



HOVE STATION QUARTER

Concept Masterplan and Options Study

August 2016

Draft 01

Prepared for Hove Station Neighbourhood Forum by
AECOM

My Community  locality

AECOM

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Introduction



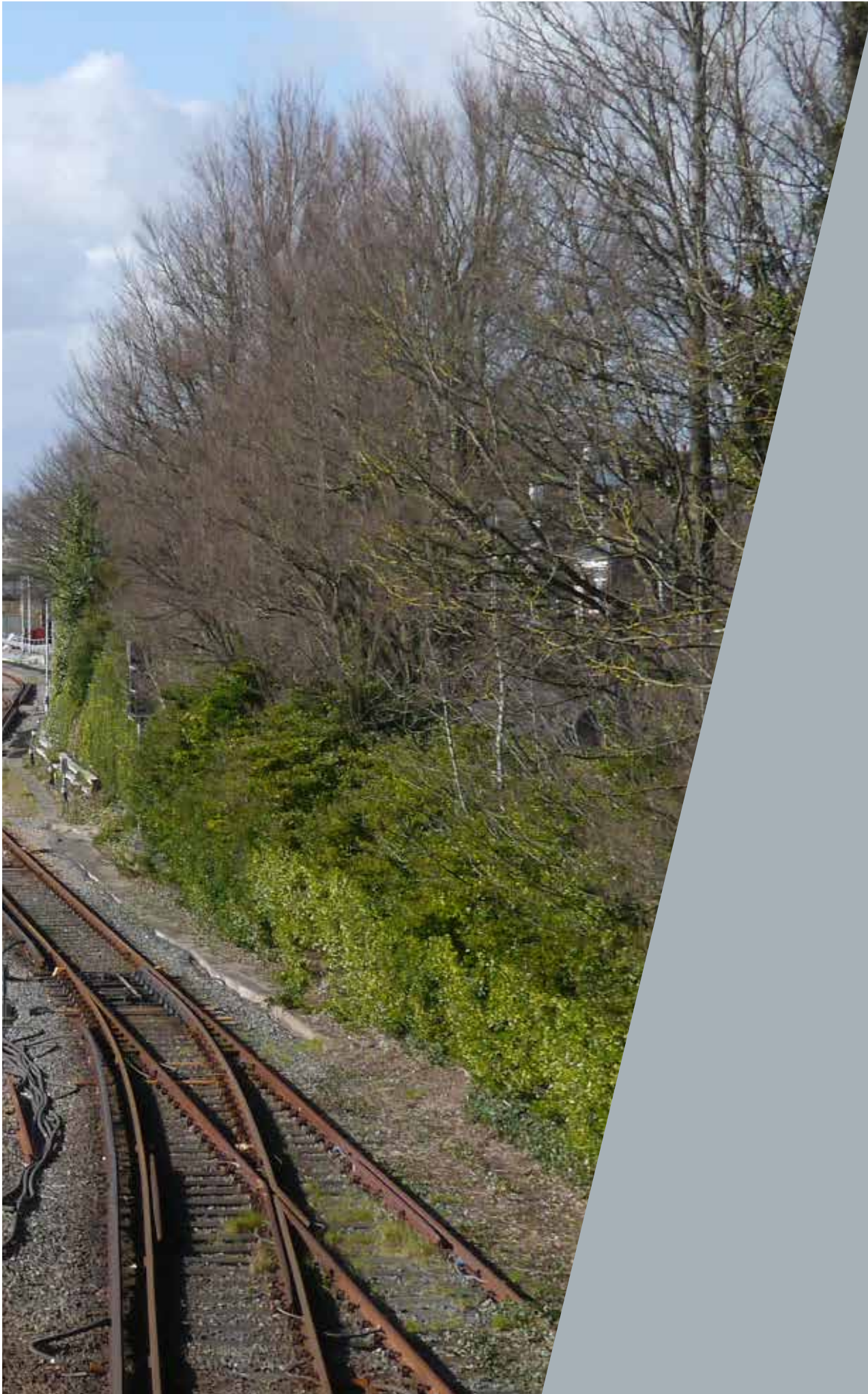
Site Appreciation and Background



Concept Masterplan Proposal







1. Introduction

Hove is a town on the south coast of England. Recently, the area around Hove Railway Station has been the focus of regeneration and development initiatives. This document presents work carried out jointly with the Hove Station Neighbourhood Forum (HSNF) to develop some masterplanning concepts informing the Neighbourhood Plan.

The Hove Station Neighbourhood Forum (HSNF) was formally designated by Brighton and Hove City Council at the end of 2014 as the body with the responsibility of preparing the Hove Station Neighbourhood Plan. Figure 1. shows the geographical area the Neighbourhood Plan covers, with the Station Masterplan Areas shown in diagonal hatching; this area is known as DA6.

Through the Department for Communities and Local Government neighbourhood planning programme, AECOM has been commissioned to assist the HSNF to explore masterplanning issues and design concepts relating to the redevelopment of the Hove Railway Station Area.

An inception site meeting with the group was scheduled and a walkabout followed. During the visit, representatives of the HSNF showed AECOM staff the area, discussed the previous work they had carried out and relayed their desires and aspirations for the area together with a strong steer for the Concept Masterplan.

This document aims to bring together the previous work by the HSNF, our initial area appraisal and the desires for the concept masterplan.

The following steps were undertaken to produce this report:

- Initial meeting and site visit;
- Brief area appraisal;
- Collating existing information from 3rd parties
- Preparation of initial options for the redevelopment of the area, and;
- Preparation of this draft Concept Masterplan and Study Options document.

