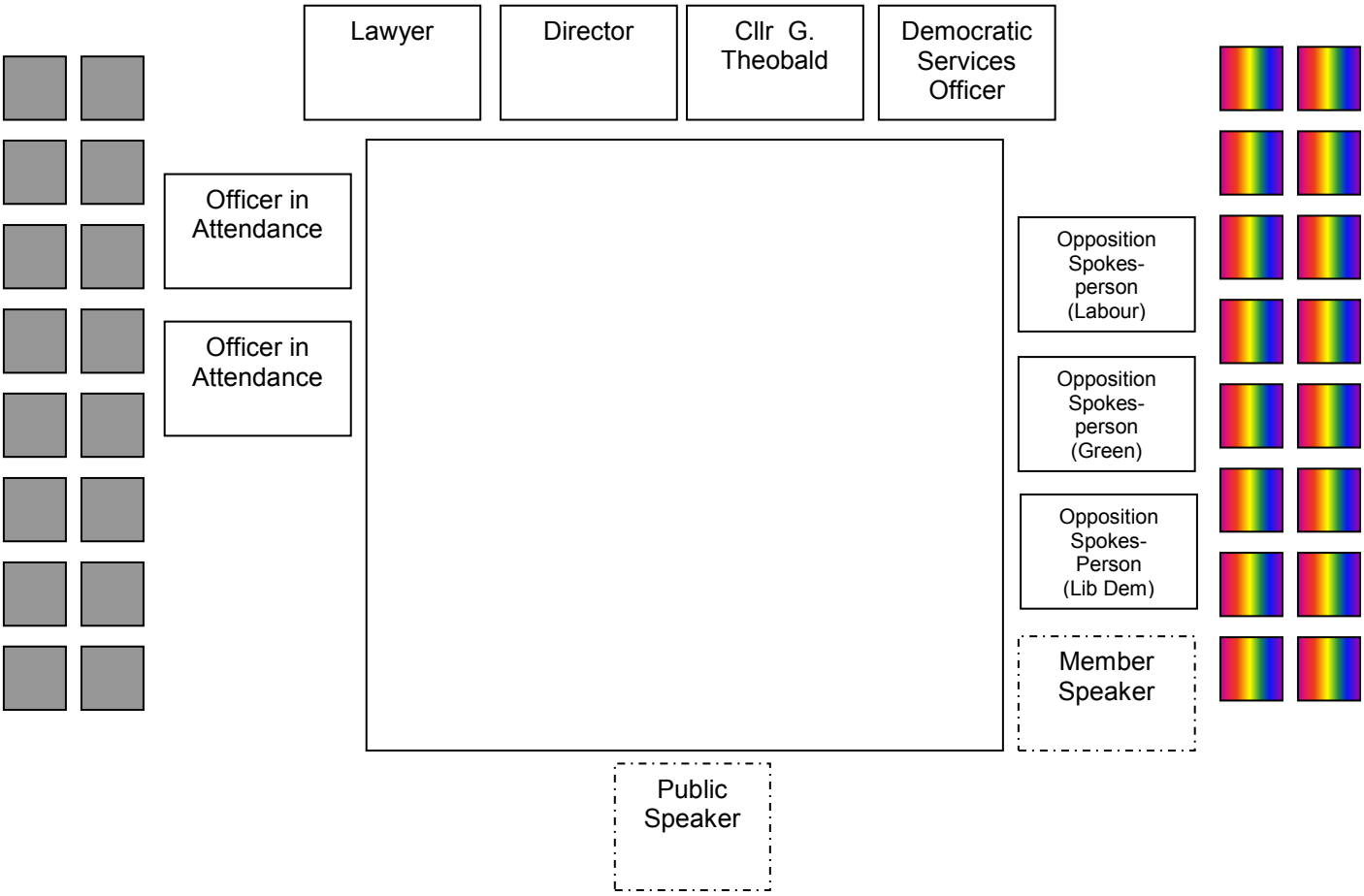
Brighton & Hove City Council

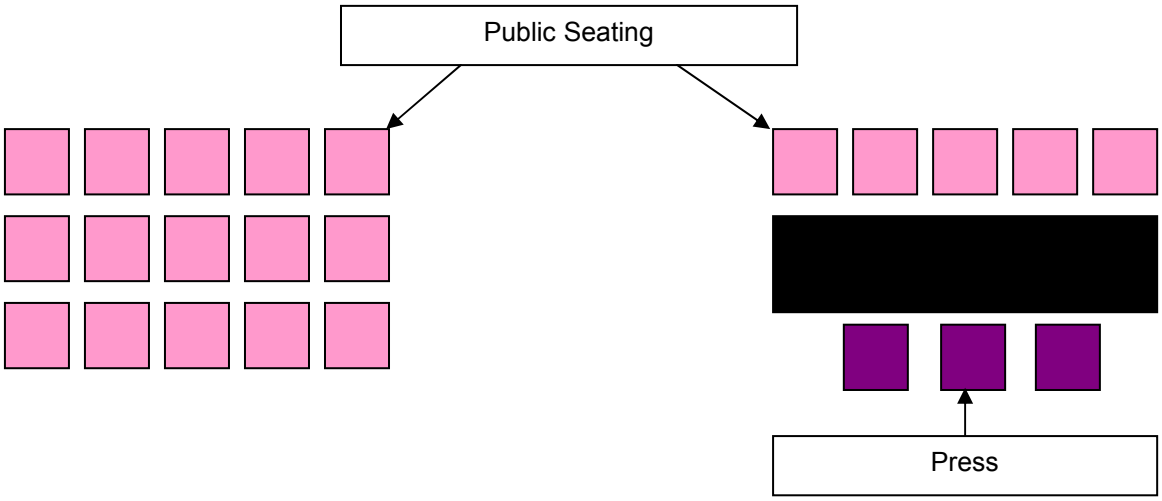
Cabinet Member Meeting

Title:	**Environment Cabinet Member Meeting**
Date:	**11 May 2010**
Time:	**4.00pm**
Venue	**Council Chamber, Hove Town Hall**
Members:	**Councillor:** G Theobald (Cabinet Member)
Contact:	**Tanya Massey** Senior Democratic Services Officer 01273 291227 tanya.massey@brighton-hove.gov.uk

	**The Town Hall has facilities for wheelchair users, including lifts and toilets**
	**An Induction loop operates to enhance sound for anyone wearing a hearing aid or using a transmitter and infra red hearing aids are available for use during the meeting. If you require any further information or assistance, please contact the receptionist on arrival.**
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Democratic Services: Meeting Layout





AGENDA

Part One **Page**

115. PROCEDURAL BUSINESS

(a) Declarations of Interest by all Members present of any personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.

(b) Exclusion of Press and Public - To consider whether, in view of the nature of the business to be transacted, or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

NOTE: Any item appearing in Part 2 of the Agenda states in its heading either that it is confidential or the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the public.

A list and description of the categories of exempt information is available for public inspection at Brighton and Hove Town Halls.

116. MINUTES OF THE PREVIOUS MEETING 1 - 16

Minutes of the meeting held on 25 March 2010 (copy attached).

117. CABINET MEMBER'S COMMUNICATIONS

118. ITEMS RESERVED FOR DISCUSSION

(a) Items reserved by the Cabinet Member

(b) Items reserved by the Opposition Spokesperson

(c) Items reserved by Members, with the agreement of the Cabinet Member.

NOTE: Public Questions, Written Questions from Councillors, Petitions, Deputations, Letters from Councillors and Notices of Motion will be reserved automatically.

119. PETITIONS 17 - 20

Report of the Director of Strategy & Governance (copy attached).

Contact Officer: *Tanya Massey* *Tel: 29-1227*
Ward Affected: *All Wards*

120. PUBLIC QUESTIONS

(The closing date for receipt of public questions is 12 noon on 4 May 2010)

No public questions have been received by date of publication.

121. DEPUTATIONS **21 - 24**

(The closing date for receipt of deputations is 12 noon on 4 May 2010)

(copy attached).

122. LETTERS FROM COUNCILLORS

No letters have been received.

123. WRITTEN QUESTIONS FROM COUNCILLORS **25 - 26**

(copy attached).

124. NOTICES OF MOTION

No Notices of Motion have been received.

CITY PLANNING MATTERS

125. Portslade Old Village Conservation Area Review **27 - 62**

Report of the Director of Environment (copy attached).

Contact Officer: *Sanne Roberts* *Tel: 29-2261*
Ward Affected: *North Portslade; South Portslade*

SUSTAINABLE TRANSPORT MATTERS

126. Off Street Parking Places Order **63 - 70**

Report of the Director of Environment (copy attached).

Contact Officer: *Austen Hunter* *Tel: 29-2245*
Ward Affected: *Central Hove; Regency; St Peter's & North Laine*

ENVIRONMENT CABINET MEMBER MEETING

The City Council actively welcomes members of the public and the press to attend its meetings and holds as many of its meetings as possible in public. Provision is also made on the agendas for public questions to committees and details of how questions can be raised can be found on the website and/or on agendas for the meetings.

The closing date for receipt of public questions and deputations for the next meeting is 12 noon on the fifth working day before the meeting.

Agendas and minutes are published on the council's website www.brighton-hove.gov.uk. Agendas are available to view five working days prior to the meeting date.

Meeting papers can be provided, on request, in large print, in Braille, on audio tape or on disc, or translated into any other language as requested.

For further details and general enquiries about this meeting contact Tanya Massey, (01273 291227, email tanya.massey@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

Date of Publication - Friday, 30 April 2010

ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 116 Brighton & Hove City Council

BRIGHTON & HOVE CITY COUNCIL

ENVIRONMENT CABINET MEMBER MEETING

4.00PM 25 MARCH 2010

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

Present: Councillor G Theobald (Cabinet Member)

Also in attendance: Councillors Mitchell (Opposition Spokesperson, Labour) and Davey (Opposition Spokesperson, Green)

Other Members present: Councillors Bennett, Brown, Cobb, Davis, Fallon-Khan, Kennedy, Oxley, Randall and Taylor

PART ONE

94. PROCEDURAL BUSINESS

94a Declarations of Interests

94a.1 Councillor Mitchell declared a personal, but non-prejudicial interest in Item 112, a report of the Director of Environment concerning a review of Stanmer Conservation Area, as she chaired the Estates Conservation Trust.

94a.2 Councillor Davey declared a personal, but non-prejudicial interest in Item 106, a report of the Director of Environment concerning the Old Shoreham Road Cycle Route scheme, as he worked for a cycling charity.

94b Exclusion of Press and Public

94b.1 In accordance with section 100A of the Local Government Act 1972 ('the Act'), the Cabinet Member for Environment considered whether the press and public should be excluded from the meeting during an item of business on the grounds that it was likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press or public were present during that item, there would be disclosure to them of confidential information (as defined in section 100A(3) of the Act) or exempt information (as defined in section 100I(1) of the Act).

94b.2 **RESOLVED** – That the press and public be not excluded from the meeting.

95. MINUTES OF THE PREVIOUS MEETING

95.1 **RESOLVED** – The minutes of the meeting held on 26 January 2010 were approved and signed by the Cabinet Member as a correct record.

96. CABINET MEMBER'S COMMUNICATIONS

96.1 There were none.

97. ITEMS RESERVED FOR DISCUSSION

97.1 **RESOLVED** - That with the exception of the items reserved (and marked with an asterisk), the recommendations and resolutions contained therein be approved and adopted without debate.

98. PETITIONS

98(i) Petition – proposed parking restrictions, Court Farm Road

98.1 Councillor Bennett presented a petition signed by 65 people requesting that the Council alter proposals for double yellow lines in Court Farm Road to single yellow lines.

98.2 The Cabinet advised that he would consider the petition when discussing Item 109 later on the agenda.

98.3 **RESOLVED** – That the petition be noted.

98(ii) Petition – on-street parking contract

98.4 Councillor Elgood had submitted an e-petition signed by 40 people requesting that the council to bring the on-street parking contract back in-house when the contract came up for renewal in two year's time.

98.5 Councillor Elgood was unable to attend the meeting and had requested that consideration of the e-petition be deferred until the next meeting.

98.6 **RESOLVED** – That the e-petition be deferred.

98(iii) Petition – on-street parking contract

98.7 Mr Jorg Thieme had submitted an e-petition signed by 118 people calling for the introduction of a congestion charge in the city centre to improve public transport.

98.8 Mr Thieme was unable to attend the meeting.

98.9 The Cabinet Member confirmed that the Administration had no intention introducing a congestion charge in Brighton and Hove.

98.10 **RESOLVED** – That the petition be noted.

98(iv) Petition – Worcester Villas parking

98.11 Ms Julia Jeyes presented an e-petition signed by 37 people asking the council to bring forward and commit to a specific date for the residents of Worcester Villas to be consulted on a parking scheme for residents and visitors.

98.12 The Cabinet Member advised that he agreed for the consultation to take place as agreed at the Environment Committee in 2008 and that it would take place against the background of a city-wide review of parking schemes to determine how schemes could be best managed in the future to limit the displacement into neighbouring areas. It was not possible to commit to a specific date at this time.

98.13 **RESOLVED** – That the petition be noted.

98(v) Petition – provision of salt/grit bins

98.14 Mr Roy Pennington had submitted an e-petition signed by 9 people asking the council to provide more salt/grit bins throughout the city in time for the next severe weather spell.

98.15 Mr Pennington had requested that consideration of the e-petition to be deferred until the next meeting.

98.16 **RESOLVED** – That the e-petition be deferred.

98(vi) Petition – pedestrian and road safety at the junctions of Old Shoreham Road and The Drive and The Upper Drive

98.17 Ms Paula Slinn had submitted an e-petition signed by 131 people calling for the council to implement measures to reduce speed and ensure a safer crossing at the junctions of Old Shoreham Road and The Drive and The Upper Drive.

98.18 Councillor Davis presented the petition on behalf of Ms Slinn who was unable to attend the meeting.

98.19 Councillor Davis also submitted a paper petition signed by 299 people bringing the total number of signatories to 430.

98.20 Councillor Fallon-Khan also spoke in support of the petition.

98.21 The Cabinet Member advised that meeting of the Full Council to consider the council's budget, an amendment was made to allocate £50,000 for an improved pedestrian crossing at the junction of the Old Shoreham Road and The Upper Drive. He reported that work had begun and that he expected major progress to have been made by the end of the year.

98.22 **RESOLVED** – That the e-petition be noted.

98(vii) Petition – cutting down of plane trees in Clyde Road

98.23 Mr Alan Pipes had submitted an e-petition signed by 138 people opposing the cutting down of plane in Clyde Road.

98.24 Councillor Taylor presented the petition and thanked the council's Arboriculture Team for planning an event to inform residents about their work.

98.25 The Cabinet Member was pleased to confirm that the council had listened to residents and that the trees would undergo major pruning instead of being cut down.

98.26 **RESOLVED** – That the petition be noted.

99. PUBLIC QUESTIONS

99.1 The Cabinet Member reported that one public question had been received.

99.2 Mr Ring asked the following question:

"Why are Yellow Lines being considered for Brownleaf Road/Abinger Road to counter a parking problem that does not exist, which can be confirmed as correct by photo evidence as already provided?"

99.3 The Cabinet Member gave the following response:

"Officers have taken into account two objections to this proposal, which are included in Appendix A of the Waiting Restrictions report, as well as one letter of support. It is proposed that this is deferred and, if appropriate, re-advertised in the next available traffic order. This will allow further time to discuss the best way forward with the ward councillors and take into account the support and opposition to this proposal."

Note: This public question was taken at the beginning of consideration of Item 109.

100. DEPUTATIONS

100.1 The Cabinet Member reported that four deputations had been submitted.

100(a) Deputation – Old Shoreham Road/Neville Road/Sackville Road Crossroads

100.2 The Cabinet Member considered a deputation from Mr John Towers concerning road safety issues at the Old Shoreham Road/Neville Road/Sackville Road crossroads.

100.3 As the deputation had been considered at a meeting of the Full Council the Cabinet Member advised that he could now provide an update; he reported that work had begun on design proposals that would improve safety for pedestrians.

100.4 In response to a question from Councillor Bennett, the Cabinet Member explained that the Council could not fund the safety improvements itself because it had not been agreed as part of the council's budget. The council would be encouraging the developer to begin work as soon as possible.

100.5 The Assistant Director City Planner advised that the phasing of the Section 106 agreement would ensure that the agreed elements were implemented.

100.6 **RESOLVED** – That the deputation be noted.

