



NEWHAVEN BLOCK MAKING FACILITY

PORT OF NEW HAVEN EAST SUSSEX BN9 0JZ

DESIGN STATEMENT

17579 - 8002 - 04 SEPTEMBER 2017



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SECTION 1

Introduction | Design Statement

1.1 Design Statement

1.1.1 This document has been prepared by Corstorphine + Wright Architects for the Brett Group as part of a planning application to develop a road and rail connected marine aggregate terminal at Newhaven Harbour. This is owned by Newhaven Port Properties Ltd where it would process aggregates, prepare and produce value added products.

1.1.2 The proposal includes the construction of an industrial building in which concrete block making would be carried out.

1.2 Location

1.2.1 The 5.17 hectare development site (the Application Site) is located on Fisher's Wharf on the harbour's East Quay and the proposed development comprises the importation and processing of marine dredged aggregates, their distribution by road and rail, the bagging of aggregates and the manufacture of ready mixed concrete and concrete paving blocks as highlighted in the plan (right).

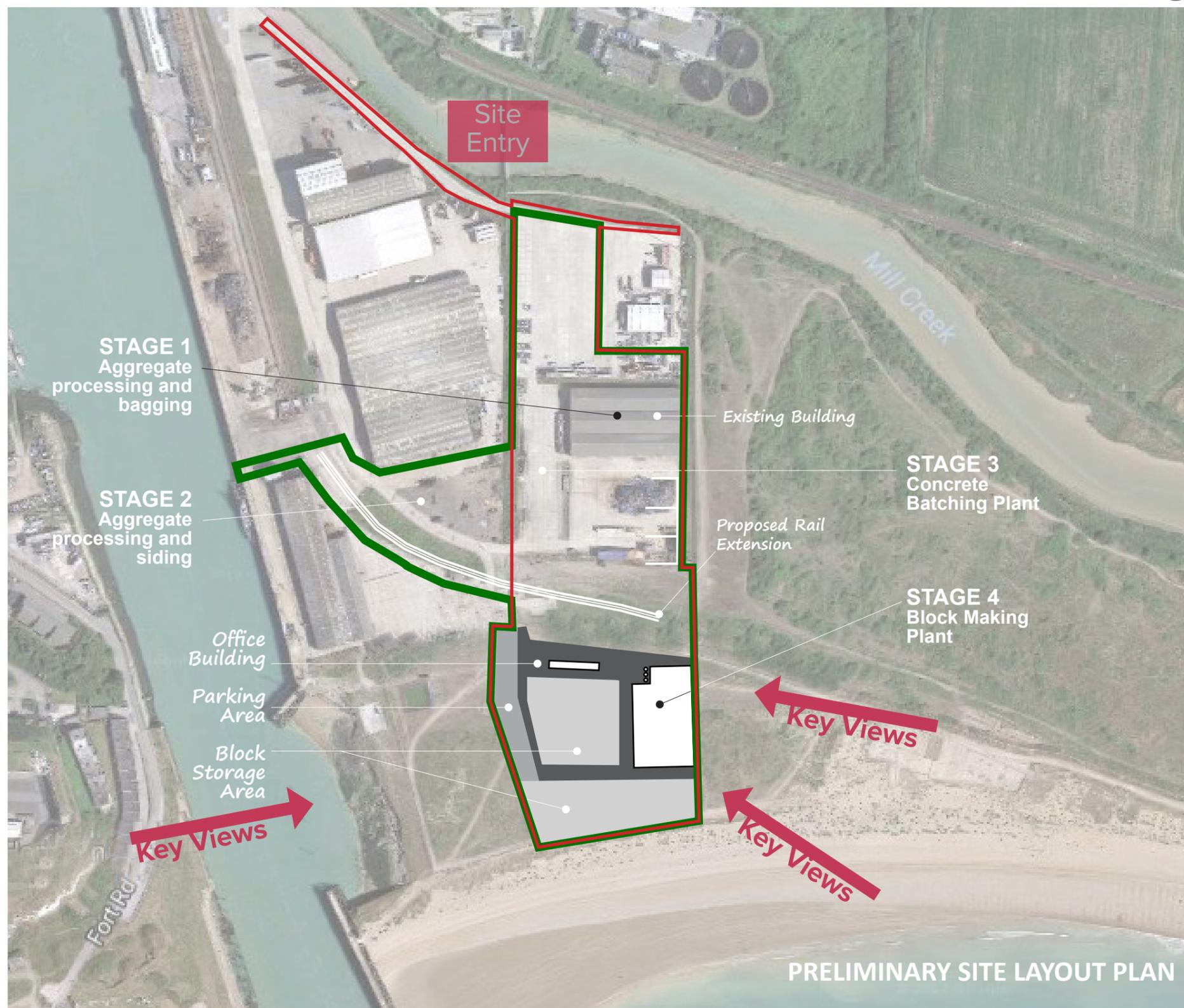
1.2.2 The four stages are:

