

Go Ahead

**Brighton & Hove Bus Company
part of the Go-Ahead Group plc**

Conway Street, Hove
West Garage

Design & Access Statement

January 2021



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Introduction

Introduction

This Design and Access statement has been prepared by Atelier IAD on behalf of the Brighton & Hove Bus Company to detail the proposals for the site along Conway Street and Fonthill Road, currently owned by The Go-Ahead Group plc.

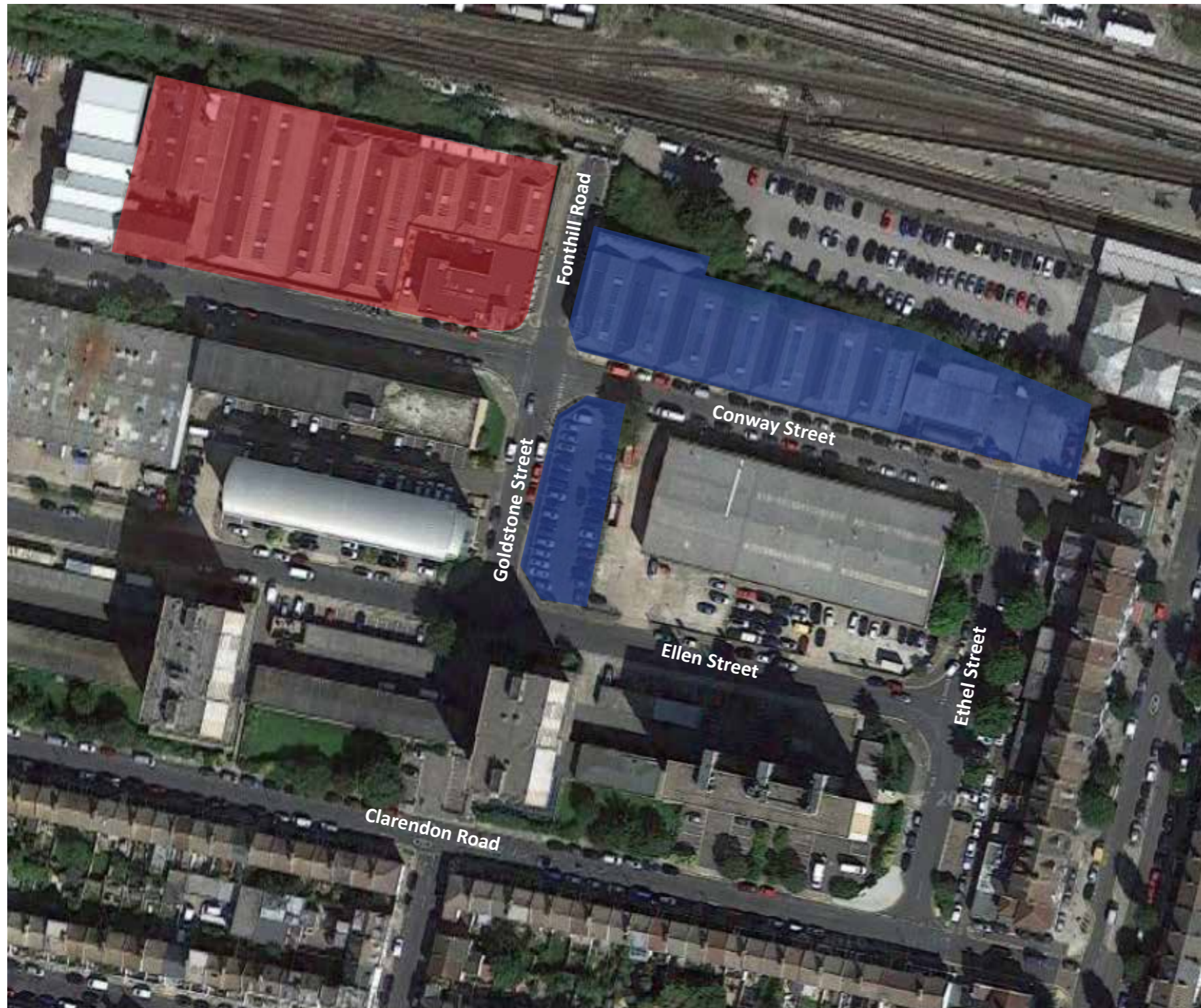
The proposals is to develop only part of the whole Go-Ahead Garage, which is the West Garage, currently housing their HQ offices.

The proposal is to demolish the existing office and workshop buildings, and to create a new workshop with the relative office facilities as well as the HQ office above.

The rest of the site will be an uncovered yard which will be used for bus parking facilities at night and staff parking during the day.

The other two lands of the Go-Ahead property will remain untouched and as existing.

On those two other sites there are currently the fuelling and washing facilities and bus parking area.



Rest of Go-Ahead Demise Go-Ahead Proposed Development

Aerial view of site.
Image Source: Google Earth

Introduction

The Go-Ahead Group plc

Go-Ahead is one of the UK's leading public transport providers. Formed in the 1980's as a small bus operator in the North East of England, the group now employs 26,000 people, provides over a billion journeys each year in the UK and is a FTSE 250 company.

Brighton & Hove Bus Company

Brighton & Hove Buses has been a subsidiary of the Go-Ahead Group plc since 1993, and in line with Go-Ahead philosophy is run as an autonomous business which is in tune with its local market.

A fleet of around 260 buses serves the conurbation of Brighton and Hove and working in partnership with Brighton & Hove City Council, the company have pursued a strategy encouraging increased use of public transport through simplified fares and traffic measure improvements which prioritises buses.

Over £3 million a year is invested on new buses and coaches. This, along with a flat fare system, a satellite based tracking system providing real-time departure information as well as increased frequency on routes have made Brighton & Hove buses more attractive to use. This has led to a 5% increase of local bus use each year since 1993.

With numerous awards under its belt such as Most Sustainable Business (2015); Gold Award for Top City Operator (2015) and Gold Award under Putting Passengers First (2015); Go-Ahead Brighton & Hove is an integral part of the area's infrastructure and community.



