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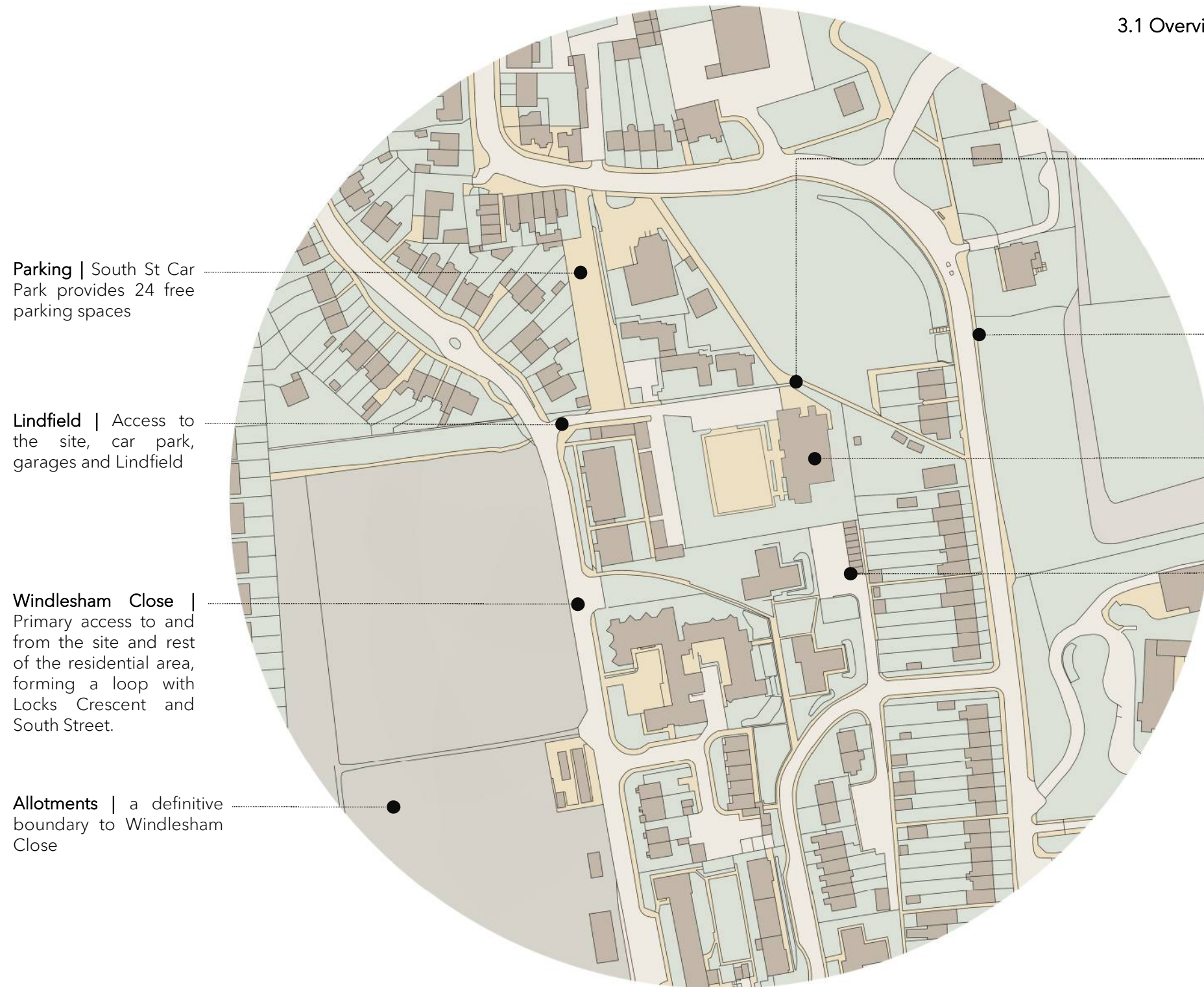
Site Analysis

The site analysis is a focussed micro study of the site and immediate context, appraising the existing landscape to determine the site opportunities and key defining features.

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3.0 Site Analysis

3.1 Overview



Parking | South St Car Park provides 24 free parking spaces

Lindfield | Access to the site, car park, garages and Lindfield

Windlesham Close | Primary access to and from the site and rest of the residential area, forming a loop with Locks Crescent and South Street.

Allotments | a definitive boundary to Windlesham Close

Village Green | Plenty of existing natural screening to the site, with stepped and gated connection to the Village Green, presently restricting access.

Locks Hill | Approximately 5m higher than Windlesham Close, rising to the Eastern boundary, featuring a dense backdrop of mature tree cover

Village Centre | The existing Community Centre, located on the highest plateau to the eastern boundary of the site.

Existing Garages | 1970's built garages that are sparsely used due to their condition and dated proportions.



3.0 Site Analysis

3.2 Existing Landscape Appraisal

Located within the shallow valley of Portslade Village, the site grades up from its lowest point on the western boundary connecting to Windlesham Close and rises between 4-5 metres towards its eastern boundary with Locks Hill. The site levels appear to have been adopted during the construction of the existing building during the 1960s, with large usable areas being cut into the landscape forming 3 tiers. The lowest of these feature a row of garages and hardstanding access along the western boundary with Dudney Court. Steep banks of grass separate the mid and upper tiers. Within the centre of the site is a large hardstanding plateau, used as a play area. From this space the only access to the Community Centre is gained by steps.

The existing Community Centre is located at the eastern edge of the site, at the highest point. Due to the cut in the land, another steep bank rises to the rear gardens of the properties along Locks Hill. The treatment of the landscape appears to be significantly different to the historic development of the village, which was developed gradually, creating an effect of buildings stepping up the hillside. A similar cut treatment has been used on the site of the former vicarage, where the Parish Centre is now located.