- Stage 1** Aggregate processing, bagging and distribution by road and rail;
- Stage 2** Increased aggregate storage and an extension of the rail siding; and once the new port access road is open,
- Stage 3** The addition of a concrete batching plant; and
- Stage 4** The addition of a concrete block making plant.

1.3 Design Overview

1.3.1 This document will focus on the design and layout of the Stage 4 concrete block making plant. Works on this phase are to commence once the concrete batching plant has been developed and completed. The proposed new block making plant will be on the recently permitted southern extension of the East Quay. The plant will complement and supplement the other Brett plants in the South and Midlands.

1.3.2 The design proposals in this document build upon the initial preliminary designs and respond to planning and community concerns relating to the key design parameters of scale, massing, general building detailing, materials, building siting and landscaping. The proposals seek to create a building of high architectural quality that makes a positive contribution to the new port infrastructure and the locality.



PRELIMINARY SITE LAYOUT PLAN

SECTION 2

Context | Existing Use & Photographic Study

2.1 Existing Use

2.1.1 Currently, the site is mainly vacant land located directly to the east of Newhaven Harbour and is within the Port Authority area which is used for mix industrial purposes and features a large metal reclamation yard and a ferry terminal.

2.1.2 The site has an industrial character and function with existing buildings (sheds) circa 8m high, clad grey coloured sheeting situated east and there are large areas of concrete hardstanding to the north and south of the aforementioned buildings.

2.1.3 The western part of the Site includes a number of two storey porta cabins and an old railway siding which is being used as a car park by Rampion Offshore Wind. The same company also occupies the most southerly party of the Site. Site boundaries generally feature a circa 2m high palisade security fence.

2.1.4 In terms of immediate vicinity, to the north, Mill Creek provides separation between the Site and industrial areas, the water works (comprising large tanks and operational buildings) and the railway line. The water works from the outer (south-western) limit of the Port Authority area which is publicly accessible. The port environs, including the Site are accessed from the South entrance.

2.1.5 Open areas, namely the beach and sand dunes can be found adjacent to the site to the east and south, whilst a public trail runs directly along the eastern extent of the Site. This particular route connects to a long distance footpath, the Vanguard Way/Sussex Ouse Valley Way (circa 55m north). A second public footpath currently runs through the site but a diversion order had recently been confirmed. It will run along the boundary of the port extension area. The proposed location of the block making facility is on the backshore to the beach south of the existing footpath.

2.2 Existing Photographic Study

2.2.1 The photographs shown are studied further by creating photomontages to understand the extent to which the existing views will be affected by the proposed scheme.