Hove Station Neighbourhood Area – designated 18 September 2014

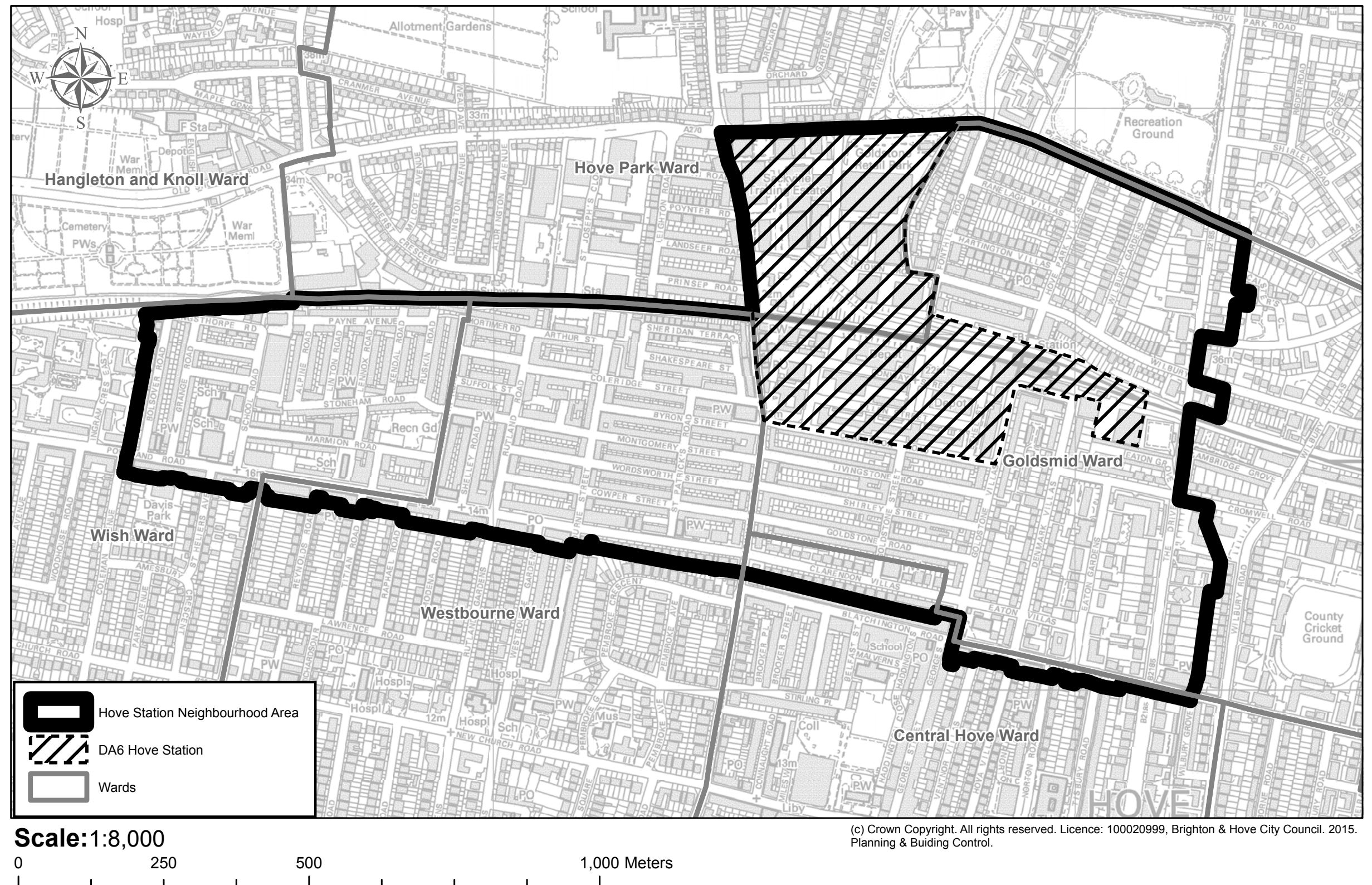


Figure 1. Hove Station Neighbourhood Area with Hove Railway Station area shown in diagonal Hatch



2. Site Appreciation and Background

2.1 Background to the work of the Hove Station Neighbourhood Forum

The Hove Station Neighbourhood Forum (HSNF) was formally designated by Brighton and Hove City Council at the end of 2014 as the body with the responsibility of preparing the Hove Station Neighbourhood Plan.

The HSNF produced a document setting out the emerging vision for the area as well as planning principles. A number of key extracts are used below to set the background to the development of the concept plan in this document.

2.2 Vision Statement and Planning Principles for the Concept Masterplan

Vision Statement for the Hove Station Neighbourhood Area

To create a Neighbourhood Plan for the regeneration of the area which will realise its potential by creating a vibrant, coherent community which is a great place to live work and relax.

With emphasis on creating a:

- Strong and diverse community;
- Mixed but complementary land uses although predominantly residential;
- Better connectivity and permeability through the area – especially across the railway divide;
- Prioritising sustainable travel and unlocking existing transport bottlenecks;
- Rich urban character drawing on historical design/architectural legacy;
- “Urban” high density: mid-rise development as standard with landmark high rise developments as signature projects at key locations;
- Housing with good space and sustainability standards based on national standards;
- New and improved social facilities, schools, nurseries, as needed for the increased population;
- Green, natural and attractive with spaces for communal activities; and
- Reduced carbon emissions through low carbon new buildings, improved energy efficiency of existing buildings, sustainable and local generation and use of renewable energy.

The document also establishes a number of planning principles

An integrated spatial regeneration framework

The Neighbourhood Plan can add value to the City Plan by making better use of the underused and ‘brownfield’ land and substantially improve the area for the

benefit of both the local community and the city as a whole. The Neighbourhood Plan should develop and promote an integrated, rather than a piecemeal, approach to the regeneration of DA6. Thus it should establish an overall spatial development framework which will ensure that each development project contributes in a distinctive and complementary way to the creation of a new Hove Station Quarter.

Regeneration as place-making

The integrated framework should promote redevelopment which establishes a new sense of place – an identity for the Hove Station Quarter. This could be delivered in variety of ways, such as one or more ‘signature buildings’ in the area, imaginative new street lighting and signage, together with a suite of public realm investments in paving and green infrastructure which will include restoring the Victorian heritage of mature trees. The area around the station could become a “new centre” for Hove with its own identity which accommodates the creative enterprises that thrive in our city and weaves them into a stimulating and attractive mixed residential/commercial locality.

Housing capacity and density

The DA6 area can and should accommodate substantially more new housing than the minimum 650 units proposed in the City Plan but increased housing must be accompanied by a proportionate increase in the provision of statutory services, particularly education, health and social services, within or close to the redevelopment area.

Housing tenure

Within the increasing constraints of emerging government housing policy it is as yet unclear how the plan will be able to encourage the provision of a mix of tenures to support a diverse population. The bulk of new housing provision will be for sale or for market rent. However, if possible, the Plan should promote innovative public-private sector partnership mechanisms which deliver both improvements to existing social rented housing areas and additional social rented units.

Employment land

The current proposals for employment uses and types need to be reviewed as it should now be possible to provide for a wide variety of employment uses, which more accurately reflect current and future needs of the city’s fast changing economy than those proposed in the City Plan. This may require amendments to the City plan designation as part of the preparation of Part II of the City Plan.

Transport and Movement

The traffic and access arrangements to the DA6 area should aim to reduce through-vehicular traffic. Such traffic should be allowed to percolate through the area but the area needs to be as safe as possible. Thus the principles of traffic calming would be applied to the maximum possible extent. For example, through-vehicular traffic should be at very low speeds with roads preferably having shared surfaces with pedestrians and cyclists. In all respects new development in the area should reflect the very easy access to public transport,

both rail and bus, and thus take advantage of major opportunities for car free or reduced car developments. The Neighbourhood Plan will identify and promote pedestrian and cycle networks which focus on the station as a sustainable transport hub.

Community infrastructure

The Plan will establish the range and quantity of community facilities which will be needed arising from additional needs generated by the large-scale redevelopment, over and above those already provided for in the infrastructure section of the City Plan. Accordingly the plan will seek to establish priority needs for the investment of developer contributions in community infrastructure.

Green infrastructure

The area needs a substantial environmental uplift. Thus the Neighbourhood Plan will clearly set out the environmental improvements needed and required from any development in the area. In terms of green infrastructure, these will include substantial street tree planting, vertical green walls and considerable investment in the public realm between buildings. This includes a substantial upgrade of the Hove Station footbridge as a public right of way and the setting of the listed buildings of Hove Station and the surrounding Conservation Areas. The outcome should tie in closely with the ideas put forward in the 2007 Gehl report, ‘public life, public space’;

Low Carbon Neighbourhood Planning

The Neighbourhood Plan will implement the principles of low carbon neighbourhood planning as illustrated in the recently published Low Carbon Neighbourhood Planning – a Guidebook. Thus it will follow the principles laid down in the City Plan and encourage and promote the highest possible standards of energy and water efficiency in both new and existing buildings and support the implementation of District Heating as proposed in the Brighton and Hove Energy Study.

2.3 Existing proposals for the area

During the inception meeting we were made aware of a number of proposals already being developed by third parties. These show ambitious redevelopment scenarios for two key areas north west and south of the railway line. At the time, the information provided was limited and mainly in graphic form. Nevertheless it provided a strong point of reference of the pressures for development within the area and thus steered the concept masterplan produced in this document.

Similarly, the HSNF had produced a design idea for the area immediately north of the station. The concept masterplan took these into consideration and integrated them into a comprehensive concept for the station area. The following page shows the location of the proposals in the context of the Hove Station.