1. View of bank separating lower level and mid tier
2. View north showing steep bank and steps separating the Community Centre from the hardstanding play area
3. Steep bank to Locks Hill
4. Main access from Windlesham close
5. Hardstanding access, parking and play area
6. Stepped and gated link to the Village Green is incredibly restrictive
7. Windlesham Close Green
8. Blakers Court hardstanding and garages



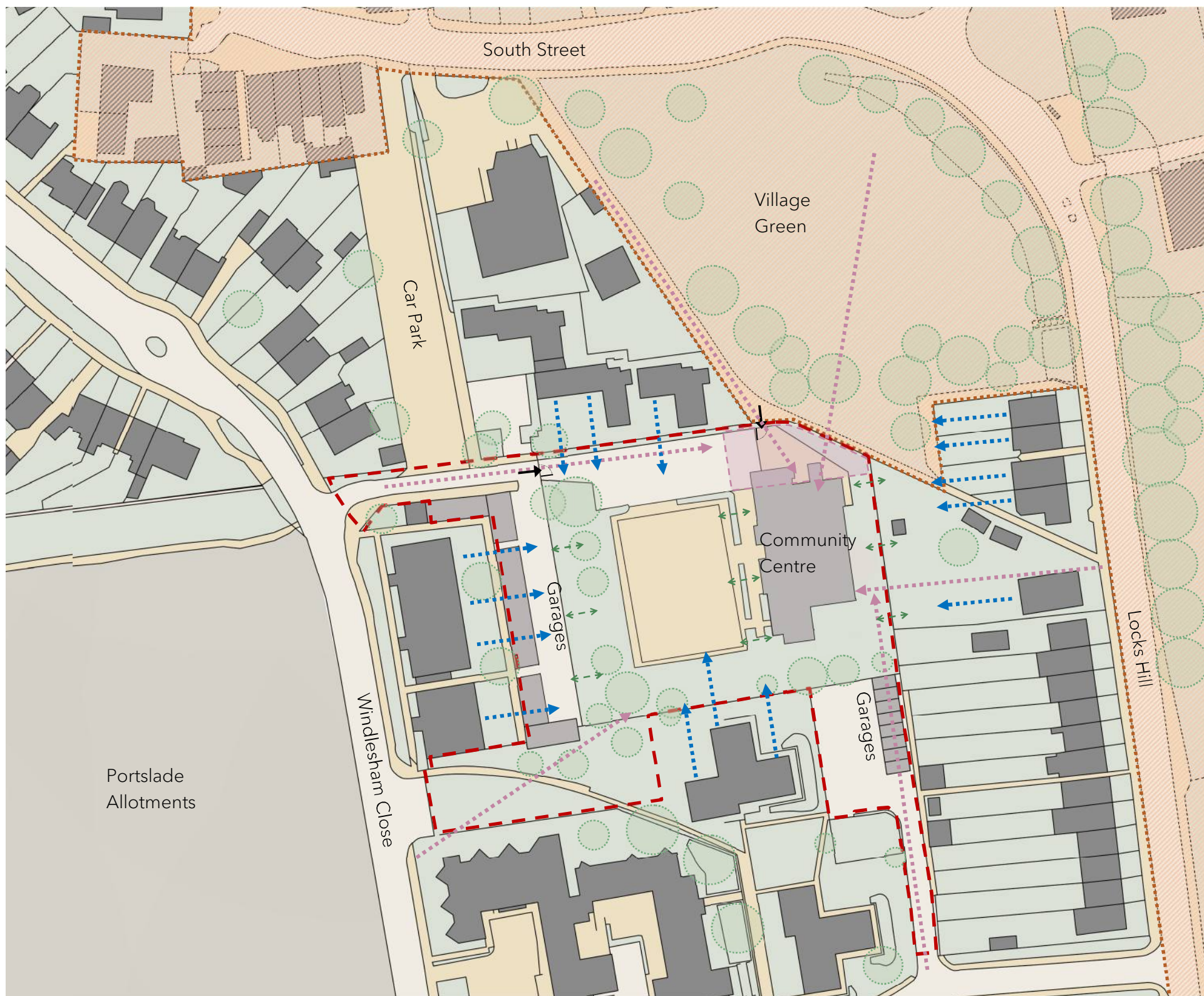
3.0 Site Analysis

3.2 Existing Building Appraisal

Located at the highest plateau, the existing building (2) was built in the 1960's, as a single storey unit, with the central court area and garages following in the 70's. The building appears raised off the ground level and is subsequently accessed via steps to each entrance, with a ramp also providing access to the main entrance (5). This appears to be a later addition to improve accessibility. However, the hard-standing play surface can only be accessed via steps or sloping grass banks. Internally, there is also a raised floor section, giving accommodation to a rear office space. Again, this can only be accessed by steps. It is unclear as to the initial function of the building; however, the layout is somewhat ad hoc, with several rooms within rooms, changes of level, poor connectivity to external space (3), and unusual orientation locating many back-of-house facilities either to the front of the building or facing the village green (1). The main hall and small hall are two of the key rooms, yet whilst the hall has the benefit of a raised roof, the space is situated at the back of the building, and lacks connectivity to any real external space. The hall is flanked by inaccessible steep grass banks around the rear and south aspect (3+4).

For these reasons, the spaces in the building are disproportionate to their modern uses and are merely being made to work. Due to the way the landscape has been terraced, and the building positioned / laid out, it would prove incredibly difficult to adapt the existing site and building.

Other structures on the site include two external brick enclosures (7) adjoining the boundary with Dudley Court, which are un-used air-drying spaces, and two rows' of 1970s garages (6+8) These are poorly maintained and small by modern standards, which has led to most becoming redundant or used as household storage.



3.0 Site Analysis

3.3 Site Forces (Opportunities & Constraints)

The site presents many factors and challenges which require careful consideration. These can be broadly categorised into the following;

Heritage

Adjacent to the Portslade Village conservation area, the setting of this area / asset plays an important role on the development. In particular, the north-east corner and boundary are directly observed from and connected to the conservation area.

Topography

Rising up from west to east, the site has been heavily manipulated during the 1960s, forming 3 plateaus with steep banks. However, the existing green infrastructure of the site and surrounding area are unquestionably positive.

Enclosure

Since the area south of the Village Green was developed in the 1970s, the existing community centre has become largely landlocked and overlooked. This is further influenced by the site boundary, which restricts access and permeability.

- - - Site Boundary
- Existing Site Buildings & Structures
- Surrounding Buildings
- Conservation Area
- Setting of heritage assets and Village Green
- Access (Gated)
- · - · - Overlooking
- Existing Trees
- · - · - Views in (Approach)
- - - Steep Bank





