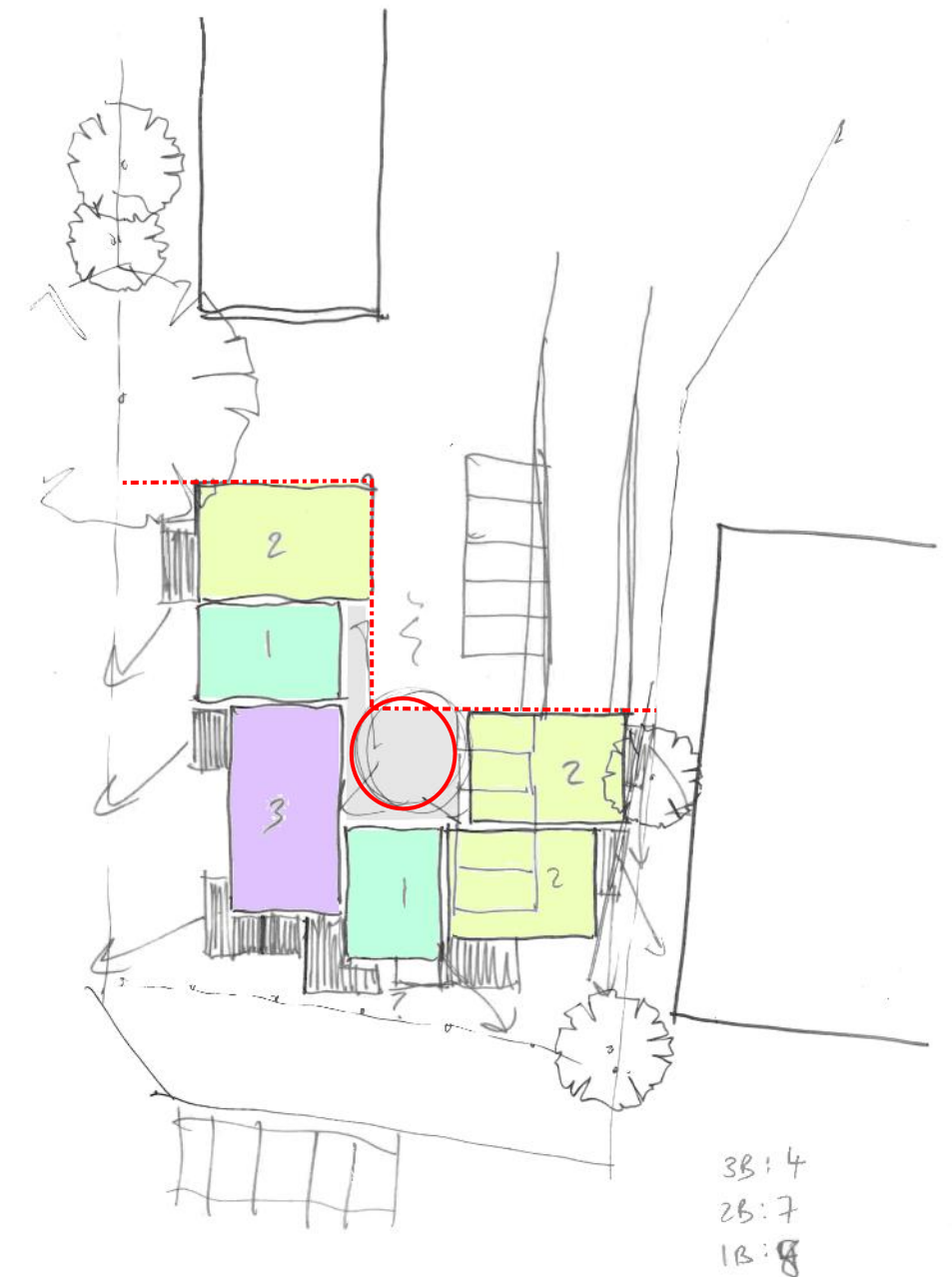
Evolution of Building 3



- Aspiration to include undercroft parking beneath the rear block. Space allowance greatest for cars turning / reversing under building. Desirable to design out if possible whilst retaining some parking.
- Important to retain separation of vehicular route and pedestrian route. (Low car ownership - most residents will be leaving / entering development on foot)
- Creation of predominantly south and west facing homes.



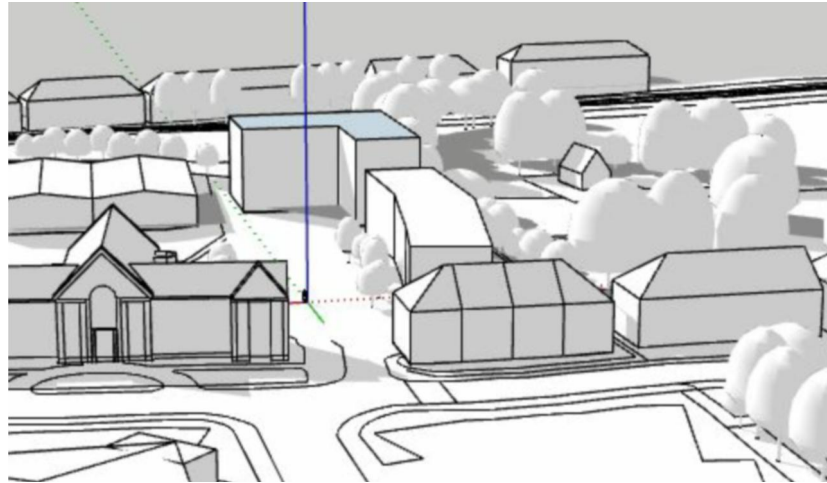
- Economic to arrange flats around a single central core in a 'cluster' arrangement.
- Investigating possibility of efficient undercroft parking.
- Developing plan to ensure south / west aspects, careful positioning of balconies.



- Economic to arrange flats around a single central core in a 'cluster' arrangement.
- Stepped rear form enables private balconies to homes with good aspect / views.
- Rear of building is private gardens to individual homes. No through access.
- Mass of structure concealed from central amenity space / town hall by its orientation and position.

