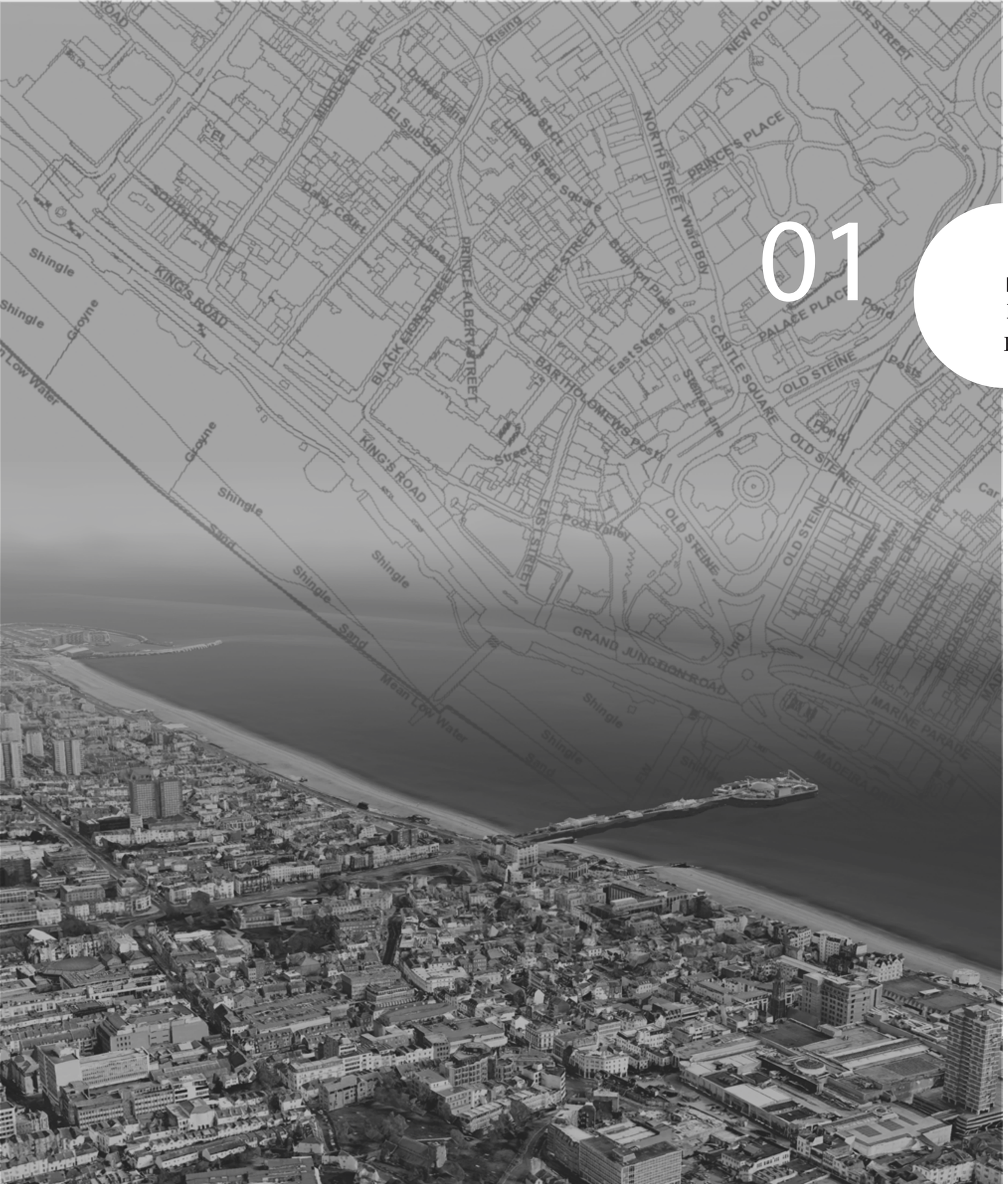
URBAN EDGE OF BRIGHTON

PORTFOLIO
MAAUD DESIGN STUDIO 2

AYANA KINCHELOW

CONTENTS



01

Introduction

Extend Idea from Design 1

Extend Idea Strategy

EXTEND IDEA FROM DESIGN 1

NEW ROAD, EAST STREET: OVERLAPPED PROJECTION

New Road Design Structure

East Street Design Structure

East Street Proposed Design

Extended Design Strategy

The tested design strategies have adapted to change relevant to different locations. The design on New Road continues along East Street yet taking a subtle approach. Elements of the design in New Road are scattered down east street eventuating leading to the coast. The final East street design becomes a blended element of the surrounding landscape while keeping the same language of the New Road design.

New Road Proposed Design

East Street Proposed Design

02

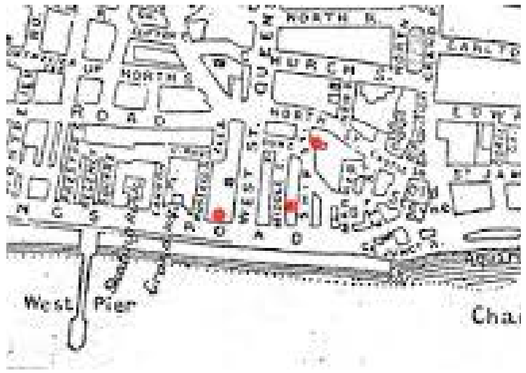
Analysis

Historical Timeline
Coastline Typography Timeline - Group Work
Analysis of Networks
Urban Block Mapping

HISTORICAL TIMELINE OF GRAND JUNCTION PARADE

1760

The way from Pool Valley into East Street was via the east gate of the town until 1760 when it was removed for the construction of the battery. Pool Passage, which is off Pool Valley, leads to the Old Steine and is lined with old flint walls.



1793

It is probable that there was once a small inlet or pool in the foreshore at this point, providing a small haven and easy access to the Steine onto which fishing boats could be hauled. The Wellesbourne was converted when a sewer to drain the Steine was constructed, and Pool Valley was bricked over.

1795

Being the town's natural drainage point, Pool Valley has often flooded or been inundated by the sea. In November 1723 a large vessel was 'cast into the Poole', and on 26 January 1795 a rapid thaw caused flooding to a depth of seven feet. It was inundated again on 23 November 1824 and on 17 July 1850.

1829

Built on a newly-constructed sea-wall, this important road opened as Grand Junction Parade on 10 December 1829 to provide a through route from Marine Parade to King's Road for the first time. Traffic had previously been forced to travel via King's Road, Pool Valley and Old Steine.

1850

July 1850, The Brighton Herald published a story about a storm that flooded Pool Valley with six feet of water. Rain swept down the narrow streets of the Old Town and, despite the best efforts of their occupants, many buildings were wrecked. According to the newspaper report, 'The surface water poured into houses through the doors and windows, vainly closed to keep it out, while the drains beneath burst…and shot their contents like a jet into kitchens and cellars.'

1929

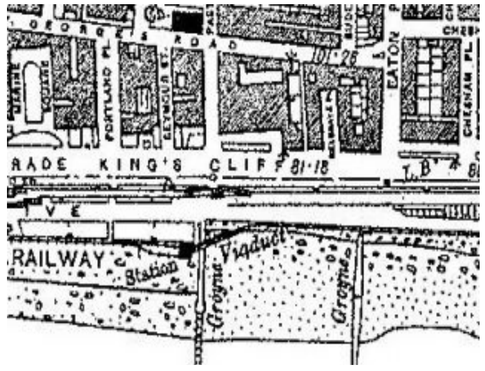
The green-liveried buses used Madeira Drive as a terminus until July 1929 when the corporation provided Pool Valley as a more convenient bus station. The Steine Street premises were used as a coach station from 1920 until about 1970.

1932

Extending from Grand Junction Rd. Pool Valley was made pedestrianised to accommodate all walking pedestrian. Pedestrian routes were becoming incorporated into the landscape.

