



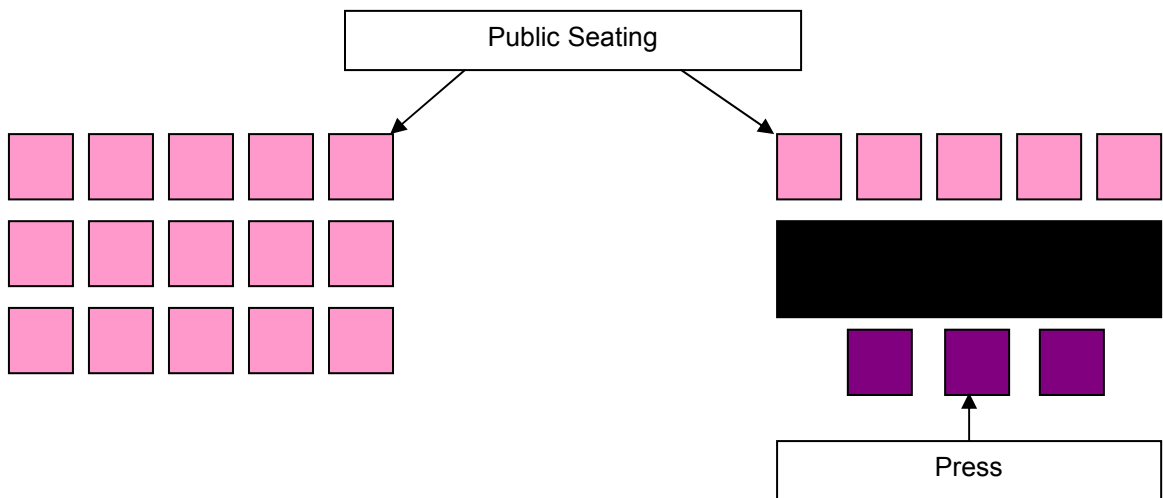
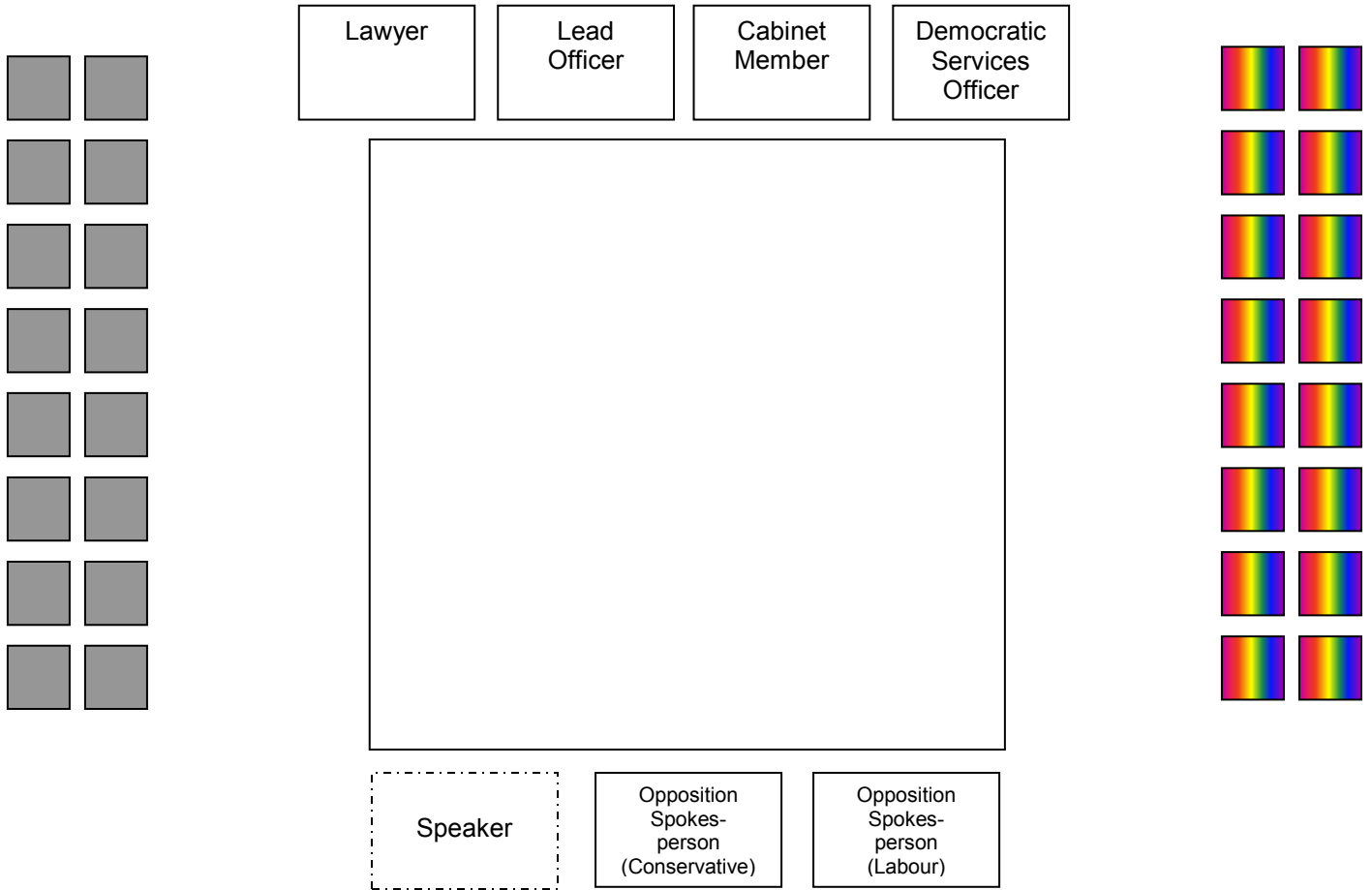
Brighton & Hove  
City Council

# Cabinet Member Meeting

Title:	<b>Environment Cabinet Member Meeting</b>
Date:	<b>26 May 2011</b>
Time:	<b>10.30am</b>
Venue	<b>Council Chamber, Hove Town Hall</b>
Members:	<b>Councillor:</b> Subject to confirmation following Annual Council on 19 May 2011
Contact:	<b>Tanya Davies</b> Acting Democratic Services Manager 01273 291227 tanya.davies@brighton-hove.gov.uk

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	An Induction loop operates to enhance sound for anyone wearing a hearing aid or using a transmitter and infra red hearing aids are available for use during the meeting. If you require any further information or assistance, please contact the receptionist on arrival.
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# Democratic Services: Meeting Layout



AGENDA

**1. 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.*

**2. MINUTES OF THE PREVIOUS MEETING**

**1 - 8**

Minutes of the meeting held on 31 March 2011 (copy attached).

**3. CABINET MEMBER'S COMMUNICATIONS**

**4. ITEMS RESERVED FOR DISCUSSION**

- (a) Items reserved by the Cabinet Member
- (b) Items reserved by the Opposition Spokespersons
- (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.*

**5. PETITIONS**

**9 - 12**

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

Contact Officer: Tanya Davies

Tel: 29-1227

Ward Affected: All Wards

**6. PETITIONS DEBATED AT COUNCIL**

**13 - 24**

**(a) Save the Drive Cycle Lanes, Hove.**

- (i) Draft extract from the proceedings of Council on 24 March 2011 (copy attached).
- (ii) Report of the Monitoring Officer (copy attached).

**(b) Royal Sussex County Hospital parking.**

- (i) Draft extract from the proceedings of Council on 24 March 2011 (copy attached).
- (ii) Report of the Monitoring Officer (copy attached).

**7. PUBLIC QUESTIONS**

(The closing date for receipt of public questions is 12 noon on 19 May 2011)

No public questions received by date of publication.

**8. DEPUTATIONS**

(The closing date for receipt of deputations is 12 noon on 19 May 2011)

No deputations received by date of publication.

**9. LETTERS FROM COUNCILLORS**

No letters have been received.

**10. WRITTEN QUESTIONS FROM COUNCILLORS**

No written questions have been received.

**11. NOTICES OF MOTION**

No Notices of Motion have been received.

**12. SHOREHAM HARBOUR: INTERIM PLANNING GUIDANCE (IPG) UPDATE**

**25 - 56**

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

*Contact Officer: Mike Holford Tel: 29-2501*  
*Ward Affected: Hangleton & Knoll;*  
*South Portslade; Wish*

**13. ROTTINGDEAN CHARACTER STATEMENT**

**57 - 100**

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

*Contact Officer: Sanne Roberts Tel: 29-2261*  
*Ward Affected: Rottingdean Coastal*

## ENVIRONMENT CABINET MEMBER MEETING

**14. LOCAL DEVELOPMENT FRAMEWORK CORE STRATEGY - UPDATED BACKGROUND STUDIES** **101 - 106**

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

*Contact Officer:* Liz Hobden *Tel:* 29-2504

*Ward Affected:* All Wards

**15. CEDARS GARDENS HIGHWAY IMPROVEMENT SCHEME** **107 - 112**

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

*Contact Officer:* Robin Reed *Tel:* 29-3856

*Ward Affected:* Withdean

**16. SUPPORTED BUS SERVICES: AREA NETWORK REVIEW CONSULTATION** **113 - 118**

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

*Contact Officer:* Paul Crowther *Tel:* 29 - 2479

*Ward Affected:* All Wards

**17. PEDESTRIAN CROSSING ASSESSMENT METHODOLOGY** **119 - 126**

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

*Contact Officer:* Robin Reed *Tel:* 29-3856

*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](http://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](mailto:tanya.davies@brighton-hove.gov.uk)) or email [democratic.services@brighton-hove.gov.uk](mailto:democratic.services@brighton-hove.gov.uk)

Date of Publication - Wednesday, 18 May 2011



**BRIGHTON & HOVE CITY COUNCIL  
ENVIRONMENT CABINET MEMBER MEETING**

**4.00PM 31 MARCH 2011**

**COUNCIL CHAMBER, HOVE TOWN HALL**

**MINUTES**

**Present:** Councillor G Theobald (Cabinet Member)

**Other Members present:** Councillors Allen, Bennett and Young

**PART ONE**

**114. PROCEDURAL BUSINESS**

**114(a) Declarations of Interests**

114a.1 There were none.

**114(b) Exclusion of Press and Public**

114b.1 In accordance with section 100A of the Local Government Act 1972 ("the Act"), the Cabinet Member 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 business to be transacted or the nature of the proceedings, that if members of the press and 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(I) of the Act).

114b.2 **RESOLVED** - That the press and public be not excluded from the meeting.

**115. MINUTES OF THE PREVIOUS MEETING**

115.1 **RESOLVED** - That the minutes of the meeting held on 10 March 2011 be approved as a correct record, subject to the following amendments:

- (i) the insertion of the word 'Member' after 'Cabinet' at paragraph 105.2.
- (ii) the replacment of the word 'were' with 'was' at paragraph 106.1.

**116. CABINET MEMBER'S COMMUNICATIONS**

116.1 The Cabinet Member reported that The Lanes Car Park had won the award for 'Best Refurbishment' at the British Parking Awards and that the Cityclean call centre had won the award for 'Customer Communication Strategy of the Year' at the Institute of Customer Services Awards. He welcomed the national recognition and paid tribute to the officers whose hard work had resulted in the awards.

**117. ITEMS RESERVED FOR DISCUSSION**

117.1 **RESOLVED** – That all items be reserved for discussion.

**118. PETITIONS****118(i) Consult on Queen's Park bowling green**

118.1 Councillor Duncan presented an epetition and accompanying paper petition signed by a total of 113 people calling for the council to carry out a consultation on the future use of the Queen's Park Bowling Green among all park users.

118.2 Councillor Duncan was unable to attend the meeting.

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

**118(ii) Parking Problems - Bakers Bottom**

118.4 Mr Chris Cooke presented an epetition and accompanying paper petition signed by a total of 103 people calling for the council to consider the introduction of double yellow lines at the junctions of Rochester/Livingstone St, Bute/Livingstone St and Hendon/Livingstone St in the area commonly known as "Bakers Bottom", to alleviate the problem of cars causing an obstruction in the area.

118.5 The Cabinet Member confirmed that he would instruct officers to investigate current parking demands in the area.

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

**118(iii) Hove Station Foot Bridge**

118.7 Mr Adam Love had submitted an epetition signed by of 29 people concerning the maintenance and improvement of Hove Station Foot Bridge.

118.8 Mr Love was unable to attend the meeting.

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



**118(iv) Save Our Buses**

- 118.10 Mr Tom French presented an epetition and accompanying paper petition signed by a total of 556 people calling for the council to protect subsidised bus routes from cuts, including the no. 21, 21B, 81, 81A and 22.
- 118.11 The Cabinet Member advised that, unlike other authorities, around the country, the Administration had fought hard to protect its bus services in difficult economic times to ensure our residents still had access to jobs, local amenities and the city centre.
- 118.12 **RESOLVED** – That the petition be noted.

**118(v) Make Hollingdean Dip Safe**

- 118.13 Ms Christina Summers presented an epetition and accompanying paper petition signed by a total of 835 people calling for the council to make the Hollingdean Dip safer to cross by reviewing the traffic calming measures in the area and taking steps to improve road safety.
- 118.14 The Cabinet Member advised that the council had already taken positive steps to improve road safety at “The Dip”. The road had undergone a number of improvements that included adjusting the road layout with dropped kerb crossing points that incorporated tactile paving for blind or partially sighted pedestrians and chicanes that forced vehicles to give way and slow down. Illuminated traffic calming signs had also been provided. Road safety data for the last 3 years showed that the measures had been effective as the number of collisions had fallen significantly compared with the original road layout.

The Cabinet Member explained that, while the council did not consider Hollingdean Dip to have a specific safety issue, it was sensitive to the concerns and perceptions of residents and so had developed a new methodology for assessing the requirements for pedestrian crossings that would not only take accidents into account, but also include pedestrian and vehicle counts, triggered by specific requests from residents. He stated that he would ask officers to look into the request with the new methodology in mind.

- 118.15 **RESOLVED** – That the petition be noted.

**118(vi) George Street, Hove – change to opening hours**

- 118.16 Councillor Young presented an paper petition signed by 56 traders and residents of George Street, Hove calling for a change to the street opening hours to 4pm daily effective from 1 April 2011 and continuing thereon.
- 118.17 The Cabinet Member advised that he would instruct officers to investigate the proposal, but as it would require a consultation and a Traffic Order and some re-negotiation with establishments who have tables and chairs outside on the carriageway, it could not be implemented from 1 April 2011.
- 118.18 **RESOLVED** – That the petition be noted.

**119. PUBLIC QUESTIONS**

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

119.2 Mr Steve Hare asked the following question:

“The Pedestrian Crossing Assessment Methodology document talks of the need to include "public perception of dangerous roads, and the impact of crossings on community cohesion ", yet this isn't scored in the assessment, nor are near misses, predictable risk increasing dynamic situations (cars overtaking buses at build-outs every ten minutes), factoring for number of children under 10 in the PV<sup>2</sup> count (the highest percentage group within pedestrian fatalities) or adherence to speed limits. How will BHCC ensure that residents' daily experience of the dangerousness of the Hollingdean Dip (Hollingbury Place) is incorporated into the road safety assessment process?”

119.3 The Cabinet Member gave the following response:

“Thank you for your question.

The assessment methodology has been developed to ensure that all requests for pedestrian crossings in any road of the city can be consistently and robustly assessed, so those that can deliver the greatest benefit are prioritised for implementation. It will enable us to fairly and robustly consider the relative need for a crossing facility at the Hollingdean Dip compared to other potential locations across the city. If the result of the assessment suggests that the Hollingdean Dip should be considered a priority location then designs will be prepared, consultation carried out and a crossing facility implemented as soon as possible, subject to the availability of funding.

A report will be brought to the next Environment Cabinet Member Meeting on 26th May where consideration will be given to adopting this new methodology.

As you have obviously taken the time to consider the new methodology in some detail, I will ask officers to respond to you separately regarding the specific points you have raised in relation to the public perception of dangerous roads and near miss incidents, amongst other things.”

119.4 Mr Hare asked the following supplementary question:

“Even if BHCC decides to ignore the community's experience and anecdotal evidence of near-misses in its assessment methodology in relation to the Hollingdean Dip, Local transport note 1/95 section 3.5.2. states that “if accidents are below average – may not be reasonable to predict a benefit in accident terms, although there may be other advantages if a crossing is installed”. What consideration does BHCC intend to give the fact that by installing a Zebra crossing and taking measures such as burning out central white lines on roads, planting trees to reduce line of sight or reducing speed-limits to 20 mph this will improve the quality of life for local residents, traders and visitors, reduce levels of anxiety when walking in the area, and strengthen the local sense of community?”

119.5 The Cabinet Member gave the following response:

“I will ask officers to respond to you on each of the specific points raised.”

## 120. DEPUTATIONS

120.1 There were none.

## 121. LETTERS FROM COUNCILLORS

121a.1 A letter had been received from Councillor Allen concerning parking in Springfield Road, Southdown Avenue, Rugby Road and Florence Road and the timetable for the proposed review of the Area J controlled parking zone. He asked for confirmation of when the impact assessment would take place and whether spare permits in Area J could be made available to the residents in the area who wished to purchase them, despite not living within that parking zone.

121a.2 The Cabinet Member reported that a number of residents throughout the City had asked for their roads to be consulted for controlled parking as part of a parking scheme. A citywide parking review was planned for later in the year and it would look at various aspects of controlled parking, including requests from residents and ward councillors to review existing parking schemes, therefore assessment on any one zone could not begin before the review had taken place and a timetable had been consulted upon and approved.

The Cabinet Member noted the request for residents in roads immediately to the north of the scheme to be able to apply to purchase Area J permits; currently the council did not allow households on the edge of a parking scheme to apply for permits for adjacent zones because of capacity issues. However, this would also be investigated as part of the citywide parking review.

121a.3 **RESOLVED** – That the letter be noted.

121b.1 A letter had been received from Councillor Bennett calling for Kestrel Close to be included in the surrounding CPZ at the request of the residents who were experiencing serious problems trying to park in their road.