3.0 Site Analysis

3.3 Site Forces (Opportunities & Constraints)

Negative Features

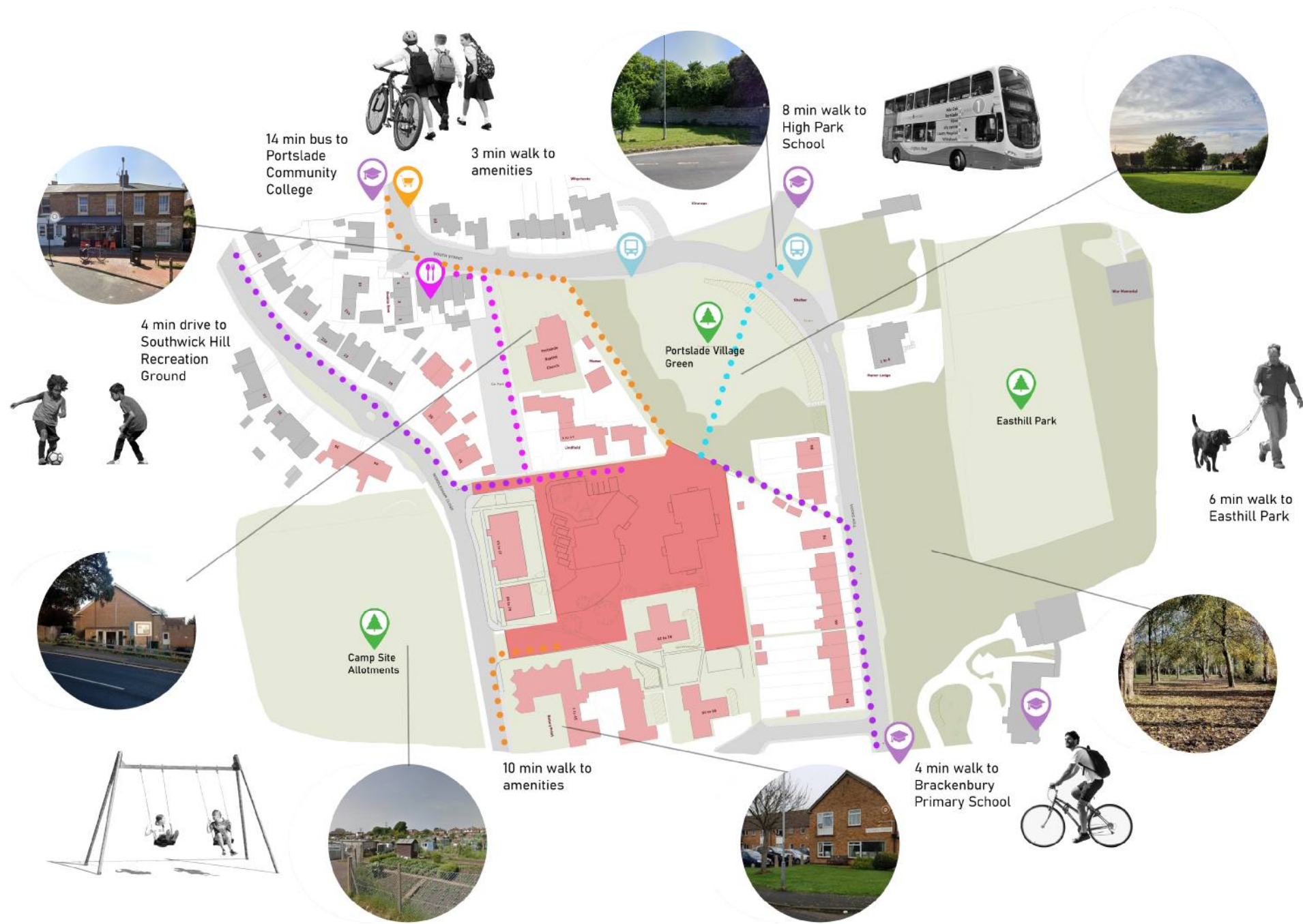
- Back of house and inactive / non passive security elevation of the Community Centre facing the Village Green.
- Area of tarmac hard up against the existing green infrastructure of the Green
- Old garages and air drying spaces which are under-used and not fit for modern use
- Steep banks and steps make the site unfriendly for accessible needs and inclusivity
- Restrictive boundary

Opportunities

- Extend the green infrastructure, linking the site to the context of the established Village Green and under-used area of amenity grass off Windlesham Close
- Improve permeability, pedestrian movement, public realm, and connectivity to surrounding amenities for all to benefit from
- Work with the landscape more naturally, with features such as the mature Alder tree

- Site Boundary
- Existing Site Buildings & Structures
- Surrounding Buildings
- Local Amenities / Shops & Parks
- Existing Trees
- Pedestrian route to Local Amenities
- Pedestrian route to Transport Network
- Positive contextual relationship
- Negative relationship