Figure 2. Location of different proposals within the DA6 - Hove Station Masterplan Area

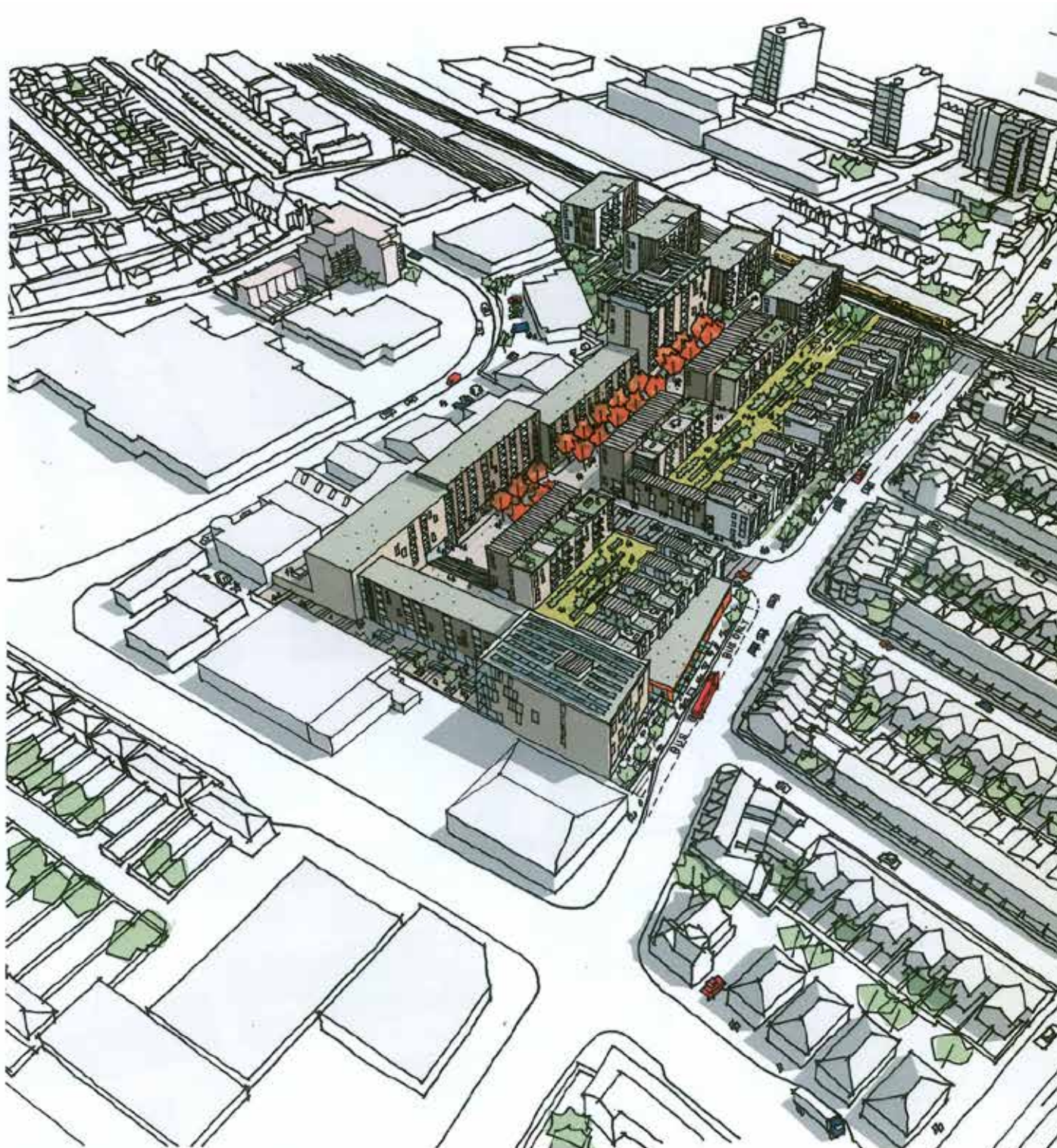


Figure 3. Illustrative proposal by Mountpark Properties Ltd. for the Sackville Trading Estate and former Coal Yard sites