121b.2 The Cabinet Member stated that residents asked to be excluded from the scheme during the original consultation. The citywide parking review later in the year would look at various aspects of controlled parking and include requests from residents and ward councillors to review or extend existing parking schemes.

The Cabinet Member advised that, in view of their previously expressed position, it would be helpful if residents could gather support for the proposal by submitting a petition to a future Environment Cabinet Member Meeting.

121b.3 **RESOLVED** – That the letter be noted.

121c.1 A letter had been received from Councillor Bennett calling for parking restrictions to be implemented in The Drove way to alleviate the problems experienced by residents.

121c.2 The Cabinet Member confirmed that he would instruct officers to investigate current parking demands in the road and consider the way forward.

121c.3 **RESOLVED** – That the letter be noted.

## **122. WRITTEN QUESTIONS FROM COUNCILLORS**

122.1 There were none.

## **123. NOTICES OF MOTIONS**

123.1 There were none.

## **124. PLANNING BRIEF - PARK HOUSE SITE**

124.1 The Cabinet Member considered a report of the Strategic Director, Place concerning the consultation process undertaken in relation to the development of a planning brief for the Park House site and seeking approval of the planning brief.

124.2 The Cabinet Member explained that the site had been the subject of two refused planning applications and two appeals. He was pleased that a Planning Brief had been prepared which sought to provide clarity on the planning requirements for the site. A Public Exhibition had been held in February generating 70 written responses. The Brief addressed all of the themes that emerged as key issues from the public consultation and sought to balance the various planning issues relating to the site with the developer's concerns. It would be used to provide up-to-date planning guidance to developers and would also be a material planning consideration in the determination of planning applications relating to the site.

124.3 Councillor Bennett, ward councillor for Hove Park ward where the site was situated, advised that she and her ward colleague, Councillor Brown, were supportive of the outcome of the consultation.

124.4 The Cabinet Member noted that Councillor Davis, ward councillor for neighbouring Goldsmid ward, had written to him to express her broad support for the Planning Brief.

124.5 Ms Valerie Paynter from 'saveHOVE' stated that the resulting Planning Brief took full account of the comments made during the public consultation and was pleased that residents had been listened to.

124.6 The Planning Projects Manager explained that the consultation results had been carefully incorporated into the Planning Brief. He recognised that, although the developer was not supportive of all elements of the Brief, the council was confident that it would enable them to move forward and that it would ultimately result in an appropriate scheme.

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

- (1) That the results of the public consultation exercise that have been taken into account in the preparation of the planning brief (see Appendix 2) be noted.
- (2) That the planning brief be approved in order to provide planning guidance to developers and assist the council in the assessment of future development proposals and planning applications concerning the site.

**125. TAX FREE BIKE SCHEME CONTRACT RENEWAL**

- 125.1 The Cabinet Member considered a report of the Strategic Director, Place concerning renewal of the contract for the council's tax free bike scheme for staff.
- 125.2 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:
- (1) That the Tax Free Bike Scheme contract be awarded to P&MM Limited commencing 1 April 2011 for a period of two years, with a potential extension of up to 24 months thereafter.
- 125.3 The Cabinet Member stated that it was the final meeting of the Administration's four year term and that local elections would take place in May. He wished to place on record his thanks to the officers who had provided administrative, legal and technical advice and support during that time, and also to the councillors and members of the public who had attended the meetings.

The meeting concluded at 4.30pm

Signed

Cabinet Member

Dated this

day of



# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 5

Brighton & Hove City Council

**Subject:** Petitions  
**Date of Meeting:** 26 May 2011  
**Report of:** Strategic Director, Resources  
**Contact Officer:** Name: Tanya Davies Tel: 29-1227  
E-mail: tanya.davies@brighton-hove.gov.uk  
**Key Decision:** No  
**Wards Affected:** Various

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

1.1 To receive any petitions presented at Council, any petitions submitted directly to Democratic Services or any e-Petition submitted via the council's website.

#### 2. RECOMMENDATIONS:

2.2 That the Cabinet Member responds to each petition and in each case gives consideration to a range of options, including the following:

- taking the action requested in the petition
- considering the petition at a council meeting
- holding an inquiry into the matter
- undertaking research into the matter
- holding a public meeting
- holding a consultation
- holding a meeting with petitioners
- referring the petition for consideration by the council's Overview and Scrutiny Committee\*
- calling a referendum
- writing to the petition organiser setting out the council's views about the request in the petition
- noting the petition

#### 3. PETITIONS

##### 5. (i) Historic Signage in Brunswick Town

To receive the following e-Petition submitted via the council's website Mr Brian Stone and signed by 18 people:

*We the undersigned petition the council to introduce signs to denote the historic area of Brunswick Town.*

**5. (ii) Pedestrian Crossing, Sackville Road, Hove**

To receive the following petition presented at Council on 24 March 2011 by Councillor Oxley and signed by 100 people:

*We the undersigned request a pedestrian crossing or island to be put in place on Sackville Road, Hove, between Montgomery Street and Livingstone Road. This will enable pedestrians safe passage between the Poets Corner area and Hove Station.*

**5. (iii) Traffic Calming around Bevendean Pub area**

To receive the following petition presented at Council on 24 March 2011 by Councillor Caulfield and signed by 30 people:

*We, the undersigned, hereby petition Brighton and Hove City Council to implement traffic calming measures in the streets around the Bevendean Pub, there having been a serious hit-and-run accident on Saturday morning, and many, many near misses. There has been huge concern over a considerable amount of time about the lack of measures and residents often feel scared to even cross the roads. Considering the millions of pounds given to the East Brighton Trust we are disappointed that this has not resulted in helping our roads become safer, where children and animals are at particular risk.*

**5. (iv) Double Yellow Lines, Findon Road**

To receive the following petition presented at Council on 24 March 2011 by Councillor Morgan and signed by 11 people:

*We, the undersigned residents of Findon Road and surrounding area, call on Brighton & Hove City Council to install double yellow lines at the junction of Findon Road and Whitehawk Road.*

*Since the implementation of the extension to the Area H controlled parking scheme, the parking congestion at this junction has become dangerous causing restricted vision for motorists resulting in several 'near-misses' for drivers trying to exit Findon Road.*

**5. (v) Puffin crossing outside Elm Grove Primary School**

To receive the following petition presented at Council on 24 March 2011 by Councillor Randall and signed by 146 people:

*Following a road accident involving a child using the Pelican Crossing outside Elm Grove Primary School in Elm Grove on Thursday 3 February, the undersigned believe Brighton and Hove City Council should install a safer Puffin Crossing outside the school to improve road safety for the pupils, their parents and all other residents who use the present crossing.*



**5. (vi) Double yellow lines on the Western side of St Johns Road**

To receive the following petition presented at Council on 24 March 2011 by Councillor Elgood and signed by 11 people:

*We request double yellow lines for a distance of 15 feet – 4.6 metres – from the inset parking spaces for ‘The Sands’ north to the property known as ‘Pebbles’.*

*This is in order to prevent obstruction and allow reversing vehicular access to the Palmeira Square.*

*We further request a revised attendant Road Traffic Order for ‘no parking at any time’.*

**5. (vii) Cycle lane threat - stop Council waste**

To receive the following e-Petition presented at Council on 24 March 2011 by Councillor Davis and signed by 169 people:

*We the undersigned petition the council to keep the cycle lane on Grand Avenue and The Drive. At a cost of £1.1m to remove the lane we believe this proposal is a waste of tax payers' money, and will severely reduce opportunities for safe cycling in Hove and Goldsmid ward.*

**5. (viii) Getting rid of Cycle Lanes in The Drive**

To receive the following e-Petition submitted via the council website by Mr Dervish Bayram and signed by 10 people:

*We the undersigned petition the council to get rid of the cycle lanes in The Drive and Grand Avenue.*

*As a Brighton and Hove taxi driver, this scheme is not only dangerous but is an accident waiting to happen, as taxi drivers we cannot pick up and drop off elderly passengers because the layout of the road is very dangerous, I am surprised nobody has been killed yet, its just a question of time.*



### EXTRACT FROM THE DRAFT PROCEEDINGS OF THE COUNCIL MEETING HELD ON THE 24 MARCH 2011

#### BRIGHTON & HOVE CITY COUNCIL

4.30pm 24<sup>th</sup> MARCH 2011  
COUNCIL CHAMBER, HOVE TOWN HALL

#### DRAFT MINUTES

**Present:** Councillors: Wells (Chairman), A. Norman (Deputy Chairman), Alford, Allen, Barnett, Bennett, Brown, Carden, Caulfield, Cobb, Davey, Davis, Deane, Drake, Duncan, Elgood, Fallon-Khan, Fryer, Hamilton, Harmer-Strange, Hawkes, Hyde, Janio, Kemble, Kennedy, Kitcat, Lepper, Marsh, McCaffery, Meadows, Mears, Mitchell, Morgan, K. Norman, Older, Oxley, Peltzer Dunn, Phillips, Pidgeon, Randall, Rufus, Simpson, Simson, Smith, Steedman, C. Theobald, G. Theobald, Turton, Wakefield-Jarrett, Watkins, West, Wrighton and Young.

#### PART ONE

#### 84(C). SAVE THE DRIVE CYCLE LANES, HOVE

#### 84. Save the Drive Cycle Lanes, Hove

84.39 The Mayor stated that under the Council's petition scheme, if a petition contained 1,250 or more signatures, it could be debated by the Full Council and such a request had been made in respect of an e-petition concerning the Drive cycle lanes in Hove.

84.40 The Mayor invited Councillor Davey to present his petition.

84.41 Councillor Davey thanked the Mayor and stated that a total of 3,543 people had signed the e-petition which read as follows:

"We the undersigned, call on the Conservative administration running Brighton & Hove City Council to withdraw its proposals to improve vehicular access to the seafront and Shoreham Harbour by spending £1.1m removing the cycle lanes on The Drive and grand Avenue in Hove.

The increased traffic levels, particularly the likely greater use by heavy goods vehicles, will increase the risk to other road users particularly pedestrians and cyclists.

These cycle lanes were installed by the same Conservative administration in 2008 at a cost of over £600,000. To spend nearly twice as much removing them now would be an irresponsible waste of public money. This money would be much better spent constructively elsewhere.

Please stop this before it's too late.”

- 84.42 Councillor Davey stated that he hoped that having secured the cycle lane at the previous Budget Council meeting in light of the significant level of support for it, that it would now remain in situ and any necessary improvements made.
- 84.43 Councillor Theobald noted the petition and stated that very good reasons for the proposed removal of the lane had been outlined as part of the budget process. With regard to the saving achieved by retaining the cycle lane, he noted that the funding had been allocated to other areas and therefore he could not confirm whether resources were available for other safety measures to be put in place.
- 84.44 Councillor Davis stated that she supported the petition and noted that the cycle lane had been installed under the supervision of the National Cycling Group. She also stated that she wished to move a Labour Group amendment to the report's recommendation, to ensure that cycling was supported by the council.
- 84.45 Councillor Mitchell formally seconded the amendment.
- 84.46 Councillor Davey moved an amendment on behalf of the Green Group to the report's recommendation and stated that there was a need to improve cycling facilities and to address any safety issues.
- 84.47 Councillor Phillips formally seconded the amendment.
- 84.48 Councillor Mears stated that concerns had been raised over the safety of the lane and these had been highlighted in Safety Audit reports. She noted that both the amendments referred to the issue of safety, which had been the primary concern for the Administration's proposal to remove the lane in the first instance.
- 84.49 Councillor Young stated that she had asked the local MP to look into the safety issue and noted that taxi drivers had also expressed concerns over safety and the ability to come out of properties along Grand Avenue.
- 84.50 Councillor Elgood stated that he had contacted Norman Baker MP as the Parliamentary Secretary to the Transport Secretary, who he had confirmed that had the council attempted to remove the cycle lane, the government would have taken legal advice on whether the previous funding towards the cost of installation could be reclaimed. He was happy to provide copies of the reply and stated that he believed the proposal to remove the lane had been irresponsible and that the aim should be to make it work and encourage cycling not deter it.
- 84.51 Councillor West stated that there was a need for the cycle lane and the amendment at the budget council meeting had prevented a waste of public money.
- 84.52 Councillor Kemble stated that as a taxi driver he had experienced the difficulty in getting out of drives along Grand Avenue and suggested that other Members should try it for themselves to see the danger that existed.

- 84.53 Councillor Hamilton stated that the previous funding of £1.1m saved by not removing the cycle lane had been taken from the Revenue Budget and not the Capital Budget and therefore suggested that resources were available for improvement works.
- 84.54 Councillor Theobald noted the comments and stated that he believed the overall budget of £4.3m had been reduced by £1.1m and that had then be set aside to fund other services. With regard to the previous funding contributed by a Quango which had now been dissolved, he questioned whether there was an avenue by which that funding could be reclaimed. He had received a number of emails on the issue all asking for the cycle lane to be removed and he questioned just how many of the 3,000 plus petitioners actually use the cycle lane.
- 84.55 The Mayor noted that two amendments had been moved along with the recommendation to refer the petition to the Environment Cabinet Member Meeting and stated that he would put each one to the vote.
- 84.56 The Mayor then put the Labour Group's amendment followed by the Green Group's amendment to the vote, each of which was carried.
- 84.57 The Mayor then put the substantive recommendations as amended to the vote which were carried.
- 84.58 **RESOLVED:**
- (1) That the petition is referred to the Environment Cabinet Member Meeting for consideration;
  - (2) That the Cabinet Member is requested to seek to ensure that the council actively promotes cycling as a sustainable form of travel and continues to invest in safe cycling facilities across the city;
  - (3) That the Cabinet Member is requested to:
    - thank the public for their strong expression of interest and tremendous level of support for retaining and improving the cycle lanes;
    - acknowledge that there is clear public support for the retention of these lanes;
    - place all safety audits that have been undertaken on The Drive into the public domain; and
  - (4) That the Cabinet Member is requested to:
    - instruct officers to identify immediate measures that can be taken to address safety concerns; and
    - instruct officers to identify measures both in the immediate and longer term which may increase usage such as completing links to the north of the city and developing routes to the east and west.



<b>Council</b>	<b>Agenda Item 84(c)</b>
24 March 2011	Brighton & Hove City Council

<b>Subject:</b>	<b>Save the Drive Cycle Lanes, Hove</b>		
<b>Date of Meeting:</b>	<b>24 March 2011</b>		
<b>Report of:</b>	<b>Monitoring Officer</b>		
<b>Contact Officer:</b>	<b>Name:</b> Mark Wall	<b>Tel:</b> 29-1006	
	<b>E-mail:</b> mark.wall@brighton-hove.gov.uk		
<b>Wards Affected:</b>	<b>All</b>		

**For general release**

**Note:** The subject matter of the petition is an executive function and therefore not one that Full Council can make a decision on.

**PETITION TRIGGERING A FULL COUNCIL DEBATE**

**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 Under the Council's Petition Scheme if a petition contains more than 1,250 signatures and is not a petition requesting officer evidence, it will be debated by the Full Council.
- 1.2 A combined paper and e-petition has resulted in triggering a debate at the council meeting, having exceeded the threshold with a total of 3,543 signatures.

**2. RECOMMENDATIONS:**

- 2.1 That the petition is referred to the Environment Cabinet Member Meeting for consideration.

**3. RELEVANT BACKGROUND INFORMATION / CHRONOLOGY OF KEY EVENTS:**

**3.1 The Petition**

"We the undersigned, call on the Conservative administration running Brighton & Hove City Council to withdraw its proposals to improve vehicular access to the seafront and Shoreham Harbour by spending £1.1m removing the cycle lanes on The Drive and grand Avenue in Hove.

The increased traffic levels, particularly the likely greater use by heavy goods vehicles, will increase the risk to other road users particularly pedestrians and cyclists.

These cycle lanes were installed by the same Conservative administration in 2008 at a cost of over £600,000. To spend nearly twice as much removing

them now would be an irresponsible waste of public money. This money would be much better spent constructively elsewhere.

Please stop this before it's too late.”

Lead Petitioner – Councillor Ian Davey

3.2 As the subject matter of the petition relates to an executive function, the options open to the council are:

- To note the petition and take no action for reasons put forward in the debate;  
or
- To refer the petition to the relevant Cabinet Member Meeting; or
- To refer the petition to the relevant Cabinet Member Meeting with recommendations.

#### **4. PROCEDURE:**

4.1 The petition will be debated at the Council meeting in accordance with the agreed protocol:

- (i) The Lead petitioner will be invited by the Mayor to present the petition and will have up to 3 minutes in which to outline the prayer of the petition and confirm the number of signatures;
- (ii) The Mayor will then call on the relevant Cabinet Member to respond to the petition and move a proposed response;
- (iii) The Mayor will then open the matter up for debate by councillors and call on those councillors who have indicated a desire to move an amendment or additional recommendation(s) to the recommendation listed in paragraph 2.1 of the report;
- (iv) Any councillor may move an amendment or recommendation, having regard to the recommendation in 2.1 above and any such proposal will need to be formally seconded;
- (v) After a period of 15 minutes, the Mayor will then call an end to the debate and ask the relevant Cabinet Member to reply to the points raised;
- (vi) The Mayor will then formally put:
  - (a) Any amendments in the order in which they are moved, and then
  - (b) The substantive recommendation(s) as amended (if amended).



### EXTRACT FROM THE DRAFT PROCEEDINGS OF THE COUNCIL MEETING HELD ON THE 24 MARCH 2011

#### BRIGHTON & HOVE CITY COUNCIL

4.30pm 24<sup>th</sup> MARCH 2011  
COUNCIL CHAMBER, HOVE TOWN HALL

#### DRAFT MINUTES

**Present:** Councillors: Wells (Chairman), A. Norman (Deputy Chairman), Alford, Allen, Barnett, Bennett, Brown, Carden, Caulfield, Cobb, Davey, Davis, Deane, Drake, Duncan, Elgood, Fallon-Khan, Fryer, Hamilton, Harmer-Strange, Hawkes, Hyde, Janio, Kemble, Kennedy, Kitcat, Lepper, Marsh, McCaffery, Meadows, Mears, Mitchell, Morgan, K. Norman, Older, Oxley, Peltzer Dunn, Phillips, Pidgeon, Randall, Rufus, Simpson, Simson, Smith, Steedman, C. Theobald, G. Theobald, Turton, Wakefield-Jarrett, Watkins, West, Wrighton and Young.