3.0 Site Analysis

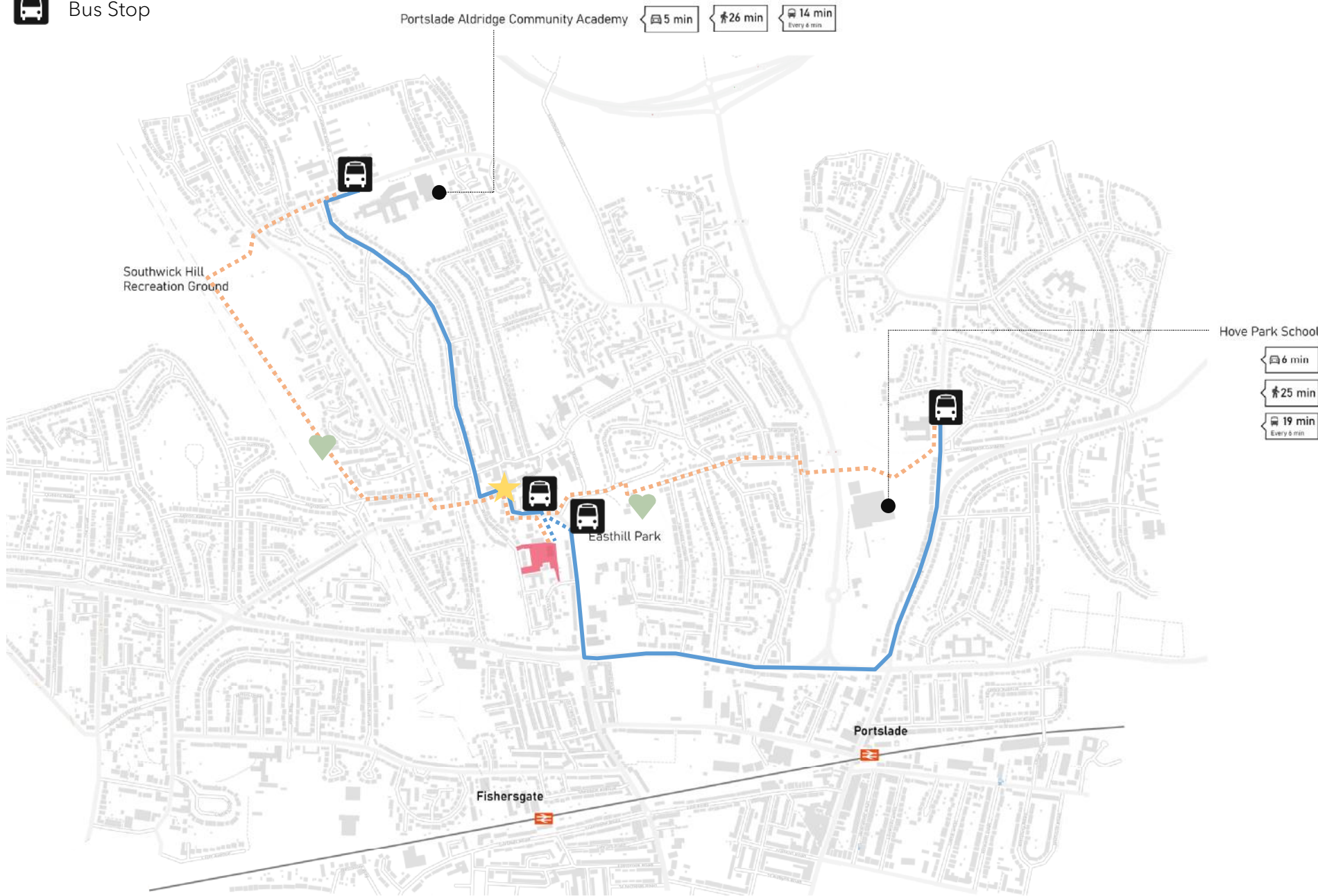
3.4 A Day in the Life

A day-in-the-life study was used to consider how future residents might use and interact with the site on a daily basis. The study explored journeys and activities residents might make, based upon 3 typical scenarios. These were broadly split between age groups and occupations, and consist of families with children, young adults and working professionals.

The study uses data collected from the site analysis to locate local amenities, schools, and transport infrastructure. With these locations placed in relation to the proposed development, we can estimate appropriate types of transport, journey times, and gauge a good understanding of convenience and likelihood.

Mapping a series of those potential journeys then indicates routes to and from the site, desire lines, and opportunities to enhance the site, building upon the experience and sense of placemaking.

- Journey to School (following Bus Route)
- - - After School Journey (Pedestrian Route Inc. Recreation Activities)
- ★ Amenities
- ♥ Recreation
- Bus Stop



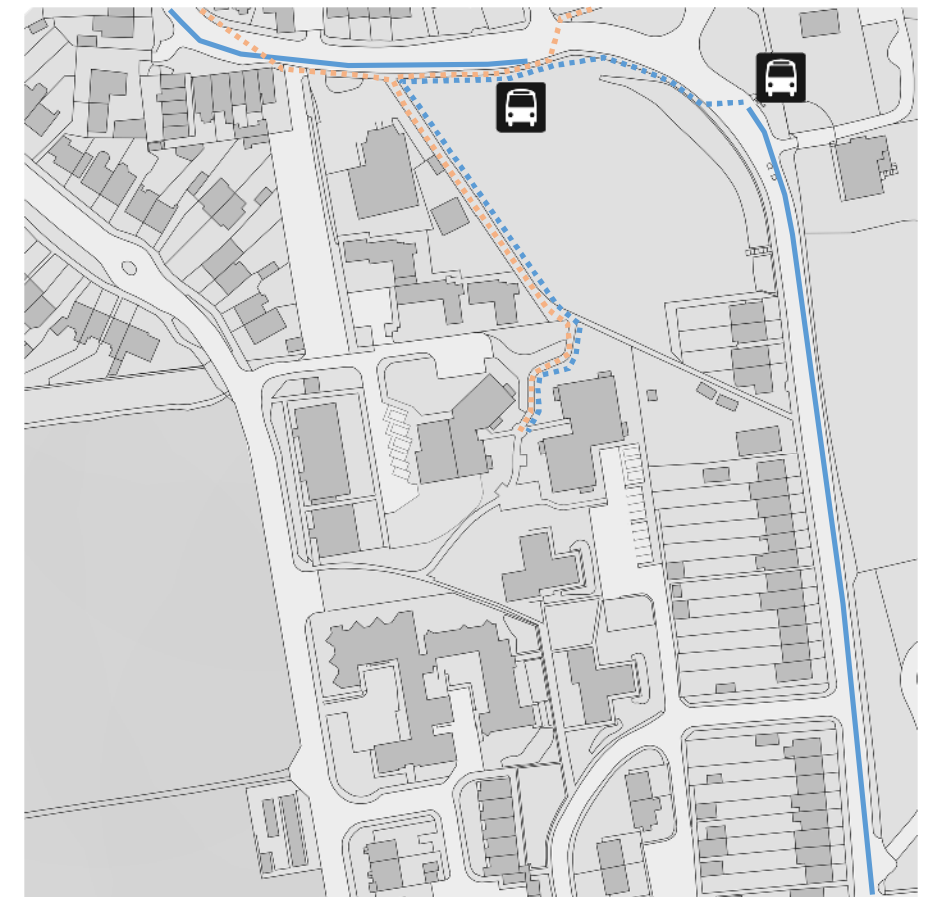
3.0 Site Analysis


3.4 A Day in the Life

3.4.1 Study A | Family with Young Adults

This example study focuses on the activity of young adults, whose daily routines gravitate around secondary school and their private lives. The analysis found that both Portslade Aldridge Community Academy (a) and Hove Park School (b) are within easy reach by school bus journeys and within walking / cycling distance.

With both convenient bus stops adjacent to the site on the Village Green and walking routes to Secondary Schools and local amenities starting north of the site, most journeys to and from the proposed development for young adults would likely focus upon connections with the Village Green.



- Bus journeys
- - - Walk to Railway stations for commuting
- Drive To Work
-  Bus Stop