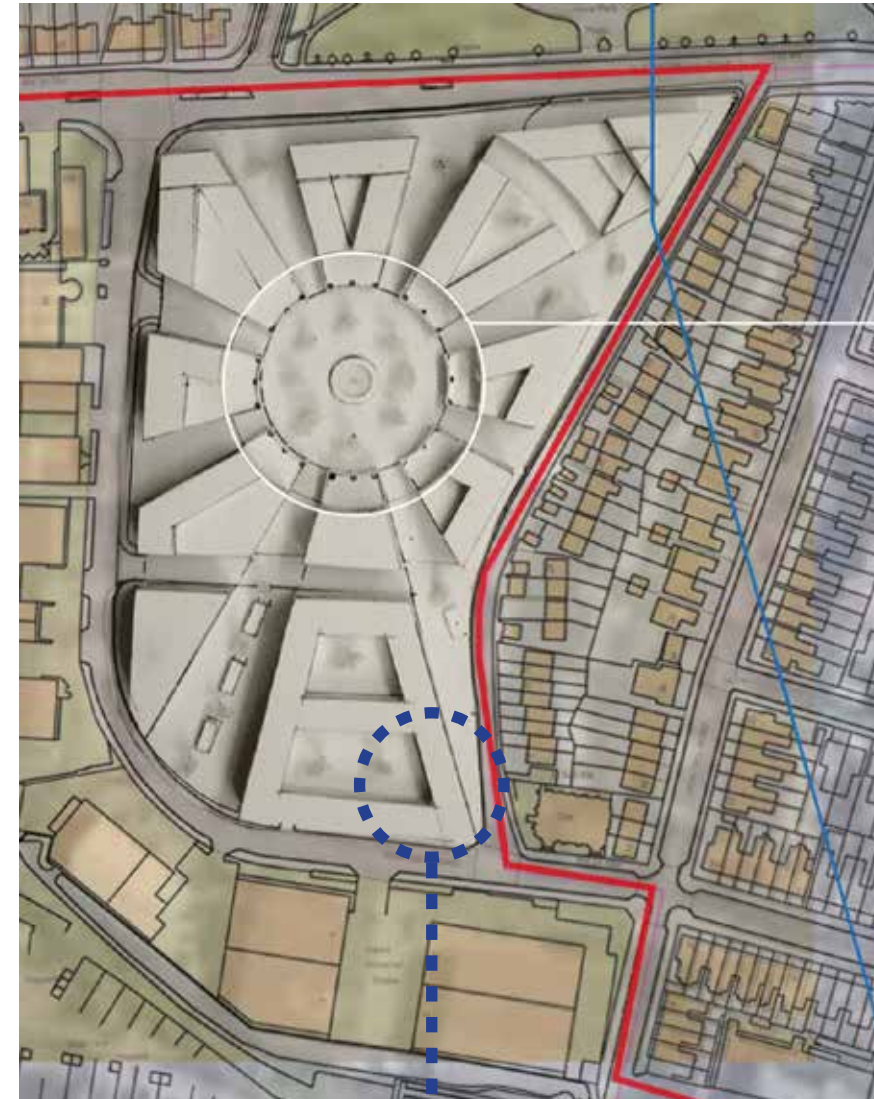


Figure 4. Illustrative proposal by HSNF for the Newman Road retail complex

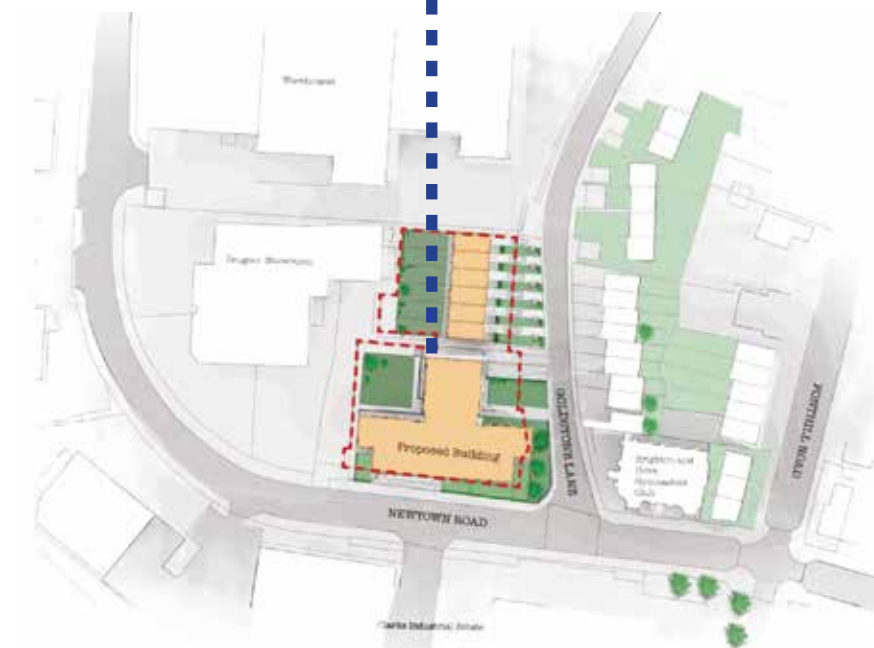
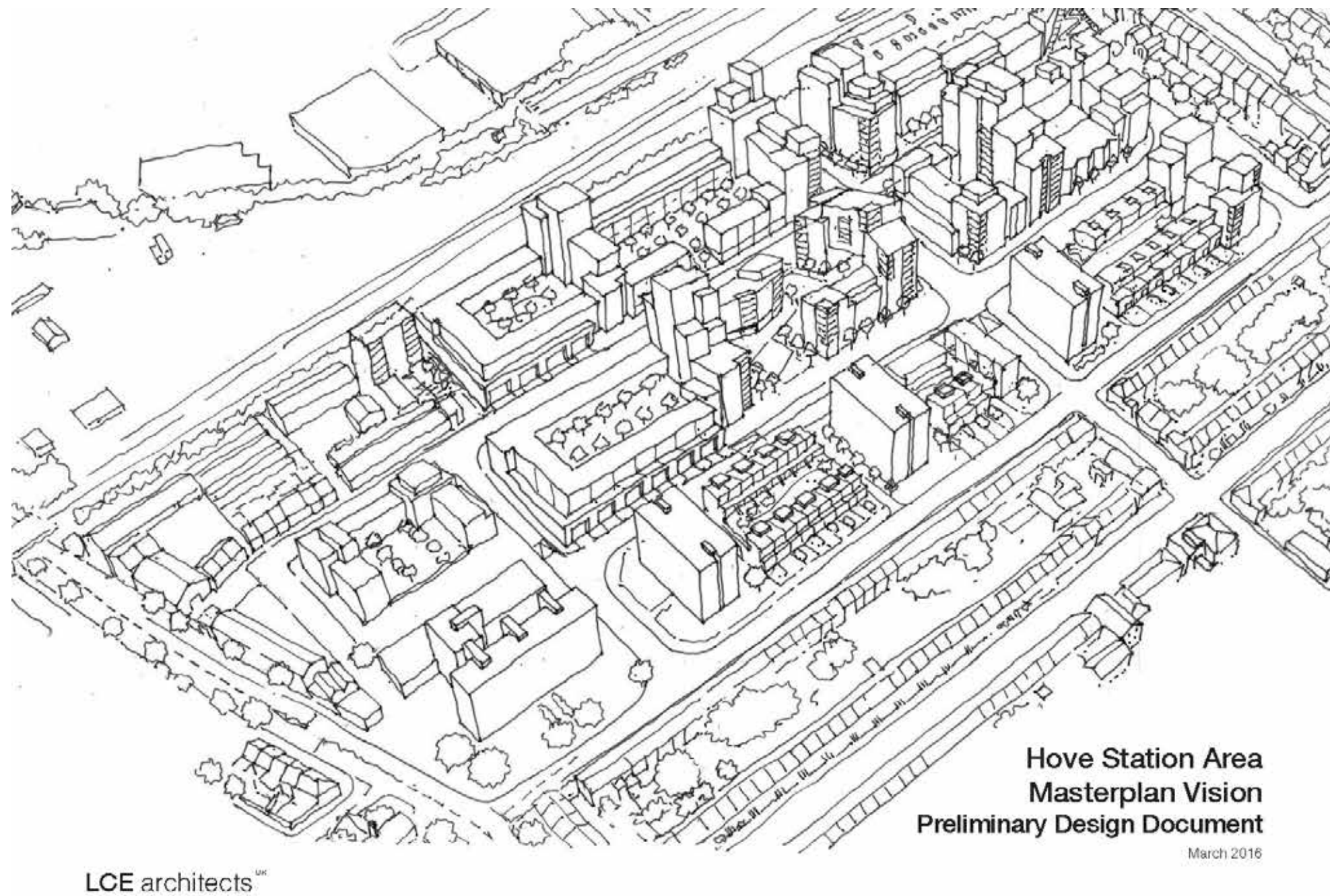


Figure 5. Illustrative proposal submitted as part of the planning application by YELO architects. This plan overlaps with the proposals by HSNF.



Hove Station Access - Via Conway Street



Forthill Tunnel



Figure 6. Illustrative proposal by Matsim Properties Ltd. Top right image shows a proposal for urban steps leading towards Hove Station; bottom right shows the level of density and building heights envisaged

2.4 Site Visit and Area Appraisal

During the site visit, different parts of the study area were analysed to understand their potential for redevelopment and regeneration. Similarly the proposals by 3rd parties were analysed to understand how to integrate them.

Hove Station and surrounding public realm, station carpark, and pedestrian footbridge

The Hove Railway Station Building is in fair condition and maintenance. To achieve the aims of the masterplan some revitalisation of the building and ticketing hall would be welcomed to signal its role as the transport and social hub.

The public realm around the station shows signs of excessive signage and cluttering. The materials and furniture look tired and dated. Also there is a lack of pedestrian footways on the northern edge of Station Approach.

The existing pedestrian footbridge is in need of repair and general environmental improvements. It would also benefit from adding some form of disabled access facility wherever possible. This would provide a much enhanced connection to Hove Park Villas to the north.

Hove Park Villas also has the opportunity to create an attractive square and arrival point for the bridge building on the existing shops, cafés and small businesses already there. Improvements could take the form of public realm enhancements.

The Station carpark, although well used, is a clear redevelopment opportunity that could be the landing point of a pedestrian footbridge to and from the areas north of the railway line. It also provides a discrete development opportunity for office space and/or ancillary facilities associated with the station. It also has the potential to link with a proposal for urban steps and public realm improvements suggested for the area around Conway Street and Ethel Street, south of the railway line.

