



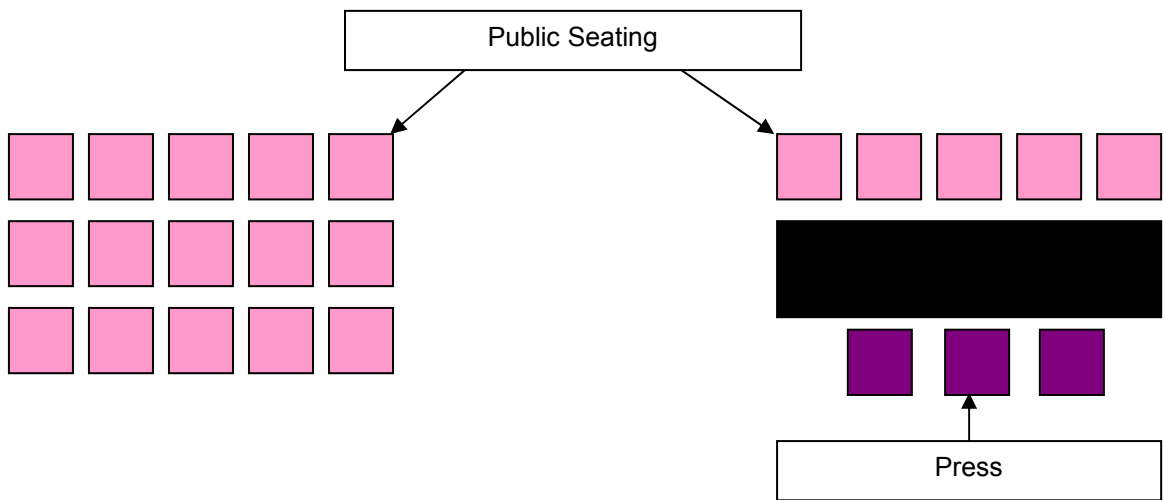
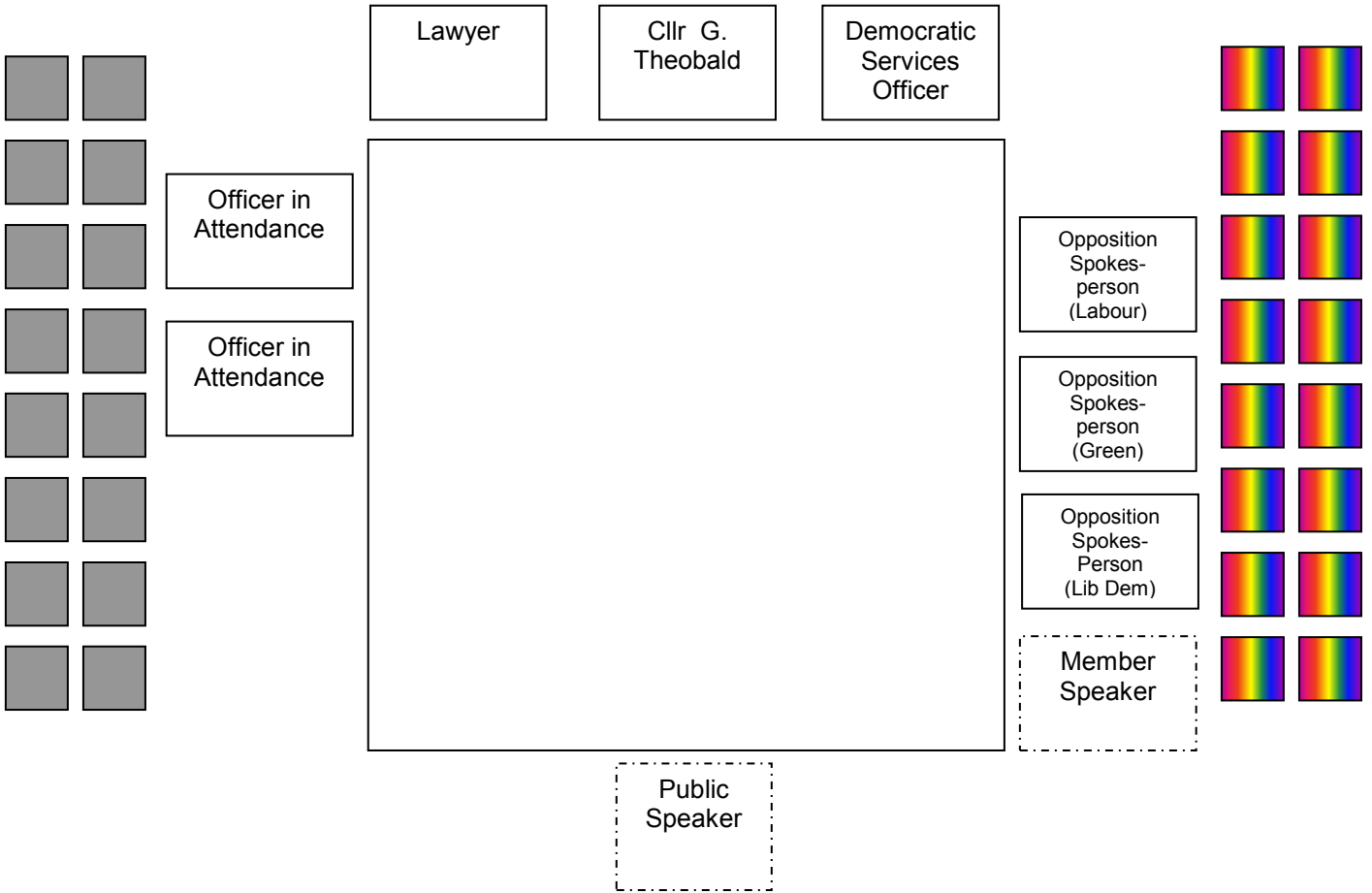
Brighton & Hove
City Council

Cabinet Member Meeting

Title:	Environment Cabinet Member Meeting
Date:	23 December 2010
Time:	4.00pm
Venue	Council Chamber, Hove Town Hall
Members:	Councillor: G Theobald (Cabinet Member)
Contact:	Tanya Davies Acting Democratic Services Manager 01273 291227 tanya.davies@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.
	FIRE / EMERGENCY EVACUATION PROCEDURE If the fire alarm sounds continuously, or if you are instructed to do so, you must leave the building by the nearest available exit. You will be directed to the nearest exit by council staff. It is vital that you follow their instructions: <ul style="list-style-type: none">• You should proceed calmly; do not run and do not use the lifts;• Do not stop to collect personal belongings;• Once you are outside, please do not wait immediately next to the building, but move some distance away and await further instructions; and• Do not re-enter the building until told that it is safe to do so.

Democratic Services: Meeting Layout



AGENDA

66. 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.

67. MINUTES OF THE PREVIOUS MEETING

1 - 12

Minutes of the meeting held of 4 November 2010 (copy attached).

68. CABINET MEMBER'S COMMUNICATIONS

69. 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.

70. PETITIONS

No petitions have been received.

71. PUBLIC QUESTIONS

13 - 14

(The closing date for receipt of public questions is 12 noon on 16 December 2010)

(copy attached).

ENVIRONMENT CABINET MEMBER MEETING

72. DEPUTATIONS

(The closing date for receipt of deputations is 12 noon on 16 December 2010)

No deputations received by date of publication.

73. LETTERS FROM COUNCILLORS 15 - 16

(a) **Residents' parking in Sudeley Terrace, Kemp Town, Brighton.**
Letter from Councillor Mitchell (copy attached).

74. WRITTEN QUESTIONS FROM COUNCILLORS 17 - 18

(copy attached).

75. NOTICES OF MOTION

No Notices of Motion have been received.

PLANNING & PUBLIC PROTECTION

76. Planning Application Local Validation Requirements Consultation 19 - 24

Report of the Strategic Director, Place (copy attached).

Contact Officer: Maria Boyle *Tel:* 29-0435

Ward Affected: All Wards

77. Replacement of Brighton & Hove Sustainability Checklist 25 - 30

Report of the Strategic Director, Place (copy attached).

Contact Officer: Paula Goncalves *Tel:* 29-2352

Ward Affected: All Wards

78. Patcham Character Statement 31 - 74

Report of the Strategic Director, Place (copy attached).

Contact Officer: Sanne Roberts *Tel:* 29-2261

Ward Affected: Patcham

79. Brunswick Estate Repainting- Non-Compliance with the Hove Borough Council Act 1976 75 - 86

Report of the Strategic Director, Place (copy attached).

Contact Officer: Roger Dowty *Tel:* 29-2103

Ward Affected: Brunswick & Adelaide

ENVIRONMENT CABINET MEMBER MEETING

CITY INFRASTRUCTURE

80. Electric Vehicle Charging Points

87 - 94

Report of the Strategic Director, Place (copy attached).

Contact Officer: David Low *Tel:* 29-2455

Ward Affected: Queen's Park; Withdean

GENERAL MATTERS

81. Fees and Charges 2011/12

95 - 128

Report of the Strategic Director, Place (copy attached).

Contact Officer: Karen Brookshaw *Tel:* 29-3047

Ward Affected: All Wards

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 Davies, (01273 291227, email tanya.davies@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

Date of Publication - Wednesday, 15 December 2010

ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 67

Brighton & Hove City Council

BRIGHTON & HOVE CITY COUNCIL

ENVIRONMENT CABINET MEMBER MEETING

4.00PM 4 NOVEMBER 2010

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

Present: Councillor G Theobald (Cabinet Member)

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

Other Members present: Councillors Davis, Kennedy and Turton

PART ONE

49. PROCEDURAL BUSINESS

49a Declarations of Interests

49a.1 There were none.

49b Exclusion of Press and Public

49b.2 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).

49b.3 **RESOLVED** – That the press and public be not excluded from the meeting.

50. MINUTES OF THE PREVIOUS MEETING

50.1 **RESOLVED** – The minutes of the meeting held on 16 September 2010 were approved and signed by the Cabinet Member as a correct record.

51. CABINET MEMBER'S COMMUNICATIONS

51.1 The Cabinet Member reported that the council had been placed as runner-up for two CIVITAS awards for transport innovation and congratulated the officers involved in the work.

52. ITEMS RESERVED FOR DISCUSSION

52.1 **RESOLVED** – That all the items be reserved for discussion.

53. PETITIONS**53(i) Petition – Area J parking scheme extension**

53.1 Mr Stephen Hodgkinson presented an e-petition and accompanying paper petition, signed by a total of 70 people, calling for the council to survey all streets included in the Area J parking scheme extension on the level of utilisation of parking spaces.

53.2 The Cabinet Member advised that there were currently no proposals to carry out a parking survey in the streets in the Area J extension as the scheme had only been operating for just over a full year. There would need to be a clear consensus from residents and Ward Councillors for a survey to be carried out in the future.

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

53(ii) Petition – public seating

53.4 Mr Chris Kift had submitted an e-petition and accompanying paper petition both presented at Council on 21 October 2010 and signed by a total of 143 people requesting that the council consults with residents and the City Wide tenant Disability Network on the removal and placing of public seating in the city.

53.5 Mr Kift was unable to attend the meeting.

53.6 **RESOLVED** – That the petition be noted and a written response be provided.

Note: At the end of the meeting Councillor Fryer submitted an additional 227 signatures bringing the total to 370.

53(iii) Petition – resident vehicular access to Clarence Square, Russell Square and Cannon Place

53.7 Mr Kaeran MacDonald had submitted an e-petition and accompanying paper petition, signed by a total of 25 people, calling for local residents to be permitted access to Clarence Square, Russell Square and Cannon Place from the north of Clarence Square.

53.8 Mr MacDonald was unable to attend the meeting.

53.9 **RESOLVED** – That the petition be noted and a written response be provided.

53(iv) Petition – bus stop, Black Lion, Patcham

53.10 Mr Chris Petken had submitted a petition signed by 226 people opposing the erection and location of a glass and stainless steel bus stop at the Black Lion, Patcham on the grounds that it was out of keeping with its surrounding in a Conservation Area.

53.11 The Democratic Services Officer circulated a statement from Mr Petken who was unable to attend the meeting.

53.12 The Cabinet Member stated that, while he sympathised with Mr Petken's view, the bus stop had been provided as part of the A23 Sustainable Transport Corridor scheme and was served by several bus services, including the 273, 40, 17 and National Express coaches. Before the recent footway improvements, people had been forced to wait for a bus in the middle of a busy junction with no shelter and the improvements meant that the shelter was located safely and conveniently in the best location. Alternative shelter designs were considered, and the one chosen was the least visually intrusive because it was almost completely transparent. The Patcham and Old Preston Society had been consulted and accepted the design of the shelter and there had been an exhibition of the entire scheme in Patcham Library in November 2009.

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

53(v) Petition – play park next to St Cuthman's Church, Whitehawk

53.14 Councillor Morgan had submitted a petition presented at Council on 21 October 2010 and signed by 125 people in support of the proposed new play park next to St Cuthman's Church in Whitehawk.

53.15 Councillor Mitchell presented the petition on behalf of Councillor Morgan who was unable to attend the meeting.

53.16 The Cabinet Member was pleased to report that that the government had released some funds in order to continue with the work previously planned, but not all, and the council was currently considering how it could proceed. He advised that the exact position would be known in coming weeks, but gave assurances that the council was doing all it could to try and deliver as much of the Playbuilder programme as possible, including the proposals detailed in the petition.

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

53(vi) Petition – parking, Connaught Road

53.18 Councillor Older had submitted a petition presented at Council on 21 October 2010 and signed by 16 people calling for permit parking in Connaught Road to reduce the problems experienced by residents.

53.19 Mr Chris Lilley presented the petition and highlighted the effect on residents of people parking in Connaught Road to visit the beach and the shops and restaurants in the area. He added that the problem would be exacerbated by the opening of the new school at the Connaught Centre in September 2011 and that the council needed to act now to make it fairer for residents and safer for the school children.

53.20 The Cabinet Member advised that he would ask officers to investigate changing shared resident permit and pay & display bays into resident permit bays only, and that site visits would take place to establish current parking demands in the road, whilst also taking into account the issue of safety of school children from September 2011.

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

53(vii) Petition – parking, Area H, East Brighton

53.22 Councillor Turton presented a petition presented at Council on 21 October 2010 and signed by 562 people concerning parking problems in Area H East Brighton, and in particular Whitehawk Road, Roedean Road, Bristol Gardens and Arundel Road, and calling for the creation of free parking bays for shoppers.

53.23 The Cabinet Member explained that the council policy within full resident parking schemes was to provide paid parking as it made parking as flexible as possible within retail areas; because free limited waiting parking was difficult to enforce if a vehicle stayed longer than the designated time, and the council was trying to encourage short term parking in the area to support local businesses. The Cabinet Member noted that the majority of residents had voted for the area to have controlled parking and that schemes were usually reviewed after approximately 12 months of operation.

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

53(viii) Petition – CCTV and anti-social behaviour, Hangleton Way

53.25 Councillor Janio had submitted a petition presented at Council on 21 October 2010 and signed by 105 people calling for a CCTV camera to be installed in Hangleton Way, Hove due to continued anti-social behaviour in the area.

53.26 Councillor Janio was unable to attend the meeting.

53.27 **RESOLVED** – That the petition be noted and a written response be provided.

53(ix) Petition – parking, Matlock Road

53.28 Ms Martine Danby had submitted a petition signed by 51 people calling for Matlock Road to be included in a residents' parking scheme in order to ease the problems caused by displacement, particularly in light on the forthcoming inclusion of Tivoli Crescent in the Preston Park scheme.

53.29 The Cabinet Member stated that roads in the area had previously voted against parking controls. He explained that since the introduction of the Preston Park scheme representations had been received from both Tivoli Crescent and Tivoli Crescent North to extend parking schemes to these roads. The Cabinet Member had agreed to the Tivoli Crescent request, which was also supported by ward councillors because, on balance, it was felt to be a missing link and would not materially affect the adjacent roads. The request from Tivoli Crescent North residents was not agreed as it was felt that its inclusion would have an adverse impact.

The Cabinet Member advised that he had considered the request carefully, but that it was felt to be similar to Tivoli Crescent North. Therefore, a petition from a wider area of streets, fully supported by Ward Councillors, would be required.

53.30 In response to a request from Ms Danby to fast track the inclusion of Matlock Road if a petition from neighbouring roads was also received, the Lead Commissioner for City Regulation and Infrastructure explained that scheme reviews had already been programmed for the next 6-12 months, so it would not be possible to fast track any schemes, but once evidence of a wider consensus had been received it could be included in the work programme.

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

54. PETITIONS DEBATED AT COUNCIL

54A Stop the clearance

54a.1 The Cabinet Member considered a petition referred following a Full Council debate on 21 October 2010 concerning action taken by the council to clear areas of Wild Park. The petition had been signed by 1779 people concerned about the lack of consultation over the clearance work and information on why it had taken place.

54a.2 The Cabinet Member stated that there was full agreement at Council to carrying out a full and meaningful consultation and that it commenced sometime ago. As part of it, a Wild Park Focus Group overseeing the consultation process had been established and had met a number of times. A newsletter was also issued to 16,000 homes, guided walks had taken place in the park and meetings with local actions teams were underway and workshops would take place before the end of December.

The intentions of the workshops would be to design new plans for the park which acknowledged its importance in conservation terms and for recreational use. The plans would be more widely consulted on through another newsletter to residents and exhibitions in the park in the New Year.

54a.3 **RESOLVED** – That the petition be noted and the recommendations from Council be agreed.

54B Parking in Preston Park

54b.1 The Cabinet Member considered a petition referred following a Full Council debate on 21 October 2010 concerning parking in Preston Park. The petition had been signed by 2201 people concerned about residents parking their cars in Preston Park to take advantage of the free parking thus reducing the parking available to users of the park.

54b.2 The Cabinet Member advised that, as stated at the Council meeting, officers were setting up a Working Group where draft plans would be presented for full discussion to ward councillors in order that the best solution could be determined.

54b.3 **RESOLVED** – That the petition be noted and the recommendations from Council be agreed.

55. PUBLIC QUESTIONS

55.1 There were none.

56. DEPUTATIONS**56(a) Deputation – citywide 20mph speed limits**

56.1 The Cabinet Member considered a deputation from Mr Chris Murgatroyd on behalf of residents of Goldsmid Ward calling for the introduction of a policy of reducing speed limits on roads primarily for residential use and on those roads with a high number of vulnerable users, as recommended by a recent scrutiny panel report. Mr Murgatroyd stated that the decision made by the Cabinet Member at his meeting on 16 September would result in a partial approach that could cause confusion, unfairness and cost more than adopting a citywide approach, which would be less arbitrary and result in improved safety and quality of life for all residents. Mr Murgatroyd pointed out that the national guidance on speed limits allowed 20mph limits to be applied – even on those roads with average speeds already more than 24mph – as long as there was a strategy for traffic-calming, such as the strategy recommended by the scrutiny panel for incremental calming only where it was really needed.

56.2 The Cabinet Member explained that he had accepted the principles of the recommendations made in the Scrutiny Panel's report, but that he had felt that Recommendation 1, regarding priority areas, was too broad and that some greater priority order needed to be created. He had therefore agreed that the first priority would be the roads in the vicinity of schools.

A Speed Limit Review had also been agreed and would inform the requirements for a wider use of 20mph limits/zones, including necessary measures and costs.

The Council was committed to reducing speeds, not just speed limits and therefore simply putting up signs would not be effective or supported by Sussex Police and, would not conform to the Department for Transport guidance. It could also create a false sense of security creating a greater risk to road safety.

The Cabinet Member advised that for the reasons given, his decision of 16 September would remain unchanged.

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

57. LETTERS FROM COUNCILLORS**57(a) Letter – parking in Bishops Road**

57.1 A letter was received from Councillor Bennett requesting that double yellow lines be installed on one side of Bishops Road in order to prevent current parking problems and improve safety in the road.

57.2 The Cabinet Member advised that officers would investigate the request and discuss their findings with Councillor Bennett.

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

58. WRITTEN QUESTIONS FROM COUNCILLORS

58.1 The Cabinet Member reported that two written questions had been received and that both were from Councillor Davis.

58.2 Councillor Davis asked the following question:

“I understand residents have been advised that the Council has a statutory obligation to investigate the legal status of Cambridge Grove if asked, could the Cabinet member acknowledge that Cambridge Grove (off The Drive) is a public unrestricted thoroughfare.”

58.3 The Cabinet Member gave the following response:

“Officers have checked the records held by the Council and I can confirm that Cambridge Grove is not a public highway maintainable at the Council’s expense. There is also no record of the road being subject to public rights of way of any kind, therefore I have to conclude that Cambridge Grove is a private road.”

58.4 Councillor Davis asked the following supplementary question:

“Residents will be very disappointed to hear your conclusion; are you prepared to look into it further?”

58.5 The Cabinet Member gave the following response:

“I would have thought that home owners would have been informed by their solicitor about the situation when they bought their house. Unfortunately it is a private road.”

58.6 At the Cabinet Member’s request, the Lawyer to the meeting further explained that the council would be willing to consider the matter further if residents submitted evidence of usage of the road over a number of years. She also suggested that an explanation of why the road was deemed to be private be provided to residents to assist their understanding.

58.7 Councillor Davis asked the following question:

“Could Goldsmid Ward be prioritised for funding for a 20mph zone once the transport budget is known?”

58.8 The Cabinet Member gave the following response:

“The priority for implementation of any measures will be strongly linked to road safety, including collision data and existing traffic speed. The City-wide Speed Limit Review will divide the City into clusters to be identified and assessed in terms of key influences, including factors such as schools, colleges, medical, community, retail etc. It is unlikely that the cluster areas will follow ward boundaries. I would also add that subject to funding, any proposal for 20mph limits/zones may be included within the future Local Transport Plan 3 (LTP3). There will be an opportunity for residents to express their views on this through the forthcoming LTP3 survey.”

58.9 Councillor Davis asked the following supplementary question:

“Can you give me an assurance that Goldsmid will be prioritized?”

58.10 The Cabinet Member gave the following response:

“It would be very difficult to prioritise one ward over others, as all councillors will want their ward to be prioritised. Also, the cluster areas won't necessarily be confined to individual wards so that would make prioritization by ward difficult.”

59. NOTICES OF MOTION

59.1 There were none.

60. DOG CONTROL ORDER

60.1 The Cabinet Member considered a report of the Strategic Director, Place concerning the proposal for amending the Dogs Exclusion (Brighton and Hove) Order 2009, Designated under the Clean Neighbourhoods and Environment Act 2005 Sections 55 and 56 in relation to Queens Park.

60.2 Opposition Members welcomed the recommendations and thanked the Friends of Queens Park for campaigning for the changes. They also thanked the Cabinet Member and officers for listening to the views of residents and recommending proposals that would bring greater clarity for all groups of park users.

60.3 The Cabinet Member thanked Roy Pickard and his team for carrying out the consultation and analysis so quickly and the Friends of Queens Park for their involvement.

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

(1) That approval be given to the amendment of the Dogs Exclusion (Brighton and Hove) Order 2009, for Queens Park, resulting in no dogs (whether on a lead or otherwise) being permitted inside the fenced Southern Lawns area, the Quiet Garden, the Wild Garden, the cascade area tennis courts and bowling green as set out on the map attached at Appendix 1.