Context



Aerial view of Brighton and Hove
Image Source: Google Earth



Aerial view of Hove context around site
Image Source: Google Earth



Aerial view of site immediate context
Image Source: Google Earth



Existing Brighton & Hove HQ and West Garage, Conway Street
Image Source: Google

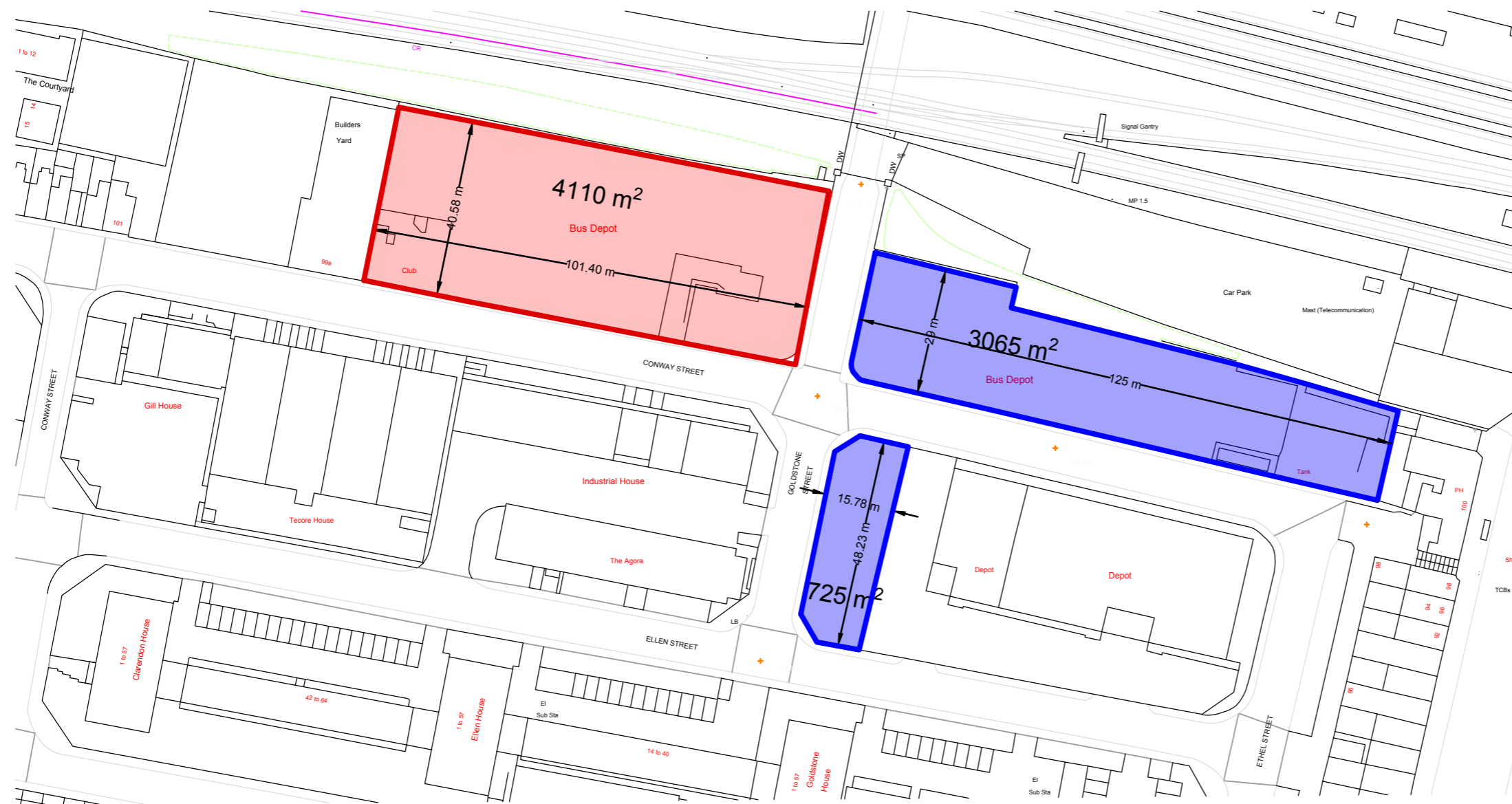


Brighton & Hove Bus workshop, East Garage, Conway Street
Image Source: Google



Street-view of site from South East, East Garage, Conway Street.
Image Source: Google Earth

Context



WEST GARAGE :
DEVELOPMENT AREA 4110 m²

EAST GARAGE AND UNCOVER PARKING SITE :
NOT PART OF THIS APPLICATION

Red line showing current demise of The Go-Ahead plc land for this application.

The proposed site for the Re-development and creation of a new workshop and HQ office block is the area hatched in red.

- The West Garage will be developed with a new Workshop with 4 No Bays and offices for engineers and operation staff. Above will be the new HQ office. The rest of the site will be used as bus parking.
- The East Garage, which will stay as existing, will be used as Bus Parking, Fuelling and Washing facilities.
- The site in Goldstone Street will be used as Parking.

Location

The site is located close to Hove Station, in the centre of the coastal conurbation that stretches from Shoreham-by-Sea to Brighton Marina.

It lies 350 yards from Hove Station, less than a mile from the town centre, 1.5 miles from the seafront and approximately 2.5 miles to the centre of Brighton.

The area is well served by public transport - both trains and buses - as well as good pedestrian and cycling links within its environs.

It has suitable public amenities and the proposed development will increase the public realm with live green fencing around the site and walls which will be given to the community as potential area of expression for local artists.

Brighton & Hove has a diverse population of 272k (2010 census), with a growing ethnic population. Generally, the population is expected to increase to 300k by 2030. Due to the influx of students in the area, the population is relatively low with the 20-40 age-group being the most dominant, however this is an ageing population.

Brighton has a growing university and £4.2 billion of local economy work. Being a city by the sea, Brighton has a regional transport hub, meaning car ownership is comparatively low (in South East).

Site

The whole site owned by Go-Ahead Plc. has a footprint of 7955 m² and include three different plots of land: the West and East Garage are bounded by Conway Street to the South and the railway line to the North, and the third one lies on the corner between Conway street to the North side, Goldstone Street to the West side and Ellen Street to the South side.

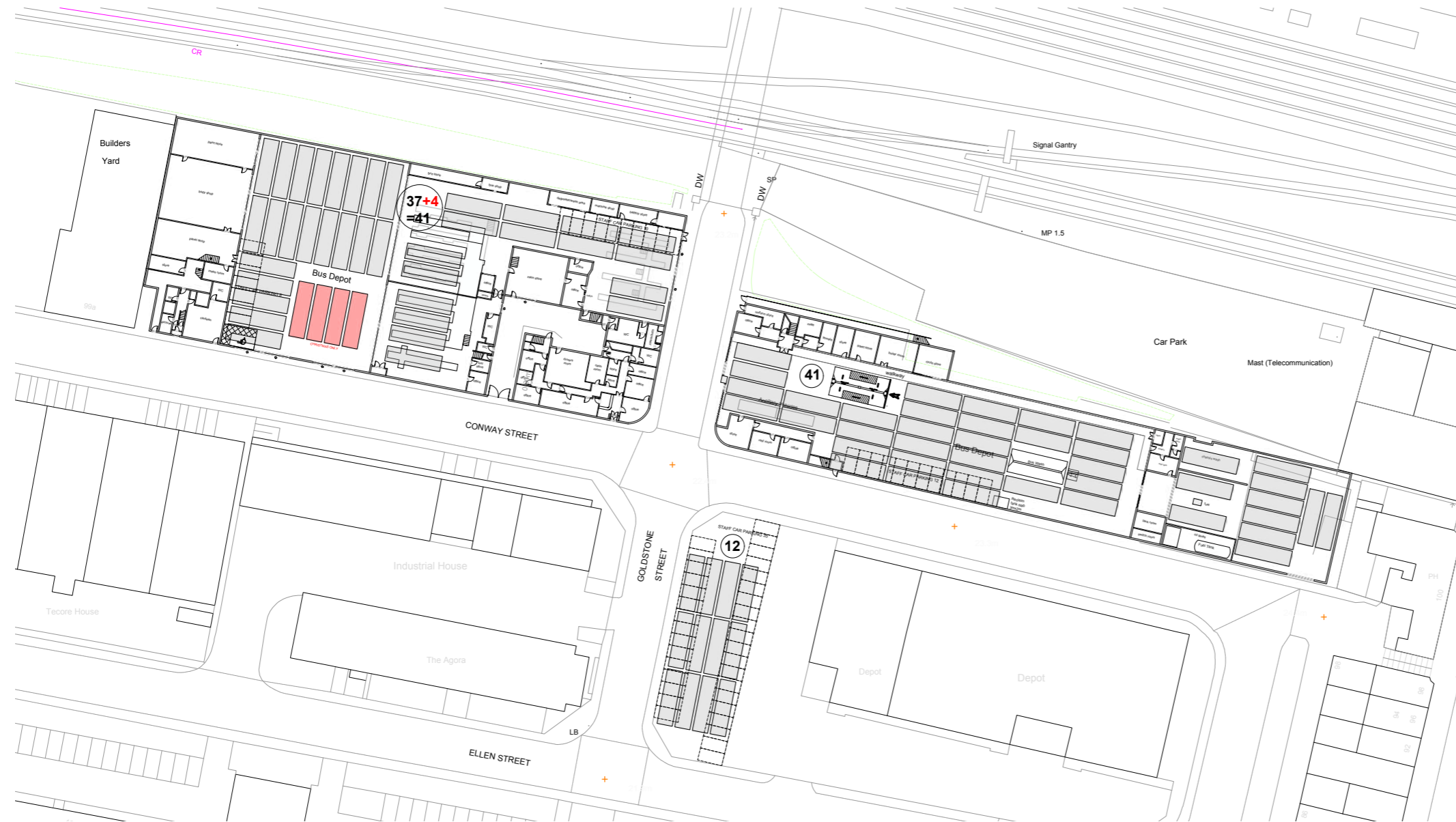
The site is currently used by *Brighton & Hove* Bus Company as bus parking, workshop facilities and HQ office.

Design

Existing Site Plan

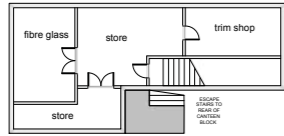
BUS VEHICLES PARKED	
West Garage	41
East Garage	41
Goldstone Street	12
TOTAL	94