#### PART ONE

#### 84(A). ROYAL SUSSEX COUNTY HOSPITAL PARKING

##### 84. Royal Sussex County Hospital Parking

84.1 The Mayor stated that under the Council's petition scheme, if a petition contained 1,250 or more signatures, it could be debated by the Full Council and such a request had been made in respect of a combined e and paper petition concerning the Royal Sussex Hospital.

84.2 The Mayor invited Councillor Bennett to present her petition.

84.3 Councillor Bennett thanked the Mayor and stated that a total of 1,745 people had signed either the paper or e-petition version which read as follows:

"We the undersigned petition the council to relax their parking policies and work with the hospital trust to ensure that the amount of on site parking for all Royal Sussex County Hospital patients and their visitors is greatly increased.

Parking at the hospital should be easy and safe for patients and visitors, at what is for most people a stressful time."

84.4 Councillor Bennett stated that she hoped a workable solution could be found to the parking issue at the new development and that the petition would be fully supported.

- 84.5 Councillor Theobald welcomed the petition and stated that he understood the difficulty and that he felt access for everyone concerned with the working at or visiting the hospital was important. He noted that the council and the NHS Hospital Trust were working closely with each other in regard to the overall development of the site and that the council was pressing for the maximum number of parking spaces to be included.
- 84.6 Councillor Turton stated that as the Chair of 3Ts Hospital Liaison Group he had been involved in discussions with the Hospital Trust over the development and he welcomed the petition that Councillor Bennett had brought forward. He also stated that he wished to move a Labour Group amendment to the report's recommendation, as there was a need to give consideration to the increased staffing levels and to take account of alternative transport arrangements.
- 84.7 Councillor Morgan formally seconded the amendment.
- 84.8 Councillor Fryer moved an amendment on behalf of the Green Group to the report's recommendation and stated that there was a need to find a solution to the problem that accounted for the needs of all and provided alternative options to parking.
- 84.9 Councillor Davey formally seconded the amendment.
- 84.10 Councillor Carol Theobald stated that she hoped consideration would be given to how people could get to the hospital from the outskirts of the city as well as the staff parking.
- 84.11 Councillor Geoffrey Theobald stated that he hoped the proposed new transport model would help to offer solutions to the issue as not everyone could rely on alternative methods to a car to get to the hospital.
- 84.12 The Mayor noted that two amendments had been moved along with the recommendation to refer the petition to the Environment Cabinet Member Meeting and stated that he would put each one to the vote.
- 84.13 The Mayor then put the Labour Group's amendment followed by the Green Group's amendment to the vote, each of which was carried.
- 84.14 The Mayor then put the substantive recommendations as amended to the vote which were carried.
- 84.15 **RESOLVED:**
- (1) That the petition is referred to the Environment Cabinet Member Meeting for consideration, about how to improve access to the hospital for everyone, in particular in light of the proposed 3Ts development. This will include making public transport more accessible through ensuring the hospital promotes bus routes and working with bus and taxi companies to make sure they can both stop in or very near the hospital as well as making it easier to access the hospital by foot or bike. This will help to ease congestion and improve air quality around the hospital and ensure that emergency vehicles can reach the hospital more quickly and safely;

- (2) That the petition is referred to the Environment Cabinet Member Meeting for consideration with the following recommendations:
- (i) That the council works with Brighton, Hove and Sussex NHS Hospital Trust to ensure that the number of 450 additional staff that will be working at the Royal Sussex County Hospital site once the development is complete is taken into account when setting final car-parking numbers;
  - (ii) That the council actively encourages the Trust to significantly increase the frequency and capacity of the 40X bus;
  - (iii) That the council completes an area-wide feasibility study to determine whether through-traffic can be diverted away from the immediate vicinity of the hospital in accordance with the council's agreed LDF Core Strategy document; and
  - (iv) That the council works with the hospital Trust and other large employers in the city to provide genuine sustainable travel modes and choices for their workforce.



<b>Council</b>	<b>Agenda Item 84(a)</b>
24 March 2011	Brighton & Hove City Council

<b>Subject:</b>	<b>Royal Sussex County Hospital parking</b>		
<b>Date of Meeting:</b>	<b>24 March 2011</b>		
<b>Report of:</b>	<b>Monitoring Officer</b>		
<b>Contact Officer:</b>	<b>Name:</b> Mark Wall	<b>Tel:</b> 29-1006	
	<b>E-mail:</b> mark.wall@brighton-hove.gov.uk		
<b>Wards Affected:</b>	<b>All</b>		

**For general release**

**Note:** The subject matter of the petition is an executive function and therefore not one that Full Council can make a decision on.

**PETITION TRIGGERING A FULL COUNCIL DEBATE**

**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 Under the Council's Petition Scheme if a petition contains more than 1,250 signatures and is not a petition requesting officer evidence, it will be debated by the Full Council.
- 1.2 A combined paper and e-petition has resulted in triggering a debate at the council meeting, having exceeded the threshold with a total of 1,745 signatures.

**2. RECOMMENDATIONS:**

- 2.1 That the petition is referred to the Environment Cabinet Member Meeting for consideration.

**3. RELEVANT BACKGROUND INFORMATION / CHRONOLOGY OF KEY EVENTS:**

**3.1 The Petition**

"We the undersigned petition the council to relax their parking policies and work with the hospital trust to ensure that the amount of on site parking for all Royal Sussex County Hospital patients and their visitors is greatly increased.

Parking at the hospital should be easy and safe for patients and visitors, at what is for most people a stressful time."

Lead Petitioner – Councillor Jayne Bennett

- 3.2 As the subject matter of the petition relates to an executive function, the options open to the council are:

- To note the petition and take no action for reasons put forward in the debate;  
or
- To refer the petition to the relevant Cabinet Member Meeting; or
- To refer the petition to the relevant Cabinet Member Meeting with recommendations.

#### **4. PROCEDURE:**

- 4.1 The petition will be debated at the Council meeting in accordance with the agreed protocol:
- (i) The Lead petitioner will be invited by the Mayor to present the petition and will have up to 3 minutes in which to outline the prayer of the petition and confirm the number of signatures;
  - (ii) The Mayor will then call on the relevant Cabinet Member to respond to the petition and move a proposed response;
  - (iii) The Mayor will then open the matter up for debate by councillors and call on those councillors who have indicated a desire to move an amendment or additional recommendation(s) to the recommendation listed in paragraph 2.1 of the report;
  - (iv) Any councillor may move an amendment or recommendation, having regard to the recommendation in 2.1 above and any such proposal will need to be formally seconded;
  - (v) After a period of 15 minutes, the Mayor will then call an end to the debate and ask the relevant Cabinet Member to reply to the points raised;
  - (vi) The Mayor will then formally put:
    - (a) Any amendments in the order in which they are moved, and then
    - (b) The substantive recommendation(s) as amended (if amended).

# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 12

Brighton & Hove City Council

<b>Subject:</b>	<b>Shoreham Harbour: Interim Planning Guidance (IPG) Update</b>		
<b>Date of Meeting:</b>	<b>26 May 2011</b>		
<b>Report of:</b>	<b>Strategic Director Place</b>		
<b>Contact Officer:</b>	<b>Name: Mike Holford</b>	<b>Tel: 29-2501</b>	
	<b>E-mail: mike.holford@brighton-hove.gov.uk</b>		
<b>Key Decision:</b>	<b>No</b>		
<b>Wards Affected:</b>	<b>Hangleton &amp; Knoll; South Portslade; Wish</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 The report seeks approval to consult on an update of Interim Planning Guidance (IPG) for Shoreham Harbour. The initial IPG was subject to consultation for four weeks in November 2008. Prior to the production of more formal planning policies to guide the regeneration of Shoreham Harbour, Interim Planning Guidance was jointly produced with Adur District Council and West Sussex County Council and adopted by all three Councils in January 2009. The IPG has now been updated to reflect factual changes since then. The most significant being:-
- i. the three local authorities leading the project rather than the Regional Development Agency,
  - ii. the proposed abolition of the South East Plan,
  - iii. the completion of a capacity study showing the potential for a significantly smaller scale of development than initially proposed (2,000 dwellings rather than 10,000) and,
  - iv. the production of a Master Plan by the Shoreham Port Authority.
  - v. The reduction in the area covered by the IPG in Brighton & Hove.

Adur District and West Sussex County Councils will be following a similar process.

#### 2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member agrees to consultation on the Shoreham Harbour: Interim Planning Guidance update, subject to any minor grammatical and non-material text and illustrative alterations agreed by the Strategic Director Place in consultation with the relevant Cabinet Member, and agreed by Adur District Council and West Sussex County Council.

### **3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 For some time there has been an aspiration to regenerate the Shoreham Harbour Area, and this is an objective that Brighton & Hove City Council (BHCC), Adur District Council (ADC), and West Sussex County Council (WSCC), the three responsible authorities, have supported and continue to support. The objectives of regeneration are reflected in previous and emerging planning policy documents for the area, notably the BHCC saved local plan policies, and the emerging BHCC (and ADC) core strategies. At a national level, this has been recognised by the project receiving funding under growth point and eco town programmes.
- 3.2 The purpose of the Interim Planning Guidance (IPG) is to provide those interested in the regeneration of the Harbour with a), a summary of the existing planning policy framework for the Harbour, namely the relevant policies as contained in the BHCC Local Plan and emerging BHCC and ADC core strategies, and b), an overview of the future development priorities for the Shoreham Harbour regeneration area during the interim period (2011-2012).
- 3.3 The IPG does not establish new planning policy but, through setting out the background and context to the regeneration plans, aims to help encourage the type of development that is in keeping with the future vision for the Harbour, whilst planning policies are being prepared in the respective core strategies. The IPG has now been updated to reflect a number of factual changes (as set out in paragraph 1.1).
- 3.4 The IPG does not constitute a formal Supplementary Planning Document (SPD) as part of the Local Development Framework but the policies it contains are material planning considerations in the determination of any planning application to which those policies apply.

### **4. CONSULTATION**

- 4.1 The contents of this report have been discussed and agreed in advance with Adur District Council and West Sussex County Council.

### **5. FINANCIAL & OTHER IMPLICATIONS:**

#### Financial Implications:

- 5.1 The consultation referred to will be funded via Adur District Council. The only financial implications for Brighton and Hove City Council relates to a small element of staff time.

*Finance Officer Consulted: Karen Brookshaw*

*Date: 10/05/11*

#### Legal Implications:

- 5.2 As stated in paragraph 3.4 of the report the Interim Planning Guidance does not have any formal status under the Local Development Framework. However,



insofar as the Interim Planning Guidance contains saved Brighton & Hove Local Plan policies and planning policies as contained in Brighton and Hove City Council and Adur District Council's emerging core strategies those policies are themselves material planning considerations to be taken into account in the determination of relevant planning applications. No adverse human rights implications have been identified as arising from the report.

*Lawyer Consulted:*

*Hilary Woodward*

*Date: 09/05/11*

Equalities Implications:

- 5.3 None directly arising through the IPG.

Sustainability Implications:

- 5.4 The IPG aims to prevent piece-meal development in the short-term that would hinder the long term sustainable regeneration of the Shoreham Harbour area.

Crime & Disorder Implications:

- 5.5 None identified.

Risk and Opportunity Management Implications:

- 5.6 See below.

Corporate / Citywide Implications:

- 5.7 The intention of the IPG is to minimise the risk of inappropriate piecemeal development. Shoreham Harbour is a potentially significant employment area and strategic development site for the city. Careful management of development in this area is a city-wide priority.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 The alternative was not to produce Interim Planning Guidance in which case the potential for development to prejudice the long-term aims for the area would remain. Another option would be to produce a formal Supplementary Planning Document. This option has been discounted due to the time and costs involved in preparing an SPD.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To provide informal planning guidance in the short-term for the wider Shoreham Harbour area pending the preparation of Core Strategies.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Shoreham Harbour: Interim Planning Guidance Update

### **Documents in Members' Rooms:**

None

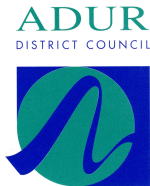
### **Background Documents:**

1. Shoreham Harbour: Interim Planning Guidance Update



# Shoreham Harbour: Interim Planning Guidance

Updated February 2011



Refer to: [www.shorehamharbour.com](http://www.shorehamharbour.com) to download electronic version

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4	Planning Policy Framework.....	10

## 1 Introduction

### Purpose and status of this guidance

- 1.1 The purpose of this Interim Planning Guidance (IPG) is to provide prospective applicants with a summary of the existing planning policy framework for the Harbour and to provide an overview of the future development priorities for the Shoreham Harbour regeneration area during the interim period (2011-2012), whilst detailed policies are being prepared.
- 1.2 This IPG does not establish new planning policy but, through setting out the background and context to the regeneration plans, aims to help encourage the type of development that is in keeping with the future vision for the Harbour.
- 1.3 This IPG does not constitute a Supplementary Planning Document (SPD) as part of the Local Development Framework (LDF). It has however been subject to consultation by project partners and key stakeholders prior to adoption by the three authorities. It is underpinned by the Government's Growth Point and Eco Town programmes and the associated investment to date.
- 1.4 Refer to [www.shorehamharbour.com](http://www.shorehamharbour.com) for further information on background and context, timeline to date, funding sources, partners and stakeholders, latest news and business opportunities.

### Relationship with emerging Shoreham Harbour policies

- 1.5 At the heart of the regeneration programme is the commitment to prepare and adopt planning policies relating specifically to the regeneration area. Eventually these will be adopted by Adur District Council (ADC), Brighton & Hove City Council (BHCC) and West Sussex County Council (WSCC) and will be used to determine future planning applications within the Harbour area, alongside the Core Strategies and relevant national policies.
- 1.6 The Shoreham Harbour policies will be subject to stakeholder and public consultation during 2011/2012 and will then be reviewed and taken forward to public examination.

## 2 Shoreham Harbour in Context

- 2.1 Shoreham Harbour is located on the south coast of England, five miles west of Brighton and five miles east of Worthing. The Harbour stretches for three miles and is bounded to the north by the A259 south coast road and the adjacent coastal communities (from west to east) of Shoreham-by-Sea, Kingston-by-Sea, Southwick, Fishersgate, South Portslade and Hove.
- 2.2 The Harbour area straddles the local authority boundaries of Adur District Council and West Sussex County Council in the west, with a smaller section of the Harbour falling within Brighton & Hove City Council to the east. Refer to Appendix 1.
- 2.3 The Shoreham Harbour regeneration area contains the entirety of the working trust Port of Shoreham operated by the Shoreham Port Authority (SPA). The ownerships within the Port are a mixture of privately owned sites, sites leased from SPA, SPA owned and operated sites and a small amount of local authority owned land such as part of Southwick Beach, Kingston Beach and several car parks. SPA owned and operated sites are largely concentrated in the eastern arm and canal including Lady Bee Marina and operational infrastructure such as the terminals, wharves, dry dock and moorings. Refer to [www.shoreham-port.co.uk/Masterplan](http://www.shoreham-port.co.uk/Masterplan) for site locations.
- 2.4 The regeneration area also takes in a number of sites outside the Port's jurisdiction including immediately adjacent residential and employment areas as well as vacant and underused sites between the A259 and the railway line to the north.
- 2.5 The precise boundary of the Shoreham Harbour regeneration area is still to be determined subject to further consultation.

### Background to the regeneration plans

- 2.6 There has been a long standing aspiration to maximise the potential of Shoreham Harbour and to revitalise the area for the benefit of local communities and the wider sub-region. The three local planning authorities BHCC, ADC and West Sussex County Council (WSSCC) continue to support the regeneration of the area and are working jointly together to progress a viable, locally-supported, strategic long-term vision.
- 2.7 The three authorities are working in partnership with SPA, South East England Development Agency (SEEDA)<sup>1</sup>, the Homes and Communities Agency (HCA). The Government Office for the South East (GOSE)<sup>2</sup> and the Environment Agency (EA) also work closely with the partnership.

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<sup>1</sup> The Government has announced that all RDAs including SEEDA will close by April 2012.

<sup>2</sup> The 2010 Comprehensive Spending Review confirmed that the **Government Offices** for the Regions will close at the end of March 2011

## Regional Spatial Strategy – The South East Plan

- 2.8 The aspirations for Shoreham Harbour were originally identified in the Regional Spatial Strategy (RSS) for the South East (May 2009)<sup>3</sup>. The RSS states that “Shoreham Harbour has scope to provide for a significant level of mixed use development to achieve significant social and economic objectives through regeneration, comprising employment, housing and other uses”.

## Regional Economic Strategy (2006-2016)

- 2.9 The Regional Economic Strategy (RES) produced by SEEDA states the following:
- **Priority 6:** To invest in the long-term sustainable growth of key ports and to explore future prospects for smaller ports such as Shoreham.

## Growth Point and Eco-Town status

- 2.10 Central Government has demonstrated its commitment to regenerating Shoreham Harbour through designating the area as a new Growth Point as part of the Growth Points programme<sup>4</sup> and have provided significant funding to progress plans for the area.
- 2.11 In March 2010 Shoreham Harbour received further funding as part of the Government’s Eco-Towns programme. The funding agreement requires further technical assessment to test the extent to which new development at the Harbour can meet with the Eco-Town standards as set out in the Eco-Towns Supplement to Planning Policy Statement 1<sup>5</sup>.
- 2.12 These designations, their associated conditions and the level of Government investment in the project to date will be taken into account when considering development applications within the regeneration area.