(2) That the amended Dog Control Order comes into force on 1 January 2011.

61. PLANNING ENFORCEMENT POLICY DOCUMENT

61.1 The Cabinet Member considered a report of the Strategic Director, Place concerning the Planning Enforcement Policy, which would provide a framework for the planning enforcement team to handle complaints and any subsequent investigations into breaches of planning control.

- 61.2 Councillor Mitchell welcomed the report. She advised that residents wanted to see firm, but fair, enforcement and that the proposals within the report would give them greater confidence in the powers of the council.
- 61.3 The Planning Enforcement Manager reported that vast improvements had been made to how the council deal with enforcement matters and that residents would see a difference. He added that the new policy would be well-publicised.
- 61.4 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:
- (1) That the Planning Enforcement Policy be formally adopted.

62. MAINTENANCE OF HISTORIC BUILDINGS

- 62.1 The Cabinet Member considered a report of the Strategic Director, Place providing an annual update on the pro-active programme to ensure the re-use, repair and restoration of historic buildings in the city, including the enforcement of works where necessary.
- 62.2 Councillor Mitchell congratulated the Cabinet Member for the progress made and for making the maintenance of historic buildings in the city a priority. She added that it was good to see the council working across the whole city and using the powers it has available.
- 62.3 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:
- (1) That the updated register of listed buildings that are considered to be 'at risk' be endorsed (Appendix 1).

63. UPDATE ON THE CITYWIDE (NON A&B CLASS ROADS) SPEED LIMIT REVIEW

- 63.1 The Cabinet Member considered a report of the Strategic Director, Place providing an update on progress made to date and details of the revised methodology for the first phase of the Citywide Speed Limit Review.
- 63.2 Councillor Mitchell stated that Speed Limit Review had been going for some time and had now become merged with the issue of 20mph speed limits. She requested clarification of the current position and added that the scrutiny panel's report had shown that there was support for 20mph speed limits in neighbourhoods throughout the city,
- 63.3 In response to questions for Councillor Mitchell, the Lead Commissioner for City Regulation & Infrastructure advised that the council was obliged to complete the review of A and B roads by 2010; this had been done and the findings would be reported to the Environment Cabinet Member Meeting in March 2011. He also explained that the methodology had been revised to incorporate the recommendations of the scrutiny panel.

- 63.4 Councillor Fryer advised that she fully supported the recommendations from the scrutiny panel that considered 20mph speed limits and that no evidence had been provided to show that it would be too costly to implement. She stated that the cluster approach would be piecemeal and would be harder to enforce and more costly in the long term.
- 63.5 The Cabinet Member explained that simply putting up signs was not sufficient and that changes to infrastructure would also be required at an increased cost. He stated that a recent report from the Department for Transport had suggested that 20mph speed limits may not improve safety and added that road safety improvements would continue to be implemented in the city throughout the duration of the Speed Limit Review.
- 63.6 The Lead Commissioner for City Regulation & Infrastructure explained that all roads would be considered, but that the cluster approach would allow vulnerable areas to be prioritised. More detailed information would be available in March 2011 and would inform the Local Transport Plan, but it could be possible to install some measures during the current financial year.
- 63.7 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:
- (1) That the revised methodology for the first phase of the Citywide Speed Limit Review and progress made so far be noted.

64. BRIGHTON & HOVE CITY COUNCIL'S WINTER SERVICE PLAN 2010-11

- 64.1 The Cabinet Member considered a report of the Strategic Director, Place concerning council's revised Highways Winter Service Plan.
- 64.2 Councillor Mitchell advised that she was pleased that the recommendations from the scrutiny panel report had been incorporated into the revised Service Plan and that she hoped that staff would be sufficiently trained. She thanked the officers involved and added that she hoped that links with other organisations would be maintained in order for a joint approach to be taken across the city.
- 64.3 Councillor Fryer welcomed the revised Service Plan and thanked officers for their hard work. She requested further information regarding the possibility of creating strategic pedestrian routes to identify the safest ways to move around the city.
- 64.4 The Cabinet Member advised that the council was keen to work closely with the bus companies to ensure that buses could move around the city as freely as possible during winter weather in order to carry out the important task of treading the grit into the roads. He reported that the Administration had allocated an additional £100,000 each year to specifically help with the issues tackled by the Winter Service Plan.
- 64.5 The Head of Network Management explained that the busiest thoroughfares were prioritised during extreme weather, followed by shopping areas and schools. Resource restrictions meant that pavements would only be cleared during heavy snowfall because it took a significant amount of time and relied on people using the pavements

to tread the salt in. She added that the number of grit bins had been increased to over 400 allowing more residents to help themselves during difficult weather.

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

- (1) That the Brighton & Hove City Council Highways Winter Service Plan 20010/11 at Appendix A be approved.

65. HIGHWAYS WINTER GRITTING VEHICLE PROCUREMENT

65.1 The Cabinet Member considered a report of the Strategic Director, Place seeking approval to tender for and award contract(s) for the replacement of the winter maintenance fleet for the council's highway winter service in 2011/12.

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

- (1) That approval be given for Brighton & Hove City Council to tender for the provision of replacement winter maintenance vehicles for the council's highway winter service in 2011/12.
- (2) That, following a full tender process, either through EU procurement process or through existing national framework contracts, delegated authority be given to the Strategic Director, Place to award the contract(s).

The meeting concluded at 5.10pm

Signed

Cabinet Member

Dated this

day of

WRITTEN QUESTIONS FROM MEMBERS OF THE PUBLIC

A period of not more than fifteen minutes shall be allowed at each ordinary meeting for questions submitted by a member of the public who either lives or works in the area of the authority.

The question will be answered without discussion. The person who asked the question may ask one relevant supplementary question, which shall be put and answered without discussion. The person to whom a question, or supplementary question, has been put may decline to answer it.

The following written questions have been received from members of the public.

(a) Mr Tom French

“In the agenda of the last Environment Cabinet Member Meeting officials estimated that it will cost the City Council £2200.00 to publicise the reinstatement of the dog-free area in Queens Park. What is the total projected cost to the Council of removing and then reinstating the dog-free area in Queens Park, including - but not limited to - any money, staff time and other resources that will have been spent on consulting, reconsulting, seeking any legal advice, and publicising any changes to the dog-free area?”

(b) Mr Chris Cooke

“The council administration's Value for Money report to cabinet in October 2010 demonstrated that £600,000 was to be cut from council supported bus routes over the next few years. Can the Cabinet Member for Environment state that the bus routes 21, 21B, 81, 81A, and 22 will be exempt from these cuts?”

(c) Ms Tracey Hill

"Several residents in the Elm Grove area, notably Franklin Road and Hartington Place, have commented on the number of large vehicles parked in their streets for long periods of time. This causes problems with parking spaces and general aesthetics, particularly if a vehicle is right outside someone's window. As the vast majority of residents are against a residents' parking scheme, is it possible to limit the impact of these large vehicles in some other way? For example, could a time limit of four weeks be placed on any large vehicle remaining parked in the same place?"

ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 73(a)

Brighton & Hove City Council



**Councillor Gill Mitchell
Leader of the Labour Opposition**

41 Bennett Road
Kemp Town
Brighton BN2 5JL

Date: 29 November 2010

Our Ref: GM/

Your Ref:

Dear Councillor Theobald

Residents' parking in Sudeley Terrace, Kemp Town, Brighton.

I would like this letter to be placed on the agenda of the Environment Cabinet Member's Meeting for 23rd December.

Having been contacted by residents of Sudeley Terrace, I would like to request that the current parking arrangements are reviewed and that consideration is given to the provision of resident permit parking only on the southern side of the street.

At present there is a shared pay-and-display / resident permit system on one side of the street with the other side being given over to disabled parking bays. This restricts the amount of parking available to residents of the street quite considerably.

The available parking bays in the street, that is adjacent to the Royal Sussex County Hospital, are already under pressure from ambulances, delivery lorries etc as well as general hospital traffic and with the hospital set to be expanded, residents would like their parking to be protected.

I do hope that this request can be considered.

Yours sincerely,



Councillor Gill Mitchell

Telephone/Fax: (01273) 291177 Email: gill.mitchell@brighton-hove.gov.uk

Labour Member for East Brighton Ward

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 Kitcat

“Why has Brighton & Hove's municipal waste tonnage increased against a national and regional trend for waste reduction? (According to DEFRA figures at <http://www.defra.gov.uk/evidence/statistics/environment/wastats/bulletin10.htm>).”

(b) Councillor Kitcat

“Why has this Council performed less well than the previous year, despite other councils across the UK improving performance year on year?”

(c) Councillor Kitcat

“What are the particular reasons that apply here which mean that recycling services perform much worse than the regional average (South East average is 35%)?”

(d) Councillor Kitcat

“What is Cllr Theobald going to do about to make sure that next year this Council's recycling figures are at least on a par with other local authorities?”

(e) Councillor Kitcat

“What is the carbon debt associated with the failure to maximise the recycling service in the city, and how do this Council intend to reduce carbon emissions from waste operations to promote a low carbon waste service?”

ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 76

Brighton & Hove City Council

Subject:	Planning Application Local Validation Requirements Consultation		
Date of Meeting:	23 December 2010		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Maria Boyle	Tel: 29-0435
	E-mail:	maria.boyle@brighton-hove.gov.uk	
Key Decision:	No		
Wards Affected:	All		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 A validation requirement is the information which is needed to make a planning application valid so that it can be understood and assessed by everybody who gets involved in commenting on them. Government sets minimum requirements and has recommended that there should be local requirements which are related to local policy. After public consultation these were adopted by the City Council in 2008.
- 1.2 It is now intended to launch (7 January 2011) a substantial consultation on these local requirements. The purpose of this is to ensure that the requirements are clear, concise, necessary and easily understood.
- 1.3 Whilst the number of planning applications received has continued to rise this year, the Planning Team has succeeded in reducing the time taken to validate planning applications. This has been achieved through a helpful checklist approach and direct support for people applying for planning permission to assist them when completing forms. The consultation is intended to further improve the service the City Council offers.

2. RECOMMENDATIONS:

- 2.1 That the reviewed local validation requirements for the submission of planning applications be subject to a period of 8 weeks public consultation commencing on 7 January 2011.
- 2.2 That the results of the public consultation be reported back to the Environment Cabinet Member Meeting for decision.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The Government introduced a new system of standard planning application forms (1 APP) with effect from 6 April 2008. Alongside this, the Government recommended that a list of local requirements for the validation of planning applications were adopted by all local authorities.

- 3.2 In response to this and to support the introduction of the 1APP forms, the Government introduced a national list of validation requirements i.e. the minimum information that is required so that a planning application can be registered, known as the 'national information requirements'
- 3.3 With effect from 6 April 2010 the Department for Communities and Local Government issued guidance on the list of local requirements and validation which replaced section 3 of Circular 01/2006 Design and Access Statements, all of Circular 02/2008 Standard Application Forms and Validation, and all of 'The Validation of Planning Applications: guidance for local planning authorities (CLG, 2007).
- 3.4 Under Section 5 (5.1) of the new guidance document the recommendation was made that Local authorities review and revise their local lists. These changes should be issued to the local community, including applicants and agents for consultation. Presentation of the Local list should be clear and concise and may be most clearly presented in the form of a Matrix of requirements. The consultation period should last no less than eight weeks.
- 3.5 Contrary to the national trend planning applications submitted to Brighton and Hove have risen. 1127 applications were registered for the first 2 quarters of 2009 compared to 1846 for the same period in 2010. An increase of 719 applications registered in this 6 month period.
- 3.6 The service has had some real success with the use of a checklist approach to provide clear reasons about why information is required and when.
- 3.7 Pro-active support and guidance is available to professional agents and the general public from the planning administration team. This takes the form of e-mail and direct telephone call contact which in turn speeds up communication. Where possible and when given permission by the applicant/agent the team will carry out minor amendments to plans and documents in order to progress an application.
- 3.8 The policy statement on the local list requirements sets out five principles to guide the preparation and review of local lists which are necessity, precision, proportionality, fitness for purpose and assistance. In short these mean that:
- Local list requirements should be based on national, regional or adopted local planning policy, or statutory requirements (other than the statutory national information requirements).
 - It should be clear that types of development require the provision of supporting information.
 - Wherever possible, planning authorities should set out the circumstances where a local list item will or and will not be required.
 - Applicants should be encouraged to be brief, whilst providing the planning authority with sufficient information to enable them to understand where the site is, what the development proposal is, and what the main impacts of the scheme would be for each element of the list, it should be clear where any further information or answers to queries can be obtained.

- 3.9 The list of local requirements help to ensure that the necessary information is received before the application is registered as valid.

4. PROPOSED CHANGES

- 4.1 The changes proposed will build on our successful checklist approach and include the technical areas of areas of Air Quality, Noise Impact, Transport Assessment.
- 4.2 The successful checklists for sustainable building design and bio-diversity have helped to aid understanding of the technical requirements.
- 4.3 The emphasis will be on making sure that we adapt the way we gather the information so that we only ask for it once. The opportunity will also be taken to review the current checklists and to ask what we can do better.

5. CONSULTATION

- 5.1 The consultations is intended to commence on 7 January 2011 and last for eight weeks. Local, regional and national organisations will be contacted electronically by the city council and invited to submit their views on the proposed review of the local list requirements

These will include:

Amenity groups
Environmental and wildlife groups and agencies
Community groups
Residents' associations
Planning Forum of professional agents and consultants
Libraries
Utility companies
Local councillors
Council officers
CAG

- 5.2 It is intended that details of the consultation will also be made available on the councils website <http://www.brighton-hove.gov.uk> The consultation should be advertised on the Planning News page.

6. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 6.1 The full cost of the consultation and revising the list of local requirements will be met from within existing revenue budgets

Finance Officer Consulted: Karen Brookshaw

Date: 15/11/10

Legal Implications:

- 6.2 Section 62(3) of the Town and Country Planning Act 1990 allows local planning authorities to require that applications for planning permission include such

details and evidence in support of the application as the planning authority considers necessary provided such requirements are not inconsistent with the relevant development order. The current development order is The Town and Country Planning (Development Management Procedure)(England) Order 2010 and the proposed new local list requirements are compatible with the provisions of this Order. Failure to submit the documentation required by the validation checklist will result in the application being found invalid.

- 6.3 There are no adverse human rights implications arising from the Report

Lawyer Consulted:

Hilary Woodward

Date: 15/11/10

Equalities Implications:

- 6.4 There are no equalities implications relating to this policy document that fall outside the normal service delivery for the department.

Sustainability Implications:

- 6.5 There are no sustainability implications relating to this policy document that fall outside the normal service delivery for the department.

Crime & Disorder Implications:

- 6.6 There are no crime & disorder implications relating to this policy document that fall outside the normal service delivery for the department.

Risk and Opportunity Management Implications:

- 6.7 There are no risk and opportunity management implications relating to this policy document that fall outside the normal service delivery for the department.

Corporate / Citywide Implications:

- 6.8 To be applied city wide.

7. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 7.1 Guided by central government and best practice on how to carry out a review of the local validation requirements and the consultation process.

8. REASONS FOR REPORT RECOMMENDATIONS

- 8.1 Agreement that the reviewed local validation requirements can proceed to formal public consultation.

SUPPORTING DOCUMENTATION

Appendices:

None

Documents In Members Rooms

1. Guidance on information requirements and validation

Background Documents

None

ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 77

Brighton & Hove City Council

Subject:	Replacement of Brighton & Hove Sustainability Checklist		
Date of Meeting:	23 December 2010		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Paula Goncalves	Tel: 29-2352
	E-mail:	paula.goncalves@brighton-hove.gov.uk	
Key Decision:	No		
Wards Affected:	All		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The report seeks approval to make changes to the council's online sustainability checklist. Completion of the checklist is a council requirement for all who submit residential planning applications. The checklist is part of the council's Sustainable Building Design Supplementary Planning Document (SPD 08) and is an important component in its objectives of securing more sustainable residential development. The proposed changes will make the checklist more user-friendly for planning applicants and will improve the quality of the data that is used for monitoring purposes. The new checklist will be hosted in-house by the council, replacing the existing version that is outsourced to an external company. This will save money and make it easier to undertake future refinements and improvements to the system.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member endorses the replacement of the currently outsourced Sustainability Checklist with a new in-house version hosted by the council's ICT services.
- 2.2 That the Cabinet Member agrees the timetable of production, testing, and implementation of the new in-house Sustainability Checklist by 1 April 2011.
- 2.3 That approval be given for the in-house version of the Brighton & Hove Sustainability Checklist to be adopted, subject to any minor non-material alterations agreed by the Strategic Director of Place in consultation with the Cabinet Member for Environment.

3. RELEVANT BACKGROUND INFORMATION

- 3.1 Brighton & Hove's Sustainability Checklist is an online tool, completion of which is a requirement for all who submit residential planning applications. The checklist has been up and running since 2008 and is important in:
- improving the sustainability credentials of new residential development;
 - raising awareness of sustainability policies and issues; and

- providing important data that is invaluable is assessing the performance of the council's sustainability policies (Local Plan Policy SU2 and accompanying Sustainable Building Design Supplementary Planning Document (SPD08)).
- 3.2 The effectiveness of the checklist as a planning tool is reflected in the fact that it won the Royal Town Planning Institute's Sustainable Communities category in the South East Regional Planning Awards in 2008.
- 3.3 At present, the checklist is hosted and managed outside the council by an IT company. This has incurred an annual fee of £3,400. The current service contract is due to end on 31 March 2011, thereby providing the following opportunities:
 - improvements to the checklist to make it more streamlined and user friendly;
 - an improved quality of data for monitoring purposes;
 - the ability to more easily and cheaply undertake troubleshooting and make future refinements and improvements to the system; and
 - a more cost-effective in-house option for the financial year 2011-2012 and beyond.
- 3.4 The more streamlined and user-friendly checklist will comprise a reduced number of questions, focussing on factors that are considered to be the most relevant for policy-monitoring, implementation and awareness-raising. The details are still in the process of being refined but it is likely that, depending on the scale and nature of the development proposal, the current maximum number of questions that an applicant will have to complete will reduce from 72 to 30.
- 3.5 A further benefit of the new checklist will be that applicants who submit a revised planning application (following an earlier refusal) will have the ability to resubmit their previous checklist, without having to complete a new one. This is not possible under the existing system.
- 3.6 The reason for preparing this report and seeking permission to amend the checklist is that any change to the checklist constitutes a change in kind to the adopted Sustainable Building Design Supplementary Planning Document (SPD 08) as approved at Environment CMM on the 5 June 2008. It should be noted, however, that any modifications to the checklist do not incur changes to the content of the SPD document itself.
- 3.7 The timetable for amending the checklist is set out below:

2010

October-December: content review and software preparation/consolidation

2011

January: call for volunteers for testing

February: testing and final adjustments

March: training sessions for local agents, members and officers

1 April 2011: new in-house checklist goes online

4. CONSULTATION

- 4.1 Building on the experience of the current checklist, there will be an opportunity for local agents, members and officers to test the new in-house version of the checklist. A targeted call for volunteers will be sent out in January 2011 to give an opportunity for some local agents, members and officers to test the tool and make suggestions as to how it could be improved.
- 4.2 Once the tool is finalised, a wider invitation will be sent to local agents, members and officers for a series of tailored training workshops prior to it going on general release.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 Brighton and Hove's Sustainability Checklist currently costs £3,400 to produce. The costs of tool development, testing, training and implementation will be met from within existing revenue budgets, as the work will be undertaken by council staff.

Finance Officer consulted: Karen Brookshaw

Date: 08/11/10

Legal Implications:

- 5.2 The introduction of a new in-house checklist will not result in any change to planning policy. Neither, as stated in the body of the Report, will SPD08 Sustainable Building Design require any amendment to its text. Section 62 (3) of the Town and Country Planning Act 1990 allows local planning authorities to require certain evidence in support to be submitted with planning applications. Failure to comply will result in the application being declared invalid. One of the Council's requirements under s62(3) in respect of residential applications is the submission of a completed sustainability checklist, as noted in paragraph 3.1 of the Report.
- 5.3 It is not considered that any adverse human rights issues arise from the Report.

Lawyer consulted: Hilary Woodward

Date: 15/11/10

Equalities Implications:

- 5.4 The Sustainability Checklist is an online tool. It is more easily accessed by internet users. Provisions put in place to mitigate this problem. User support services put in place for the existing online checklist will continue to assist users who do not have access to a computer or the internet. These include telephone-based support service and printed copies posted upon request.

Sustainability Implications:

- 5.5 The tool represents the planning policies which focus on overall sustainability of applications: namely Local Plan policy SU2 and SPD08 Sustainable Building Design. These involve holistic standards for resource efficiency in materials,

water, energy and carbon reduction in order to deliver sustainable development through the planning system

Crime & Disorder Implications:

5.6 None identified.

Risk and Opportunity Management Implications:

5.7 None identified.

Corporate / Citywide Implications:

5.8 The Sustainability Checklist is a tool which can monitor what sustainability standards are being proposed at planning stage. Having this facility was unique at the time it was created in 2008, and as far as officers are aware, remains a unique tool in terms of its capacity to monitor these details. This is valuable both for Brighton & Hove, but also as a tool to assess the success of planning policies for sustainability more widely.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1 The alternative to developing an in-house checklist is the 'do nothing' option. That is, to secure £3,400 per year to keep the current checklist in place. This option was considered less cost-effective than developing an in-house version.

7. REASONS FOR REPORT RECOMMENDATIONS

7.1 To ensure there is detailed, up to date, clear advice to all those with an interest in the development process on relevant sustainable design policies.

7.2 To deliver more effective implementation of sustainable building policies and improved monitoring.

7.3 To enable the local planning authority to prepare for implementation of the new checklist and local planning applicants/agents, members and officers to familiarise themselves with its contents and functionality.

SUPPORTING DOCUMENTATION

Appendices:

None

Documents in Members' Rooms:

None

Background Documents

1. Local Plan Policy SU2
2. SPD08 Sustainable Building Design
3. Environment CMM report 5 June 2008

ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 78

Brighton & Hove City Council

Subject: Patcham Character Statement
Date of Meeting: 23 December 2010
Report of: Strategic Director, Place
Contact Officer: Name: Sanne Roberts Tel: 29-2261
E-mail: sanne.roberts@brighton-hove.gov.uk
Key Decision: No
Wards Affected: Patcham

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The report seeks approval of the Patcham Conservation Area Character Statement, following a positive public response. The Character Statement has been welcomed as clearly defining the character and appearance of the conservation area, which needs to be preserved or enhanced. This comprehensive appraisal, as now amended, will provide a good basis for making development control decisions and may prompt future initiatives to improve the appearance of the area.
- 1.2 A good deal of support was also received to the recommended changes to the conservation area boundary and to the making of an Article 4(1) Direction to control unsympathetic alterations to dwelling houses.