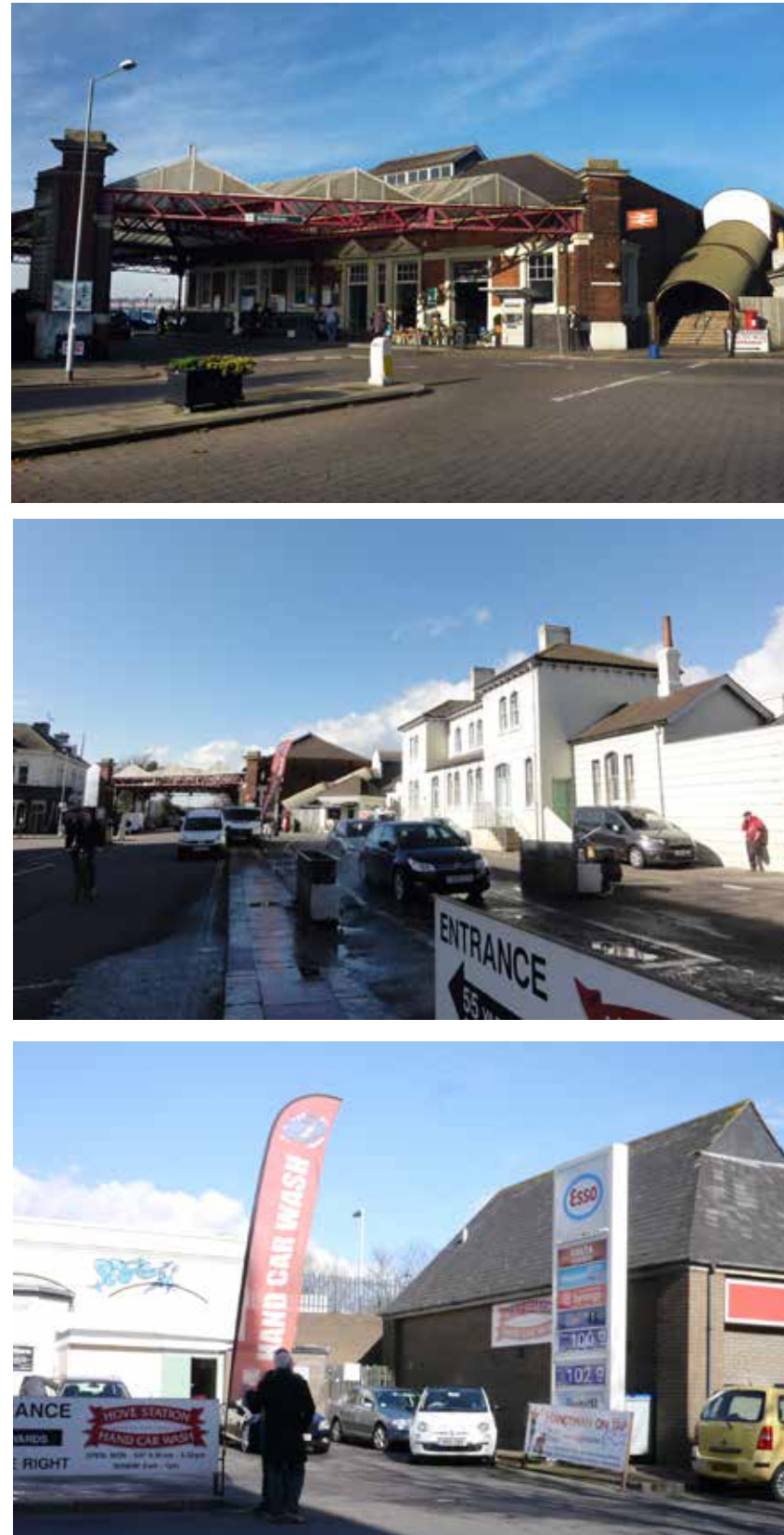


Figure 7. Photographs showing Hove Railway Station (top) and the poor and dated existing public realm environment around it.



Figure 8. Photographs showing the existing pedestrian bridge (top) in need of upgrading; Hove Park Villas at the northern end of the bridge providing an opportunity for placemaking (middle); similarly, the existing car station carpark providing a development opportunity for mixed uses.

Newton Road Area

This area is located north of the station. At present it shows a group of businesses and retail units in an out of town retail park layout; such as furniture retail, car dealerships, warehouses, small and medium workshops and the like. It also hosts an existing coal yard site.

This area has been identified by the HSNF as a priority area for redevelopment, reconfiguration and creation of a new neighbourhood. It is in this context that the proposals have been prepared.

These proposals show residential led schemes promoting a permeable grid of streets and perimeter blocks with elements of mixed use at ground floor. At the moment of reviewing the material proposed by Mountpark Properties Ltd, didn't seem to have achieved a crucial east west connection between Sackville Road and Newton Road. This issue was later addressed in the proposals.

Apart from the detail design proposals for each of the parcels involved in this area, the main issue to resolve in the wider scheme, is how to link the areas north of the railway line to those in the south. To address this problem the HSNF have suggested a new pedestrian footbridge.

This bridge could start around the intersection of Newton Road and Goldstone Lane and follow a general south easterly direction, landing in the area of the existing rail station carpark. The starting point could be a small local square enclosed by new development and the existing church currently hosting The Brighton and Hove Gymnastics Club; thus creating a place with local identity.



Figure 9. Top: intersection of Sackville Road and Old Shoreham Road this is the notional point to connect from and over the railway to the station; middle: Newton Road and existing warehouse built form; bottom: showing current site promoted by Mountpark properties



Figure 10. Top: Goldstone Lane where a planning application has been submitted; middle: existing church with entrance alongside Newton Road with the potential to create a distinctive place; bottom view of site alongside railway line showing the potential to create development taking advantage of the site's difference in levels.

Conway Street Area

This area is located south of the station. A part of this area shows employment units and the bus garage alongside the railway lines. These units are mainly located along Conway Street and Ellen Street. Further south - between Ellen Street and Clarendon Road - the area is predominantly residential with high rise buildings. This area is already subject to a number of proposals by Matsim showing residential led, high density development that incorporates some of the employment uses.

One of the key aspects of this proposal is the pedestrian and cycle link between Conway Street and the rail station via a set of urban steps located at the northern edge of Ethel street. These steps have the potential to link with the area of the station carpark and create a multilevel public realm.

In line with these proposals is the area along Ethel street has also been identified for public realm improvements with a suggestion to create a positive rear facade from existing buildings and uses along this street. Similarly there are proposals and a desire to improve the safety and appearance of Fonthill Road at the point where it goes under the railway lines.



Figure 11. Top. Photographs showing the rear of properties and uses along Ethel Street which could be improved and regenerated with additional uses, as well as building and public realm improvements.

Bottom. Fonthill Road underpass would benefit from lighting, active land uses around it and other environmental improvements to make it feel safer and inviting for pedestrians.



Figure 12. Top. Intersection between Conway Street and Ethel Street showing the plot of land where the urban steps are proposed. These would connect the lower level of Conway Street with the higher level at the Station concourse.

Bottom. Conway Street looking towards the station area. Proposals by Matsim envisage a high rise, residential led redevelopment and the retention of the bus garage.

Royal Mail Site

This site is located to east of the station. It is a self contained parcel where the Royal Mail sorting facilities are located. The area also encompasses the existing bowling club. It has a single vehicular access point of Station Approach and Denmark Villas and a potential pedestrian access from The Drive to the east. The site is surrounded by residential properties to the south and east, the railway to the north and The Drive to the east.

In August 2016, two proposals were suggested for this site. The first one was to allocate a new primary school that would serve the local area and new properties envisaged as part of the redevelopment; and second as a further residential provision with a lower scale and density in keeping with the surrounding properties.



Figure 13. Top. Existing Royal Mail carpark. Bottom. birds-eye view of the site showing its access point, existing Royal Mail warehouse and bowling club to the east. Surrounded by residential properties defining the character of the area.

3. Concept Masterplan Proposal

This section shows the concept proposals prepared for the HSNF and the preferred concept masterplan that emerged from the process.