## Coast to Capital Local Enterprise Partnership (LEP)

- 2.13 The successful ‘Coast to Capital’ LEP bid covers the whole of West Sussex, Brighton and Hove, the Gatwick Diamond and the London Borough of Croydon, and is formed of local authorities and employers. The bid outlined the potential to create 100,000 jobs in the private sector over the next 25 years. The LEP is likely to be up and running by April 2011, subject to further Government guidance. Shoreham Harbour is identified within the

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<sup>3</sup> In May 2010 the Government announced the abolition of the Regional Strategies, a key proposed change to the planning system further detailed within the Localism Bill launched in December 2010.

<sup>4</sup> Further information at <http://www.communities.gov.uk/publications/housing/partnershipsforgrowth>

<sup>5</sup> Download at <http://www.communities.gov.uk/publications/planningandbuilding/pps-ecotowns>

LEP bid document as being an opportunity area for employment and business growth. To download a copy of the LEP bid, refer to [www.westsussex.gov.uk/LEP](http://www.westsussex.gov.uk/LEP). Coast to Capital has two key priorities:

- **Enterprise and entrepreneurship** – tackling low levels of enterprise and business formation so that the longer term competitive health of the area is secured.
- **International trade** – 60% of UK productivity gain is driven by businesses that are internationalised. The area has some slight competitive advantage in this, but the proposal is to significantly increase the numbers of firms who trade internationally.

### Shoreham Port Authority and Port Masterplan

- 2.14 Shoreham Port Authority has recently produced a Port Masterplan.<sup>6</sup> Although not a statutory planning policy document, the plan is reflective of the Port's future aspirations. The Masterplan has been subject to public and stakeholder consultation and should be taken into account when considering any new development in the vicinity of Shoreham Port. The Port Master Plan can be viewed at [www.shoreham-port.co.uk/Masterplan](http://www.shoreham-port.co.uk/Masterplan).
- 2.15 SPA is supportive of exploring the potential for an eco-town at the Harbour because it compliments the Port's own sustainability objectives. Examples of current sustainable development activities at the Port include:
- Supporting renewable energy generation including exploring plans for wind and solar power generation
  - Protection of wildlife habitats and heritage sites including an adjacent Site of Special Scientific Interest, Local Nature Reserve, Scheduled Ancient Monument and Village Green
  - Recently undertaking an environmental audit under the Eco Ports Initiative and working towards gaining certification under the Port Environmental Review System
  - Implementing measures to improve water quality and preventing water pollution
  - Working with the Environment Agency to undertake flood risk modelling and improvements to the flood defence system
  - Ongoing monitoring and regulation of air quality and emissions from port-related traffic
- 2.16 Through physical consolidation and improving commercial viability, the development plans for the Harbour will help to ensure that Shoreham Port continues to play an important role in the local economy. The priority for the Port Masterplan is to provide a clear strategy of land use that maximises:
- Availability of operational land
  - Economic use of non-operational land and financial return from it

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<sup>6</sup> As recommended by the Department for Transport in its interim report on the Ports Policy Review (July 2007).



- 2.17 It is advisable to consult with the Port Authority as part of any pre-application discussions related to developments that fall within, or adjacent to, the Port Authority's jurisdiction.
- 2.18 Under section 6 of the Masterplan, proposals for specific areas are set out as follows:

**Port Masterplan: Proposals**

- **South Quayside** (together with the outer layby berths) is the main operational area of the Port. The focus will be on continuing to improve operational efficiencies, develop new port trade, and accommodate the relocation of existing port operators. With the exception of the existing Power Station, and the Waste Water Treatment Plant, non-port operations would be resisted in this area.
- **Aldrington Basin** is the area with significant potential for change. It is mostly non-port uses. The area could be developed for either port-related activities or new employment (non-port related) development.
- **North Quayside** area has a mix of vacant land, port operators and other businesses, but with the relocation of certain non-port related uses, together with limited land reclamation and a new access road, it has the potential to develop as a new port operational area.
- **Southwick Waterfront** has the potential to be redeveloped for commercial and leisure purposes including increased marina berths with associated facilities, a new 'public hub', extra parking and improved public access to the waterfront. It is also an important Conservation Area.
- **Lock Gates / Dry Dock** area is a key functional part of the port, where the locks, port control and pumping station are located. It is identified as the main new engineering base together with a renovated dry dock and associated facilities. It is also an important Public Right of Way.
- **Harbour Mouth / Outer Lay-by** is the sea entrance to the Port with important tidal berths, new RNLI station, amenity areas and historic sites (Shoreham Fort, Lighthouse). Kingston Beach and the Fort have the potential to be improved as local community amenity areas.
- **Western Arm / River Adur** area has the potential for significant change with the relocation of port-related activities to other areas of the Port, the possible relocation of other uses and in the longer term redevelopment for residential, leisure and employment uses.
- **Public Beaches:** Southwick and Portslade beaches are important to local residents and watersport participants and there are opportunities for upgrading / enhancing them as valued local amenity areas.

Source: [www.shoreham-port.co.uk/Masterplan](http://www.shoreham-port.co.uk/Masterplan)

### 3 Strategic Vision and Priorities

- 3.1 As stated in the original Growth Point Programme of Development (submitted to Government in October 2008), the long term aim is to create a high-quality exemplar sustainable development at Shoreham Harbour potentially comprising a mix of residential, employment, community, education, leisure and ancillary retail development; to support the regeneration objectives of increasing housing and employment opportunities and skills in the area, whilst also raising environmental quality.
- 3.2 The key priorities underpinning the vision are set out below. These were identified through a consultation process with local Councillors and stakeholders and will be further explored during forthcoming consultation phases.

#### Key Priorities:

- Reducing inequalities by improving housing for local people and providing new homes in a range of sizes, tenures and types of accommodation to complement the existing housing stock and to meet identified needs, including affordable and family homes.
- Improving the area's economy by investing in the business environment and providing a range of premises for business and commerce to support and complement the wider economy of the Brighton and Hove diamond of growth and the long-term needs of the community; including promotion of high-value sectors.
- Reducing inequalities by equipping the area's residents and workers for the jobs of the future by providing facilities to enable them to acquire the education, training and skills they will need.
- Enabling Shoreham Port to continue to play an important role in the local and wider economy including consolidating it on land reclaimed from the sea to the east of the Harbour mouth.<sup>7</sup>
- Ensuring that development at Shoreham Harbour provides opportunities for people to live and work within easy reach, and that it is served by high quality integrated transport systems including walking, cycling and public transport routes and interchanges, reducing existing and new demand for travel by private car.
- Reducing the risks from flooding and coastal erosion in the area, in particular Shoreham Town Centre and the Canal area, and ensuring that risks are not increased elsewhere.
- Creating places that enable healthy and enjoyable living by improving existing and providing new: open spaces; recreation and sports facilities; and making it easier to get to the waterfront, coast and beaches, to the Adur Valley and

<sup>7</sup> Note: Land reclamation (in relation to the testing of 10,000 new homes at Shoreham Harbour) is now not being pursued following viability testing and assessment of impact on coastal processes.

other local facilities, and to the Downs.

- Protecting and enhancing the area's historic, environmental and other important assets including Shoreham Fort; Kingston Village Green and the Lighthouse; the Riverside Conservation area (Southwick); the Adur Estuary; and the vegetated shingle beaches, and providing better opportunities for them to be experienced and understood.
- Making the most of the area's coastal and waterfront location, including designing new development so that it complements the existing built environments of Shoreham town centre, Southwick, Fishersgate and Portslade; enhances the appearance of and access to river and canal-side waterfronts and beaches, and is appropriate to its setting within the largest urban area in Sussex.
- Improving Shoreham, Southwick and Portslade town centres and creating a new neighbourhood centre for Fishersgate.
- Enhancing community services and facilities, including providing new schools, to serve the existing and future population.
- Ensuring that the area is a leading example of sustainable living, including one that mitigates and adapts to climate change, where the natural environment is enhanced, natural resources are used wisely, and environmental issues are considered in a joined up way. New development will be designed, built and laid out in ways which reduce reliance on the private car; use energy and water efficiently; minimise waste; and keep the carbon-footprint as low as possible.

Source: Shoreham Harbour Members Steering Group 28/04/09

- 3.3 Technical studies currently being prepared as part of developing the Core Strategies and the Shoreham Harbour policies will further establish the spatial and viability implications of achieving these aspirations. These studies relate to capacity and viability, flood risk, transport, economic development, water management and sustainability.

## 4 Planning Policy Framework

- 4.1 The aim of this section is to outline the main considerations for planning applications in the interim period whilst the Shoreham Harbour policies are being prepared.
- 4.2 ADC and BHCC are the local planning authorities for Shoreham Harbour, responsible for preparing local planning documents and determining the majority of planning applications. For sites within the ADC part of the Harbour, WSCC is the strategic land use planning authority. It determines planning applications for minerals and waste as well as for other 'County matters' (e.g. schools, libraries) and is the highways authority for roads and transportation within the County. BHCC is the highways authority for areas of the Harbour that fall within its Council boundaries.
- 4.3 Set out below is an overview of key documents and policies that should be taken account of in preparing planning applications for sites within the Harbour area. There are a number of significant changes currently taking place more widely within the planning system and these changes will be taken account of accordingly as they emerge. Other relevant national planning policy and legislation should also be taken into account, in particular, relating to development within ports and Harbours.
- 4.4 In the interim whilst the Shoreham Harbour policies are being developed, changes of use and new developments that help to promote the regeneration objectives set out at 3.2 and are in conformity with the future plans for the area as set out in the Port Masterplan will continue to be encouraged. All applications will be assessed against relevant national and local planning policies as set out in Section 4.
- 4.5 Development that is inconsistent with the objectives but could reasonably be permitted temporarily (without prejudicing the longer term vision) may be granted time-limited permissions of up to 5 years where appropriate.

### Port Authority Permitted Development Rights

- 4.6 The Shoreham Port Authority has permitted development rights for certain types of development within the Harbour area meaning that planning permission from the local planning authority is not required. These rights are set out within the Shoreham Harbour Acts and also reflected within the General Permitted Development Order (GPDO) 1995; Part 17, Development By Statutory Undertakers, Class B (Dock, Pier, Harbours, Water transport, canal or inland navigation undertakings) as set out below:

**Class B Dock, pier, harbour, water transport, canal or inland navigation undertakings**

**Permitted development**

B. Development on operational land by statutory undertakers or their lessees in respect of dock, pier, harbour, water transport, or canal or inland navigation undertakings, required -

(a) for the purposes of shipping, or

(b) in connection with the embarking, disembarking, loading, discharging or transport of passengers, livestock or goods at a dock, pier or harbour, or with the movement of traffic by canal or inland navigation or by any railway forming part of the undertaking.

**Development not permitted**

B.1 Development is not permitted by Class B if it consists of or includes –

(a) the construction or erection of a hotel, or of a bridge or other building not required in connection with the handling of traffic,

(b) the construction or erection otherwise than wholly within the limits of a dock, pier or harbour of –

(i) an educational building, or

(ii) a car park, shop, restaurant, garage, petrol filling station or other building provided under transport legislation.

**Interpretation of Class B**

B.2 For the purposes of Class B, references to the construction or erection of any building or structure include references to the reconstruction or alteration of a building or structure where its design or external appearance would be materially affected, and the reference to operational land includes land designated by an order made under section 14 or 16 of the Harbours Act 1964(7) (orders for securing harbour efficiency etc., and orders conferring powers for improvement, construction etc. of harbours), and which has come into force, whether or not the order was subject to the provisions of the Statutory Orders (Special Procedure) Act 1945(8).

## Interim policy guidance

4.7 The area that this IPG applies to is identified on the map within Appendix 1.

### Interim Policy Guidance

- Development within the Shoreham Harbour IPG area will be encouraged if it is consistent with the vision and regeneration objectives as outlined in section 3 above, with the Port Masterplan and with relevant national and local planning policies.
- Development may not be supported if it is considered likely to prejudice the emerging Shoreham Harbour policies and regeneration objectives set out in section 3 and/or is inconsistent with the Port Masterplan and relevant national and local planning policies.

The following considerations apply to respective forms of development:

i) The following uses may be supported within the Harbour area in locations which are appropriate for the respective use, in accordance with national and local planning policies, and should not conflict with port operations and port-related uses: residential, B1 business uses, tourism, retail, leisure / recreation related uses and non-residential community uses.

ii) New development, extensions and changes of uses relating to port operational and port-related uses may be supported in the eastern arm and canal of the port, particularly on the south side.

iii) B2 (General Industrial) and B8 (Storage & Distribution) development, that does not require a port-side location, will not normally be supported in locations identified in the Port Masterplan for future mixed-use (where it includes residential). Planning permissions may be granted for a temporary period so as not to conflict with future development plans.

## Key planning considerations

4.8 In line with relevant national and local policies, key factors in considering new development and changes of use in the Harbour area are likely to include:

- **Consistency with regeneration vision and priorities:** Pre-application discussions with ADC or BHCC are advisable to further discuss alignment with regeneration plans as set out at 3.2
- **Consistency with eco-development standards:** Shoreham Harbour is currently exploring its potential to meet Eco-Town standards as outlined above. A Sustainability Statement setting out the extent to which these standards have been taken into account will be expected as part of planning applications. Refer to Appendix 2.

- **Impact on Shoreham Port operations:** Consultation with Shoreham Port Authority is advisable at an early stage and a statement demonstrating how the Port Masterplan has been taken into account will be expected as part of all planning applications.
- **Impact on Minerals and Waste:** The impact of development on safeguarded wharves and existing waste facilities and the extent to which the development contributes to meeting future needs for minerals imports and waste management will be taken into account. Further detail is set out within the objectives and policies of the emerging Minerals and Waste Core Strategies.
- **Flood Risk:** The approach to development in flood risk areas (as set out in PPS25: Development and Flood Risk) must be adhered to. The Strategic Flood Risk Assessments (SFRA) for Adur and Worthing and for Brighton & Hove identified the majority of Shoreham Harbour as being located within Flood Zones 2 and 3. These SFRAs will be updated as more detailed flood risk information becomes available. Contact Planning Policy section of either ADC or BHCC for the latest information.
- **Environmental impacts on traffic generation, noise, air quality, vibration and other forms of pollution:** Depending on the nature of the development a traffic impact assessment and travel plans may be required. The impact on Air Quality Management Areas at Shoreham High Street, Old Shoreham Road in Southwick and South Portslade/Hove will also be considered.
- **Proximity to Health and Safety Executive (HSE) Consultation Zones:** Limited parts of the Harbour area are subject to development constraints due to their proximity to hazardous installations. ADC, BHCC and Shoreham Port can provide further detail of affected areas and implications on request.
- **Contaminated land:** A site investigation and remediation strategy may be required to accompany planning applications for development on contaminated land. Further investigations are currently underway to establish the extent and nature of contamination on sites within the harbour area.
- **Impact on water quality and marine habitats:** For developments likely to impact on the marine environment, the Environment Agency and Natural England should be consulted at an early stage.

#### **Planning Policy Statement: Eco-towns - A Supplement to Planning Policy Statement 1**

- 4.9 The detailed design standards that will be expected of new developments in the regeneration area are currently being developed and will be set out in full in the forthcoming Shoreham Harbour policies. In the interim period, developers will be expected to demonstrate the extent to which they are

able to meet the standards outlined at Appendix 2 and a Sustainability Statement will be expected to accompany the majority of planning applications.

**Brighton & Hove City Council – Adopted Local Plan (2005) saved policies<sup>8</sup>**

- 4.10 The majority of the Local Plan policies have been saved. Of particular relevance to Shoreham Harbour are the following:
- 4.11 Policy EM12 makes provision for interim development control in the context of earlier regeneration policies for the Harbour, anticipating that these would be superseded by a more detailed policy document in the future.

**Policy EM12: Shoreham Harbour – mixed uses**

Planning permission will be granted for Port related activities prior to the construction of a transport link, provided they do not add to the environmental disadvantages suffered as a result of HGV traffic passing along the roads used for port access and provided they do not generate unreasonable levels of noise dust, fumes and other forms of pollution.

Planning permission for redevelopment of the site for employment, housing, leisure, specialist marine and small scale retail uses, hotel accommodation and public open space will be granted in accordance with a future development brief for the area, provided the proposals do not add to the environmental disadvantages suffered as a result of HGV traffic along the existing roads used for Port access and provided they do not generate unreasonable levels of noise, dust, fumes and other forms of pollution.

The proposed mix of uses: location details; design; landscaping and access arrangements; will be expected to comply with a future development brief. Planning permission will not be granted for permanent extensions to existing Port related activities, industrial buildings or new industrial development within the area.

Planning permission will be granted for temporary Port related development and temporary buildings for existing industrial users prior to the construction of a transport link provided they do not add to the environmental disadvantages suffered as a result of HGV traffic passing along the roads used for Port access and provided they do not generate unreasonable levels of noise, dust, fumes and other forms of pollution. Redevelopment of the site will be phased to allow for the completion of transport infrastructure improvements and the relocation of the existing industrial and commercial uses to land proposed for reclamation<sup>9</sup> in Adur District.

<sup>8</sup> Download at: [http://www.brighton-hove.gov.uk/downloads/bhcc/local\\_plan\\_2005/adopted\\_local\\_plan\\_saved\\_policies\\_july\\_08\\_Chapter05.pdf](http://www.brighton-hove.gov.uk/downloads/bhcc/local_plan_2005/adopted_local_plan_saved_policies_july_08_Chapter05.pdf)

<sup>9</sup> Since adoption of the Local Plan, land reclamation proposals have been found to not be viable or implementable in the foreseeable future.



## Brighton & Hove City Council - Local Development Framework

### *Core Strategy Proposed Submission Document (February 2010)*

- 4.12 Information about the current status of the BHCC Core Strategy can be found by visiting the Local Development Framework page on [www.brighton-hove.gov.uk](http://www.brighton-hove.gov.uk).
- 4.13 The submitted Core Strategy contains a specific Policy DA7 for the Harbour area. Technical Background Papers were also submitted about the status of the Shoreham Harbour regeneration strategy.
- 4.14 **Policy DA7 – Shoreham Harbour and South Portslade<sup>10</sup>**: Shoreham Harbour and South Portslade are identified as a Development Area. Policy DA7 sets out the City Council's priorities for the area and the aim to create a highly sustainable neighbourhood adhering to the latest standards for sustainable development including, amongst other things, new and higher quality jobs, new homes with a mixture of tenure and housing types, new retail, leisure and community facilities with a high quality network of public open space, and modernised and consolidated port activity.
- 4.15 **Shoreham Harbour Area Background Papers 1 & 2<sup>11</sup>** : A Technical Background Paper and a Statement of Common Ground accompanied the Core Strategy Submission document to provide clarity on the joint working arrangements with ADC and the other partners.