2. RECOMMENDATIONS:

- 2.1 That the Patcham Conservation Area Character Statement be adopted, subject to any minor grammatical and non-material text and illustration alterations agreed with the Cabinet Member for Environment.
- 2.2 That an Article 4(1) Direction be made for dwellings in the area under the Town and Country Planning (General Permitted Development) Order 1995, as recommended by the Patcham Conservation Area Appraisal and detailed in annex 3.
- 2.3 That the proposed boundary changes, as set out in the Character Statement and illustrated in annex 4, be approved and formally designated under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Patcham conservation area was designated in 1970. It was last reviewed in 1992 when the area was extended and a study adopted.
- 3.2 The character statement (as amended following consultation), which is appended at annex 2, is in line with current guidance from English Heritage (2006). It is

informed by historic research and on-site analysis. It describes the overall character of the area and notes three distinct character areas. The review suggests an extension to the area to include Coney Wood and Patcham Recreation Ground. The regularisation of the boundary to the rear of the Black Lion is also proposed. An Article 4(1) Direction to control incremental alterations to dwelling houses within the area is recommended, noting a threat to traditional architectural features such as timber sliding sash windows. The proposed Article 4(1) Direction is appended in annex 3, and the boundary changes in annex 4.

4. CONSULTATION

4.1 A draft Patcham Conservation Area Character Statement was approved for public consultation at the Cabinet Member's meeting on 16 September 2010. Formal public consultation took place between 28 September 2010 and 9 November 2010. Copies of the draft statement were made available on the Council's website, at City Direct Offices and at Patcham Library. Local residents, businesses, Ward Councillors, the Preston and Old Patcham Society and other local and national amenity societies, English Heritage and other key stakeholders were all consulted. Posters were displayed in the area. The statement was also reported to the Council's Conservation Advisory Group (CAG).

4.2 A number of representations have been received in from nine individuals, representing themselves, local groups or other organisations. Their various comments are summarised at annex 1, which also sets out how the character statement has been changed, or not, in response to each of the points made.

Main issues arising from the consultation

4.3 The responses broadly support the Patcham Conservation Area Appraisal and its recommendations, including the proposed inclusion of Coney Wood and Patcham Recreation Ground and the proposed Article 4(1) Direction. The changes suggested by some of the respondents relate to (i) transport matters, including the clutter of highway paraphernalia, (ii) possible public realm enhancement at the junction of Old London Road and Ladies Mile Road and (iii) to the revised boundary at Coney Hill.

4.4 A number of representations suggested traffic calming measures in and around the village, and raised issues regarding the adverse effect of parked cars on the A23. These could be explored in further detail with community groups but there are no plans to introduce traffic calming in the area at present, nor justification on highway grounds. Removing parking from the A23 may result in a displacement of parking into the surrounding area; including Patcham village, which may be cause greater visual harm and loss of amenity.

4.5 With regard highway paraphernalia, it can clutter the streets to the area's visual detriment. Some de-cluttering has already taken place during recent highway improvements in the area. More may follow. The character statement recommends signs and modern paraphernalia are kept to a minimum, for new interventions to be sited and designed sympathetically, and for de-cluttering of the streetscape to take place within further phases of road and public realm improvement.

- 4.6 With regard to the Ladies Mile Junction, there are no current plans to alter or improve this area. 5 Wych Elms are to be planted as replacements for the felled trees, between December and March. The further improvements suggested deserve further consultation with local groups and traders.
- 4.7 Two representations were received suggesting the boundary is extended beyond the area recommended, to include the open grassland on Coney Hill. Although this farmland is partly visible from the village and important to its setting, it is not the primary setting of the village or Patcham Place. As such, it is considered more appropriately protected through its inclusion in the South Downs National Park. The importance of those parts visible from the area is highlighted through its identification as part of the 'green buffer'. The character statement has been amended to emphasise this further.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 Costs associated with the adoption of the Patcham Conservation Area Character Statement will comprise staff time and press notices in the Brighton & Hove Leader and London Gazette. These will be met from within the Design and Conservation Team's existing revenue budget.

Finance Officer Consulted: Karen Brookshaw Date: 24/11/2010

Legal Implications:

- 5.2 The Council has a duty under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 from time to time to review its area 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 it is highly desirable that such consultation should take place. The proposed Article 4(1) Direction would be made under the Town and Country Planning (General Permitted Development) Order (1995) and provides a means through which to fulfil the Council's obligation to preserve and enhance the character and appearance of the conservation area. No adverse human rights implications are considered to arise from the Report.

Lawyer Consulted: Alison Gatherer Date: 25/11/2010

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 maintain the character and appearance of the area and its historic buildings could lead to significant adverse publicity for the Council.

Corporate / Citywide Implications:

- 5.7 The statement accords 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 and to secure new uses for redundant historic buildings.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 None considered.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 Patcham Conservation Area does not have an up-to-date, in depth character appraisal. A review of the Patcham 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 The results of public consultation are broadly supportive. The recommendation to adopt the Statement and implement its recommendations has taken account of the representations received during public consultation and the changes made to the document are a result of those comments. The revised wording of the character statement is attached in appendix 2. The making of an Article 4(1) Direction will help preserve the character and appearance of the dwellings in the village through controlling incremental change.

SUPPORTING DOCUMENTATION

Appendices:

1. Table of responses to public representations
2. Patcham Conservation Area Character Statement with proposed amendments highlighted
3. Proposed Article 4(1) Direction
4. Plan showing proposed boundary extension

Documents In Members' Rooms

None

Background Documents

1. Letters of representation
2. Minutes of the Conservation Advisory Group 2 November 2010

	Summary of Main Comments from each respondent	Response
1 Nicholas White	<p>The appraisal appears to me to be objective. The CA Appraisal and final Character Statement should be recommended reading for all inhabitants! I know how much pleasure it gives me to read in the PPCA Statement that my local 'early cast-iron post box' is a feature of note. Anything that helps give residents a sense of pride in their 'patch' must surely be a good idea.</p> <p>Expanding the boundary seems perfectly sensible to me.</p> <p>I agree with the Article 4 restrictions but wonder if they need to be even 'tougher'. In view of the increase in loft conversions and general enlargement of buildings should the Article 4 include more controls on any roof alterations?</p> <p>In view of the densely packed cottage environment will you be controlling rear extensions as well? Here [Preston Park CA], with larger suburban gardens, rear extensions/conservatories etc tend to be more easily absorbed than I imagine they would be in a smaller plot.</p> <p>Can original walls below 1 metre be protected? We're trying to save a low historic wall in Preston presently; even though it's quite low it undoubtedly makes a positive contribution to the CA.</p> <p>When the council serves the Article 4 direction on the residents is it the practice to tell affected residents about the historical study ie CA Statement? I believe most would enjoy reading it.</p>	<p>Supports appraisal</p> <p>Supports boundary extension</p> <p>The proposed Article 4 Direction will bring under control roof alterations including the insertion of rooflights</p> <p>Agree</p> <p>The proposed Article 4 Direction will bring under control the demolition of walls below 1 metre</p> <p>All residents have been consulted on the conservation area appraisal. They will be notified of the adoption of the character statement and the making of the Article 4 Direction, at which point representations on the latter will be sought. They will also be notified if it is confirmed</p>

<p>Use complement instead of compliment (in appropriate places naturally) and the Elm trees shown in one map were recently felled, sad to say.</p>	<p>Noted. The character statement will be amended accordingly.</p>
<p>2 June Langley Patcham Village itself is looking rather sad without the tree now. Of course this had to go. Can something now be done to improve the area as the concrete is uneven and certainly unsightly. This could be a pretty village centre.</p>	<p>5 Wych Elms will be planted as replacements for the 2 trees previously felled.</p>
<p>The Old London Road is dangerous with so many cars speeding through. The speed sign may as well not be there. I live in the Mews and it would be helpful if double yellow lines twice the length of a car either side of the entrance were in place, as pulling out can be very dangerous with the view blocked and speeding cars.</p>	<p>This is a highway management issue that will be monitored.</p>
<p>Black Lion Bus Stop: the 'modern' bus shelter at the Black Lion is inappropriate.</p>	<p>Alternative shelter designs were considered, and the one chosen was considered the least visually intrusive. The Patcham and Old Preston Society had been consulted and accepted the design of the shelter.</p>
<p>A23: A parking bay was painted on the left hand side of the A23 going north. However, cars park on both sides of the road outside the bays, as there are no restrictions, also sometimes right up to the cycle lanes making driving quite dangerous. There are often cars for sale parked there and unsightly vans.</p>	<p>Some parking occurs outside of the marked bays but there are no parking restrictions and it is felt that parking on the A23 would be more acceptable than cars parked in the village itself. The parking enforcement team will be asked to investigate the vehicles for sale on the carriageway with a view to getting these removed.</p>

<p>3</p> <p>Brenda Mann</p>	<p>I was particularly interested in the junction of the Old London Road and Ladies Mile Road at the South of the section 'Village Nucleus Character Area'. This, of course, is an area in the process of change, due to the felling of the elm trees and proposed road changes.</p>	<p>Noted. There are no proposed road changes at present.</p>
<p>You rather tentatively suggest in your final section (p24) that vegetation here 'could be strengthened to screen views between the conservation area and suburban surroundings.' I understand that the elm trees are to be replaced in some form and that the road is to be widened here. However I think that more could be done with this important space in the centre of the village to make it more attractive.</p>	<p>As stated above, 5 replacement elms will be planted here. Further consultation will take place should improvements to the junction be proposed in the future.</p>	<p>As stated above, 5 replacement elms will be planted here. Further consultation will take place should improvements to the junction be proposed in the future.</p>
<p>I do feel that it is very important to consider both the 'positive' aspects of the village and how the more 'negative' areas can be made more visually attractive.</p>	<p>Noted. The appraisal aims to both 'preserve' the positive aspects of the area, and propose management proposals in order to 'enhance' those areas identified as having a negative impact.</p>	<p>Noted. The appraisal aims to both 'preserve' the positive aspects of the area, and propose management proposals in order to 'enhance' those areas identified as having a negative impact.</p>
<p>4</p> <p>Melanie Martin</p>	<p>As a resident of Vale Avenue in Patcham I would welcome this unique area to be outlined as a conservation area. The recreation grounds are widely used as are the woods. There is a growing number of residents in Patcham that are proud and passionate in its conservation (example of this was the wide attendance in the saying 'goodbye' to the Elm trees a few weeks ago).</p>	<p>Supports boundary extension</p>

<p>Noted. The intention of this document is to provide an understanding of the character and special interest of the area in order to inform future change. The report will recommend that all future public realm and highway improvements should be sympathetic to the historic character of the area (although cobbled stones may not be appropriate (as they are not favourable for those with mobility impairments), more traditional materials such as red brick pavers or a yellow gravelled finish to the surface might be appropriate).</p>	<p>What I would like to see as part of the plan is more of a sensitivity to the architecture of Patcham and what changes are made to be in keeping with this. For example the bus shelter that has been built by the well is unsightly and looks so out of place, a smaller wooden one or equivalent would have been so much nicer and instead of tarmac cobbled stones would have been better.</p>	<p>Supports Appraisal</p>
<p>Supports Appraisal</p>	<p>I thought the review was very sympathetic and welcome the recognition of the importance of the setting to the village as a whole.</p>	<p>Noted</p>
<p>Noted</p>	<p>I know that people have not appreciated the new bus stop but I think it has been done sympathetically as it is transparent (as far as possible) and provides a proper bus stop and place to wait for buses.</p>	<p>Noted.</p>
<p>Noted.</p>	<p>I see that traffic counting is underway and would be delighted for any measure that calmed the amount of traffic on Church Hill (particularly the large number of builder's merchant lorries that regularly use Church Hill and which I think may undermine our old cottages which have no foundations).</p>	<p>Agree - plan will be amended accordingly. Although the pond is infilled, it is still an important space in its present form and as a historical focus for the village. The appraisal will be reviewed to ensure that the reasons for its importance are reflected accurately.</p>
<p>Agree - plan will be amended accordingly. Although the pond is infilled, it is still an important space in its present form and as a historical focus for the village. The appraisal will be reviewed to ensure that the reasons for its importance are reflected accurately.</p>	<p>It would be useful to include the SDNP boundary on the map of existing designations on p2. There is regularly reference to the pond drying up, but it has clearly been filled in at some point (and has recently had trees planted on it) so it is difficult to appreciate the significance of it any longer?</p>	<p>5 Catherine Rotondo</p>
<p>6 Hugo Blomfield, City Parks</p>	<p>6 Hugo Blomfield, City Parks</p>	<p>6 Hugo Blomfield, City Parks</p>

<p>7 Preston and Old Patcham Society</p>	<p>This appraisal document is a comprehensive, detailed and sensitive review of the history and present position of the Patcham CA. The Society broadly agrees with the findings and recommendations and feels that an Article 4(1) Direction would be of the greatest benefit to the Conservation Area. It would be particularly valuable in the protection of detail, such as the many flint walls, in helping control alterations and additions to non-listed buildings and strongly influencing new developments of, for example, the Patcham Court Farm site in Vale Avenue.</p>	<p>Supports appraisal and Article 4(1) Direction. No amendments required</p>
<p>Boundary Review: We strongly advocate the inclusion of the farmland south-west of Patcham Place and which backs on to residential development in Brangwyn Crescent and Windmill Drive. We feel it is part of the important landscape setting described in the appraisal (page 3) which relates present day Patcham to its agricultural roots. The photographs attached to the response illustrate the way it emphatically separates the modern development from the historic village setting.</p>	<p>Conservation area designations are primarily concerned with the built environment. The area proposed for inclusion forms the primary setting and backdrop to Patcham Place. The area of farmland south-west of Patcham Place, although visible from the village and important to its setting, is not the primary setting of a built element. It is more appropriately protected through its inclusion in the South Downs National Park. Its importance to the conservation area is highlighted through its identification as part of the 'green buffer'. The report will be amended to emphasise this further where possible.</p>	<p>No further traffic study is proposed, nor does the Transport Manager consider there is a need.</p>
<p>Reference is made to traffic movement within the village and we feel that there is much to be done here. We are very concerned about the use of Old London Road as one of the principal access routes into the Patcham estate, for instance and the speed with which some vehicles as they enter from the southbound lane of the London Road/Patcham Bypass. The question of who has precedence at the point by the fountain, whether those vehicles moving from Church Hill into Old London Road or those leaving the main road, is not clear. Exiting from Old London Road onto the main road, whether to go north or south, is hazardous at busy times. Through-traffic use of Church Hill is also a cause for concern. We feel a serious traffic study needs to be undertaken.</p>	<p>Conservation area designations are primarily concerned with the built environment. The area proposed for inclusion forms the primary setting and backdrop to Patcham Place. The area of farmland south-west of Patcham Place, although visible from the village and important to its setting, is not the primary setting of a built element. It is more appropriately protected through its inclusion in the South Downs National Park. Its importance to the conservation area is highlighted through its identification as part of the 'green buffer'. The report will be amended to emphasise this further where possible.</p>	<p>No further traffic study is proposed, nor does the Transport Manager consider there is a need.</p>

<p>Streetscapes: The appraisal refers to the paraphernalia of modern signage on the main road, on the Black Lion site and as in Old London Road and this too needs careful examination. For instance, is it necessary to have the Round Table's 'Welcome to Brighton' placard when the City Council's own sign is already there? And was the Round Table's sign erected with full planning approval?</p>	<p>Some street clutter has been removed as part of the A23 pedestrian and cycle scheme. A recommendation will be made for signs and modern paraphernalia to be minimised, for new interventions to be sited and designed sympathetically, and for continued de-cluttering of the streetscape to take place within any further phases of road and public realm improvement. The sign will be investigated by the planning enforcement and investigation team.</p>
<p>That some signs and shop fronts in Old London Road are mentioned as not in keeping is another important point. These need to be checked and those which were altered without permission need to be changed. As an example the alterations to the shop front of 138 Old London Road was subject to an Enforcement Order which was never enforced, and a large sign erected above the fascia without the necessary Planning consents.</p>	<p>This has been passed to the planning enforcement and investigation team to investigate</p>
<p>The two large elm trees at the junction of Old London Road and Ladies Mile Road are shown on the Village Nucleus Character Area plan as a positive feature in an 'important local space' described as 'somewhat tired' in appearance. These trees had to be felled recently and replacements were scheduled to be planted this Autumn. No work has yet been done to remove the stumps and roots or to prepare for the new trees. Will consideration be given to freshening up this space as a whole with perhaps some landscaping and new seating?</p>	<p>5 Wych Elms will be planted. At this time there are no plans for further landscape improvements.</p>
<p>This Society feels that the proposal for Article 4(1) Direction to be placed on the Patcham Conservation Area is an exciting opportunity for this area and we hope that the City Council will be able to forward these plans.</p>	<p>Supports Article 4(1) Direction, no amendment required</p>

<p>8 South Downs Society</p>	<p>This is a compact downland village whose position within the 'suburban downland fringe' requires careful and specific protection and enhancement of the conservation area, its immediate vicinity and wider context. It also calls for appropriate external works treatment; in style, colour palette and products that might be used.</p> <p>The importance of maintaining the open spaces and green buffers cannot be over-emphasised. Patcham Place and its grounds, the recreation ground and Coney Wood are highly significant and provide an exceptional setting for traffic coming into and leaving the City of Brighton and Hove. We would generally agree with the analysis of the key views and would also agree that the South Downs form particularly important backdrops.</p> <p>Patcham Village and the conservation area can be viewed from the South Downs to the north. Walking south across the open downland from the South Downs Way National Trail and south past The Chattri provide extensive views over the urban conurbation in general and All Saints Church (above the tree line) in particular</p> <p>The village nucleus is an area of significant importance. It is vital that the character of the area is protected, conserved and wherever possible enhanced. This particularly applies to the area along the A23 and Black Lion junction/Old London Road being adjacent to the National Park.</p> <p>We would agree that some of the shop fronts and signage along Old London Road are not in keeping with the character of the area. We agree that signs, paraphernalia and hard landscaping associated with the Black Lion Hotel erode the area's historic character.</p>	<p>Noted. The Article 4(1) Direction is proposed in order to protect and enhance these aspects.</p> <p>Supports appraisal</p> <p>This view will be added to key view 2 and emphasised in the report</p> <p>Noted</p> <p>Supports appraisal</p>
------------------------------	--	--

<p>The character and setting of the historic fountain is also distracted by the design of the adjacent bus shelter and the telephone box with its brightly coloured advertising.</p>	<p>Noted</p>
<p>Given this we would support proposals that renew and replace existing street furniture including the bus shelter and signage with designs and materials that are sympathetic with the historic character of the area and the proximity of the National Park. Consideration should be given to 'de-cluttering' the signage along the A23 highway corridor along with additional planting inside the curtilage of the Black Lion Hotel.</p>	<p>Some street clutter has been removed as part of the A23 pedestrian and cycle scheme. A recommendation will be made for signs and modern paraphernalia to be minimised, for new interventions to be sited and designed sympathetically, and for de-cluttering of the streetscape to take place within further phases of road and public realm improvement.</p>
<p>We would agree with the findings of the appraisal that the redevelopment of the village barn has affected the historic character of this building and that the derelict state of the 1950s Patcham Court Farm site detracts from the character area.</p>	<p>In agreement with appraisal</p>
<p>Whilst this area falls outside the boundary of the National Park, its location does impact on the visual amenity given the views from the South Downs to the north and also those obtainable from the east including users of the footbridge across the A27 which provides access and egress from the National Park.</p>	<p>Noted</p>
<p>We are pleased to note that the necessary repairs to the main Patcham Place building are in progress but recognise that further restoration works are required. The stables are in a poor condition. We urge the need for repairs and that regular maintenance should be secured.</p>	<p>In agreement with appraisal</p>
<p>We would agree that modern highway paraphernalia detracts from the historic character of the area and parked cars outside Patcham Place impact on the setting of this listed building.</p>	<p>In agreement with appraisal</p>

<p>As with Character Area 1 above, we would support proposals that replace existing street furniture including the bus shelter and signage with designs and materials that are sympathetic with the historic character of the area.</p>	<p>Noted.</p>
<p>Both Coney Wood and Patcham Recreation Ground are within the South Downs National Park and therefore are a nationally important protected landscape. Coney Wood also forms part of land subject to CRow Act 2006 and also public footpaths extend with the trees. Given the significance of the woodland setting of Coney Wood, we would support a review of tree preservation orders to ensure adequate control.</p>	<p>Supports proposal. Coney Wood is not subject to CRow Act 2006, but rather the council permits open access to this land. There are no TPOs in the area as it is council-owned.</p>
<p>Given the present status of this land and the already high protection afforded, the Society has no objection in principle to both the Recreation Ground and Coney Wood being included within the conservation area, such that the proposed boundary reflects that shown on the 1811 Estate Plan.</p>	<p>Supports boundary extension</p>
<p>Works and management measures to conserve and enhance the Conservation Area will need to be the subject of a management plan. Such works and management measures may include:</p> <p><u>To protect and enhance the vistas from the South Downs National Park:</u> Avoid vertical intrusive build form, especially from any development of land within the EM2 Policy Area; Use of essential green roofs or ideally small scale units to marry with the materials and fine grain of Church Hill;</p>	<p>Comments relating to the management of land, such as street trees and Coney Woods, are noted and will be raised with Cityparks. There is no clear benefit to removing parking from the A23 as the road is wide and able to accommodate it. Removing parking from the A23 would result in redistribution elsewhere - most likely within the village itself. Conservation area designations are primarily concerned with the built environment. The area proposed for inclusion forms the primary setting and backdrop to Patcham Place.</p>

Enhance the experience of expansiveness and exhilaration of exposed downland by retaining the character of the rough grassland open space as one leaves the pedestrian footbridge that leads over the A27;

Enhance the green buffer as a vital setting to Patcham Conservation Area by extending the buffer where possible to include planting of trees, with species of those in Coney Wood, around the Black Lion Hotel and around and within EM2 Policy Area and any brown field site that may become available for redevelopment close to the foot of the South Downs. Further to include trees suited to pollution, along the central reservation of the highway of A23 to the north and inclusive of the Mill Road roundabout, known as 'Rabbit Island', and increase street trees to the south on the A23 in the lead up to Patcham Place;

Reduce hard surfaced tarmacadam and asphalted car parking, in particular around Patcham Place, substituting where possible gravelled surfaces.

To protect and enhance the vistas from the A23: Enhance the wooded flanks of the South Downs National Park setting of Coney Wood and Coney Hill by obtaining an Arboricultural Survey, maintaining, managing and interplanting to strengthen the setting and longevity of the woodland;

Retain open space of the recreation ground and estate of Patcham Place thus minimising light pollution.

The area west and north-west of this, although partly visible from the village and important to its setting, is not the primary protected through its inclusion in the South Downs National Park. The importance of those parts visible from the area is highlighted through its identification as part of the 'green buffer'. The report will be amended to emphasise this further where possible.

To protect and enhance vistas from the Conservation Area to the South Downs National Park: Retain open areas, therefore conserving and enhancing the setting of landmark buildings; avoid highway lighting columns and intrusive signage

To improve Gateway experience from major highways: remove street clutter especially on the A23; Remove parking along the A23 for events, a precedent already considered on the A23 Preston Park.

