

= New England Quarter =

The New England Quarter is a mixed @-@ use development in the city of Brighton and Hove , England . It was built between 2004 and 2008 on the largest brownfield site in the city , adjacent to Brighton railway station . Most parts of the scheme have been finished , but other sections are still being built and one major aspect of the original plan was refused planning permission .

The site , a steeply sloping hillside between a main railway line and one of Brighton 's main roads , had been the home of a railway locomotive works and goods yard for more than a century . High @-@ density housing was built at the same time and surrounded the railway buildings . From the 1960s , the area fell into decline : the works and goods yard were closed and demolished , and most of the housing was cleared . This left large areas of derelict land which attracted small @-@ scale redevelopment and transient commercial enterprises . Proposals for redevelopment were made from the 1980s onwards ; in 2001 a master plan was granted planning permission by Brighton and Hove City Council . Site clearance work followed , and construction began in 2004 .

The New England Quarter consists of separately planned areas (called " Blocks " in the master plan) connected by new or altered road infrastructure and pedestrian links . Land use includes private and council housing of various styles and configurations , office and retail space , a college , a hotel , public space and community facilities . Some of the residential development aims to meet high environmental and sustainability standards , and green space is being provided on former railway land .

The scheme has attracted criticism from various sources , and certain aspects and proposals have been particularly controversial . A planned 42 @-@ storey hotel and residential building on one block ? which was not in the original plan and for which planning permission was later denied ? was opposed by many local people and politicians , and was eventually rejected by a government minister on appeal . The decision to allow a large supermarket branch to be built in the middle of the development was also unpopular . A campaign group was formed to co @-@ ordinate and raise the awareness of people 's concerns .

= = Location = =

The New England Quarter is in a central location in Brighton , the main urban centre in the city of Brighton and Hove . It is immediately east of the railway station and approximately $\frac{3}{4}$ mile north of the seafront . It covers a broadly rectangular area of 8 @. @ 7 hectares (21 acres) , bounded by :

To the north : New England Road , leading to the Seven Dials area

To the east : The A23 London Road

To the south : Trafalgar Street , leading downhill from the station towards St Peter 's Church , and forming the northern boundary of the North Laine area

To the west : the railway station and its associated trackwork and sidings

(Some sources measure the site differently , and accordingly define it as smaller or larger than the size given in the master plan .)

= = History = =

The completion of the Brighton Main Line from London to Brighton in 1841 encouraged high @-@ density housing development on the hill west of London Road . Between this area and the railway line and station stood Brighton 's steam locomotive works and the lower part of the station goods yard . The first locomotive was produced here in 1852 . By 1896 , the works employed more than 2 @, @ 200 people in the manufacture and maintenance of locomotives for the London , Brighton and South Coast Railway . The works and its associated buildings were situated on an artificial plateau dug into the side of the chalk slopes , with the railway line on top , the works at a lower level and the lower goods yard beneath , 9 metres (30 ft) below track level . (The works had been extended on a pier across the lower goods yard at one point .) Production lasted until 1957 , after which the buildings survived for some time before being cleared in 1966 to make way for the largest car park

on what was then British Rail 's Southern Region . The lower goods yard section towards Trafalgar Street was no longer used by British Rail after the early 1970s , although it did not finally close until 1980 . Part of the land was incorporated into the car park , and the rest saw a mixture of uncoordinated uses , such as small office blocks and used car dealerships . Many of the houses adjoining the goods yard were demolished in 1962 and 1968 , and some tower blocks were built nearby . Further north , a large multi @-@ storey car park was built in 1976 close to St Bartholomew 's Church .

Various proposals were put forward for more effective use of the land . The first was in 1989 , when a mixed @-@ use development , centred on a new pedestrianised square outside St Bartholomew 's Church , was planned . It would have included a supermarket , offices , houses and other shops , and a relief road designed to take traffic away from the congested London Road . The Environmental Services Department of what was then Brighton Borough Council produced a planning brief for the site in October 1993 , stating a desire to " recreate in the area west of London Road a vital , urban , mixed use townscape which links a regenerated and environmentally enhanced London Road shopping centre with North Laine and the station " . The desire to use the site to its full potential was increased when city status was awarded to Brighton and Hove in 2000 ; it was the largest brownfield site in the city .