STAFF CAR PARKING	
West Garage	18
East Garage	12
Goldstone Street	35
TOTAL	67

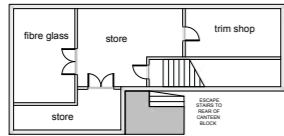


Design

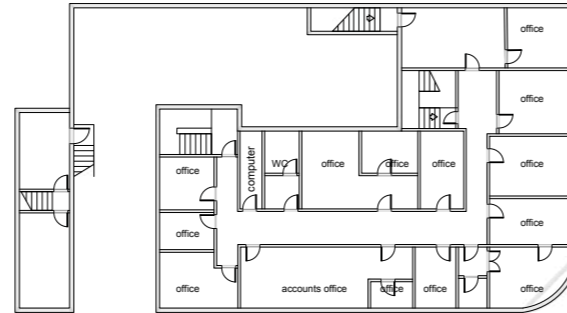
West Garage - Existing Building Plans



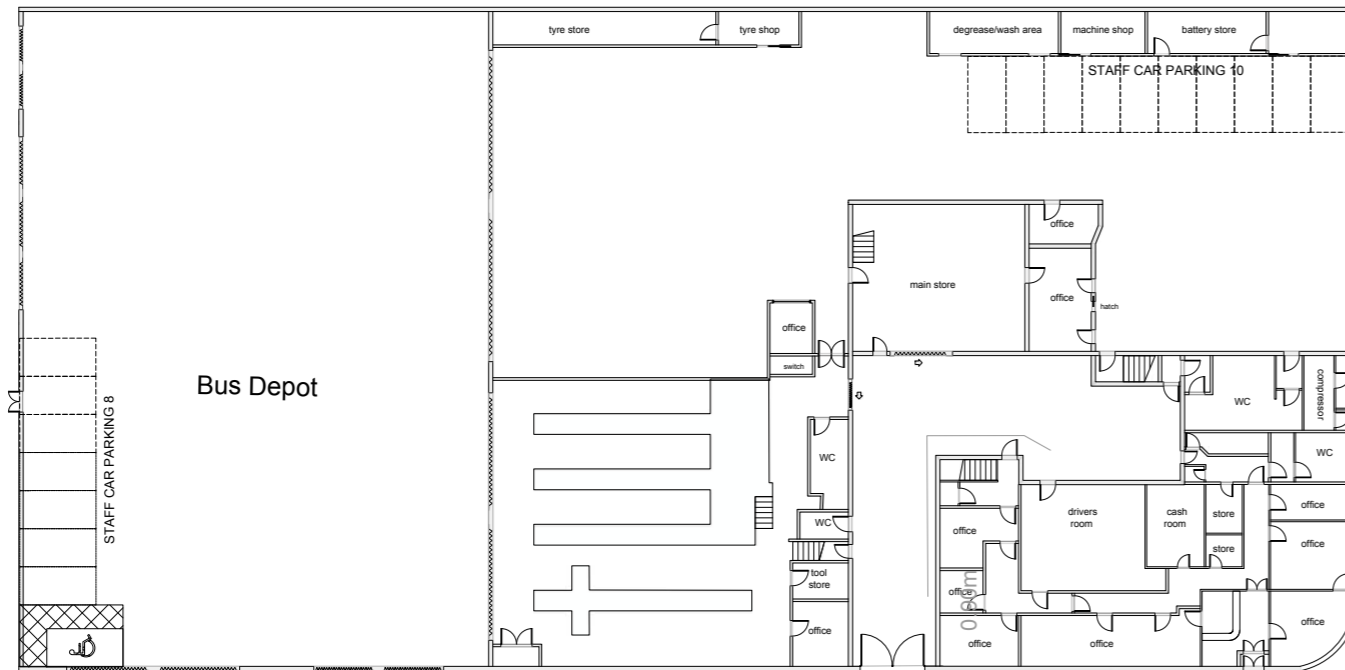
1 1:200 MEZZANINE FLOOR LAYOUT (ABOVE STORE)
EXISTING



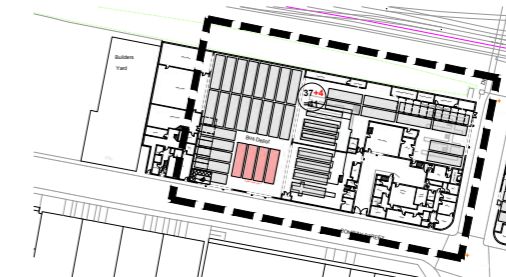
2 1:200 FIRST FLOOR LAYOUT (ABOVE STORE)
EXISTING



3 1:200 FIRST FLOOR LAYOUT
EXISTING



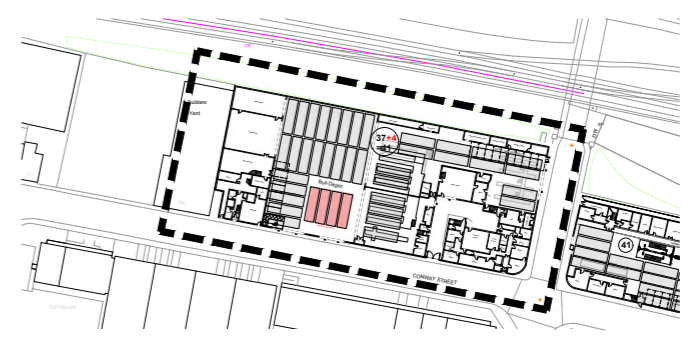
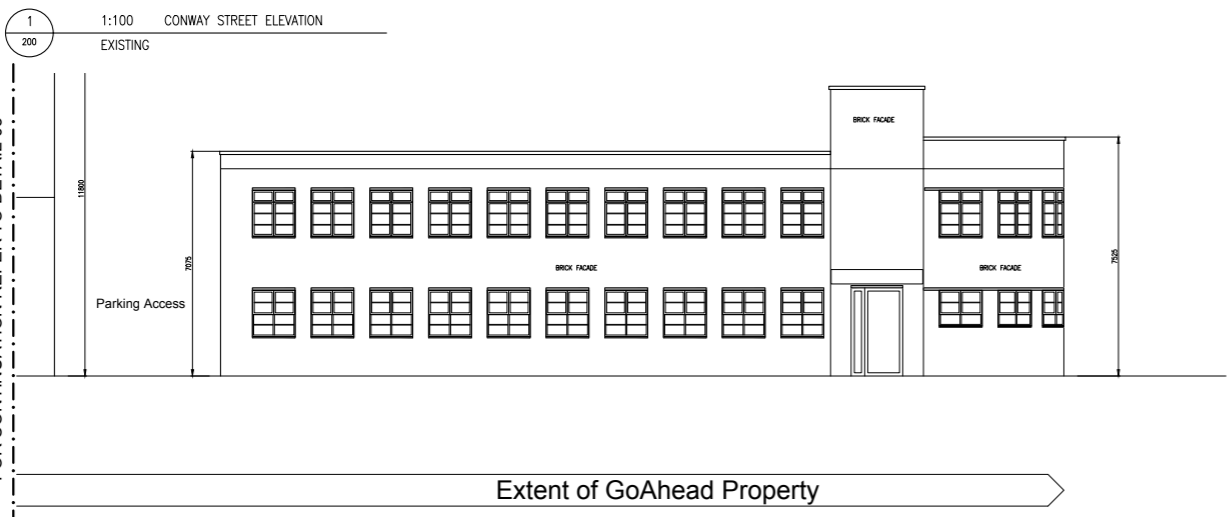
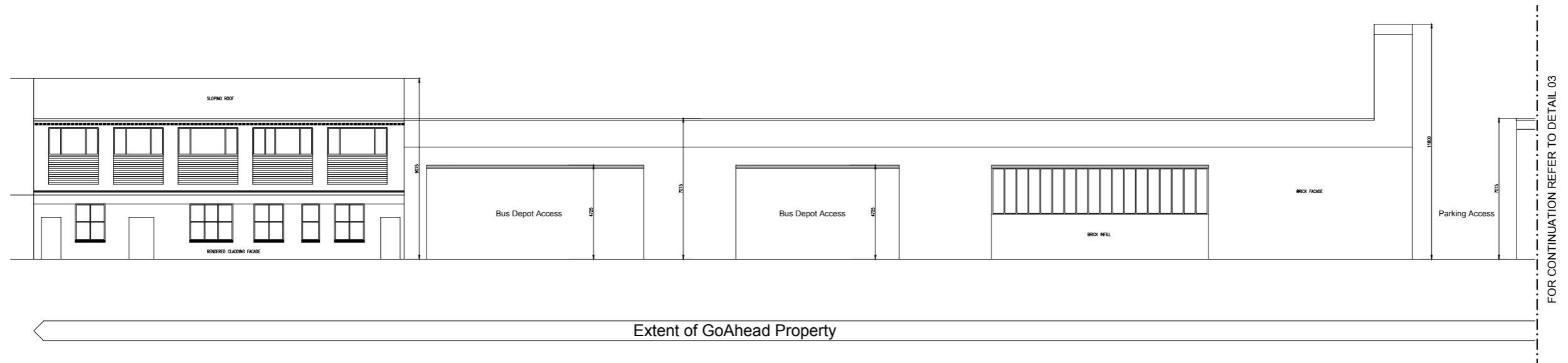
4 1:200 GROUND FLOOR LAYOUT
EXISTING



5 1:100 LOCATION PLAN
EXISTING

Design

West Garage - Existing Site Elevation



Design

Proposed Site Design

The proposed scheme involves the full demolition and reconstruction of the Go-Ahead West Garage currently occupied by the HQ offices and workshop facilities.

The use of the site will remain rather the same but the existing building will be completely demolished.

A new 4 bays workshop with offices, drivers accommodation and bus storage will occupy the first 2 floors of the new building.

Above these, two more floors are proposed to house the HQ offices.

The rest of the site will be used as parking area. This part will remain uncovered but fencing and gate will be provide on the boundary to ensure protection to the private land.

Over all the site will be use for the day to day running of the bus fleet, as well as the maintenance of vehicles, while functions like refuelling and washing will remain part of the East Garage.

This new West Garage will provide a total space for 67 Nr buses parked at night.

During the day the parking space will be utilised as a car park for the employees on a rotation system : when the buses will leave in the morning they will free car parking spaces, which will also include some electric and disabled once.

The vehicles will access the site via Conway Street and will exit on Fonthill Road trough a sliding gate.