To improve the distinctive gateway from South Downs: Enhance the gateway to the South Downs by foot; Provide appropriate signage/wayfinding, as directional guides to and from the South Downs;

Provide/upgrade facilities on the outskirts of the village ie location of toilets, café, shelter, seating, cycle storage; explore opportunities on the Greenway - cycle access (Policy QD19)

Spatial Analysis; Protect parkland open space of Patcham Place; Retain quantum of open space between plots for either private land with public footpaths or for healthy living initiatives and quiet relaxation, avoiding noise and major overhead lighting of sportsgrounds;

<p>Encourage the use of walling, in particular flint, and the scale of garden plots sizes as a form of enclosure; Locate new boundary to the Conservation Area to follow 1811 boundary of the Patcham Place Estate. Land to the west of A23 may give rise to an extended boundary beyond the proposals eg consider the west and northwest of the proposed conservation area, to include the SNCI designation, currently within the National Park boundary to provide and maintain a wider vista of greenspace as viewed from A23 and the South Downs National Park.</p> <p><u>Materials:</u> Utilise existing traditional materials, techniques and skills to provide external landscape features or streetscape that is in harmony with the gentle subtle tones and ambience of the South Downs;</p> <p>Ensure the use of local materials - notably flint to both maintain local material distinctiveness whilst limiting carbon footprint</p>	<p>Noted</p>
<p>This appraisal is very much welcomed. As stated above, works and management measures to conserve and enhance the conservation area will need to be the subject of a management plan: the Society will be keen to contribute to the development and implementation of that plan and would be grateful to hear the intended timescale for this.</p>	

<p>9 Conservation Advisory Group</p>	<p>Ms Montford (Brighton Society) commenting on behalf of the Preston & Old Patcham Society welcomed the study but recommended that the conservation area should include the whole of Coney Hill, to protect the village's rural backdrop. The Preston & Old Patcham Society are also of the view that an Article 4 Direction is necessary to protect the appearance of houses in the village.</p>	<p>Conservation area designations are primarily concerned with the built environment. The area proposed for inclusion forms the primary setting and backdrop to Patcham Place. The area of farmland south-west of Patcham Place, although visible from the village and important to its setting, is not the primary setting of a built element. It is more appropriately protected through its inclusion in the South Downs National Park. Its importance to the conservation area is highlighted through its identification as part of the 'green buffer'. The report will be amended to emphasise this further where possible.</p>
<p>Mr Amerena (Stanmer Preservation Society) commented that the mounting block at Patcham Place deserved a specific mention.</p>	<p>The report will be amended accordingly</p>	<p>The report will be amended accordingly</p>
<p>Mr Cameron (Regency Square Area Society) queried whether the long triangle of open downland that goes all the way to the junction of Dyke Road should also be included in the extended conservation area. After discussion the group felt this area is adequately protected by the National Park designation.</p>	<p>See comment above. No amendment required</p>	<p>See comment above. No amendment required</p>
<p>Mr Amerena (Stanmer Preservation Society) queried whether the entrance to the tunnel might be included. Mr Dowty advised that this was visually remote from the village and its interest better recognised by inclusion on the Council's list of buildings of local architectural or historic interest.</p>	<p>The report will be amended to suggest that inclusion on the local list should be considered</p>	<p>The report will be amended to suggest that inclusion on the local list should be considered</p>

<p>The group welcomed the appraisal and generally supported it and commended the conservation officer for a very well written report. The group were content with the boundary as proposed, but sought recognition of the importance of Coney Hill to the landscape setting of the conservation area.</p>	<p>Supports appraisal, report will be amended where possible to further emphasise the importance of Coney Hill</p>
---	--

Patcham Conservation Area Character Statement

Deleted: Appraisal

Designated: 1970
 Extended: 1972 and 1992
 Area: 8.41 Hectares 20.78 Acres
 Article 4 Direction: Proposed

Deleted: None

Introduction

Location and Setting

The historic village of Patcham is located 5.5 km north of Brighton's seafront. It comprises a historic downland village, set beside the A23 and now on the northern edge of the city. The conservation area stretches along Old London Road between Ladies Mile Road to the south and the Black Lion Hotel to the northwest, to Patcham Place to the west, and along Church Hill to the junction with Vale Avenue to the north.

Patcham is located in a wide north-south aligned valley. This topography enabled easy passage inland from Brighton, leading in due course to the formation of the London to Brighton road. This strategic location had a major impact on the development of the village, both in terms of its original formation as a hub for the local agricultural economy, and later in catering for trade along the route. The village originally developed around one of several springs that form the source of the Wellsbourne stream. The stream now runs underground. However prolonged heavy rain can cause the stream to surface and flood the area. This occurred most recently in 2000.

Deleted: is based

Amongst its heritage assets, the area contains 33 listed buildings, 1 locally listed building, a scheduled ancient monument and an archaeological notification area (Existing Designations Graphic). It was designated as a conservation area in September 1970, and extended in September 1972 and September 1992. Coney Wood, Patcham Place and the surrounding green space and recreation ground were designated as part of the South Downs National Park in 2010.

Deleted: ly sensitive

Deleted: A study was also produced in 1992.

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 Patcham Conservation Area, and make recommendations for its future management.

Assessment of Special Interest

General Character and Landscape Setting

Patcham conservation area comprises a small downland village, forming a distinct settlement to the north of Brighton. It developed around the church and Patcham Court Farm, with a further large house – Patcham Place – later built on the valley floor. Based primarily on an agricultural economy, landownership was split between the two major centres of Patcham Court Farm and Patcham Place. The settlement

also later benefitted from its strategic location on the road from London to Brighton.

The village preserves its early medieval street pattern, which is essentially linear in form. The major architectural pieces include Patcham Place, the buildings of Patcham Court Farm (including the barn, dovecote and farmhouse) and All Saints Church. The majority of buildings comprise small vernacular cottages, and a strong visual coherence is generated by the use of traditional materials and common features.

Deleted: the

The landscape setting of Patcham is particularly important to its character. The area is located on the northernmost urban fringe of Brighton and Hove, with suburban development to the south and east. Substantial tracts of green space and mature trees surround much of the village, such that it still appears distinct from the surrounding suburbs. Of particular significance, Coney Hill forms the backdrop to numerous views within the village. To the immediate north lies the site of the mid 20th century expansion to Patcham Court Farm, which is now vacant. Beyond this, although divided from the village by the A27, the village is seen in the context of open downland, emphasising the originally rural location and agricultural economy of the area.

Deleted: In

Deleted: the woodland on the flank of

The main through route from London into Brighton - now diverted from the village and comprising the modern A23 – runs through the area. It forms a pleasant route into Brighton, but segregates Patcham Place from the village nucleus.

Historic Background and Archaeology

The origins and historic development of the area

The name 'Patcham' derives from 'Paecca's ham', or the people of Paecca. Patcham was recorded in the Domesday survey, as 'Piceham'. The survey records that in Saxon times it was held by Earl Harold (who lost the battle of Hastings), but after the Norman invasion it was given to William de Warenne. Patcham (with Withdean and Moulsecomb) had 240 villeins, borders and slaves. This is more than any other part of the City and it thus comprised a substantial settlement for this time.

Deleted: Held by

Deleted: .

Deleted: the parish included Hollingbury, Moulsecomb, Withdean and Tongdean, and was one of the largest in the county.

Throughout the medieval and post-medieval periods Patcham formed a small agricultural settlement. The established route from Brighton to London at this time was via Saddlescombe and Dyke Road, with the main road through Patcham running up Old London Road, Church Hill and onto the downland ridge to the north. The major constituents of the original village comprised the Church, farm and mill. The village pond, located to the immediate west of the church and south of Court Farm, was fed by one of several springs forming the source of the Wellsbourne stream.

Deleted: The pond has now dried up, but is visible as a dip in the ground. ¶

The Church, dedicated to All Saints, was built in the 12th century, from which period the nave still dates. The tower was added in the 13th century and the chancel was rebuilt in the 14th century.

Neighbouring the Church, Patcham Court Farm was in the ownership of the Abergavenny family by 1439. It formed a central part in village life, both in terms of

the agricultural economy, and as the seat of local justice. In the medieval period most of the land was cultivated as open fields, but by the late 16th century much of this had been enclosed. This process of enclosure continued throughout the post-mediaeval period.

Formatted: Superscript

Deleted: The surviving farmhouse, barn and dovecote were built in the 17th century.

Patcham Place was probably built by Richard Shelley between 1524 and his death in 1552. The estate was sold to Anthony Stapley (one of the signatories of Charles I's death warrant) between 1615-1620. By 1662, the house is recorded as having 16 hearths, which suggests that it was already a substantial residence at this time.

Patcham Place was purchased by John Paine in 1764, and by 1782 he had altered and extended the property northwards to take on much of its present form. There is some debate as to when the property was refronted in black mathematical tiles: It is most likely these were added between 1783 and 1803. From 1803 to 1814 Grace Paine, widow of John Paine II, occupied the property and it is unlikely work was undertaken during this time.

The Paine family earned their wealth from Brighton's rapid growth as a seaside resort. This shows that by the late 18th century, Brighton's development was beginning to affect social mobility and land ownership. Furthermore, Patcham was becoming a popular destination for day trips from Brighton, and enterprises were set up to cater for this tourist trade. The village also supplied the town with essential goods and market garden produce.

Traditional agriculture of sheep, wool and grain, however, remained central to the economy. Generally sheep grazing was practiced on the higher surrounding Downland and corn was grown in the lowland areas. Land was largely split between the two estates of Patcham Court and Patcham Place.

Deleted: s

Deleted: The open field system ended very late in this parish (in around the 1800s), with l

A number of developments occurred in the 18th century: A group of small cottages were built in The Square, to the rear of numbers 137 and 138 Old London Road. Wootton House was also built in the late 18th century, to the south of the village. Ballard's Mill was constructed at the end of 18th century, probably on the site of a former mill. It is shown on the draft Ordnance Survey plan of 1769-1805 (ESRO AMS 6004 2/1/3b) to the south of the village, but was removed around 1900, although the Mill House remains. The Cuckfield Turnpike (now the A23) was formed in 1770, and soon became established as the main route to London.

Despite being the centre of a large parish, the settlement remained small, as is shown in the draft Ordnance Survey plan (1769-1805) and William Figg's 1811 plan of the Patcham Place estate for Grace Paine (ESRO AMS 3434). It is possible that the owners of the two estates restricted residence in the village to those who had employment on the land, thus limiting its growth.

The 1811 plan shows the Patcham Place estate at this time. The house is depicted with ancillary buildings to the rear (south). A formal garden and driveway are shown to the north, with the more informal paths of the wooded wilderness garden stretching over the slopes of Coney Hill. With the exception of the formal garden, much of this arrangement still survives.

By 1841 employment still depended primarily on agriculture. The building of the railway line close to the village also meant rail workers lodged in the village at this time. The then owner of Patcham Place, Major Paine, refused to allow the railway to be constructed in a cutting on his land, and therefore a tunnel was built. The tunnel collapsed during construction, but luckily without fatality.

The tithe map of 1842 shows that the current settlement was already largely established by this time. The following decades saw suburban development occurring to the south of the parish, in association with the growth of Brighton, but this had little impact on the village itself.

In c.1875 a bakery, and later a Postal Telegram Service and corn merchants, was established by Joseph Harris on Old London Road. He also built an associated windmill above the village at Waterhall in 1880. The mill, now known as Patcham Mill, ceased grinding in 1924 and is now in residential use.

In the 19th century, the church was restored four times; in 1824-5, 1856, 1883 and 1898. The remains of a painted 'Doom' were discovered during the 1883 restorations. The last restoration was the most extensive, with the north aisle and vestry added at this time. Further alterations were made in 1989.

With the parallel growth of Brighton and decline of farming, the population became increasingly reliant on the town for employment. Patcham made use of its location astride the busy London-Brighton road, catering for the needs of travellers with such services as tea gardens, a garage and roadhouse. Increasing traffic led to the re-routing of the A23 around the village in 1926, which diverted traffic from what is now the Old London Road, and therefore away from the village centre. The Black Lion Hotel was built to capitalise on the new road, incorporating the remains of a former villa. This replaced the original Black Lion Hotel, which was located at number 110 Old London Road.

Deleted: construction

Deleted: monopolise

Due to pressures for private housing, Brighton city boundary was revised in 1928 to include Patcham. At this time, farming was at an all time low. This led to the sale of the two estates, with Court Farm and Patcham Place acquired by Brighton Corporation in 1925 and 1926 respectively. Much of the land was sold separately to developers. Vast expansion followed in the 1930s, creating suburbs of Brighton and annexing Patcham into the city's urban conurbation. The Drove – comprising a lane between Patcham and Stanmer for the driving of cattle – was developed into Ladies Mile Road. This road marked the boundary between the two large estates, such that the style and process of development to either side of the road differed. The estates provided low-cost homes for first time buyers as well as a small amount of council housing.

The developing suburbs led to an increased population and Patcham Place was used to accommodate classes from Patcham Junior School in the 1930s. It was let to the Youth Hostel Association in 1939, although requisitioned by the army during the war. Patcham Court Farm expanded to the north of Vale Avenue in the 1950s. The construction of the A27 led to the segregation of the farm from its land. The farm ceased operation at this point, with the farmland leased out. The barn was

converted to residential accommodation and community space, whilst the 1950s Vale Avenue farm site remains vacant.

Archaeological Significance

Evidence for prehistoric activity has been discovered to the north east of the area, where a resistivity survey ahead of development revealed half of a possible Bronze Age round barrow, with a ring-ditch and two internal pits possibly representing graves. This area is now designated as an archaeological notification area.

Deleted: ly sensitive

The conservation area itself contains one archaeological notification area and a scheduled ancient monument. The archaeological notification area is based around the Church and Patcham Court Farm. The Dovecote at Patcham Court Farm is a scheduled ancient monument. It is a circular flint structure with tiled conical roof, constructed in around the 17th century, and retaining 550 nesting boxes and its potence.

Deleted: ly sensitive

Deleted: ly sensitive

Spatial Analysis (Spatial Analysis Graphic)

A clear sense of boundary pervades the conservation area; with small cottages set directly on to the street front, often without pavements. The linear medieval street plan survives in Old London Road and Church Hill. Later development off these, such as the 18th century The Square, reinforces the fine urban grain and small-scale housing of the area.

A more spacious character is provided at Patcham Place and to a lesser extent Patcham Court Farm, where the buildings are arranged further from the road, with mature trees, vegetation and grass banks providing a more sylvan and spacious quality.

Deleted: planting

Open spaces towards the outer edges of the conservation area and immediately beyond it are important in retaining a physical and visual 'green buffer' between the historic village and the surrounding suburbs. This emphasises the area's historic development as a separate settlement to Brighton and preserves the green and rural qualities of its original setting. For these reasons, long views to Coney Hill and the South Downs form particularly important backdrops. In contrast, closer views within the area are foreshortened by the narrow width and curvature of the roads, creating an intimate atmosphere.

Deleted: Wood

Important views in, and of, the conservation area include (Figure 1):

- VI. Views to woodland and farmland on Coney Hill
- V2. Views to open downland from, for example, (a) the A23 and (b) Vale Avenue, and views from downland to village including views of church (c)
- V3. Gradually unfolding views along Old London Road; terminating in mature vegetation
- V4. Gradually unfolding views along Church Hill
- V5. View of Patcham Place from across the recreation ground, with Coney Wood as its backdrop

Deleted: the flanks of

Important spaces and permeation routes in and around the conservation area include:

- S1. The junction of Old London Road and Church Hill, beside Black Lion Hotel
- S2. The Churchyard
- S3. Coney Wood, Patcham Recreation Ground, the walled gardens and the area surrounding Patcham Place
- S4. 'Green Buffer' surrounding the conservation area which acts to distinguish the village from the surrounding suburban development and as a reminder of its once rural setting (show as a green hatching on the associated plan)

Local landmarks in the conservation area include:

- L1. Black Lion Hotel
- L2. All Saints Church
- L3. Patcham Place and its parkland setting
- L4. Patcham Court Farm [barn and](#) dovecote

Character Analysis

The area can be divided into three distinct character areas (Character Area Graphic): The Village Nucleus comprises the fine urban grain of cottages along Church Hill and Old London Road. Further east are the buildings of All Saints Church and the former Patcham Court Farm, set in a more spacious setting. To the west of the A23 are Patcham Place, its associated stable complex and green space.

These three character areas together make up the historic village of Patcham.

Character Area I: Village Nucleus (Graphic)

The Village Nucleus comprises the central part of the historic village. It is set on the floor and east slope of the valley; the principal streets being Old London Road and Church Hill. The area retains a fine urban grain, with small cottages fronting directly on to the road, and further housing set around courtyards and cul-de-sacs behind. Mature, overhanging vegetation and the narrow, curved character of the roads restrict and foreshorten views, creating a strong sense of enclosure.

Streetscapes

Black Lion Hotel junction

The junction between Old London Road, Church Hill and the A23 is a central space in the area (Figure 2). The junction is fronted by the Black Lion Hotel to the north, small flint-fronted cottages to the east and the A23 to the immediate west. The space thus forms the meeting point of the main roads in the area and acts as both a central focus and gateway into the area. The listed drinking fountain is a modest gateway feature for the old village. Recent improvements have been undertaken to the Black Lion Hotel junction and A23 to better manage traffic at the junction and to provide a cycle path. These are of benefit to the area, however modern highway

paraphernalia now dominate over the listed drinking fountain, and the high levels of traffic have a negative impact on the area.

The fountain and the flint cottages to the east promote a rural-scale village character. This character is emphasised by the openness of the junction, in contrast to the rest of the area, and complemented by the neighbouring grass verge along Old London Road. It is, however, a weak space and forms an ill-defined boundary with the A23.

Deleted: i

The Black Lion Hotel has a major presence; its size and scale contrast with the neighbouring more rural scale cottages. The building in its current form dates to 1928, and was built as a replacement for the old Black Lion Hotel on Old London Road when the A23 was built. It comprises a major remodelling of an earlier residence. It is the only building in the area that orientates towards the A23, emphasising its reliance on this route for trade. It is of a typical early 20th century suburban style. Modern signs and paraphernalia erode its character. It sits, however, in quite substantial grounds, which act as part of the 'green buffer' around the village.

Old London Road

Old London Road comprises a traditional village street. The buildings along its length are predominantly 17th and 18th century; however varied architectural styles are present, which reflect its piecemeal development over time. The character of the street is defined through the use of traditional materials (flint, brick, clay tile and slate), two storey buildings, pitched roofs and buildings or tall walls forming a hard edge to the road. Many of the properties are listed, and the majority are of interest both individually and as part of the streetscape, including:

- Dating to the early 18th century, Southdown House displays a fine dressed flint façade with decorative brick parapet and dressings (Figure 3).
- The old Black Lion Hotel at 110 Old London Road retains a well-proportioned façade of grey headers and contrasting red brick dressings. Although now painted over, the former public house sign survives to the side elevation.
- Wootton House is a late 18th century property with black mathematical tile façade, set back behind a tall wall at the corner of Old London Road and Ladies Mile Road.

The 'polite architecture' of Southdown House, the old Black Lion Hotel and Wootton House comprises formal facades made up of regularly spaced vertically hung sash windows and classical features. Such buildings are particularly vulnerable to change that alters the formality of their facades.

In contrast to these, the majority of buildings along the road are vernacular, comprising low cottages with steep pitched roofs covered in slate or clay tile, which contribute collectively to the street scene. They are of interest for their use of traditional materials and vernacular details such as horizontal sliding sash windows,

Deleted: vertically

and in how they have changed and developed in response to changing pressures and fashions over time.

A number of the cottages have been altered to form commercial properties, including the inclusion of a number of bow fronts. The presence of commercial properties, especially the post office and bakery is important in retaining the character and function of the village in serving the local community.

Numbers 96-104 (even) comprise a Neo-Georgian crescent constructed in the 1960s. The slightly bowed shape of the crescent erodes the hard edge to the road, and the design is inappropriate for the area. (Figure 4).

Deleted:

Views along the street terminate in the mature trees framing Patcham Place to the north. Until recently, views to the south terminated in two mature Elm trees. The loss of these trees to Dutch Elm disease is highly regrettable, as these trees formed an important visual barrier between the old village and surrounding suburbia, therefore promoting a sense of the original rural setting. They are however to be replaced.

Pavements along Old London Road are inconsistent – with no pavement provided in some areas. This promotes the rural village character of the area and emphasises the strong building line. The dense built form of Old London Road is further compounded by the presence of further housing to the rear. The Square is an 18th century development of small terraced cottages with weatherboarded or flint and brick elevations (Figure 5). It is particularly picturesque – enhanced by its ‘hidden’ location, the presence of verdant front gardens and informal surface treatments that are in keeping with its rural character. The buildings retain many original features, including horizontally sliding sash and vertically hung sash windows, clay tile and slate roofs and traditional outbuildings, which contribute to the character of The Square.

Old Patcham Mews is a further development to the rear of Old London Road which was constructed in the 1980s. Although opinions are divided as to its success, and its proportions and detailing are poor, it is constructed in traditional materials and preserves the urban morphology of the area, which lessen its impact on the character of the village.

Falling outside the conservation area, the buildings fronting the junction of Ladies Mile Road and Old London Road are of an early 20th century suburban character (Figure 6). The junction forms an important open space at the entrance to the conservation area. The public realm is generic and somewhat tired.

Old London Road comprises a main route from the A23 to the northern suburbs of Brighton. Despite the re-routing of the original London to Brighton route, the road remains subject to high levels of traffic.

Deleted: is therefore

Church Hill

Church Hill comprises a narrow, gently curved street that rises steeply to the north. In comparison to Old London Road, the streetscene and building line is much more homogenous along this road. On the west side of the street, two-storey traditional

flint-walled cottages with gabled or hipped tiled roofs front directly onto the road (Figure 7). The lack of pavement along this side of the street – similar to parts of Old London Road – is distinctive, promoting a rural village character and emphasising the hard edge to the street. Eyebrow dormers to several cottages and the timber framed studwork on number 23 Church Hill add to the vernacular character. Of particular historic interest, number 5 Church Hill dates to the 15th century and forms part of a probable former hall house. The northernmost terrace, Pond Cottages, dates to the 1840s (Figure 8). The terrace is particularly uniform, with rendered, classically proportioned facades and a single dormer window to each property. It forms a later development of a more formal character to the rest of Church Hill. Gradually unfolding views of both the vernacular and 19th century cottages stepping down the hill are particularly picturesque and form a distinctive view in the area.

Formatted: Superscript

A number of larger detached houses, displaying various architectural styles and dates are located to the east. Set back from the road in private gardens, they display a more spacious built form than the cottages to the west. This side of the road has historically always been less developed: The 1811 Plan of the Patcham Place estate reveals that the area comprised two fields at this time, between which were situated the parsonage and a further small house plot. The area was slowly developed, so that by the 1870s the whole street front was divided into house plots. At this point a further vicarage had been constructed to the immediate south of the church; replacing the original parsonage. The building plots preserve the former field boundaries in this area.