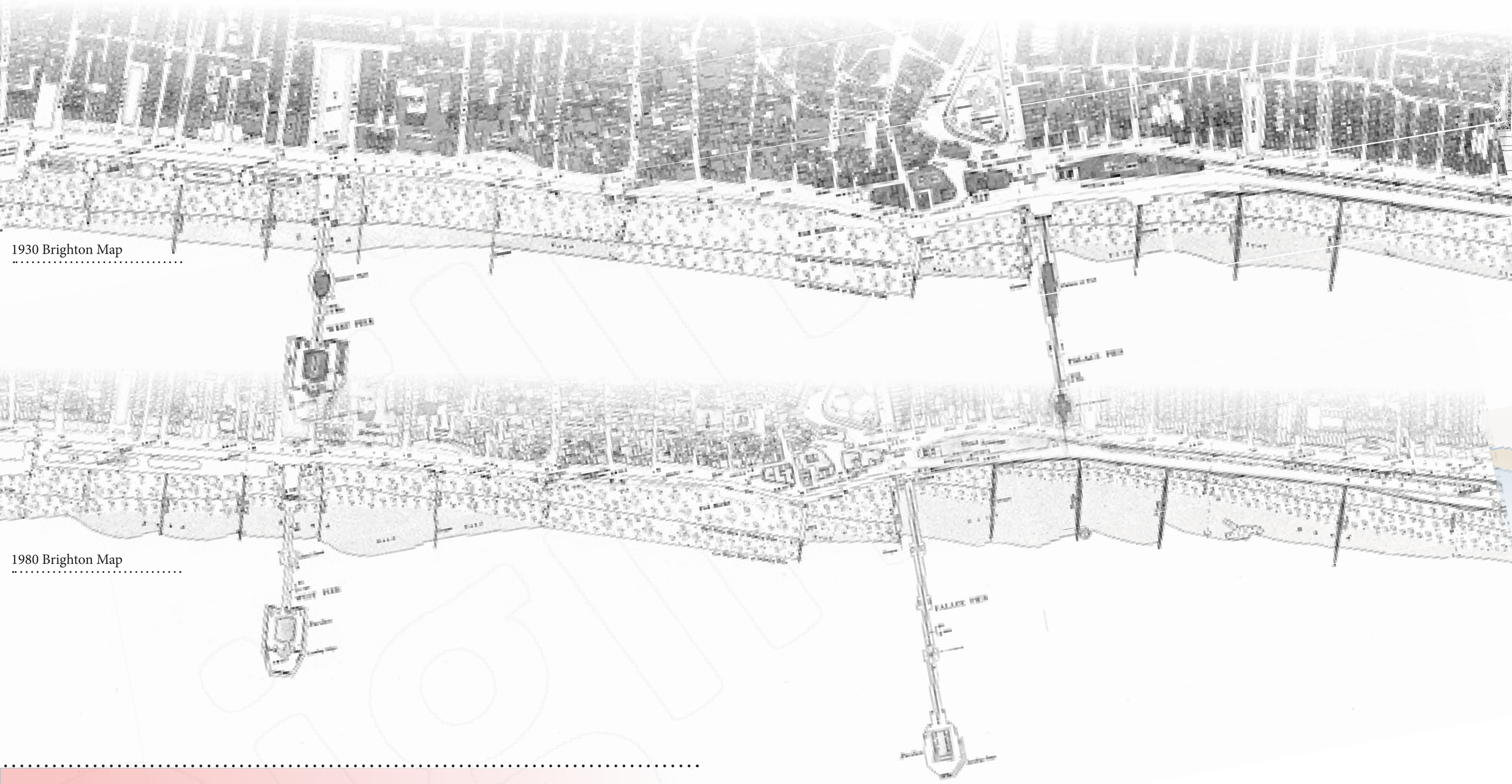
1987

Grand Junction Roads construction was extended over pillars to form a colonnade walk on the Lower Esplanade. The walkway was incorporated for pedestrians.



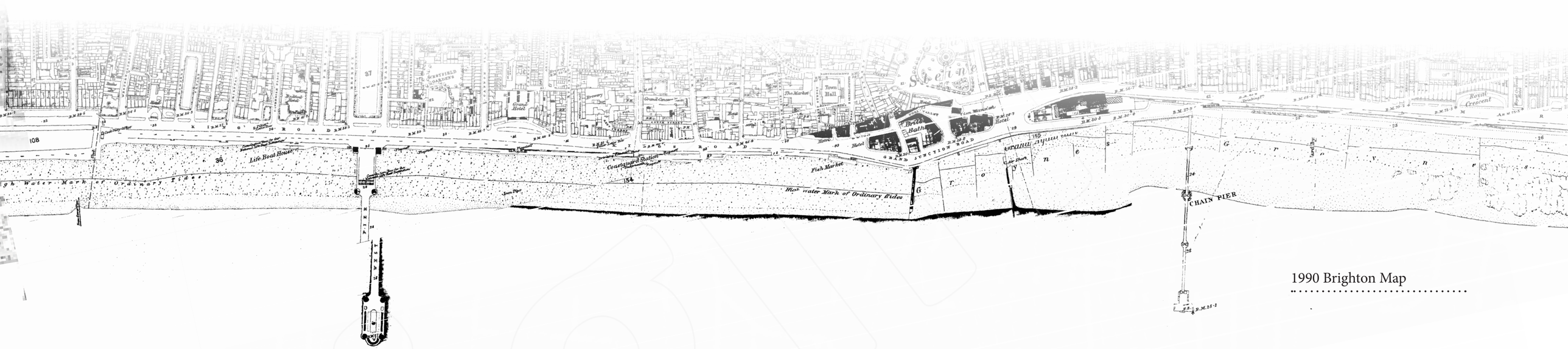
COASTLINE TYPOGRAPHY TIMELINE - GROUP WORK

HISTORICAL TOPOGRAPHY ANALYSIS

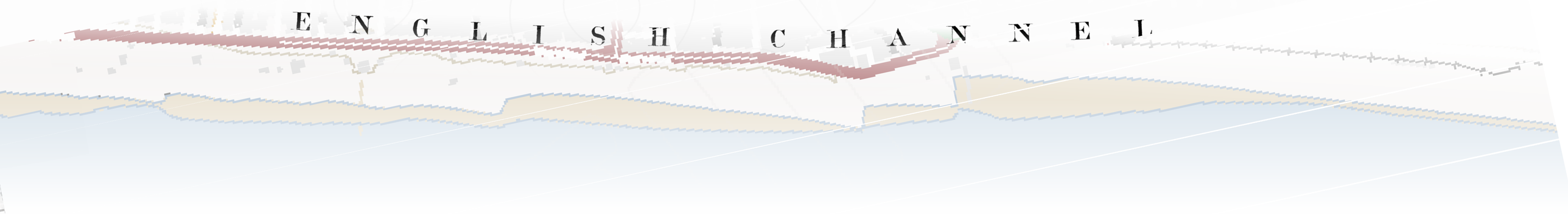


Brighton's coastline, just 2.2 miles long before 1928, now stretches 5.4 miles from the Hove boundary to Saltdean, and is protected for its entire length by groynes and walls. All the town's beaches are owned by the council. Although predominantly composed of shingle accumulated by groynes, the beaches do have sizeable stretches of sand between the Palace Pier and Black Rock, especially at low tide. To the east of the Marina the tide retreats further than in front of the town and the solid chalk foreshore is exposed beyond the small accumulations of shingle which protect the Undercliff Walk, a feature that allows visitors to explore the many delightful rock pools.

HISTORICAL TOPOGRAPHY ANALYSIS



1990 Brighton Map



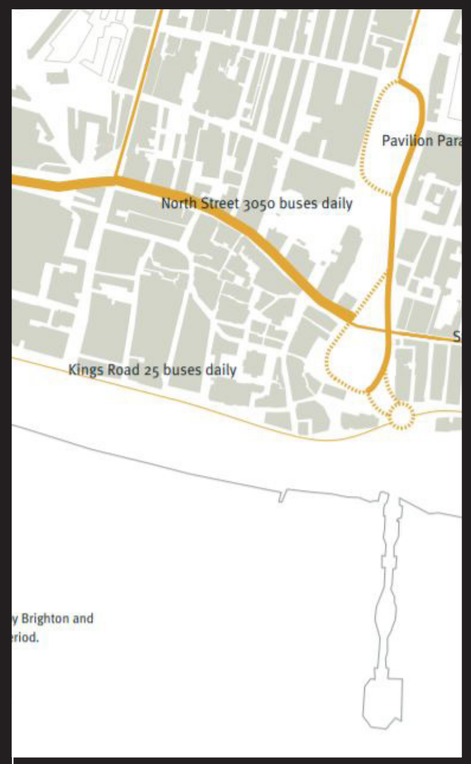
2020 Brighton Map

The nature and the size of the beaches at Brighton have changed over the last 400 years or so as the sea has first eroded the foreshore and cliff, and then retreated with the development of sea-defences. The solid chalk foreshore, protected by an offshore submarine bar, was once very extensive and the fishing community of Brighton. During the Second World War the government closed all beaches at 5 p.m. on 2 July 1940; at Brighton they were protected by barbed wire and mines, but were cleared and reopened in July 1945.

ANALYSING THE EXISTING NETWORKS

Movement Network

Transportation Route

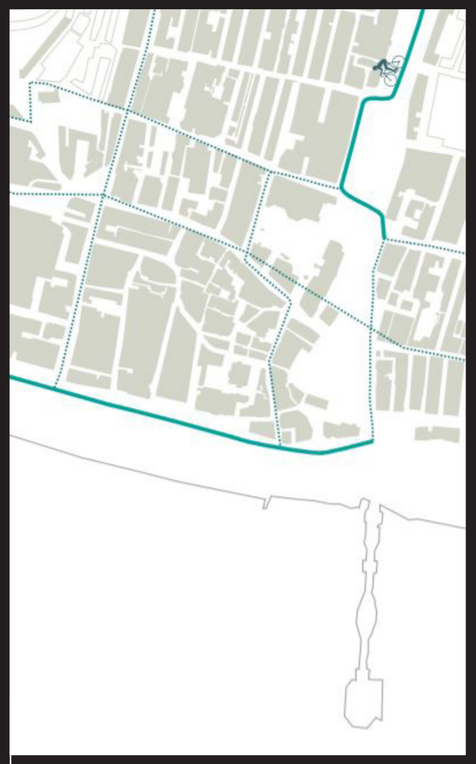


Certain streets are prone to bus congestion that fills the street environment with a constant barrage of noise and fumes. The congestion on bus streets negatively affects the environment of the street itself for the thousands of people that move east and west along this main route.

Vehicle Route

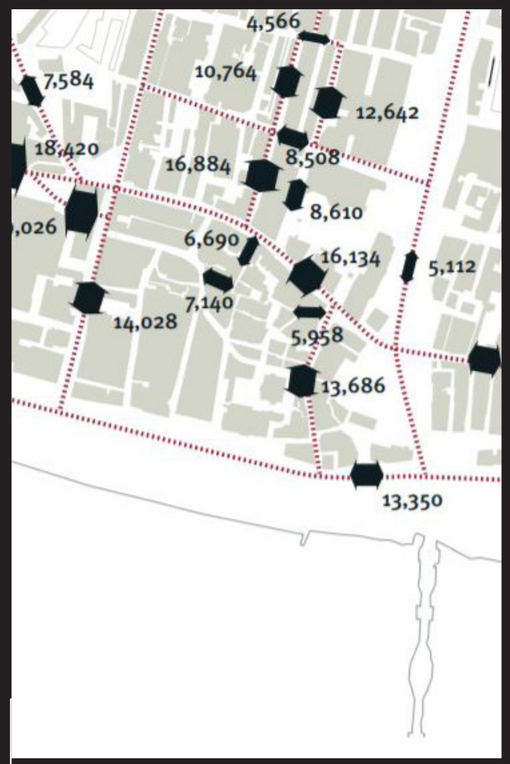
Some streets designed as motorways, the routes definitely act as a barrier for pedestrian movement. Despite serving a relatively low number of vehicles, this east/west connection divides the city into northern and southern sections.