1. View from the trail alongside the beach at Tide Mills



2. View from Fort Road looking towards the site



Orientation Plan



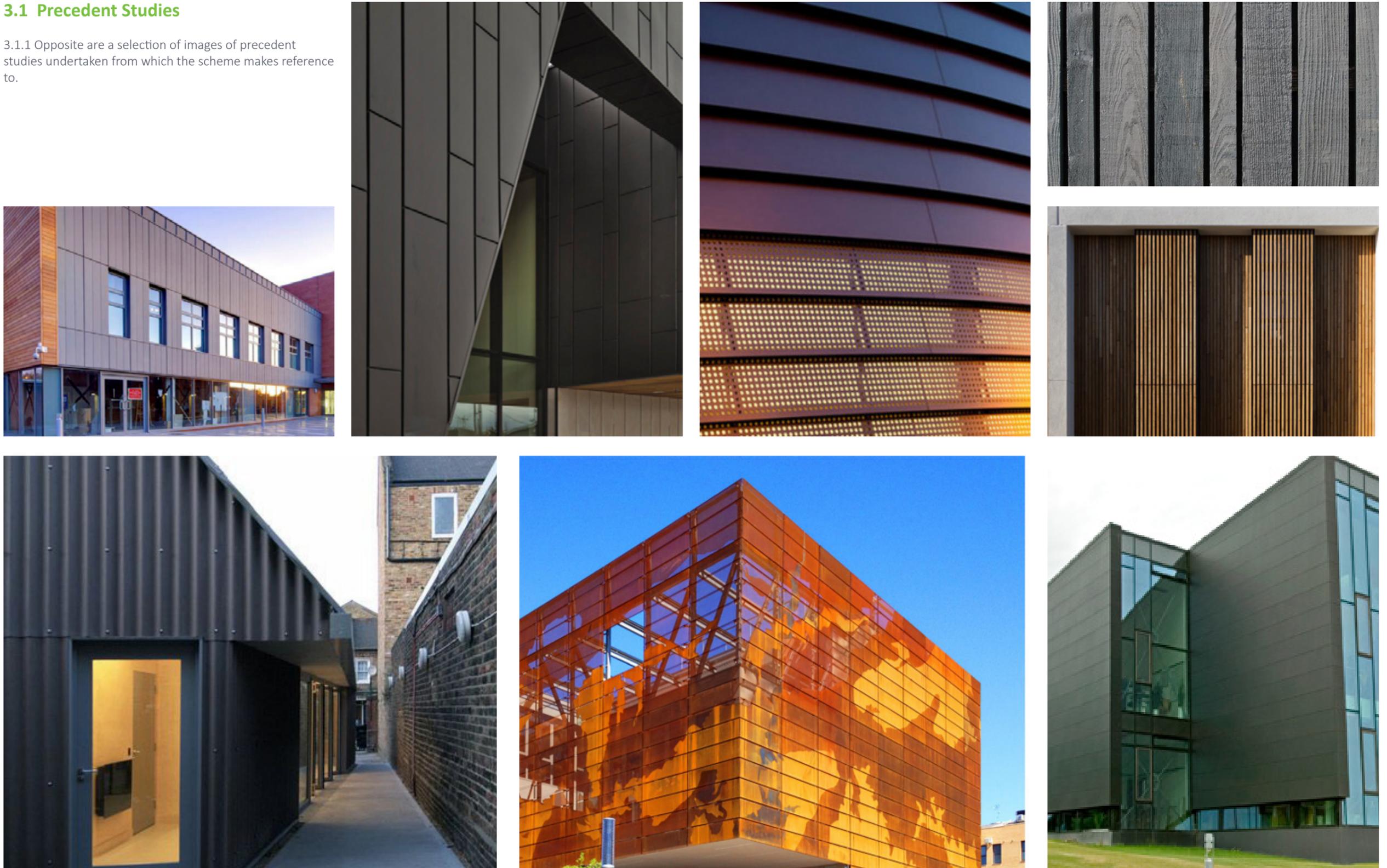
3. View from the car park and 'Look Out' at Newhaven Fort

SECTION 3

Design Development | Precedent Studies

3.1 Precedent Studies

3.1.1 Opposite are a selection of images of precedent studies undertaken from which the scheme makes reference to.



SECTION 3

Design Development | Preliminary Proposals

3.2 Preliminary Proposals

3.2.1 The preliminary proposal for the block making building is shown opposite. The site layout orientates the block making building in a north south orientation with a main office facility centrally located adjacent to the block making plant. Parking is located to the western boundary of the site. The remainder of the site is to be used to form external block storage areas.

3.2.2 Visually, the preliminary proposals for the buildings were designed in a purely utilitarian form in simple shapes and volumes that reflected the space required to undertake the block making activities within. The following pages show elevational views of these proposals as well as 3 dimensional visualisations.

3.2.3 The design development progressed with a more clear understanding the visual impact of the proposed building on its setting. A review of the siting and orientation of the block making plant, the form and massing, the scale and the choice of materials and colours to be utilised for the building was undertaken to better improve and reduce the visual impact of the building upon its setting.