Mature vegetation and flint walls form a more prominent feature in the streetscape than the buildings themselves, and promote a clear sense of boundary and privacy. Glimpsed views are apparent to the large green 'field' to the rear of these properties (also known as Dukes Meadow), emphasising that this area was once open and rural. This field is also clearly visible in longer views of the village from Patcham Place, where its function as part of the 'green buffer' is clearly apparent. The importance of this space as an open space has been supported through the refusal of previous proposals for residential development, which were most recently dismissed at appeal in 1990 and 1997.

Ashley Close is a modern cul-de-sac development and set to the east of Church Hill. Dating to the early 1970s, its construction predates designation of the area. It is located on the site of the Victorian Vicarage and preserves the boundaries to this (which are also former field boundaries). The road itself follows the line of the original driveway to the Vicarage. It however creates an opening along Church Hill which erodes the linear form of the street, and the large detached houses are of little architectural or historic merit in themselves. The flint walls at its entrance and the high levels of foliage are nevertheless in keeping with the character of the area and minimise the impact of the development.

Deleted: no particular

Public realm

The narrow, curved streets in this area follow the medieval street layout, which is in principal that of a linear village. Most roads retain generic modern surfacing; however there are some surviving traditional surfaces which enhance the historic

character of the area, such as the red brick paving with granite kerbs along Old London Road, and red brick kerbs along Church Hill. Further, the unmade gravel surface, brick gutters and grassed path in The Square form an intrinsic part of its rural and picturesque character.

Most lighting columns in the area are of the traditional swan-necked variety. Those along the A23 and at Black Lion Hotel junction are modern.

Conclusion

The Village Nucleus comprises the commercial and residential centre of the village. It is characterised by:

- small vernacular cottages of two storeys
- gabled or hipped roofs of slate or clay tile
- elevations of flint and brick, with some render
- a clear sense of boundary
- high levels of mature vegetation

However a number of intrusive features are present in the character area which are damaging to its special historic and architectural interest:

- Some shop fronts and signage along Old London Road are not in keeping with the character of the area.
- Signs, paraphernalia and hard landscaping associated with the Black Lion Hotel erode its historic character. The building has been irregularly extended over time, such that there is now little coherence to its plan form.
- Highway paraphernalia and generic paving materials at Black Lion Hotel junction erode its historic character.
- Despite the construction of the A23, heavy traffic levels and parked cars erode the character of the area. This is particularly apparent at the Black Lion Hotel junction, and along Old London Road, which remains an important access route to the Patcham suburbs.
- Incremental change, including unsympathetic alterations to windows, doors and roof coverings, have occurred to some of the cottages and shops.
- Numbers 96-104 (even) Old London Road erode the hard edge to the road and are of an inappropriate design.

Formatted: Bullets and Numbering

Formatted: Bullets and Numbering

Deleted: ¶

Formatted: Bullets and Numbering

Formatted: Indent: Left: 0.63 cm

Character Area 2: All Saints Church and the former Patcham Court Farm

All Saints Church and the buildings of the former Patcham Court Farm comprise a particularly important group of buildings in the area. The importance of the church and of the farm is reflected in the scale and architectural quality of the individual buildings. The length of the barn in particular – being one of the longest in Sussex – reveals much about the scale of farming at this time and also the prestige of the Abergavenny family, as dominant landowners in the area.

The close proximity of the church and farm reveals much about relationships between the landowner, church and community. The church and farm complex would have formed the heart of the village on many levels – economically, spiritually, judicially and socially. The function of this area as the heart of the village would have originally been further emphasised by the presence of the village pond outside the Church, which has now dried up and been infilled and landscaped to form a pleasant green space.

Grass verges along the road, open spaces around the former farm and church and private gardens to the west create a rural quality to this area. Surface treatment, including the use of red pavers set on edge, complement this rural character.

Deleted: are in keeping with

Important Buildings and Groups of Buildings

All Saints Church

A church in Patcham is mentioned in the Domesday entry, but the current Church appears to date to the 12th century and later. The tower was added in the 13th century, and the chancel rebuilt in the 14th century (Figure 9). The building was heavily restored over the 19th century, during which time the north aisle and vestry were added and a painted Doom discovered. The Church is built in flint with stone dressings and render to the majority of the exterior. It is located on the east flank of the valley, set within its own churchyard and bounded by a flint wall.

The Church is not visible from much of the conservation area. It becomes visible on progressing up Church Hill into the Church and Farm character area. This lessens its impact on the conservation area as a whole; however it is a major focal point of the character area and historically important to the development of the village. The church is also a clear landmark when viewed from downland to the north of the area.

Patcham Court Farm

The surviving farm complex comprises the farmhouse, dovecote and barn, which date to the 17th and 18th centuries. The farmhouse is a two storey flint, brick and tile-hung building with hipped slate roof. It is now split into two dwellings, which are both accessed from Vale Avenue. The Vale Avenue elevation has a large wing extending forwards and set at right angles to the main building. Its appearance suggests that the main elevation may originally have faced south, towards the dovecote and rest of the farm complex.

Formatted: Superscript

Deleted: y

Sizeable gardens bounded by tall flint walls are set to the south of the farmhouse. Within these is set the dovecote, whose significance is reflected in its designation as a grade II listed building and a scheduled ancient monument. Built in flint, the dovecote is circular in plan with a conical tiled roof. It is an unusual survival and adds considerable interest and character to the area (Figure 10).

The barn is set to the immediate north of the Church (Figure 11). Of originally one tall storey, it has weatherboarded and flint elevations and a prominent slate roof. In agricultural use until the 1980s, it was then converted to residential and community

use. The insertion of a high number of openings in the elevation and roof as part of the conversion is regrettable, and erodes the character of the building. A new flint, brick and hung-slate building was constructed to the north within the former farm yard. The conversion to residential use has altered the character of this space from that of a historic farm yard. The flint wall around the site and the barn itself are nevertheless important survivals.

Numbers 120-124 (even) Vale Avenue forms a two storey building with attic and symmetrical façade built in the early 20th century as farm worker's housing (Figure 12). Incorporating the date 1909 and monogram 'A' for Abergavenny, this is relatively rare as it was built at a time of agricultural decline when few such buildings were being constructed. Outside of the conservation area, and physically separated from it, it merits inclusion on the list of buildings of local interest.

The farm expanded to a location on Vale Avenue in the 1950s. Although now vacant, the paddock on the 1950s site and surrounding trees form part of the green buffer surrounding the village.

Deleted: s

Open Space

The character area retains a more spacious character than that of the Village Nucleus. Public green spaces include the former village pond (now infilled and comprising a grassed landscaped area in front of the church), the church yard and grass verges along Church Hill and Vale Avenue. These are complemented by the large gardens present along the west side of Church Hill, which contain high levels of mature vegetation and enhance the rural character of the area.

Deleted: dried up

Deleted: i

The open, green character continues beyond the boundary of the conservation area to the north onto the 1950s Patcham Court Farm site, and to the east where there is a large Churchyard extension and allotments. These form part of the green buffer that distinguishes the village from the surrounding suburbs. The currently vacant buildings on the Patcham Court Farm site are of poor quality and have a negative impact on the conservation area. Any future development on the site should preserve its function as part of the green buffer around the conservation area.

Conclusion

All Saints Church and Patcham Court Farm area retains a spacious green character with individual buildings of varied design and function. The power and prestige of the Abergavenny family is reflected in the architectural quality and scale of the farm buildings, and their close relationship with the Church.

However, a number of poor quality features are present in the area that detract from the special interest of the area:

- The A27 to the north of the area forms a physical barrier between the village (especially Patcham Court Farm) and its former agricultural land on the South Downs.
- The redevelopment of the Village Barn has affected the historic character of this building and the former farm yard.

- The derelict state of the 1950s Patcham Court Farm site detracts from the character area.

Character Area 3: Patcham Place (Graphic)

The Patcham Place area is characterised by high levels of mature vegetation. It contains the large residence of Patcham Place itself, the associated stables and lodge, and the surrounding driveways, walled gardens and mature vegetation that comprise its immediate parkland setting. The wider landscape of Coney Wood and Patcham Recreation Ground – although outside the conservation area – have a direct bearing on the character area.

Built Form

Patcham Place

Patcham Place comprises a large residence, dating in its current form to the late 18th century (Figure 13). There has been, however, a house in this location since at least the 16th century, parts of which survive within its present form. The building is of two storeys with a black mathematical tile frontage and stone dressings. The main elevation faces north. It is of seven bays and symmetrical design, with a central doorway with Tuscan columns. The three central bays are housed under a small pediment with oculus window. The numerous phases of the building are reflected in its complex plan form and roofline. Its interest is emphasised by its designation as a grade II* listed building. Used as a youth hostel for much of the 20th century, it is now vacant.

To the streetfront, the house displays a six bay symmetrical façade with a canted bay window to each side. This is set back from the A23 behind a belt of mature beech trees, which continue along the side of the recreation ground. These form a strong boundary between the A23 and the Patcham Place estate. Although important in views from the Black Lion Hotel junction and from the A23, its orientation away from the road and the belt of mature trees mean Patcham Place does not form a major part of the streetscape. Instead, its primary setting is the recreation ground with Coney Wood forming its backdrop.

The arrangement of driveways forming the immediate surrounding to Patcham Place is already evident on the 1st edition Ordnance Survey map of 1874. Parked cars, however, now line the drives and detract from the primary setting of the house.

Patcham Place Stables

The stables associated with Patcham Place are arranged around three sides of a yard and date at least in part to the 18th century. The central portion is cobble-faced with yellow brick dressings, pediment and tiled roof. A mounting block is situated between the stables and the House.

Situated to the rear (south) of Patcham Place, the stables do not form part of principal views of the house; instead forming part of an ancillary area. However, they are placed in close proximity to the house, and front directly on to the drive.

Deleted: the

As such they would have been visible to visitors arriving or departing from the house. This is reflected in the quality and level of architectural embellishment on the building.

An engraving by Grimm dating to the 1780s shows ancillary buildings to the rear of the house. These include a very large half-hipped barn – rising to the same height as the house itself. The size of the barn – and its inclusion in the engraving – suggests it was a prestigious structure. It is no longer apparent on the 1811 estate map, by which time parts of the current stable complex are in place.

The stable complex is currently in very poor condition and in need of repair and maintenance.

Patcham Lodge

Patcham Lodge is a two storey rendered building to the southeast of Patcham Place. A building is first evident in this location on the [1874](#) 1st edition Ordnance Survey map. [The A23 was re-routed to its current location immediately adjacent to the Lodge in 1926.](#)

The main elevation faces north; overlooking the drive to Patcham Place. It has a small front garden with a much larger walled garden to the rear. [The east elevation fronts directly on to the A23.](#) It is highly visible along this roadway and also forms an important part of views down Church Hill. It is therefore a prominent building which adds to the character of the area. However it is not listed, and is therefore currently unprotected from incremental change to its windows and roof coverings, which could have a major impact on its character.

Deleted: ¶
¶

Open Space

Walled gardens

A series of tall flint walls bound and divide land to the south of Patcham Lodge. Although part of this area forms the private garden to Patcham Lodge, the remainder forms part of publicly accessible land on Coney Hill. The area combines a mixture of woodland, grassed areas and specimen trees and shrubs, and feels removed from its more urban surroundings (Figure 14).

The area presents a tall flint wall to the roadside, which is a prominent feature along the A23.

Recreation Ground and Coney Wood

Although currently outside the boundary of the conservation area, Patcham recreation ground and Coney Wood form a major part of the setting to Patcham Place and the village as a whole.

The recreation ground forms a large area of level open ground, which provides long views to the front façade of Patcham Place. It contains one structure – a cricket pavilion – along its western edge. Although this is of little historic or architectural

merit, the use of this space for cricket matches – with the backdrop of Patcham Place behind – is a quintessentially English scene. Parked cars line the A23 alongside Patcham Recreation Ground. This is evident particularly when sporting events are taking place but the area also appears to be used informally for park and ride.

Located on the steep flanks of Coney Hill, Coney Wood originally formed the wilderness garden to Patcham Place; comprising serpentine paths winding through woodland. Despite severe damage during the 1987 storm, the wood retains much of its historic character. It forms the backdrop to Patcham Place, the recreation ground and to views from the village. The London to Brighton railway line, constructed in 1841, runs beneath the wood within a tunnel. The entrance to the tunnel lies at the northern end of the wood.

Both Coney Wood and Patcham recreation ground are important reminders of the village's once rural setting and significant survivals of the Patcham Place estate.

Conclusion

Patcham Place Character Area comprises a large 18th century residence, its associated stable and lodge, and its immediate parkland setting. Located adjacent to the A23, the house and its parkland setting form a landmark feature on entering Brighton from the north. The area is predominantly green in character, with high levels of mature trees. This is complemented by the adjoining Patcham Recreation Ground and Coney Wood, which form the wider parkland setting to the house. A number of tall flint walls are located to the south of the area, and are prominent from the A23.

Deleted: i

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

- Whilst some necessary repairs have now been secured, Patcham Place is currently vacant and in need of further repair.
- The stables are in a poor condition.
- High levels of vegetation and views of Patcham Place and the village contribute to making the A23 a pleasing route into the city. The route, however, forms a barrier between Patcham Place and the remainder of the conservation area, and modern highway paraphernalia impact on the historic character of the route.
- Parked cars outside Patcham Place impact on the setting of this listed building.

Special Interest of Patcham Conservation Area

Patcham Conservation Area comprises a historic downland village, which, from the 18th century onwards, occupied a strategic position on the route from Brighton to London. The area contains a large concentration of historic buildings, many of which are listed. Patcham Place, Patcham Court Farm and All Saints Church are the main prestigious buildings in the area, whilst the majority of the building stock comprise more modest vernacular cottages, which are also of architectural and historic

Formatted: Superscript

Deleted: placed strategically

Deleted: historic

interest. The varying architectural styles evident in the village reflect its piecemeal development, yet cohesion is provided through the use of traditional materials; predominantly flint. Roofs are generally tiled, although some are covered in slate. Buildings and walls form a hard edge to the streetscape, creating a strong sense of boundary. Despite some alteration and development, and the encroachment of Brighton's suburbs to the south, the historic village survives largely in tact.

Areas of green, open space in and around the conservation area help distinguish the area from the surrounding suburban development and preserve a rural setting. Across the physical barrier of the A27, views to the open downland to the north remain, emphasising the village's agricultural antecedents.

In summary, Patcham Conservation Area forms a characteristic historic downland village.

Boundary Review

The current boundary to Patcham Conservation Area largely reflects the extent of the historic village settlement, following the boundary between the village and surrounding suburban development.

Coney Wood and Patcham Recreation Ground, however, form a major part of the setting of the village and of Patcham Place. They are present in key views in the village, particularly those along Church Hill. The area also forms part of the 'green buffer' that draws a clear distinction between the downland village and the surrounding suburban development, and promotes a sense of its originally rural character.

The recreation ground and Coney Wood comprise part of the historic estate and parkland setting to the house, as shown on the 1811 Estate Plan. Coney Wood originally formed the wilderness garden to the house, with serpentine paths winding through woodland and specimen trees. Much of this character survives. Orientated towards the recreation ground, this green and level area, flanked by the woodland to its west, forms the primary setting to Patcham Place. Key views of the house are evident across the Recreation Ground to the north, from where the woodland forms its backdrop. It is therefore recommended that both the Recreation Ground and Coney Wood are included within the conservation area. The proposed boundary reflects boundaries shown on the 1811 Estate Plan.

The existing boundary to the rear of the Black Lion Hotel includes half of an area of vegetation and trees to the rear of the hotel's car park, and also a small triangle of the garden of number 11 Court Close. In order to regularise the boundary, it is recommended that the whole area of vegetation is included within the conservation area, and that the garden to number 11 Court Close is removed. The vegetation forms part of the 'green buffer' that distinguishes the area from its surroundings and contributes to the sylvan quality of the area itself. The garden is not related to the historic development or character of the area, and remains visually distinct.

Policy and Proposals

An Article 4(I) Direction under the Town and Country Planning (General Permitted Development) Order 1995 is recommended to remove permitted development rights for the area. This will help to prevent harmful incremental change and the degradation of the special interest of the area as a whole, through managing change to properties such as Patcham Lodge, 1 and 2 Church Hill and individual houses along the west side of Church Hill. Although some permitted development rights were removed from the Village Barn and Old Patcham Mews as part of their planning permissions, the Article 4(I) Direction would provide further control over, for example, the erection of solar panels, which could be especially damaging to character if not installed sensitively. Reinstatement of historic features should be encouraged when opportunities arise.

Suitable long term uses will be investigated for Patcham Place in order to ensure the continued maintenance, repair and survival of this important building. Any long term use should investigate options for reducing parking along the entrance drive.

The stables at Patcham Place are in poor condition. Repairs and regular maintenance should be secured for these buildings.

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.

Traditional paving materials, including red brick pavers, loose gravel surfaces and granite setts, as evident along Old London Road, Church Hill and The Square, should be preserved, with repairs carefully matched to the original. More traditional surfaces such as red brick pavers and gravelled finishes should be used when opportunities arise.

Deleted: such as those

Deleted: T

Deleted: reinstated

Numbers 120-124 (even) Vale Avenue, Mile End Cottages on Ladies Mile Road and the railway tunnel entrance and ventilation stack are located outside the conservation area, and segregated from it. They are, however, of sufficient special architectural and historic interest to be considered for inclusion on the list of buildings of local interest.

Deleted: and

The A23 forms a barrier between Patcham Place and the rest of the conservation area. The character of this route, and the relationship between each side of the road, should be considered when undertaking any further improvements and developments along this highway.

Deleted: historic

Signs and other modern paraphernalia should be minimised in the area and a consistent approach adopted. New interventions should be sited and designed sympathetically. Opportunities should continue to be sought to de-clutter streetscapes during any forthcoming improvement works in the area.

Existing tree cover contributes positively to the character of the area. A review of tree preservation orders is recommended, to ensure adequate control. Vegetation at the junction of Old London Road and Ladies Mile Road could be strengthened to screen views between the conservation area and suburban surroundings. Planting around the Black Lion Hotel boundary could also effectively screen the car park and

poor quality extensions visible in this area, whilst also reinforcing the strong boundary to the road. Soft landscaping in these areas would be encouraged.

The open spaces around the village that form part of the 'green buffer' are **extremely** important in distinguishing the village from the surrounding suburban development and highlighting its originally rural setting. These areas should remain open and green.

Deleted: predominantly

Further Reading

Barrows, A., Harben, J. and Oldfield, E. (1990) *All Saints' Patcham Church Guide and Parish History*

Berry, S. (forthcoming) *Victoria County History of the City of Brighton and Hove*

Brighton and Hove City Council (2009) *Brighton and Hove Urban Characterisation Study* pp87-90

Brighton Borough Council (1992) *Patcham Area Study*

Collis, R (2010) *The New Encyclopaedia of Brighton*

Farrant, S. (1985) *Changes in Brighton and Hove's Suburbs. Preston and Patcham 1841-1871*

Salzman, L. F. (1940) *Victoria County History of the Counties of England: Sussex. Vol. 7*

DEVELOPMENT WITHIN THE CURTILAGE OF A DWELLINGHOUSE

- (a) The enlargement, improvement or other alteration of a dwellinghouse (Class A of Part 1 of Schedule 2 of the Order);
- (b) Any other alteration to the roof of a dwellinghouse (Class C of Part 1 of Schedule 2 of the Order);
- (c) The erection or construction of a porch outside any external door of a dwellinghouse (Class D of Part 1 of Schedule 2 of the Order)
- (d) Development consisting of-
 - (i) the provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse as such; or
 - (ii) the replacement in whole or in part of such a surface (Class F of Part 1 of Schedule 2 of the Order);
- (e) The installation, alteration or replacement of a chimney, flue or soil and vent pipe on a dwellinghouse (Class G or Part 1 of Schedule 2 of the Order)

MINOR OPERATIONS

- (a) The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure (Class A of Part 2 of Schedule 2 of the Order);
- (b) The painting of the exterior of any building or work (Class C of Part 2 of Schedule 2 of the Order);

DEMOLITION OF BUILDINGS

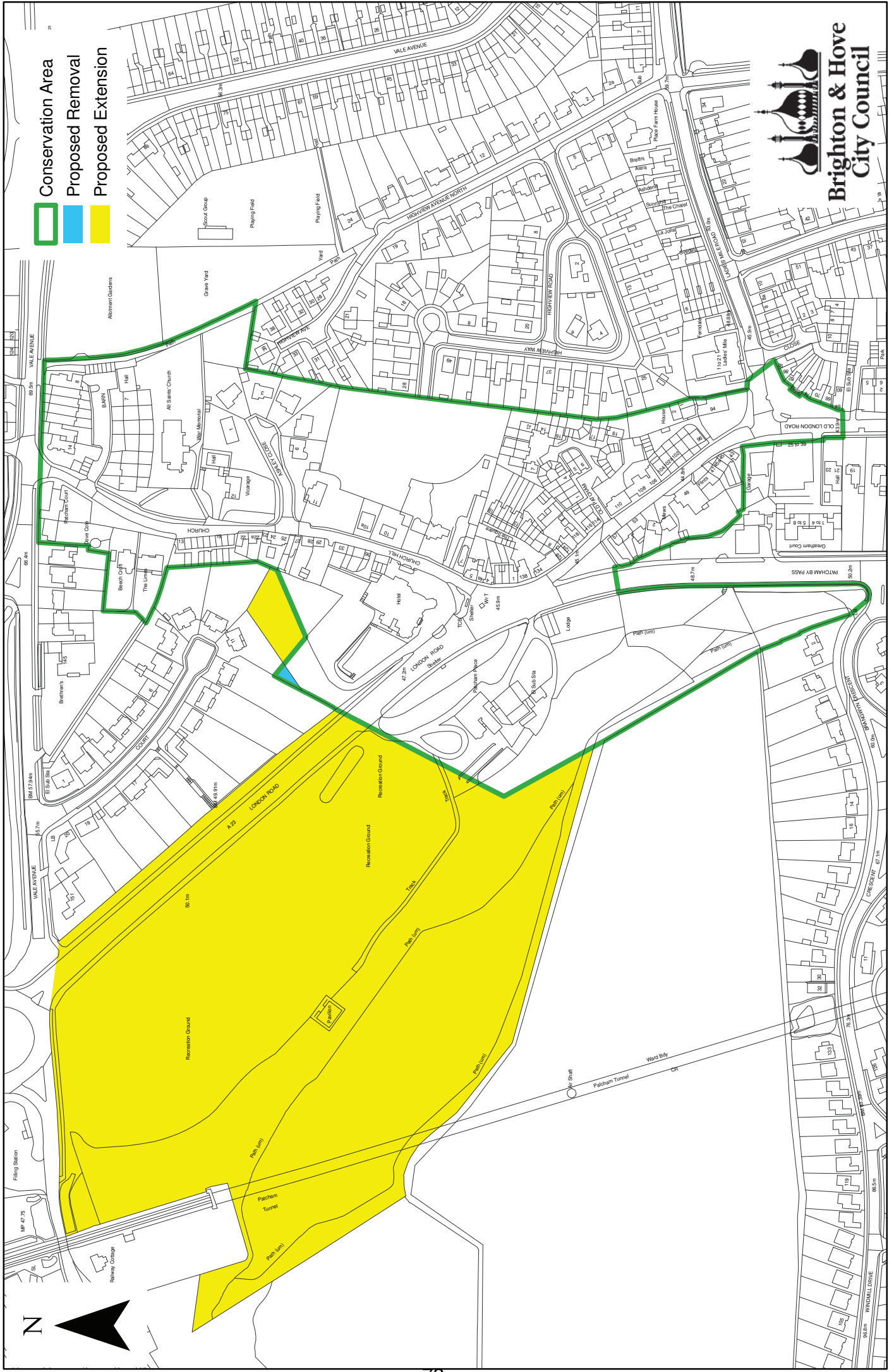
- (a) Any building operation consisting of the demolition of the whole or any part of any gate, fence, wall or other means of enclosure (Class B of Part 31 of Schedule 2 of the Order);

INSTALLATION OF DOMESTIC MICROGENERATION EQUIPMENT

- (a) The installation, alteration or replacement of solar PV or solar thermal equipment on-
 - (i) a dwellinghouse; or
 - (ii) a building situated within the curtilage of a dwellinghouse (Class A of Part 40 of Schedule 2 of the Order);

Patcham Conservation Area - Proposed Boundary Change

Item 78 Appendix 4



ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 79

Brighton & Hove City Council

Subject:	Brunswick Estate Repainting- Non-compliance with the Hove Borough Council Act 1976		
Date of Meeting:	23 December 2010		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Roger Dowty	Tel: 29-2103
	E-mail:	roger.dowty@brighton-hove.gov.uk	
Key Decision:	No		
Wards Affected:	Brunswick & Adelaide		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The Hove Borough Council Act 1976 (the Act) seeks to preserve the uniform appearance of Brunswick Square and Terrace and part of Brunswick Place. Toward this aim it requires the council to enforce the painting of the facades every five years, more particularly this year (2010). This report advises on the current state of compliance with the Act and seeks authorisation for enforcement action in respect of those properties within the Brunswick Estate that have not been repainted.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member authorises the issue and service of notices under Section 3 of the Hove Borough Council Act 1976 on the owners and occupiers of those properties in Brunswick Terrace, Brunswick Square and that part of Brunswick Place south of Western Road, where external decoration of the street fronts has yet to commence.
- 2.2 That the Cabinet Member gives approval for prosecution proceedings against owners in the event of non-compliance with the requirements of any notice served.