= = Development of the scheme = =

URBED (the Urban and Economic Development Group) , a not @-@ for @-@ profit urban regeneration consultancy , designed and developed the master plan for the scheme on behalf of the New England Consortium . This is a group of companies and interested parties which together have the overall responsibility for the scheme , including Network Rail Infrastructure Ltd , J. Sainsbury Developments Ltd and Quintain Estates and Development (QED) . The land was originally owned by British Rail , but passed to Railtrack when the railway system was privatised in the mid @-@ 1990s . It was sold to the New England Consortium in 1997 . An initial planning application , including a new Sainsbury 's supermarket , was rejected by the council in November 1997 ; the rejection was subsequently upheld on appeal in September 1998 . URBED were then asked to develop a new master plan for the site . This design statement was published in July 2001 , and was granted planning permission by Brighton & Hove City Council at the end of 2002 . Construction work on the site began on 19 July 2004 .

= = Overview of the scheme = =

The scheme is a mixed @-@ use development , consisting of a wide range of residential , commercial , educational and community buildings , transport @-@ related infrastructure and public space . The land has been divided into a series of " blocks " , identified by letters , to which different types of development have been allocated . (Letters H , I and N are not used .)

= = Residential areas = =

When the scheme is complete , at least 355 new homes will be available , consisting of a mixture of standard houses , apartments and townhouses , and able to support a population of approximately 1 @, @ 000 people .

In 2005 , a joint venture was formed between housebuilder Crest Nicholson and environmental project and design group BioRegional Quintain Ltd to acquire part of the site (Blocks E and F) and provide 172 of the new homes , including the affordable housing stock as mentioned above . The homes will be a mixture of one- , two- and three @-@ bedroom flats and " eco @-@ studios " , contained within one six @-@ storey and one ten @-@ storey tower . This section of the development will also incorporate 925 square metres (9 @, @ 960 sq ft) of community space , to include a community centre , and 1 @, @ 134 square metres (12 @, @ 210 sq ft) of floorspace for commercial use .

The Southern Counties division of major British housebuilder Barratt Developments was responsible for building City Point , the other section of the private housing development . This covers Blocks A , B , C and D , to the south of the Crest Nicholson / Bioregional development .

=== Block A ===

This covers an area of 4 @, @ 484 square metres (48 @, @ 270 sq ft) and is bounded by the now partly pedestrianised New England Street (the former course of which it partially encroaches upon) , Cheapside , a new pedestrian right of way (Kingscote Way) and Blocks B and C. The Harvest Forestry , a low @-@ rise building with small dome @-@ shaped turrets at each corner , previously stood here . The block has been designated a high @-@ density , urban housing area , consisting of eight three @-@ storey townhouses , each with four bedrooms , fronting New England Street ; nine townhouses with roof gardens and small rear gardens ? also with four bedrooms , and fronting the new pedestrian route ; and two apartment blocks with 21 two @-@ bedroom flats . The apartment block fronting the new Ann Square (facing north) has retail units at street level (total area 245 square metres (2 @, @ 640 sq ft)) . The housing has 17 allocated parking spaces .

=== Block B ===

Covering 3 @, @ 953 square metres (42 @, @ 550 sq ft) , this block lies west of Block A and adjoins Fleet Street , part of the new main road through the New England Quarter . It contains a very high density of housing : 119 residential units per hectare (current government planning policy stipulates a minimum of 30 residential units per hectare , but no maximum density is advised) . A retail unit and 47 residential units , none with allocated parking , make up the block . There are nine four @-@ bedroom townhouses , 17 two @-@ bedroom flats , 13 three @-@ bedroom flats and eight two @-@ bedroom duplexes . A single unit of 124 square metres (1 @, @ 330 sq ft) was designated for use as a shop or café ; it is occupied by a fast food restaurant . The apartment blocks in Block B are four and five storeys in height . The central area enclosed by the block has been developed as a courtyard .

=== Block C ===

The residential element of this large (6 @, @ 432 square metres (69 @, @ 230 sq ft)) , complex block consists of 94 units , comprising four one @-@ bedroom flats , 54 two @-@ bedroom flats and 36 three @-@ bedroom flats . These are all situated above the Sainsbury 's supermarket , which forms a major component of the block . The flats are arranged across two apartment blocks , connected by a pedestrian route and sharing two courtyards . No parking is allocated to any of the flats . The blocks are each four storeys in height , on top of the height of the supermarket .

=== Block D ===

This is another mixed @-@ use block , with a training centre at street level . The residential element within the 3 @, @ 953 square metres (42 @, @ 550 sq ft) area consists of 56 units : eight one @-@ bedroom flats , two one @-@ bedroom duplexes , 34 two @-@ bedroom flats and 12 three @-@ bedroom flats . Most of the building is five storeys high (the lowest floor being the training centre , with four residential floors above) , but a further three storeys are incorporated within a tower in one corner . Again , no parking is allocated to this block .