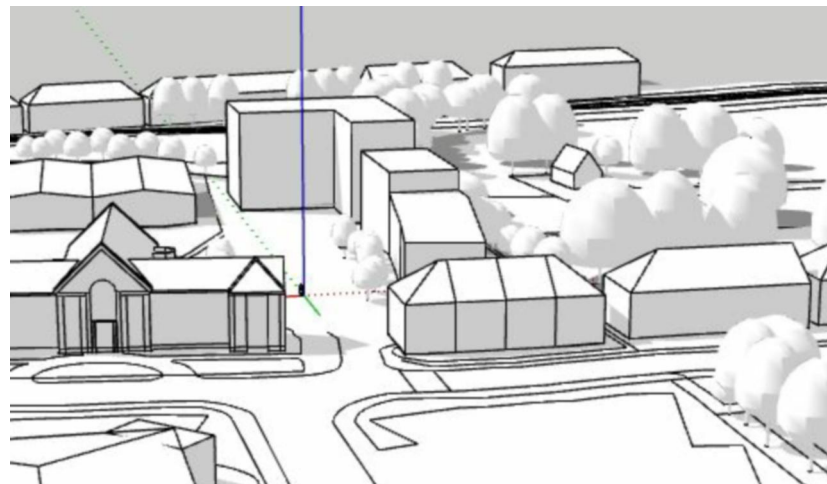
5.0 Architectural Report

Early Massing Studies



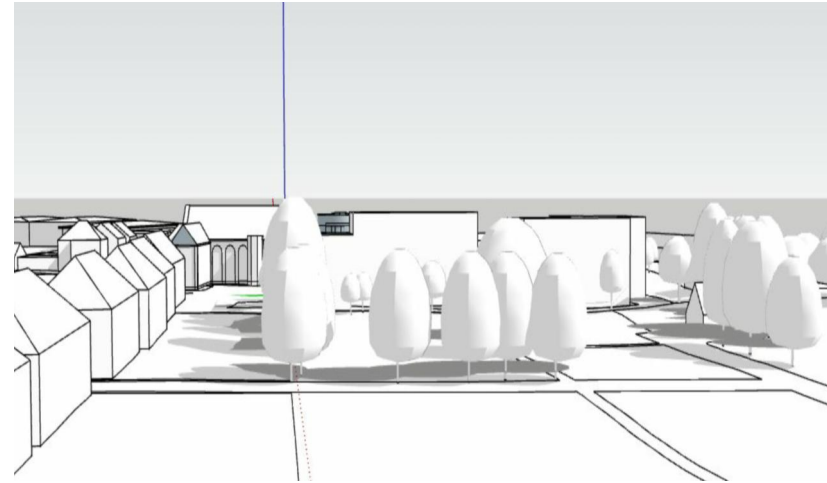
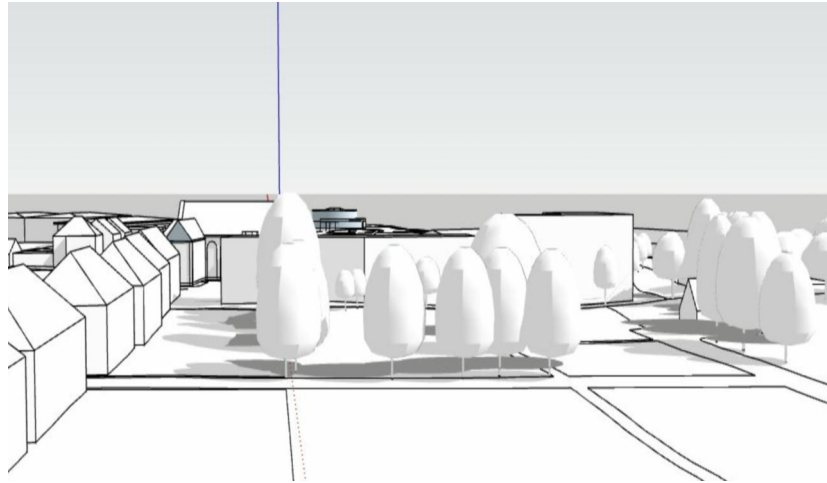
Massing studies considered the following;