100(b) Deputation – dangers of crossing the Old Shoreham Road at the junctions of The Upper Drive and The Drive

100.7 The Cabinet Member considered a deputation from Ms Paula Slinn concerning the dangers of crossing the Old Shoreham Road at the junctions of The Upper Drive and The Drive.

100.8 The deputation had already been considered at a meeting of the Full Council and the Cabinet Member advised that he had provided an update during consideration of the e-petition relating to the same matter.

100.9 **RESOLVED** – That the deputation be noted.

100(c) Deputation – former Royal Alexandra Hospital site Planning Brief

100.10 The Cabinet Member considered a deputation from Mr Mike Hales concerning the Planning Brief for the former Royal Alexandra Hospital site.

100.11 The Cabinet Member advised that he would take the deputation during consideration of Item 113 later on the agenda, to which it was directly related.

100.12 **RESOLVED** – That the deputation be noted.

100(d) Deputation – proposed loading bay in Portland Road, Hove

100.13 The Cabinet Member considered a deputation from Mr Stephen Eyton concerning proposals for loading bay to be created in Portland Road, Hove.

100.14 The Cabinet Member advised that he would take the deputation during consideration of Item 109 later on the agenda, to which it was directly related.

100.15 **RESOLVED** – That the deputation be noted.

101. LETTERS FROM COUNCILLORS

101(a) Letter - request for priority re-inclusion into CPZ consultation programme

101.1 A letter was received from Councillor Kennedy requesting that a number of streets in Preston Park Ward be re-included into the council's ongoing Controlled Parking Zone consultation programme as a matter of priority.

101.2 The Cabinet Member advised that it would be very difficult to consult residents in these streets again as the council had to consult residents in other areas who had been waiting for a long time for a first consultation. He added that the council only consulted

on introduced parking schemes based on requests from residents and ward councillors.

101.3 The Director of Environment explained that the council was nearing the end of work on large-scale parking schemes and that officers would next consider which areas to revisit.

101.4 **RESOLVED** – That the letter be noted.

102. WRITTEN QUESTIONS FROM COUNCILLORS

102.1 The Cabinet Member reported that one written question had been received from a councillor.

102.2 Councillor Kennedy had submitted the following question:

"The introduction of a residents parking scheme in Preston Park Avenue has led to increased numbers of commuters parking all day in Preston Park itself. Residents who wish to use the park for leisure are reporting that it is difficult to find a parking space for just a few hours while they enjoy the park.

"I understand that as park land is not part of the 'public highway', yellow lines and prohibitive signage are not enforceable by law; they are simply there to give a clear message to the public to exercise consideration for other park users.

"However such consideration is not being shown by commuters towards genuine park users. Therefore, please can the Cabinet Member for the Environment advise me what the council's plans are to deal with all-day commuter parking in Preston Park, in order to free up parking spaces for those who genuinely wish to use the park's facilities?"

102.3 The following response had been circulated by the Cabinet Member:

"Thank you for your question.

We are reviewing the parking situation in Preston Park, but it is not easy to devise a scheme which does not affect people from using the park for leisure purposes. I really do not want to restrict people from accessing the park who wish to enjoy it.

To try and help I will ask officers to place leaflets on cars informing them that they cannot use the park for commuter parking. I would like to test this out before considering controls on parking in the park."

102.4 Councillor Kennedy asked the following supplementary question:

"When will the leaflets begin to be used and will it continue on a rolling basis?"

102.5 The Cabinet Member gave the following response:

"I would expect it to begin as soon as possible and will provide you with further details of the proposals in writing."

103. NOTICES OF MOTION

103.1 There were none.

104. HEALTH & SAFETY - ANNUAL SERVICE PLAN 2010/11

104.1 The Cabinet Member considered a report of the Director of Environment concerning the Health & Safety Annual Service Plan.

104.2 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:

(1) That the Health & Safety Annual Service Plan 2010/2011 be endorsed and recommended to Council for approval.

105. OFFICIAL FEED AND FOOD CONTROLS SERVICE PLAN 2010/11

105.1 The Cabinet Member considered a report of the Director of Environment concerning the Official Feed and Food Controls Service Plan.

105.2 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:

(1) That the Official Feed and Food Controls Service Plan 2010/2011 be endorsed and recommended to Council for approval.

106. OLD SHOREHAM ROAD CYCLE ROUTE*

106.1 The Cabinet Member considered a report of the Director of Environment concerning the Old Shoreham Road Cycle Route Scheme.

106.2 The Cabinet Member explained that strong views had been expressed both in support and in opposition to the proposed scheme; the council's main concern was road safety and the potential problems were such that it would be best not to proceed with the scheme. He advised that cycling organisations did not support the proposed scheme, particularly as it did not offer a continuous route. The work that had already been completed on the scheme would not be wasted as it would contribute to work planned for some of the difficult junctions on Old Shoreham Road. He added that the council remained committed to providing cycle lanes and he hoped that the new traffic model would be able to look at cycling citywide.

106.3 Councillor Mitchell advised that the report did not provide any evidence to support not proceeding with the proposed scheme and she felt the decision had not been made in response to the consultation results. She stated that the council had accepted two tranches of Cycle Demonstration Town (CDT) funding, brought forward the scheme

and carried out a consultation; she had concerns about the £93,000 already spent and would be interested in the outcome of any investigations the council undertook in relation to this.

She stated that 66% on respondents supported the scheme and this included 62% of drivers; while there was a preference for a continuous route, the majority were in favour of the whole scheme. She questioned why responses from schools and major employers were not included in the report, particularly as all responding school had supported the scheme.

She stated that professional bodies had given advice on safety, in addition to the council's own engineers, and that technical evidence of any safety concerns should be published.

106.4 Councillor Davey advised that safety concerns had already been present in Old Shoreham Road and that the scheme would have provided the council with the opportunity to address them. He stated that the scheme had been presented as the core CDT project for the city and that no evidence had been published to support not proceeding, in particular the safety audits had not been made available.

106.5 The Cabinet Member advised that Councillor Davey had previously spoken against the proposed scheme and that he had spoken with many cyclists who had deemed the scheme to be too dangerous.

106.6 Councillor Brown, ward councillor for Stanford Ward through which part of the proposed scheme would run, reiterated the importance of safety concerns. She advised that the road was too narrow and central reservations would have to be removed, making the road less safe for pedestrians and cars. She stated that parents of school children would find the route to be too dangerous for young cyclists.

106.7 Councillor Theobald advised that he had listened to the comments both in support and in opposition to the proposed scheme and reiterated that the safety concerns were too significant to proceed with the scheme. He added that he would provide opposition Members with further information in relation to the remaining funding.

106.8 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:

(1) That the Old Shoreham Road Cycle Route scheme not proceed.

107. LOCAL TRANSPORT PLAN CAPITAL PROGRAMME 2010/2011*

107.1 The Cabinet Member considered a report of the Director of Environment concerning allocation of the 2010/11 Local Transport Plan (LTP) Capital Programme funding to specific works areas and individual schemes within them.

107.2 Councillor Mitchell advised that she welcomed the additional road safety grant from central government and noted that it would be split between the council and Sussex Safer Roads Partnership. She stated that the proposals did not include any major

initiatives and that it was difficult to understand in what direction the council was heading in relation to transport planning.

107.3 Councillor Davey raised concerns about the lack of money allocated for cycling initiatives, but was pleased to see urban realm improvements in New Road/Church Street included.

107.4 In response to questions from the opposition spokespeople the Assistant Director for Sustainable Transport made the following comments:

- The majority of the road safety grant would be allocated to the Sussex Safer Roads Partnership; the council would receive £88,000.
- The council was in the final year of the current LTP and a number of major projects were scheduled for completion. While the capital programme would include some larger projects, such as Woodingdean Crossroads, urban realm improvements and a feasibility study on the Station Gateway, efforts were now going into the development of the next LTP.
- The final part of the New Road/Church Street urban realm improvements was due to be completed by the middle of June.
- £0.5 million of match funding was spread through the capital programme.

107.5 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:

(1) That the Cabinet Member approves the allocation of £3.019 million worth of funding for the 2010/11 Local Transport Plan capital programme to the Integrated Transport and Maintenance work programmes set out in Appendix 1 of this report.

(2) That the Cabinet Member approves that the Road Safety Grant of £483,863 is allocated to the Sussex Safer Roads Partnership and other road safety measures in the city.

108. HANOVER & ELM GROVE RESIDENT PARKING REVIEW COMMUNITY CONSULTATION*

108.1 The Cabinet Member considered a report of the Director of Environment concerning the outcome of the community consultation regarding the review of residents parking in the currently unrestricted Hanover & Elm Grove area, and the associated reviews of the existing Area U (St Luke's) and Area C (Queen's Park) controlled parking schemes.

108.2 The Cabinet Member reported that the community consultation had been requested by members of the public and ward councillors at a number of previous meetings.

108.3 Councillor Randall, councillor for Hanover & Elm Grove ward, welcomed the report and, along with his fellow Ward Members, agreed that the Council should proceed to the next stage of the parking consultation. He also advised that achieving the best outcome would be difficult as the area was large with varied parking issues. He explained that residents in the Hanover area were largely in favour of a CPZ to tackle

problems there, while Elm Grove residents were strongly opposed to the introduction of a scheme. He advised that a mixture of schemes might be required and that consideration should be given to a light touch scheme in the Elm Grove area. He also highlighted the ongoing problem of people parking on pavements.

108.4 The Cabinet Member explained that he wanted to be certain that ward councillors were in favour of the next stage of consultation before proceeding as he had received a large number of emails from residents against introducing a CPZ.

108.5 Councillor Mitchell advised that the Craven Vale area in her ward would form part of the area for consultation and queried which sub-area it fell into to. She explained that the housing situation was very different in Craven Vale to the rest of the proposed area and that issues of affordability should be considered. She reported that there did not appear to be much opposition to a CPZ from residents; they were aware of the consultation, but had requested more detailed information on proposals. She added that residents welcomed the attendance of officers at public meetings.

108.6 The Parking Strategy Manager advised that Craven was in Area E. He explained that the consultation would involve a wide area; areas where residents were not in favour of a CPZ would not be included in the scheme, but displacement issues would be considered as part of the process.

108.7 **RESOLVED** – That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:

(1) That the Hanover & Elm Grove Resident Parking Review be progressed to the informal consultation stage consisting of a questionnaire and outline parking scheme map sent to all residents and businesses in the affected areas not currently subject to a controlled parking zone.

(2) That a letter and questionnaire be sent to all residents and businesses in the existing Area U (St Luke's) and Area C (Queens Park) schemes asking for their views on the current operation of those schemes including the times and days of operation.

109. VARIOUS CHANGES TO CONTROLLED PARKING ZONES (CPZ) ORDER AND AREAS OUTSIDE OF CPZ*

109.1 The Cabinet Member considered a report of the Director of Environment concerning a number of requests for alterations to parking restrictions both within and outside of the Controlled Parking Zones.

109.2 The Cabinet Member invited Mr Stephen Eyton to make his deputation in relation to proposals to defer the creation of a loading bay in Portland Road, Hove.

109.3 Mr Eyton explained that Sainsbury's had considered every possible option to find an appropriate solution for deliveries to the new Sainsbury's Local store in Portland Road. Sainsbury's had conducted parking surveys to test the suitability of existing arrangements in the area, but concluded from the results that there was no alternative to the creating of a new loading bay. Mr Eyton advised that Sainsbury's understood

residents' concerns in relation to the loss of parking and enforcement issues. He stated that although up to four parking spaces would be lost, they could be accommodated within a 200 metre walk, and that Sainsbury's would be committed to working with the council to ensure that potential abuse of the loading bay did not occur.

109.4 Councillor Oxley, councillor for Westbourne ward, explained that the new Sainsbury's Local store was an issue that had concerned local residents and businesses for some time. Ward councillors had not been made aware of the parking surveys conducted and remained concerned about ongoing issues of congestion, loss of parking and road safety. The previous occupier of the store had used the loading bay in Shelley Road, but the new store had placed its access door on Portland Road, which already suffered from congestion and issues of double parking could materialise if a new loading bay was created. Councillor Oxley stated that Sainsbury's were expecting the council to manage the problems that were essentially caused by the creation of the new store.

109.5 The Cabinet Member noted the deputation and advised that three objections to the proposed loading bay in Portland Road had been received. He proposed that the decision be deferred and, if appropriate, re-advertised in the next available traffic amendment order in order that time could be made to discuss the best way forward with the ward councillors.

109.6 Councillor Bennett, councillor for Hove Park ward, spoke in support of residents requests to remove proposed double yellow lines in Woodland Avenue from the traffic order and also requested that the restrictions proposed for Woodruff Avenue be removed as residents did not support them. She further requested that double yellow lines proposed for the triangular area in Court Farm Road / Nevill Road be changed to a single yellow line, which could be monitored before consideration was given to introducing double yellow lines. She implored the Cabinet Member to take the views of residents into account.

109.7 The Parking Strategy Manager stated that all amendments were considered and proposed in response to requests from residents and businesses. He advised that there were safety concerns over allowing parking in the triangular area in Court Farm Road / Nevill Road during the night and that it was therefore not appropriate to use single yellow lines in this area.

109.8 The Cabinet Member reiterated that changes were proposed following requests received by the council. He explained that it was necessary to listen to the professional advice of officers and that he would be accepting the advice given on safety grounds. He advised that he would be agreeing two additional amendments to the traffic order in response to the comments made. (see paragraph 109.9(1)(f) and (g))

109.9 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:

(1) That, having taken into account all of the duly made representations and objections, the Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.* 200* and Brighton & Hove (Waiting & Loading/Unloading

Restrictions and Parking Places) Consolidation Order 2008 amendment Order No.* 200* be approved with the following amendments:

(a) The proposed removal of disabled parking bays in Godwin Road and Hollingdean Terrace, are to be removed from the Traffic Order as these bays are still required by local residents.

(b) The proposed double yellow lines in Woodland Avenue are to be removed from the Traffic Order due to the reasons outlined in the report.

(c) The proposed double yellow lines in Court Farm Road are to be changed to single yellow lines from the shops northwards to the double yellow lines at the traffic lights due to reasons outlined in the report

(d) The proposed removal of limited waiting bays in Old London Road (Patcham) are to be removed from the traffic order due to the reasons outlined in the report.

(e) The proposed loading bay in Portland Road (Controlled Parking Zone R) is to be deferred in accordance with Paragraph 3.11.

(f) The double yellow line proposal on the Brownleaf Road/Abinger Road junction is to be deferred.

(g) The proposed double yellow lines in Woodruff Avenue are to be removed from the Traffic Order.

110. NATURE CONSERVATION AND DEVELOPMENT SUPPLEMENTARY PLANNING DOCUMENT*

110.1 The Cabinet Member considered a report of the Director of Environment concerning the results of consultation undertaken on the draft Nature Conservation and Development Supplementary Planning Document (SPD) and seeking approval of the changes made adoption of the SPD.

110.2 The Cabinet Member advised that the SPD represented a further demonstration of the city's commitment to nature conservation. The aim of the document was to provide clear guidance on securing nature conservation improvements as part of new developments. Following supportive comments received from key stakeholders, minor changes had been made to Annex 3 (the Biodiversity Checklist) and Annex 6 (Calculating Developer Contributions) to make them simpler and quicker to use, but the text of the SPD itself remained largely unchanged.

110.3 Councillor Kennedy praised the council's Ecologist for producing the SPD, which represented an innovative approach to nature conservation. She stated that it would provide Members and officers with clear guidance on biodiversity issues and she hoped other local authorities would learn from Brighton & Hove.

110.4 Councillor Mitchell echoed Councillor Kennedy's comments and added that the SPD would compliment the council's biodiversity plans.

110.5 The Assistant Director City Planner reported that Brighton & Hove was the first local authority to introduce such an SPD. He advised that it may be seen as negative by some developers, but that it was the council's responsibility to work with developers and make it easy to use. He added that the section relating to developer contributions would be suspended in order that the Section 106 burden was not increased at the current time.

110.6 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:

(1) That the results of the public consultation exercise be noted and the changes made to the Nature Conservation and Development SPD be endorsed.

(2) That the Nature Conservation and Development SPD be adopted as part of the Local Development Framework, subject to any minor grammatical and non-material text and illustrative alterations agreed by the Director of Environment in consultation with the Cabinet Member for Environment.

(3) That the Nature Conservation and Development SPD take effect on 1 April 2010.

111. 19 BRUNSWICK PLACE - URGENT WORKS IN DEFAULT*

111.1 The Cabinet Member considered a report of the Director of Environment seeking approval to carry out urgent works to secure the preservation of 19 Brunswick Place, which is included in the council's register of Buildings at Risk, and to recover the cost of carrying out the works from the owner of the building.