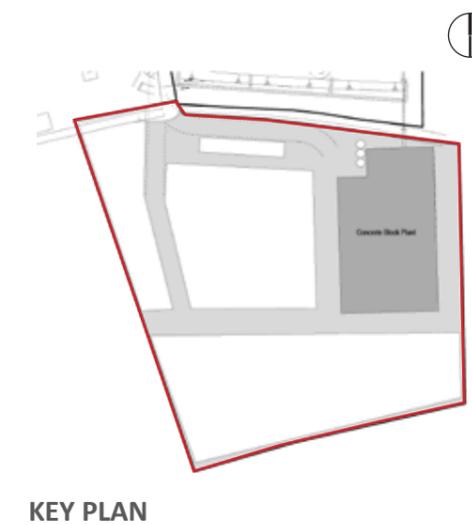
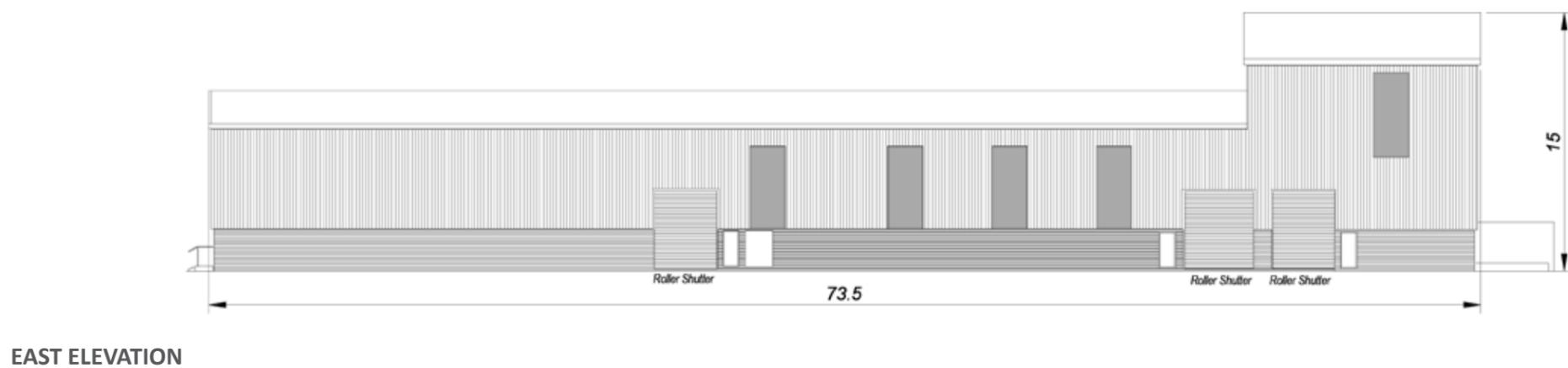
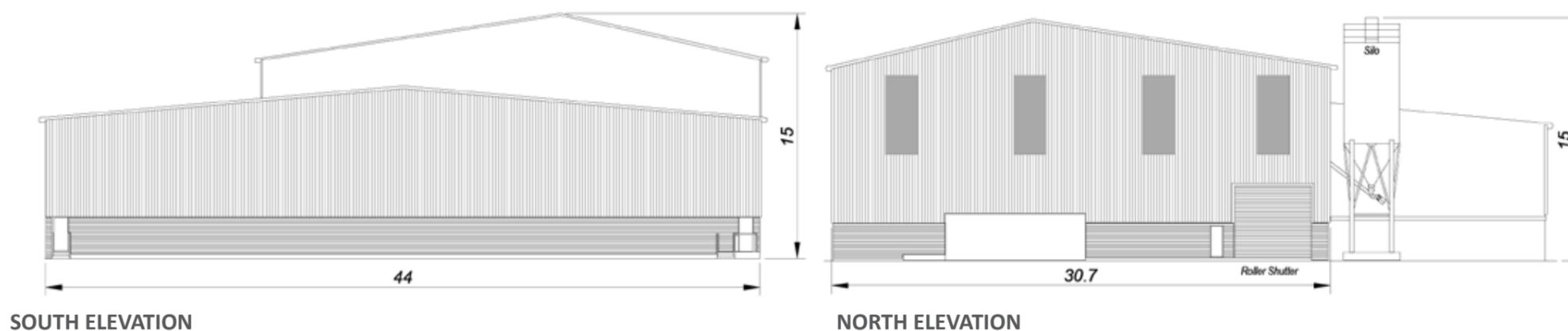
PRELIMINARY BLOCK PLANT LAYOUT PLAN