### **Sustainable Building Design – Supplementary Planning Document (June 2008)**

- 4.16 Brighton and Hove's adopted Sustainable Building Design Supplementary Planning Document (SPD) (2008) sets out recommendations for minimum standards of sustainable design in new development within the City. These standards are set out in full in Appendix 2.

### **Adur District Council – Adopted Local Plan (1996) saved policies<sup>12</sup>**

- 4.17 Within Part 10, Business, Industry and Warehousing of the Local Plan, key saved policies relating to the Harbour include:

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<sup>10</sup> Download at: [http://www.brighton-hove.gov.uk/downloads/bhcc/ldf/REg\\_27Core\\_Strategy\\_Proposed\\_Submission\\_February\\_2010v2.pdf](http://www.brighton-hove.gov.uk/downloads/bhcc/ldf/REg_27Core_Strategy_Proposed_Submission_February_2010v2.pdf)

<sup>11</sup> Download at: [http://www.brighton-hove.gov.uk/downloads/bhcc/ldf/CS\\_Sub-Shoreham\\_background1\\_2.pdf](http://www.brighton-hove.gov.uk/downloads/bhcc/ldf/CS_Sub-Shoreham_background1_2.pdf)

<sup>12</sup> Download full list of Saved Local Plan policies: <http://www.adur.gov.uk/docs/planning/ldf/amr-saved-policies-2009-2010.pdf>

**Policy AE7: Shoreham Harbour**

The District Planning Authority recognises the primary function of Shoreham Harbour as a commercial Port. Development will be approved within the area of the Port covered by Inset Plan 3 if it does not affect the operation of the Port or prejudice its economic viability and subject to Policies AT3 and AT4.

- 4.18 Policy AE7 protects the ongoing viability of Shoreham Port and recognises its primary function as a commercial port and its integral role in the local economy. Land subject to Policy AE8 allows for non-port related uses where port-related use is impracticable or where wider benefits may be secured as a result.

**Policy AE8: Shoreham Harbour**

On land shown subject to this policy on the Proposals Map, permanent development unrelated to the commercial Port of Shoreham-by-Sea will be permitted where port-related uses is impracticable without unacceptable impact or where wider benefits may be secured as a result. All development proposed under this policy will be assessed in relation to Policy AT3 or Policy AT4 as applicable.

- 4.19 The use of the Harbour area for water-based leisure and recreation is acknowledged within Part 13, Recreation, Leisure and Tourism. Key policies for consideration include AR13, AR14 as well as AR15, AR16 and AR17.

**Policy AR13: Shoreham Harbour**

The District Planning Authority will normally permit the development of facilities for active or passive recreation at Shoreham Harbour (in the areas covered by Inset Plan 3) subject to:-

- (a) no conflict with the operation and natural expansion of the Harbour's commercial activities;
- (b) no conflict with nature conservation;
- (c) local environmental considerations; including effect on the residential amenity of nearby dwellings, and
- (d) on-site car parking arrangements and access to the public highway being acceptable under Policy AT12

**Policy AR16: Public hard**

In any proposals for the comprehensive development or redevelopment of land adjacent to any public hard within the Local Plan area, developers will be required to provide improvements to the hard, including access to it, and conveniently sited parking for cars and trailers.

This policy shall not be taken to preclude the re-siting of a public hard (subject to the necessary legal procedures) if this is necessary to produce a satisfactory development or redevelopment, providing the standard and effectiveness of use of the facility remains the same or is improved.

- 4.20 The Local Plan also includes a number of other saved policies that may be considered relevant to development at the Harbour depending on the nature of the proposal. These may be found at:  
<http://adc/intranet/planning/ldf/annual-monitoring-report.htm>

**Adur District Council – Local Development Framework**

*Emerging revised Core Strategy*

- 4.21 The Adur Core Strategy is currently being revised and consultation will take place in early 2011. For information on the current status of the Core Strategy refer to [www.adur.gov.uk/planning/ldf/core-strategy.htm](http://www.adur.gov.uk/planning/ldf/core-strategy.htm).
- 4.22 The emerging Core Strategy policies have not yet been subject to consultation and are therefore not stated in this IPG.

**Minerals and Waste Policy Framework**

- 4.23 Development impacting upon waste and minerals in the Harbour area is currently subject to the policies of the following plans. These policies aim to safeguard sufficient capacity for the importation of minerals (e.g. landing crushed rock and marine-dredged aggregate) and management of waste (e.g. exporting metal for recycling):

*West Sussex Minerals Local Plan (2003)*

- 4.24 Until the emerging Core Strategy is adopted, a number of policies from the adopted Minerals Local Plan have been saved.<sup>13</sup> Of key relevance Saved Policy 40 aims to safeguard and improve wharves in West Sussex and

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<sup>13</sup> Download at  
[http://www.westsussex.gov.uk/your\\_council/strategies\\_and\\_policies/policies/mineral\\_and\\_waste\\_policy/local\\_plans.aspx](http://www.westsussex.gov.uk/your_council/strategies_and_policies/policies/mineral_and_waste_policy/local_plans.aspx)

specifically safeguards five areas within Shoreham Harbour as minerals wharves. Please refer to Appendix 3 for a map of these sites.

**Policy 40: Safeguarded wharves**

Wharves with current or potential mineral use will be safeguarded from inappropriate development. The improvement, modernisation and increase in capacity of aggregate wharves will be encouraged provided that such operations would not have an unacceptable impact on the environment and would not cause a significant increase in disturbance due to factors including increases in noise, dust and traffic.

*East Sussex and Brighton & Hove Minerals Local Plan (1999)*

- 4.25 All of the policies within the East Sussex and Brighton & Hove Minerals Local Plan have been saved.<sup>14</sup> Of key relevance, Policy 8 highlights the importance of retaining aggregates facilities at the Port and limiting further effects of increased traffic.

**Policy 8: Aggregates**

The mineral planning authority supports the retention of the existing facilities for receiving and processing sea-borne imported aggregates at the Port of Shoreham. Planning permission for new or improved facilities will normally be granted where it can be shown that the effects of the traffic generated would be acceptable and would not give rise to significant environmental problems in Hove. Proposals should accord with agreed port development policies for Shoreham.

*West Sussex Waste Local Plan Revised Deposit Draft (2004)*

- 4.26 Although not part of the statutory development plan, the West Sussex Waste Local Plan Revised Deposit Draft (2004) was approved by the County Council for development control purposes in December 2005. Work undertaken on the plan is being fed into the preparation of the Minerals and Waste Core Strategy.
- 4.27 Policy A1A of the Draft Waste Local Plan safeguards existing waste management sites from development that would prevent or prejudice their use. Existing sites safeguarded under this policy within the regeneration area are:
- Shoreham-Brighton Road - Household Waste Recycling site (Ref:AD65)

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<http://www.eastsussex.gov.uk/environment/planning/development/mineralsandwaste/mineralslocalplan.htm>

- Shoreham Waste Water Treatment Works, Basin Road, Southwick (Ref:AD66)

**Policy A1A: Existing Waste Management Sites**

Development that would prevent or prejudice the use of the following sites for waste management uses will not be permitted unless sufficient operational capacity remains within the County to meet identified waste management needs or a replacement site has been identified and permitted:

- (a) the existing permanent waste management sites listed at the end of the Plan; and
- (b) the sites allocated in Policy A1 as shown on the Proposals Map; and
- (c) new sites permitted and developed for waste management uses during the plan period.

Proposals for new built facilities for the collection, sorting, transfer, treatment or recovery of waste will be acceptable in principle at existing permanent waste management sites safeguarded under this policy, provided that they can be accommodated without conflict with other development plan policies.

*East Sussex County Council and Brighton & Hove City Council Waste Local Plan (2006)*

4.28 The East Sussex and Brighton & Hove Waste Local Plan was adopted in 2006 and its policies are saved until the emerging Core Strategy is adopted.<sup>15</sup> The plan has a similar policy to safeguarding existing waste sites under policy WLP5 and deals with changes to existing facilities under policy WLP6. Existing waste facilities listed in the plan that fall within the regeneration area include:

- Skip It, Basin Road, South Portslade - Skip It Containers (Plan Ref 10)

**WLP5: Safeguarding Sites**

Development proposals which would prevent or prejudice the use of the following sites for waste management uses will be resisted:

- a) the preferred sites and areas of search identified in this plan for strategic waste development;
- b) existing waste management sites with permanent planning permission.

<sup>15</sup> Download at <http://www.eastsussex.gov.uk/environment/planning/development/mineralsandwaste/wastelocalplan.htm>

**WLP6: Expansions or Alterations to Existing Facilities**

Proposals for expansion or alterations to existing waste management facilities will be permitted, subject to other policies of the plan where relevant, where it is demonstrated that:

- a) the development is required to meet current environmental standards; or
- b) the development is required to improve the operational efficiency of the facility; or
- c) the development would contribute towards achieving net self sufficiency of the Plan area in waste management facilities

*Emerging Waste and Minerals Core Strategy for East Sussex and Brighton & Hove*

- 4.29 The second key stage of consultation on the Preferred Strategy took place in early 2010.<sup>16</sup> The (yet to be adopted) strategy includes a proposed policy CS10b on safeguarding wharves that enables provision of wharfage capacity within West Sussex to be taken account of:

**CS10b: Safeguarding of wharf and rail facilities**

The Councils will safeguard rail and wharf facilities in order to contribute towards meeting the regional apportionment set out within the South East Plan and to support modal shift in the transport of minerals.

Capacity for landing and processing of minerals at the following wharves will be safeguarded unless alternative provision is made elsewhere within that port such that there is no net loss of capacity for handling minerals:

- Berths 1 to 5 at North Quay, Newhaven Port
- **Halls Aggregate Wharf, Shoreham Port**
- **Britannia Wharf, Shoreham Port**
- **Ferry Wharf, Shoreham Port**
- Rye Wharf, Rye Port
- Rye Marine Wharf (Rastrums Wharf), Rye Port

Further research in relation to any necessary Appropriate Assessment under the Habitats Regulations is currently taking place and due to be completed by the end of 2009 and will be taken into account for the submission document.

The Councils acknowledge because Shoreham Port is partly within West Sussex, that landings at wharves in the West Sussex part may also help meet demand in Brighton & Hove and the western part of East Sussex. So on that basis alternative provision of equivalent capacity of wharfage within either part of Shoreham Port may be acceptable.

*Emerging Waste and Minerals Core Strategy for West Sussex*

<sup>16</sup> Further information at:

<http://www.eastsussex.gov.uk/environment/planning/development/mineralsandwaste/consultation2009.htm>

- 4.30 The first draft of the Core Strategy, the 'Preferred Option' was subject to public consultation during 2007. Work on the Preferred Options document was discontinued but it will be used to inform the preparation of the current Minerals and Waste Core Strategy. Policy CSM6 – Wharves and Railheads safeguards wharves and railheads with current or potential mineral use and permits the improvement and modernisation of existing wharves and railheads. Policy CW2 relates to the safeguarding of existing waste management sites. Further information can be found at [www.westsussex.gov.uk/mwdf](http://www.westsussex.gov.uk/mwdf).
- 4.31 WSCC commissioned a study to look at its existing wharves and railheads<sup>17</sup>. This provides evidence of the current imports and future potential capacity of existing and safeguarded facilities and makes recommendations for their safeguarding. The Wharves and Railheads Study (2008) has informed the options presented in Background Paper 4: Transportation of Minerals and Waste, Version 2 (December, 2009), background evidence for the latest Minerals and Waste Core Strategy. Informal stakeholder engagement on the options presented in Background Paper 4 took place between December 2009 and February 2010. For more information please refer to the website at [www.westsussex.gov.uk/mwdf](http://www.westsussex.gov.uk/mwdf).
- 4.32 An appropriate policy approach that reflects the studies will be incorporated into the emerging Minerals and Waste Core Strategies and the Shoreham Harbour policies in due course. In the interim, proposed development will need to reflect the objectives and policies of the Minerals Local Plans and Waste Local Plans or in cases affecting wharf capacity be subject to a Planning Obligation to secure equivalent wharfage capacity elsewhere within the Harbour.

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<sup>17</sup> Land and Mineral management (2008). West Sussex Wharves and Railheads Study.

## Appendix 2: Guidance on meeting Eco-standards at Shoreham Harbour

### A.1 Eco-town Standards

A1.1 The potential for Eco-town development at the Harbour is currently being investigated. The standards as outlined in 'Planning Policy Statement: Eco-towns – a supplement to Planning Policy Statement 1' should be aspired to. The standards outlined in this document cover a wide range of topic areas. Below is a summary of the key sustainability requirements set out in the PPS (Refer to the PPS for the standards in full):

- **Zero carbon in eco-towns:** The definition of zero carbon in eco-towns means that over a year the net carbon dioxide emissions from all energy use within the buildings on the eco-town development as a whole are zero or below.
- **Climate Change adaptation:** Future eco-towns should be Sustainable communities that are resilient to and appropriate for the changing climate. Eco-towns should deliver a high quality local environment and meet the standards on water, flooding, green infrastructure and biodiversity set out in this PPS, taking into account a changing climate for these, as well incorporating wider best practice on tackling overheating and impacts of a changing climate for the natural and built environment.
- **Homes standards include:**
  - Building for Life Silver Standard
  - Code 4 of the Code for Sustainable Homes (minimum)
  - Lifetime homes standards and space standards
  - Inclusion of real time energy monitoring systems, public transport information and high speed broadband access
  - Provision of at least 30 per cent affordable housing
  - High levels of energy efficiency in the fabric of the building (having regard to changes in building regulations and definition of zero carbon)
  - Achieve at least 70 per cent carbon reductions relative to current Building Regulations (Part L 2006) on the site of the housing development itself (Eco-towns as a whole must be zero carbon – see above)
- **Healthy lifestyles:** development should be well designed contributing to promoting and supporting healthier and more active living and reducing health inequalities.
- **Green infrastructure:** Forty per cent of the eco-town's total area should be allocated to green space, of which at least half should be public –



particular attention should be made to provision of local production of food from community, allotment and/or commercial gardens.

- **Biodiversity:** Eco-towns must deliver a net gain in biodiversity.
- **Water:** Eco-towns in areas of serious water stress should aspire to water neutrality, ie achieving development without increasing overall water use across a wider area. New development should:
  - be designed and delivered to limit the impact on water use
  - meet the water consumption requirement of Level 5 of the Code for Sustainable Homes or similar high standards of water efficiency (for non-domestic development).
  - Incorporate measures to improve water quality and manage surface water, groundwater and water courses to prevent flooding
  - Incorporate Sustainable Drainage Systems (SuDS)
- **Flood risk management:** Development should:
  - aim to reduce and avoid flood risk wherever practicable
  - not increase the risk of flooding elsewhere
  - ideally be located in flood zone 1
- **Waste:** New development should produce a sustainable waste resources plan setting out:
  - targets for waste and recycling should be substantially more ambitious than the 2007 national Waste Strategy targets for 2020
  - how buildings will be designed to facilitate achievement of these targets, including the provision of waste storage arrangements
  - evidence that consideration has been given to the use of locally generated waste as a fuel source for combined heat and power (CHP) generation
  - how no construction, demolition and excavation waste is sent to landfill

### **A.3 Brighton and Hove Standards: Sustainable Building Design Supplementary Planning Document (SPD) (2008)**

A3.1 Brighton and Hove's adopted Sustainable Building Design Supplementary Planning Document (SPD) (2008) sets out recommendations for minimum standards of sustainable design in new development within the City.

A3.2 The minimum standards recommended to developers in this SPD vary depending on the type of development (e.g. residential or commercial), its size (e.g. from individual homeowners to major development) and its location (e.g. Greenfield or Brownfield). The recommended standards include meeting certain code levels on the Code for Sustainable Homes and meeting certain BREEAM standards.

A3.3 The SPD also recommends that for certain new developments, developers should complete Sustainability Checklists, Energy Reports as well as demonstrate various sustainability improvements that will be achieved through the development. Lastly, the following criteria are considered in relation to assessing the achievement of the recommended minimum standards:

- site constraints,
- technical viability,
- financial viability: and
- delivery of additional benefits.