This will allow to make the Conway Street elevation, and a small part of the one in Fonthill Road, more pedestrian friendly treating the boundary of the site with a series of greened fencing planted out with vegetation interspersed with solid walls to be given back to the community for art manifestations.

This approach will increasing the public realm of the area and make it more inviting to the general public.

The area of development will extent for 4110 m².

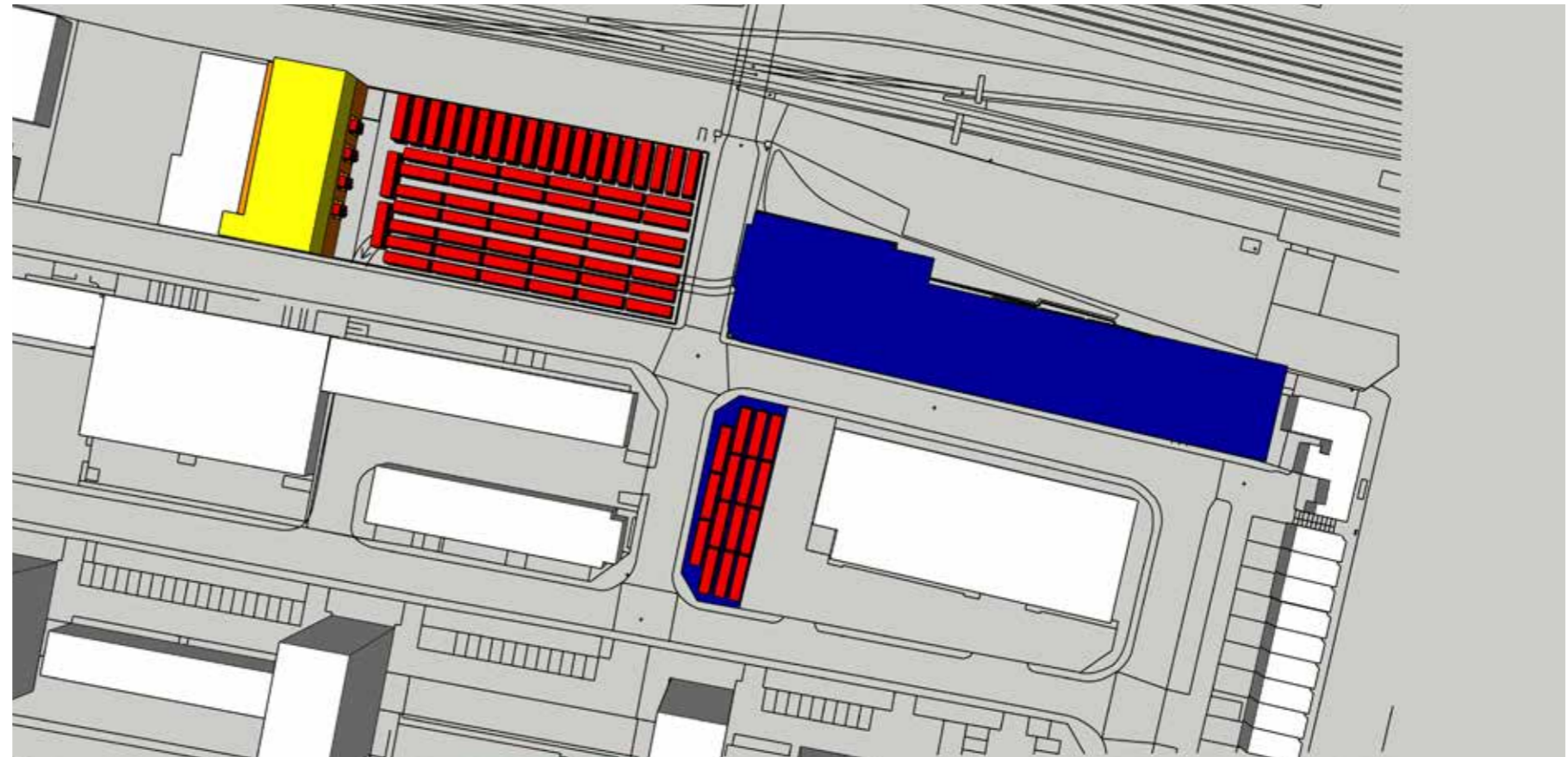
Of these only 1011 m² will be occupied by the new building which will be built over 4 storeys with a total GIA of 2600 m².

On the ground floor there will be a double heigh four-bays vehicle maintenance facility which will also include tyre store, storage and the oil store.

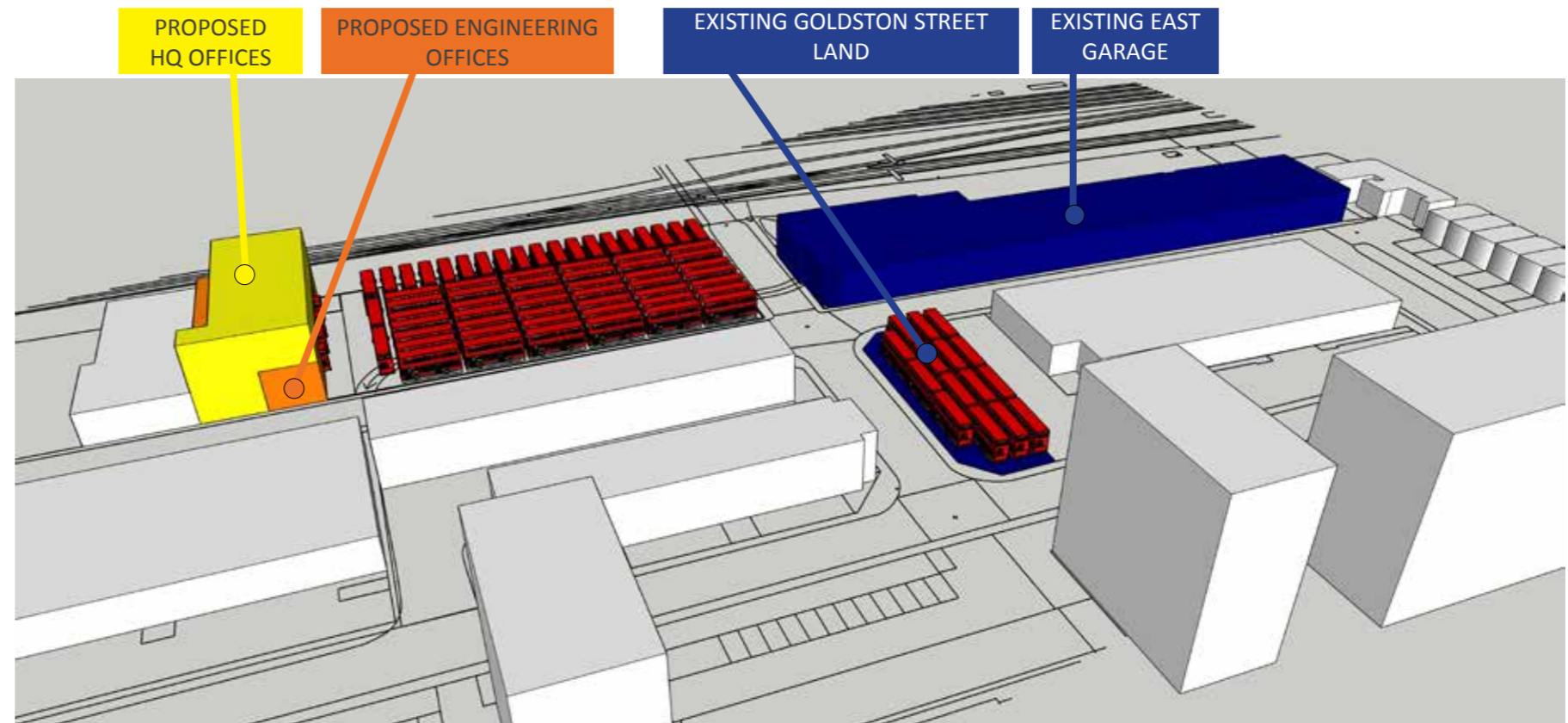
The engineering and operational team facilities , will be located on the first two levels, while the two floors above will accommodate the HQ Offices.

The proposed development is considering sustainable design including modern construction methods to be used, reducing the need for air conditioning/ heating, consequentially reducing the CO2 emissions, solar pannels or green roof.

The greenery which will be integrated in the boundary fence of the site will contribute to the increase of wildlife.



Top view of Proposed Site.
Sketchup Model



3D View of Proposed Site.
Sketchup Model

Context

Proposed Site Plan

Proposed site plan showing the relocation of the workshop and the office facility to the top west side of the site and the new HQ Office block above. East garage and Goldstone Street site to remain as existing.