3. RELEVANT BACKGROUND INFORMATION

- 3.1 This Act places a statutory duty on the owners of the listed properties that fall within the original Brunswick Estate to comply with the requirements of the Act. Its purpose is to preserve the uniformity of appearance throughout the estate and its requirements include repainting the street fronts (including iron railings and balcony) every fifth year ie 2000, 2005, 2010 etc. The Estate comprises 1-58 Brunswick Square, 1-42 Brunswick Terrace and 1-8 Brunswick Place. Regular repainting is an essential part of their maintenance, the enforcement of which is supported by the residents, and seen to be in their collective interest.
- 3.2 The paint system used for the stucco remains the water based, smooth semi gloss masonry paint 'Sandtex Classic Stone Gloss' as previously approved.

- 3.3 **Publicity:** Owners and managing agents of properties within the Estate were reminded of the requirement to redecorate the fronts of their properties by letter in May 2009. They were sent copies of the paint specification, and advised that the specification could also be downloaded from the council's web site.
- 3.4 Further advisory letters and specifications were sent out during the intervening period on receipt of details regarding changes in ownership or managing agents, and more recently on receipt of advice from the paint manufacturer that the regulations regarding paints will change next year. The paint already produced contains more Volatile Organic Compounds, than the new regulations will permit. The paint manufacturer feels it has met its obligation, and produced sufficient paint to complete the 2010 repainting, and will not produce new stock that is legally compliant ahead of the next paint cycle. Producing small batches of a non standard paint is uneconomic. The consequence is that the exterior gloss paint specified for the windows cannot be made available in the New Year and owners have been alerted to the need to purchase sufficient stock this year to complete the 2010 redecoration work, and any necessary intervening maintenance, before the next repainting year.
- 3.5 **Compliance to date:** at the time of writing this report, redecoration has still to commence at 28 properties (25%). The rate of progress is similar to that in 2005, but it remains disappointing that starts on many properties continue to run into the winter months, despite officer's encouragement in providing planning and conservation advice, and the production and publicity of a detailed paint specification. In October, out of the 109 properties within the Estate, only 39 had been redecorated with work in progress on a further 40. The figures will be updated verbally at the meeting. Residents that have painted their properties have expressed disappointment that others have still to paint, and have asked that the council take appropriate action for reasons of fairness.
- 3.6 All owners, agents, and residents have been made aware that failure to repaint this year will lead to notices being served requiring prompt redecoration in spring 2011. Of the properties that have yet to be painted, 3 owners have confirmed that they will be commencing work imminently, and 10 have confirmed a spring 2011 start date. A further 6 owners have advised that there are matters still to be resolved before a painting contract can be let, and a further 9 have failed to respond at all.
- 3.7 Enforcement provided by the Act consists of the service of a notice requiring the redecoration works to be carried out within a set compliance period. Owners have the right of appeal. The council does not have the power to waive the requirement to repaint in the case of individual properties, and in order to maintain the uniform appearance of the estate, it is recommended that notices are now served on the owners of those properties that have still to paint.
- 3.8 Notices served must allow a reasonable period of time in which to complete the required redecoration, having regard to, for example, weather conditions, the condition of the property and extent of works proposed, and the time required to arrange the works and appoint a builder. It is anticipated that 4-6 months will be judged a reasonable period in which to complete the works. In order to achieve prompt redecoration, it is proposed to serve notices in January 2011, giving first priority to those properties where owners have set no dates for commencement.

In those cases where spring start dates have been set and confirmed in writing and where there are no known exceptional circumstances, notices will be served and the compliance period will be set at start date plus one month.

- 3.9 The council will assist any property owner, who has difficulty in complying with the requirement, to overcome any delay as quickly as possible. But where necessary it is the intention that non compliance should lead to prosecution proceedings.

4. CONSULTATION

- 4.1 The ward councilors have been consulted, and have advised that they wish to make no comment.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 Any enforcement action arising from this report will be covered from within the Design & Conservation team's revenue budget.

Finance Officer Consulted: Derek Mansfield

Date: 16/11/10

Legal Implications:

- 5.2 Failure to repaint a building in the prescribed repainting year is not in itself an offence. However where the redecoration works are not carried out, the Act makes provision for the service of a notice on the owner or occupier to remedy the contravention. Notices must allow a reasonable period of time in which to complete the required redecoration. It is only in the event of failure to comply with the notice that an offence has been committed and a liability to prosecution arises.

- 5.3 With regard to Human Rights Act implications, the proposed actions of the Council are within its legal powers, and pursue the legitimate aim of preserving a uniformity of appearance of important local buildings. Although there will be some disadvantages to individuals, there will also be benefits to the community as a whole. In exercising its powers under the Hove Borough Council Act 1976 the Council needs to consider whether the disadvantages will be outweighed by the benefits.

Lawyer Consulted:

Alison Gatherer

Date: 16/11/10

Equalities Implications:

- 5.4 There will be no significant impact on any of the equality strands. An Equalities Impact Assessment is not considered necessary because the report does not concern matters of new policy.

Sustainability Implications:

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

Consumption and Production, the retention and timely redecoration of existing buildings reduces construction and demolition waste.

Crime & Disorder Implications:

- 5.6 The good maintenance of publicly visible buildings can help to discourage anti-social behaviour and graffiti.

Risk and Opportunity Management Implications:

- 5.7 The failure to enforce the Act could lead to significant adverse publicity for the council.

Corporate / Citywide Implications:

- 5.8 The recommendations accord with the Corporate Plan priority to protect the environment whilst growing the economy and also accord with the priority of fair enforcement of the law, by ensuring that any formal action is based upon open and transparent criteria and priorities.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 None considered.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 The recommendations accord with the requirements of the Hove Borough Council Act 1976, which the council has a responsibility to enforce.

SUPPORTING DOCUMENTATION

Appendices:

1. Hove Borough Council Act 1976 Extract.

Documents in Members' Rooms

None

Background Documents

1. Correspondence held on file by the Design & Conservation Team.

Hove Borough Council Act 1976

CHAPTER xv

ARRANGEMENT OF SECTIONS

Section

1. Short title.
2. Interpretation.
3. Preserving uniformity in exterior of buildings in Brunswick Square, etc.
4. Application of provisions of Act of 1936.
5. Repeal.

SCHEDULES—

- Schedule 1—Sections of Act of 1936 applied.
Schedule 2—Enactments repealed.

An Act to make further provision for preserving uniformity in the exterior of buildings in Brunswick Square, Brunswick Terrace and part of Brunswick Place in the borough of Hove; and for purposes incidental thereto. [22nd July 1976]

WHEREAS—

(1) By section CXII of the Act 11 George 4 & 1 William 4 cap. xvi intituled "An Act for paving, lighting, watching, cleansing, and otherwise improving Brunswick Square and Brunswick Terrace, and certain Streets and other public Places upon certain Grounds late Part of a Farm called the Wick Farm, in the Parish of Hove in the County of Sussex," provision is

made for preserving uniformity in the exterior of the houses in Brunswick Square, Brunswick Place and Brunswick Terrace in the borough of Hove within the limits described in the said Act:

(2) It is expedient to repeal the said section and to enact corresponding provisions in a modified form to meet the need of the present day:

(3) It is expedient that the other provisions contained in this Act be enacted:

(4) The purposes of this Act cannot be effected without the authority of Parliament:

1972 c. 70.

(5) In relation to the promotion of the Bill for this Act the requirements of section 239 of the Local Government Act 1972 have been observed:

May it therefore please Your Majesty that it may be enacted, and be it enacted, by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

Short title.

1. This Act may be cited as the Hove Borough Council Act 1976.

Interpretation.

2.—(1) In this Act, unless the subject or context otherwise requires—

1936 c. 49.

- “the Act of 1936” means the Public Health Act 1936;
- “approved” means approved by the Council;
- “the borough” means the borough of Hove;
- “building” includes part of a building;
- “contravention” includes a failure to comply and “contravene” shall be construed accordingly;
- “the Council” means the Hove Borough Council;
- “front” in relation to a building includes any elevation of the building fronting on to a street;
- “owner” has the same meaning as in section 343 of the Act of 1936.

(2) Any reference in this Act to a section of the Act of 1936 shall be construed as a reference to that section as extended, amended, replaced or varied by, or by virtue of, any subsequent enactment.

Preserving uniformity in exterior of buildings in Brunswick Square, etc.

3.—(1) For the purpose of preserving a uniformity of appearance in the fronts of buildings to which this section applies the

following provisions shall (except so far as the Council may otherwise permit) apply in respect thereof and shall be complied with at the expense of the owner or occupier of the building concerned—

- (a) the area in front of the building shall be kept enclosed with open iron railings of approved pattern, dimensions and materials;
- (b) a balcony shall be maintained in front of each window in the front of the first floor of the building of an approved pattern and dimensions and no other projection shall be erected in the front of the building;

Provided that balconies shall not be required to be so maintained in the front of those parts of Nos. 29 and 30 Brunswick Square which front Brunswick Place;

- (c) the front of the building shall be maintained unaltered;
- (d) so much of the exterior of the front of the building (including the iron railings and balcony) as the Council may require shall be painted once in 1980 and once in every fifth year thereafter (or such longer period as the Council may determine after consultation with a person appointed for the purpose by the President of the Royal Institute of British Architects) with two coats of approved paint and of approved colour as directed by the Council;

Provided that—

- (i) the Council may if they so determine require the use of some other suitable form of treatment instead of painting;
 - (ii) such paint or other treatment shall be applied with a smooth finish;
- (e) in the event of the building being damaged or destroyed it shall be repaired or rebuilt;

Provided that any repair or rebuilding to the front thereof shall be in accordance with the original plan and elevation.

(2) The Council shall pay the reasonable fee and expenses of a person appointed under paragraph (d) of subsection (1) of this section for the purpose of consultation in accordance with the requirements of that paragraph.

(3) (a) If the provisions of subsection (1) of this section are contravened in respect of any building the Council may by notice in writing to the owner or occupier of the building require him to remedy the contravention.

Hove Borough Council Act 1976

CHAPTER xv

ARRANGEMENT OF SECTIONS

Section

1. Short title.
2. Interpretation.
3. Preserving uniformity in exterior of buildings in Brunswick Square, etc.
4. Application of provisions of Act of 1936.
5. Repeal.

SCHEDULES—

- Schedule 1—Sections of Act of 1936 applied.
Schedule 2—Enactments repealed.

An Act to make further provision for preserving uniformity in the exterior of buildings in Brunswick Square, Brunswick Terrace and part of Brunswick Place in the borough of Hove; and for purposes incidental thereto. [22nd July 1976]

WHEREAS—

(1) By section CXII of the Act 11 George 4 & 1 William 4 cap. xvi intitled "An Act for paving, lighting, watching, cleansing, and otherwise improving Brunswick Square and Brunswick Terrace, and certain Streets and other public Places upon certain Grounds late Part of a Farm called the Wick Farm, in the Parish of Hove in the County of Sussex," provision is

2

c. xv

Hove Borough Council Act 1976

made for preserving uniformity in the exterior of the houses in Brunswick Square, Brunswick Place and Brunswick Terrace in the borough of Hove within the limits described in the said Act:

(2) It is expedient to repeal the said section and to enact corresponding provisions in a modified form to meet the need of the present day:

(3) It is expedient that the other provisions contained in this Act be enacted:

(4) The purposes of this Act cannot be effected without the authority of Parliament:

1972 c. 70.

(5) In relation to the promotion of the Bill for this Act the requirements of section 239 of the Local Government Act 1972 have been observed:

May it therefore please Your Majesty that it may be enacted, and be it enacted, by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

Short title.

1. This Act may be cited as the Hove Borough Council Act 1976.

Interpretation.

2.—(1) In this Act, unless the subject or context otherwise requires—

1936 c. 49.

- “the Act of 1936” means the Public Health Act 1936;
- “approved” means approved by the Council;
- “the borough” means the borough of Hove;
- “building” includes part of a building;
- “contravention” includes a failure to comply and “contravene” shall be construed accordingly;
- “the Council” means the Hove Borough Council;
- “front” in relation to a building includes any elevation of the building fronting on to a street;
- “owner” has the same meaning as in section 343 of the Act of 1936.

(2) Any reference in this Act to a section of the Act of 1936 shall be construed as a reference to that section as extended, amended, replaced or varied by, or by virtue of, any subsequent enactment.

Preserving uniformity in exterior of buildings in Brunswick Square, etc.

3.—(1) For the purpose of preserving a uniformity of appearance in the fronts of buildings to which this section applies the

Haver Borough Council Act 1976

c. 29

3

following provisions shall (except so far as the Council may otherwise permit) apply in respect thereof and shall be complied with at the expense of the owner or occupier of the building concerned—

- (a) the area in front of the building shall be kept enclosed with open iron railings of approved pattern, dimensions and materials;
- (b) a balcony shall be maintained in front of each window in the front of the first floor of the building of an approved pattern and dimensions and no other projection shall be erected in the front of the building;

Provided that balconies shall not be required to be so maintained in the front of those parts of Nos. 29 and 30 Brunswick Square which front Brunswick Place;

- (c) the front of the building shall be maintained unaltered;
- (d) so much of the exterior of the front of the building (including the iron railings and balcony) as the Council may require shall be painted once in 1980 and once in every fifth year thereafter (or such longer period as the Council may determine after consultation with a person appointed for the purpose by the President of the Royal Institute of British Architects) with two coats of approved paint and of approved colour as directed by the Council:

Provided that—

- (i) the Council may if they so determine require the use of some other suitable form of treatment instead of painting;
 - (ii) such paint or other treatment shall be applied with a smooth finish;
- (e) in the event of the building being damaged or destroyed it shall be repaired or rebuilt:

Provided that any repair or rebuilding to the front thereof shall be in accordance with the original plan and elevation.

(2) The Council shall pay the reasonable fee and expenses of a person appointed under paragraph (d) of subsection (1) of this section for the purpose of consultation in accordance with the requirements of that paragraph.

(3) (a) If the provisions of subsection (1) of this section are contravened in respect of any building the Council may by notice in writing to the owner or occupier of the building require him to remedy the contravention.

ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 80

Brighton & Hove City Council

Subject: Electric Vehicle Charging Points
Date of Meeting: 23 December 2010
Report of: Strategic Director, Place
Contact Officer: Name: David Low Tel: 29-2455
E-mail: david.low@brighton-hove.gov.uk
Key Decision: No
Wards Affected: Queen's Park; Withdean

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 As part of our ongoing sustainable transport strategy in Brighton & Hove and to support improvements in air quality it is proposed to expand the installation of on-street charging points for electric vehicles in the city. Charging points installed through this project will be available to members of the public and will also assist any future proposals for the council to pilot individual vehicles within its own fleet. The project is supported by funding from the (EU) Civitas Archimedes project.
- 1.2 The project will test the impact of making available on-street charging points to the ownership and usage of electric vehicles.

2. RECOMMENDATIONS:

- 2.1 That, having taken into account any duly made representations and objections, the Cabinet Member approves the Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 amendment order no. *20** as advertised, namely:
 - The provision of two on-street electric vehicle charging points to be created in Withdean Road (west side, near the entrance to the Withdean Sports Complex)
 - The provision of two on-street electric vehicle charging points to be created in Madeira Drive (south side, opposite unit two of The Terraces)

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 As part of the Civitas Archimedes project, and as part of its commitment to sustainable transport, Brighton & Hove City Council is installing a number of on-street electric vehicle charging points at highly visible and easily accessible locations in Brighton. The points will be located in Brighton only as Hove is not part of the CIVITAS corridor. These charging points are available for use by members of the public, including business users, and are intended to encourage the greater use of electric vehicles within the city.

- 3.2 The first four charging points were installed in October 2009, with two located in Bartholomews close to Brighton Town Hall, and two in Ditchling Road opposite The Level. The locations for charging points, proposed as part of this report, in Withdean Road outside Withdean Stadium and Madeira Drive on the seafront, will extend the coverage for electric vehicles users to other areas of the city.
- 3.3 They will be in Brighton and not within Hove because as part of the Civitas project they must be within the Civitas corridor which is located in Brighton. They will also be within the Brighton & Hove City Council Air Quality Management Area (AQMA). As the electric vehicles which will use them produce zero emissions at the tailpipe they will offer substantial improvements over conventionally powered vehicles in terms of air quality.

4. CONSULTATION

- 4.1 The Traffic Regulation Order was advertised between 22 October 2010 and 12 November 2010.
- 4.2 The Ward Councillors for the area were consulted, as were the statutory consultees such as the emergency services.
- 4.3 Notices were also put on street, and were also published in the Argus newspaper on 22 October 2010.
- 4.4 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.
- 4.5 There have been no objections received to this Traffic Regulation Order.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The full cost of providing the on-street electric vehicle charging points will be met from existing Civitas and Section 106 funding. Once the charging points are being used, there will be an ongoing implication for revenue budgets for the supply of electricity, unless there is a complete re-charge to users.

Finance Officer Consulted: Karen Brookshaw

Date: 23/11/10

Legal Implications:

- 5.2 This Order has been advertised in accordance with the Road Traffic Regulation Act 1984. Before making the Order, the Council must consider any duly made and unresolved objections. The Order may not come into force before the date on which it is intended to publish the Notice stating that it has been made. After making the Order, the steps which the Council must take include notifying any objectors and putting in place the necessary traffic signs.

Lawyer Consulted:

Elizabeth Culbert

Date: 23/11/10

Equalities Implications:

- 5.3 The proposed measures will be of benefit to users of electric vehicles, and will not materially disadvantage other road users.

Sustainability Implications:

- 5.4 The electric vehicle charging points are expected to encourage the wider ownership and usage of electric vehicles, which should result in air quality improvements. The charging points will be powered solely by electricity from sustainable sources, so there should also be a reduction in carbon emissions.

Crime & Disorder Implications:

- 5.5 The proposed amendments to restrictions will not have any implications on the prevention of crime and disorder.

Risk and Opportunity Management Implications:

- 5.6 Any risks will be monitored as part of the overall project management, but none have been identified.

Corporate / Citywide Implications:

- 5.7 The electric vehicle charging points will provide parking and recharging of electric vehicles to users wishing to use the facilities.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The Civitas Archimedes project requires that the on-street charging points should be installed in the section of central Brighton designated the Civitas area. The proposed sites fall within that area, and are in highly visible, easily accessible locations designed to encourage their use by the owners of electric vehicles, and to best publicise the charging point scheme to potential users.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To seek approval of the Traffic Regulation Order.

SUPPORTING DOCUMENTATION

Appendices:

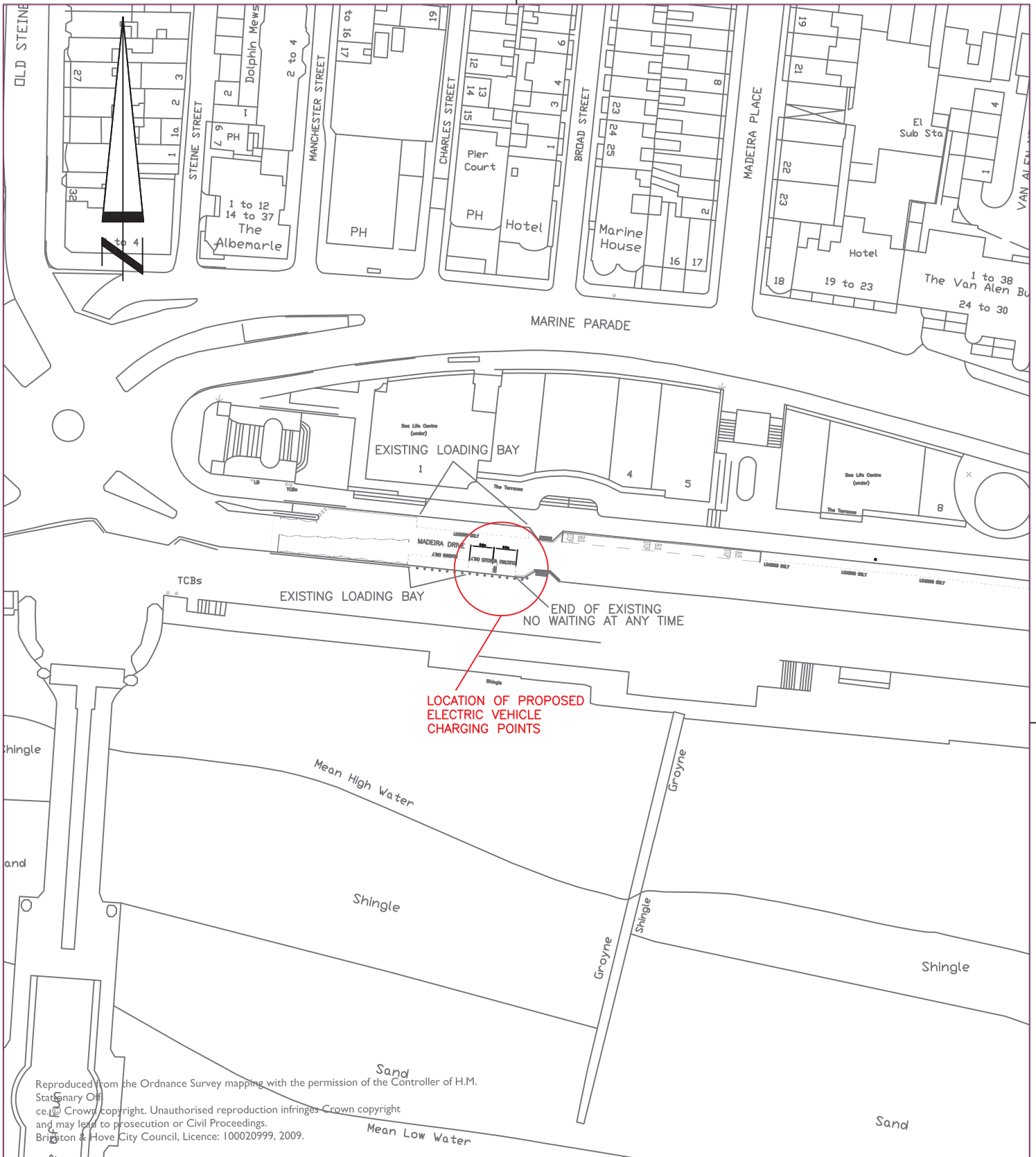
1. 1a – Madeira Drive plan
1b – Withdean Road plan

Documents in Members' Rooms

None

Background Documents

None



Reproduced from the Ordnance Survey mapping with the permission of the Controller of H.M. Stationary Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil Proceedings. Brighton & Hove City Council, Licence: 100020999, 2009.