Cycling Route



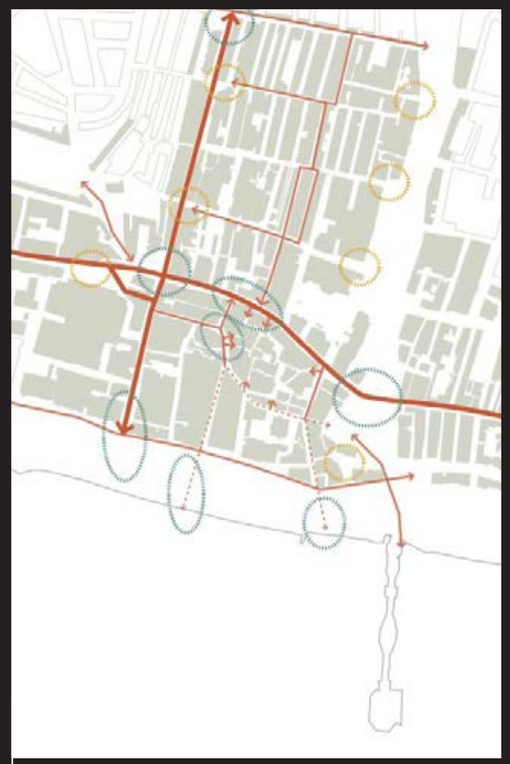
The primary cycle route is from New Road to East Street leading to the seafront. However, there is a disconnection between the centre of the city and the seafront. The disconnection makes for a unified pedestrian route.

Pedestrian Route



There is no direct crosswalk from east street leading to the seafront. The lack of city connection to the lake hinders the local community.

Public Space Route



The connection of open urban space are ideal to notify. The open spaces are near Pool Valley and Old Steine have direct access to the seafront.

Brighton Legibility Study by Gehl Architects in 2006, Brighton and Hove city council, https://www.brighton-hove.gov.uk/

Building Network

Building Height

Kings Road buildings are a height of between 5-6 stories providing the urban landscape surrounded by high buildings.

Landscape Usage

The landscape usage is provided by retail, commercial, restaurant and entertainment buildings.

Open Space

The urban connection of open spaces are predominately mobile used. However, there is a clear open space from New Road to East Street leading to the seafront.

Visibility Route

East Street has direct views and connection to the proposed site. The site can be viewed from either East Street or the Seafront.

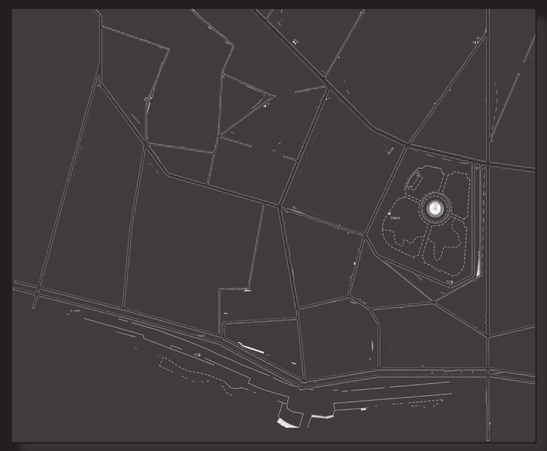
Solar Shading

The solar shading of Brighton is cased down providing shade on building blocks. Most sun building blocks are blocked by the high buildings.

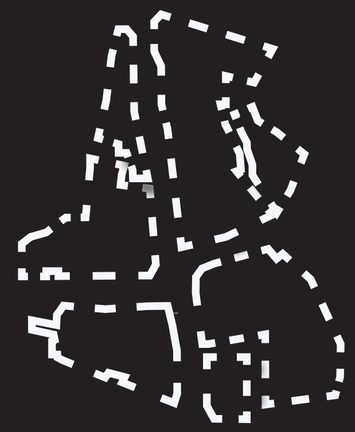
URBAN BLOCK MAPPING ANALYSIS of PROPOSED SITE

Space and Performance

Taking reference from the text book Drawing For Urban Design by Lorraine Farrelly the urban block mapping exercise analyses space and performance throughout my potential site. The five drawings are a way of diagnosing the space though mapping exercise. The Grid drawing describes the surrounding grid of the site. The Porosity drawing creates a void of each building. The Permeability drawing shows the connectivity of pedestrians in different directions. The street edge drawing identifies every street edge within the site location. The Figure-ground drawing classifies the contrast of the relationship between solids and voids.

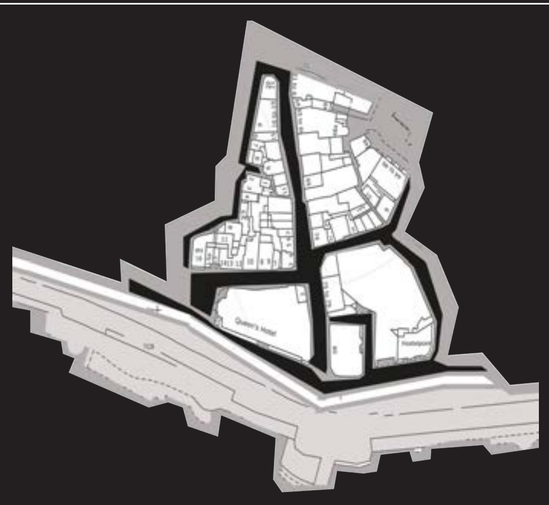


site proposal grid map

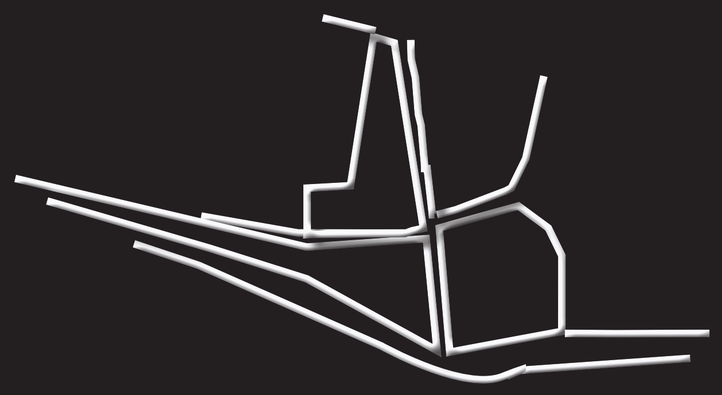


site proposal porosity map

site proposal permeability map



site proposal figure ground map



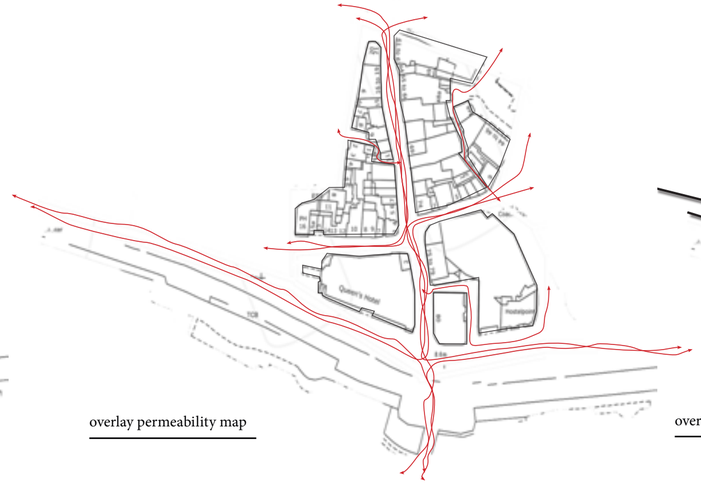
site proposal street edge map

site proposal ground map

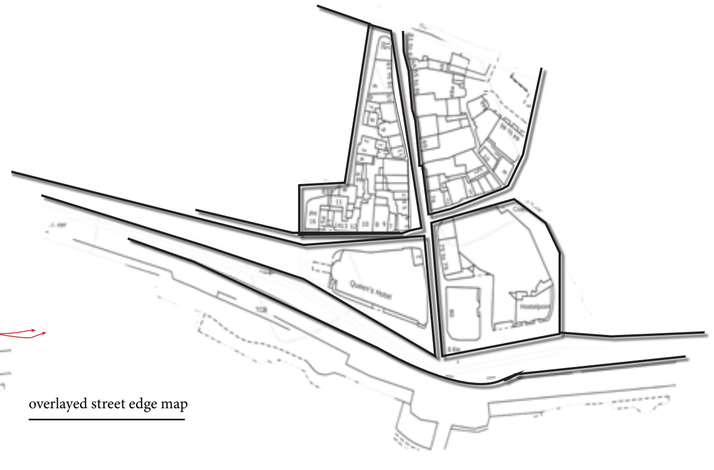
Mapping Overlay

The overlayed maps helps to understand the combination of Networks in conjunction with the Urban Space. I have explored way of attracting pedestrian from East Street leading to Kings road to the Seafront. The different maps have allowed me to evaluate the space for future proposals.