111.2 The Cabinet Member explained that the condition of the building was not only considered to be an eyesore but that its long-term preservation was severely threatened. The owners had so far failed to give a commitment to carrying out the necessary works, estimated at a cost £32,000-£39,000, including VAT and fees. The council would seek to recover the costs from the owners through the courts. He added that he hoped the action would send out a strong message to owners of historic buildings about their maintenance responsibilities.

111.3 Councillor Mitchell supported the proposed action and stated that she hoped the work required could be completed within the estimated budget.

111.4 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendations:

(1) That the Cabinet Member agrees for urgent preservation works to be carried out on number 19 Brunswick Place, Hove under Section 54 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

(2) That action be taken to recover the costs of carrying out urgent preservation works from the owner of number 19 Brunswick Place, Hove under Section 55 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

112. STANMER CONSERVATION AREA REVIEW*

112.1 The Cabinet Member considered a report of the Director of Environment concerning a review of the Stanmer Conservation Area and seeking approval for the resulting Character Statement.

112.2 That Cabinet Member explained that the conservation area character statement sought to identify the character of the area and update the current boundary, to inform future development control decisions. It also proposed the introduction of an Article 4(2) Direction to control incremental change to unlisted dwellings. He advised that public consultation had been carried out and that the Character Statement had been well received with a number of amendments made in response to representations.

112.3 Councillor Mitchell welcomed the report and stated that it represented change being made in the appropriate way. She added that parking concerns had been raised in relation to the new National Park and that she hoped the council would bring forward measures to mitigate the potential problems; Stanmer Park was a natural gateway to the National Park and was important that it did not suffer from the potential increase in demand for parking.

112.4 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendations:

(1) That the Stanmer Conservation Area Character Statement be adopted, subject to any minor grammatical and non-material text and illustration alterations agreed by the Director of Environment in consultation with the Cabinet Member for Environment.

(2) That an Article 4(2) Direction be made for unlisted dwellings in the village (numbers 11, 12 and 19 Stanmer Village) under the Town and Country Planning (General Permitted Development) Order (1995), as proposed by the Stanmer Conservation Area Character Statement and detailed in appendix 3.

(3) That the proposed boundary changes, as set out in the Character Statement and in Appendix 4, be approved and formally designated.

113. PLANNING BRIEF - FORMER ROYAL ALEXANDRA HOSPITAL SITE*

113.1 The Cabinet member considered a report of the Director of Environment concerning the consultation process undertaken in relation to the development of a planning brief for the former Royal Alexandra Hospital site and seeking approval of the draft Planning Brief.

113.2 The Cabinet Member invited Mr Mike Hales to make his deputation.

113.3 Mr Hales spoke on behalf of residents of the ‘Alex Triangle’, which was the area of land within the Montpelier and Clifton Hill conservation area enclosed to the rear of properties Dyke Road, Clifton Hill and Clifton Road. He highlighted amenity issues,

commercial viability issues and conservation issues and in particular raised concerns over the permitted height.

113.4 The Cabinet Member thanked Mr Hales for the deputation, which he noted, and advised that he would provide a detailed written response at the end of the meeting which would address the complex issues raised. He noted that the brief did deal directly with some of the issues raised. It recognised the steeply sloping land level and suggested a height restriction of two to three stories in the north-west corner of the site. It also recognised the importance of open space and landscape and stipulated that all trees with a Tree Preservation Order be retained.

He explained that the council had taken into account the many consultation responses received and produced a framework that would bring forward a development that would be both economically viable and sensitive to the wider area. He advised that the degree of weight given to the brief would ultimately rest with the Planning Committee, or possibly with a Planning Inspector in the event of any future appeal.

113.5 The Cabinet Member reported that the consultation had resulted in over 150 responses from members of the public and 4 formal responses. The options set out in the brief had been shared with the Conservation Advisory Group and tested by an independent Conservation expert as well as the District Valuer. The results of the assessments had been used to inform the content of the Brief, which would be used to provide up-to-date planning guidance to developers and assist the council in assessing future proposals for the site.

113.6 Councillor Kennedy spoke in support of the brief on behalf of the Regency ward councillors and in her capacity as a member of the Planning Committee. She thanked officers for listening to the views of residents and Members and paid tribute to Councillor Hyde, Chairman of the Planning Committee for her commitment to the retention of the main building. She added that while commercial viability was important, developers had to be aware of other concerns.

113.7 Councillor Mitchell welcomed the brief and paid tribute to residents and conservation groups for their interest and contribution. She added that the council should consider producing such planning brief at an earlier stage in the process of the purchase and development of major sites.

113.8 Councillor Davey welcomed the brief in his capacity as a member of the Planning Committee and added that it reflected the main view of the Committee.

113.9 The Assistant Director City Planner advised that in developing planning briefs it was important to strike a balance; developers must be able to see commercial viability and the views of residents must be incorporated. With regard to retaining the villa, he explained that viability would need to be tested, but that improvements in the market should make it more feasible. In response to the question of height raised in the deputation he confirmed that the reference to five stories was only in relation to the principal buildings.

113.10 The Cabinet Member reported that he had received two late representations. The Montpelier and Clifton Hill Association had written to express their preference for the

retention of the Victorian villa; the Cabinet Member advised that he was satisfied that the brief included a number of mechanisms to ensure that developers would give serious consideration to its retention. Boyer Planning, the planning agents acting of behalf of the landowner Taylor Wimpey, had raised concerns over the accuracy of Tables A and B on pages 21-22 of the brief; the Cabinet Member confirmed that the figures would be reviewed, but that as the process was unlikely to materially change the Deliverability section of the brief he would formally adopt it.

113.11 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendations:

(1) That the draft Planning Brief for the former Royal Alexandra Hospital site be approved.

114. LOCAL DEVELOPMENT FRAMEWORK CORE STRATEGY - UPDATED BACKGROUND STUDIES*

114.1 The Cabinet Member considered a report of the Director of Environment concerning updates to two background studies that provide background and supporting evidence for the Core Strategy and other Local Development Framework documents.

114.2 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:

(1) That the final reports of the two background studies be approved as supporting evidence for the Core Strategy and other Local Development Framework documents.

The meeting concluded at 5.50pm

Signed Chair

Dated this day of

ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 119 Brighton & Hove City Council

Subject:		**Petitions**		
Date of Meeting:		**11 May 2010**		
Report of:		**Director of Strategy & Governance**		
Contact Officer:	**Name:**	**Tanya Massey**	**Tel:**	**29-1227**
	E-mail:	**tanya.massey@brighton-hove.gov.uk**		
Key Decision:	**No**			
Wards Affected:	**Various**			

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 To receive the following petitions presented at Council, any petitions presented directly to the Environment Cabinet Member Meeting or any e-Petition submitted via the council's website.

119. (i) To receive the following e-Petition submitted via the council's website and presented at Council on 18 March 2010 by Councillor Elgood and signed by 40 people:

We the undersigned petition the council to bring the on-street parking contract back in-house when the contract is up for renewal in two year's time.

119. (ii) To receive the following petition presented at Council on 18 March by Councillor Elgood and signed by 12 people:

We the undersigned residents of Waterloo Street call on the council to replace the broken street light with a historic copy. We are grateful to the council for the temporary replacement, but want to see it fully restored to match the other lamp posts.

119. (iii) To receive the following e-Petition submitted via the council's website and signed by 9 people:

We the undersigned petition the council to provide more salt/grit bins throughout the city in time for the next severe weather spell.

119. (iv) To receive the following petition presented at Council on 18 March by Councillor Harmer-Strange and signed by 26 people:

We the undersigned residents collectively request that Brighton & Hove City Council look into the continuing problems of parking and access to homes and driveways in Hayes Close, Portslade. In addition, will the council also look into carrying out remedial repairs to the pavements/pathways in the close, due to it's unevenness which causes problems for wheelchair users and disabled people living in the close.

119. (v) To receive the following petition presented at Council on 18 March by Councillor Bennett and signed by 110 people:

We urge Brighton & Hove City Council to reconsider the withdrawal of the 27A evening and Sunday service, and continue to subsidise it for the continuation of this necessary service.

119. (vi) To receive the following petition presented at Council on 18 March by Councillor Davey and signed by 497 people:

We, the undersigned local residents, traders and visitors, urge Brighton & Hove City Council to take urgent steps to make York Place safer to cross by installing a Zebra Crossing to link it directly with St Peters Church and the adjoining Bus Stop.

The current crossing arrangements are inadequate. Combined with the excessive railings this serves to isolate St Peters Church from London Road in general and York Place in particular. They also contribute to pedestrians making dangerous movements by leaping over the barriers and across busy roads to avoid the detour to the nearest crossing point.

We feel strongly that providing this crossing will help to make the area safer, more attractive to people and help to address the anti social behaviour problems that currently undermine efforts to improve the area.

119. (vii) To receive the following petition presented at Council on 18 March by Councillor Mitchell and signed by 29 people:

We, the undersigned, as residents of Camelford Street wish to draw your attention to the difficult and unsatisfactory situation that currently exists regarding the Council's refusal to issue parking waivers to workmen or tradespeople who are engaged in carrying out essential and legitimate work on our properties.

You will be aware that Camelford Street is in a Conservation area and is made up mainly of older properties some listed, some not, but many in excess of 200 years old. In order to maintain such old and valuable properties in good order essential renovation and repair work has to be undertaken on a regular basis, to a high standard and by reputable firms. There have been several occasion during the past years when well recommended and highly skills workmen have reluctantly turned down work in Camelford Street since it is impossible for them to obtain parking waivers which would enable them to park near the properties on which they would be working. To give an example: there are currently two properties in the Street where the roofs are in need of urgent and substantial overhaul. There is another property where both of the flank walls are in need of re-rendering. It has so far proved impossible to get a reputable firm of roofers to undertake the work because, as they quite rightly point out, they have more than sufficient work in areas where access in far easier and less disruptive. You can appreciate that no workman wants to be put to the inconvenience of being separated, sometimes by several blocks distance from their vans and equipment.

There have been many instances of workmen rushing to complete a job and possibly taking unsatisfactory short cuts in order to return to their vans before they are issued with a parking ticket. On at least one occasion recently an emergency electrician called on an insurance claim and refused point blank to undertake the work on the grounds that he was not prepared to risk a parking fine, which he himself would have to pay. Other companies have added extra costs to their final invoices to compensate for the extra time taken and the inconvenience of not being able to park near the property they are working on.

When, in the past, waivers were allowed essential work, it caused very little disruption and most residents were happy with the situation. Parking was managed respectfully and with due regard to the narrowness of the street.

We would be grateful if you would take our serious concerns into consideration and undertake a review of the situation as soon as possible.

DEPUTATIONS FROM MEMBERS OF THE PUBLIC

A period of not more than fifteen minutes shall be allowed at each ordinary meeting for the hearing of deputations from members of the public. Each deputation may be heard for a maximum of five minutes following which the Cabinet Member may speak in response. The deputation will be thanked for attending and its subject matter noted.

(a) Deputation concerning parking Zone A and the proposal to extend this to Tivoli Crescent - to complete the 'missing link – Mr Tim Clegg (Spokesperson)

- In 2007, the residents of Tivoli Crescent voted to be excluded from the proposed Zone 'A' parking scheme, and the Council granted them their wish. Unfortunately, residents did not appreciate the full implications of this, which only became apparent with the introduction of Zone A in October last year.

- As the parking zone lies at both ends of Tivoli Crescent, the road is completely overflowing, at all times of the day with commuter parking. This results in significant nuisance, inconvenience and health and safety risks to the residents.

- A survey of residents in Tivoli Crescent was carried out in December of last year, 2 - 3 months after the introduction of the new Zone A. The survey asked residents if they still wanted to be excluded from Zone A - or alternatively, for the scheme to be extended to include Tivoli Crescent.

- A response was elicited from 89% of the dwellings in Tivoli Crescent with a massive 93% of these households now wishing to be included in the scheme.

- Tivoli Crescent residents have learnt to their cost that their original desire to be excluded from the scheme has proved to be disastrous and by an overwhelming majority, now wish to be included in Zone A as soon as is practically possible.

- Including Tivoli Crescent in Zone A logically completes the road network of Zone A - by filling in the missing link between Woodside Avenue and The Drove, and should have minimal effect on the other excluded streets, given the road layout.

- Unrestricted roads further out from Tivoli Crescent would also have the opportunity to comment on this proposal to include Tivoli Crescent when the traffic order is advertised

Tivoli Crescent Residents Association
April 2010



Tivoli Crescent – completing the 'missing link'

ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 123 Brighton & Hove City Council

WRITTEN QUESTIONS FROM COUNCILLORS

The following questions have been received from Councillors and will be taken as read along with the written answer to be circulated the meeting. The Councillor asking the question may then ask one relevant supplementary question which shall be put and answered without discussion.

(a) Councillor Hamilton

"In a small area of the South Portslade there are 28 streetlights that have been on 24/7 since well before Christmas. On the other hand the lights on a path from Old Shoreham Road to Locks Hill have been off 24/7 since well before Christmas. Please can get the contractors to rectify these defects, which local residents find unacceptable?"

Councillor Theobald, Cabinet Member for Environment, will respond.

ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 125 Brighton & Hove City Council

Subject:		**Portslade Old Village Conservation Area Review**		
Date of Meeting:		**11 May 2010**		
Report of:		**Director of Environment**		
Contact Officer:	**Name:**	**Sanne Roberts**	**Tel:**	**29-2261**
	E-mail:	**sanne.roberts@brighton-hove.gov.uk**		
Key Decision:	**No**			
Wards Affected:		**North Portslade; South Portslade**		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 The report seeks approval to consult on a revised character statement for the Portslade Old Village Conservation Area and on changes to its boundary.

1.2 In line with the Council's Conservation Strategy (2003), a review is being undertaken of the five 'downland village' conservation areas. Portslade Old Village forms the second of these five areas to be reviewed, following the adoption of Stanmer Character Statement on 25th March 2010.

1.3 Conservation Areas were introduced through the Civic Amenities Act (1967). The Government's Planning Policy Statement 5 on Planning for the Historic Environment (PPS5) and policy HE6 of the Brighton and Hove Local Plan 2005 stress the need to define and record the special interest, character and appearance of conservation areas, through regularly updated character appraisals. These provide a basis on which to determine whether any parts or further parts should be designated. There is no statutory requirement for public consultation prior to designation but PPS5 states that it is highly desirable to do so. The completed character statement, once adopted after public consultation, will help inform future planning decisions regarding developments within or adjoining the area.

2. RECOMMENDATIONS:

2.1 That the Cabinet Member approves the draft Portslade Old Village Conservation Area character statement and the boundary changes for public consultation.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 The Portslade Old Village Conservation Area was designated in 1974. It was last reviewed in 1997 when a brief character statement was produced. Its existing boundary which dates from its 1974 designation is appended in annex 2.

3.2 The character statement, appended in annex 1, is in line with current guidance from English Heritage (2006) and informed by historic research and on-site analysis. It describes the character of the area noting three distinct character areas: the Church and Villas; Easthill Park and the Brewery and Village centre.

3.3 The review suggests a number of boundary changes and an Article 4(1) Direction to control incremental change to unlisted single family dwelling houses within the area, noting a threat to traditional architectural features, including timber sash windows. The boundary changes are illustrated in annex 3. These include three areas suggested for deletion, as they no longer meet current tests for inclusion within a conservation area.

4. CONSULTATION

4.1 This report requests approval to hold formal public consultation. The format of any public meeting will be agreed in advance with ward councillors. Local residents and businesses will be notified by letter. Copies of the draft character statement will be sent to ward councillors, Hove Civic Society, Friends of Easthill Park, national amenity societies, English Heritage and the council's conservation advisory group. Council managers responsible for the maintenance of the area's parks, highways and cultural assets will be asked to contribute to the review.

4.2 The consultation will take place over four weeks. The draft document will be available to view on the council's website, and hard copies made available at City Direct and Portslade Library respectively. Posters will be displayed in the area.

4.3 Responses to the consultation, and any amendments to the character statement and recommendations will be reported to a future CMM meeting.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 The cost of consultations will be met from within existing budgets and will largely consist of staff time.

Finance Officer Consulted: Derek Mansfield Date: 15/04/10

Legal Implications:

5.2 The council has a duty under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to review its area, from time to time, to determine whether any parts or further parts should be designated as conservation areas. There is no statutory requirement for public consultation prior to designation but this is considered best practice. No adverse human rights implications are considered to arise from the Report.

Lawyer Consulted: Alison Gatherer Date: 26/03/10

Equalities Implications:

5.3 None have been identified. An Equalities Impact Assessment has not been carried out because the report does not concern matters of new primary policy.