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



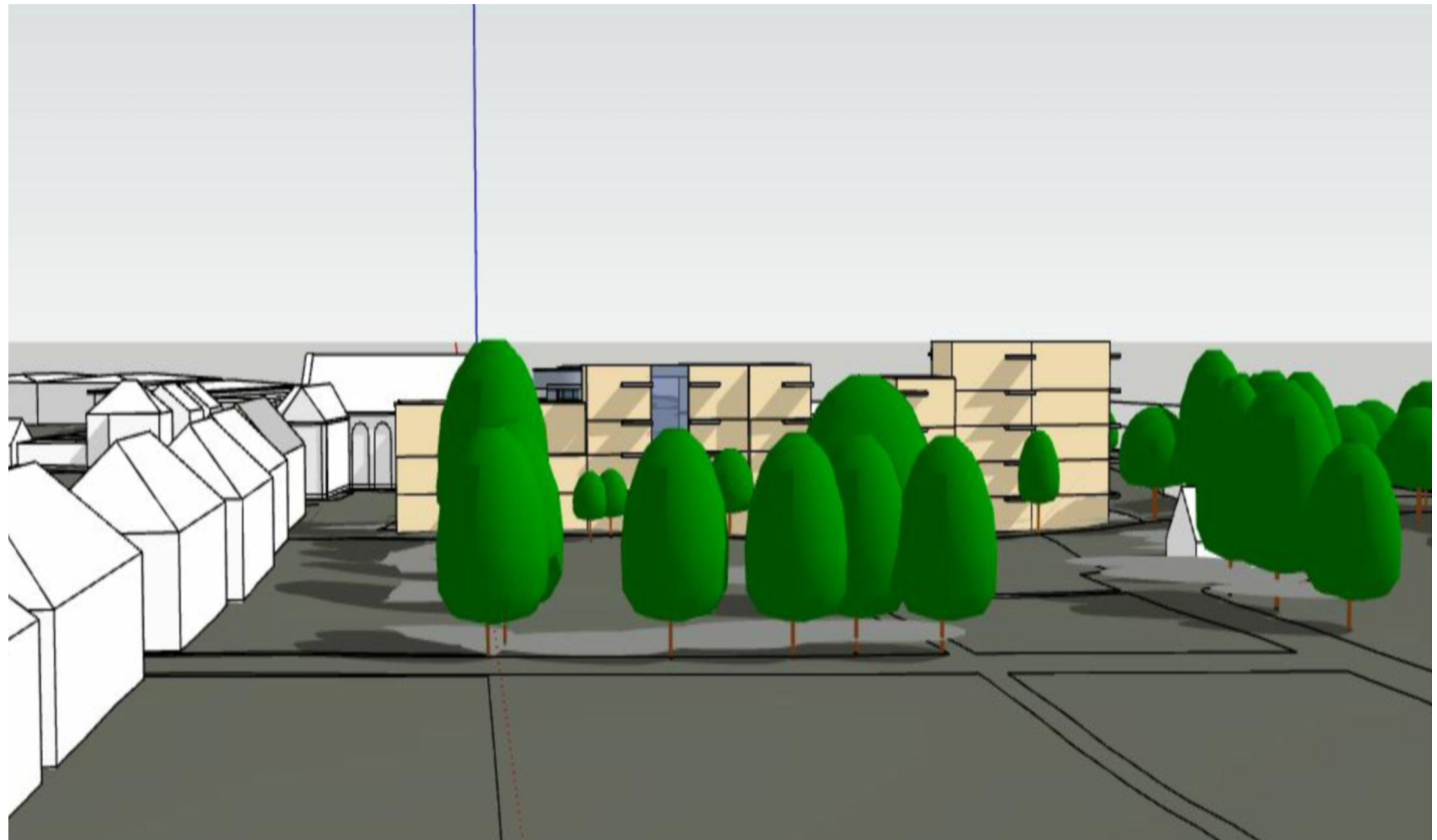
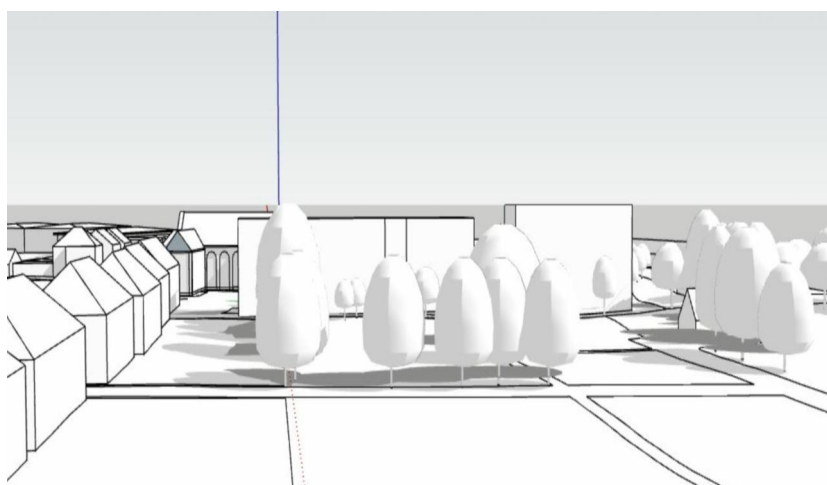
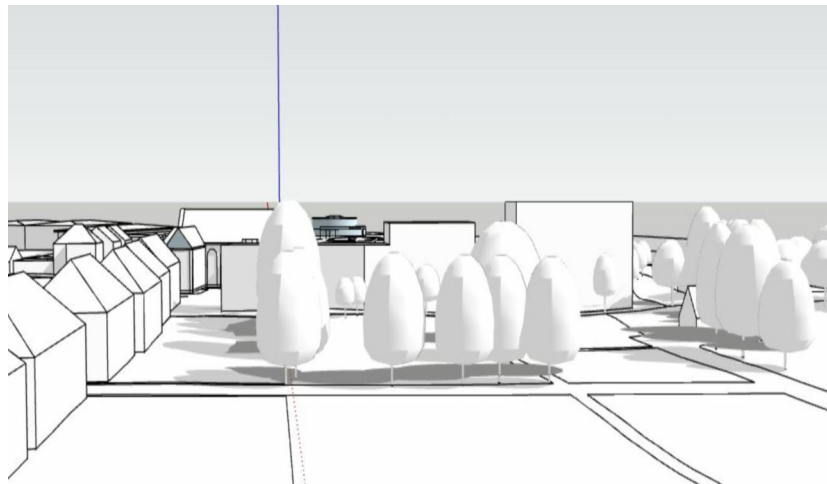
5.0 Architectural Report

Early Massing Studies



Massing studies considered the following;

- An efficient circulation strategy for each block to minimise costs and maximise homes on the site.
- The position of existing trees on site and their benefit in creating a natural break between the two rear blocks.
- Opportunities / challenges created by the topography of the site.
- The blur between 'front' and 'rear' elevation with the balconies all facing away from the central amenity space.
- The scale of the main block, particularly when viewed from Victoria Road and the town hall.



5.0 Architectural Report

Building Footprint in Context



Proposed Ground Floor Plan in Context

5.0 Architectural Report

Ground Floor

The ground floor plan indicates three buildings in a landscaped setting.