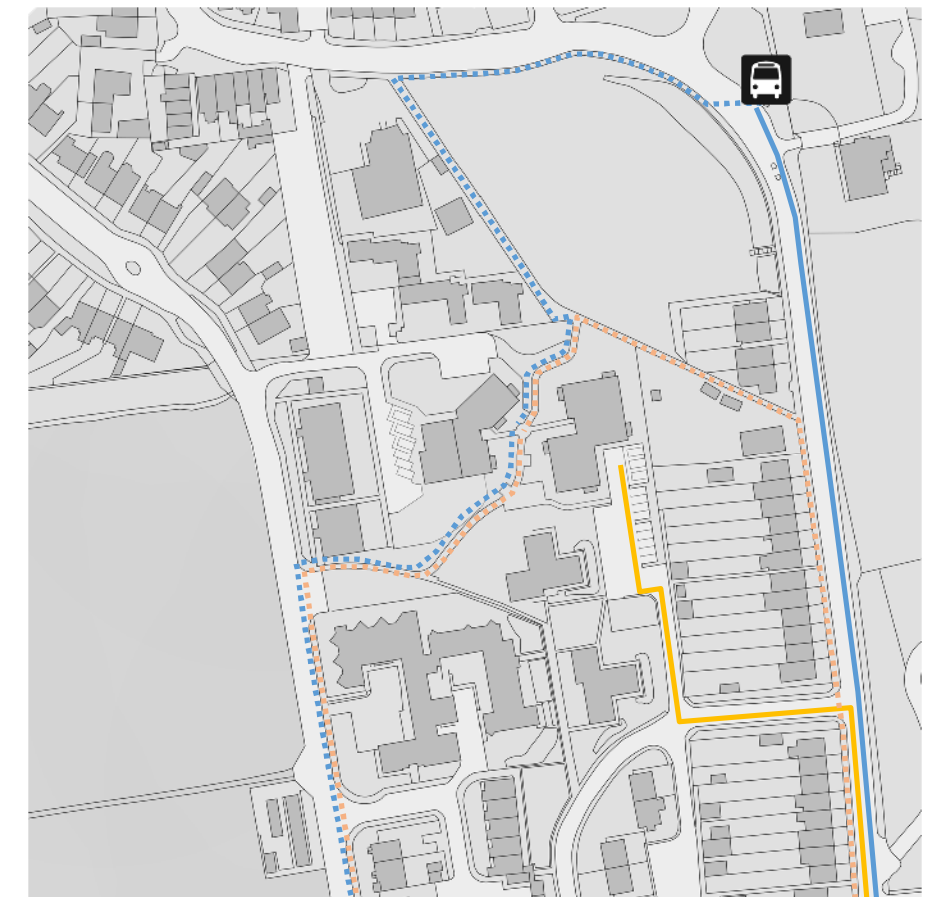
3.0 Site Analysis

3.4 A Day in the Life

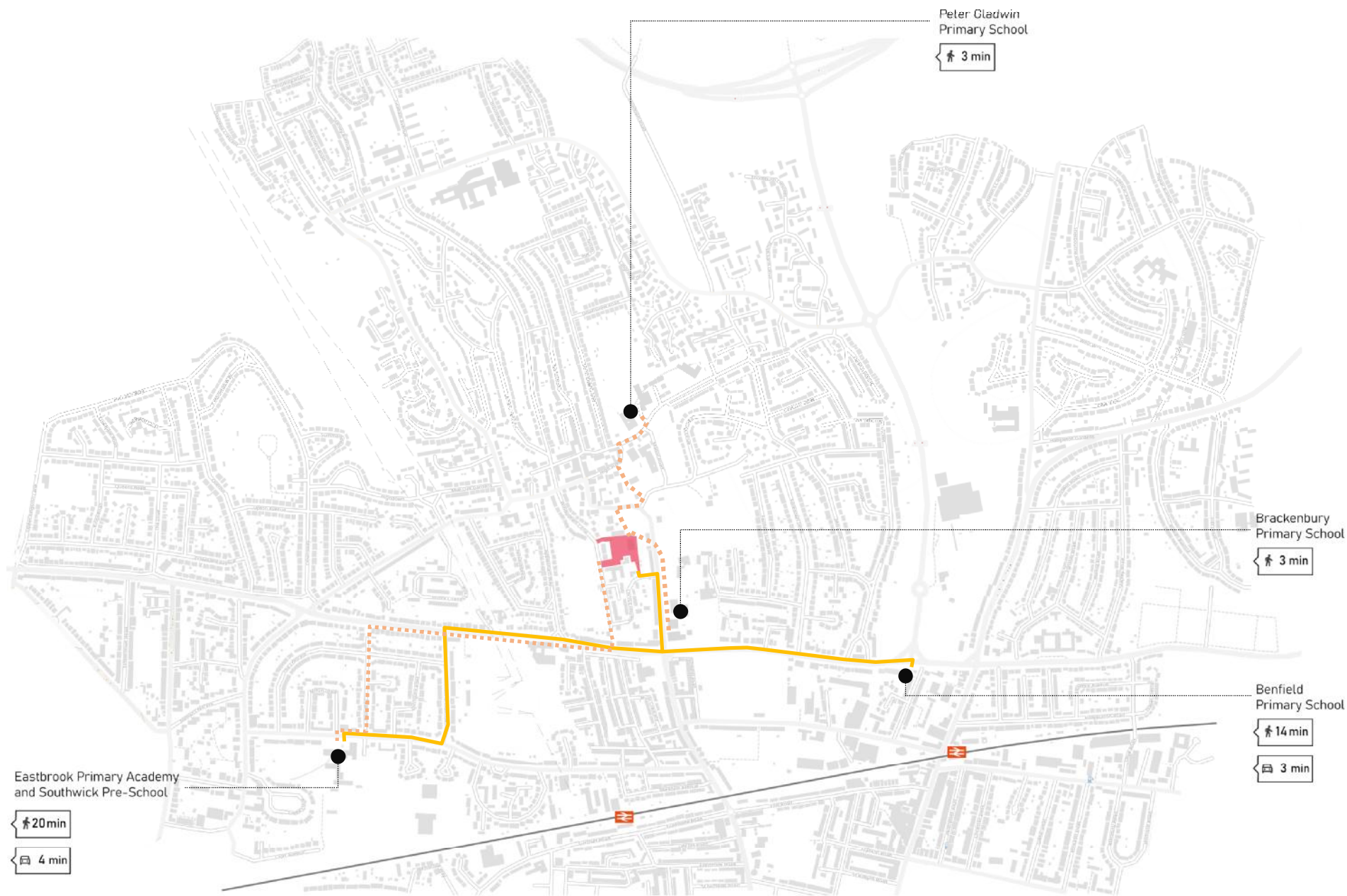
3.4.2 Study B | Working Adult (s)

The second study is based upon Primary Commuting Routes and found that there are good connections for commuters via buses, accessed along the Village Green or Old Shoreham Road. These routes also provide opportunities for cyclist or driving.

For longer commutes, both Fishergate and Portslade train stations are within a short walking distance, and provide connections to Brighton, Worthing and London. These types of commutes would likely be started south of the site, with Fishergate being the closest station and best accessed by journeys commencing from Windlesham close.