Sustainability Implications:

5.4 The proposals in this report have no substantial impact upon the four priorities of the UK's Sustainable Development Strategy.

Crime & Disorder Implications:

5.5 None have been identified

Risk and Opportunity Management Implications:

5.6 The failure to consult on the draft review, and the failure to maintain the character and appearance of the area and its historic buildings, could lead to adverse publicity for the council.

Corporate / Citywide Implications:

5.7 The proposals accord with the corporate priority to protect the environment whilst growing the economy. More specifically the guidance is a response to the council's priority to protect the historic built environment.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1 None considered.

7. REASONS FOR REPORT RECOMMENDATIONS

7.1 Portslade Old Village Conservation Area does not have an up-to-date, in depth character appraisal. A review of the Portslade Old Village Conservation Area would accord with the council's adopted Conservation Strategy (2003), and with national and Government guidance (English Heritage Guidance 2006, Planning Policy Statement 5: Planning for the Historic Environment).

7.2 Public consultation on such documents is in line with national guidance and with the council's adopted procedures and strategy.

SUPPORTING DOCUMENTATION

Appendices:

1. Portslade Old Village Conservation Area draft character statement
2. Existing Conservation Area Boundary
3. Proposed Boundary Changes

Documents In Members' Rooms

None

Background Documents

1. The Conservation Strategy (Brighton and Hove City Council 2003)
2. Guidance on Conservation Area Appraisals (English Heritage 2006)

Portslade Old Village Conservation Area Appraisal

DRAFT

Designated: 1974

Area: 13.8453 hectares / 34.2117 acres

Article 4 Direction: None

Character Statement adopted:



Introduction

Location and Setting

Portslade Old Village lies 6km to the west of Brighton and Hove city centre, and 1.5km inland from the sea. It comprises the remaining nucleus of a historic downland village, which now forms the heart of the Portslade and Mileoak suburb. The conservation area is bounded by Easthill Park to the southeast, Drove Road to the north, and Valley Road, High Street, South Street and Locks Hill to the southwest.

The village nestles in a hollow of a north-south aligned valley. The topography of the area is reflected in the placename, with 'slade' probably derived from 'slaed', meaning 'shallow valley' or 'low marshy ground'. This provides a sheltered location.

The area contains 28 listed buildings, 7 locally listed buildings, a scheduled ancient monument and an archaeologically sensitive area. It was designated as a conservation area in 1974, at which point an appraisal was produced. A brief character statement was produced in 1997.

A conservation area is defined as 'an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'. This document seeks to define and assess the 'special interest' of Portslade Old Village Conservation Area, and make recommendations for its future management.

Assessment of Special Interest

General Character and Landscape Setting

The conservation area comprises the historic Portslade village; a small downland village that developed around the Norman church and old Manor. Much of the street pattern is medieval in origin. The village grew incrementally during the 17th and 18th centuries with small terraced cottages of this period remaining. Significant change and expansion in the late 18th and 19th century led to the development of the tall characterful 'italianate' brewery (now factory and offices), the large detached grand villas and walled gardens and the open landscaped park, to create the varied distinctive built forms, streets, open spaces, walls, tree belts and landmark features, that make up the area's character. With the brewery came workers' terraces. The village retains a strong visual coherence through the use of traditional materials.

A modern heavily trafficked road winds through the village, which together with its modern housing frontages, provides a sense of the later spread of housing to the north. Nonetheless the topography, street alignment, high walls, and woodland within the village together help frame views and preserve the village's separate identity and sense of visual containment.

Existing Conservation Area and Heritage Designations



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N

- Archaeologically Sensitive Area
- Scheduled Ancient Monument
- Conservation Area Boundary
- Locally Listed Building
- Listed Building

Historic Background and Archaeology

The origins and historic development of the area

The first documentary evidence for Portslade is the Domesday Book, where it is recorded as 'Porteslamhe'. St Nicolas' Church was founded in around 1170, consisting at this time of a nave and south aisle. The tower was added in around 1250, and its crenellated top added in the late 14th century. Portslade Old Manor was built in the Norman period to the immediate north of the Church, with a further wing added in the early 17th century.

In 1312, John de Warenne, Lord of the Manor, was granted a charter by King Edward II to hold an annual Fair at Portslade on the 6th December. The village developed around the Church and Manor House throughout the medieval period and 16th century. Its economy was based on traditional downland sheep-corn husbandry.

At the beginning of the 19th century the population of Portslade was 284. The draft Ordnance Survey (OS) map and an inventory compiled by the English Government in 1803 highlights that much of the current street pattern was already established (Map 1).



Map 1 - Draft Ordnance Survey Map, c.1803

The morphology of the settlement is shown more clearly on the 1840 tithe map (Map 2). A number of wide drove roads radiate from the village to the surrounding fields, emphasising the continued importance of agriculture. The settlement itself contains a number of agricultural complexes interspersed between the dwellings, as well as providing a focus for farmsteads in the surrounding countryside. The complex to the south west of the area is identified on later maps as Portslade Farm. This appears to be the main complex in the village, and retains a large barn and pond, whilst an associated farmhouse was built by 1875. Other complexes are set at the junction of High Street and Drove Road to the north, and the Locks Hill and Manor Road junction to the south east (likely associated with Manor Lodge). The High Street is the only road to display a predominantly built form; the remainder of the settlement is more loosely developed, with large areas of open land containing both market gardens - providing produce for the rapidly expanding Brighton nearby - and the gardens of private villas.



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Map 2 - 1840 Tithe Map

The dwellings comprise a mix of large residences and smaller terraces and cottages of a much more humble form. Robin's Row (built c.1740) comprises the only surviving example of a once characteristic form of dwelling. Further similar courtyard housing is evident on the tithe map along the High Street and Drove Road. Census returns reveal how cramped and overcrowded these dwellings were, with 38 people recorded as living in the 5 cottages of Robin's Row in 1851. Most occupants were labourers on the nearby farms or brickfields.

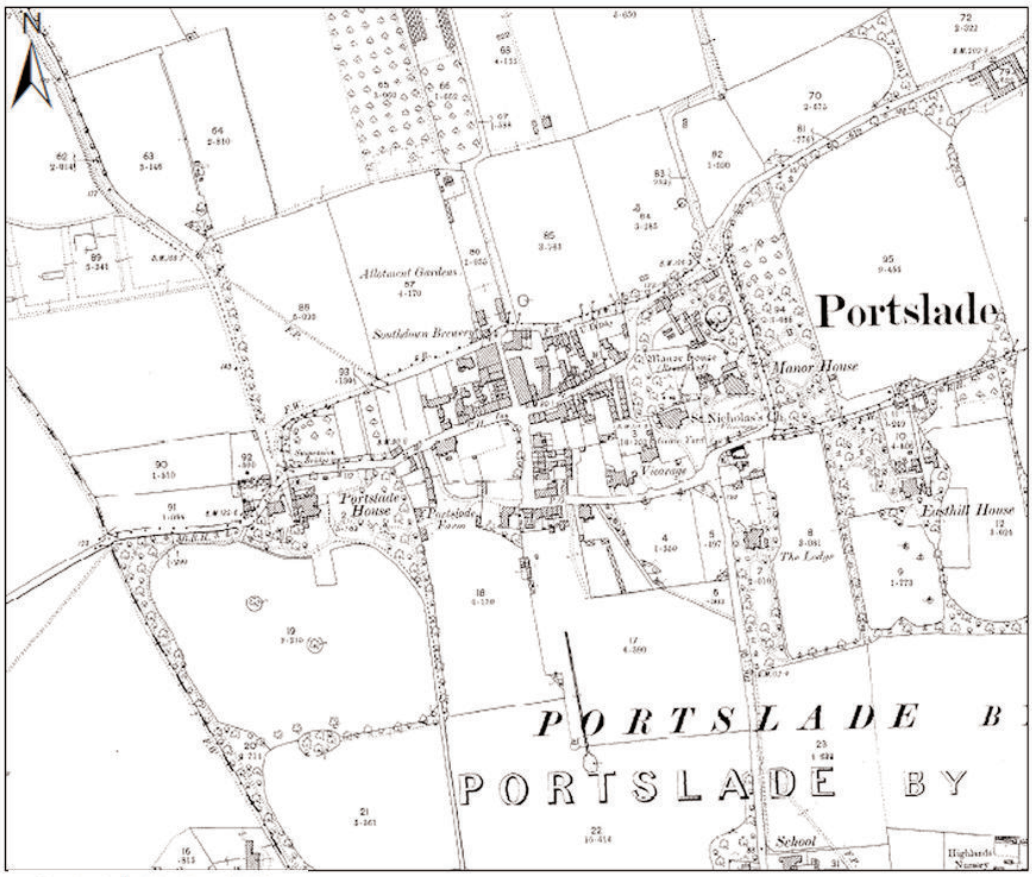
The large residences were built mostly in the late 18th and 19th centuries, alongside the farmhouses and labourers cottages. They suggest that the village became an increasingly desirable place to live at this time. These included:

- Portslade Lodge (1785), which is now known as Manor Lodge and has been converted to flats
- Portslade House, which was built in 1790 for Nathanial Hall, located beyond the conservation area to the west, and is now demolished. Its grounds were located to both the north and south of the High Street, with a suspension bridge providing access between the two.
- A new Portslade Manor (1807 for the Borrer family), which replaced the Norman Old Manor.
- Easthill House (1848 for Edward Blaker), which comprised the enlargement of an older building.
- 15 South Street and 21a Windlesham Close, which are first evident on the 1st edition Ordnance Survey map (c.1875) and comprise the farmhouse to Portslade Farm. The building was later used briefly as a school.
- Whychote (1895), which was built for Herbert Mews on the site of an earlier building. It was purchased by Andrew Melville, owner of Brighton's Grand Theatre, in 1928.
- Loxdale, which lies beyond the conservation area to the south, was built in 1899 for Walter Mews, by local architect Samuel Denman.

In 1851, John Dudney established a brewery in the village. This was situated at the corner of Drove Road and South Street, on land formerly comprising a house and yards. Following the repeal of the Malt Tax in 1880, Dudney set about building an expansive new purpose-built brewery. This caused major change to the character of the village, with a striking new classical building constructed at its heart. The brewery replaced a stable, barn and cottage, with a spring also identified on this land on the 1840 tithe map. By 1882 the brewery was producing 1000 barrels of Southdown Ale per week. Dudney sold the brewery to brothers Walter and Herbert Mews in 1884, who were probably responsible for the construction of workers housing on the present North Road and Southdown Road soon after. This represents the first significant housing development outside the historic village core. By 1890, brewery production had increased to 1500 barrels of Southdown Ale per week, and in 1919 the building was extended by a further storey. In the mid to late 20th century, expansion of the site to the east required the demolition of cottages fronting the High Street. The brewery had been converted to manufacturing by the start of World War II, and the engineering company Le Carbone took over the premises in 1947.

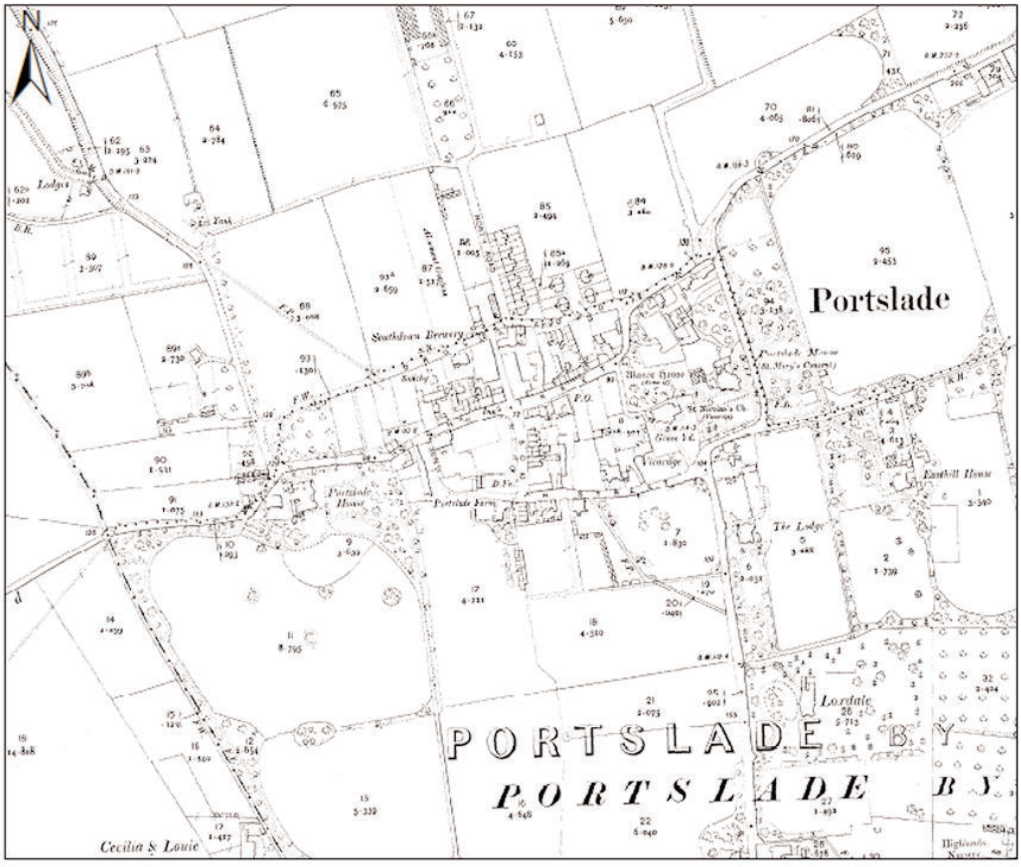
Properties fronting the south side of High Street were demolished between c.1895 and 1915 (Maps 3 and 4). It is likely that this area became part of the grounds of Whychote. The field opposite Whychote also formed part of its grounds, but was acquired by compulsory order in the 1930s to provide a village green.

The interwar years saw the suburban development of the wider area, which continued throughout the remainder of the 20th century. Infill developments were constructed on the open spaces within the village, and on the sites of Portslade Manor and Portslade Farm to the west of the conservation area. The vicarage - already evident on the 1840 tithe map - was replaced, with the church hall constructed on the location of the original building. Although Portslade village is now wholly subsumed within the city, it retains its distinct historic village character.



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Map 3 - c.1895 Ordnance Survey Map



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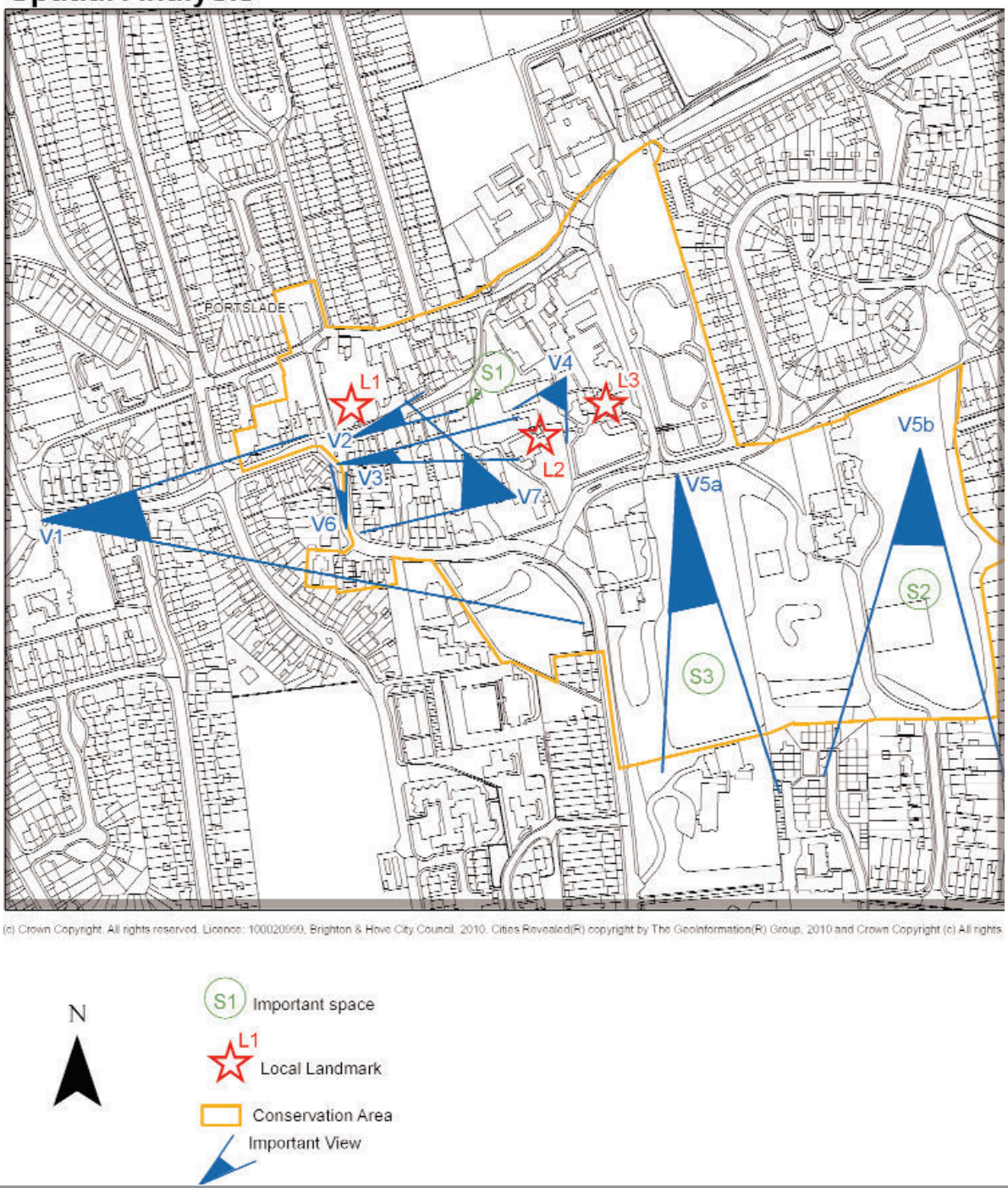
Map 4 - c. 1915 Ordnance Survey Map

Archaeological significance

Portslade is located on the prehistoric thoroughfare which passes through the downs at Saddlescombe to the coast at Southwick via Hangleton. In Portslade, the route follows Drove Road, where it forms a hollow way; evident as steep banks to either side of the road.