overlay porosity map



overlay permeability map



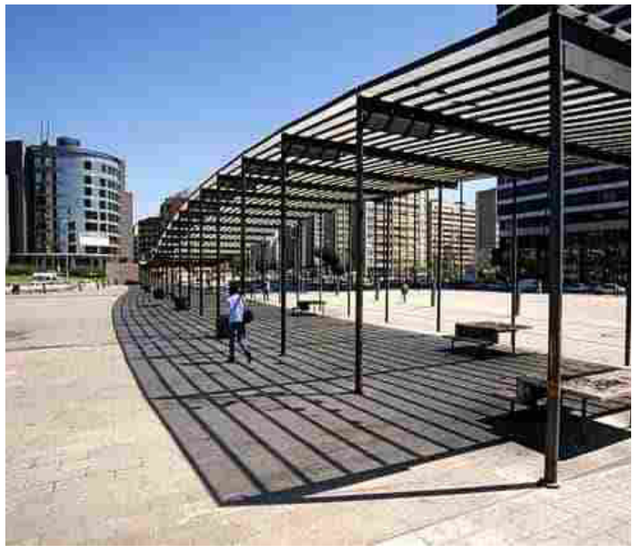
overlayed street edge map

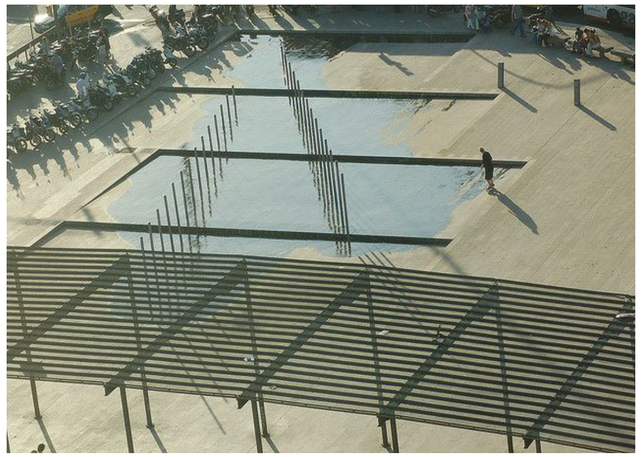
03

Design Approach

Case Study - Precedent
Process of Design
Initial Design Elements

Architects Helio Piñon and Albert Vilaplana





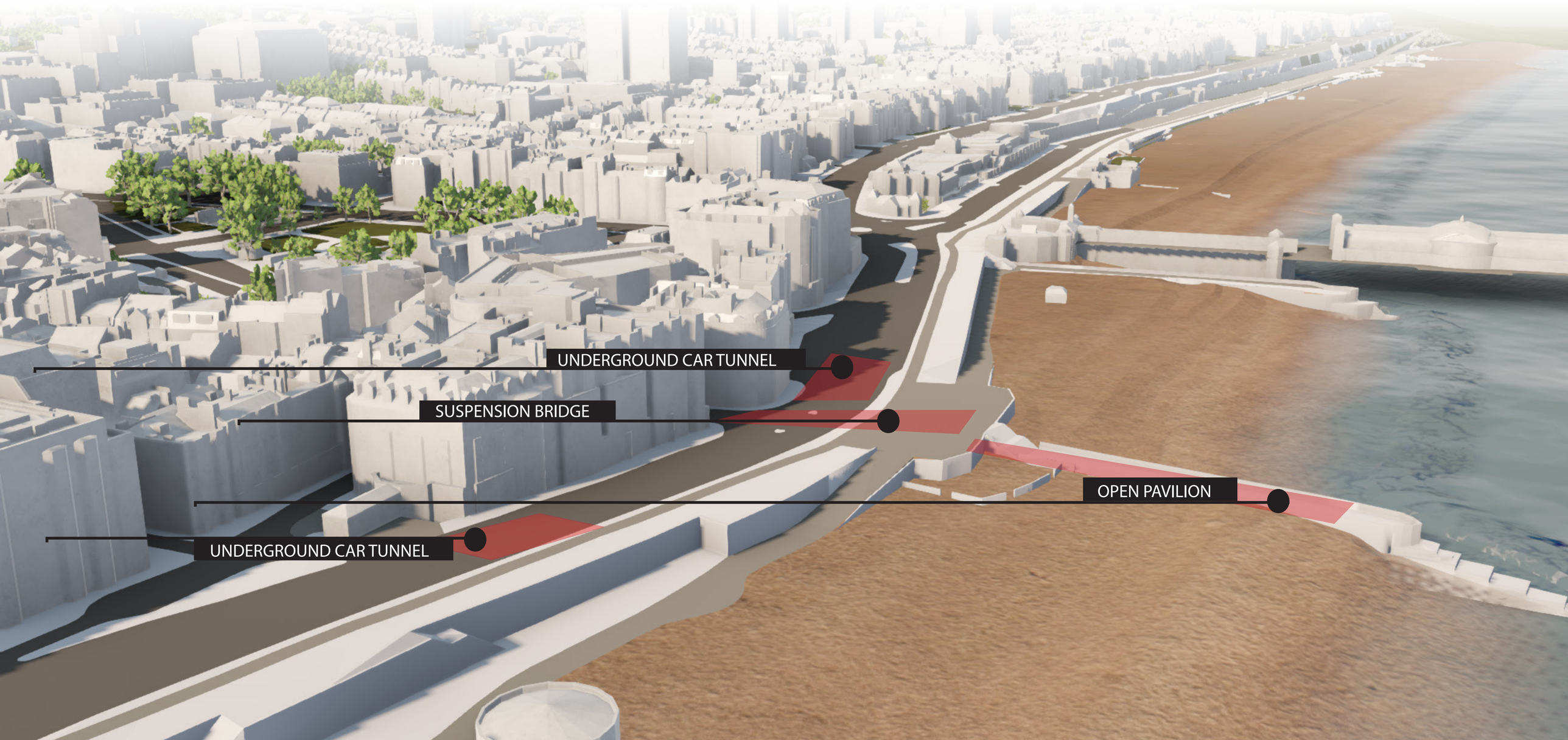
Albert Viaplana, together with Helio Piñón, revolutionised contemporary Barcelona and opened the doors to a new way of understanding public space. They designed a space from cement, without vegetation and with two large copper sheet roofs. They sought out a timeless and minimalist proposal, expressed in abstract, simple and anonymous lines, so that anyone could use it. This project earned them the FAD Prize for architecture. The square is full of human and poetic details like the silhouette of the open roof structure, natural size, made with a metal plate, an opening in the manner of a window and some fountains.

The architect's work was a symbol of the new urbanism in the eighties. The suggestion of incorporating Architecture into the landscape structure has great potential. Single structures can be characterized as an urban piece of design if done well. The urban furniture can also pay respects to the surrounding nature by being subtle and monotone.

PROCESS OF DESIGN

First Iteration Design Approach

My process of design has developed throughout this module. The design started with three elements a suspension bridge, open pavilions and an underground car tunnel. The elements were meant to bring connection from East Street eventually leading to the seafront. However, I found that the suspension bridge is too massive for such a small site. I made the decision to shift from the suspension bridge to a cafe lounge occupying the space.