- Walk routes
- Driving routes

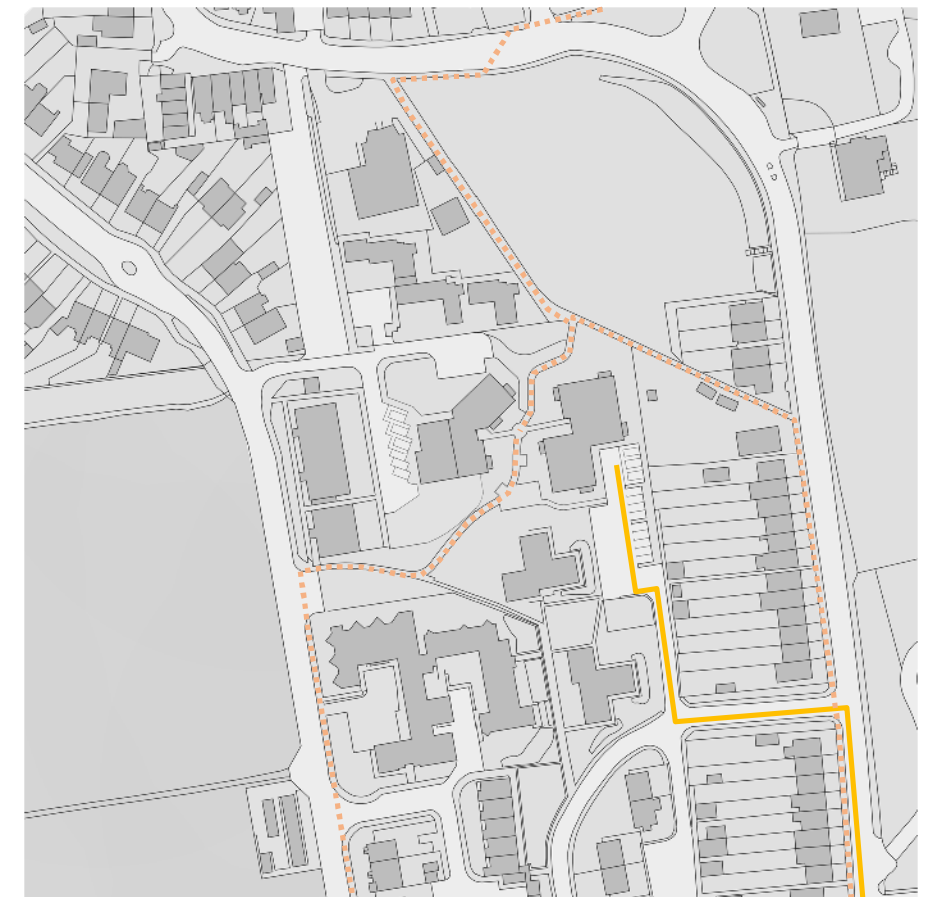


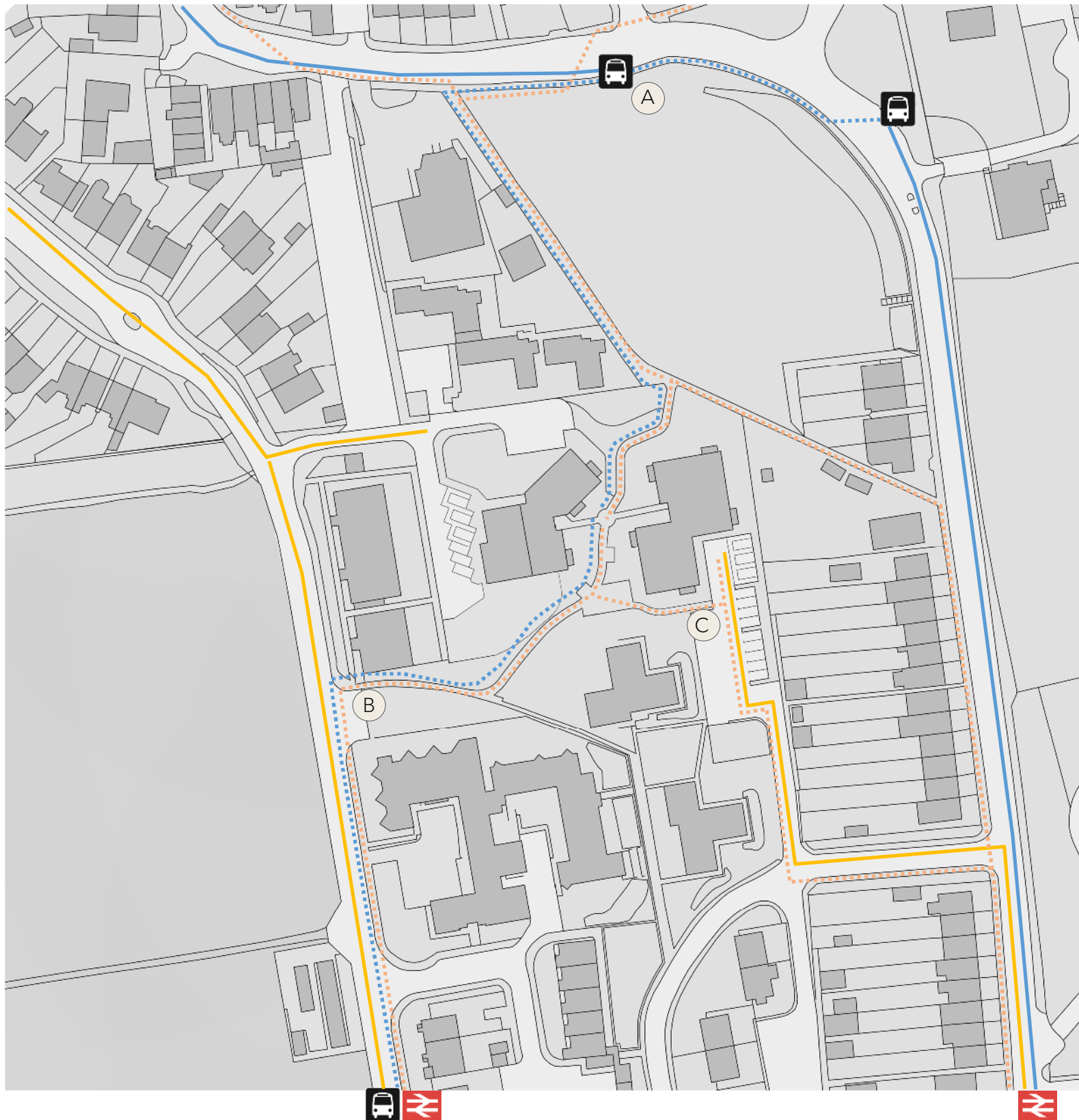
3.0 Site Analysis

3.4 A Day in the Life

3.4.3 Study C | Family with Children

The third study explores access to and from pre-schools and primary schools, and take into account the ease of vehicular transport for longer journeys. However, there are many local options available within a brief walk. 3 of 4 schools within the area can be reached within a 5-15 minute walk. The safest and nicest route on foot would be to begin from the Village Green, whereas for those going a little further by car, a new site access to Blakers Court would allow for ease of access to Old Shoreham Road, and reduce journey times.