Notes

1. All dimensions are in millimetres unless noted otherwise.
2. Do not scale from this drawing.

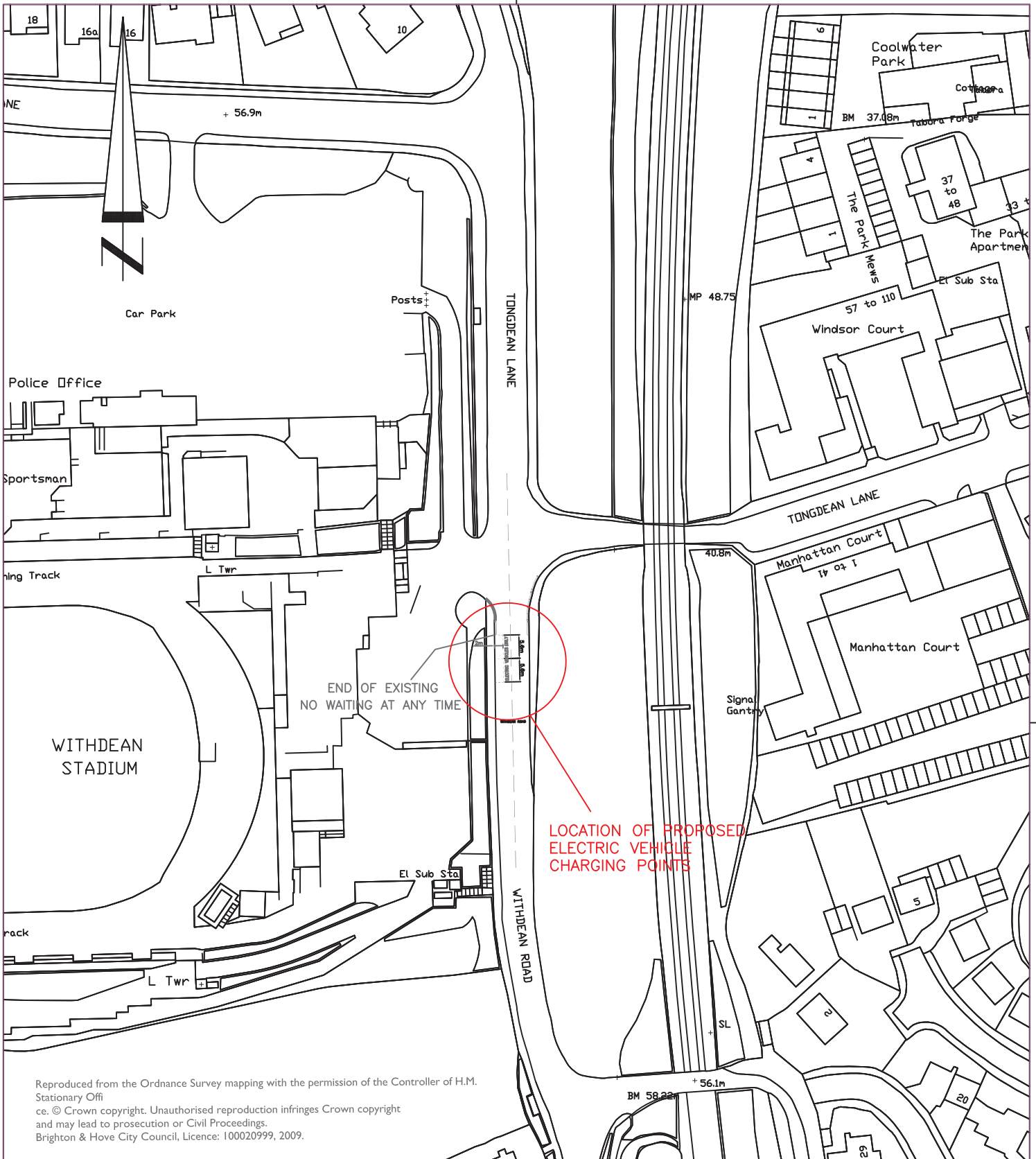
Project Name
ELECTRIC VEHICLE CHARGING POINTS

Drawing Title
MADEIRA DRIVE


Brighton & Hove City Council

Drawn -	Checked -	Scale 1 : 1250
Drawing No -		Rev -

Revision



Reproduced from the Ordnance Survey mapping with the permission of the Controller of H.M. Stationary Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil Proceedings. Brighton & Hove City Council, Licence: 100020999, 2009.

<p>Notes</p> <p>1. All dimensions are in millimetres unless noted otherwise.</p> <p>2. Do not scale from this drawing.</p>	<p>Project Name</p> <p>ELECTRIC VEHICLE CHARGING POINTS</p>	 <p>Brighton & Hove City Council</p>		
	<p>Drawing Title</p> <p>WITHDEAN ROAD</p>			<p>Drawn</p> <p>—</p>
<p>Revision</p>		<p>Drawing No</p> <p>—</p>	<p>Rev</p>	

ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 81

Brighton & Hove City Council

Subject: Fees and Charges 2011/12
Date of Meeting: 23 December 2010
Report of: Strategic Director, Place
Contact Officer: Name: Karen Brookshaw Tel: 29-3047
E-mail: karen.brookshaw@brighton-hove.gov.uk
Key Decision: No
Wards Affected: All

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 This report sets out the proposed fees and charges for 2011/12.

2. RECOMMENDATIONS:

2.1 That the Cabinet Member agrees the proposed fees and charges for 2011/12 as set out in the report.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 The Budget Process Report 2010/11 agreed at Cabinet in July 2009, specified that Fees and Charges are assumed to increase by a standard inflation rate each year, which is 2% for 2011/12.

3.2 In general, the Fees and Charges proposed in this report reflect the requirement for a 2% increase. 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. In addition, 5p and 10p coins will be substantially changed next year and made from a different material, meaning that it is unlikely that they will be useable in parking machines. The proposed fee increases are detailed in Appendix 1.

3.3 There are some fees and charges which are quoted inclusive of VAT, for example parking in off street car parks, and therefore the fee for 2011/12 will need to take into account the new rate of VAT of 20% applicable from 4th January 2011. Tariffs which are inclusive of VAT are marked in the appendices.

Parking Fees

3.4 Detailed information on the proposed parking fees is given in Appendix 1. The changes proposed to parking tariffs aim to meet the corporate inflation target of 2%.

- 3.5 Overall, parking tariffs in off-street car parks are proposed to increase by 1.5% while on-street Pay & Display parking is proposed to increase by 1.9%. There will also be an increase of 1.9% in annual resident permits, while visitor permits will remain the same. Overall the objective is to encourage motorists to use off-street parking rather than on-street, in line with national guidance.
- 3.6 Certain tariffs at the Lanes, Regency Square, Trafalgar Street and London Road car parks are reduced, with low cost parking in the evenings and overnight. Long stay parking at Black Rock remains at £5 for 9 hours and in Madeira Drive lower winter tariffs will continue to support local businesses.

Network Management

- 3.7 A new fee of £47.00 is proposed for replacing the lining after crossover work. This is in line with the fee charged for other lining work. All Network Management fees are listed in Appendix 1.

Parking Permits:

- 3.8 In response to demand for more **Trader Permits**, which reduce the cost of parking for traders and make it more convenient, without the need to buy Pay and Display tickets, it is proposed that the quota be increased. To help fund this, it is proposed to increase the quarterly charge from £75 to £90 and introduce a new annual charge of £350, as this reduces a loss of revenue on Pay and Display.
- 3.9 Trader Permits and **Business Permits** have risen by only 3-6% in the last 6 years and offer parking at a fraction of the cost of on-street Pay & Display. Business Permits are proposed to increase from £162 to £175 per annum. Both Trader and Business Permits remain very good value for money and significantly less than the daily on-street charge.
- 3.10 The cost of enforcing **Light Touch** resident parking schemes exceeds income in those areas. To make these schemes more cost effective it is proposed that the annual charge is raised from £63 to £65. This is still very reasonable, and can be compared with residents' parking scheme charges of £110 per annum.
- 3.11 **Suspended Bays** are sometimes needed to allow for works or removal lorries when residents are moving house. Changes to the law have made it harder to meet the costs of enforcing Suspended Bays. It is therefore proposed to increase the cost of short term suspensions (up to 8 weeks) from £20 to £30 per day. Longer term suspensions are proposed to reduce from £20 to £15 per day.
- 3.12 **School Permits** offer a similar benefit to that of a resident permit holder, allowing a member of school staff unlimited parking within a resident parking zone. The proposal is to make them the same price as a resident permit, which would increase the price from £82 to £110 per annum.
- 3.13 **Professional Carers Permits** are available to a range of workers such as nurses and midwives. These permits offer a significant benefit allowing a

carer one hour parking at a time, within resident parking schemes. The proposal is to increase the cost from £20 to £25 per annum.

- 3.14 **Dispensations** are used by staff working on or near the highway, for example to repair traffic signals or utilities, and who require access to restricted locations. The proposals would increase the cost of dispensations from £20 to £30 per annum to help cover the cost of administering the service whilst continuing to represent very good value for money.

Building Control Fees

- 3.15 These are all remaining the same and are listed in Appendices 2 - 10.

Horsdean

- 3.16 The 7 day licence fee will be kept at £60 for 2011/12, in order that we remain in line with neighbouring authorities. £40 of this relates to rent and £20 to utility costs.

Trading Standards

- 3.17 The majority of fees and charges will increase in line with the corporate rate of inflation, 2%. The exceptions to this are licences for explosives which are set by legislation. The revised fees are given in Appendix 1.

Environmental Health: Food Safety

- 3.18 It is proposed to uplift the Level 2 Training Course fee in Food Safety (Basic Food Hygiene) from £55 to £60 as a contribution towards increased administration and management costs. This fee will remain lower than that of competitors. There are certain fees which are set by statute, as shown in Appendix 1.

4. CONSULTATION

- 4.1 No specific consultation was undertaken in relation to this report.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The financial implications are covered in the main body of the report.

Legal Implications:

- 5.2 Fees must be set in accordance with the requirements of the legislation under which they are charged. Generally fees should be set at a level reasonably expected to cover the cost of providing the service and must not be used to raise revenue.

Lawyer Consulted:

Rebecca Sidell

Date: 19/11/10

Equalities Implications:

- 5.3 Parking: An objective of the changes has been to move towards a more consistent and fair citywide approach. The majority of the above inflation proposals relate to permits that have been undervalued for some time. Car Club bays have been undervalued since their inception, as it was a pilot scheme. The changes would help to redress the balance towards a more consistent and fair citywide approach to parking charges.
- 5.4 Sustainable Transport: An objective of the changes has been to move towards a more consistent and fair citywide approach. The majority of the above inflation proposals relate to charges that are rounded up by one pound. In terms of lining across crossovers this is a new cost to cover the cost of administration, site work and implementation.
- 5.5 Environmental Health: Raised charges for pest control and stray dogs plus loss of cash handling affects low-income groups negatively. Actions to minimise impact include: promoting responsible pet ownership and micro chipping, offering pest control, drainage and public health advice and investigation service. Banking cash using drop box facility and encouraging electronic payment will replace cash handling over time. Fees from health promotion courses can be used to subsidise foreign language courses such as Chinese and Bangladeshi; (Positive impact). Exhumation charges may disproportionately affect faith groups, but are very rare. Other EH fees appear equality neutral.

Sustainability Implications:

- 5.6 There are no direct sustainability implications arising from this report.

Crime & Disorder Implications:

- 5.7 There are no direct crime and disorder implications arising from this report.

Risk and Opportunity Management Implications:

- 5.8 There are no direct risk or opportunity management implications arising from this report.

Corporate / Citywide Implications:

- 5.9 The Council's financial position impacts on levels of Council tax and service levels and therefore has citywide implications.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 Not applicable.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 Not applicable.

SUPPORTING DOCUMENTATION

Appendices:

1. Proposed Fees & Charges 2011/12
2. Proposed Building Control Fees
3. Proposed Building Control Fees
4. Proposed Building Control Fees
5. Proposed Building Control Fees
6. Proposed Building Control Fees
7. Proposed Building Control Fees
8. Proposed Building Control Fees
9. Proposed Building Control Fees
10. Proposed Building Control Fees

Documents in Members' Rooms

None

Background Documents

None

Item 81 Appendix 1

Description of Charge	Charge 2010/11 £	Proposed Charge 2011/12 £	% Change %
SUSTAINABLE TRANSPORT			
<u>NETWORK MANAGEMENT</u>			
Vehicle Crossing Inspection - First inspection	11.00	11.00	0.0
Vehicle Crossing Inspection - Proceeding to works	73.00	74.00	1.4
Private Road Opening Licences (New)	302.00	308.00	2.0
Private Road Opening Licences (Existing)	195.00	199.00	2.1
Temp. Multi-Phase Traffic Signal Licence	100.00	102.00	2.0
Additional Search Enquiries			
Solicitors and other agency queries per question	31.00	32.00	3.2
Traffic Regulation Orders - Planned (Temp or Permanent)			
Administration & advertising costs	1,530.00	1,561.00	2.0
Traffic Regulation Orders - Notices (Temp - Emergency)			
Administration fee & officer time	193.00	197.00	2.1
SCAFFOLD LICENCE			
Initial 6 weeks	30.00	31.00	3.3
Renewal subsequent 8 weeks	30.00	31.00	3.3
Initial 6 weeks for 12m. length along the Public Highway	157.00	160.00	1.9
Renewal subsequent 8 weeks for 12m. length along Public Highway	157.00	160.00	1.9
SKIP LICENCE			
Returnable Deposit	52.00	53.00	1.9
Deposit Processing Fees	15.00	15.00	0.0
7 day licence	12.00	13.00	8.3
28 day licence	32.00	33.00	3.1
HOARDING			
Area of hoarding less than 10 square metres of ground plan Initial 8 weeks	30.00	31.00	3.3
Renewal subsequent 12 weeks per square metre	30.00	31.00	3.3
Area of hoarding 10 square meters or more of ground plan 12 weeks per square metre	18.00	18.00	0.0
MATERIALS			
Per week	12.00	13.00	8.3
Secure Hazardous Waste, Lockable Storage Containers, Temporary offices, Welfare facilities and Asbestos removal De-contamination units. Per square metre	17.00	17.00	0.0

Item 81 Appendix 1

Description of Charge	Charge 2010/11 £	Proposed Charge 2011/12 £	% Change %
OBJECTS ON THE HIGHWAY (TABLES AND CHAIRS, SHOP DISPLAY ETC)			
Initial application less than 5 square metres	89.00	91.00	2.2
Initial application 5 square metres or greater	293.00	299.00	2.0
Annual renewal fee per square metre	17.00	18.00	5.9
A-BOARD LICENCE			
New application first year	69.00	70.00	1.4
Annual renewal fee	48.00	49.00	2.1
SIGNS			
Brown Tourist signs	158.00	161.00	1.9
Neighbourhood watch signs	32.00	33.00	3.1
LINING			
Access Protection White Lines	46.00	47.00	2.2
Replacing lining after crossover work	New	47.00	New
<u>CAR PARKING</u>			
Lanes Car Park (VAT inclusive tariffs)			
1 hour	2.40	2.50	4.2
2 hours	4.80	5.00	4.2
3 hours	7.00	7.50	7.1
4 hours	9.00	9.50	5.6
5 hours	11.00	11.00	0.0
6 hours	13.00	14.00	7.7
7 hours	17.00	delete	
8 hours	19.00	delete	
9 hours	21.00	20.00	-4.8
24 hours	23.00	23.00	0.0
Evenings 18.00 – 24.00	4.50	5.00	11.1
Night 24.00 – 09.00	7.50	7.50	0.0
Lost ticket	23.00	23.00	0.0
London Road (VAT inclusive tariffs)			
1 hour	1.00	1.00	0.0
2 hours	2.00	2.00	0.0
4 hours	3.00	3.50	16.7
6 hours	4.00	4.50	12.5
9 hours	6.50	6.00	-7.7
24 hours	14.00	12.50	-10.7
Evenings 18.00 – 24.00	New	3.50	
Night	New	4.50	
Season Ticket – Annual	700.00	750.00	7.1
Season Ticket – Annual (Reduced tariff)	New	600.00	New
Weekly	32.00	35.00	9.4

Item 81 Appendix 1

Description of Charge	Charge 2010/11 £	Proposed Charge 2011/12 £	% Change %
Norton Road Car Park (VAT inclusive tariffs)			
1 hour	0.50	0.60	20.0
2 hours	1.00	1.20	20.0
4 hours	2.00	2.20	10.0
5 hours	3.00	3.20	6.7
9 hours	4.00	4.20	5.0
12 hours	4.50	4.70	4.4
Annual Season Ticket	470.00	475.00	1.1
Rottingdean West Street & High Street			
1 hour	0.50	0.50	0.0
2 hours	1.00	1.00	0.0
3 hours	2.00	2.00	0.0
Rottingdean Marine Cliffs Car Park			
1 hour	0.50	0.50	0.0
2 hours	1.00	1.00	0.0
3 hours & over	2.00	2.00	0.0
Quarterly season ticket	26.00	25.00	-3.8
King Alfred Car Park			
1 hour	1.00	1.00	0.0
2 hours	1.40	1.50	7.1
3 hours	2.00	2.00	0.0
4 hours	2.50	2.50	0.0
Haddington Street			
1 hour	0.50	0.50	0.0
2 hours	1.00	1.00	0.0
3 hours	1.50	1.50	0.0
Black Rock Car Park			
1 hour	1.00	1.00	0.0
2 hours	2.00	2.00	0.0
3 hours	3.00	3.00	0.0
4 hours	4.00	4.00	0.0
9 hours	5.00	5.00	0.0
Regency Square Car Park (VAT inclusive tariffs)			
1 hour	2.00	2.50	25.0
3 hours	4.50	5.00	11.1
4 hours	6.50	7.00	7.7
6 hours	9.50	9.50	0.0
24 hours	12.50	12.50	0.0
Evenings 18.00 – 24.00	4.50	5.00	11.1
Night	New	6.50	
Quarterly season ticket	525.00	500.00	-4.8
Annual season ticket	1755.00	1500.00	-14.5

Item 81 Appendix 1

Description of Charge	Charge 2010/11 £	Proposed Charge 2011/12 £	% Change %
Trafalgar Street Car Park (VAT inclusive tariffs)			
2 hours	2.50	2.50	0.0
4 hours	4.00	4.50	12.5
6 hours	6.00	6.00	0.0
9 hours	7.50	7.50	0.0
12 hours	9.50	delete	
24 hours	12.50	12.50	0.0
Evenings 18.00 – 24.00	New	5.00	
Night	New	6.50	
Quarterly season ticket	504.00	500.00	-0.8
High Street Car Park (VAT inclusive tariffs)			
2 hours	2.00	2.50	25.0
4 hours	4.50	4.50	0.0
6 hours	6.50	7.00	7.7
9 hours	7.50	8.50	13.3
12 hours	9.00	delete	
24 hours	10.00	12.50	25.0
Quarterly season ticket	538.00	500.00	-7.1
Annual season ticket	1979.00	1500.00	-24.2
Oxford Court Car Park (VAT inclusive tariffs)			
2 hours	2.00	2.50	25.0
3 hours	3.50	delete	delete
4 hours	5.00	4.00	-20.0
6 hours	6.00	5.00	-16.7
9 hours	7.00	7.50	7.1
12 hours	9.00	9.00	0.0
24 hours	10.00	12.50	25.0
Quarterly season ticket	454.00	500.00	10.1
Carlton Hill Car Park (VAT inclusive tariffs)			
2 hours	2.50	3.00	20.0
4 hours	5.00	5.50	10.0
6 hours	8.00	8.00	0.0
12 hours	9.00	9.00	0.0
24 hours	15.00	12.50	-16.7
Quarterly season ticket	538.00	500.00	-7.1
Central Brighton			
North Short Term (Zone Y)			
30 mins	1.60	1.70	6.2
1 hour	3.20	3.20	0.0
2 hours	6.00	6.00	0.0
North - Medium Term (Zone Y)			
1 hour	1.60	1.70	6.2
2 hours	3.00	3.00	0.0
4 hours	6.00	6.00	0.0

Item 81 Appendix 1

Description of Charge	Charge 2010/11 £	Proposed Charge 2011/12 £	% Change %
South - Short Term (Zone Z)			
30 mins	1.60	1.70	6.2
1 hour	3.20	3.20	0.0
2 hours	6.00	6.00	0.0
South - Medium Term (Zone Z)			
1 hour	1.60	1.70	6.2
2 hours	3.00	3.00	0.0
4 hours	6.00	6.00	0.0
Seafront (Summer tariff)			
1 hour	1.20	1.50	25.0
2 hours	2.20	2.20	0.0
3 hours	3.00	3.00	0.0
4 hours	4.00	4.00	0.0
6 hours	7.00	7.00	0.0
9 hours	10.00	10.00	0.0
Seafront (Winter tariff)			
1 hour	0.60	0.70	16.7
2 hours	1.10	1.20	9.1
3 hours	3.00	3.00	0.0
4 hours	4.00	4.00	0.0
Coach park, Madeira Drive			
8 hours	15.00	15.00	0.0
All other areas			
Short Term			
15 mins	0.20	0.20	0.0
30 mins	0.60	0.60	0.0
2 hours	1.50	1.60	6.7
Medium Term			
15 mins	0.20	0.20	0.0
30 mins	0.60	0.60	0.0
2 hours	1.50	1.60	6.7
4 hours	2.80	3.00	7.1
Long Term			
15 mins	0.20	0.20	0.0
30 mins	0.60	0.60	0.0
2 hours	1.50	1.60	6.7
4 hours	2.80	3.00	7.1
11 hours	4.50	delete	delete
12 hours	New	4.70	New