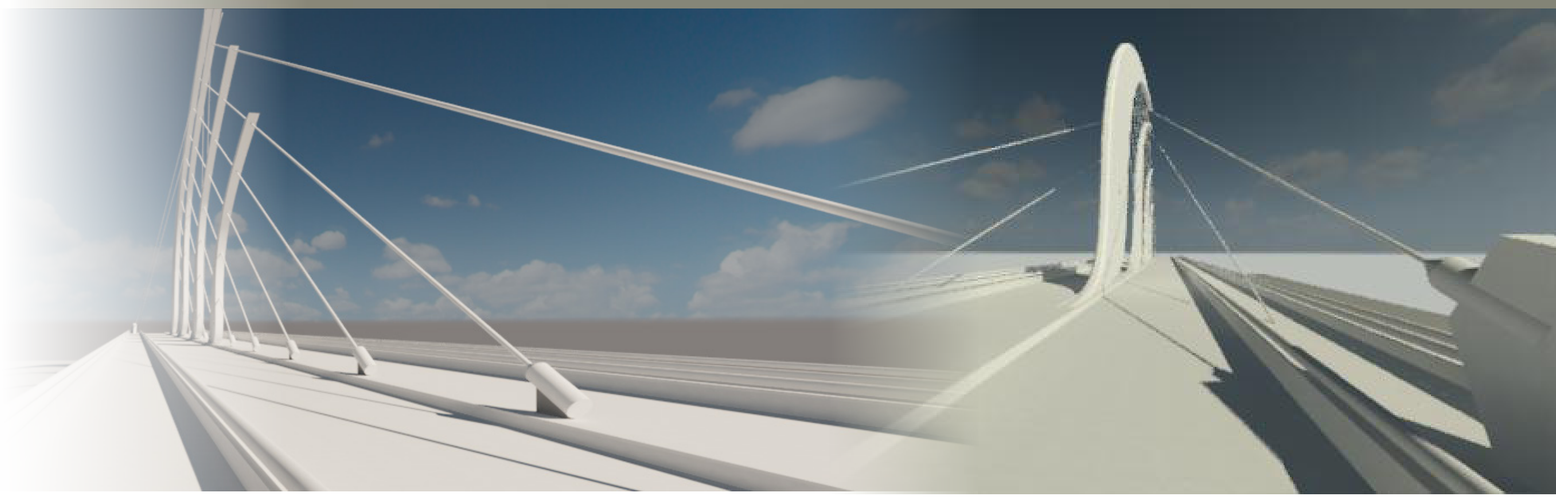


INITIAL DESIGN ELEMENTS

First Iteration Design Approach

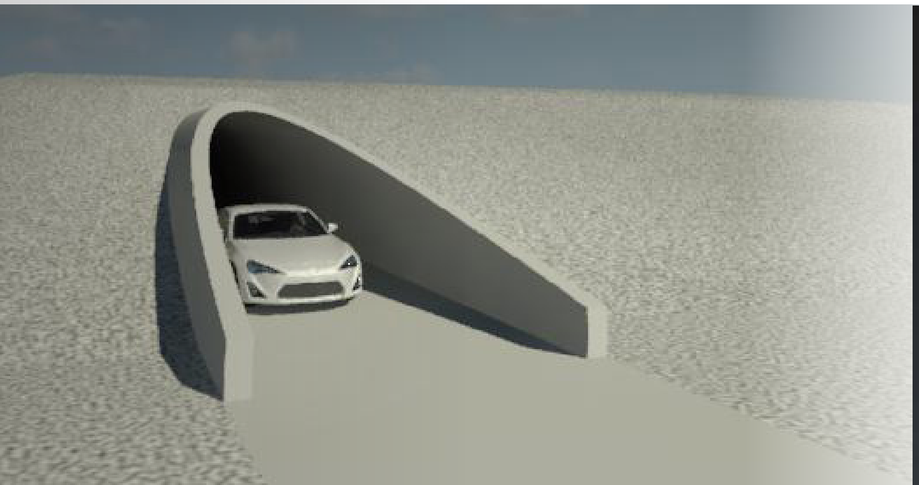
SUSPENSION BRIDGE

The suspension bridge is too massive for such a small site. I made the decision to shift from the suspension bridge to a cafe lounge occupying the space.



The underground car tunnel looks outstanding in renderings and a great idea for space however, the standard height requirements for underground car tunnel would not have been allowed. From an engineers perspective, the height requirement of grand junction road underground is not acceptable.

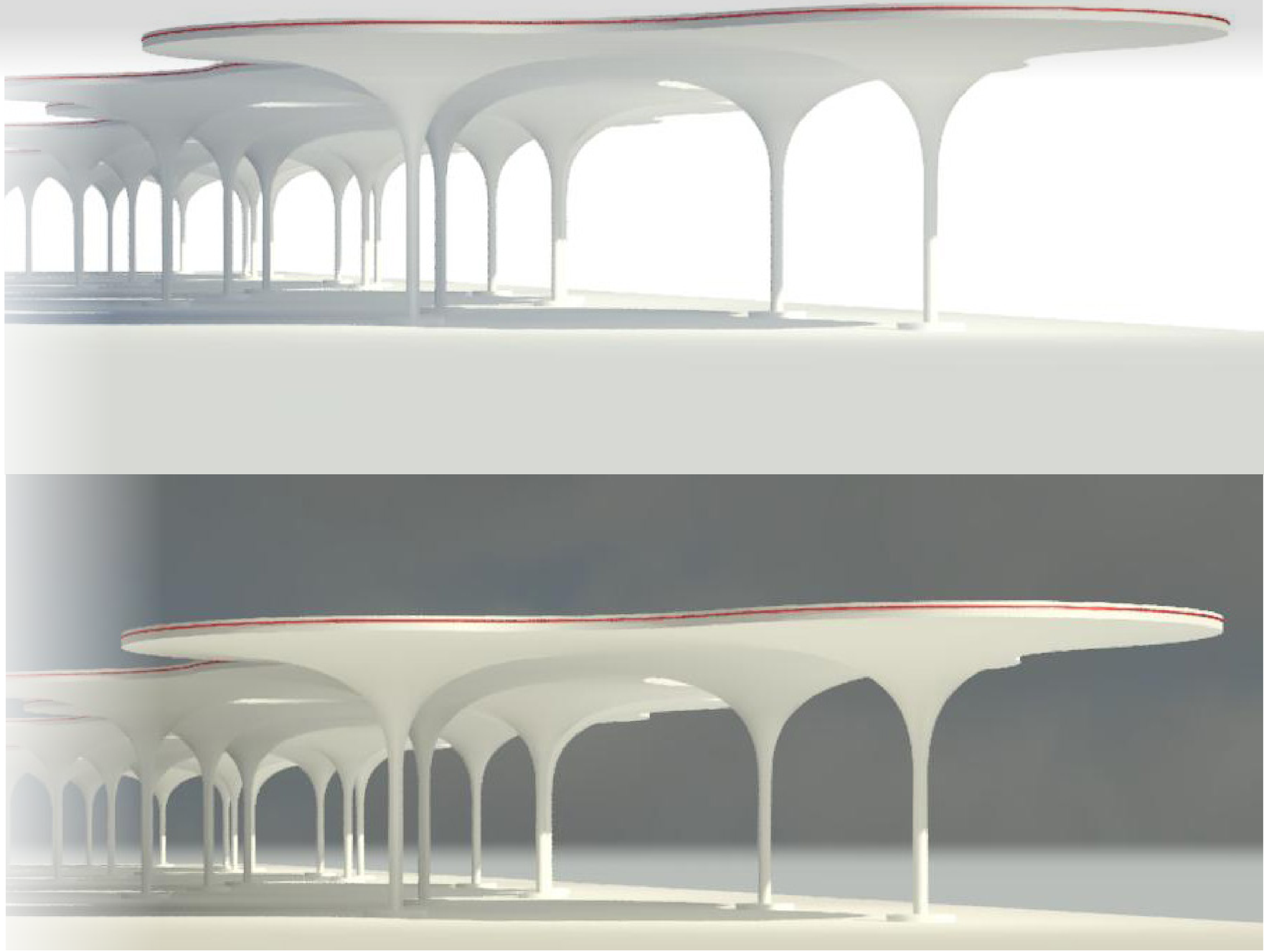
UNDERGROUND CAR TUNNEL



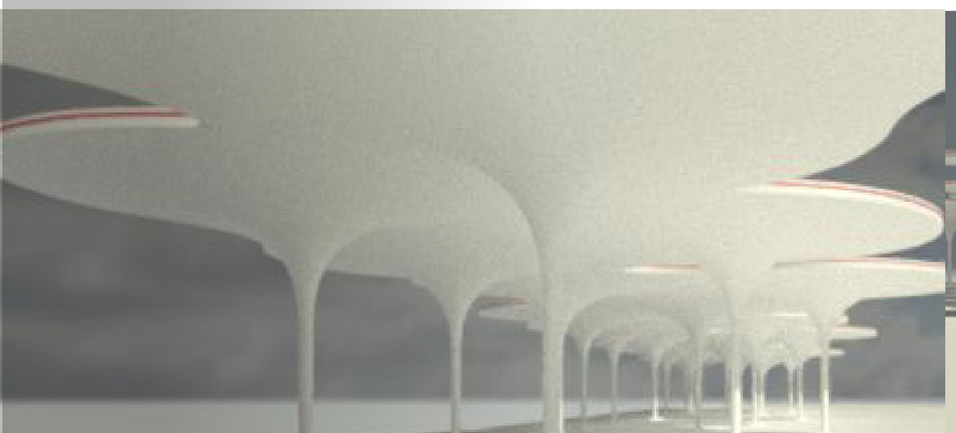
OPEN PAVILIONS

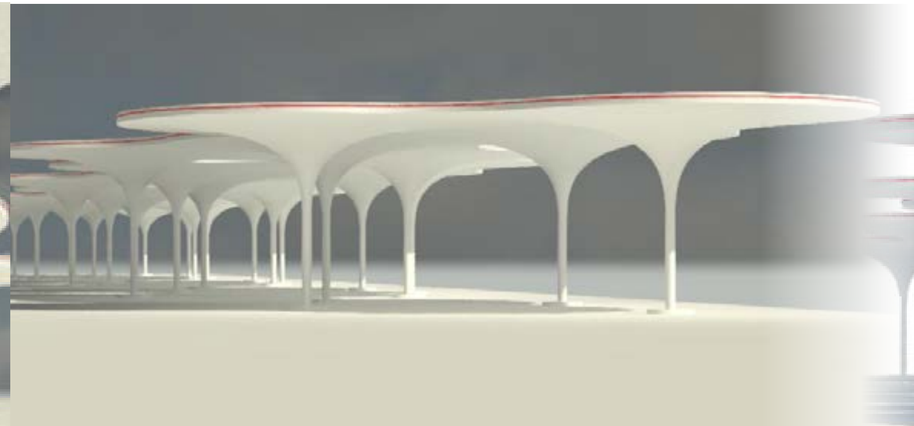
First Iteration Design Approach

The open pavilion spaces have been developed and leading into the final design. The open pavilion has an elegant appeal while guiding pedestrians through design leading to the seafront.