Bus network to Brighton, Hove, Worthing
Train network to London, Brighton, Worthing



Train network to London, Brighton, Worthing

3.0 Site Analysis

3.4 A Day in the Life | Summary

The combination of previous studies illustrates the connectivity, desire lines and access to and from the site. With very good public transport (A) from the Village Green, in addition to accessible routes for Easthill Park along with a selection of Shops, Pubs, Cafés, and religious establishments, the northeast site access via the Green can be an invaluable link, serving both local and regional amenities / transport networks. Similarly, in the opposite corner of the site, a connection to Windlesham close (B) will offer routes for all means of public transport and cycle routes both locally and further afield. This route promotes pedestrian and cycle journeys to Fishergate Train Station, serving Brighton, London, and Worthing by rail, whilst enabling easy access to Old Shoreham Road for frequent local and regional bus services.

Due to the proposed mixed use of the site, it was important to test ways and means to separate potential journeys for Community Centre users / staff and residents. Old Shoreham Rd offers the greatest options for commuters and parents with small children opting to drive. However, the existing site access is gained from Windlesham Road, and so requires an extended drive around the estate. Alternatively, a more direct route can be achieved with the introduction of a secondary vehicular site access point from Blakers Court / Locks Hill (C). This intervention also provides the opportunity to separate the two use classes to either end of the site, reducing potential of congestion on Windlesham Close.

- Public Transport Journeys
- - - Walk to Amenities
- Drive / Cycle Journeys
-  Bus Stop
-  Direction of Train Station

4

Site Strategy

The site strategy has been a collaborative process between the Architects, Landscape Architects, and Civil Engineers, evolving from a Landscape Led priority.

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Landscape Strategy by Ramsay and Co.

4.0 Site Strategy

4.1 Leading with Landscape

The existing landscape and context is a rich, diverse and complex environment, providing social and private spaces, whilst at the same time is the backbone for wildlife and a healthy ecosystem. The development of this scheme was very much a social endeavour, with the objective of creating a place where people belong.

Objectives:

1. **Established a clear vision for the community.** Whilst the existing use offers a communal function, the existing building is old, and of low quality, whilst the rest of the site is disconnected from the wider area, uninviting and feels more of a left-over than a valuable public asset. The ambition was to reconnect the site to the surrounding context, provide public realm that is of high quality and can be used by the local community, whilst expanding that community with new homes and an improve community facility.
2. **Collaboration.** The team fostered a collaborative approach and was led by the appointment of the landscape architect.
3. **Learn from the site and context.** A site and wide area analysis was conducted to inform the development.
4. **Sense of Place.** Focussed on placemaking
5. **Public engagement and consultation.**
6. **Landscape Led.** Landscape and site response drives the site strategy and determined how the site would be utilised, prioritising landscape and site opportunities.

4.0 Site Strategy

4.2 Site Development

The Site Strategy evolved as an exploration of the prevailing landscape and contextual forces. Below are a few of examples of the key site influences.

Green Infrastructure



Existing Presence



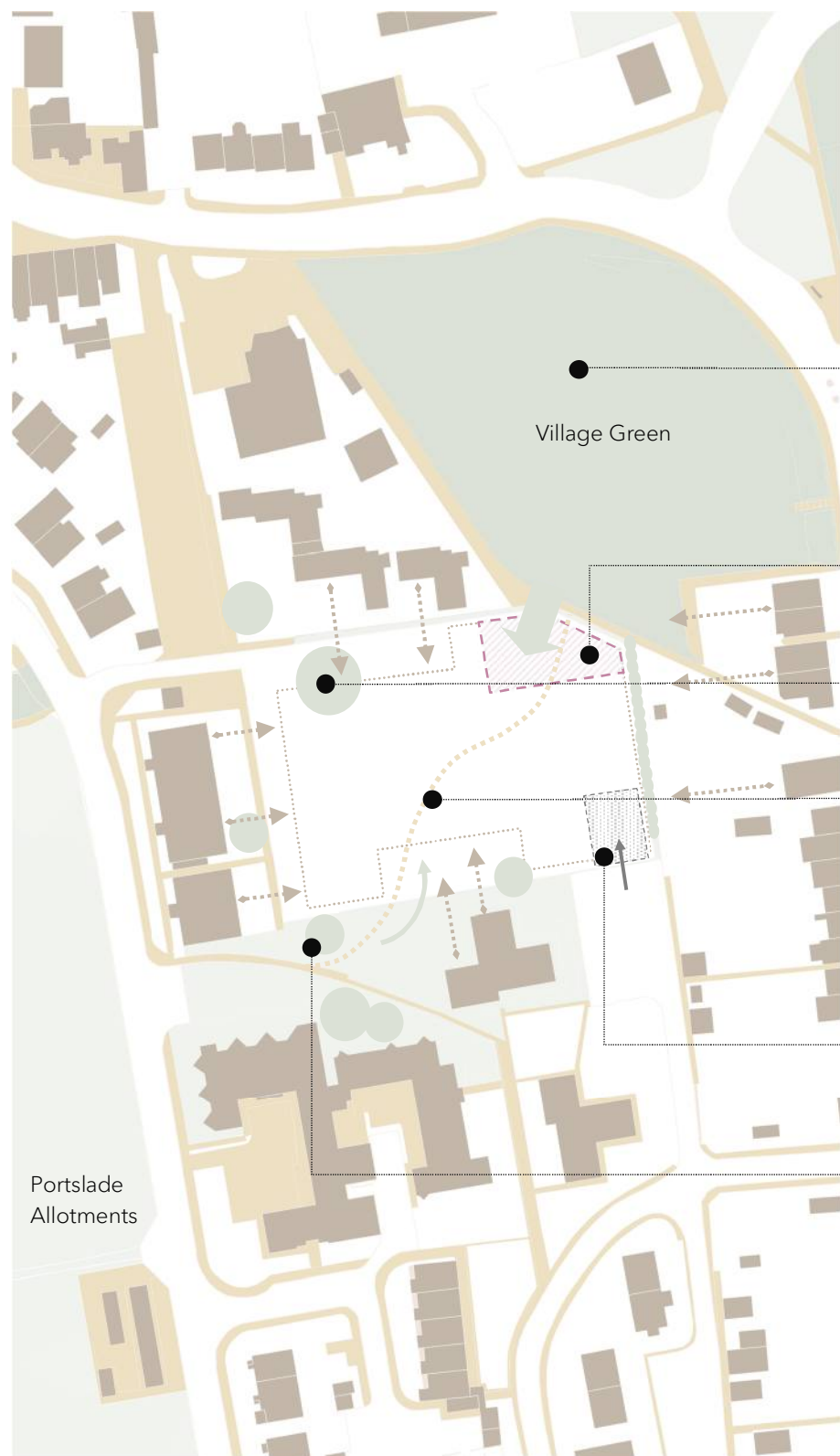
Permeability



Opportunities were explored to allow the Village Green and other green infrastructure to reach into the site.