PHOTOMONTAGE OF PRELIMINARY PROPOSAL

SECTION 3

Design Development | Original Building Elevations

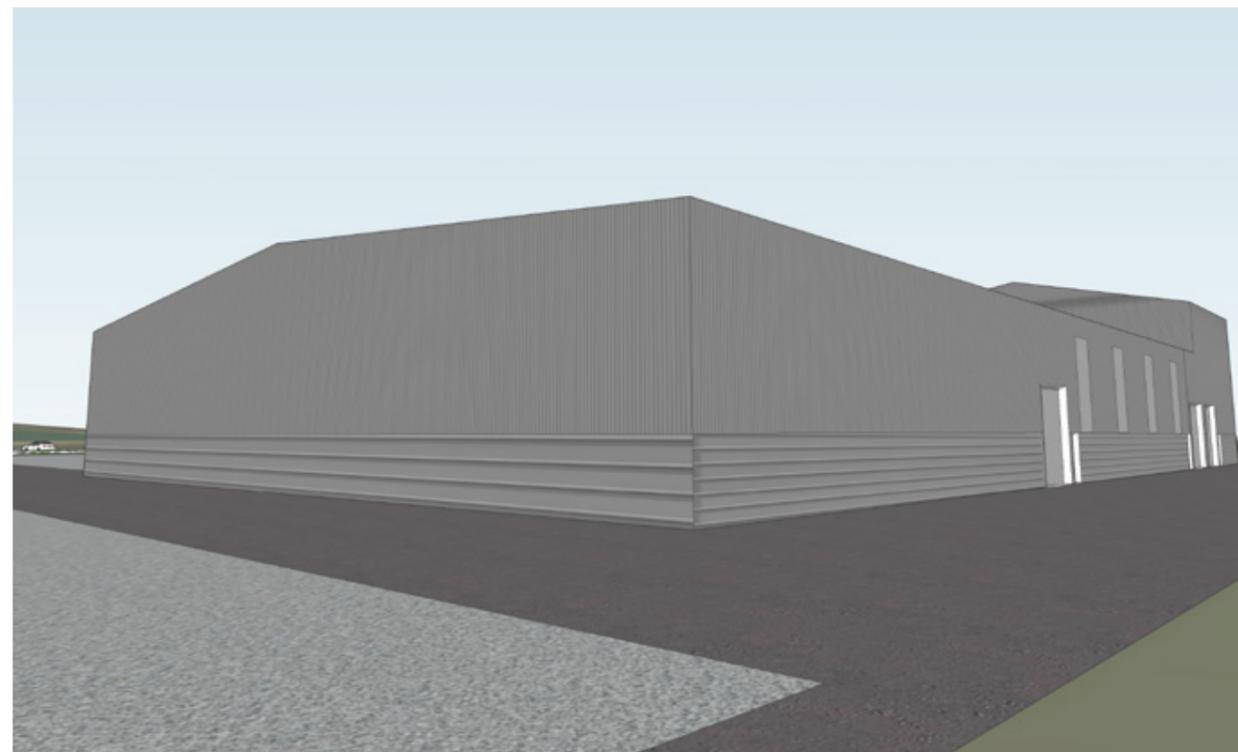


SECTION 3

Design Development | Original Building Views



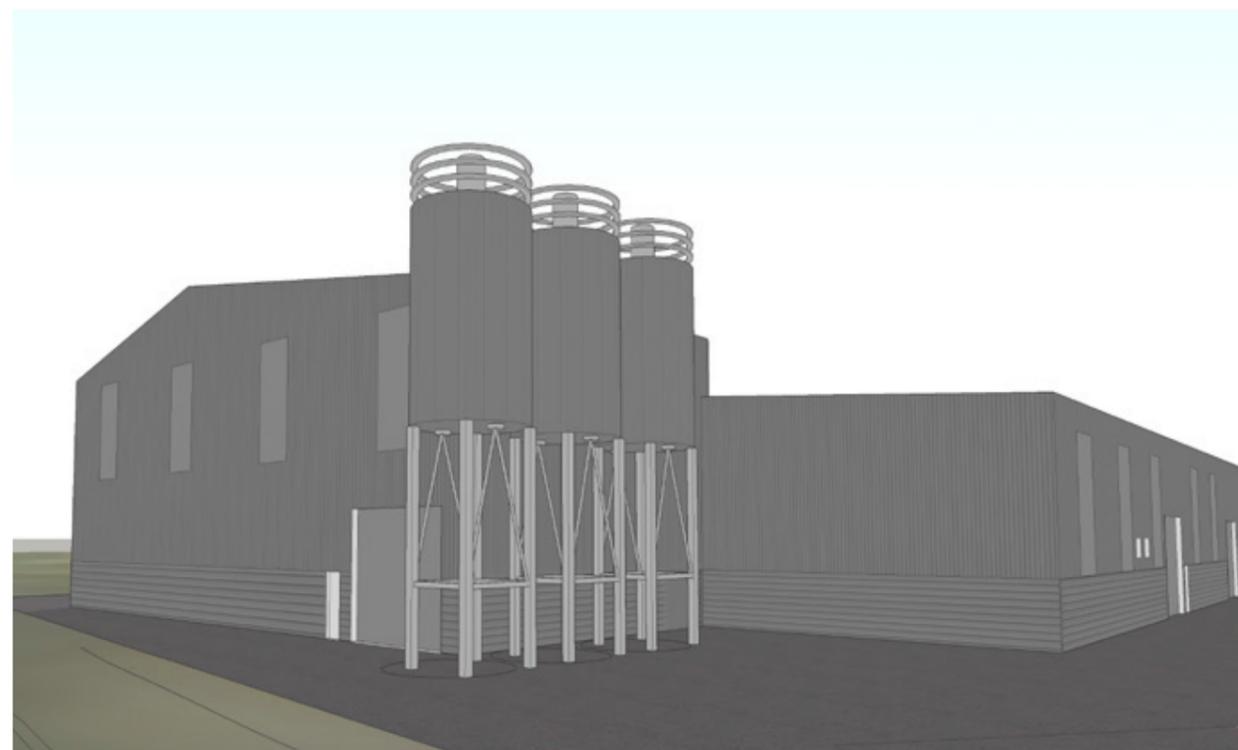
NORTH EAST VIEW



SOUTH EAST VIEW



SOUTH WEST VIEW



NORTH WEST VIEW

SECTION 4

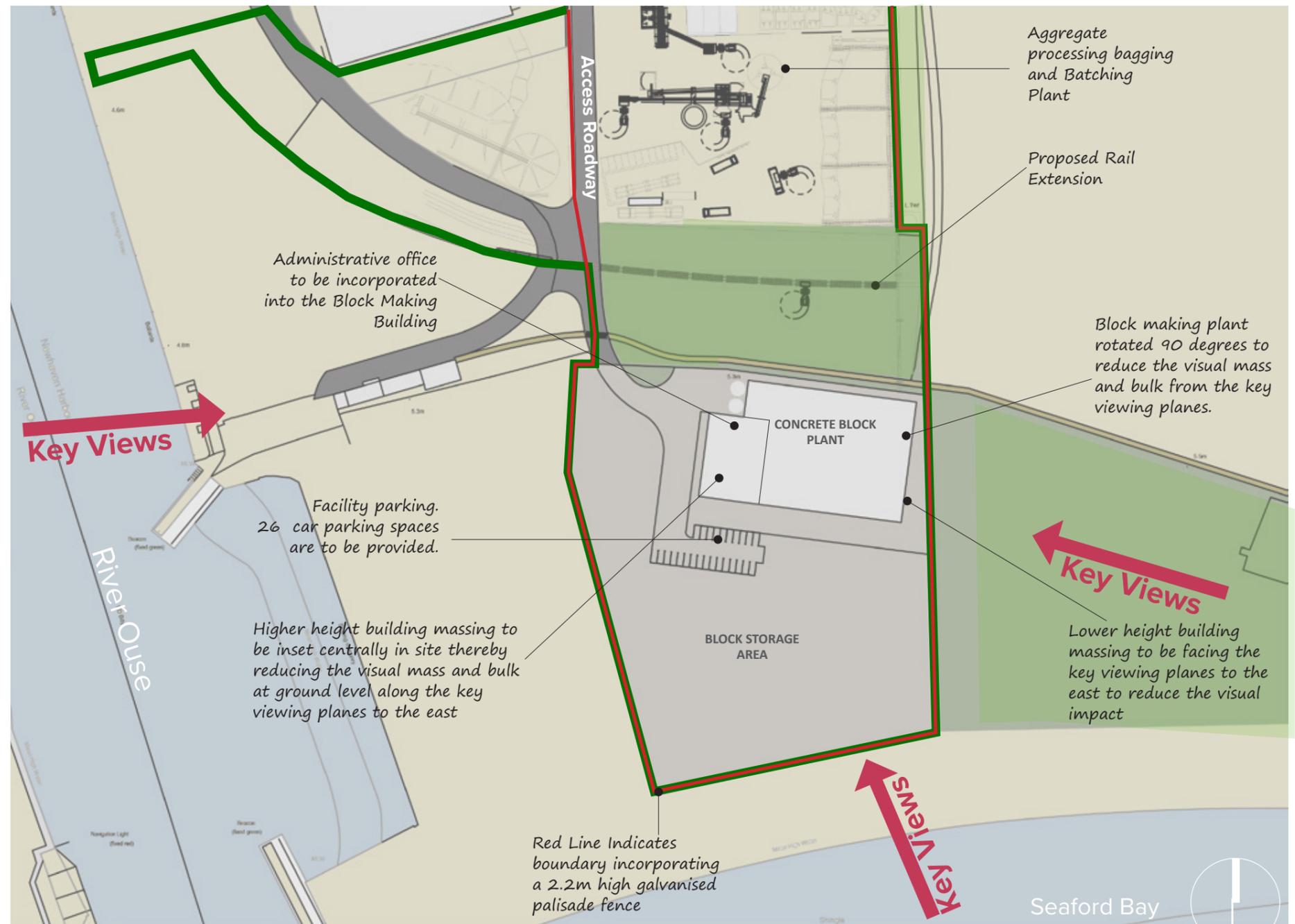
Proposed Design | Overview

4.1 Overview - Proposed Site Plan

4.1.1 The design development was influenced predominantly by alleviating and reducing the impact of the proposed development from the key views from the east, south and also the west of the application site.