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

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

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

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

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

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

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

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



5.0 Architectural Report

Typical Upper Floors

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

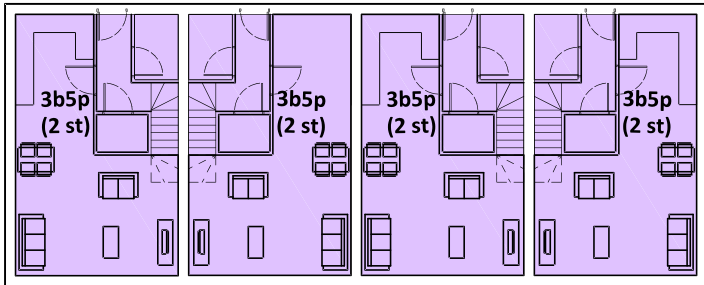
There are no protruding balconies on those homes to the north of building 1, which serves to avoid overlooking / loss of amenity issues with the existing homes adjacent to the site on Victoria Road.

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

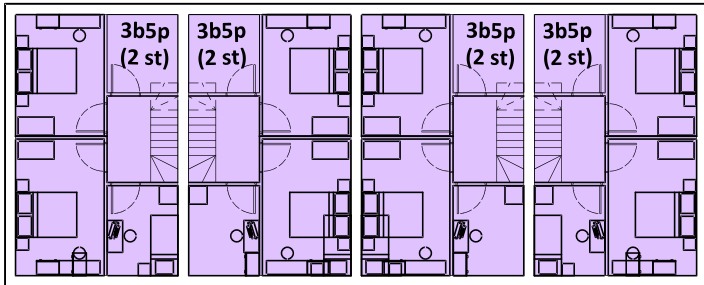


5.0 Architectural Report

Building 1



Building 1 Ground Floor Plan



Building 1 First Floor Plan

Building 1 is oriented north - south in line with the existing residential properties along the southern side of Victoria Road.

The 4 home terrace is in keeping with the existing typology along the street.

The properties have generous rear gardens which face south, and small front gardens and private driveways which face north, adjacent to the public footpath.

The houses will be designed in accordance with Part M4 (2), in line with the client brief.

NB: Should demand be such these houses could be 3 storey 4 bedroom homes with a 'room-in-the-roof' arrangement.

5.0 Architectural Report

Building 2

Building 2 is the long central block on the site oriented east-west.

The single core accommodates a lift and stair, with east-west aspect which could enable cross ventilation of the circulation spaces. The homes have been organised around this single core in a way that minimises the amount of vertical and horizontal circulation required, providing a financially and spatially economic layout.

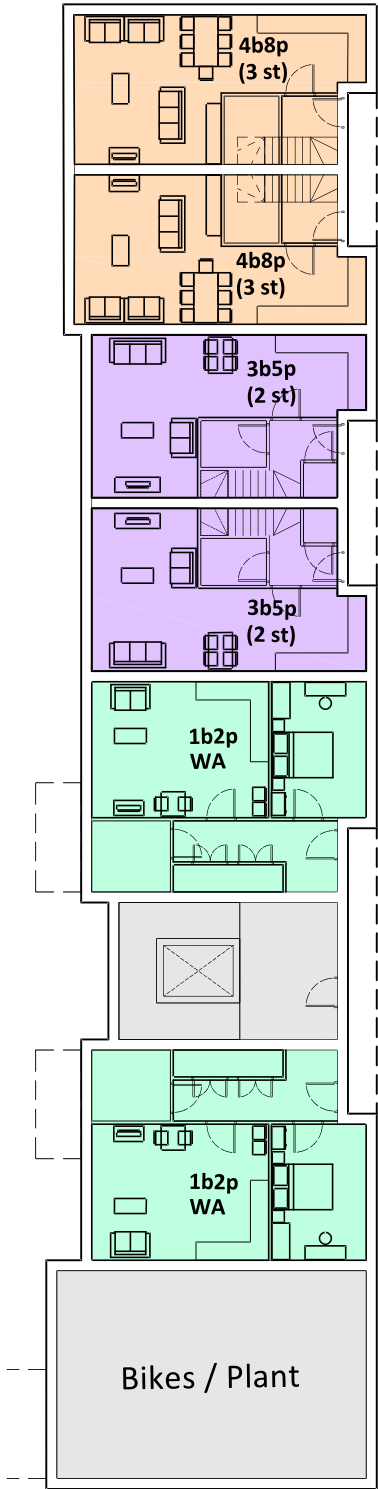
This block enjoys a good mix of 1, 2,3 and 4 bed homes.

At ground floor level at the southern end of the building is an area designated for bikes and plant. The positioning of this space and it's proximity to building 3 may enable the economic shared plant across the 2 larger blocks.

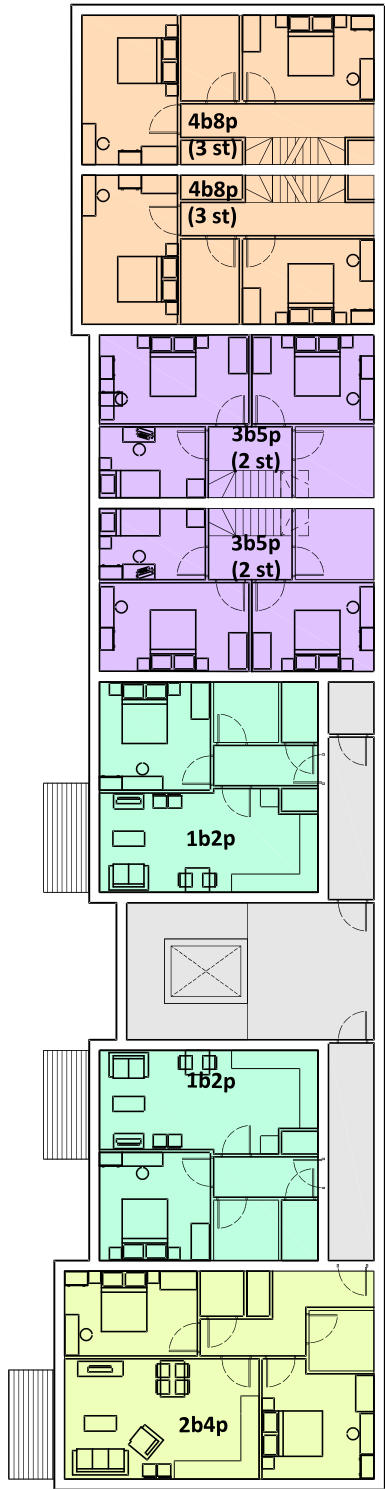
The 4 bed houses and 3 bed maisonettes, (entered at ground floor level) to the north of the block enjoy private rear gardens, as do all other ground floor homes.