OPEN PAVILION





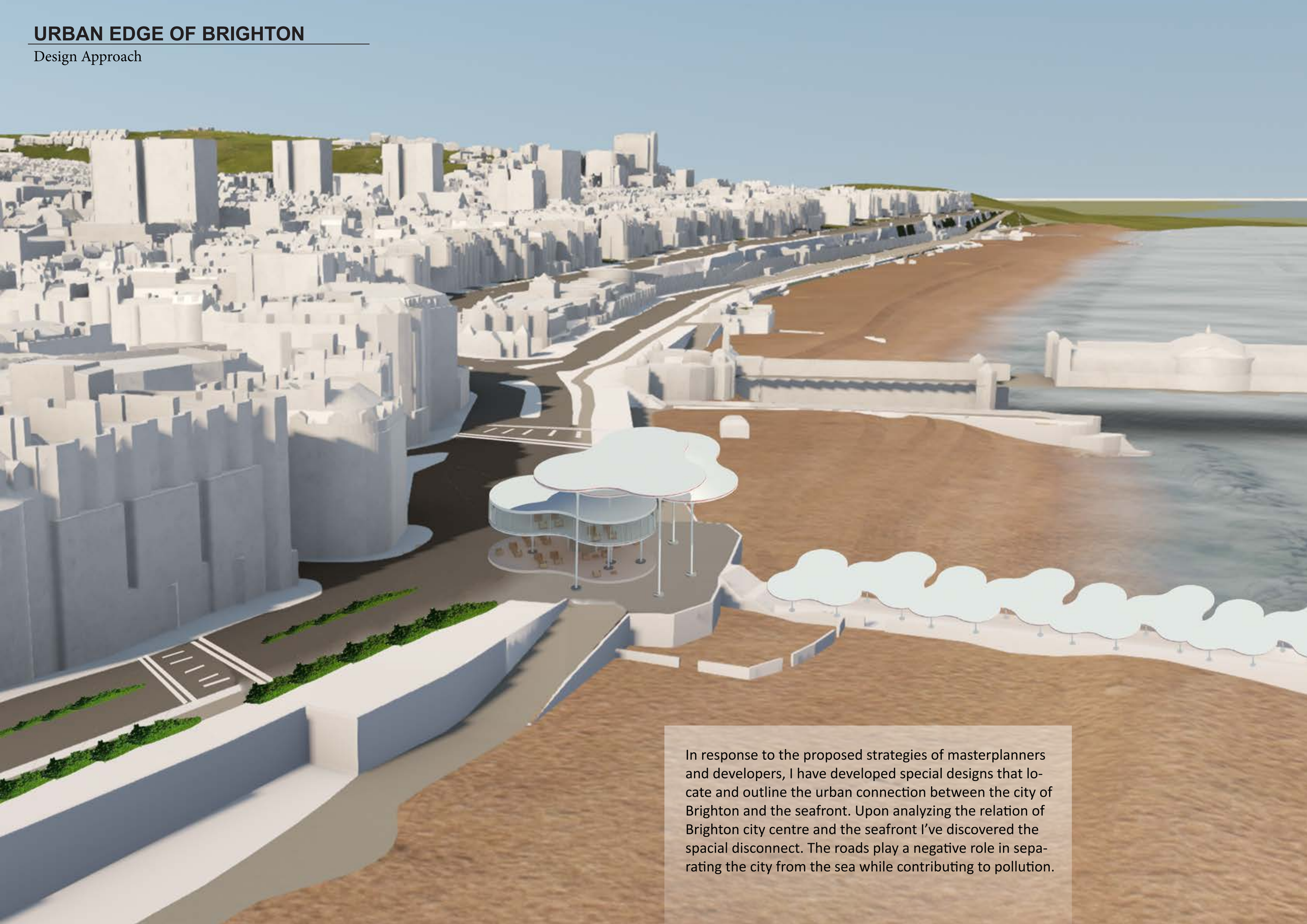
04

Proposal

Site plan Proposal
Spacial Network
Urban Design Context
Cafe Structure Details

URBAN EDGE OF BRIGHTON

Design Approach



In response to the proposed strategies of masterplanners and developers, I have developed special designs that locate and outline the urban connection between the city of Brighton and the seafront. Upon analyzing the relation of Brighton city centre and the seafront I've discovered the spacial disconnect. The roads play a negative role in separating the city from the sea while contributing to pollution.

CONNECTION BETWEEN THE CITY AND THE SEA

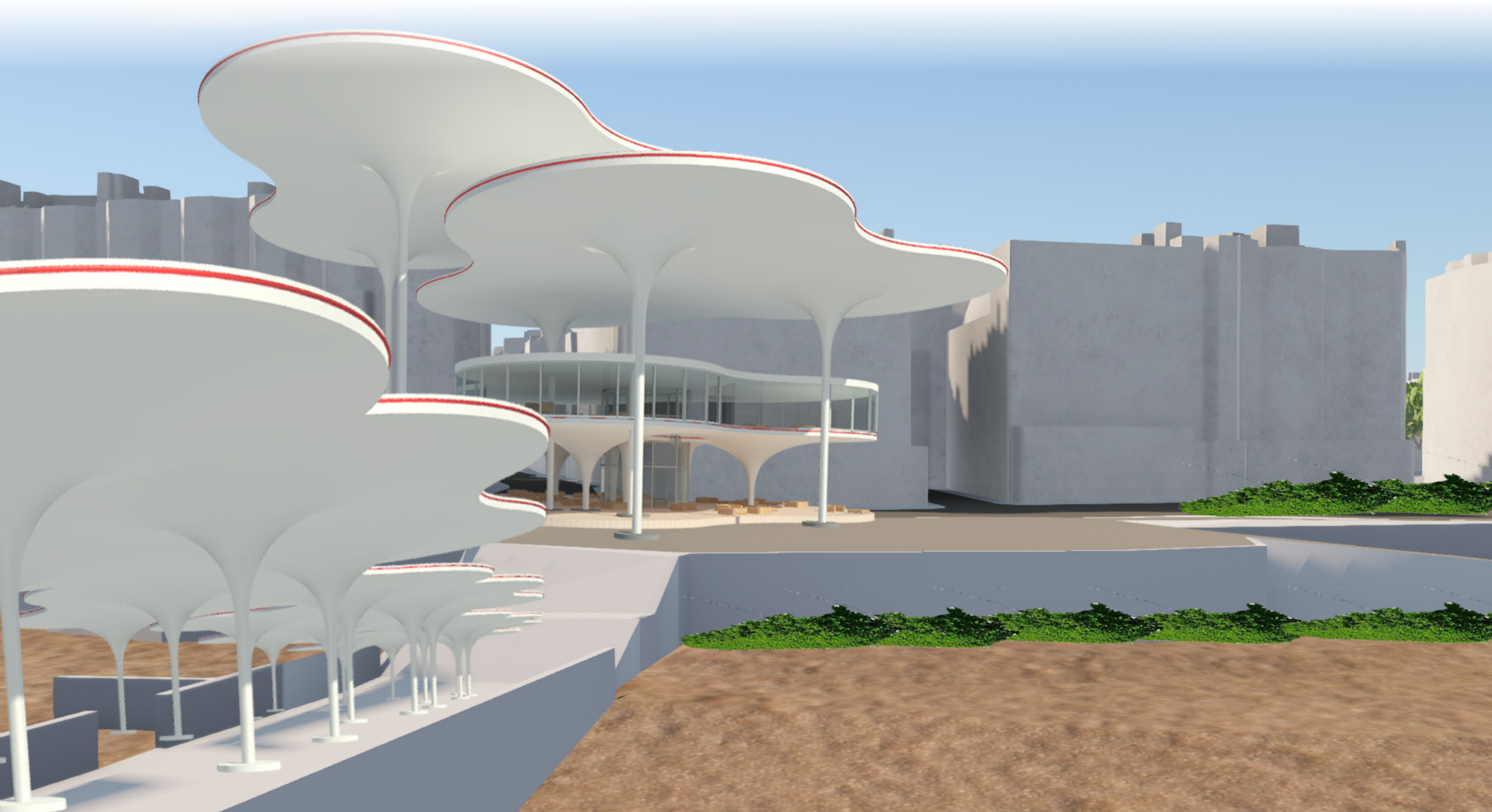
Spacial Networks

The site is meant to cater to the Brighton pedestrians. Allowing pedestrians to take precedence of the space. This will strengthen the connection between the city and the seafront. I've also designed a cafe lounge to highlight the urban connection of east street to the seafront. The two stories open cafe space is spacious bringing the local people of Brighton together. The first floor acts as a spacial network guiding pedestrians by design while bringing visual attraction to the site.