DEVELOPMENT FOOTPRINT	
Site of Development	4110 m ²
Proposed Building	1014 m ²

BUS VEHICLES PARKED	
West Garage	67
East Garage	41
Goldstone Street	12
TOTAL	120

STAFF CAR PARKING	
West Garage	53
East Garage	12
Goldstone Street	0
TOTAL	65



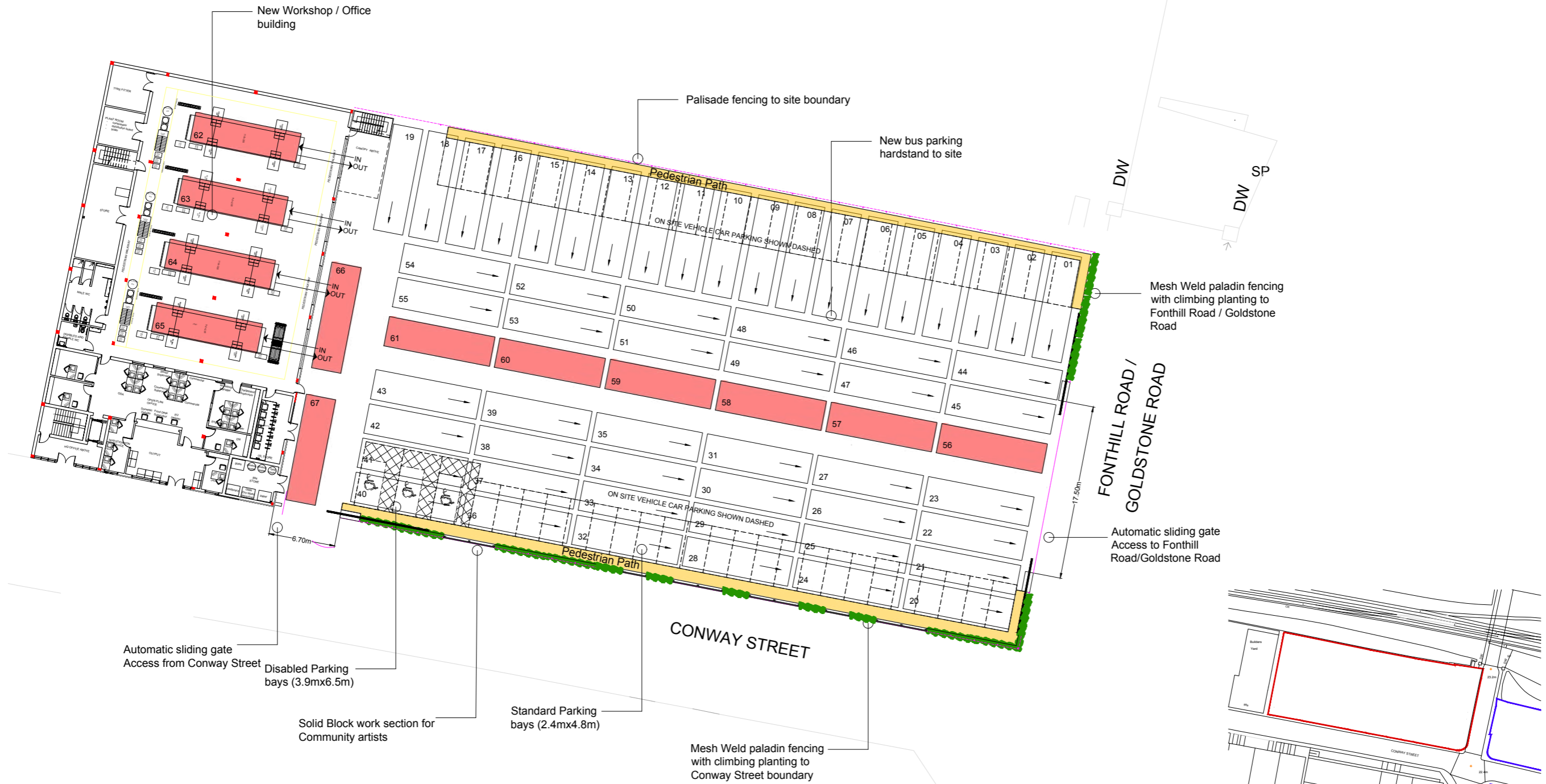
Design

Proposed West Garage Site Plan

NOTE:
 BUS FOOTPRINT BASE ON
 L10800mm x W3000mm
 750mm BETWEEN BUS WIDTH
 500mm BETWEEN BUS LENGTHS

BUS VEHICLES PARKED	
West Garage	55
West Garage on circulation route	8
Parking on Workshop Bays	4
TOTAL	67

DEVELOPMENT FOOTPRINT	
Site Development Gross Area	4110m ²
Hardstand Area	3096m ²
Proposed Building Grd Level	1014 m ²



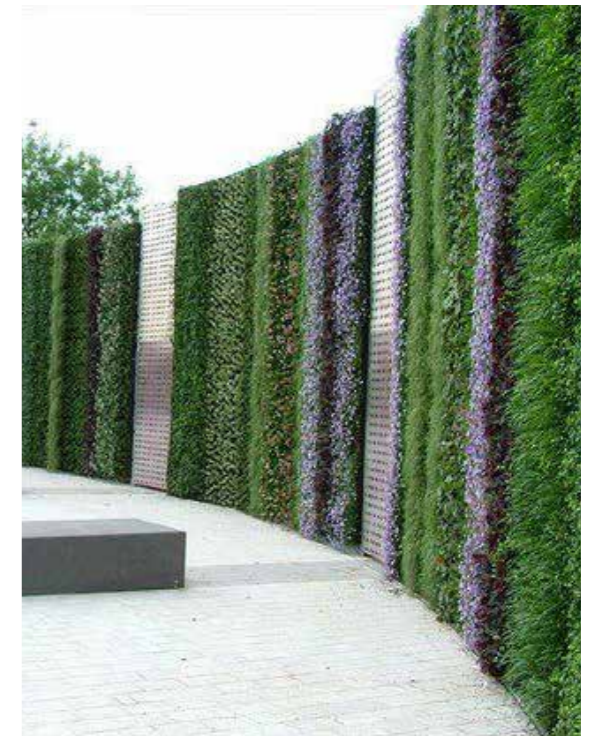
Design

Concept Images - Building Facade Treatment



Design

Concept Images - Greened Fencing and Community Walls



Design

Proposed Building Design

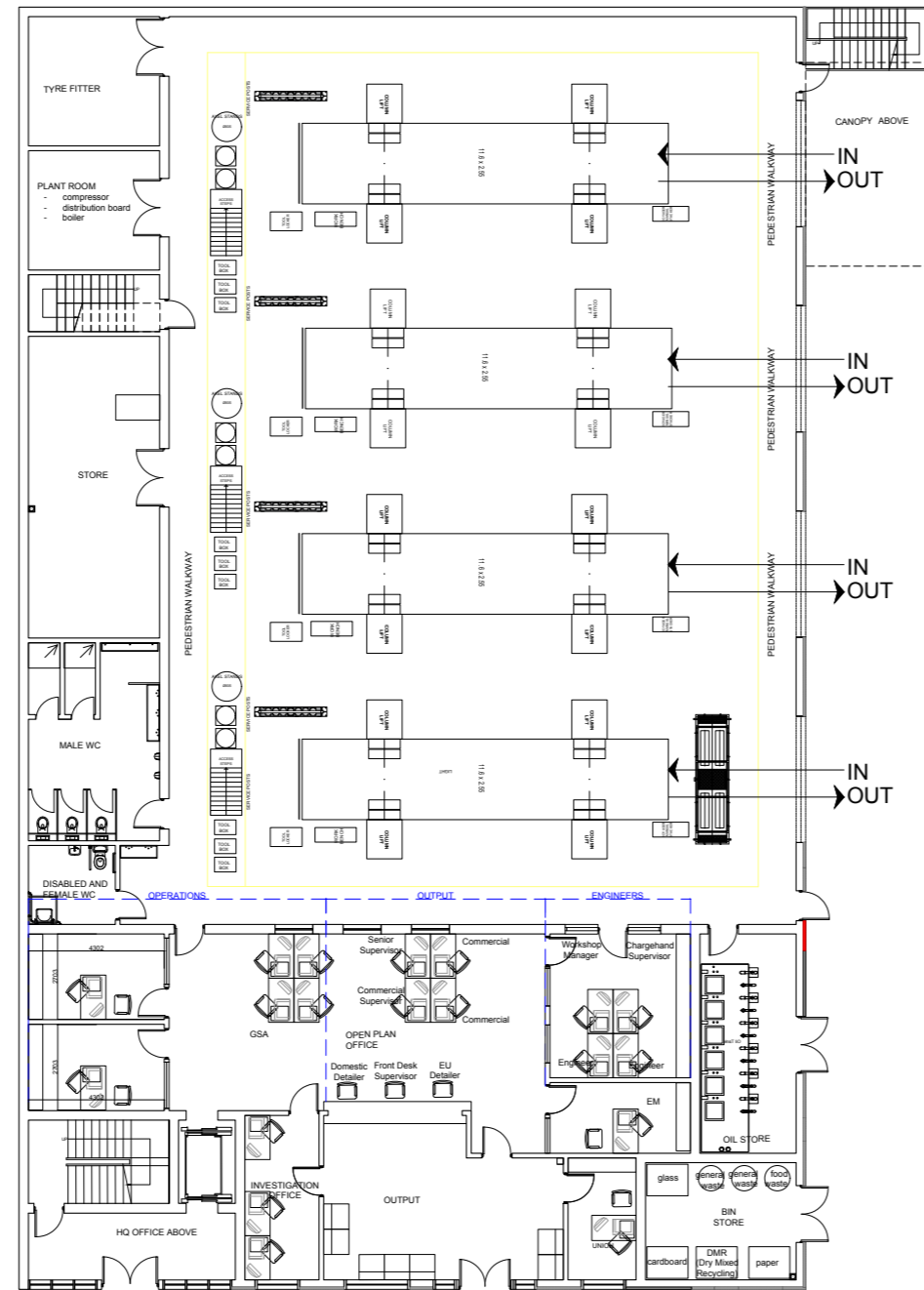
The proposed new building includes:

- Office space for the various departments that focused on service provision (e.g.. Engineering, scheduling, customer service, GPS, accessibility) as well as support departments for the operating of the company (e.g.. HR, Finance, Management, IT, Communications)
- Reception
- Meeting rooms
- Locker room
- Welfare areas - kitchens, wash rooms
- Parking for 67 no. buses
- 4no. workshop bays.

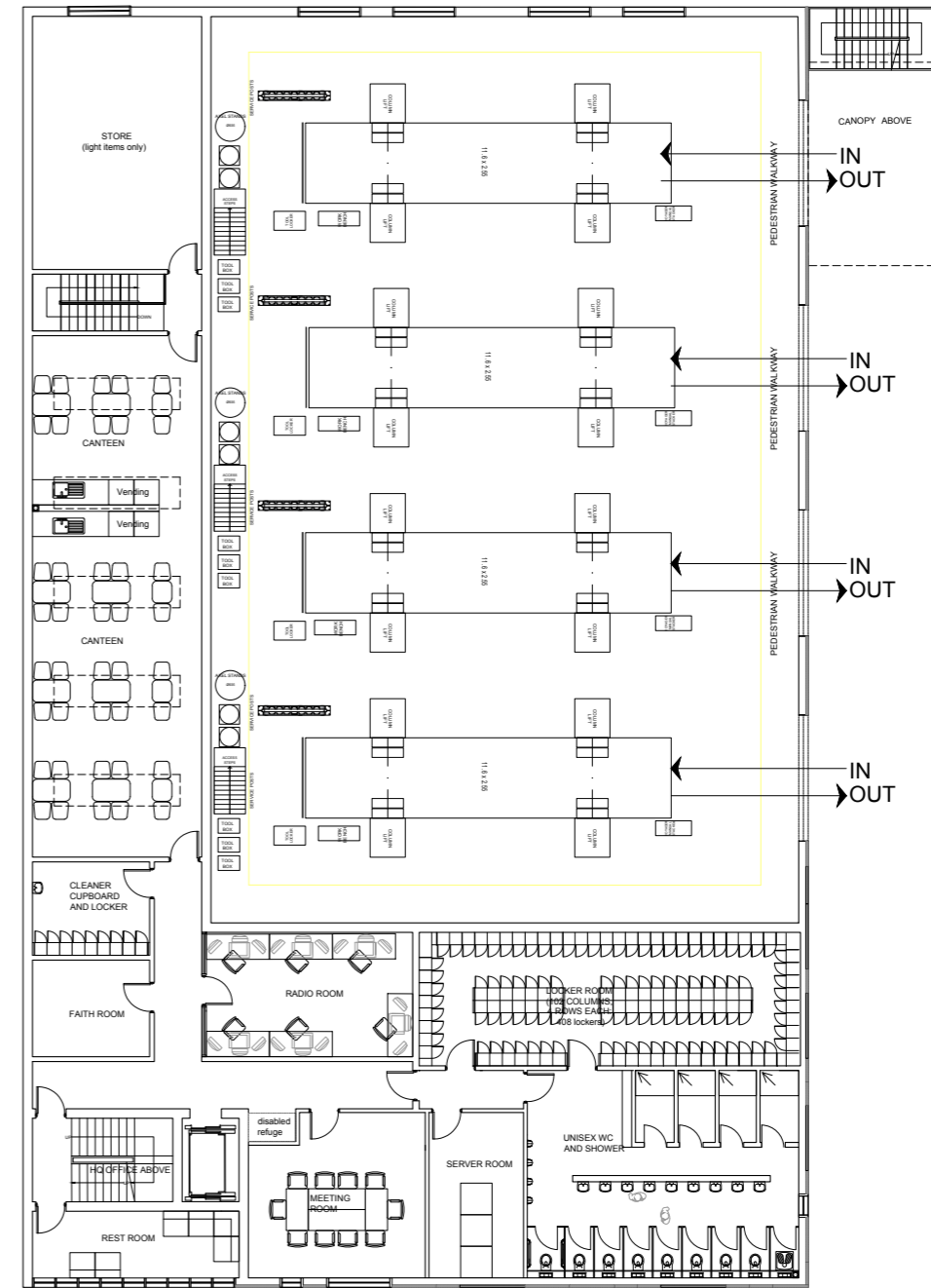
The workshop facilities will provide an approximate Gross External Area (GEA) of 1011 m², the new Operation and Engineering Office Building which is next to the Workshop and occupies the ground and first floor will provide a Gross Internal Area (GIA) of 805 m², while the new HQ office will have a Gross Internal Area (GIA) of 1216.5 m² over two floor.

The building will be designed following all the requirement to comply with the latest regulation in terms of Fire Safety, Building regulations and British Standard.

The external facade will be clad with an alternation of modular powder coated dark grey aluminum panels and glazed partition. This design will guarantee a good flexibility for the allocation of natural lights to the desired area in to the building and at the same time will give the new office block a nice modern style look which will be in keeping with the future development of the surrounding area, staying away from the very industrial looking of a standard bus depot.