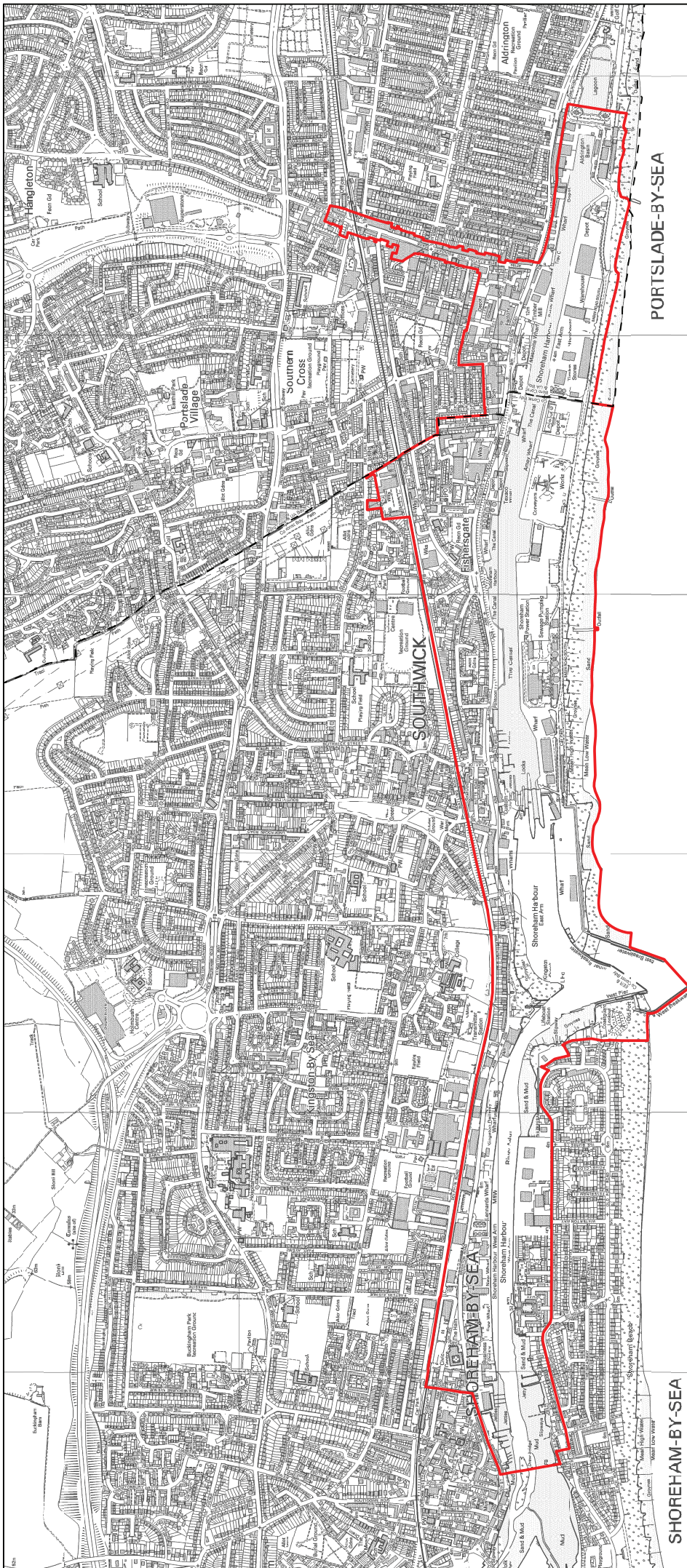
A3.4 The summary table below shows the minimum recommended standards as outlined in Brighton and Hove City Council's adopted SPD.

## Summary table

Householder and small-scale developments	<ul style="list-style-type: none"> <li>▪ New residential and/or mixed-use developments with 2 or fewer residential units; or</li> <li>▪ residential extensions, conversions and changes of use and/or mixed-use developments numbering 2 or fewer residential units; or</li> <li>▪ retail of 150 sq m or less; or</li> <li>▪ any other development of 235 sq m or less.</li> </ul>												
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\* Planning applications involving residential new build and conversions not accompanied by a completed sustainability checklist will be considered invalid. For further information/advice please visit <http://www.brighton-hove.gov.uk/index.cfm?request=c1174453>





PORTSLADE-BY-SEA

SHOREHAM-BY-SEA



Scale:1:15,000

Harbour\_interim\_boundary\_final



# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 13

Brighton & Hove City Council

<b>Subject:</b>	<b>Rottingdean Character Statement</b>		
<b>Date of Meeting:</b>	<b>26 May 2011</b>		
<b>Report of:</b>	<b>Strategic Director, Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Sanne Roberts</b>	<b>Tel:</b> 29-2261
	<b>E-mail:</b>	<b>sanne.roberts@brighton-hove.gov.uk</b>	
<b>Key Decision:</b>	<b>No</b>		
<b>Wards Affected:</b>	<b>Rottingdean Coastal</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 The report seeks approval of the Rottingdean Conservation Area Character Statement, following a positive public response to consultation. 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 sound 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 potentially unsympathetic alterations to dwelling houses.

#### 2. RECOMMENDATIONS:

- 2.1 That the Rottingdean Conservation Area Character Statement be adopted, subject to any minor grammatical and non-material alterations agreed with the relevant Cabinet Member.
- 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 Rottingdean 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 Rottingdean conservation area was designated in 1970. Since designation, the conservation area and its boundary have not been reviewed, and no up-to-date character statement therefore exists.

- 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 four distinct character areas. The review suggests a number of amendments to the boundary, in order to better reflect the area of special historic and architectural interest. 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 Rottingdean Conservation Area Character Statement was approved for public consultation at the Cabinet Member's meeting on 10 March 2011. Formal public consultation took place between 14 March 2011 and 24 April 2011. Copies of the draft statement were made available on the Council's website, at City Direct Offices and at Rottingdean Library. Local residents, businesses, Ward Councillors, South Downs National Park Authority, Rottingdean Parish Council, Rottingdean Preservation Society and other local and national amenity societies, English Heritage and other key stakeholders were consulted. Posters were displayed in the area, and articles placed in the local newsletters 'Rottingdean Village News' and 'The Deans'. The statement was also reported to the Council's Conservation Advisory Group (CAG).

##### **Summary of Response to Consultation**

- 4.2 In total, 21 responses were received. 12 of these were from individual residents in Rottingdean. Comments were also received from: Rottingdean Parish Council (RPC), Rottingdean Preservation Society (RPS), Councillor Lynda Hyde, East Sussex County Archaeologist, Conservation Advisory Group (CAG), English Heritage, Society for the Protection of Ancient Buildings (SPAB), South Downs Society and Catholic Church of Our Lady of Lourdes.
- 4.3 The responses broadly support the Rottingdean Conservation Area Appraisal and its recommendations, including the proposed boundary amendments and Article 4(1) Direction. The main areas of response concerned (i) the proposed Article 4 Direction, (ii) the proposed boundary changes, (iii) flint walls, and (iv) traffic, and are outlined below and discussed in more detail in Annex 1.
- 4.4 The making of an Article 4 Direction received wide support from the RPS, SPAB, South Downs Society, East Sussex County Archaeologist, CAG, English Heritage and 3 residents, whilst concerns were also raised by 3 residents. It should be noted that a direction would provide the additional control to ensure careful consideration of alterations to historic properties in the area, and it is recommended to progress this proposal.
- 4.5 With regard to the boundary review, the proposed amendments received general support from the RPC, RPS, residents, South Downs Society, East Sussex County Archaeologist, CAG and English Heritage.



- 4.6 No clear consensus was evident for the area on the north side of Nevill Road (Area D). It was acknowledged that this area is heavily altered and retains a poor quality public realm. However, RPC and RPS felt the interest of the site as the former Electric Works, and the interest of numbers 18, 20 and 22 Nevill Road should be recognised, and Councillor Lynda Hyde felt the interest of the sorting office site should be recognised and the site remain within the conservation area.
- 4.7 The site of the former Electric Works and its immediate surroundings are of poor quality and retain no architectural or historic merit. No reasoned case was made for its inclusion. Although the neighbouring flint terrace (numbers 18, 20 and 22 Nevill Road) is of some townscape merit, this would be most appropriately acknowledged through inclusion on the list of buildings of local architectural or historic interest. It is therefore recommended to remove the area of modern development to the north of Nevill Road from the conservation area. The sorting office – formerly Rottingdean National Mixed School – which is surrounded by a historic flint wall, is proposed for retention in the conservation area.
- 4.8 The RC Church of Our Lady of Lourdes objected to the inclusion of the remainder of its grounds (Area B); however it is still deemed appropriate to rationalise the current boundary in this area and to extend protection to the flint wall around the Church's grounds. Indeed, there is significant support from other respondents for the protection of flint walls in the area. The importance of flint walls is acknowledged and has been reflected in the revised text for the character statement. It is recommended the walls are further protected through inclusion on the local list and through designation of the western section of the flint wall to Dean Court Road (which the existing boundary abuts) as part of the conservation area.
- 4.9 There was no local support for the inclusion of Rottingdean Public Hall or West Street, but support for the inclusion of Golden Square (Area E). It is therefore proposed to include Golden Square. The Public Hall and buildings on West Street form an important part of the setting of the conservation area, which is reflected in the revised character statement. It is proposed that they are considered for inclusion on the local list.
- 4.10 In summary, the proposed boundary changes are as follows: The rear spaces and gardens associated with properties on The Green (Area A), the remaining grounds of the RC Church of Our Lady of Lourdes (Area B), Golden Square (Area E) and the western portion of the flint wall on Dean Court Road are recommended for inclusion. A strip of land forming the rear gardens to properties on The Rotyngs (Area B) and an area of poor quality development to the north of Nevill Road (Area D) are proposed for removal.
- 4.11 Traffic was highlighted as having a negative impact on the area. This Statement is not the appropriate place for in depth discussion of traffic issues. The Statement highlights that traffic levels do have a harmful impact on the character of the area, and will note that all future traffic management will need to be sensitively handled.

## 5. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 5.1 Costs associated with the adoption of the Rottingdean 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: 10/05/11*

### 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: 10/05/11*

### 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 Rottingdean Conservation Area does not have an up-to-date, in depth character appraisal. A review of the 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 responses to public consultation are broadly supportive. The recommendation to adopt the Statement and implement its proposals has taken account of the representations received during public consultation and the changes made to the document are a result of those comments. 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. Analysis of consultation response
2. Rottingdean Conservation Area Character Statement with proposed amendments highlighted
3. Proposed Article 4(1) Direction
4. Plan showing proposed boundary extensions

### **Documents In Members' Rooms**

None

### **Background Documents**

1. Letters of representation
2. Minutes of the Conservation Advisory Group - 5 April 2011



## **Analysis of Consultation Response**

21 responses were received. 12 responses were from local residents. Responses were also received from the Parish Council (RPC), Rottingdean Preservation Society (RPS), Councillor Lynda Hyde, East Sussex County Archaeologist, Conservation Advisory Group (CAG), English Heritage, South Downs Society, Society for the Protection of Ancient Buildings (SPAB) and the Catholic Church of Our Lady of Lourdes.

### **Article 4 Direction to control harmful incremental change**

11 responses were received regarding the Article 4 Direction:

- Support for the Direction was received from 8 respondents (including 3 residents, RPS, SPAB, South Downs Society, East Sussex County Archaeologist and CAG).
- One resident was in favour of controls, except for upvc window replacement and satellite dishes, as these are considered necessary modern domestic features.
- One resident did 'not oppose the intent or even content' but felt that action should be taken against the damage caused by heavy traffic levels before additional controls are brought in.
- One resident objected, due to cost and sound-proofing implications.

Officer response: The Article 4 Direction aims to manage change, rather than restrict it. This is in order to minimise the negative impact on the character and special interest of the area. There are still options available for installing double glazing and other energy-saving/sound-proofing measures. Although this will involve some extra cost, this is not considered to outweigh the visual benefits for the area. No changes in access to the village are proposed.

It is recommended to progress this proposal, as a result of public support. Residents will have a further opportunity to comment during the making of the Direction.

### **Boundary Review**

13 responses were received regarding the proposed boundary review:

- 9 responses were supportive of the suggested boundary changes in general, including 3 residents, RPC, RPS, South Downs Society, East Sussex County Archaeologist, CAG and English Heritage.
- One resident questioned whether allotments to the north of Hog Plat could be included in addition to those in Area A
- The RC Church of Our Lady of Lourdes objected to the proposed inclusion of the remainder of its grounds (Area B), as the Church Hall and Presbytery are not of architectural or historic interest, nor visually related to the conservation area.
- One resident and English Heritage proposed removal of Nevill Road area (Area D)
- RPC and RPS raised concerns about changes to the Nevill Road boundary (Area D), due to the special interest of the neighbouring flint terrace (numbers 18, 20 and 22 Nevill Road) and the historic interest of the Electric Works site (now the Chinese Restaurant). Councillor Lynda Hyde raised the interest of the sorting office site.

- 4 respondents (one resident, RPC, South Downs Society and English Heritage) were supportive of including Golden Square, English Heritage were supportive of including Rottingdean Public Hall, and the South Downs Society were supportive of including West Street (Area E)
- The Conservation Advisory Group questioned whether Burnes Vale should be included in the area, in order to prevent potential harm caused by uncontrolled development undertaken under permitted development.

Officer response:

**Area A** – As described more fully in the Character Statement, Area A has historic interest due to its use since at least the 19<sup>th</sup> century as market gardens and rear service spaces, and the survival of flint walls and structures associated with this. The same is not true of the allotments to the north of Hog Plat. The report will be amended to clarify this, and the importance of the allotments as part of the area's setting highlighted.

**Area B** – The current boundary around the RC Church of our Lady of Lourdes is not logical on the ground. The inclusion of the remainder of the plot will seek to rationalise the boundary. The lack of architectural/historic interest of the Church Hall and Presbytery will inform the outcome of any future planning application. However, it is still felt necessary to rationalise the boundary and to protect the flint walls around the Church (protection of flint walls has particularly strong public support in the area – see below). The inclusion of this area is recommended.

**Area C** - This area comprises rear gardens and is suburban in character. Removal from the conservation area is unlikely to change the level of protection, which is more appropriately controlled through existing national and local planning policies and by the proximity of the National Park and remaining Conservation Area. Removal is recommended, and has public support.

**Area D** - The Nevill Road area is much altered and retains a poor public realm of no historic, architectural or aesthetic merit. The Chinese Restaurant was the site of the original electricity station, but is now a much altered 1930s replacement of no remaining special interest. This area does not meet the tests for inclusion in the conservation area in terms of retaining special architectural and/or historic interest. Its inclusion would dilute the character and quality of the conservation area as a whole.

Numbers 18, 20 and 22 Nevill Road comprise a short terrace of flint cottages. They are of local merit for the historic and architectural quality. Their character is, however, more in keeping with the remainder of Nevill Road, rather than the High Street and conservation area. They have also already been subject to alteration. There are no known proposed developments in this area, and this has not influenced the proposal in any way.

There is not a strong enough case for retaining the poor quality area to the immediate north of Nevill Road in the conservation area, and it is recommended that this area is removed. The area would form the setting of the conservation area, and any future proposals would need to be considered in this light.

The Sorting Office is the former site of the National Mixed School and retains a historic boundary wall. It is proposed that this site remains within the conservation area.

**Area E** – There was no local support for the inclusion of West Street or the Public Hall, but support for the inclusion of Golden Square. It is therefore recommended that the conservation area is extended to include Golden Square.

**Other areas:** Burnes Vale is a modern development, of no historic precedent. Although in keeping with the character of the area, inclusion in the area would dilute the special interest of the area. Permitted development rights for extensions and alterations were removed as a condition of the original planning permission. It is not recommended for inclusion. The quality of this development as part of the setting of the conservation area is instead emphasised in the report. Inclusion of number 12 Burnes Vale (as existing) is considered appropriate in order to protect its flint boundary walls and the open character of this plot.

### **Traffic/parking**

7 respondents (5 residents, RPS and the South Downs Society) mentioned the heavy levels of traffic; raising its impact on the character of the area, possible structural damage to historic buildings along the High Street and air quality concerns.

Officer response: The Conservation Area Character Statement has not identified solutions to the traffic issues. Nevertheless it establishes that traffic does impact on the character of the conservation area. The report will be amended to emphasise that any traffic management/required signage should be sensitively handled, with regard to its location in or within the setting of the conservation area.

### **Flint walls**

The importance of flint walls to the character of the area was raised by 4 respondents, including 3 residents and the South Downs Society. Clarification was sought as to whether the flint wall on Dean Court Road falls within or outside the conservation area, and therefore its level of protection.

Officer response: It is proposed that this wall should be included in the conservation area, and the text amended accordingly. Flint walls in the area should also be considered for local listing.

### **Other issues raised through the consultation:**

- Red brick pavers become slippery in icy conditions.
- Seafront requires enhancement
- Interesting aspects of history in the village and of particular houses
- Minor inaccuracies, amendments and typographical errors in the report
- Concern over the maintenance strategy for the Church gardens
- Bollards around the Green are out of keeping but necessary
- Lamp posts around the Green have been replaced with unsympathetic modern designs.

Officer response: These have been noted, amendments made to the Statement where appropriate, and concerns passed on to any relevant teams within the Council.





## **Rottingdean Conservation Area Review**

Designated: 1970

Area: 16.85 Hectares: 41.64 Acres

Article 4 Direction: Proposed

### **Introduction**

#### Location and Setting

The historic downland village of Rottingdean is located 6 km east of Brighton centre. The village is located within a long north-south aligned valley which provides shelter from the prevailing southwesterly winds. The valley terminates at the sea to the south, at a low point in the cliffs, and provided good passage inland to Lewes and beyond. Rottingdean serves as an important centre for the surrounding community, and also as a destination for tourists. Rottingdean comprises a substantial village which, despite suburban development on its fringe, remains as a distinct settlement separate from the urban conurbation of Brighton and Hove.

The conservation area was designated in September 1970. It comprises the core of the historic village, including the High Street and The Green, as well as flanking green spaces to the east and west (Conservation Area and Topography Graphic).

Amongst its heritage assets, the area contains 54 listed buildings, 8 locally listed buildings and an archaeological notification area. 3 further archaeological notification areas, 2 scheduled ancient monuments and a listed building (Rottingdean Windmill) are set in its immediate surroundings. Much of the open downland surrounding the village was designated as part of the South Downs National Park in April 2010 (Existing Heritage Designations Graphic).

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

### **Assessment of Special Interest**

#### General Character and Landscape Setting

Rottingdean comprises a substantial downland village, with the medieval village core at its heart, and some later 20<sup>th</sup> century development on its fringe. Although situated by the sea, the village's development was based primarily on agriculture, and a number of farmsteads and converted agricultural buildings survive. Later, the village became popular with artists and writers, who built large houses centred around the green. The village remains a thriving community and is of great historic character.

The conservation area covers the historic core of the village. The medieval street pattern survives, and is largely of a linear form; centred on the High Street with the green – with its church and original manor (Challoners) - situated to the north.

The built environment is varied, comprising tight-knit groups of vernacular cottages focussed around the High Street, grand detached residences situated in individual garden plots around the green and farmhouses and converted farm buildings to the north. A strong visual coherence is generated by the use of traditional materials, particularly a wide variety of flint, as described in the adjacent information box.

### **Flint**

Two main kinds of flint were used in construction in Rottingdean: *field flint* and *beach pebbles*. As the names suggest, field flints are flints gathered from the surfaces of ploughed fields. They are irregular in size and shape and tend to have a mixture of white weathered rind and shiny black interior exposed. Beach pebbles are flints that are collected from the beach. They are smooth and rounded in shape due to erosion by the sea, and are coated in an opaque rind.