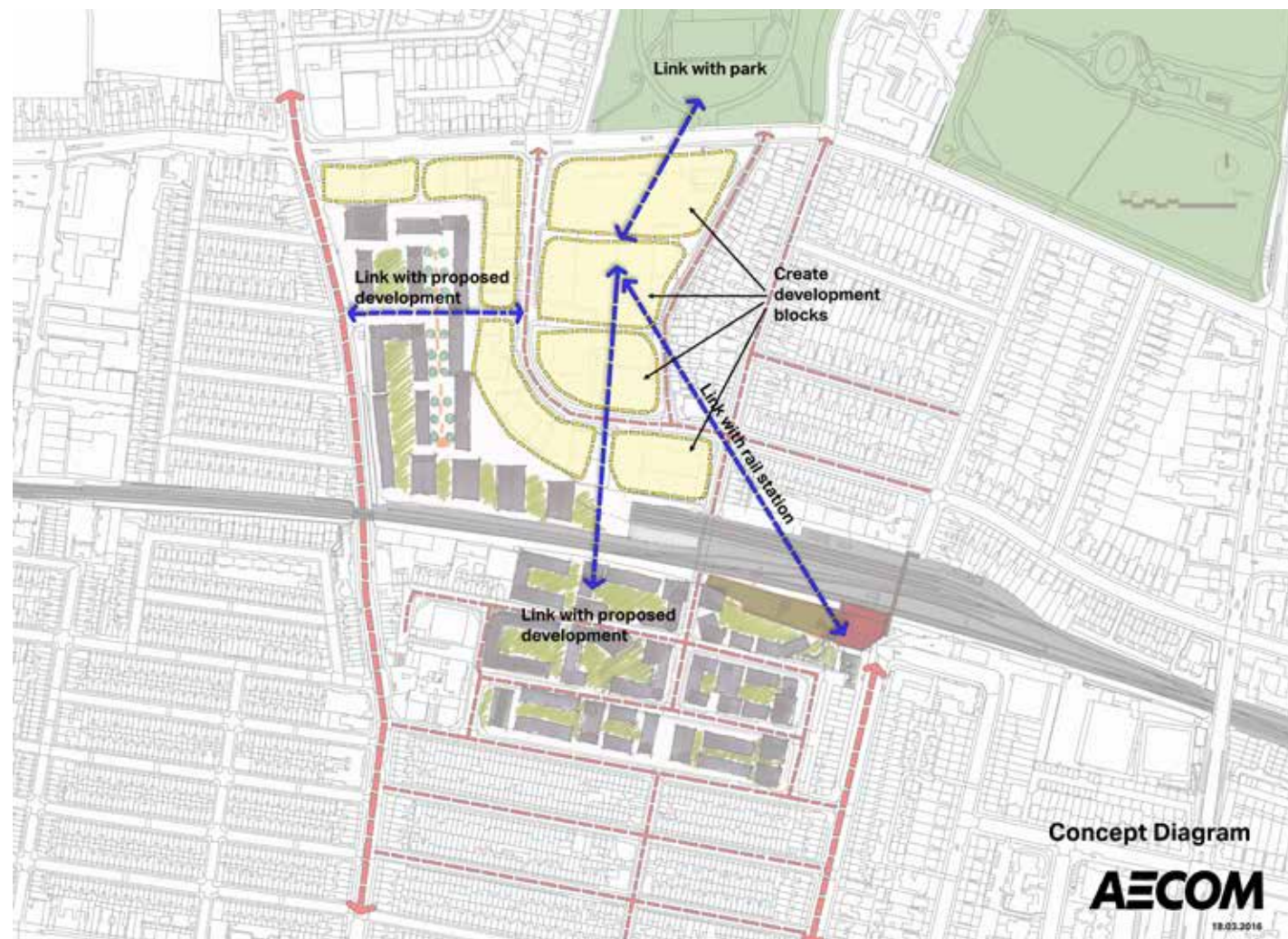


Figure 14. Diagram showing existing proposals, areas of redevelopment and the desire to create links amongst them.

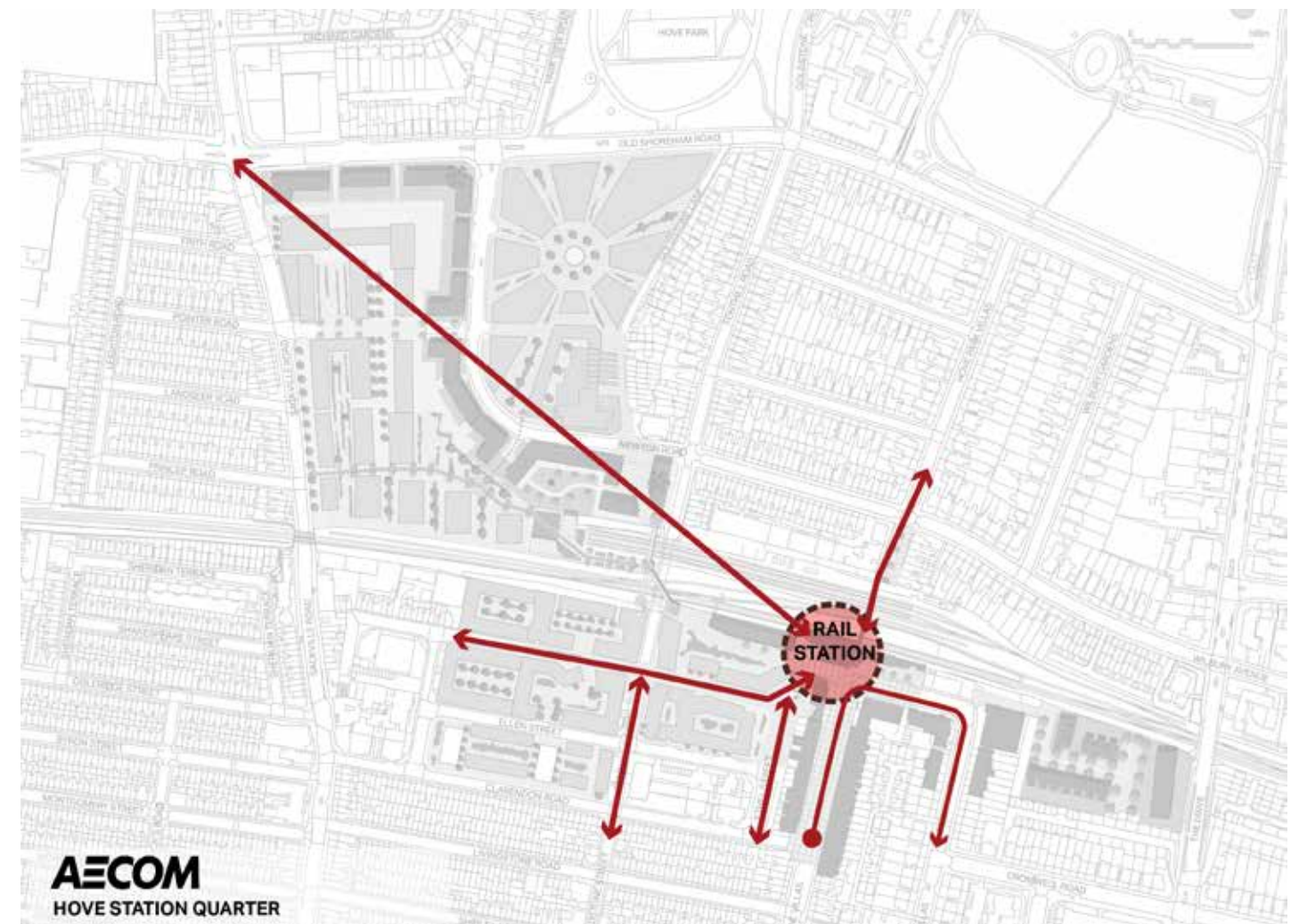


Figure 15. Diagram showing the Rail Station as the hub for linkages and connections

Design Principles

Following the site visit, the team established a number of high level design principles to guide the concept masterplan:

- Make the Railway Station the centre of the neighbourhood;
- Introduce a framework of traditional blocks, streets and public spaces;
- Improve and create connections;
- Create a cohesive whole between the different proposals for the area; and
- Bridge the north-south divide due to the railway line.



Figures 16 and 17. Diagrams showing the existing proposals by 3rd parties and different block configurations as well as options for the location of a pedestrian bridge over the railway line