4.1.2 While the design brief focused on maintaining the same building footprint to ensure functionality to the operations, the building envelope design was amended to take into effect the following design drivers ;

- Re-orientate the building 90 degrees to reduce visual impact from the east and west
- Introduce clear building articulation through the use of fenestration, building materials and building form
- Reduction of building height by approximately 0.5m.
- Incorporate the office within the new building footprint
- Introduce 2.2m high galvanised palisade fencing to the perimeter boundaries of the property.
- Adopt a material and colour palette sensitive to the locality



KEY:

- PROPOSED APPLICATION SITE
- PROPOSED DEVELOPMENT SITE

BLOCK PLANT LAYOUT PLAN

SECTION 4

Proposed Design | Scale & Massing

4.2 Scale & Massing - elevations

4.2.1 The need to provide sufficient functionality for operations within the proposed buildings sets the building heights. Reviewing these details more closely, the scale of the proposed buildings has been reduced from the original proposals. Although the foot print of the building remains the same, the height of the building has been reduced by 0.5m to the ridge line.

4.2.2 The design of the adjacent silos have also been reviewed and they are now no taller than the main building.

4.2.3 The proposed new building is bounded by the River Ouse and new berthing facility to the west, by the Brett's aggregate plant to the north, by the Seaford Bay to the south and by trail paths through existing scrub to the east.