Ground Floor Plan

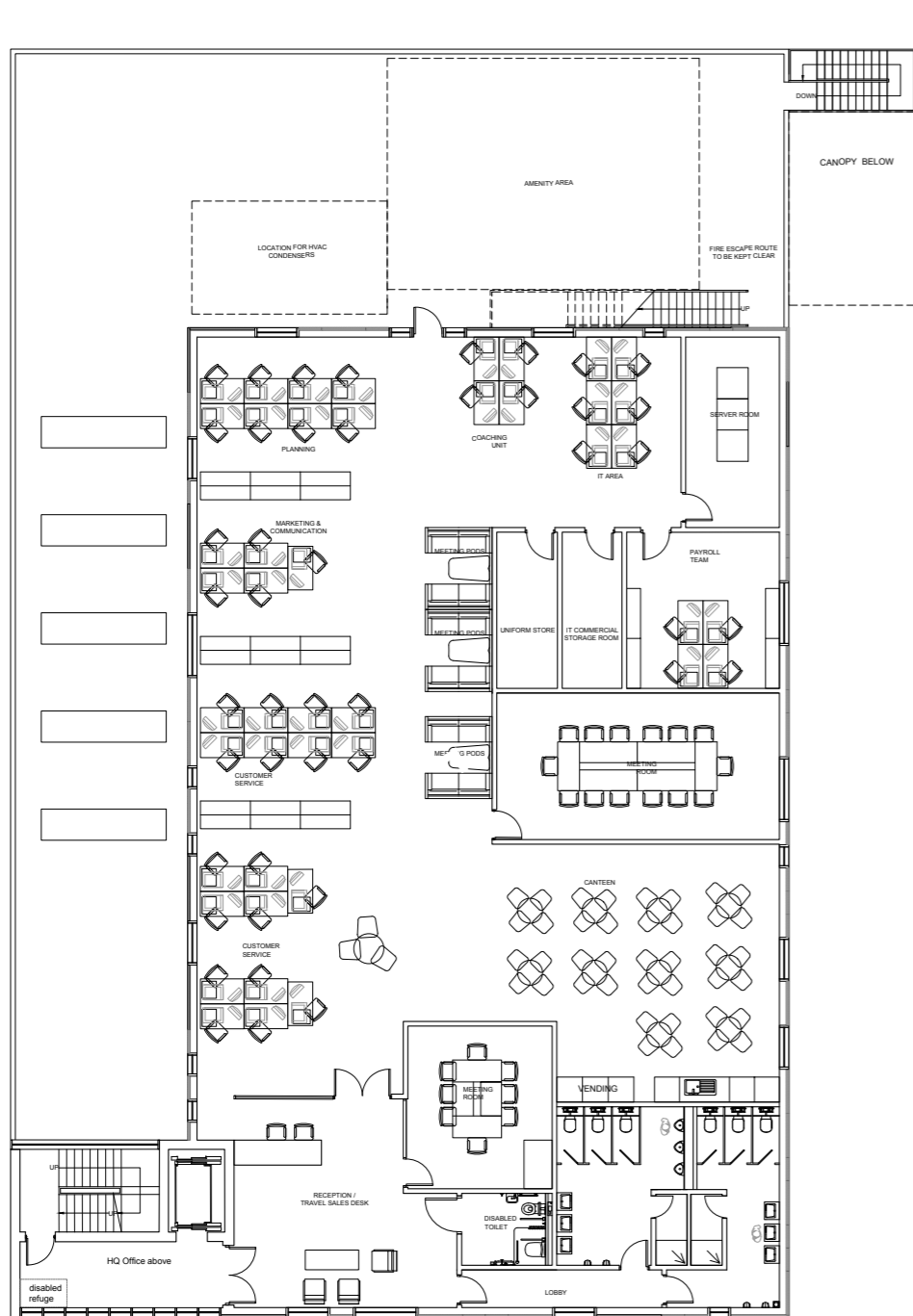


First Floor Plan

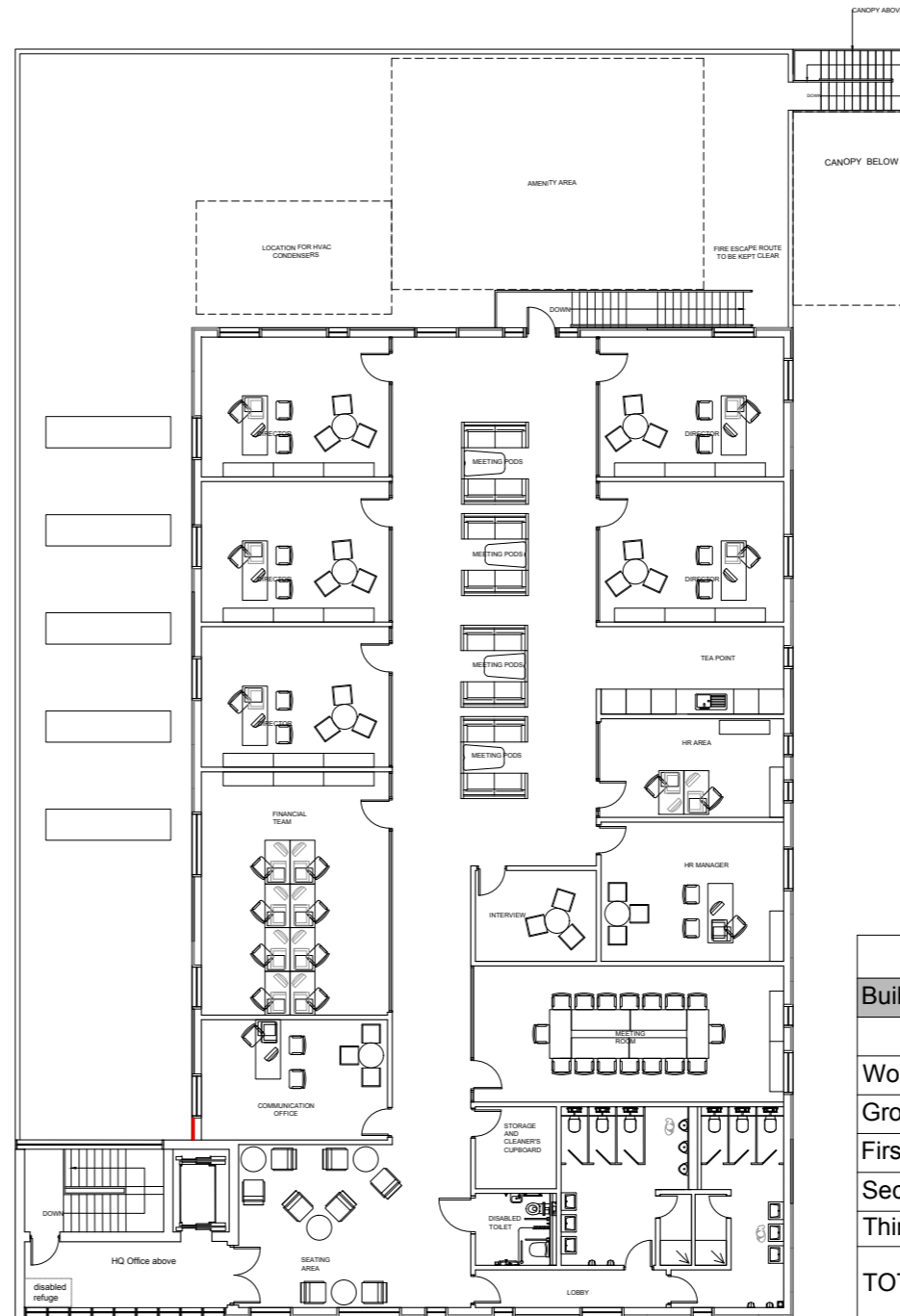
GIA	
Building Footprint	1011 m ²
Workshop	574 m ²
Ground Floor (Offices)	383 m ²
First Floor (Offices)	422 m ²
Second Floor (HQ)	608.3 m ²
Third Floor (HQ)	608.3 m ²
TOTAL	2600 m ²