Unprocessed field flints tended to be used for humbler cottages, barns and walls. Flint pebbles were often used in the 18<sup>th</sup> and 19<sup>th</sup> century, on both humble and grand buildings. Both kinds of flint can be chipped/split to expose more of the shiny black interior. This is called *knapped flint* and is generally found on higher status properties. It was particularly popular in the late 18<sup>th</sup> century and continued through to the mid 19<sup>th</sup> century. On some of the grandest houses, the flint was knapped to form closely fitting ‘squares’ of flint. Small flakes of flint were also sometimes placed in the mortar joints in a process called *galetting*.

Further variety is produced in flintwork through differences in the density, coursing and strike (the angle at which the flints are laid) of the flints, and the lime mortar’s colour, texture, composition, lime content and method of pointing.

The types of flint used in Rottingdean – and the variety therein – is extremely important to the character of the conservation area (Figure 1). The mortar is more homogeneous in the area, due to the use of local sands and tempers, and contributes to consistent historic identity of the area.

*Further information on other traditional materials is available from Brighton & Hove City Council’s Supplementary Planning Document on Architectural Features. This is available from the Council’s website.*

The character of Rottingdean is closely linked to its landscape setting. The village is viewed in the context of open downland, which acts as an immediate reminder of the village’s rural location and the agricultural antecedents of the area. In particular, the steeply-sloped Beacon Hill to the west of the area forms an important backdrop to views in the village. Rottingdean Windmill – set upon its skyline – forms a striking landmark from within the village and when approaching Rottingdean from Brighton, and is closely associated with the village’s identity.

Other green spaces surround the conservation area - ~~the playing field on Steyning Road/Newlands Road - form~~ a strong edge to the village, distinguishing it clearly from surrounding suburban development when viewed from the surrounding hilltops. The allotments and spaces that flank Beacon Hill are historic rear gardens ~~to the properties on The Green~~ that similarly form the edge of the historic village. ~~Further allotments and green spaces to the north of Hog Plat do not share this historic precedent, but are nevertheless part of the setting of the conservation area.~~ These spaces and the ~~surrounding~~ downland form a 'green buffer' that emphasises the historic village's originally wholly rural setting and maintain a visual break from encroaching suburban growth.

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Rottingdean also retains strong links with the sea; the presence of which influenced the village's historic development. The village and sea are viewed in association from surrounding hilltops, providing a strong sense of place.

### Historic Background and Archaeology

#### *The origins and historic development of the area*

Rottingdean likely originated around a fresh water spring at the green (the current well acts as a reminder of this, and formed the only source of water in the village until 1879). The village lies at the junction of the north-south route of Falmer Road/High Street and historic east-west routes across the downs. A small inlet on the seafront is shown on the 1839 Tithe Map (see Map 2 [PAGE NO](#)), and it is thus likely that the ability to draw boats safely to shore was an additional benefit to its location, and a driver for development along the High Street between the green and shore.

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The name Rottingdean is of Saxon origin and translates as the '~~wooded~~ valley of Rota's people'. The lands comprising Rottingdean were owned by Earl Godwin of Kent, father of the Saxon King Harold. Recorded in the domesday survey of 1086 as 'Rotingedene', it was by this time already a small village of 50 to 100 people, with a small church. The manor was tenanted by Hugh from William de Warrenne.

Standing on the site of an earlier Saxon church, the current church is dedicated to St Margaret. The nave dates to the 12th century, and the tower and chancel were constructed in the early 13th century; probably following the collapse of an earlier tower in a gale.

During the Hundred Years War, Rottingdean was attacked by French raiders on several occasions. During an attack in 1377, many villagers took refuge in the church belfry, but perished when the raiders set fire to it. Evidence of this can still be seen in the pink and cracked stonework in the church. By the 15<sup>th</sup> century land in Rottingdean belonged to at least four different manors.

Despite its proximity to the sea, Rottingdean was primarily an agricultural village. Many of the villagers would have supplemented their agricultural wage with some fishing. For example, in the 17th century, Thomas Stanmer, had over 40 sheep, 6 loads of nets and was part owner of a cockboat.

In the 17th and 18th century, it is reputed that smuggling also supplemented the more legitimate incomes. The gap at Rottingdean represents the lowest point in the cliffs between Brighton and Newhaven, and therefore provided an ideal point at which to smuggle goods inland. Many of the villagers were involved in smuggling in contraband goods such as tea, lace, wine and spirits, whilst wool was smuggled back out. A network of tunnels reportedly connect the seafront with many of the village properties. The smuggling trade in Rottingdean was immortalised by Kipling's 'A Smuggler's Song':

*Five and twenty ponies  
Trotting through the dark  
Brandy for the Parson  
Baccy for the Clerk*

It is reputed that the sails of windmills on Beacon Hill were used to signal to smugglers. The current windmill was erected in 1802, the mill was operational until 1880. By 1890 its future looked uncertain, as it was in need of urgent repair. These repairs were finally funded by the Marquis of Abergavenny in 1905-6, although it remained disused. This suggests that the windmill by this point already performed a symbolic role in the village. It is now maintained by the Rottingdean Preservation Society.

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From the mid 17<sup>th</sup> century an area at the corner of The Green and Dean Court Road was used as a Quaker Burial Ground. The site includes the locally listed Beard Family Tomb, and was last used for burial in the 1950s. The Beard family were an important local family; who variously owned much land and property in Rottingdean and the surrounding area, including both Down House and Hillside. The existence of such an eminent landowning Quaker family – at a time when such non-conformist religions were much persecuted - is particularly unusual.

**Deleted:** to the late 19<sup>th</sup>

**Deleted:** The exact extent, location of graves and level of preservation of the burial ground as a whole has yet to be determined.

Rottingdean remained primarily agricultural throughout the post-medieval period, with four farms operating out of the village through to the 19<sup>th</sup> century: West Side Farm; Court Farm; East Side Farm and Challoners Farm. These reflect the four-way manorial divide already evident in the 15<sup>th</sup> century.

The village also became popular with day-tripping visitors from the growing resort at Brighton. This was aided by the construction of the Newhaven Turnpike road along the coast in 1824. A number of enterprises were established over the following decades to cater for the tourism trade, including sea bathing machines, sporting events and tea shops. In 1896 a railway car, running on stilts in the sea, also briefly connected Brighton and Rottingdean. Designed by Brighton inventor Magnus Volk, and nicknamed 'daddy longlegs', the car was accessed via a specially-constructed pier. The railway closed just five years later. Remains of the track can still be seen when the tide is out.

Rottingdean had also become a popular haunt for artists and writers; seeking a quieter alternative to the hustle and bustle of neighbouring Brighton. This led to the construction of large residences around the Green throughout the 18<sup>th</sup> and 19<sup>th</sup> centuries, of which many survive (see adjacent box). The increased popularity of Rottingdean with artists, tourists and the middle classes alike led to a rise in

population, from 543 in 1801 to 1992 in 1901. Amongst its more notable residents, Edward Burne-Jones and Rudyard Kipling are the most famous.

By the time of the 1789-1805 Draft Ordnance Survey Map (Map 1), many of the grand properties had already been built and the form of the village was largely established; with a fine grain of building already evident along the High Street and the larger properties fronting on to the green to the north. Comparison with the 1839 Tithe Map (Map 2) and historic OS maps (Map 3 – 1898, below) show some of the later changes that took place around the green, as further grand residences continued to be built and extended.

#### Buildings highlighted on the 1898 OS Map

- The Grange was probably formerly the Vicarage, built 1740. Artist Sir William Nicholson lived there in 1912 to 1914. It was restored in the 1920s by Sir Edwin Lutyens
- The Elms was built in 1750. Originally common land forming part of the Green, a house was constructed here in 1715, which the current house replaced. Rudyard Kipling lived here from 1897 to 1903.
- Prospect Cottage, Aubrey Cottage and North End House date to the 18th century. Originally three dwellings, Prospect Cottage and Aubrey Cottage were combined under the ownership of Edward Burne-Jones. Sir William Nicholson bought the house in 1920, after which Sir Roderick Jones and his wife Enid Bagnold were resident and added North End House to the property. They have now been divided back into three separate houses.
- Cavendish and Pax probably date to the 18th century, but were refaced in the 19th and the house was later divided into two residences
- The Dene – previously Elm Lodge and Dean Court – was used as a racing stable by Lord St Vincent. It was rebuilt and enlarged by ELJ Ridsdale in 1877.

Amongst the established fine urban grain of the High Street, the stately St Aubyns was built in the early 19<sup>th</sup> century. Originally named Field House and constructed as a large residence, it was in use as a school by 1832. In 1887 Rottingdean School was established at the property, but relocated to the north of the village in 1894 (as first shown on the 1898 OS Map - Map 3). At this point the present St Aubyns Preparatory School took over the building.

A catholic community of the Order of St Martha was established in Rottingdean in 1903, with the current convent opened in 1925. The convent chapel remained the focus for Catholic worship in the area, until a new catholic church was consecrated in 1958. The current Aided Roman Catholic School of Our Lady of Lourdes opened in 1969.

After World War I, the decline of sheep farming led to significant changes in Rottingdean, with the sale of many of the farmsteads and surrounding farmland. The sale of farms in the 1920s led to conversion of many farm buildings to primarily residential use. Tudor Close was one of the first, where two former barns and a cow shed from Court Farm were converted into housing in a 'Tudorbethan' style in 1929. [The complex also includes numerous re-used historic timbers.](#) Later

converted to a hotel, many film and theatre stars stayed here including film star Bette Davis, before the complex was reconverted to housing in the 1950s. Further farm buildings were also converted to form the now residential Tudor Cottages, Challoners Mews, Little Barn and Court Barn. In 1928 the village was annexed into Brighton and improvements to the coast road (Marine Drive) in 1933 greatly enhanced access. These factors facilitated suburban growth in the area.

The Undercliff sea defences and an associated open air swimming pool (closed and infilled in 1990) were built in parallel with the construction of the coast road. The sea defences halted ongoing coastal erosion which had continually altered the Rottingdean landscape. The new road and defences prompted several developments in the area, including the relocation and rebuilding of the White Horse Coaching Inn and Queen Victoria Public House (originally situated at what is now West Street car park), and the construction of numbers 50-52 High Street and 51-57 Marine Drive and St Margaret's flats beside the seafront. These alterations, the sea defences and the suburban growth are clearly evident on the 1950s OS map (Map 4).

In 1980, Kipling Gardens – then part of the gardens of The Elms and in an overgrown state – was threatened with redevelopment. In order to preserve this part of the former village green, Rottingdean Preservation Society bought the land and restored the garden along traditional Victorian lines. The gardens were presented to Brighton Borough Council and opened to the public in 1986.

#### *Archaeological Significance*

Evidence for Neolithic activity survives in the Rottingdean area, with a number of worked flints discovered and several extant prehistoric monuments on the surrounding hilltops. On Beacon Hill, a number of barrows remain upstanding, which are protected by two scheduled ancient monuments and two archaeological notification areas. A further Neolithic long barrow (or conjoined bowl barrows) was removed in 1863 during 'improvements to the cricket ground' (which was located on Beacon Hill), whilst further features are identifiable on aerial photographs.

A further possible bowl barrow has been identified on the hilltop to the east of Rottingdean; on an area now developed as suburban housing within Saltdean.

A hoard of Roman coins were reputedly found within an urn in Rottingdean in 1798. The coins were found whilst ploughing a field, and dated to AD253-273. The exact location of the find is, however, unknown.

On the 7<sup>th</sup> June 1802, the Sussex Weekly Advertiser reported that a 'skeleton of an ancient warrior and a sword' had been discovered during the construction of the windmill on Beacon Hill, and that both items disappeared whilst the labourers were at lunch. A further skeleton was discovered during construction of a rear house extension on Nevill Road in 1992. Both inhumations are thought to be Anglo Saxon.

[Circular features evident on Beacon Hill could relate to Bronze Age burial mounds, previous windmills and/or the sites of historic beacons. Further investigation would be required to establish this further.](#)

Spatial Analysis (Spatial Analysis Graphic)

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The High Street forms the main axis in the village and conservation area; forming its commercial heart and linking the seafront to the village green. Falmer Road and Marine Drive (the coast road) form the main gateway routes in to the area. Marine Drive – a busy road - forms a physical barrier between the village and the sea, which erodes this historic relationship. The route of Falmer Road/High Street is also subject to high levels of traffic relative to its size and character. The traffic along the narrow High Street is particularly harmful, as the conflict between the needs of pedestrians and car users is most apparent here.

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Beyond the main roads in the area lies a network of twittens and paths that are not immediately apparent, but provide good pedestrian permeability throughout the area for those familiar with it. Included within this network are a number of historic droveways that provide access from the village to the downs, such as Whiteway Lane and Hog Plat.

A clear sense of enclosure pervades much of the conservation area. Along the High Street this is formed by a strong building line with buildings fronting directly onto the narrow road with irregular pavements; which forms a particularly intimate streetscene. To the north, a sense of enclosure and privacy is formed through high walls and dense vegetation, which form a visual edge to the street front. This also provides for a strong definition of public and private space. A sense of boundary is less clearly defined along Falmer Road, where grass verges along the road promote a rural, open quality. Nevertheless, public and private space remains distinct.

A number of important open spaces are apparent within and around the conservation area. The green and Kipling Gardens form the main public spaces at the heart of the area. The green (including the pond) comprises a visually open space which contrasts with the surrounding sense of boundary. Kipling Gardens, as well as the private gardens of the large houses and farmsteads within the northern half of the conservation area, comprises bounded space in which the sense of privacy and enclosure is emphasised. As such, Kipling Gardens forms a quiet haven much removed from surrounding village activity. Mature vegetation, as marked on the adjacent plan, is also important to the character and sense of privacy in the area.

Important views in, of and across the conservation area include (Figure 2):

- V1. Views between Beacon Windmill, Beacon Hill and the conservation area (a, b and c)
- V2. Views between the conservation area and surrounding open downland from where the village is viewed in association with the sea and downs (a and b)
- V3. Strong linear view south along the High Street towards the sea, framed and directed by flanking housing
- V4. Views to large residences from across the green.

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

- S1. The Green and Pond

- S2. Kipling Gardens
- S3. Beacon Hill
- S4. Verges along Falmer Road and the Green
- S5. Surrounding downland and green spaces that form a distinction between the village and surrounding suburban development.
- S6. Web of twittens and footpaths within the area and leading out on to the Downs (marked in black dashing on the associated graphic)
- S7. Junction of Marine Drive and High Street as the historic village crossroads and now the main gateway into the area

Local landmarks in and beside the conservation area include:

- L1. Beacon Windmill (Figure 3)
- L2. St Margaret's Church
- L3. The Elms
- L4. White Horse Hotel

### **Public Realm**

Public realm throughout the area is largely of good quality. Pavements and paths are generally surfaced with red brick pavers with red brick kerbs. This fosters a positive historic identity that distinguishes the village from surrounding development. However, some areas of replacement red brick pavers contrast with the original because they are much more homogenous; care needs to be taken to ensure they blend in. The pavements are irregular in width; where they are particularly wide, alternative surface treatments including areas of cobbles have been incorporated. Along the broad pavement on Vicarage Lane, for example, areas of cobbles have been incorporated alongside the predominant red pavers. An early 20<sup>th</sup> century type K6 telephone box and a 19<sup>th</sup> century style lamppost of a design common in the local area complete the scene here. Road surfaces are largely generic; however the loose gravel finish to Whipping Post Lane is a positive feature, emphasising the rural qualities of the area.

Lighting is mixed: 19<sup>th</sup> century lampposts of local Brighton designs predominate around the central areas such as the High Street and Green. Much of the lighting along the High Street comprises 19<sup>th</sup> century style lanterns attached to buildings – as the narrow width of the road and its pavements has prevented lampposts from being installed. Along Falmer Road the lighting (and indeed the surfacing) is more standard.

### **Character Analysis**

The conservation area can be divided into four distinct character areas (Character Area Graphic): The High Street – to the south of the area – comprises the commercial heart of the village, and is characterised by a dense urban grain of predominantly small, closely-spaced vernacular cottages interspersed with early 20<sup>th</sup> century terraces. The Vicarage Lane Character Area contains moderately-scaled houses set in an informal, rural arrangement. The Green forms the central space in the area; around which are set a number of prestigious detached residences - associated with some of the village's more famous artistic and literary inhabitants -



and St Margaret's Church. To the north, The Farms area contains numerous buildings relating to the village's historically agricultural economy. These include large, prestigious farmsteads alongside converted farm buildings.

Although each area retains a different character through its historic development, built form, morphology and use, the boundaries between the areas are not clearcut; with cross-over between their character. The four characters together comprise the surviving historic village of Rottingdean.

### **Character Area I: The High Street** (Graphic)

The High Street Character Area is centred on the commercial heart of the village. The High Street itself forms a strong north-south linear axis. A number of streets branch from here to the east and west. The area is densely packed and displays buildings of a variety of dates and styles, reflecting its incremental change over time.

#### **Streetscapes**

##### ***The High Street***

The High Street forms the main road in the village; providing a link between the seafront, Marine Drive and the Green, and forming the focus of commercial activity in the area. The street is linear, with strong views along its length. This linearity is emphasised by the narrow width of the road. Buildings generally front directly on to the street, with narrow or non-existent footways, which creates a strong sense of boundary. The main exception to this strong building line is at The Trellis/Barclays Bank/St Aubyns School, where the buildings are set back from the street front, and the sense of enclosure is reduced (Figure 4).

Commercial buildings in the street are concentrated towards its southern end, with a greater proportion of residential buildings to the north. They display shopfronts of varied style and quality, as described further below.