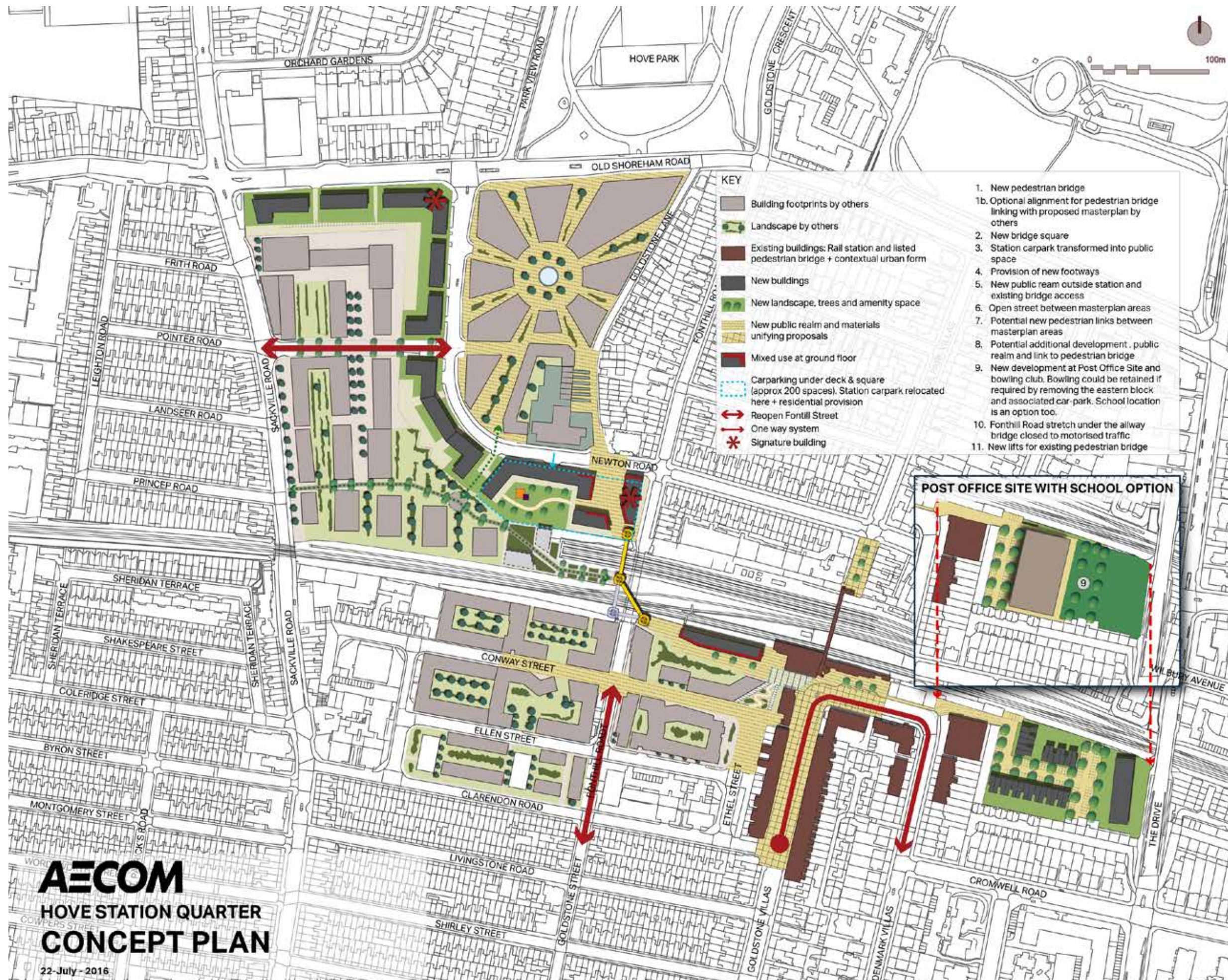
Early Draft Proposals

The concept plans above show the initial proposals prepared for the HSNF. These showed different block configurations of blocks, streets and public spaces.

It suggested different locations for the pedestrian bridge over the railway line with two distinct possibilities; a) crossing perpendicular to the tracks and b) following a diagonal and land within the area of the station carpark. It was later decided that this idea would suit better the aims of the concept masterplan.

Similarly, modifications to 3rd party proposals were proposed in order to achieve better connections and integration between the different areas; such as the suggested continuation of a east-west street from the Mountpark Scheme onto Newton Road.

For the Royal Mail site two concepts were tested; one suggesting a primary school footprint on the space occupied by the existing warehouse and the outdoor playing area on the area occupied by the bowling pitch. The second layout shows a residential configuration of flats. This was later changed to a layout reflecting the surrounding pattern.



Preferred Concept Masterplan

The image shows the preferred concept proposal following feedback from the HSNF.

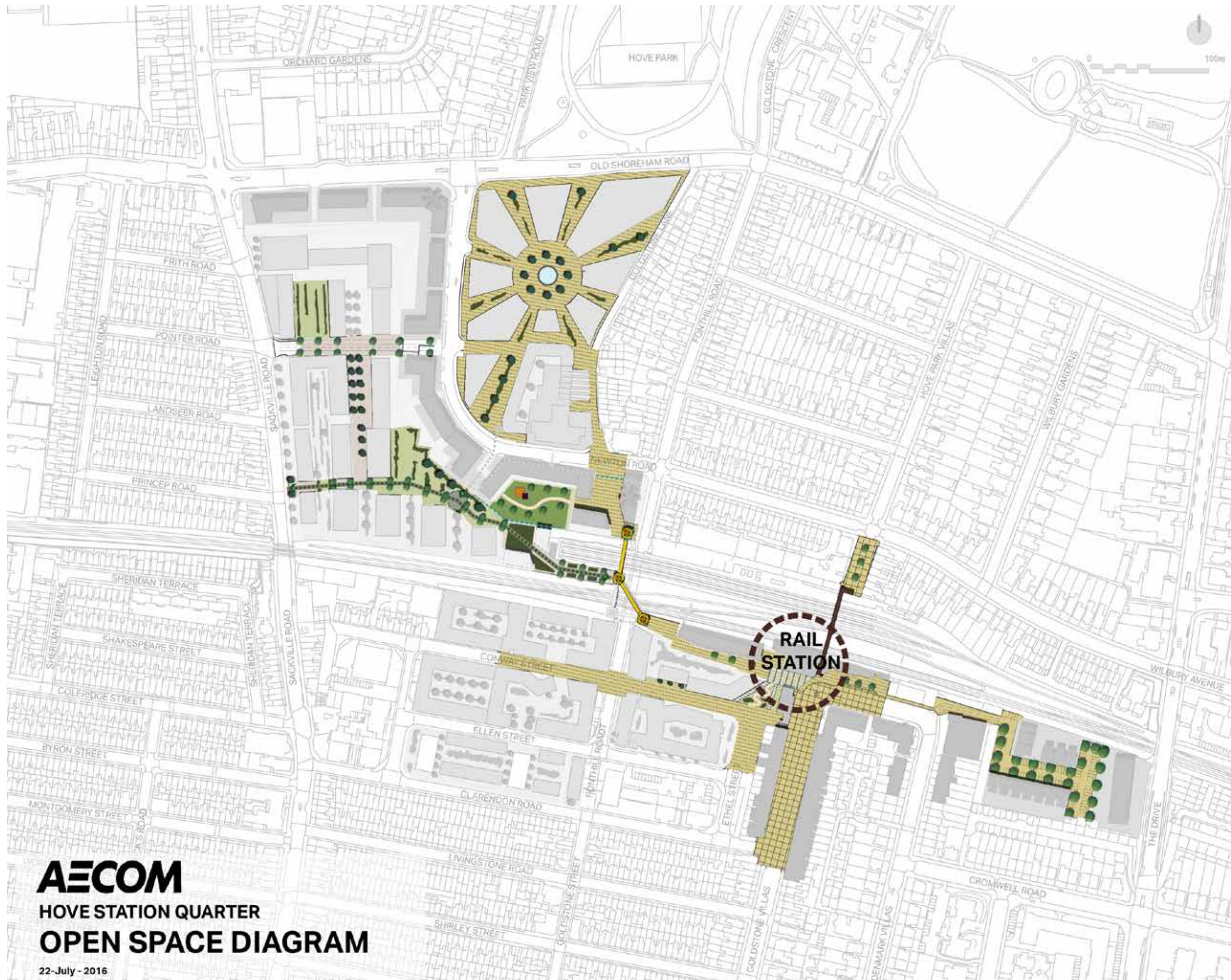
It incorporates all surrounding schemes and shows the key linkages desired.

The pedestrian bridge is located in an advantageous and efficient layout starting from a public square north of the railway line and landing in a new public space on the area formerly occupied by the station car park. It also offers the possibility of a further connection from Mountpark scheme's southeast corner.

The Station carpark shows a new public space and a building hosting cafés and services associated with the station and commuters.

Around the Station, it shows proposals to improve the public realm, including the introduction of the urban steps starting at the east of Conway Street.

For the Royal Mail site the two concepts showing a school and residential development remain. Although the residential layout now shows a more coherent form in relation to the surrounding context.