Design

Proposed Building Design

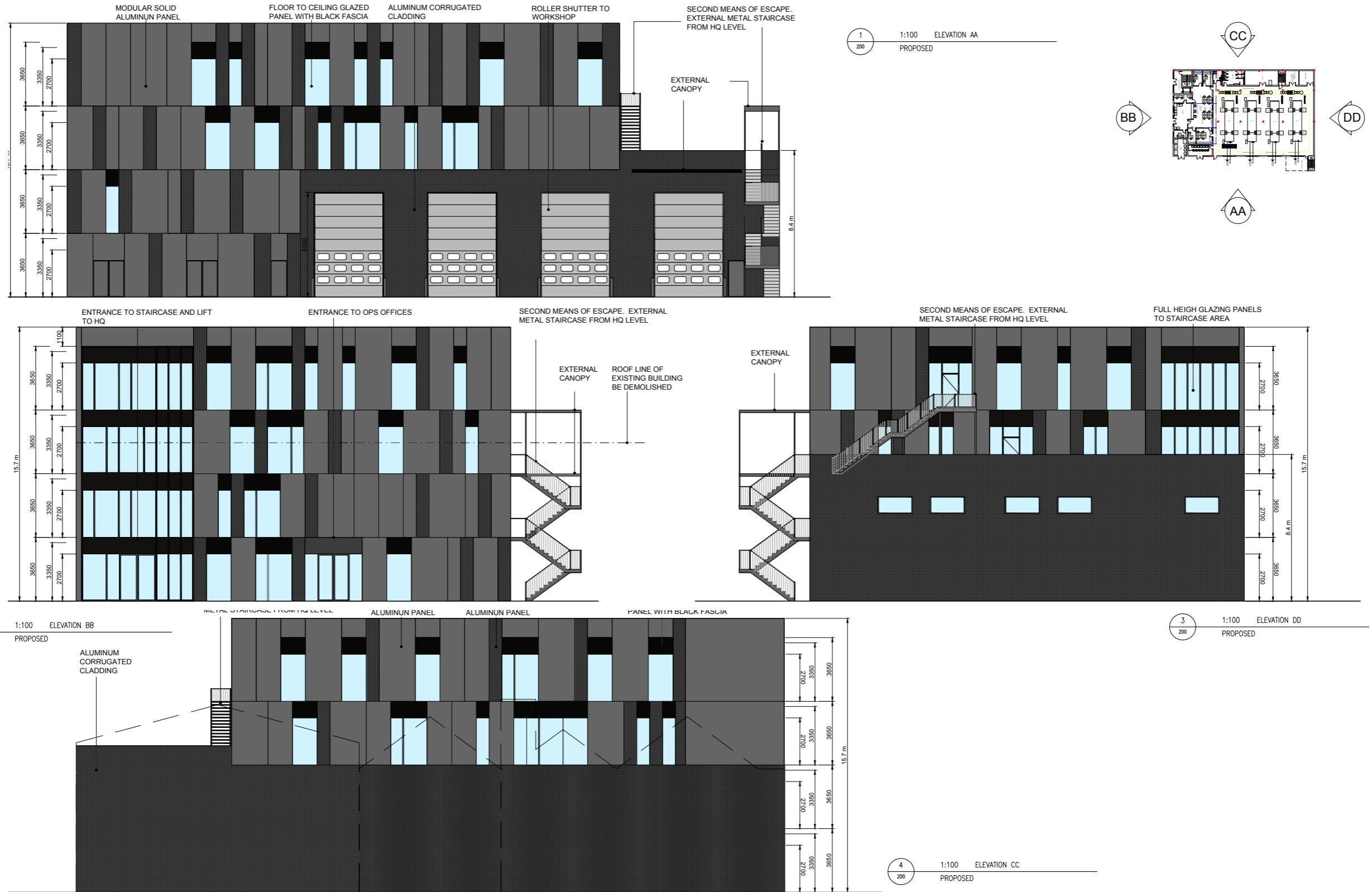


Second Floor Plan

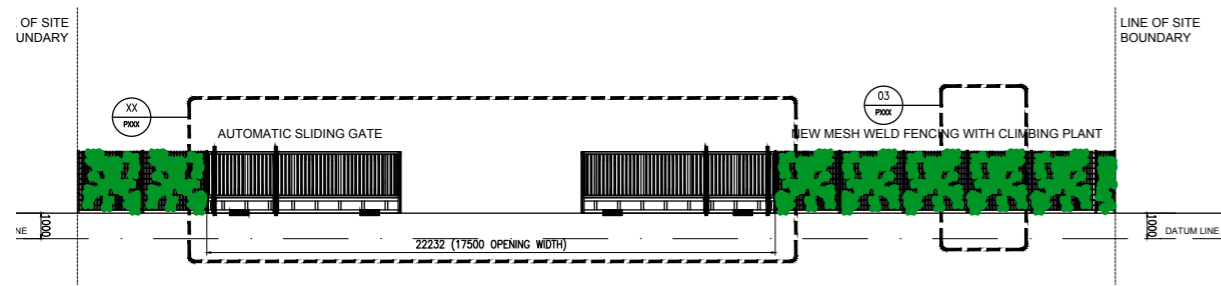


Third Floor Plan

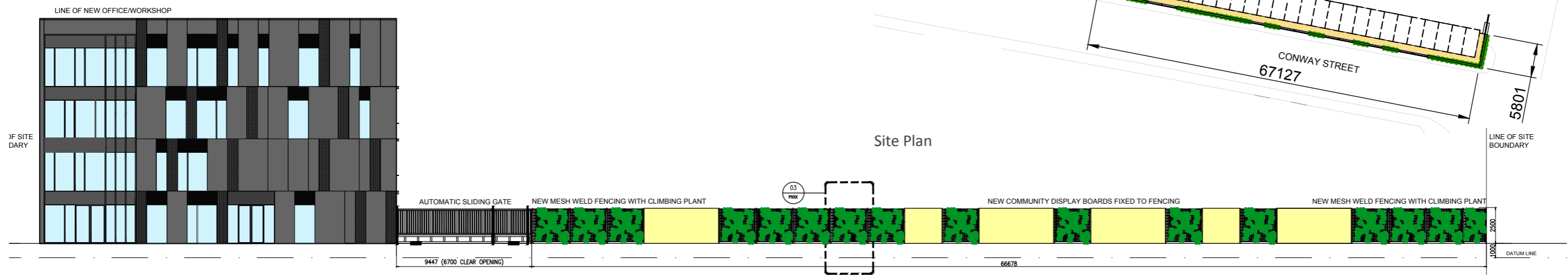
GIA	
Building Footprint	1011 m ²
Workshop	574 m ²
Ground Floor (Offices)	383 m ²
First Floor (Offices)	422 m ²
Second Floor (HQ)	608.3 m ²
Third Floor (HQ)	608.3 m ²
TOTAL	2600 m²



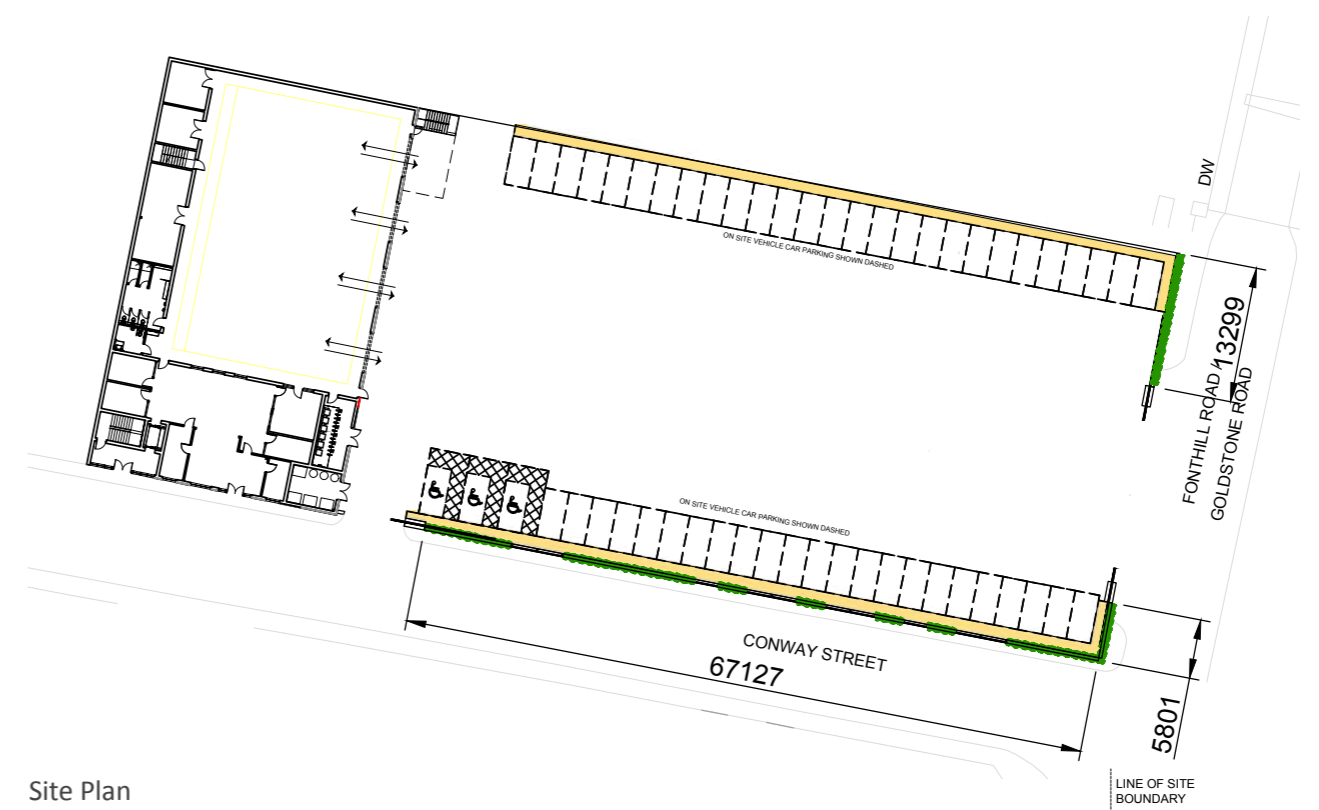
Proposed Elevations



Site Elevations



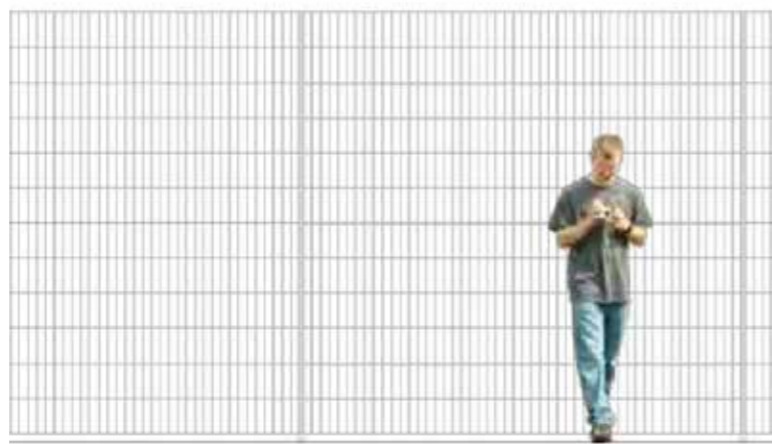
East Elevation from Henley Road



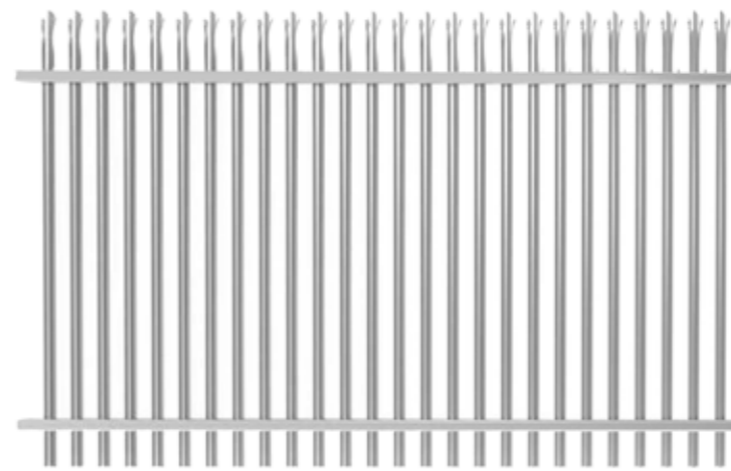
Site Plan



Mesh Fence with Greenery



Palisade Fencing to North Elevation



Community Walls