Item 81 Appendix 1

Description of Charge	Charge 2010/11 £	Proposed Charge 2011/12 £	% Change %
Residents permits			
1 year (full scheme)	108.00	110.00	1.9
3 months (full scheme)	32.00	33.00	3.1
1 year (light touch)	63.00	65.00	3.2
6 months (light touch)	37.00	38.00	2.7
1 year full scheme low emission	54.00	55.00	1.9
3 months full scheme low emission	16.00	16.50	3.1
1 year light touch low emission	32.00	35.00	9.4
6 months light touch low emission	19.00	20.00	5.3
Residents Blue Badge full scheme	5.00	5.00	0.0
Residents Blue Badge light touch	5.00	5.00	0.0
Traders Permits			
Traders Permits (1 year)	New	350.00	New
Traders Permits (1 quarter)	75.00	90.00	20.0
Business Permits			
One year	162.00	175.00	8.0
3 months	51.00	53.00	3.9
School Permits			
School Permits (1 year)	82.00	110.00	34.1
School Permits (3 months)	25.00	25.00	0.0
1 year (light touch)	40.00	40.00	0.0
6 months (light touch)	25.00	25.00	0.0
Visitors Permits			
Full scheme - per permit	2.00	2.00	0.0
Light touch – per permit	1.00	1.00	0.0
Hotel Permits (per day)			
Area C	5.00	5.50	10.0
Area N	1.50	2.00	33.3
Professional Carers (1 year)	20.00	25.00	25.0
Suspensions per bay per day: Up to 8 weeks	20.00	30.00	50.0
Suspensions per bay per day: Over 8 weeks	20.00	15.00	25.0
Dispensations (1 year)	20.00	30.00	50.0
Waivers (1 day)	3.70	4.00	8.1
Blue Badge (3 years)	2.00	2.00	0.0
Car Club (Start up costs 1 year)	5.00	delete	delete
Car Club bays	New	200.00	New
TRAVELLER LIAISON			
Horsdean 7 day licence fee, including utility charge	60.00	60.00	0.0

Item 81 Appendix 1

Description of Charge	Charge 2010/11	Proposed Charge 2011/12	% Change
<u>TRADING STANDARDS</u>			
Buy With Confidence (1-5 Employees)	117.50	120.00	2.1
Buy With Confidence (6-20 Employees)	175.75	179.00	1.8
Buy With Confidence (over 21 Employees)	235.00	240.00	2.1
Explosives annual licence	500.00	500.00	0.0
Explosives new registration	103.00	103.00	0.0
Explosives Renewed registration	51.00	51.00	0.0
Explosives New licence	183.00	183.00	0.0
Explosives renewed licence	81.00	81.00	0.0
Poisons Initial Registration	16.00	16.30	1.9
Poisons re registration	17.50	18.00	2.9
Poisons Change of details	9.25	9.50	2.7
Motor Salvage operator sole trader	41.00	42.00	2.4
Motor Salvage operator partnership	51.00	52.00	2.0
Motor Salvage operator limited company	72.00	73.00	1.4
Weights and Measures verification fees officer time per hour	65.65	66.96	2.0
Weights and Measures verification fees NAWI under 1 tonne	51.89	52.93	2.0
Weights and Measures verification fees weights >5kg < 500mg	7.30	7.45	2.1
Weights and Measures verification fees other weights	5.60	5.71	2.0
Weights and Measures verification fees liquid fuel first nozzle	97.31	99.26	2.0
Weights and Measures verification fees liquid fuel addit. nozzle	59.78	60.98	2.0
<u>ENVIRONMENTAL HEALTH</u>			
EPA Permit Fees Part B Activity application fees			
I. Any reduced fee activity (other than II and III)	146.00	TBA	Statutory
II. PVR 1 and PVR II activities at the same service station	243.00	TBA	Statutory
III. Vehicle refinishers	342.00	TBA	Statutory
IV. Any other Part B activity	1561.00	TBA	Statutory
Subsistence Fee Authorised Part B activity			
i. Each standard risk assessed Part B activity (low)	731.00	TBA	Statutory
Each standard risk assessed Part B activity (medium)	1098.00	TBA	Statutory
Each standard risk assessed Part B activity (high)	1653.00	TBA	Statutory
ii. Each reduced fee activity (other than items iii and iv) (low)	75.00	TBA	Statutory
Each reduced fee activity (other than items iii and iv) (medium)	149.00	TBA	Statutory
Each reduced fee activity (other than items iii and iv) (high)	224.00	TBA	Statutory
iii. PVRI and II activities carried out at the same service station (low)	140.00	TBA	Statutory
PVRI and II activities at same service station (medium)	214.00	TBA	Statutory
PVRI and II activities at the same service station (high)	289.00	TBA	Statutory
iv. Vehicle refinishers (low)	216.00	TBA	Statutory
Vehicle refinishers (medium)	345.00	TBA	Statutory
Vehicle refinishers (high)	518.00	TBA	Statutory
v. odorising natural gas or liquid petroleum (low)	75.00	TBA	Statutory
odorising natural gas or liquid petroleum (medium)	149.00	TBA	Statutory
odorising natural gas or liquid petroleum (high)	224.00	TBA	Statutory

Item 81 Appendix 1

Description of Charge	Charge 2010/11 £	Proposed Charge 2011/12 £	% Change %
Other Fees			
Language school inspection	72.42	74.00	2.2
Information to solicitors	124.44	127.00	2.1
Food Premises Register			
Single page copy	5.10	5.20	2.0
Copy containing info. regarding particular category (by hand)	75.48	77.00	2.0
Copy containing info. regarding particular category (by post)	126.48	129.00	2.0
Full copy of register (by hand)	236.64	241.00	1.8
Full copy of register (by post)	251.94	257.00	2.0
Animal Welfare			
Collection of reclaimed dogs :			
statutory charge	26.00	27.00	3.8
dog warden charge (includes VAT)	21.00	22.00	4.8
kennelling per day (includes VAT)	21.00	22.00	4.8
administration charge + vaccination (includes VAT)	31.00	32.00	3.2
Dog Fouling- Fixed penalty			
Noise Pollution- Fixed Penalty			
Health Promotion/Education			
Training Courses :			
Basic food hygiene	55.00	60.00	9.1
Basic health & safety	45.00	46.00	2.2
Assured safe catering	19.00	19.00	0.0
2 hour food hygiene	19.00	19.00	0.0
Advanced food hygiene	548.00	559.00	2.0
Intermediate food hygiene	119.00	121.00	1.7
Environmental Health			
Officer attendance at Exhumations- hourly rate	48.00	49.00	2.1
WID Default charges			
Environmental Health Manager	78.77	80.35	2.0
Senior EHO per hour	71.71	73.14	2.0
EHO/Senior Technical Officer	64.37	65.66	2.0
Technical Officer per hour	59.47	60.66	2.0
Admin staff per hour	34.56	35.25	2.0
Pollution Management			
Provision of information on contaminated land :			
1st hour (includes VAT)	56.00	58.00	3.6
Each subsequent hour (includes VAT)	13.00	13.50	3.8

Item 81 Appendix 1

Description of Charge	Charge 2010/11 £	Proposed Charge 2011/12 £	% Change %
Pest Control			
Rats (1-2 Bedroom property) - residential	20.00	20.40	2.0
Rats (3-4 Bedroom property) - residential	20.00	20.40	2.0
Rats (5+ Bedroom property) - residential	20.00	20.40	2.0
Mice (1-2 Bedroom property) - residential	40.80	41.60	2.0
Mice (3-4 Bedroom property) - residential	40.80	41.60	2.0
Mice (5+ Bedroom property) - residential	40.80	41.60	2.0
Wasps (1-2 Bedroom property) - residential	51.00	52.00	2.0
Wasps (3-4 Bedroom property) - residential	51.00	52.00	2.0
Wasps (5+ Bedroom property) - residential	51.00	52.00	2.0
Fleas (1-2 Bedroom property) - residential	81.60	83.20	2.0
Fleas (3-4 Bedroom property) - residential	102.00	104.00	2.0
Fleas (5+ Bedroom property) - residential	132.60	135.25	2.0
Cockroaches (1-2 Bedroom property) - residential	153.00	156.00	2.0
Cockroaches (3-4 Bedroom property) - residential	204.00	208.00	2.0
Cockroaches (5+ Bedroom property) - residential	255.00	260.00	2.0
Rats and Mice – Commercial – per visit	46.92	48.00	2.3
CITY SERVICES			
Allotment Rents	32.20	33.00	2.5
Donated Trees (includes VAT)	141.00	147.00	4.3
Dedicated Benches (Includes VAT)	555.00	578.00	4.1
Plaques for dedicated benches (Includes VAT)	110.00	115.00	4.5
PUBLIC CONVENIENCES			
Entry to Lower Prom @ West Street public toilets (summer)	0.20	0.20	0.0
RADAR keys (lost or non residents)	6.00	6.00	0.0

Table A
Dwelling-houses and Flats of no more than 3 storeys and not exceeding 300m²

Standard charges

No. of dwelling houses	Plan Charge			Inspection Charge			Building Notice Charge			Regularisation Charge		
	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge
1	162.00	28.35	190.35	378.00	66.15	444.15	648.00	113.40	761.40	675.00	-	675.00
2	218.70	38.27	256.97	510.30	89.30	599.60	874.80	153.09	1027.89	911.25	-	911.25
3	263.25	46.09	309.34	614.25	107.49	721.74	1053.00	184.27	1237.27	1096.87	-	1096.87
4	307.80	53.86	361.66	718.20	125.68	843.88	1231.20	215.46	1446.66	1281.50	-	1281.50
5	352.35	61.66	414.01	822.15	143.88	966.03	1409.40	246.61	1655.81	1468.12	-	1468.12
6	396.90	69.45	466.35	926.10	162.08	1088.18	1587.60	277.88	1865.48	1653.75	-	1653.75
7	441.45	77.25	518.70	1030.05	180.25	1210.30	1765.80	309.00	2074.80	1839.37	-	1839.37
8	486.00	85.05	571.05	1134.00	198.45	1332.45	1944.00	340.20	2284.20	2025.00	-	2025.00
9	530.55	92.85	623.40	1237.95	216.64	1454.59	2122.20	371.38	2493.58	2210.62	-	2210.62
10	575.10	100.64	675.74	1341.90	234.83	1576.73	2300.40	402.57	2702.97	2396.25	-	2396.25
Number of Flats												
1	105.30	18.43	123.73	245.70	43.00	288.70	421.20	73.71	494.91	438.75	-	438.75
2	129.60	22.68	152.28	302.40	52.92	355.32	518.40	90.72	609.12	540.00	-	540.00
3	153.90	26.93	180.83	359.10	62.84	421.94	615.60	107.73	723.33	641.25	-	641.25
4	178.20	31.18	209.38	415.80	72.76	488.56	712.80	124.74	837.54	742.50	-	742.50
5	202.50	35.44	237.94	472.50	82.69	555.19	810.00	141.75	951.75	843.75	-	843.75
6	218.70	38.27	256.97	510.30	89.30	599.60	874.80	153.09	1027.89	911.25	-	911.25
Conversions:-												
Forming a single dwelling-house (where proposed work is less than £15000)	68.85	12.05	80.90	160.65	28.11	188.76	275.40	48.20	323.60	286.57	-	286.57
From single dwelling to 2 dwellings	105.30	18.43	123.73	245.70	43.00	288.70	421.20	73.71	494.91	438.75	-	438.75
Cost per flat formed as part of a conversion up to 6 flats	36.30	6.35	42.65	84.70	14.82	99.52	145.20	25.41	170.61	151.25	-	151.25

Note: Where a suitable electrical certificate under BS7671 cannot be provided an additional charge of £85 per application may be charged.

Table B(1) – Work to a single dwelling Standard Charges

Extensions & New builds	Plan Charge			Inspection Charge			Building Notice Charge			Regularisation Charge		
	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge
1 Extension with a floor area not exceeding 15m ²	93.15	16.30	109.45	217.35	38.04	255.39	372.60	65.20	437.80	388.12	-	388.12
2 Extension with floor area exceeding 15m ² but not exceeding 60m ²	129.44	22.65	152.09	302.02	52.85	354.87	517.75	90.25	608.00	539.32	-	539.32
3 Extension with floor area exceeding 60m ² but not exceeding 100m ²	145.80	25.51	171.31	340.20	59.53	399.73	583.20	102.06	685.26	607.50	-	607.50
4 Erection or extension of a non-exempt garage or carport up to 100m ²	85.05	14.88	99.93	198.45	34.73	233.18	340.20	59.53	399.73	354.37	-	354.37
5 Detached building in the curtilage of a dwelling which includes habitable accommodation up to 100m ²	121.50	21.26	142.76	283.50	49.61	333.11	486.00	85.05	571.05	506.25	-	506.25
Conversions												
6 Loft conversion not exceeding 40m ² to a one or two storey dwelling	126.00	22.05	148.05	252.00	44.10	296.10	453.60	79.38	532.98	472.50	-	472.50
7 Loft conversion exceeding 40m ² but not exceeding 100m ² to a one or two storey dwelling	148.50	25.99	174.49	297.00	51.97	348.97	534.60	93.55	628.15	556.87	-	556.87
8 Loft conversion not exceeding 40m ² to a dwelling of 3 or more storeys	144.00	25.20	169.20	288.00	50.04	338.04	518.40	90.72	609.12	540.00	-	540.00
9 Loft conversion exceeding 40m ² but not exceeding 100m ² to a dwelling of 3 or more storeys	166.50	29.13	195.63	333.00	58.27	391.27	599.40	104.90	704.30	624.37	-	624.37
10 Conversion of garage to a habitable room room(s)	67.80	11.86	79.66	158.20	27.68	185.88	271.20	47.46	318.66	282.50	-	282.50

Table B(2) – Work to a single dwelling (Other Works) Standard charges

Other Works	Plan Charge			Inspection Charge			Building Notice Charge			Regularisation Charge		
	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge
11 Re-roofing	-	-	-	-	-	-	162.00	28.35	190.35	202.50	-	202.50
12 Renovation of a thermal element	-	-	-	-	-	-	121.50	21.26	142.76	151.87	-	151.87
13 Replacement of 1-10 windows, roof-lights, roof windows or external doors	-	-	-	-	-	-	80.00	14.00	94.00	100.00	-	100.00
14 Replacement of 11 or more windows, roof-lights, roof windows or external doors	-	-	-	-	-	-	121.00	21.17	142.17	151.25	-	151.25
15 Replacement bay windows up to 3 storeys	-	-	-	-	-	-	175.50	30.71	206.21	219.37	-	219.37
16 Electrical installation work other than re-wire rewire	-	-	-	-	-	-	107.50	18.81	126.31	134.37	-	134.37
17 Electrical rewire	-	-	-	-	-	-	148.00	25.90	173.90	185.00	-	185.00
18 Electrical work carried out as part of other controlled work where installer cannot provide certification	-	-	-	-	-	-	108.00	18.90	126.90	135.00	-	135.00
19 Energy saving system/appliance ie replacement boiler or solar panels (not covered by a competent person scheme)	-	-	-	-	-	-	121.00	21.17	142.17	151.25	-	151.25

Table B(3) – Work to a single dwelling Standard Charges
(Fees for other work (not listed elsewhere) including underpinning)

Cost of Works	Plan Charge			Inspection Charge			Building Notice Charge			Regularisation Charge		
	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge
20 Fee for any ONE of: <ul style="list-style-type: none"> • Install a WC • Replacement of defective beam • New doorway • Removal of chimney 	-	-	-	-	-	-	108.00	18.90	126.90	135.00	-	135.00
21 Cost of works not exceeding: £5000	48.60	8.50	57.10	113.40	19.85	133.25	162.00	28.35	190.35	202.50	-	202.50
22 Cost of works exceeding: £5000 but not exceeding £15000	68.85	12.05	80.90	160.65	28.11	188.76	275.40	48.20	323.60	286.57	-	286.57
23 Cost of works exceeding: £15000 but not exceeding £25000	93.15	16.30	109.45	217.35	38.04	255.39	372.60	65.20	437.80	388.12	-	388.12
24 Cost of works exceeding: £25000 but not exceeding £50000	141.75	24.80	166.55	330.75	57.88	388.63	567.00	99.22	666.22	590.62	-	590.62
25 Cost of works exceeding: £50000 but not exceeding £100000	202.50	35.44	237.94	472.50	82.69	555.19	810.00	141.75	951.75	843.75	-	843.75
<p>Multiple work reductions: Where multiple works are covered by more than one of the above categories, then the appropriate charge is calculated by paying the full amount for the most expensive category and only 50% for the other applicable category based upon the cost of the additional work provided this work is undertaken at the same time.</p>												

Notes:

Where a suitable electrical certificate under BS7671 cannot be provided an additional charge of £85 per application may be charged.

Where Standard Charges are not applicable please contact Building Control at Hove Town Hall on Tel 292485 or Tel 292050.

Table C2– NON-DOMESTIC WORK Standard Charges

Limited to work not more than 3 storeys above ground level

TABLE C2 Other Work	Plan Charge			Inspection Charge			Regularisation Charge		
	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge
Cost of work not exceeding £5,000 including:- <ul style="list-style-type: none"> Replacement windows, roof lights, roof windows or external glazed doors (not exceeding 20 units) Installation of new shop-front Renewable Energy Systems (not covered by an appropriate competent persons scheme) 	52.65	9.21	61.86	122.85	21.50	144.35	219.37	-	219.37
Cost of work exceeding £5,000 & not exceeding £25,000 including:- <ul style="list-style-type: none"> Replacement of windows, roof windows or external glazed doors (exceeding 20 units) Installation of a Raised Storage Platform within an existing building Renovation of a thermal element 	76.95	13.46	90.41	179.55	31.42	210.97	320.62	-	320.62
Cost of work exceeding £25,000 & not exceeding £50,000	157.95	27.64	185.59	368.55	64.50	433.05	658.12	-	658.12
Cost of work exceeding £50,000 and not exceeding £100,000	210.60	36.85	247.45	491.40	86.00	577.40	877.50	-	877.50
Fit-out of building up to 100m²	85.05	14.88	99.93	198.45	34.73	233.18	354.37	-	354.37
<p>Multiple work reductions: Where multiple work is covered by more than one of the above categories within Tables C1 & C2 then the appropriate charge is calculated by paying the full amount for the most expensive category and only 50% for the other applicable categories</p> <p>Where Standard Charges are not applicable please contact Building Control at Hove Town Hall on Tel: 292485 or 292050</p>									

**Table C – Non-domestic work Extensions & New Build
Assembly & Recreational Use**

Limited to work not more than 3 storeys above ground level
Standard charges

TABLE C1		Extensions & New Build								
	For each separate construction	Plan Charge			Inspection Charge			Regularisation Charge		
		Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge
1	Single storey extensions with floor area not exceeding 15m ²	105.30	18.43	123.73	245.70	43.00	288.70	438.75	-	438.75
2	Single storey extensions with floor area exceeding 15m ² but not exceeding 60m ²	149.85	26.22	176.07	349.65	61.19	410.84	624.37	-	624.37
3	New build & other extensions with a total floor area not exceeding 50m ²	166.05	29.05	195.10	387.45	67.80	455.25	691.87	-	691.87
4	New build & other extensions with a total floor area exceeding 50m ² but not exceeding 100m ²	174.15	30.48	204.63	406.35	71.11	477.46	725.62	-	725.62
5	New build & other extensions with total floor area exceeding 100m ² to 200m ²	194.40	34.02	228.42	453.60	79.38	532.98	810.00	-	810.00

Table C – Non-domestic work Extensions & New Build
Industrial & Storage Use

Limited to work not more than 3 storeys above ground level
Standard charges

TABLE C1		Extensions & New Build								
	For each separate construction	Plan Charge			Inspection Charge			Regularisation Charge		
		Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge
1	Single storey extensions with floor area not exceeding 15m ²	81.00	14.17	95.17	189.00	33.07	222.07	337.50	-	337.50
2	Single storey extensions with floor area exceeding 15m ² but not exceeding 60m ²	97.20	17.01	114.21	226.80	39.69	266.49	405.00	-	405.00
3	New build & other extensions with a total floor area not exceeding 50m ²	113.40	19.85	133.25	264.60	46.30	310.90	472.50	-	472.50
4	New build & other extensions with a total floor area exceeding 50m ² but not exceeding 100m ²	137.70	24.10	161.80	321.30	56.23	377.53	573.75	-	573.75
5	New build & other extensions with total floor area exceeding 100m ² to 200m ²	153.90	26.93	180.83	359.10	62.84	421.94	641.25	-	641.25

**Table C – Non-domestic work Extensions & New Build
Other Residential (Institutional & Other)**

Limited to work not more than 3 storeys above ground level
Standard charges

TABLE C1		Extensions & New Build								
	For each separate construction	Plan Charge			Inspection Charge			Regularisation Charge		
		Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge
1	Single storey extensions with floor area not exceeding 15m ²	113.40	19.85	133.25	264.60	46.30	310.90	472.50	-	472.50
2	Single storey extensions with floor area exceeding 15m ² but not exceeding 60m ²	174.15	30.48	204.63	406.35	71.11	477.46	725.62	-	725.62
3	New build & other extensions with a total floor area not exceeding 50m ²	190.35	33.31	223.66	444.15	77.73	521.88	793.12	-	793.12
4	New build & other extensions with a total floor area exceeding 50m ² but not exceeding 100m ²	206.55	36.15	242.70	481.95	84.34	566.29	860.62	-	860.62
5	New build & other extensions with total floor area exceeding 100m ² to 200m ²	226.80	39.69	266.49	529.20	92.60	621.80	945.00	-	945.00

Table C – Non-domestic work Extensions & New Build
All Other Use Classes

Limited to work not more than 3 storeys above ground level
Standard charges

TABLE C1		Extensions & New Build								
	For each separate construction	Plan Charge			Inspection Charge			Regularisation Charge		
		Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge
1	Single storey extensions with floor area not exceeding 15m ²	89.10	15.59	104.69	207.90	36.38	244.28	371.25	-	371.25
2	Single storey extensions with floor area exceeding 15m ² but not exceeding 60m ²	121.50	21.26	142.76	283.50	49.61	333.11	506.25	-	506.25
3	New build & other extensions with a total floor area not exceeding 50m ²	145.80	25.52	171.32	340.20	59.53	399.73	607.50	-	607.50
4	New build & other extensions with a total floor area exceeding 50m ² but not exceeding 100m ²	162.00	28.35	190.35	378.00	66.15	444.15	675.00	-	675.00
5	New build & other extensions with total floor area exceeding 100m ² to 200m ²	178.20	31.18	209.38	415.80	72.76	488.56	742.50	-	742.50