Any site development would need to respect and respond to the existing housing which overlooks the site

Whilst the site is located between the Public amenities of the Village Green, the centre of Portslade (north), and the large residential area (south) it is currently fenced off. Herein lies an opportunity to enhance the permeability for the site and the surrounding area.



Green Infrastructure | Opportunity to extend the existing green infrastructure and public realm provided by the Village Green into the site, creating a nature corridor

Heritage | Important buffer to protect and enhance the setting of the conservation area and heritage assets

Feature Tree | Impressive mature Alder tree providing an anchor at the site entrance and a significant node for green infrastructure

Permeability | Opportunities to improve the permeability of the area, linking the site and the existing residential blocks (south of the site) to local amenities and transportation networks, whilst enhancing the overall public realm of the area. Forming connectivity also helps unlock the site and community element to the actual community

Access | Improving access to and from the site for future users by extending existing boundary conditions into the site. This approach offers access with minimal impact

Enhancing Public Realm | Opportunities to improve the experience and quality of public realm by forming a gateway to the Village Green by enhancing an under-used space

4.0 Site Strategy

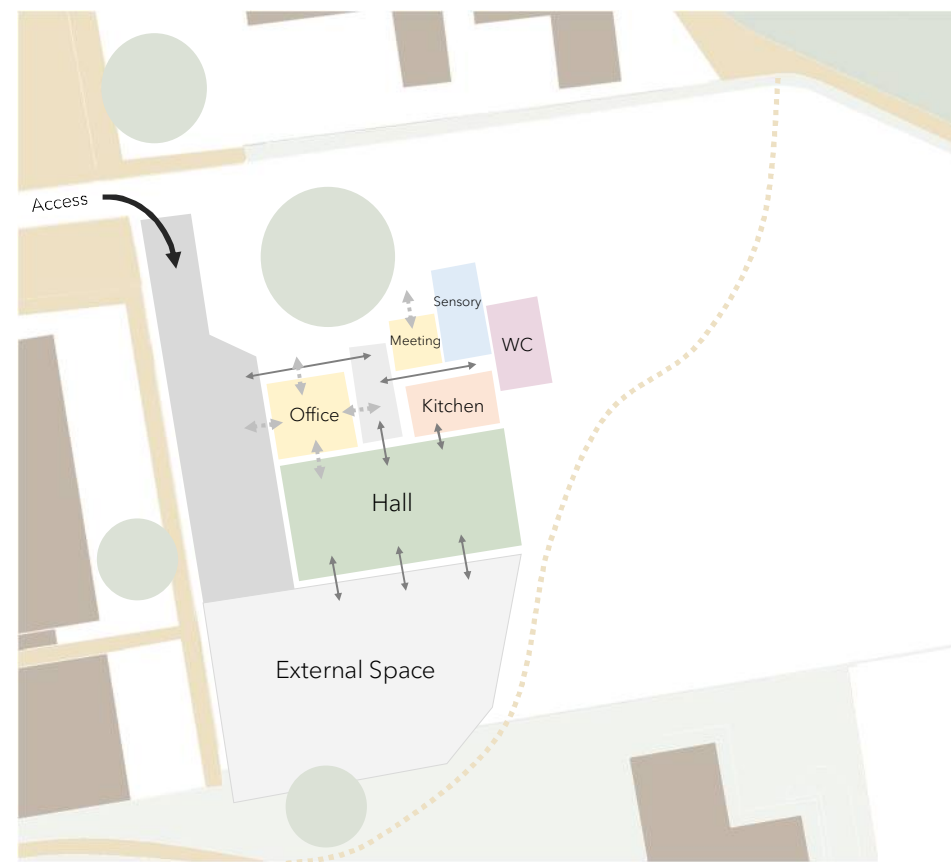
4.3 Site Strategy

The site strategy has emerged from a qualitative research process that involved a wide contextual and site analysis, collaborative workshops between the landscape architect, project architects and civil engineers, and numerous public engagement and consultation events, which have been used to gather ideas, thoughts and feedback from the local community. The process has also been informed by several design team meetings with the client, quantity surveyor, and contractors, to test the ideas and viability.

The existing site has also been appraised by a transport consultant to determine the existing road infrastructure and an ecologist on several occasions, providing insight into the existing wildlife and vegetation. Again, these elements have helped the whole team understand what elements of the site offer positive value and which areas can be enhanced and improved. Some of the key natural features that have guided the proposed development are the existing large Alder tree towards the existing site entrance on the northwest boundary, the link to the green infrastructure on the Village Green and existing hedges along the site boundary.



Community Centre layout development



- Residential Block
- Community Centre Block
- Proposed pedestrian link
- Outline of overlooking
- Existing Green Infrastructure (GI)
- Proposed GI Link / enhancement
- Proposed Access

4.0 Site Strategy

4.4 Layout Development | Community Centre Frontage

The following proposal has evolved from the preceding site analysis, with layouts developed alongside the landscape to link the functionality and uses of the internal spaces with the external spaces.

Creating a connection between Windlesham Close to the Village Green is a proposed pedestrian route, which sensitively unlocks the site, forming a public realm green corridor to the adjoining amenity. This follows a desire line diagonally through the site, respecting defensible spaces for existing residential blocks, whilst taking forms inspired by the medieval curving paths, evident in the conservation area.

Residential blocks sit as pavilions within this landscape, activating frontages on each elevation, which provides passive surveillance and opportunities for active communal interactions.

The new Community Centre is pulled to the western end of the site, improving its connectivity to the community, whilst benefitting from lower, even topography that lends itself to improved accessibility and inclusivity. This is something the existing building and site suffers greatly from. The new location reduces the need for extensive vehicular access through the site, and provides level access to internal and external spaces.



4.0 Site Strategy

4.4 Layout Development | Residential Frontage

1. Access for the community centre pulled to the front (west) of the site, where level access across internal and external spaces can be achieved. This approach helps to provide greater access and connectivity between the community centre and the community.

2. Existing mature trees provide a great opportunity to act as a node and landmark for the site, and the proposal is orientated around these features, benefiting from them.

3. Public realm and pedestrian priority landscaping

4. Green Infrastructure

5. Active residential frontage

6. Central circulation cores

7. Natural screening providing defensible spaces, offering a sense of privacy to external private amenity spaces which can blend seamlessly into the wider landscaping

8. Extending existing hardstanding parking area into the rear of the site, allowing for greater public realm and pedestrian priority into the centre of the site