All homes entered from the upper floors enjoy west facing balconies overlooking the cemetery.

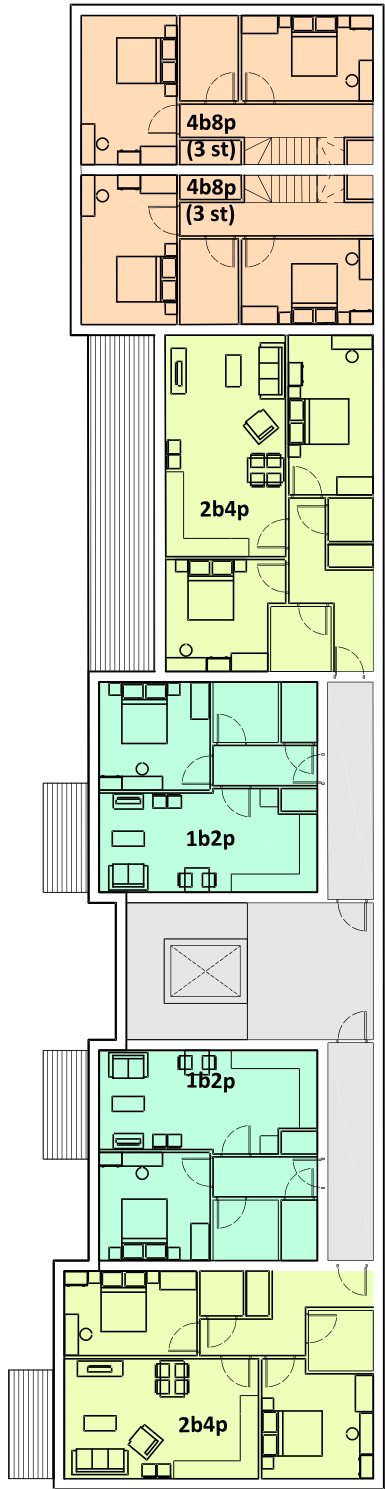
Two wheelchair accessible flats are proposed at ground floor level. All other dwellings will be designed in accordance with Part M4 (2), in line with the client brief.



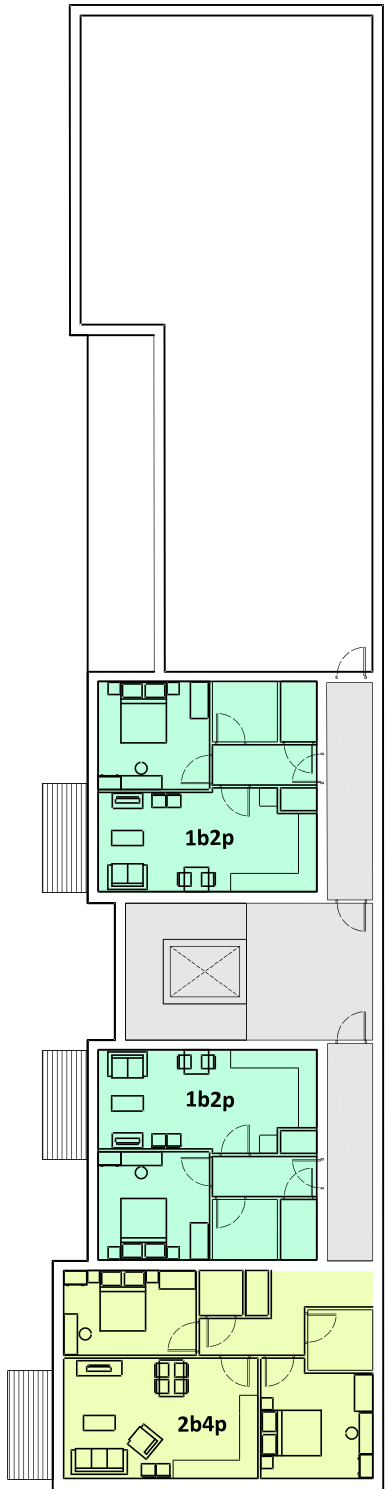
Building 2 Ground Floor Plan



Building 2 First Floor Plan



Building 2 Second Floor Plan



Building 2 Third Floor Plan

5.0 Architectural Report

Building 3

Building 3 is the block at the rear (south) of the site arranged in a ‘cluster’ around a single stair core.

The homes have been organised around this north facing single core in a way that minimises the amount of vertical and horizontal circulation required, providing a financially and spatially economic layout.

The majority of homes in this building are 2 bed flats, with a number of 1 and 3 bed flats also.

At ground floor level at the northern end of the building is an area designated for bikes and plant. The positioning of this space and it’s proximity to building 2 may enable the economic shared plant across the 2 larger blocks.

All flats at ground floor level enjoy private rear gardens, and all flats on upper floors enjoy south or west facing balconies overlooking the cemetery and / or beyond to the sea. The balconies have been arranged to provide maximum privacy for each dwelling.

Two wheelchair accessible flats are proposed at ground floor level. All other dwellings will be designed in accordance with Part M4 (2), in line with the client brief.



Building 3 Ground Floor Plan



Building 3 First -Third Floor Plan



Building 3 Fourth Floor Plan

5.0 Architectural Report

Developing the idea...

As we begin to develop the footprint, building and individual home layouts, and relationship to surrounding properties and landscapes we have pushed the two large homes at the northern end of building 2, (4 bed,8 person) eastwards for the following reasons;

- To provide larger gardens for the homes with the highest number of occupants.
- To create a greater separation between proposed building 2 and the rear of the adjacent properties on Victoria Road, minimising any concerns over loss of privacy / amenity.
- To minimise the length of rear boundary of the proposed houses, (building 1) within the central amenity space.
- To create an increased sense of enclosure, privacy and ownership within the central amenity space.