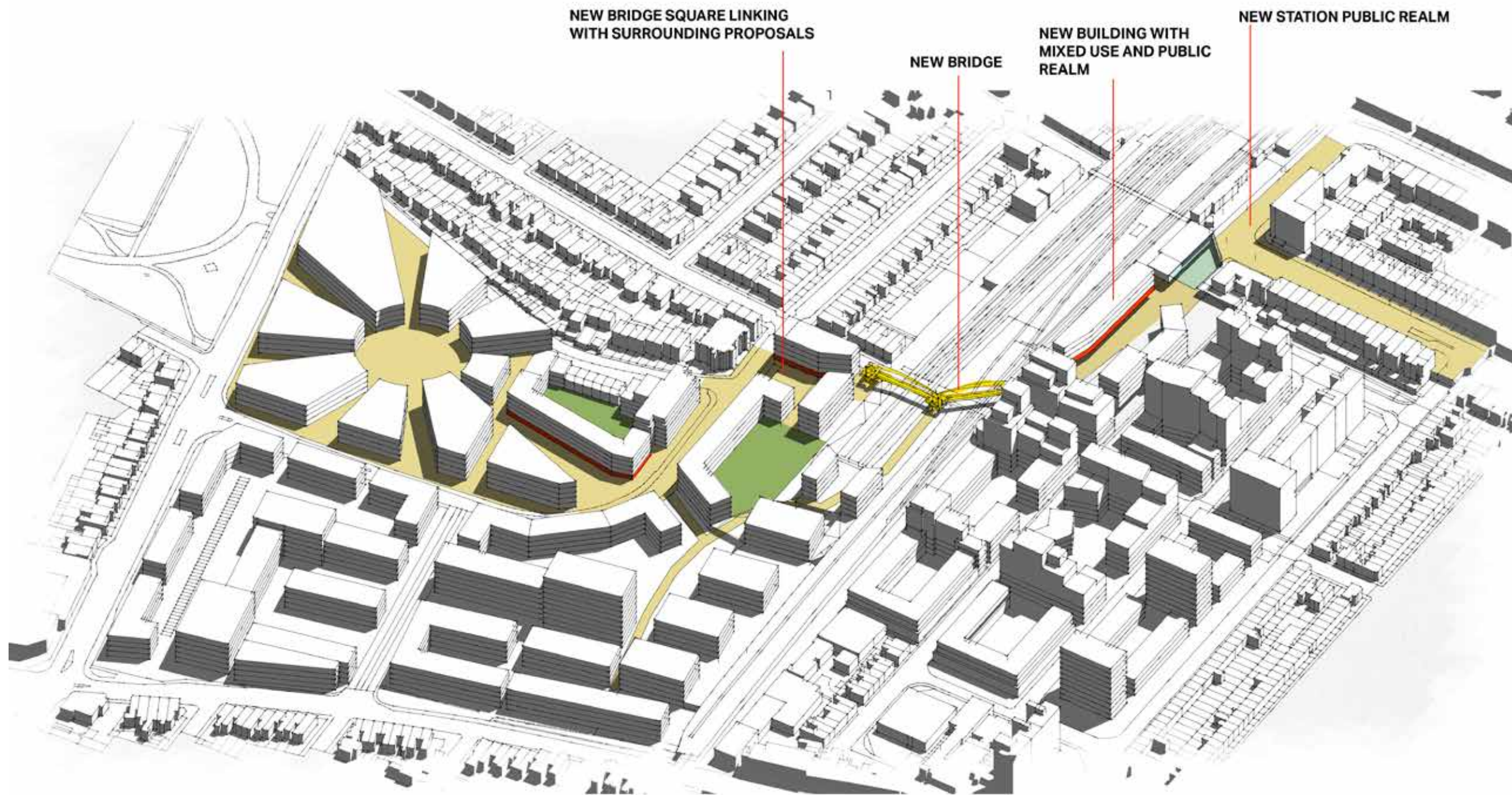


Open Space / Public Realm Diagram

The image highlights the continuity and integration of public realm between different schemes and surrounding areas.

3D Massing Concept Masterplan

The image shows the preferred concept proposal in three dimensional form to show the relationships between levels, open space and building heights. This view focuses on the link between the north and south and the pedestrian bridge over railway as the linking element.



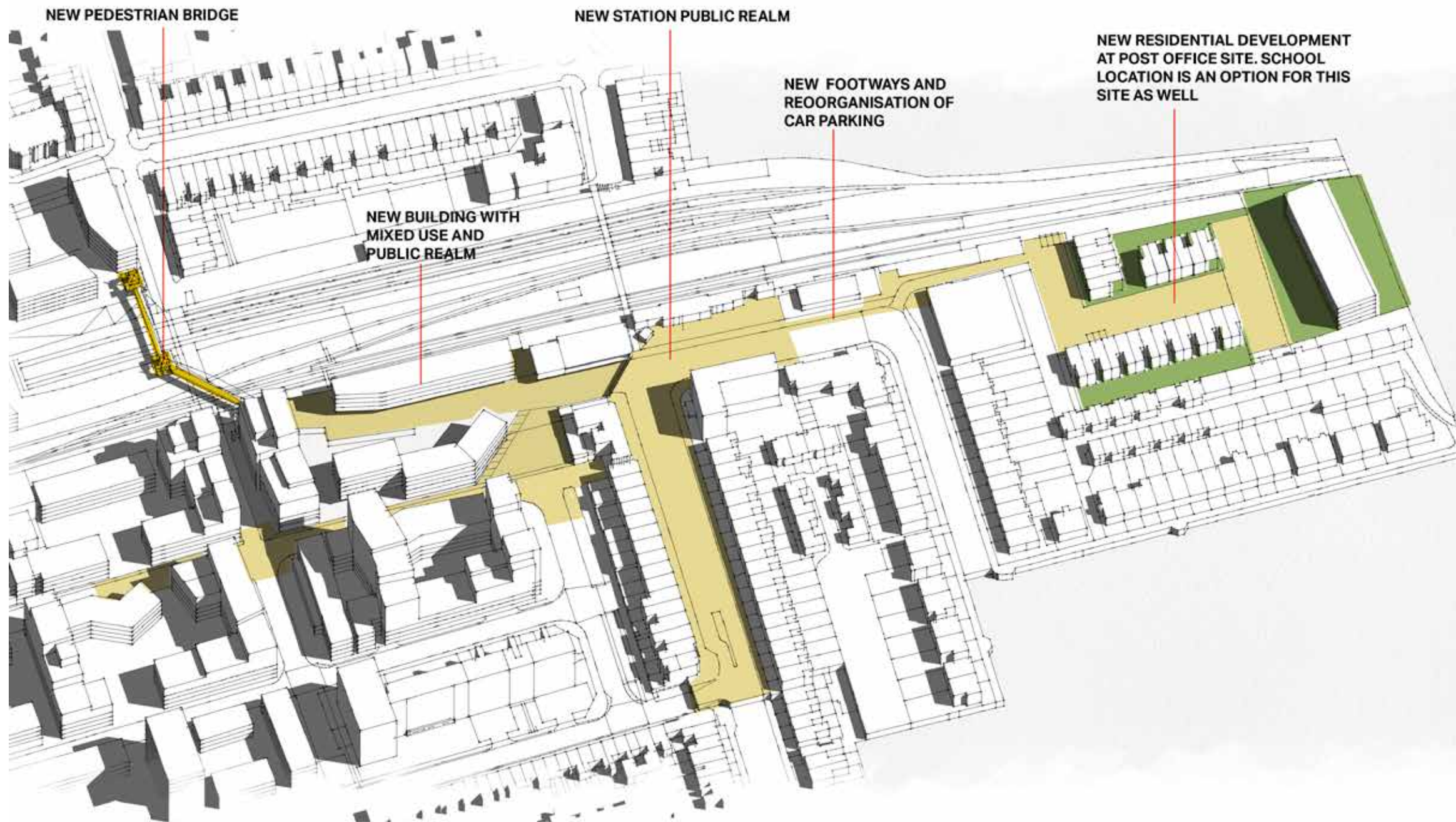
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HOVE STATION QUARTER CONCEPT PLAN - MASSING DIAGRAM

22 - July - 2016

3D Massing Concept Masterplan

The image shows the same types of three dimensional relationships between levels, open space and building heights. This view focuses on the Royal Mail site.


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HOVE STATION QUARTER CONCEPT PLAN - MASSING DIAGRAM - POST OFFICE SITE

22- July - 2016

Next Steps

Next stage is to use the outcomes of these design options study to:

- further develop the detail of the masterplan;
- embed the masterplan in the Draft Neighbourhood Plan;
- engage with the Council to develop policies supporting the proposals;
- engage with developers and Network Rail to seek support for the proposals
- define key public realm improvements to kick start the regeneration of the area.