The ruins of the Old Manor house are designated as a Scheduled Ancient Monument, with an archaeologically sensitive area (ASA) covering the surrounding area. The original Norman Manor house would have been formed of two wings, of which only one survives above ground. Evidence for a further cross-wing or detached chamber is likely to survive to the east of the extant remains. A wall was excavated within the Emmaus grounds in 2006, to the north of the Old Manor. It is likely to be contemporary with the ruins, as it follows the same alignment.

Spatial Analysis



The area retains clearly defined plot boundaries through high walls, mature vegetation lining roads, and cottages fronting directly on to the street. The curvature and narrow width of many roads foreshortens views. These factors combine to create a strong sense of enclosure and place throughout the area, and restrict permeation to certain key routes.

The area provides large areas of public and private green space. The private space comprises gardens to the large residences with dense mature vegetation, which contribute to the green character of the area. Significant public green spaces exist (including The Green, Easthill Park, the churchyard and the green banks along Drove Road and at key junctions). Their open aspect contrasts with the clear overarching sense of enclosure throughout the remaining area.

Views in to and out of the conservation area enable an appreciation of the village form and setting. Internal views, spaces, landmarks and permeation routes are important in defining the area's character. Alterations to these would have a significant impact on the 'special interest' of the conservation area.

Fig 1 - 7 important views in, and of, the conservation area



V1. Views east across the village from the higher ground to the west, including views along High Street and of the Church, Manor and former brewery



V2. Views along the east portion of High Street



V3. View from South Street across the backgardens of the houses of High Street to the Church

V4. View to Old Manor and Church from within the grounds of Emmaus, with glimpsed views of the sea beyond





V5. Views south across (a) the paddock and (b) Easthill Park, with glimpsed views to the sea and Portslade-by-Sea

V6. View of the brewery along South Street





V7. View from the churchyard westward across the valley; a view dominated by the former brewery

Important spaces and permeation routes in the conservation area include:

S1. Church Twitten, connecting the top of High Street and the churchyard, which together form a pedestrian route through the heart of the conservation area, with a series of characteristic views unfolding along its length

S2. Easthill Park forms a large public open space in a suburban setting, focussed around the historic Easthill House. High levels of mature vegetation contribute to the character of this space, and to its surroundings.

S3. The Paddock, combined with Easthilll Park, forms a visual break in the built up area, and serves as a reminder of the village's originally open rural setting

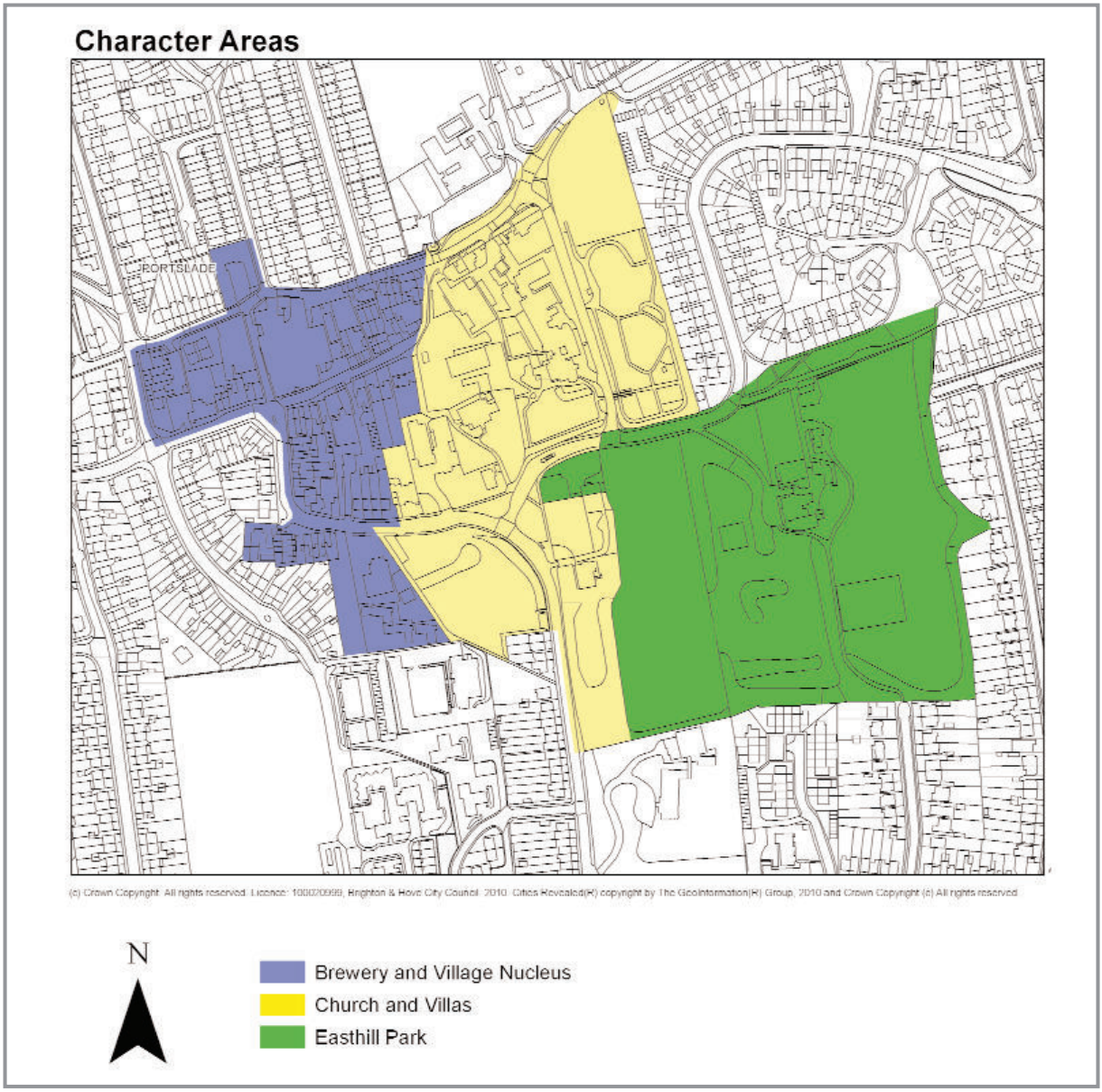
Local landmarks in the conservation area include:

L1. Former Brewery

L2. Church

L3 . Portslade Manor

Character Analysis



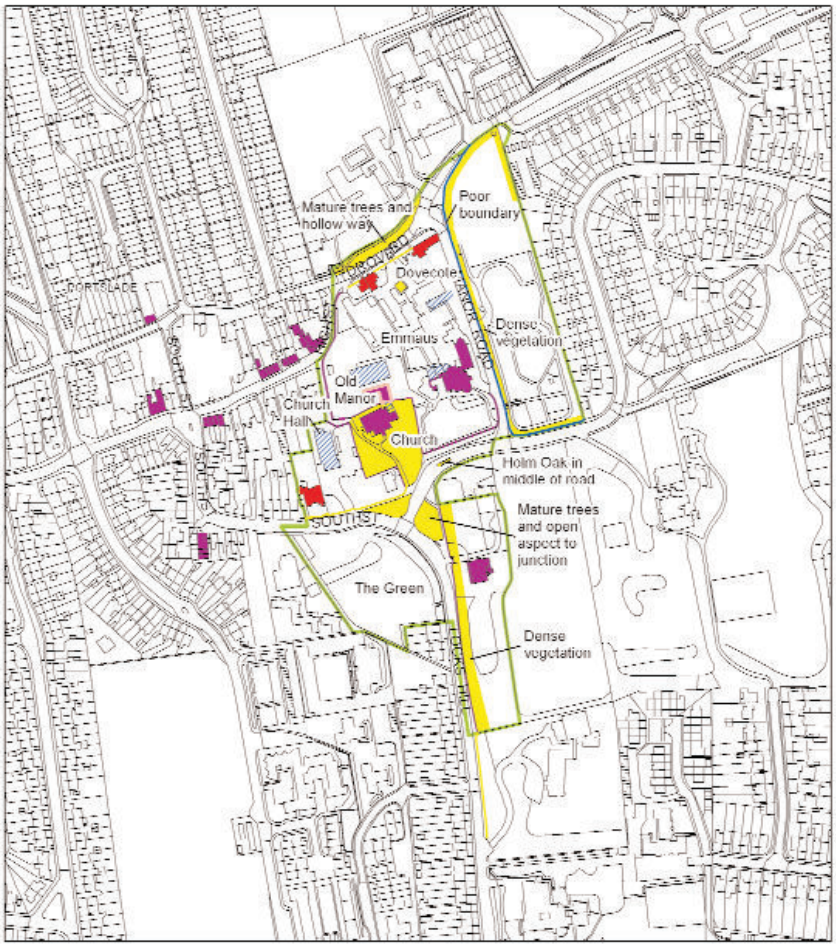
The area can be divided into three distinct character areas: The Church and Villas; Easthill Park; and The Brewery and Village Nucleus. The Church and Villas comprises an area of one-off architectural pieces set within large grounds, of which the Church and Manor form the centrepiece. The Easthill Park area includes the green open spaces of the public park surrounding Easthill House and the neighbouring paddock. The Brewery and Village Nucleus consists largely of small cottages and terraces set close to one another and to the streetfront; yet dominated by the large former brewery. This area serves as the local centre.

These three character areas together makeup the historic village of Portslade.

Character Area 1: Church and Villas

The area is characterised by large, grand buildings, set within spacious grounds. The oldest and most significant building complex is the Norman church and Old Manor, which form the historic core of Portslade. Most of the remaining buildings date to the 18th and 19th century, when the village became a particularly desirable place to live, and the brewery became an important local employer. They display a variety of architectural styles and building materials, but rendered elevations and slate roofs predominate. The buildings are generally set back from the road, within large gardens containing mature vegetation, and bounded by historic walls of a variety of styles and materials. The area retains a high sense of privacy and enclosure, due to the boundary treatment and narrow, curved roads.

Church and Villas Character Area



Important Buildings and Groups of Buildings

The Church of St Nicolas and Old Manor

The Church of St Nicolas and the adjacent Old Manor form the historic core of the village. Dating to the 12th century onwards, the Church (Figure 2) is set back from the road, and reached via paths from Manor Road and High Street (via Church Twitten). It is set upon the east valley slope, and is prominent in views from the west. Built in flint, it has pitched Horsham stone slab and clay tile roofs, and a three-stage crenellated tower. The Church is set within a small graveyard, containing some interesting historic gravestones, and bounded by flint walls. Its elevated position allows views across the valley to the former brewery, village streets and surrounding modern development. A doorway in the wall formerly gave direct access from the church to Portslade Manor (Figure 3). The Church Hall, to the west, is of an unsympathetic, modern design, but is enclosed by flint walls, of only one storey and set at a low level, such that it is largely hidden from views.



Fig 2 - St Nicolas Church



Fig 3 - Doorway formerly giving access between church and Portslade Manor

To the immediate north of the Church, and partly incorporated within the churchyard wall, lies the Old Manor. Dating to the Norman period, the Old Manor was extended in the 17th century. It was replaced in 1807 by the new Portslade Manor, and was then used as an almshouse. Now only ruinous flint walls remain, having been stripped for materials in the 1840s (re-used in the adjacent folly in the Portslade Manor grounds). Secular buildings of Norman date are particularly rare, and the significance of the Old Manor is reflected in its designation as both a grade II* listed building and a scheduled ancient monument.

The ruins are not easily visible from adjoining public spaces; they can be glimpsed from the churchyard and the northeast terminus of the High Street, and are accessed but not immediately visible from an archway in Church Twitten. The relationship between the Church and Old Manor as viewed from the churchyard is unfortunately obscured by a poor modern storage building (Figure 4). The ruins are most visible from within the grounds of Portslade Manor, from where they can be viewed from higher ground. Here, the pair makes a coherent visual group. The intimate relationship between the Church and Old Manor is clearly apparent, and reveals much about medieval relationships of power and prestige between the Lord of the Manor, the ecclesiastical body and the villagers. The view is, however, eroded by the modern fencing surrounding the Old Manor. The site requires ongoing maintenance and management to preserve the fabric and deter trespassers.



Fig 4 - View of old Manor from churchyard, with modern building



Fig 5 - Portslade Manor

Portslade Manor

Portslade Manor (Figure 5) was built in 1807 by the Borrer family, to replace the Old Manor. It was used between 1904 and 1996 as St Marye's Convent, at which time it was heavily extended to provide dormitories and a commercial laundry. These extensions dominate the site, due to their scale and massing. However they are set to the north and west of the Manor House itself. The House preserves its original relationship to the front lawn and Manor Road to the south, which comprise its primary setting. The site is now an Emmaus Community for homeless people, including accommodation, offices, a second hand shop and café. This has involved further modest alterations and additions. These are mainly of a temporary nature, and lack a holistic planning approach. A folly and grotto survive in the gardens. These are listed, and were built partially from fabric pillaged from the Old Manor. The folly and the relationship between the Manor, its predecessor and the Church provide important clues to early 19th century concepts of fashion and prestige through appropriation of the past.

The land on the east side of Manor Road comprises part of the gardens to Portslade Manor, including the nuns' burial ground and a wildlife garden, and is accessed via a passageway beneath the road. Already largely evident on the 1840 tithe map, the garden and its layout are of historic interest. The high timber boarding which encloses the garden is uncharacteristic of the area and period and thus has a negative visual impact.

Manor Lodge and Whychote

Although of contrasting materials and styles, both Whychote and Manor Lodge comprise attractive, imposing residences of architectural and historic merit. Listed at grade II, Manor Lodge is located to the east, and was built in around 1810. Of two storeys and rendered, it is of a Regency style and set within a large garden that extends to the south behind a tall flint wall.

Whychote (Figure 6), built in 1895 for brewer Herbert Mews, is set to the north of The Green, behind a tall brick and flint wall. In comparison to the other large houses in this area, Whychote is set closer to the road, with a smaller building plot and more formal vegetation to the garden, such that the building has greater presence in the street scene. Its numerous Mock Tudor gables are of particular interest. Whychote is included on the Council's list of buildings of local architectural and/or historic interest.



Fig 6 - Whychote



Fig 7 - Church Twitten, terminating with view of 'Kemps'

Spatial Features

Church Twitten

Church Twitten is bounded to either side by high flint walls, and is dog-legged, such that views to the church are obscured and the route is sheltered and secluded. Views to the north terminate in 'Kemps', which provides a pleasant foreshortened aspect (Figure 7). The area retains good traditionally-styled modern lighting, but the ground surface is generic.

The twitten forms an important permeation route, linking the Church to the historic village High Street. Pedestrian access continues through the churchyard to emerge by the Green, providing direct pedestrian access through the heart of the area.