5.0 Architectural Report

Accommodation Schedule

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

0.485 hectares, 45 dwellings
Density 93 dph

Proposed Accommodation Schedule

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

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

Technical Housing Standards

Housing Type

- 2.9 For the City as a whole the preferred affordable housing mix in terms of unit size and type to be achieved is:
- 30% one bedroom units;
 - 45% two bedroom units;
 - 25% three + bedrooms.
- 2.10 Whilst up to date assessments of housing needs show that although the greatest need (numerically) is for smaller, one and two bedroom properties there is significant pressure on larger, family sized homes. For this reason, the Council welcomes proposals that include higher proportions of family sized homes.
- 2.11 When the development is completed the City Council will be able to nominate people from the housing register for 100% of the social rented and affordable rented housing units on initial lets with 75% on subsequent lets, in accordance with our Allocations Policy.

Excerpt from BHCC Affordable Housing Brief

5.0 Architectural Report

Approach to the Elevations

The articulation of the proposed buildings is informed by the character and location of the site, (and in particular the town hall adjacent, and historic brick works nearby) by the internal layouts, and by the desire to create a sense of place.

The buildings are perceived as brick structures, with groupings of deep set tall windows emphasising a vertical rhythm along the facades reminiscent of the detailing which can be seen on the town hall.

The projecting balconies of buildings 2 and 3 all face away from the approach, and from the central amenity space achieving a sense of privacy for the occupants and generating a clean, crisp northern and eastern elevation.

We propose that the eastern elevation of building 2 is punctuated with recesses at ground floor level, carving out private entrances from the public space. The main circulation space serving the upper flats is seen as an open circulation space, giving depth and relief to the elevation, whilst also reducing the overall gross internal floor area and thus reducing cost.

The height of the buildings increase steadily as the site slopes away from the town hall, creating a gently stepping development which sits well into the surroundings.

The west elevation will be glimpsed through several areas of mature trees which enclose the cemetery and line the routes within the cemetery, while the eastern and northern elevations will be softened by an extensive landscaping scheme within the main central space.

The southern elevation of building 3 as viewed from the trainline is minimised in its mass by the careful stepping of the facade. This stepping of the building form also provides a good separation between each balcony, creating attractive private external amenity spaces for each flat, with views over the trainline and beyond to the sea.



Fig. 1



Fig. 2



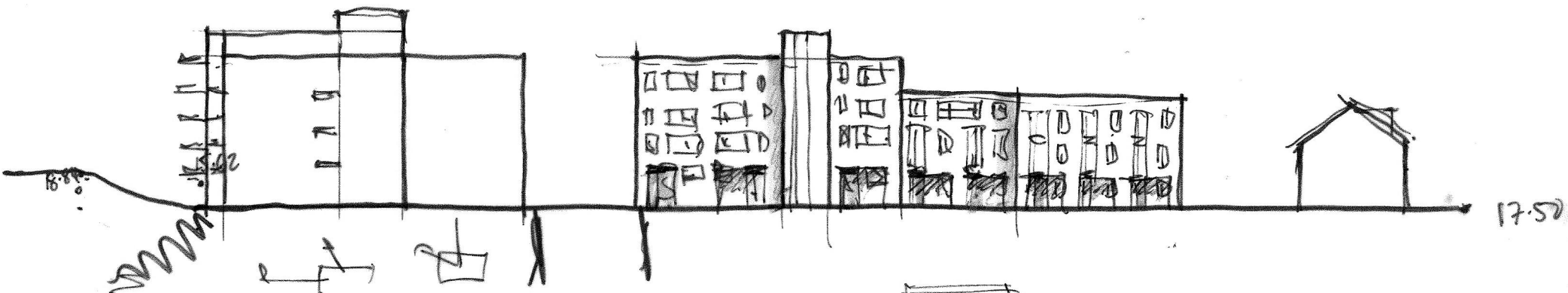
Fig. 3



Fig. 4



Fig. 5



Early Sketch

5.0 Architectural Report

Approach to the Elevations



Fig. 6



Fig. 7



Fig. 8



Fig. 9



Fig. 10



Fig. 11



The images above demonstrate early studies of the elevational treatment as viewed from the approach, exploring vertical and horizontal arrangements and differing concepts for the communal circulation areas.