=== Blocks E and F ===

These blocks are being developed by Crest Nicholson BioRegional Quintain LLP as an environmentally friendly set of " eco @-@ apartments " called One Brighton . Construction started in autumn 2007 . It consists of 172 apartments (369 beds in total) , commercial space and a

community facility . The scheme has been conceived to enable people living and working there to lead sustainable lifestyles . Of these blocks ' housing stock , 30 % has been classified by the developers as affordable housing , which will be managed by an independent housing association .

= = = Block G = = =

This will consist of three terraces of housing on top of a retaining wall alongside Stroudley Road . The ground area is 2 @, @ 092 square metres (22 @, @ 520 sq ft) , of which 883 square metres (9 @, @ 500 sq ft) will be allocated to B1 @-@ category office and utility space . The residential elements of the development are to be three storeys high , with balconies overlooking the " green corridor " immediately to the east . No off @-@ street car parking has been planned for this block , but some on @-@ street parking may be provided .

= = Commercial areas = =

A 4 @, @ 180 square metres (45 @, @ 000 sq ft) Sainsbury 's supermarket (total " sales area " accessible to the public : 2 @, @ 323 square metres (25 @, @ 000 sq ft)) forms a major component both of Block C and of the New England Quarter itself . It extends across the east @-@ west space of the block ; as a result of the steeply sloping land at this point , the store frontage faces the newly built Ann Square and the newly pedestrianised New England Street , while the rear is at basement (sub @-@ ground floor) level . A car park with 194 spaces for shoppers has been created beneath the store , and is linked to it by travelators . The service area and loading bay extend beneath the new road between Blocks C and D , and into the ground beneath Block D. The new store opened on 1 March 2007 . It replaced a smaller outlet in London Road , which had opened in 1974 and which had seen little refurbishment since the original planning application for a Sainsbury 's on the New England Quarter site was put through in 1997 .

In November 2005 , Block K was granted planning permission for a four @-@ storey office development (B1 @-@ category) , in addition to the hotel and public open space therein . The amount of office space had been reduced , in favour of more hotel space , since the date when outline planning permission was granted for the New England Quarter development as a whole (September 2003) . 2 @, @ 793 square metres (30 @, @ 060 sq ft) of office space will be provided , although the original master plan had indicated 3 @, @ 159 square metres (34 @, @ 000 sq ft) . Blocks A and Block B have also been provided with a small amount of space for retail use .

= = Hotels = =

Block J , which has a ground area of 3 @, @ 707 square metres (39 @, @ 900 sq ft) , has been granted planning permission for a luxury (four @-@ star) hotel , with around 250 beds and a range of facilities including a restaurant , swimming pool and conference venue , taking the total floor space to 21 @, @ 367 square metres (229 @, @ 990 sq ft) spread across five or six storeys . The URBED master plan states that " no associated parking [has been provided] as it is anticipated that most guests will arrive by train " , as the station is immediately adjacent .

Controversy arose over a proposal ? raised after the master plan was approved in principle ? to build a 42 @-@ storey tower incorporating a large number of residential units and other facilities in addition to the already @-@ approved hotel . The skyscraper was proposed by the Beetham Organization , a British property investment company , and would have been similar in scale and appearance to other recently built " Beetham Towers " in Liverpool , Manchester and Birmingham . Architects Allies and Morrison drew up the design .

There was much criticism of the design , its height and the proposed location , both from local councillors (of all parties) and from people in the local community . Planning permission was denied in April 2005 , but the Beetham Organization lodged an appeal and a public inquiry was held in November 2006 . Ruth Kelly , the Secretary of State for Communities and Local Government , was responsible for deciding whether to overrule the council 's decision and approve the tower . A

final decision on the site was initially expected in February 2007 , but the inquiry eventually continued until 17 May 2007 , when the decision to refuse planning permission was upheld . As well as agreeing with the council 's original argument that the tower would not fit into the local area and would have a harmful effect on surrounding conservation areas (such as the North Laine and St Bartholomew 's Church) , Kelly stated that the proposal would give insufficient benefit in terms of regeneration of the area , and did not offer enough outdoor leisure and recreation space . The future of the Block J site is undecided as a result of this ; however , within four days of the decision , the Beetham Organization announced that it intended to submit plans for an alternative scheme , which it would develop in consultation with the city council .

Block K was acquired by the Jurys Doyle Hotel Group PLC , which operated hotels under the " Jurys Inn " brand until it sold its portfolio in 2007 . It houses a three @-@ star hotel , built over five and six storeys , as well as offices and public space . It has a floor area of 10 @,@ 518 square metres (113 @,@ 210 sq ft) , and there are 234 bedrooms , various meeting rooms and similar facilities . The hotel was built by Northern Irish construction group McAleer & Rushe . It opened in late 2007 .