Public Realm

To the north of the area, Drove Road follows the line of an historic hollow way. This is evident as steep banks to the side of the road; with that to the north bounded by a flint revetment wall. A number of mature trees line the road, adding to the pleasant green quality of the streetscape. Three properties front the road to the south; Manor Cottage and numbers 18 and 20 Drove Road. These buildings are shown on the 1840 tithe map, and form part of the historic Portslade Manor estate. Wide grass verges at the junction of Drove Road and Manor Road provide a more open aspect, which is further enhanced by views of open downland beyond the neighbouring Peter Gladwin school site.

A similarly open aspect is achieved at the junction of Manor Road, South Street and Locks Hill, which is enhanced by the presence of mature Holm Oak specimens. A further mature and heavily-pollarded Holm Oak bounded by a flint wall and set in the centre of Manor Road adds particular novelty and interest to the area.

The narrow, curved streets in this area follow the medieval street layout. This, coupled with the presence of high walls and overhanging mature vegetation, creates a high sense of privacy and containment. Most of the roads retain generic modern surfacing, with a mixture of modern and more traditionally-styled street lighting.

The Green

The Green comprises a levelled recreation area, with a steep bank rising to meet the road level, and is of a contrasting, more urban recreational character to much of the conservation area. Formerly a private field associated with Whychote, public access as a village green was established in the 1930s. Its location, somewhat removed from the village centre, beside a busy junction, and the presence of the more amenity-rich Easthill Park nearby, mean the space does not fully perform the function of a village green. The street furniture is generic. To the west The Green is bounded by a high brick wall, over which the modern developments of the Manse, Lindfield and the Baptist Church are visible, which detract from its open green character. It nevertheless provides a pleasant green open space which has a positive impact on the conservation area.

Conclusion

The character of the Church and Villas area is defined by prestigious individual buildings displaying a range of architectural styles and ages. The oldest of these comprise the Norman church and manor house, whilst the majority are 18th and 19th century high status residences. The area retains a strong sense of boundary and enclosure, providing a sylvan quality and high level of privacy.
It is characterised by:

- Norman Church and Manor complex
- Individual architect-designed, high status and high quality detached villas
- Varied architectural style
- Rendered walls and slate roofs
- Pitched or concealed rooflines
- High flint and brick walls
- Mature vegetation

A number of intrusive factors are however evident, which are damaging to the special historic and architectural interest of the area:

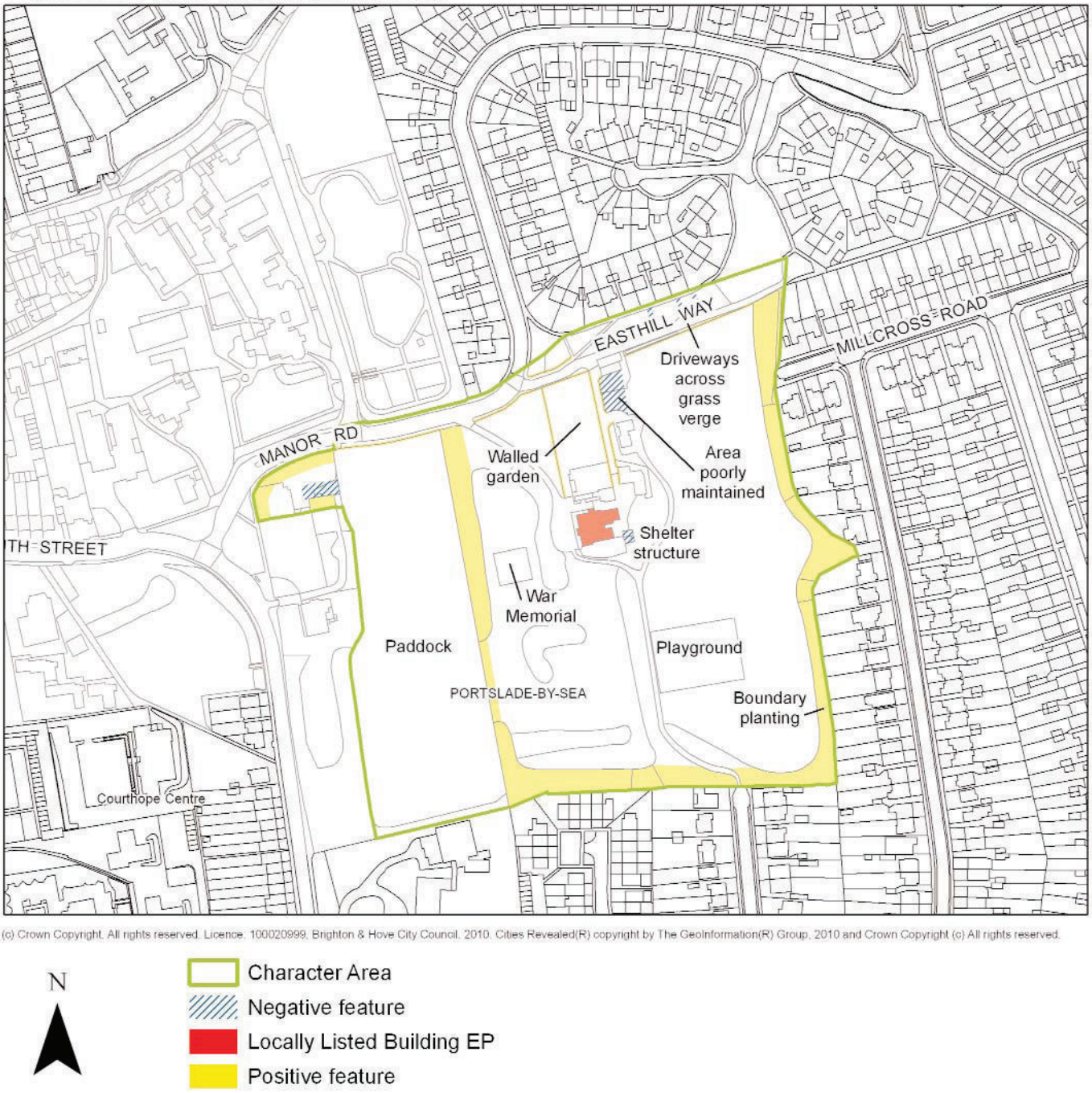
- The boundary to the land to the east side of Manor Road is uncharacteristic of the area and visually poor.
- Fencing around the Old Manor obscures the setting of the monument
- Emmaus has a major presence in the area. Housed in an important historic building, later additions and alterations across the site are of varying quality.
- The single storey building between the Church and Old Manor is of no historic or architectural merit, and is particularly harmful to the relationship of these buildings.

Easthill Park Character Area

Easthill House was constructed as a detached mansion set in spacious grounds. As such, it is historically associated with the character of the Church and Villas area. Similar to that area, its character is one of green space, with mature planting and flint walls creating a clear sense of boundary and screening views with the surrounding area. It offers, however, a more 'public' experience.

Long views are apparent to the sea and industry at Portslade-by-Sea to the south. The grounds of the House were opened as a public park in 1948, and now contain a variety of amenities. The management regimes required to maintain the park mean the area has an urban recreational character.To the west of the Park, an open paddock forms a continuation of the green character of the park and promotes a rural quality. Further grassed areas buffer the park along Easthill Way, such that open green space dominates this character area, with any significant built form limited to the House itself.

Easthill Park Character Area



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Important Buildings

Easthill House

Easthill House sits centrally within the park (Figure 8). Built in 1848 for Edward Blaker, it was later home to Harry Blaker, surgeon to Queen Victoria, and brewer John Dudney. The gardens became a Public Park in July 1948, whilst the house was converted to flats and a toy library in the 1960s. It now comprises flats and accommodation for PRESENS (Pre-School Special Educational Needs Service).

It is of two storeys with rendered walls and a hipped slate roof. A small car park is set in front of the main (west) elevation. Of five bays, of which the central bay projects, this elevation has been much altered, resulting in a loss of symmetry. Despite these alterations, the main façade still provides a focus in the park. This is emphasised by its location on raised ground when viewed from the west.



Fig. 8 - Easthill House, West Elevation

A number of associated buildings are set to the north and east, including a flint-walled building with decorative bargeboards and a small shelter probably associated with the football pitch, which are of mixed age and quality. The buildings are lower in height than Easthill House, and barely visible from the park.



Fig. 9 - Blocked entrance to walled garden

To the north of the House is a walled garden, formed by high flint pebble walls and containing perimeter planting, a circulation path and a central grassed area. The walls afford a high level of shelter and seclusion. A number of blocked features in the walls enhance the historic dimension of the area (Figure 9).

Open Spaces

Easthill Park

The majority of the park constitutes amenity grass. Areas of vegetation are set mostly to the perimeter of the park. The boundary planting creates a strong sense of enclosure and shields views of the surrounding housing. It also screens views in to the park from the surroundings, such that the area largely appears in isolation. Long views are apparent above the treeline to Portslade-by-Sea and of the sea to the south.

The main entrance to the Park is from the northwest, and marked by a large modern decorative archway. Tarmac paths provide access from here to Easthill House, and from Easthill House to the south. This arrangement of paths or driveways is already evident on the 1st edition Ordnance Survey map of 1875. The surfaces and furnishings along the route are now entirely modern, and in good condition. Numerous entrances provide access into the park from the surrounding housing, facilitating use and integrating the park into the suburban landscape.

To the west of the house is the war memorial and remembrance garden. This forms a secluded spot, sheltered by mostly evergreen vegetation, to provide a quiet and peaceful area in which to reflect.

A modern fenced children's play area is set to the southeast. This is of no historic character or precedent, but is well-used and of high amenity value. It occupies a visually-prominent location within the park.

A football pitch is set to the northeast, and is flanked by a generic modern brick-built changing and toilet block and small car park. The wall beside the entrance to the parking area has been unsympathetically rebuilt in brick and the area as a whole retains little historic character.

Easthill Way

Easthill Way comprises a road of large suburban houses, set behind a wide grass verge containing several mature trees and a flint wall to the west. The grass verge is mostly located within the conservation area, whilst the housing is not. Driveways and paths cross the verge to provide access to the houses, eroding the green and undeveloped character of this space both physically and visually. A low flint wall survives on the grass verge to the west, enhancing the historic character (Figure 10). Views from Easthill Way into the park are obscured to the west by a high flint pebble wall, and by a dense belt of evergreen vegetation to the east.



Fig. 10 - Flint Wall along Easthill Way

A flint-walled store shed is set at the junction of the park access road and Easthill Way, with a small yard to its rear. The form of the building and use of flint enhances the historic character of the area. However, the corrugated iron roof is not in-keeping, and the building requires some maintenance.

Paddock

A private linear paddock is set to the west of the park. This area provides continuity in terms of the open green aspect of the area. It provides a visual break in the built form, and thus acts as an important reminder of the village's originally rural setting. Bounded by a flint wall to the north (Manor Road), the area can be viewed from here in relation to the park, and also distant views to the sea to the south. This view and the open aspect of the paddock particularly enhance the area.

An associated two-storey agricultural building with external steps is set to the northwest of the paddock. Located behind a tall flint wall with extensive vegetative cover, it is set back substantially from the road. It is built in flint with brick dressings and a hipped slate roof. There are already buildings evident in this location on the early 19th century draft Ordnance Survey map, with further buildings and a pond shown on the tithe map. The present building, however, can only be identified clearly on the 1875 Ordnance Survey map, at which point a further agricultural building and pond are still evident. It is now one of very few agricultural buildings to survive in the conservation area; which were once a common sight and central to the village's economic base. The building and particularly its setting requires some maintenance.

Conclusion

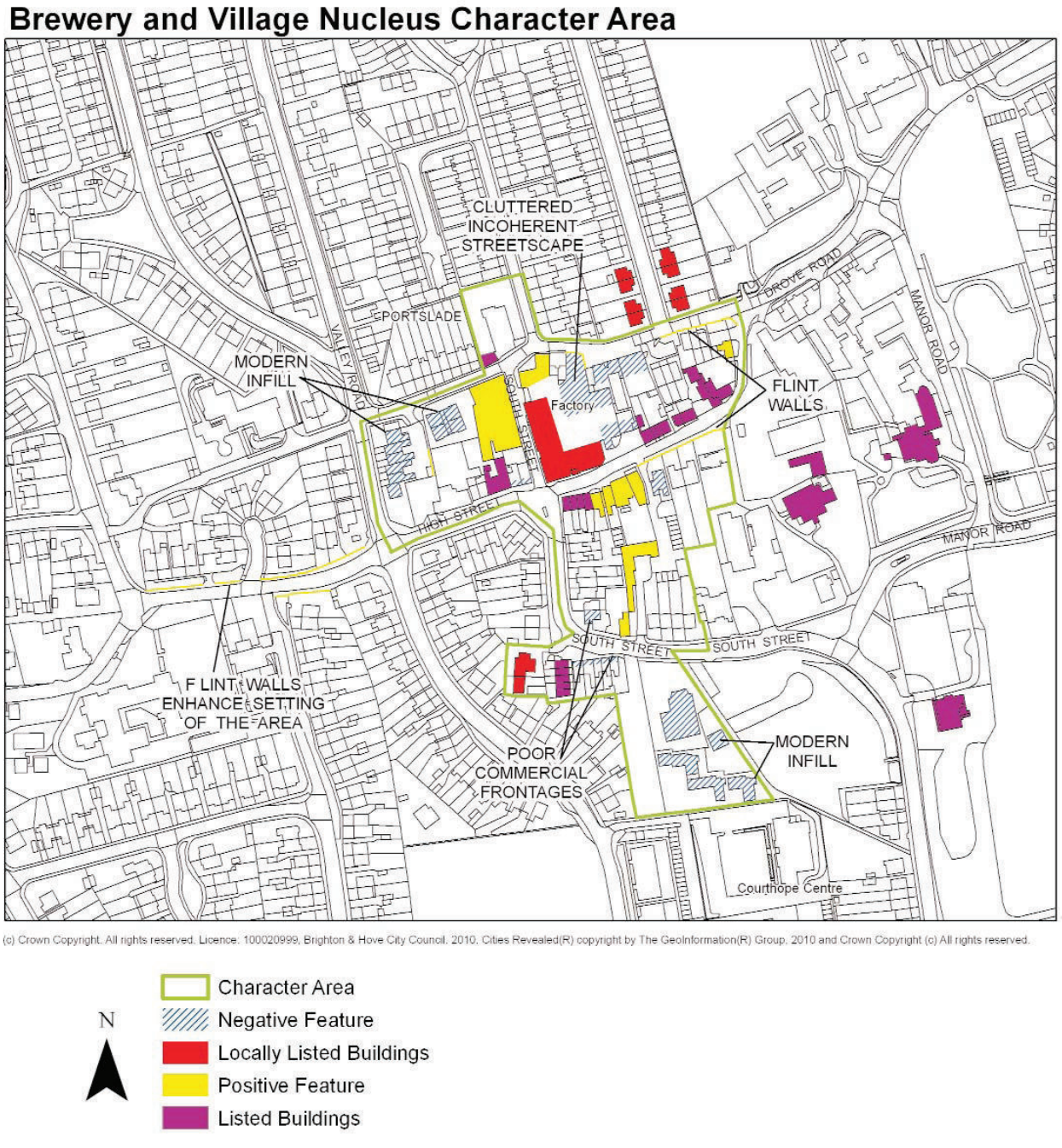
The Easthill Park area presents an urban recreational parkland character. The historic Easthill House is prominent from the entrance to the park and the west especially. Boundary treatment, including mature vegetation, visually dislocates the area from its surroundings, creating a sense of seclusion. The area is characterised by:

- Open green space and mature vegetation
- High number of amenities
- Flint boundary walls
- Easthill House as an isolated and elevated landmark building
- Sense of self-containment
- Long views to Portslade-by-Sea and the sea to the south
- Paddock acts as reminder of the village's originally rural setting

These contribute to the special historic interest of the area; however, a number of intrusive elements are damaging to its character and appearance:

- The boundary walls are of mixed quality. The more prominent walls are of flint, other parts are of poor quality materials and/or design
- Structures and the area associated with the football pitch do not preserve the historic landscape character of the area
- Paths and driveways constructed across the amenity grass on Easthill Way erode its green and undeveloped character

The Brewery and Village Nucleus Character Area



In contrast to the other character areas, the Brewery and Village Nucleus displays a much finer and denser urban grain, with varied semi-detached and terraced houses set close to one another. The character of the area derives from the contrast between the large industrial scale of the brewery building, and the surrounding small-scale cottages and shops. This juxtaposition reflects the radical change in character that the construction of the brewery would have brought to the village in the late 19th century - physically, visually, and also in terms of the secondary impacts on the village's economy and subsequent development. The steep east portion of the High Street preserves the image of a quintessential rural village street. The area retains a mixture of residential, commercial and light industrial property.