Fig. 1: Portslade Town Hall

Fig. 2: Thames View East - Pollard Thomas Edwards

Fig. 3: Portslade Cemetery Mural Chapel

Fig. 4: New Mildmay, Matthew Lloyd Architects

Fig. 5: Great Kneighton, Tate Hindle

Fig. 6: St John's Hill, Hawkins/Brown

Fig. 7: Portslade Town Hall

Fig. 8: New Mildmay, Matthew Lloyd Architects

Fig. 9: Anne Mews, Maccleanor Lavington

Fig. 10: Le Bon Court, MEPK Architects

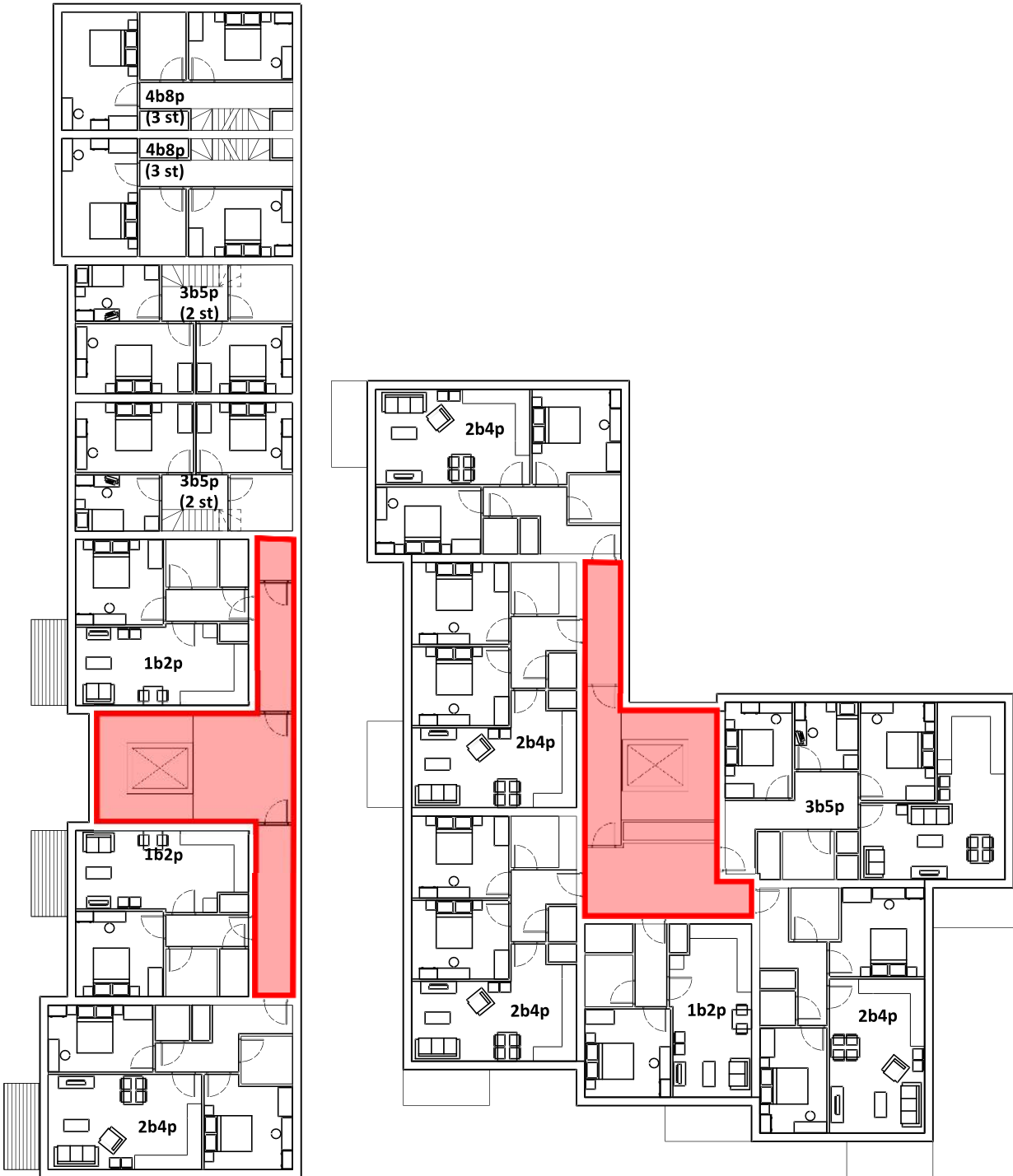
Fig. 11: Housing on Victoria Road

5.0 Architectural Report

Value for Money

This feasibility has been focused on best value and has considered the following to minimise build cost and create an efficient and viable scheme;

- Efficient circulation strategy, vertical and horizontal - minimising communal areas.
- Stacking of flats for efficient running of services / party and structural walls etc.
- Repetition of flat layouts.
- Potential for timber frame for speed of build and savings on preliminaries etc. To be investigated.
- Potential for use of SIPs for speed of build, possible savings on materials / preliminaries etc. To be investigated.
- Modular build was investigated but scheme is too small for this method to be economical.



6.0 Cost Report

Order of Cost Estimate - Summary and Overview

Order of Cost Estimate Rev A
Victoria Road Housing Scheme



QA Sheet

Title	Rev.	Design Stage	Prepared By	Checked By	Date	Estimated Cost
Order of Cost Estimate Nr 1	-	1	AW	PF	10.10.18	£9,640,000.00

Executive Summary	
Based on the information received to date the cost limit realises a figure of	£9,640,000
Based on a Gross Internal Area the cost limit realises an o/a cost/m2 of	£2,594
Based on a there being 45 residential units the average cost per unit is approx'	£215,000
This represents a favourable cost when benchmarked against previous and similar projects	
At this juncture we have included for a preliminaries allocation of 13%.	
We have included the sum of £582,000 as a total risk allowance to cover those risks that may be identified throughout the development of the design and construction period.	
We have allowed inflation assuming a start on site of 1Q2020. No allowance has been made above this.	

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Order of Cost Estimate Rev A
Victoria Road Housing Scheme



A - Cost Summary

Gross Internal Floor Area (m2)	3,716
Nr of units	45
Cost /m2	£2,594
Cost/unit	£214,222

COST CENTRE	GROUP ELEMENT/ELEMENT	COST/M² OF GIFA	TOTAL COST OF ELEMENT (TARGET COST)
		£	£
FACILITATING WORKS AND BUILDING WORKS			
0	Facilitating works - demolitions		94,000
1	Building Works - Residential		
1.1	Residential	1708.34	6,348,203
1.2	Commercial	0.00	Not applicable
1.3	Abnormals	86.92	323,000
1.4	External Works	209.90	780,000
SUB-TOTAL: FACILITATING WORKS AND BUILDING WORKS:			7,545,203
2	Main contractor's preliminaries @13%	263.96	980,876.33
SUB-TOTAL: FACILITATING WORKS AND BUILDING WORKS (including main contractor's preliminaries)			8,526,079
3	Main contractor's overheads & profit (3.85%)		Included
TOTAL: BUILDING WORKS ESTIMATE			8,526,079
PROJECT/DESIGN TEAM FEES AND OTHER DEVELOPMENT/ PROJECT			
4	Project/design team fees (subcontract partnering)		Excluded
5	Other development/project costs		Excluded
TOTAL:PROJECT/DESIGN TEAM FEES AND OTHER DEVELOPMENT/PROJECT COSTS ESTIMATE:			8,526,079
BASE COST ESTIMATE:			8,526,079
6	Total Risk Allowance Estimate (Note Exclusions)	156.62	582,000
COST LIMIT (excluding inflation) :			9,108,079
7	Total Inflation Allowance		523,787
COST LIMIT (excluding VAT assessment) :		say	9,640,000
8	Vat Assessment		Excluded