= = Education and community = =

The Black and Minority Ethnic Community Partnership , a grant @-@ aided registered charity , leases the ground and first floors of Block D from Sainsbury 's . The space is used as a community training and resource centre .

Block F will be mostly allocated to community use . This area originally had a collection of old buildings which had originally been part of the locomotive works . Subsequently , they had been put to various uses , such as a camping goods shop and a furniture outlet . A third building , behind these shops , was believed to have been used as a " clocking @-@ on " point for employees at the works , who would go there to register their presence each day before starting work . By 2002 , it consisted mostly of a series of staircases , bridges and ramps , and was in poor condition .

Blocks L and M (total ground space 5 @,@ 509 square metres (59 @,@ 300 sq ft)) consist of accommodation for Study Group International , housing Bellerbys College , a preparatory college for foreign students intending to go to British universities ; Embassy CES , a language school ; Study Group head offices ; and residential accommodation for students . The buildings contain four floors of teaching space , including 62 classrooms , a library and a bookshop (total area 4 @,@ 336 square metres (46 @,@ 670 sq ft)) ; five floors of accommodation (7 @,@ 046 square metres (75 @,@ 840 sq ft)) for approximately 375 students ; a canteen and catering area (701 square metres (7 @,@ 550 sq ft)) ; and offices and college administration space (1 @,@ 965 square metres (21 @,@ 150 sq ft)) . There are 60 car parking spaces available beneath Block L for staff . The two blocks are connected by an enclosed glass walkway . An early version of the master plan showed three separate buildings on the site ; the third , " Block N " , was incorporated within the Block M building instead at the request of the college .

= = Car parking = =

Blocks O ? R of the development make up Brighton station car park . This has two decks , a ground area of 8 @,@ 884 square metres (95 @,@ 630 sq ft) and 600 spaces , of which 26 are for disabled drivers . A pick @-@ up and drop @-@ off point with motorcycle parking and a turning circle is situated between the car park and the side entrance to the station . This was the first part of the New England Quarter to be completed ; most of the work was undertaken by the Adenstar Construction Group , based in nearby Portslade . There was a contractual obligation to provide 600 spaces , although the form which this had to take was not specified and various proposals were considered , including a taller multi @-@ storey structure with more floors and a much smaller ground area . During the construction works , a temporary car park was provided on land nearby .

There is relatively little parking elsewhere on the site , other than the 190 @-@ space facility at the Sainsbury 's supermarket ; this is partly mitigated by the retention of the London Road multi @-@

storey car park , located between Block C and the A23 London Road itself . The residential areas in particular have very few dedicated parking spaces . Block K will have 27 spaces to be shared between the hotel and the office building ; nine of these will be for disabled drivers . The master plan proposed 34 (including five on @-@ street spaces) , all of which were allocated to the office building .

= = Changes to the road layout = =

Significant alterations have been made to the underlying road network in the area . Some roads have been downgraded , others are now expected to handle more traffic , and several new routes have been built . New pedestrian links and cycle paths have also been created .

The largest change has been the downgrading of the former through route of New England Street in favour of a new north ? south road , Fleet Street , which diverges to the west . This has allowed a large part of New England Street to be narrowed , pedestrianised and provided with cycle lanes . In contrast , Cheapside is expected to take a much higher volume of traffic , as it becomes the main east @-@ west route in the New England Quarter , taking traffic between London Road and Fleet Street , the main north ? south road . Two new roads , Stroudley Road and Billinton Road , have been built to the west of the new Fleet Street , between there and the railway line . These give access to the car park , Bellerbys College and a new pick @-@ up and drop @-@ off point immediately outside the side entrance to the station . Two new pedestrianised squares ? Ann Square and New England Square ? have also been created within the core site .

= = Transport = =

Some bus routes serve the New England Quarter . There are stops at various locations on Cheapside , Fleet Street and New England Street . As of September 2012 , the following services operate :

Route 21 , operated by Brighton & Hove Buses , runs every 20 minutes (hourly on Sundays) from Brighton Marina via Whitehawk to the rear entrance of Brighton station in Stroudley Road .

Route 37B , operated by Compass Travel , runs hourly from the Bristol Estate near Kempdown to the Meadowview area of Bevendean .

Route 38 , operated by Brighton & Hove Buses , runs every 30 minutes from Meadowview to the rear entrance of Brighton station .