Streetscapes

High Street

The steep and narrow east part of the High Street is particularly characterful; lined with small vernacular cottages, and with pleasant unfolding views along its length (Figure 11). The street preserves the intimate character of the medieval street layout. The cottages display a variety of architectural styles, but are primarily of two storeys with pitched clay-tile roofs. The earlier buildings are generally either faced in flint or rendered. The rendered buildings along the south side of the High Street, opposite the former brewery, are more altered and variable in architectural quality, yet still contribute to the character of the streetscape.

A few features add particular interest to the streetscene: Number 67 retains evidence of timber framing, and unusually lacks brick quoins to the southeast corner; the corner is instead curved to enable construction in flint. A crooked chimney to the rear of number 57 provides visual interest. The historic writing on the gable to number 56 High Street is important to the character of the area, providing clues to the former use of this building, and to its location at the heart of village life.

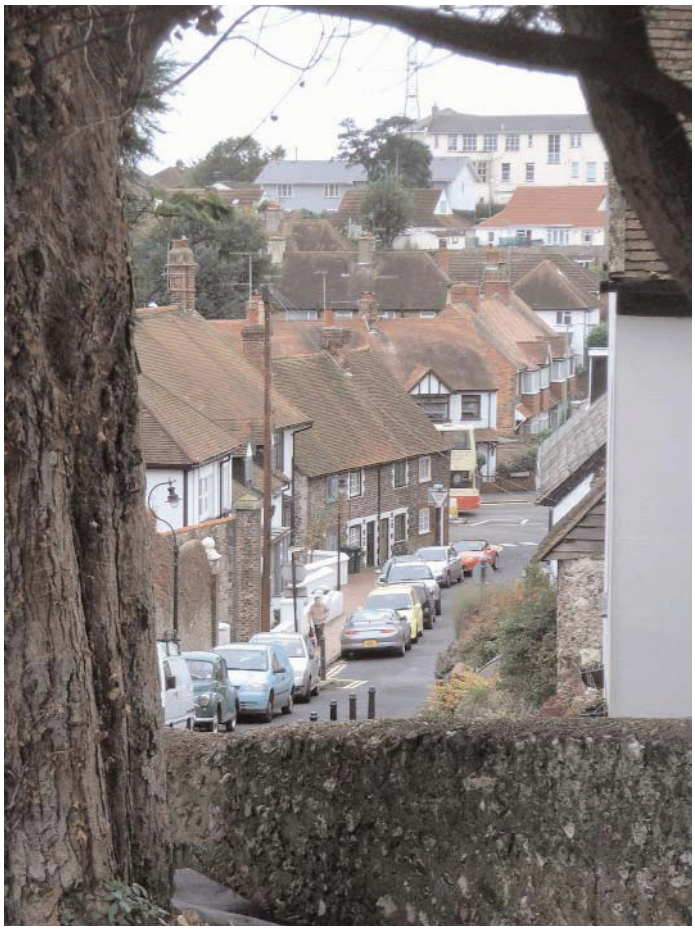


Fig. 11 - View along the High Street

The traditional properties front directly on to the street, or have small forecourted gardens. A number of late 20th century properties of generic design are located behind a tall flint wall. The wall largely screens these properties, so that they have a negligible impact on the streetscene. However a clear view of number 60 is evident between the end of the cottages to the south and the beginning of the flint wall. The cottage frontages and flint wall form a clearly defined street edge.

'Kemps' occupies a prominent location at a bend in the High Street, whilst the former brewery building forms a terminus to the west. Later additions to the industrial complex however, including a late 20th century service yard, erode the street's character.

Parked cars line the High Street, and are prominent in views along its length. The impact of traffic on the streetscene has however been reduced following the introduction of restricted vehicular access.

Through Route

Parts of the High Street and South Street form a busy arterial route. Despite medieval origins, the route has been widened and modern highway paraphernalia, including bus shelters, signs and road markings, now form a major part of the streetscape, obscuring its historic character.

Views along the street terminate in the brewery building and the flint gable end of Robin's Row, which form prominent features in the streetscene. Good views also exist of the Church tower, across the backgardens of houses on the High Street.

The route forms the boundary to the conservation area and an interface between the historic village and mid to late 20th century suburban housing to the south and west.

The buildings along the arterial route are of varied age, style and quality; the majority date to the 19th and 20th century, having replaced formerly open land and farm buildings. The housing comprises semi-detached and short terraces of houses, set back from the road with low boundary walls to forecourted gardens. They are of brick or render with gabled or hipped roofs

In general, the buildings are of modest architectural quality. Some now contain unsympathetic modern commercial frontages (numbers 1, 3, 5, 7, 10, 28 and 35 South Street, number 39 High Street), and substantial incremental change has occurred over time, including non-traditional roof and window replacements, eroding their historic character. Buildings of particular aesthetic, historic and architectural quality are the Stag's Head Public House, the former Brewery and Robin's Row. These act as reminders of the former historic character of this route.

Public Realm

Following the designation of the conservation area in 1974, a number of improvements have been made to the public realm, including the laying of red brick clay pavers and traditionally-styled light standards. The brick paving and street furniture requires maintenance in some areas. The bollards in the High Street unfortunately appear to remain necessary to control parking.

Buildings and Groups of Buildings

Brewery and Malthouse

The main brewery building and chimney form a prominent tall and architecturally distinctive landmark (Figure 12). This contrasts markedly with the predominantly residential and low rise nature of the surrounding area.

The main building is of five storeys, and built in yellow brick in a classical style, whilst the chimney is similarly brick-built with a large and ornate base, dated 1881. The building retains a high level of historic and architectural interest, although the uPVC windows are an unfortunate and harmful alteration. The original brewery extended across to a further building on the west side of South Street, which is lower in scale but retains similar classical detailing. Evidence for an overbridge between the buildings survives in the built fabric. The road between the buildings is narrow, an effect accentuated by the height of the flanking buildings. A number of further buildings originally associated with the brewery are set to the rear (north and east) of the complex.



Fig. 12 - Brewery Building



Fig. 13 - Tall boundary wall and accretions to rear of brewery

These include a classically-detailed building and fragments of a tall yellow brick boundary wall (Figure 13). However, the continued use of this area for light industry, and the further developments that this has required over time, have eroded the historic character of the rear area, which now comprises a hotch-potch of buildings of varying date, design and architectural quality. The character of Drove Road in this area is defined largely by these rear buildings and accretions, resulting in an incoherent and degraded streetscape. Similarly, the modern service yard structure on the High Street detracts from the area, and merits redevelopment.

The Malthouse fronting Drove Road forms a significant part of the industrial history of Portslade. It is suggested that the Malthouse predates the 1880 brewery; forming part of the earlier mid 19th century brewery. However, no building is identified in this location on the 1875 Ordnance Survey map. The Malthouse has a particularly distinctive roofline, which adds to the character of the area. It adjoins a small industrial yard, set behind a wall matching that to the brewery opposite. This wall and the arrangement of buildings maintain the clear sense of boundary that pervades the conservation area, and the industrial character of the brewery complex. It is in need of some maintenance.

To the north of Drove Road, and outside the conservation area, numbers 1 to 8 Southdown Road and the terraces of workers' cottages on North Road, which are associated historically with the Brewery, form the first development outside of the medieval village core. These buildings make the transition between the historic character of the village and the more orderly morphology of the surrounding suburbs.

Robin's Row, South Street

Built in the 1740s, Robin's Row represents the last surviving example in the area of a formerly characteristic arrangement of dwellings. Set perpendicularly to the road, the terrace of five houses is built in coursed field flint with a steeply-pitched gabled roof. The properties are well maintained and enhance the streetscape.

Alma Cottage, South Street

Alma Cottage comprises a two storey rendered property with hung vertical sliding sash windows and a hipped slate roof (Figure 14). The building fronts directly onto the street, and projects further forward than the surrounding buildings, such that it is an important feature in the streetscape. It is present on the 1840 tithe map, and likely dates to the late 18th or early 19th century.

A series of rendered buildings with pitched roofs are set to its rear, comprising the late 19th century 'Coach House', which is now in light industrial use. Although not a prominent part of the streetscene, this complex compliments the historic character of the area.



Fig. 14 - Alma Cottage

Portslade Farmhouse (15 South Street and 21a Windlesham Close)

Portslade Farmhouse comprises a stuccoed two-storey villa with slate roof. It is first depicted on the 1875 Ordnance Survey map; the area to the immediate north having being shown as a large pond on an earlier tithe map, and the farm's operational buildings set to the west. This was the main agricultural complex in the village. However the farmhouse is the only building to survive; the operational buildings having been replaced by modern housing. Stepped back from the street, the farmhouse no longer forms a prominent part of the streetscape. Its high status scale, proportions and design reflect the importance of agriculture to Portslade's development, and its once rural atmosphere.

Buildings including the St George and Stag's Head Public Houses, High Street



Fig. 15 - West portion of the High Street

Properties along the west portion of the High Street form a pleasingly varied group in terms of their use, architectural style and age, reflecting changing fashions and commercial requirements through the preceding centuries (Figure 15). The group includes two public houses (St George and Stag's Head) as well as commercial and domestic properties, which front directly on to the pavement. The two public houses form striking parts of the streetscape: The Stag's Head is of particular historic and architectural merit. Constructed in coursed flint pebbles with black rendered dressings and quoins, it dates to the late 17th century. In contrast, the St George is striking due to its larger massing and bold Neo-classical style.

Cottages and Kemps, High Street

The cottages and terraced houses along the east portion of the High Street are of special historic and architectural interest, with many designated as listed buildings. They also contribute to the character of the area and the streetscene, and, as such, have been discussed above under the heading 'High Street'. Of particular note, however, 'Kemps' comprises a larger 16th century farmhouse, built for the Blaker family. Of two storeys, it is constructed in flint and part-rendered. It was refenestrated in the mid 19th century. It is located prominently at the bend in the High Street and is now divided into two dwellings. It is also prominent in views along the High Street and Church Twitten.

Conclusion

The Brewery and Village Area is characterised by contrast; between the small-scale, fine grain and vernacular architecture of the village nucleus and the large-scale, large massing and classical detailing of the brewery; and between the quiet, narrow east portion of the High Street and the busy arterial route along High Street and South Street. The area comprises:

- Flint, render and later brick buildings
- Gabled clay tile roofs, with some full-hipped and half-hipped examples
- Dominant classical brewery building and chimney
- Steep, narrow High Street, lined by small-scale vernacular cottages
- Building line and tall flint walls promoting a clear sense of enclosure

It retains a particularly pleasant traditional rural-industrial character, which merits its designation as a conservation area. A number of intrusive elements are however present, which erode the historic character of the area:

- Highway alterations along the arterial route erode its historic character. Other areas also retain excessive street clutter, such as the bollards along the High Street.
- Some of the later structures and additions associated with the brewery complex are of poor architectural quality and little aesthetic merit. These degrade both the Drove Road streetscape and the High Street
- Surviving historic features and traditional construction materials are particularly important to the character of the area. Some insensitive alterations, including the insertion of poor quality commercial frontages have occurred, particularly along the arterial route, eroding the character.
- There are a number of modern infill developments in the area. These have been implemented with varying degrees of success. Some show a greater level of sympathy to the character of the area in terms of

  (a) their materials and scale (such as the Old Riding Stables),

  (b) their relationship to the street (numbers 30 to 34 (even) Drove Road).

  Others have little regard to the area's rural character. This is particularly true of Northerlea, Drove Road; numbers 2 to 10 (even) Valley Road and the Manse, Lindfield and Portslade Baptist Church on South Street.

Special Interest of Portslade Old Village Conservation Area

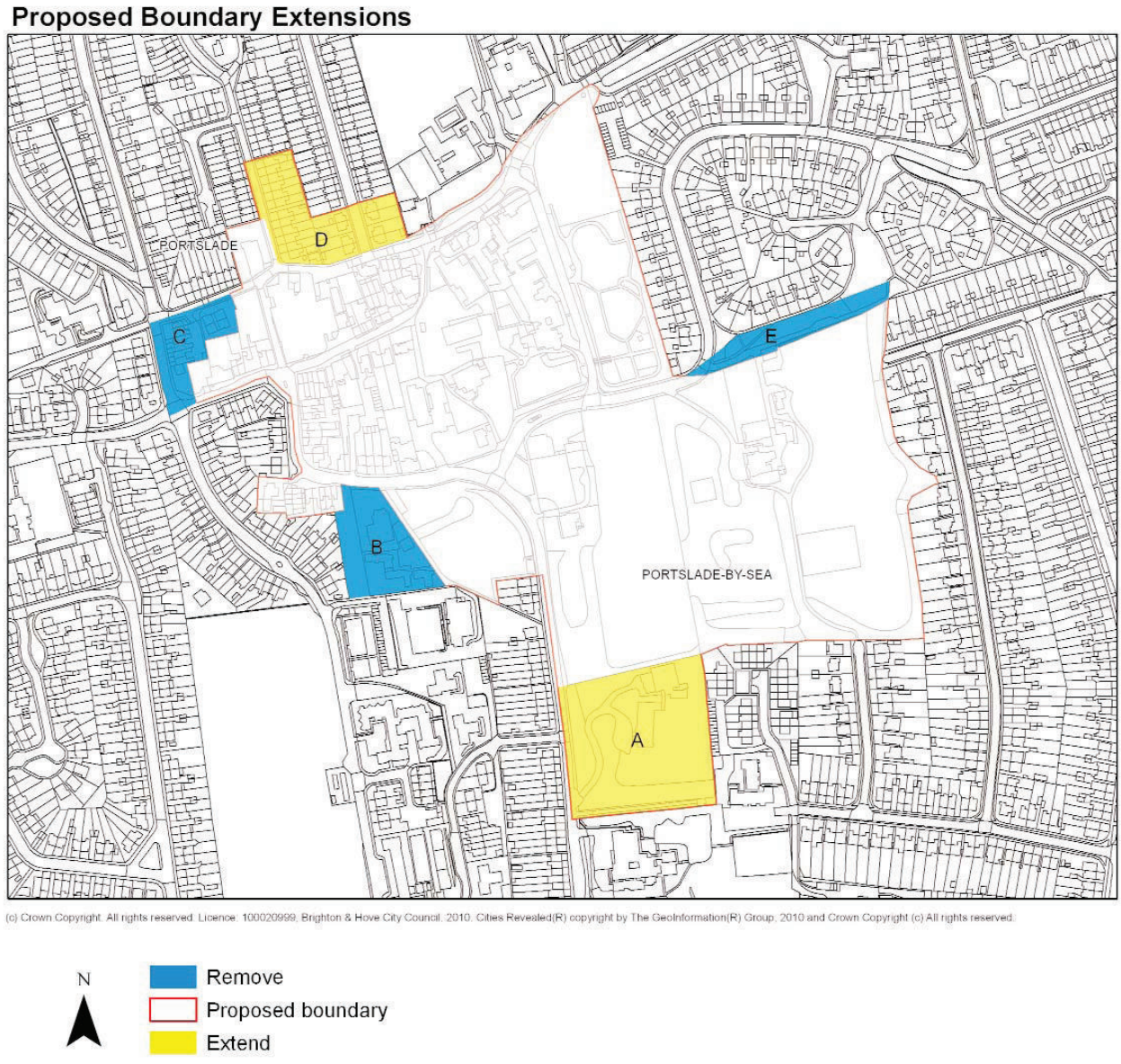
Portslade Old Village comprises a traditional rural agricultural village, whose character was majorly altered in the 19th century by the construction of a brewery and a number of large, prestigious residences. At its centre lie the Church of St Nicolas and adjacent Old Manor, which date to the 12th century, and comprise the historic core of the village. The close relationship between the Church, Old Manor and replacement Portslade Manor is particularly important, and reveals much about historic relations of power and prestige.

The medieval street layout survives, and distinguishes the old village from the more orderly surrounding suburban estate morphology. The varied building stock reflects the area's incremental development, but is unified by the use of traditional materials (flint, brick and render) to elevations and boundary walls, and steep gabled or hipped clay-tiled roofs to the cottages. The more prestigious villas have mainly slate roofs. Tall walls and dense vegetation promote a clear sense of boundary and privacy. Similarly along the High Street the buildings and a tall wall define a hard edge to the road. Church Twitten allows pedestrian permeation through the heart of the area, and forms a significant spatial feature. Public open space is provided in Easthill Park, which is visually self-contained. The paddock forms a visual break in the built form which acts as a reminder of the village's originally rural setting, and sets it apart from the surrounding suburban development.