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6.0 Cost Report

Order of Cost Estimate - External Works / Risk Items

Order of Cost Estimate Rev A
Victoria Road Housing Scheme



A.2 - External Works

COST CENTRE	GROUP ELEMENT/ELEMENT	TOTAL COST OF ELEMENT (TARGET COST)
		£
EXTERNAL WORKS		
1	Site Preparation Works	£ 30,000.00
2	Roads, paths, pavings and surfacings	£ 210,000.00
3	Soft Landscaping - Dense shrubs	£ 50,000.00
4	Fencing, railings and walls	£ 110,000.00
5	External Fixtures	£ 60,000.00
6	External Drainage	£ 110,000.00
7	External Services	£ 190,000.00
8	Minor Building Works	£ 20,000.00
9	Creation of New Bowling Green Victoria Recreation Ground	excluded
10	Extension of car park Victoria Recreation Ground	excluded
11	Allowance for refurbishment of East Pavilion	excluded
TOTAL:		£ 780,000.00

Order of Cost Estimate Rev A
Victoria Road Housing Scheme



A.3 - Risk Items

COST CENTRE	GROUP ELEMENT/ELEMENT	TOTAL COST OF ELEMENT (TARGET COST)
		£
RISK ITEMS		
R.001	Design Development Risks @ 1.5%	£ 128,000.00
R.002	Discharging planning conditions, statutory requirements, basement, delays in procurement and tendering	Incl. in Item 1
R.003	Construction Risks	
	P/SUM 1 Remediation of contaminated land	£ 20,000.00
	P/SUM 2 Ground gases	excluded
	P/SUM 3 Asbestos removal; existing buildings	£ 15,000.00
	P/SUM 4 Asbestos removal; below ground	£ 10,000.00
	P/SUM 5 Diversion of existing sewer service	Excluded
	P/SUM 6 Upgrade of existing Substation	£ 175,000.00
	P/SUM 7 E/O earthworks for mid-site high ground level	£ 15,000.00
	P/SUM 8 Works to existing boundaries (cemetery)	£ 5,000.00
	Decanting existing occupants	Excluded
	Existing services and works by statutory undertakers	Excluded
R.004	Construction contingency @ 3%	£ 214,000.00
R.005	Employer Change Risks	Excluded
R.006	Other Employer Risks - Contingency @ 5%	Excluded
R.007	Client Construction Risk Allowance	Excluded
TOTAL:		£ 582,000.00

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6.0 Cost Report

Order of Cost Estimate - Basis of Estimate / Assumptions

Order of Cost Estimate Rev A
Victoria Road Housing Scheme



B - Basis of Estimate

SCOPE OF WORKS
Demolition of existing Buildings, Housing Office, ablutions block and Bowls pavilion. Construct new residential blocks - 4 storey Linear Block 1 (comprising of 16no. Units), 5 storey Cluster Block 2 (comprising of 25no. units), and 2 storey Houses (comprising of 4no. units). Associated landscaping/external works, and utility connections.
DRAWINGS
The following drawings were used in the preparation of this estimate: B&HCC HOU 017/F-001 B&HCC HOU 017/F-002 B&HCC HOU 017/F-003 B&HCC HOU 017/F-001 BHCC annotation 18 September 2018
OTHER INFORMATION USED
The following information was used in the preparation of this estimate: Victoria Road Housing - Feasibility Study (Work in Progress).
ACCOMMODATION SCHEDULE
Indicative GIFA based on initial feasibility study subject to design development: Block 1 : 16 Flats mix of 1, 2, 3 and 4 bedroom units : including 2 accessible (2 to 8 persons) Houses : 4 nr 3 bedroom, 5 persons Block 2 : 25 Flats of 1, 2 and 3 bedroom units : including 2 accessible (2 to 5 persons)

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Order of Cost Estimate Rev A
Victoria Road Housing Scheme



C - Assumptions

ASSUMPTIONS
1 The following assumptions have been made in the preparation of this estimate:-
a. Cost are current. We have made a provisional allowance for inflation/future price movements until 2020.
b. It has been assumed that the works to the site will be carried out by a single building contractor procured via strategic partnering under a term partnering contract, built over a single phase.
c. In the absence of a detailed specification we have based the fit-out costs on a basic 'general needs' specification where applicable. These costs should be used for guidance only.
e. We have calculated the GIFA based on the initial feasibility study detailed in Section B. All areas are indicative and approximate quantities and subject to confirmation and design development.
f. We have included a number of provisional allowances within this estimate, these are listed in section A.3- Risk Items

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Order of Cost Estimate - Exclusions / Considerations

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EXCLUSIONS	
1	Local authority fees and charges
2	VAT
3	Legal charges
4	Tax Allowances
5	Loose fixtures and fittings
6	Pre Contract Design Fees
7	Diversion of any existing services
8	Section 106, Section 278, Carbon tax and CIL contributions
9	Project/Design Team Fees
10	Parking Bay Suspensions, road closures and licensing
11	Phasing of the works or sectional completions
12	Out of hours working
13	Oversailing licences/costs
14	Artworks
15	Works outside the site boundary
16	Archaeological, noise and vibration monitoring
17	Party wall awards
18	Inflation beyond 2Q2020
19	Fluctuations in material and labour prices
20	Tree Preservation Orders
21	BREEAM, SKA Ratings and SUDS requirements
22	Flood defence works
23	Additional allowance for unknown ground conditions, soft spots, flood or contamination following surveys.
24	Flood Defence measures
25	Carbon Offset Payments
26	Provision for enhanced finishes to Shared Ownership or Private flats
27	Connections to superfast broadband (Sky Q or similar)
28	Allowance for retaining walls (Small allowance included)
29	Photovoltaic installation (allowance included)
30	Tree safety works
31	Pedestrian footpath remedial works

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