CONNECTION BETWEEN THE CITY AND THE SEA

Spacial Networks

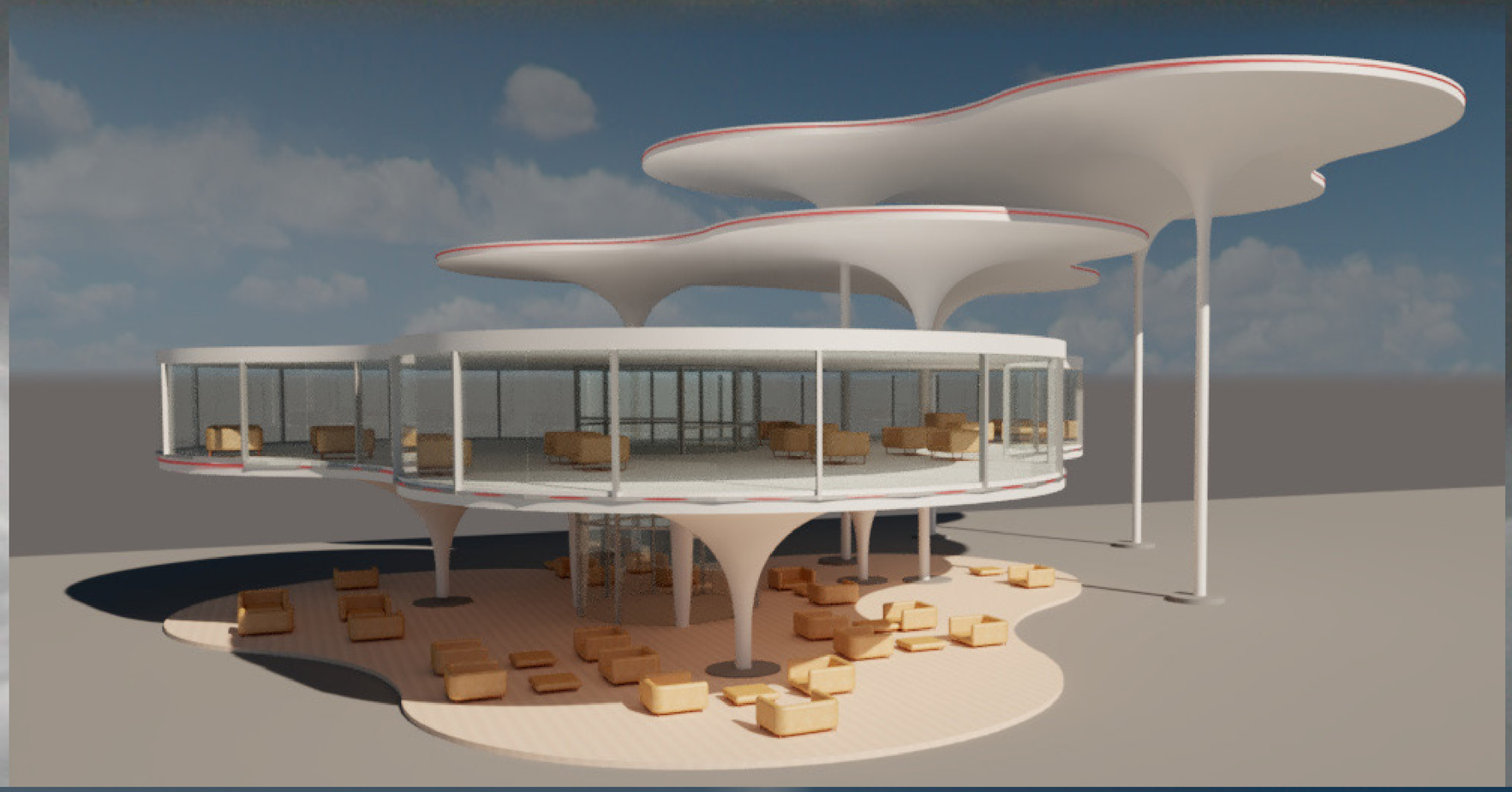
I've redesigned the urban edge of Brighton creating a cohesive relationship between the hustle and bustle city centre to the calming seafront. The radical proposal incorporates a collection of networks establishing a united route system.

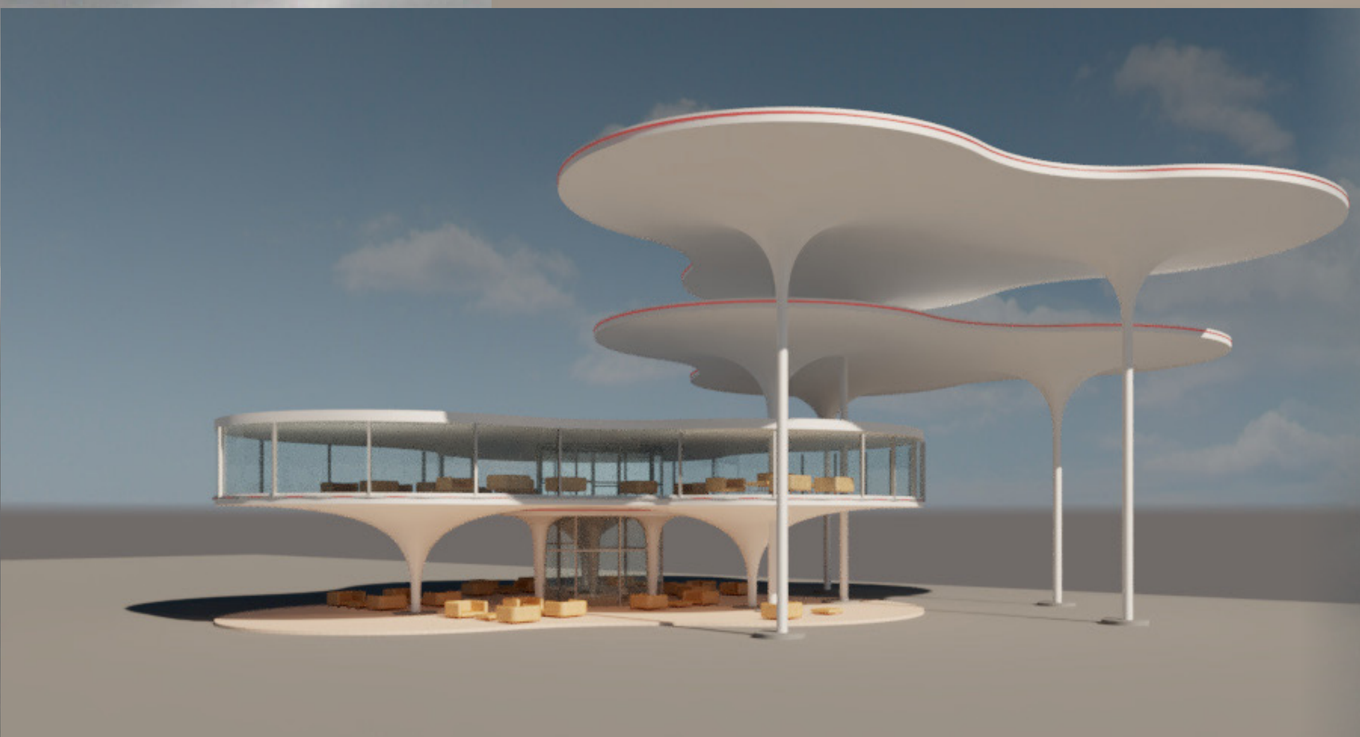


SPACIAL DESIGN

The roof plan demonstrates the development of Design 1 leading into Design 2. Design 1 site extends from New road to East street. Continuing the theme I've evaluated the urban landscape by redeveloping my site, kings road and the groyne. Furthermore, I've designed specific elements of open pavilion networks to be placed along the growing area. The groynes can be utilized as an urban fabric of design throughout the landscape.