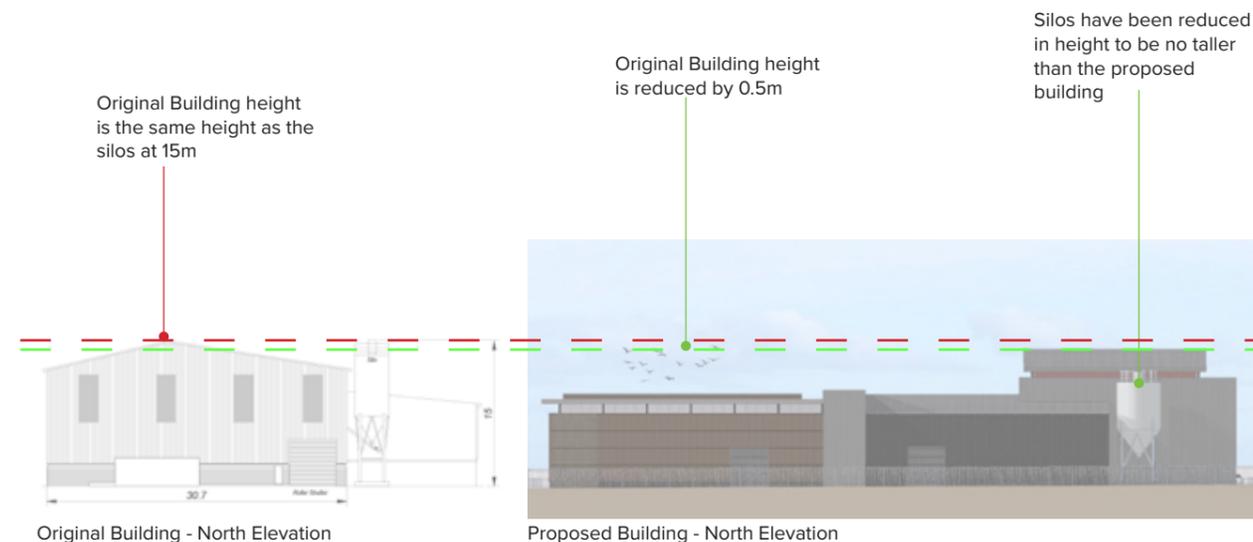
4.2.4 Particular attention has been placed on ensuring the massing to the east of the site is sympathetic in scale and detailing to the surrounding landscape. The design of the massing has considered modulation within the building form to break up the singularity of the mass into distinct areas

to create a variety in the massing form introducing both vertical and horizontal elements.

4.2.5 We have kept the elevational treatment as clean industrial forms that have a strong simple shape and directness of expression.

4.2.6 This is partly in response to the site conditions, where we are trying to relate to the open spaces and the direct structural expression of the locality and also the functionality of the building within.

4.2.7 The eastern, northern and southern boundaries will be fenced with a 2.2m high galvanised palisade fence which has already been approved as part of the port extension proposals. All access to the site is via a private access road that runs across the railway lines.



The diagram above shows a comparison between the original North Elevation height and the proposed North Elevation height with a 0.5m reduction.



West View from Fort Road

SECTION 4

Proposed Design | Appearance

4.3 Appearance

4.3.1 The proposed building will be articulated with a number of building materials and finishes. The walls are envisaged to be constructed from a combination of metal cladding systems including corten steel mesh and other metal cladding and galvanised steel palisade fences. To the

eastern facade these shall be predominantly rustic brown in colour. A review of these materials can be viewed in the Precedent Studies section of this document.

4.3.2 Natural light is introduced into the building with glazed overhead skylights incorporated within the roof structure

and also introducing aluminium curtain wall glazing units to the facades. For the eastern facade opaque panels are to be substituted to not allow light visible externally during any overnight operations. Access into the main superstructure will be via metal roller doors. All the building elements are to be colour coded with a sympathetic colour palette

reflecting the locality of the setting.

4.3.3 The elevations and visualisations on the following pages highlight preliminary design options being investigated.



EAST ELEVATION

- Galvanised Palisade fencing
- Proprietary Silo
- Metal Cladding
- Metal Roller Door Access
- Obscure Metal Panel Inserts
- Aluminium framed Glazed Windows
- Metal Cladding
- Corten Mesh Cladding
- Galvanised Palisade fencing



WEST ELEVATION

- Aluminium framed Glazed Windows
- Vertical Composite Cladding
- Aluminium framed Glazed Windows