The Brewery, Church and Portslade Manor form major landmarks in the area; of these the Brewery is especially prominent. The village's location in a shallow valley provides good views across the area to the brewery, church and High Street from the west, but limits views out to the suburban landscape, such that the area appears distinct from its surroundings.

Overall, Portslade Old Village Conservation Area retains a traditional rural-industrial village character.

Boundary Review



The boundary for the Portslade Old Village Conservation Area for the most part delineates between the surviving historic core of the medieval village, and the surrounding modern suburban development. Nevertheless, the following boundary changes are proposed in order to better distinguish this boundary between the village and suburbs:

A. Loxdale, Locks Hill, is recommended for inclusion. The property was built by local architect Samuel Denman for brewery co-owner Walter Mews in 1899, and now operates as an English language school. Comprising a high status property, of architectural merit in itself, Loxdale is locally listed. It is associated directly with the history of the village, and particularly the developments that occurred following the establishment of the brewery. The house is not visible from the public highway. Instead, the property presents a tall red brick wall to Locks Hill, above which is a screen of mature vegetation (Figure 16). This frontage continues the character of the Church and Villas character area, as established to its immediate north.



Fig. 16 - Loxdale Frontage of Locks Hill

B. The car park and properties to the south of South Street (Baptist Church, Manse and Lindfield) comprise later 20th century infill development of no historic or architectural merit or association. The area does not relate to the character of the conservation area, and is recommended for exclusion.

C. The properties along Valley Road and the west portion of Drove Road comprise late 20th century infill developments of no special historic or architectural merit. With the exception of the flint wall to the rear of the Valley Road properties, the area does not retain any historic interest nor does it relate to the character of the conservation area, and is therefore recommended for exclusion.

D. Numbers 1 to 8 (consecutive) Southdown Road and numbers 1 to 23 (odd) North Road comprise late 19th and early 20th century housing, constructed for brewery workers. They represent the first development outside the medieval village core. Although the terraces on North Road have been subject to some incremental change, these groups are judged to merit inclusion in the area as an important development in the history of the village, and for their association with the brewery.

E. The conservation area currently contains much of the grass verge fronting the housing along Easthill Way. Much of the verge has however been degraded by modern driveways and the area does not relate to any of the rest of the conservation area (comprises the setting for the suburban housing). Its deletion from the conservation area is recommended.

Policy and Proposals

An Article 4(1) direction under the Town and Country Planning (General Permitted Development) Order 1995 and as amended is recommended to remove permitted development rights for unlisted single dwelling houses in the area. This will help to prevent incremental change and the degradation of the special interest of the area as a whole. Reinstatement of historic features should be encouraged when opportunities arise.

The proposed direction would affect the following properties in the conservation area:

- Drove Road; Manor Cottage, 18, 20, 31, 30-34 (even)
- North Road; 1-23 (odd) (if extension of the area is approved)
- Southdown Road; 1-8 (if extension of the area is approved)
- High Street; 31-33 (odd) 52-66 (even), 75
- South Street; 2-8, 12-26 (even), 9 and 15 (odd), Alma Cottage, Whychote, Vicarage
- Windlesham Terrace; 21a

Flint walls make a major contribution to the special character of the conservation area and merit a programme of maintenance, repair and reinstatement, in accordance with best 'traditional' practice. The wall round the Portslade Manor gardens, to the east of Manor Road in particular merits reinstatement. Figure 17 shows some of the different types of flintwork visible in the conservation area. This subtle variety is important to the character of the area, and should be carefully matched in repairs.



Fig. 17 - Types of flintwork in the Conservation Area

A review of the Old Manor's condition and management strategy is recommended to enhance its setting and to facilitate greater public access and interpretation.

Le Carbone and Emmaus form major centres in the area. Both are housed in prominent historic buildings of architectural interest; but later additions and alterations are of varying quality. An holistic conservation management approach is recommended for each site in order to preserve and enhance their character whilst facilitating and managing change.

Traditional paving materials should be preserved, with repairs carefully matched to the original. Signs and other modern paraphernalia should be minimised and a consistent approach adopted. An audit of these features and a programme of improvements are recommended.

Existing tree cover contributes positively to the character of the area. A review of tree preservation orders is recommended, to ensure adequate control. Further vegetation could be planted along the perimeter of The Green, in order to lessen the visual impact of the adjacent modern development.

Improvements to Easthill Park - particularly the area around the football pitch - should be sympathetic to the area and look to use traditional materials.

The building between the Church and Old Manor is particularly harmful to the relationship of these buildings and its removal is encouraged.

Large houses set within spacious grounds are a major characteristic of the conservation area. The relative size of plots is important in understanding the status of the dwellings and to maintaining the green and spacious character. In order to maintain this, there should be a presumption against subdividing garden plots in the conservation area.

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Portslade Old Village Conservation Area



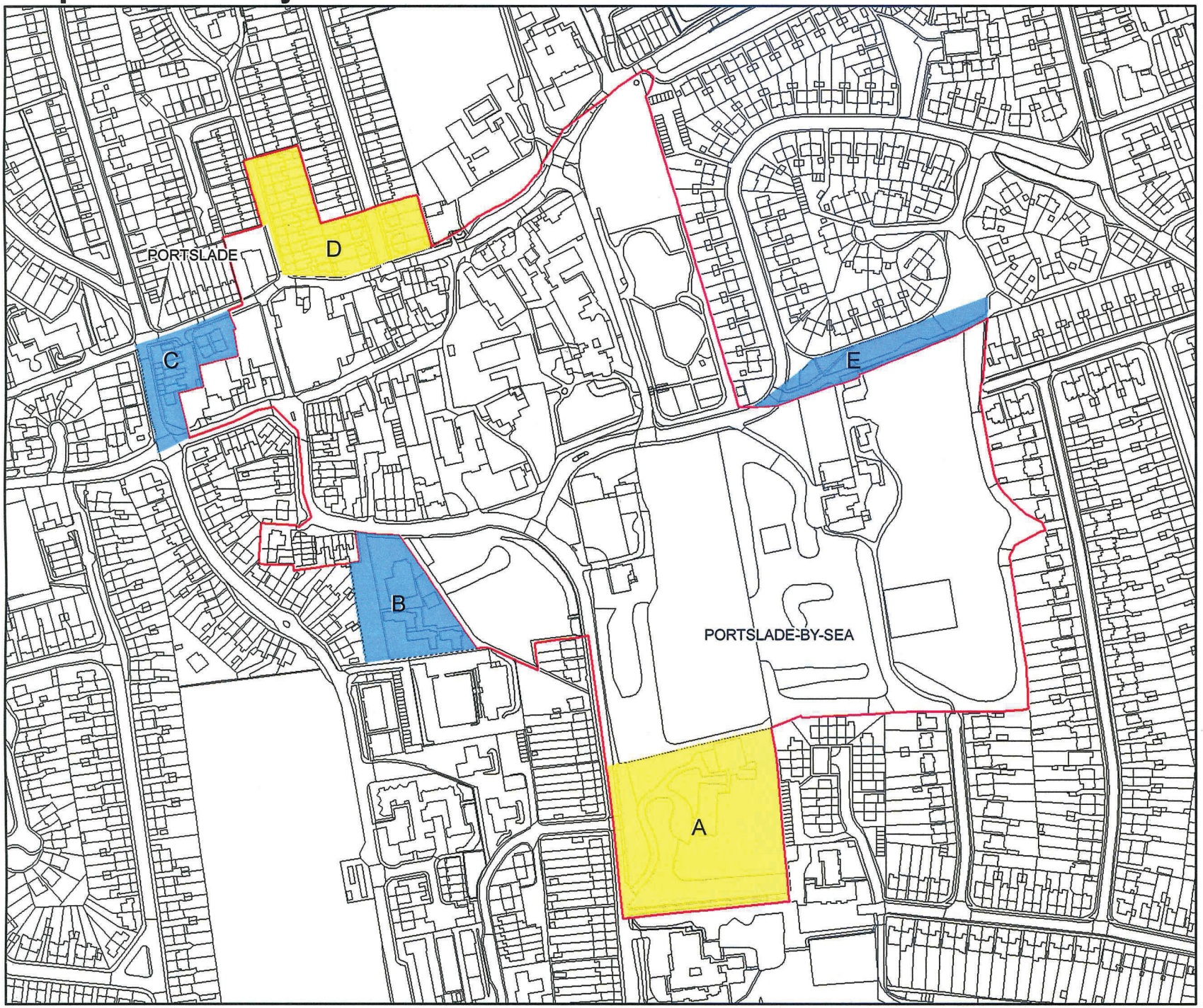
Conservation Area

Scale: 1:3,500

N

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Proposed Boundary Extensions



Remove

Proposed boundary

Extend

Scale: 1:3,500

N

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ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 126 Brighton & Hove City Council

Subject:		**Off Street Parking Places Order**		
Date of Meeting:		**11 May 2010**		
Report of:		**Director of Environment**		
Contact Officer:	**Name:**	**Austen Hunter**	**Tel:**	**29-2245**
	E-mail:	**austen.hunter@brighton-hove.gov.uk**		
Key Decision:	**No**			
Wards Affected:		**Central Hove; Regency; St Peters & North Laine**		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 The purpose of this report is to address an objection relating to changes at Norton Road Car Park, within a draft traffic regulation order.

2. RECOMMENDATIONS:

2.1 That having taken account of the objection, the Cabinet Member approves, as advertised, the following order;

(a) Brighton & Hove (Off street Parking Places) Order 2008 Amendment Order No* 20**

(b) The advertisement of a Notice of Overpayment of Off Street Car Parking Charges

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 A draft Traffic Regulation Order (TRO) was advertised on 25 February 2010 for changes to six off-street car parks and coach parking on Madeira Drive. The closing date for objections was on 18 March 2010.

3.2 At Norton Road Car Park, a new charging period of 'over 2 hours up to 4 hours' was proposed by removing the charge period of 3 hours. In addition, the charging hours were to be changed from 9am – 6pm to 8am – 8pm and a new charge period of 'over 9 hours up to 12 hours' was proposed.

3.3 The reasons for the changes proposed were to simplify the structure; to more closely reflect on-street parking charges in the locality and to encourage alternative, more sustainable modes of transport.

3.4 One objection was received from an individual (Summary in Appendix A) in relation to Norton Road Car Park and the cost implications for some users of introducing a 12 hour tariff and the removal of the 3 hour tariff.

3.5 The proposed changes identified below, approved by the Environment Cabinet meeting of 26 January 2010 item 93, to six off street car parks including changes to the hours of operation of the Norton Road Car Park from 9am to 6pm to 8am to 8pm resulted in the objection identified in paragraph 3.4 and Appendix A being received. The objection highlighted an operational oversight in that the changes identified below were introduced before the objection to the Norton Road Car Park proposals had been resolved by the Cabinet Member for Environment. It is therefore proposed that the council advertise by way of a press notice its intention to consider upon proof of purchase refunds of the charges referred to below for the period the 1st April to the date the order, if approved, comes into force.

Black Rock Car Park
4 to 9hrs-£5.00

Norton Road Car Park
2 to 4 hrs-£2.00
9 to 12 hrs- £4.50

Oxford Court
Up to 2 hours £2.00

The Lanes (Under Thistle Hotel)
Up to 1 hr-£2.40

London Road
2 to 4hrs-£3.00

Regency Square
Up to 1 hr £2.00
1 to 3 hrs £4.50
3 to 4 hrs £6.50
Evening 18.00 hrs-24.00 hrs £4.50

4. CONSULTATION

4.1 Notices were put on street for 25 February 2010 which outlined the proposals. The notice was also published in The Argus newspaper on 25 February 2010. Detailed plans and the order were available to view at Hove Library, Jubilee Library and at the City Direct Offices at Bartholomew House and Hove Town Hall.

4.2 In addition to the objection, general comments were also received in relation to Norton Road Car Park (Summary in Appendix A) from an individual in relation to the increases in parking charges and the general state of the car park.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 The Budget Process Report 2010/11, agreed at Cabinet in July 2009, specified that all fees and charges are assumed to increase by a standard inflation rate

each year, which is 2% for 2010/11. It is not always possible when amending a fee to increase it by exactly 2% each year. For example, the minimum increase that can be applied to a £1 parking fee tariff is 10% (10p) due to the minimum coinage requirements of the ticket machines. When setting the parking fees for 2010/11 the above considerations were taken into account, along with the need for simplicity and consistency. 60% of parking tariff bands in the city were frozen or reduced. The short stay parking tariffs at Norton Road car park were frozen, with increases applied to stays of over 3 hours. In line with parking policy, the 9 hour tariff at £4 is still less than the cost of parking on street locally.

Finance Officer Consulted: Karen Brookshaw Date: 28/04/10

Legal Implications:

5.2 Broadly, the Council's powers and duties under the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic and the provision of suitable and adequate parking facilities on and off the highway. Also, as far as is practicable, the Council should also have regard to any implications in relation to:- access to premises; the effect on amenities; the Council's air quality strategy; facilitating the passage of public services vehicles and securing the safety and convenience of users; any other matters that appear relevant to the Council.

5.3 The Council has specific powers under the Road Traffic Regulation Act to make various types of order and the most relevant in relation to the proposals in this report are summarised below.

5.4 Under sections 32 and 35 of the 1984 Act, there is power to provide and regulate the use of parking places, for the purpose of relieving or preventing congestion. The parking places powers must not be used unreasonably as to prevent access to adjoining premises, or its use by anyone entitled to use it, or so as to be a nuisance.

5.5 Under section 45 of the 1984 Act, the Council has wide powers to designate pay parking places on highways for vehicles or classes of vehicles. It includes power to authorise parking by permit. Under subsection (3), in determining what parking places are to be designated under this section the Council must consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the matters to which that authority shall have regard include –

(a) the need for maintaining the free movement of traffic;
(b) the need for maintaining reasonable access to premises; and
(c) the extent to which off-street parking accommodation, whether in the open or under cover, is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places under this section.

5.6 Before making Traffic Orders, the Council must consider all duly made, unwithdrawn objections. In limited circumstances it must hold public inquiries and may do so otherwise. It is usually possible for proposed orders to be modified, providing any amendments do not increase the effects of the advertised proposals. The Council also has powers to make orders in part and defer decisions on the remainder. Orders may not be made until the objection periods

have expired and cannot be made more than 2 years after the notices first proposing them were first published. Orders may not come into force before the dates on which it is intended to publish notices stating that they have been made. After making orders, the steps which the Council must take include notifying objectors and putting in place the necessary traffic signs.

5.7 Relevant Human Rights Act rights to which the Council should have regard in exercising its traffic management powers are the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them in appropriate circumstances.

Lawyer Consulted: *Stephen Dryden / Liz Culbert* *Date: 21/04/10*

Equalities Implications:

5.8 The proposed measures will bring parking charges at Norton Road Car Park more closely into line with other off-street parking in the city.

Sustainability Implications:

5.9 The charging structure will help to encourage alternative and more sustainable modes of transport.

Crime & Disorder Implications:

5.10 The proposed amendments will not have any implication on the prevention of crime and disorder.

Risk and Opportunity Management Implications:

5.11 None identified.

Corporate / Citywide Implications:

5.12 The proposals will help to develop a more consistent citywide charging structure for parking.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1 Making no change to the tariff structure was considered, however, this would not address the simplicity, consistency and sustainability issues mentioned.

7. REASONS FOR REPORT RECOMMENDATIONS

7.1 The recommendation is that the changes to the parking charges be confirmed to achieve the stated aims, which are: to simplify the structure; to more closely reflect on-street parking charges in the locality and to encourage alternative, more sustainable modes of transport.

SUPPORTING DOCUMENTATION

Appendices

1. Summary of Objections and General Comments

Documents in Members' Rooms

None

Background Documents

1. Environment Cabinet Member Meeting Report, Fees & Charges, 26 January 2010

Summary of Objections and General Comments

1) Objection
Objects to the alterations to the parking charges at Norton Road Car Park because the car park provides essential parking to workers.

Also argues that the length of hours have increased so that the Council can enforce a pay rise of 40p for a day's parking. Also unhappy that annual passes are not available and so not allowing fair access and that the rise is not proportionate within current inflation.

2) General Comments
Criticised the proposed rise in car parking charges at Norton Road Car Park and asks how the Council can justify these rises when the state of the car park is poor. Also complains that the £3.60 all day charge been decreased to 9 hours but this cost has increased by over 10%. Argues that this is an inflated rise for people who will not be getting any pay rises for years to come.