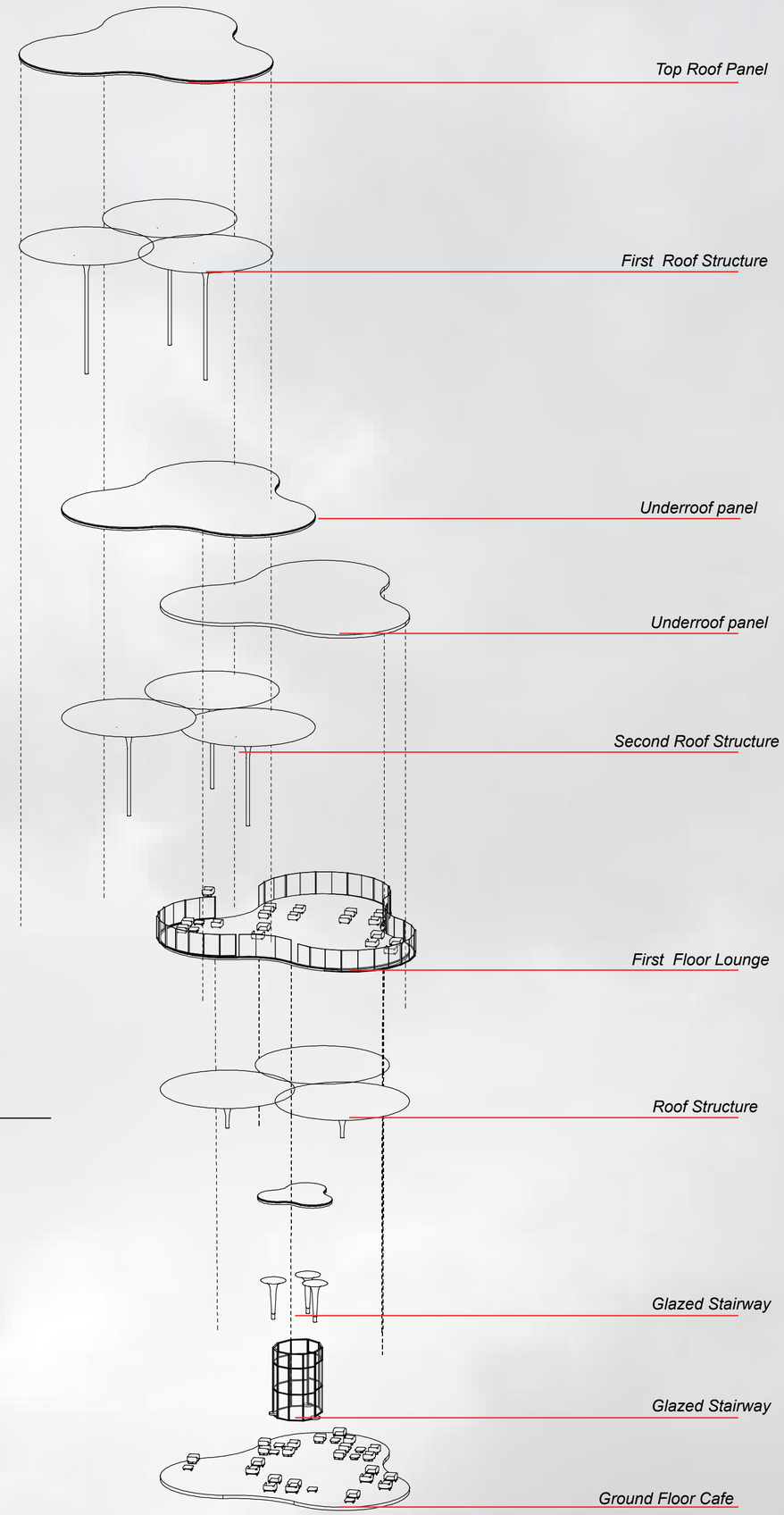
Spacial Networks



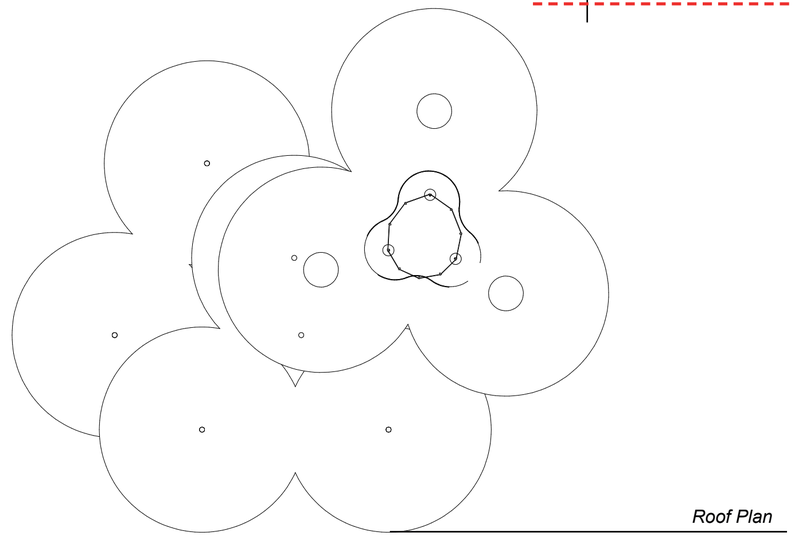


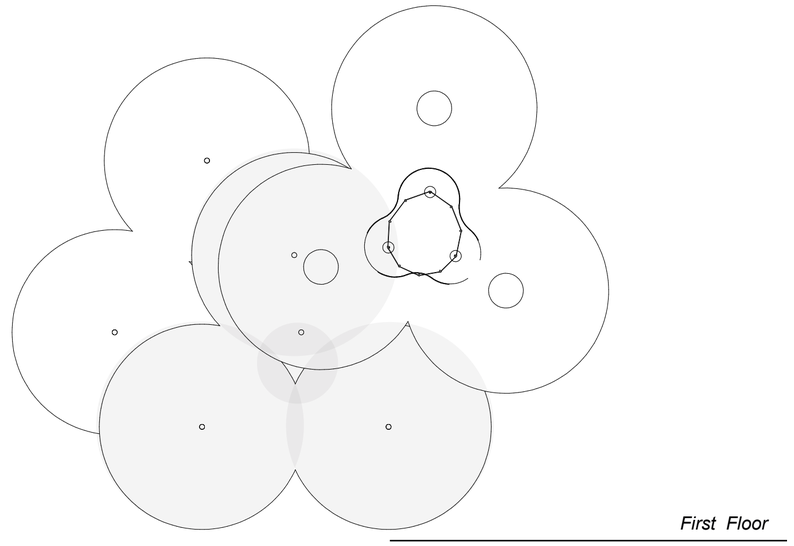
ARCHITECTURAL STRUCTURE

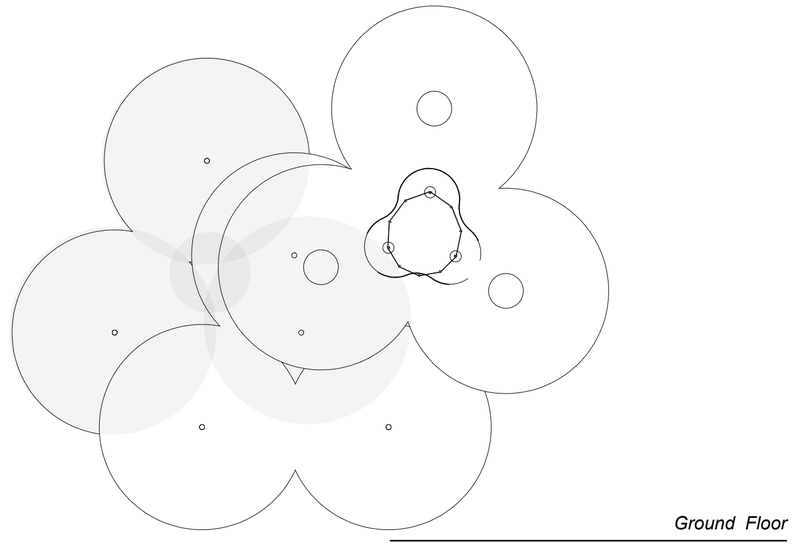
Exploded Axonometric Details



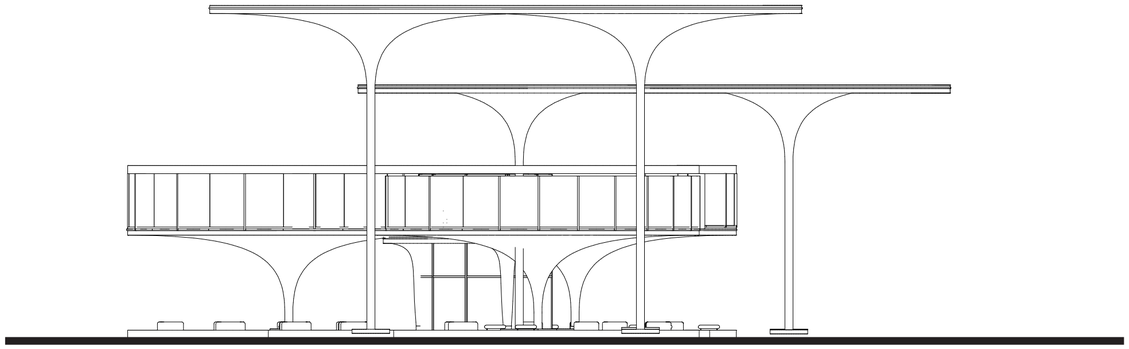
Floor Plans



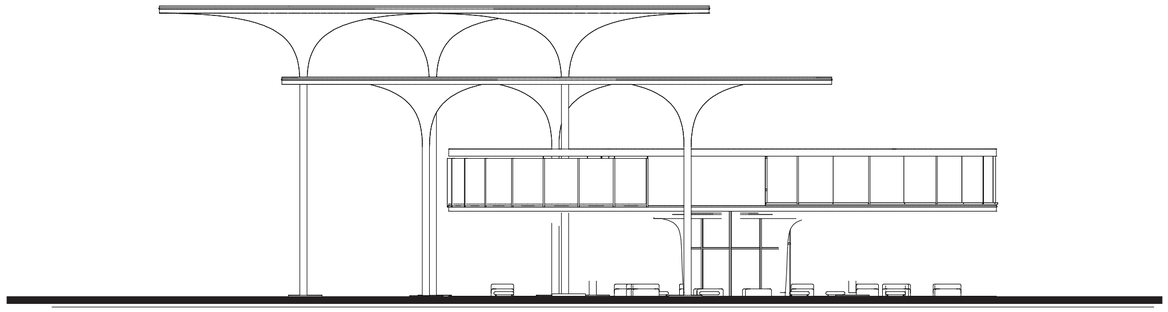




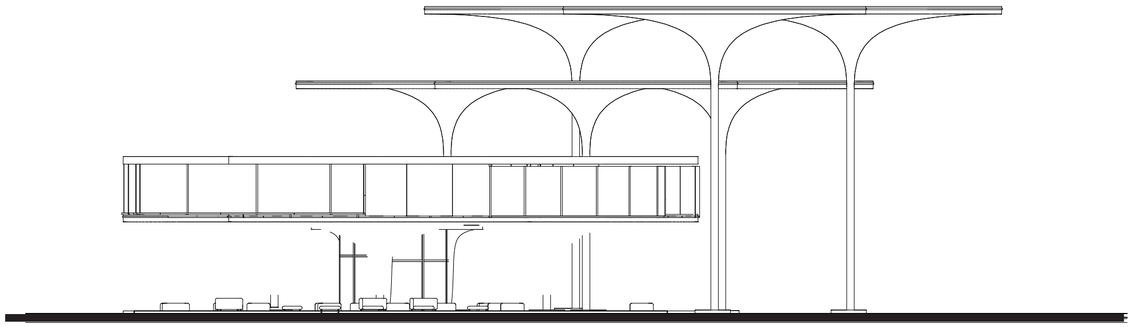
Elevation Views



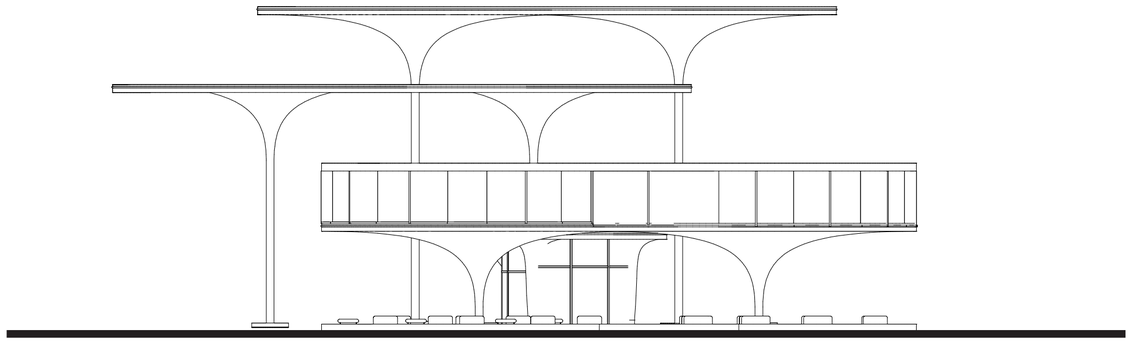
North Elevation



East Elevation



South Elevation



West Elevation

Section Cut