The area is close to many other bus routes , both from outside the front entrance of Brighton station and along London Road . There is a direct pedestrian and vehicular route along Stroudley Road to the rear entrance of Brighton station .

= = Environmental issues = =

Part of the site , below and to the east of Block G , consists of a stretch of disused railway track which has for some time been designated a Site of Special Nature Conservation Importance (SNCI) . This is defined as a " locally important site of nature conservation adopted by local authorities for planning purposes " . This will be maintained and improved to create a " green corridor " called the Greenway , which will run from the embankment overlooking New England Road , at the northernmost point of the site (beyond Blocks L and M) , through to the station . The northern section , which is already partly wooded and home to a variety of wildlife , will be maintained in this condition .

The housing developed by the Crest Nicholson / BioRegional Quintain joint venture is intended to encourage environmentally friendly , sustainable lifestyles , based on lessons learnt from the award @-@ winning BedZED development in Wallington , south London . This was developed by the Peabody Trust in partnership with BioRegional Development Group . Proposals include " green lifestyle " packs and information for residents , solar panels , a communal wood @-@ burning boiler to heat the apartments and provide hot water , solar @-@ powered recharging point for electric cars

, roof @-@ mounted wind turbines , a community allotment / garden irrigated by rainwater from the roof , a car club , and a high proportion of recycled materials used in construction .

= = Criticism and controversy = =

Various groups have expressed reservations about , and criticisms of , parts of the New England Quarter development or the scheme as a whole . Two aspects have been particularly controversial : the planning application for a 42 @-@ storey tower on the Block J site , which was refused but has been appealed against ; and the Sainsbury 's supermarket .

= = = BUDD = = =

Brighton Urban Design & Development (BUDD) is a campaign group which was set up in February 1997 in response to the original planning application for a Sainsbury 's superstore and car park on what is now the New England Quarter site . Although initially created to oppose and protest against these original plans , it has subsequently developed into an all @-@ encompassing point of contact for all issues relating to the New England Quarter , and its stated aim is now to " stimulate , encourage and initiate sustainable urban design and development through an inclusive participatory process , to combat social exclusion and to generate schemes that integrate social , cultural and environmental benefits to Brighton and Hove . " In 1999 , Brighton & Hove Council awarded the group a grant which enabled it to register as an industrial and provident society , noting that it was providing a significant community benefit by " providing a process for disparate communities of interest to develop their views and become involved in the planning and decision @-@ making process " .

BUDD held a public meeting was on 24 July 1997 , at which 99 % of the approximately 300 people who attended voted against the original planning application , which had been submitted in May following several months of preparation . A 4 @, @ 317 @-@ name petition to the same effect was submitted to the council three months later . Marches and rallies also took place .

After the new master plan was submitted and approved , further action was taken by protestors ; this was focused on the Harvest Forestry building at the corner of New England Street and Cheapside , which was squatted for a time .

= = = SchNEWS = = =

SchNEWS , a weekly anarchist newsletter , has frequently been critical of the plans for the New England Quarter site , and has regularly advertised BUDD 's public meetings , protest events and similar . In April 2002 , a demonstration was organised outside the Sainsbury 's store in London Road .

= = = Block J proposals = = =

The original master plan granted outline planning permission for a 250 @-@ bed hotel of five to six storeys in height . However , property development and investment company The Beetham Organization Ltd , which has in recent years built several high @-@ profile hotels , offices and other buildings in prominent city @-@ centre locations in Britain , bought Block J in November 2004 and submitted a revised planning application (BH2005 / 00136 / FP) early in 2005 . This sought approval for a mixed @-@ use development comprising one 42 @-@ storey building with 146 residential units (C3 @-@ category) and a hotel with ancillary facilities including a restaurant , cafés , conference facilities and a health and fitness centre ; one six @-@ storey building with retail units (A1- and A3 @-@ category) and a further 25 residential units ; and a pedestrianised public square . The application was rejected on 20 separate counts , including the negative visual impact on surrounding listed buildings such as the railway station and St Bartholomew 's Church ; the reduction in quality of surrounding public spaces ; the lack of provision of outdoor recreation space ;

negative effect on the surrounding microclimate , and loss of sunlight to nearby buildings ; and the failure to consider fully the impact on transport . The reasons for the rejection were supported by various people and groups within the city , such as The Regency Society , which is involved with planning and conservation matters in Brighton and Hove .

= = = The design statement = = =

Overview

Part 1 (Analysis) ; Part 2 (Masterplan)

Part 3 (Public Realm) ; Part 4 (The Core Site) ; Part 5 (Site Briefs)