#### ***Shop fronts***

Shop fronts within the conservation area tend to retain solid stall risers (such as at number 67 High Street) and some have recessed entrances, which are positive features in the streetscene. The stall risers act to provide a solid visual base to the building, ensuring it does not appear to be 'floating' above the ground floor. Recessed entrances provide visual relief to the frontage and the streetscene, breaking down the scale of the shopfront. However, the shop fronts have generally been inserted into earlier buildings. Many of the shopfronts do not relate well to the character of the host building; with large expanses of glass and poor proportions. This is particularly true of the fascias, which are predominantly of uncharacteristic modern materials, with no detailing and are poorly located or scaled in relation to the building.

A number of the shops and offices do not contain standard shopfronts, but rather have a traditional domestic window with lettering on the glass or a fascia/lettering placed directly on the wall. This is generally beneficial, as it limits the impact on the building, as is evident at Barclays Bank and Lloyds TSB. However in some instances the inserted fascia is of poor design, material and poorly located. Examples of this include numbers 47 High Street (Yorkshire Buildings Society) and 37 High Street (Adam & Remers Solicitors and Nationwide fascias on side elevation).

The street morphology, plot size and a number of surviving buildings indicate the medieval antecedents of the village. However, most existing buildings date to the 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> centuries. They display a range of designs and architectural styles but are unified through the use of predominantly vernacular and traditional materials such as flint, brick and render. The majority of buildings are of two storeys, with pitched roofs – either set parallel or with a gable end to the road.

### ***East-West Roads***

Park Road, Nevill Road and Steyning Road connect at right angles with the High Street, and rise up the sides of the valley to the east and west. Historic mapping from the 1870s show that the lower portions of these roads already existed, but it was only in the early 20<sup>th</sup> century (evident on the 1930s OS map) that the roads were laid out to the current extent. The lower parts of these streets are situated within the conservation area and comprise mainly commercial properties, the rear spaces to properties on the High Street and some early 20<sup>th</sup> century terraces. The buildings within the conservation area vary in style, age and quality. The streetscapes are viewed in the context of the suburban housing beyond. These factors lead to a somewhat disjointed and incoherent character. The uniform suburban housing along the private Nevill Road – outside the conservation area - is more picturesque.

### **Key Buildings and Groups of Buildings**

Although many of the buildings in this character area make a positive contribution to the area both as individual buildings and as part of a group, a number of buildings stand out as of particular interest and character:

#### ***Early buildings***

The Old Black Horse, the Olde Cottage Tea Rooms, Hampton Cottage and May Cottage (Figure 5) all form rendered buildings with pitched roofs running parallel to the road. Although they appear to have been much altered in the 18<sup>th</sup> century and beyond, their long, low form suggests earlier foundations: the Old Cottage probably dates to c.1589, whilst the Old Black Horse has the date '1513' painted above its door. They form particularly picturesque buildings which highlight the long history of this village street.

Dated to 1712, numbers 78 and 80 High Street comprise a pair of two storey cottages, with white rendered elevations and steeply-pitched tile roofs (Figure 6). Both are designated as buildings of local interest. An inglenook fireplace survives to number 78 which is a particularly significant survival.

#### ***18<sup>th</sup> century buildings***

A number of buildings displaying characteristic 18<sup>th</sup> century architectural features are present along the High Street, although they are not dominant. These buildings display vertical hung sash or horizontal sliding sash windows within well-detailed flint and brick elevations.

Number 33 High Street is particularly well-detailed, with a pebble plinth and knapped flint above (Figure 7). The sun insurance plate on the main elevation, central chimney stack, dentil cornice and surviving horizontal sliding sash windows are characterful historic features. Although displaying 18<sup>th</sup> century features, the proportions and assymetry of number 33, as well as number 116 and the Rottingdean Club suggest that they may comprise earlier buildings that were substantially altered in the 18<sup>th</sup> century and beyond. The bay window to number 116 High Street and porch to the Rottingdean Club are later additions.

Distinctive due to its tall, narrow form and cobbled frontage, Tallboys (number 66 High Street) was built in 1780 and operated as the Customs House (Figure 8).

### **Late 18<sup>th</sup> and 19<sup>th</sup> century buildings.**

Terraced buildings are a predominant built form along the High Street. Varied dates of construction - from the late 18<sup>th</sup> to early 20<sup>th</sup> century – are reflected though varied detailing. However they are unified through use of traditional vernacular materials (field flint, flint pebble, soft Wealden brick and lime render), pitched roofs and two storey height. Many now contain later shop fronts, which vary in quality and character.

**Deleted:** Late 18<sup>th</sup> and 19<sup>th</sup> century t

Numbers 43 to 49 High Street form a well-detailed early 19<sup>th</sup> century terrace, with cobbled-elevations and red brick dressings (Figure 9). Numbers 21 to 31 High Street forms a further short terrace dating to the 19<sup>th</sup> century. Situated at the entrance to the High Street, they front directly on to the road. The buildings are of uniform design with a single window to each floor and the majority have a dormer to the front roof slope. Some of the properties have, however, been subject to modern alteration, which has harmed the uniformity of the group.

Although outside the conservation area, numbers 18, 20 and 22 Nevill Road contribute to the character of the area (Figure 10). Built in the 1890s, they comprise a short terrace stepping up the hill. They are built in flint with brick dressings and a matching porch to each entrance.

Situated towards the northern extent of the High Street, Margo's Mews and Mill Cottages both date to the late 18<sup>th</sup> or early 19<sup>th</sup> century. Formerly known as Bunker's Barn, Margo's Mews was first converted to cottages for the poor; it became a tea room in 1921 before being converted back to houses in 1985-6. Numbers 79 and 81 High Street, otherwise known as Mill Cottages, comprise flint and whitewashed double pile cottages with a particularly rural vernacular character (Figure 11).

Located to the south of the area, St Aubyns dates to the early 19<sup>th</sup> century (Figure 12). Originally built as a detached house, but converted to a school in 1832, it is set back from the road. The tall flint boundary wall helps maintain the building line along the High Street. Both its size and set back location contrast with the more typical scale and morphology of the High Street, such that it forms a prominent building. Located opposite Park Road, it is also a focus of views along this road.

### **20<sup>th</sup> century buildings**

Mock-timber framing is evident on several of the early 20<sup>th</sup> century buildings, seen most extensively at number 100 which occupies a prominent corner location (Figure 13). The early 20<sup>th</sup> century terrace on Steyning Road is of architectural quality, with mock timber framing to the gables, square bay windows and forecourted gardens with brick boundary walls. Similar details are evident at numbers 106 to 114 High Street.

Barclay's Bank – a large detached building slightly set back from the street front and thus fragments the building line – combines mock timber framing with flint elevations and pointed arch openings (Figure 14), whilst a typical combination of Sussex vernacular materials are evident on the Co-op; flint, with red brick dressings and tile hanging.

## Conclusion

The High Street forms the commercial focus of the area, and connects the Green and the sea. It is characterised by:

- Buildings dating ~~from~~ 16<sup>th</sup> to 20<sup>th</sup> century, with variation in architectural style and detailing emphasising the area's long history and piecemeal development
- Dense urban form with strong building line
- Small vernacular cottages of two storeys
- Prominent, mostly plain clay tile, pitched roofs
- Elevations predominantly of field flint or flint pebble, with brick dressings
- Irregular width pavements.

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However a number of negative features are present in the area, which erode the historic character of the area:

- The road is subject to heavy levels of traffic relative to the type of road. This leads to queuing traffic and obstructions and contrasts starkly with its historic character.
- Some buildings have been subject to insensitive alterations. These include the boxed eaves to the garage at number 79 High Street, replacement uPVC windows on Steyning Road and the Juliet Balcony to number 102-104 High Street which is an uncharacteristic feature.
- A number of shop fronts are unsympathetic to the historic character of their host building.
- Number 68-74 High Street is a much altered building of little streetscape value.
- The streetscapes along east-west streets are disjointed and incoherent. A number of modern developments erode their historic character.

## **Character Area 2: Vicarage Lane (Graphic)**

The Vicarage Lane Character Area comprises the area between the High Street, The Green and Whiteway Lane. The area comprises mostly residential buildings, displaying a relatively spacious character and a varied relationship to the street front.

Set at the lower end of the green, the character of the area is that of a historic rural village nucleus.

Green verges and verdant front gardens, alongside the gravel surface to Whipping Post Lane, emphasise the rural quality of the area. Several of the buildings in the area are set back from street fronts along lanes and unadopted roads, such that they are not immediately apparent in the streetscape.

## **Key Buildings and Groups of Buildings**

### ***Whipping Post House***

Set to the rear of the High Street along Whipping Post Lane (Figure 15), Whipping Post House comprises a long, low rendered building dated to the 16<sup>th</sup> century. It has been much altered over time, as is reflected by its highly irregular plan form. It is set back behind a grassed front garden and orientated away from the road.

The building has a colourful past: It was once the home of famous Rottingdean smuggler Captain Dunk. It was also once a butcher's shop. The name is derived from the village's whipping post and stocks, which used to be located where the chestnut tree now stands in the front garden, whilst the village ducking chair was situated to the rear of the house; in the village pond,

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### ***1 Vicarage Lane, St John's and Blacksmith Cottage***

1 Vicarage Lane, St John's and Blacksmith Cottage form a short row of properties set at an angle to Vicarage Lane. Number 1 and St John's date to the early 19<sup>th</sup> century with particularly picturesque pebble elevations with painted brick quoins and a shallow pitched tile roof (Figure 16).

Set substantially further back than number 1 and St John's, Blacksmith Cottage has the date 1600 painted on it, retaining traditional sliding sash and casement windows (Figure 17). The roofscape is particularly characterful, with the ridgelines of two further wings, located at right angles and to the rear of the front range, visible above the front range.

### ***Buildings on Vicarage Terrace***

Vicarage Terrace is a private road accessed from Whiteway Lane, and not immediately apparent within the area. Entrance to the road is flanked by a short terrace of three buildings to the west (Figure 18), and a wide grass verge to the east. The terraced houses date to the 19<sup>th</sup> century. Later shutters have been added to the window openings, and are not a historic feature in this area.

Beyond, number 4 Vicarage Terrace is a detached house that likely dates to the 16<sup>th</sup> or 17<sup>th</sup> century. The 18<sup>th</sup> century numbers 5 and 6 Vicarage Terrace are set behind this, and are hidden from views along Whiteway Lane. The road and its cottages are particularly secluded and picturesque.

### ***The Plough Inn, Chyngton, Forge House***

The Plough Inn, Chyngton and Forge House (Figure 19) are later insertions in the area, dating to the 20<sup>th</sup> century. The current Plough Inn comprises the extensive rebuilding of its predecessor in 1938. It occupies a prominent position beside – although not orientated towards – the village pond. Chyngton is located on ‘The Twitten’, opposite the Roman Catholic Church. Its orientation towards a twitten rather than to a formal road again promotes the rural character of the area.

Forge House was built in the early 1970s on the site of the old forge. It occupies a prominent location at a bend in Vicarage Lane, and is set back from the road behind a flint wall. It has been built in traditional vernacular materials with areas of brick, flint and hung tile, but is, however, of limited architectural merit.

### **Open Space**

There are no formal public open spaces within the Vicarage Lane Character Area. There is, however, a large amount of green space and vegetation provided through wide green verges and front gardens, including those to Whipping Post House and Blacksmith Cottage. This green quality is particularly important to the rural character of the area.

### **Conclusion**

Vicarage Lane sits well beside the character of the High Street and the Green, but is also distinct in its own right. It is characterised by:

- An informal, irregular relationship between buildings and the streetfront, with many buildings fronting on to green spaces or informal roads
- Small vernacular buildings dating from the 16<sup>th</sup> to 20<sup>th</sup> centuries, emphasising the long development of the area with low key incremental change over many centuries
- Predominant use of local vernacular materials; mainly flint elevations with brick dressings and clay tile roofs. 20<sup>th</sup> century buildings also incorporate tile hanging
- Traditional surfaces and soft landscaping including grass verges and front gardens promoting a rural character

Heavy levels of traffic, however, have a negative impact on the character of the area.

### **Character Area 3: The Green (Graphic)**

The Green Character Area forms the heart of the village. It comprises large high status residences, walled gardens and the parish church located around a historic village green and pond. The green originally extended northwards to incorporate the area of Kipling Gardens and The Elms. This area is of importance historically for its association with Rottingdean’s famous artistic and literary inhabitants, and architecturally due to the quality of the high status buildings they dwelt in.

Tall flint walls to Kipling Gardens and the private gardens of surrounding residences create a clear sense of enclosure and seclusion. The residences themselves are generally visible above or beside these walls, and their architectural quality, scale and design reflect their high status.

Overall, the combination of open space, buildings of special architectural quality and the sense of privacy promote a genteel character to the area.

## **Open Space**

### ***The Green and Pond***

The village green and pond form the primary open space in the conservation area as a whole. It retains an open aspect that works to unite the surrounding houses and form a central focus to the village. This focus is emphasised by the location of the well and war memorial here, and by the location of the Church adjacent. Individual trees set on the green emphasise the sylvan quality of the area. Clear views are apparent from the green to Rottingdean Windmill, Beacon Hill and the garden spaces and allotments on its flank.

### ***Kipling Gardens***

Formerly part of the green itself, Kipling Gardens is set to its immediate north. The 1839 tithe map shows a number of buildings in the northwest portion of the gardens; evidence for these survives within the walls. The area later became the property of the Elms. It was saved from proposed redevelopment in the 1980s and restored and enhanced by the Rottingdean Preservation Society as a typical Victorian English Garden.

Although Kipling Gardens has now returned to public use, the surrounding flint walls provide an enclosed, private character that is quite distinct from that of the remaining open space of the Green and pond (Figure 20).

Further flint walls divide the space into a number of separate enclosures, hidden from each other and revealed only on progression through the area. Winding red brick paths and round arched openings provide access through the different parts. Each enclosure has its own distinctive character, including a woodland area, rose garden, chalkland garden and herb garden. A croquet lawn is set to the north east.

### ***St Margaret's Churchyard***

Set to the east of the green, beside a wide grass verge, St Margaret's churchyard forms a peaceful and secluded green space in the area. Views between it and the green are partly obscured by foliage, whilst a lychgate and wall mark its extent, such that the boundary between the 'common land' of the green and the 'sacred space' of the churchyard is clearly defined and form quite distinct spaces. Similar to Kipling Gardens, the churchyard is divided into a sequence of secluded areas. Many of the tombs and gravestones are of historic interest, and some of them are listed.

### ***Historic paths, tracks and twittens***

**Deleted: Whiteway Lane and Hog Plat**

A number of historic paths radiate from the village to surrounding downland, including Hog Plat, Whiteway Lane, [Bazehill Road and the footpath to Ovingdean](#), [Hog Plat and Whiteway Lane](#) are set to the northwest and southeast of the green respectively, and delineate its original extent. Hog Plat is an unsurfaced track which provides access via allotment gardens to Beacon Hill. A letter box set in the wall at its entrance is a notable feature.

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Whiteway Lane is hard surfaced to its western extent – where a number of more modern developments and the Roman Catholic Church are accessed from it. To the east, it forms a narrower track with overhanging trees and a steep bank to the south forming a hollow way (Figure 21). Along this section it is flanked by a series of open green spaces that enhance the rural, spacious setting of the area. It provides access to the downs, [- forming an historic route to East Hill, Balsdean Farm and on to Lewes](#) [- and is well-known as an old smuggling route. Both Whiteway Lane and Bazehill Road are evident as tracks on the 1789-1805 Draft OS Map. The western extent of Bazehill Road now forms a surfaced road flanked by suburban housing, but remains as a track to the east.](#)

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The paths provide an important physical link between the village and its open downland setting.

## Key Buildings and Groups of Buildings

### *Church of St Margaret*

Located on the east side of the Green, the Church of St Margaret (Figure 22) is set within its churchyard and bounded by a flint wall and lychgate. As such, the lychgate and foliage to the churchyard in fact have a more visible presence in the streetscape, than the church itself. Nevertheless it is a landmark building which is clearly visible and identifiable from surrounding downland.

Dating to the 12<sup>th</sup> century and later, the church is one of the most significant historic structures in the area. It is largely rendered with a short, squat tower. Stained glass windows within the church were designed by Edward Burne-Jones and executed by William Morris.

### *Church of Our Lady of Lourdes*

Located between Whiteway Lane and Steyning Road, the Roman Catholic Church of Our Lady of Lourdes was built in the mid 20<sup>th</sup> century (Figure 23). Of flint construction with a short tower, it is located in a small churchyard with flint walls. Due to its location away from the central streets and the green, the church is not immediately apparent in the area. The key view of the building is along Whiteway Lane from the junction of The Green and Vicarage Lane, where it is viewed in relation to a raised grass verge and surrounding vegetation. Its elevated position emphasises its status and enhances its visibility from surrounding downland.

### *The Elms*



Although Rudyard Kipling only resided here for a handful of years, The Elms is particularly noted for its association with this writer. Located on The Green, it is set at right angles to the road; fronting instead onto the green and pond beyond (Figure 24). This orientation allows for picturesque views across the pond. The house is set behind a gravel drive and high flint wall. The principal façade is of a formal, symmetrical design, whereas the rear has been subject to several alterations and extensions, such that the building now retains a complex plan form and roofscape.

### ***North End House, Prospect Cottage, Aubrey Cottage***

At one point these three buildings were amalgamated to make one dwelling, but have since been re-divided to their original three properties. Set close to the pavement behind modern replacement railings, they are highly visible in the streetscape and from across the Green (Figure 25). They display a variety of materials, architectural styles and detailing. Features including the long, narrow oriel window, high levels of fenestration and balustrade to Aubrey Cottage, and the brick tower to North End House, which add particular novelty and interest to the group. It is believed that the [slot beside the](#) long oriel window was inserted by artist Sir Edward Burne-Jones in order to pass his canvasses in and out of the building.

### ***The Grange and buildings along the east side of the Green***

The east side of the Green is lined by detached properties of varied age and quality. Despite variability in the architecture, the buildings are unified through the presence of tall flint walls to the street front, with the buildings themselves set back within individual building plots. The buildings are visible in views across the green.

Norton House (Figure 26) is particularly visible due to its height and massing. It dates to the early 19<sup>th</sup> century but [has](#) been much altered. A small roof terrace has been added to the south, which is a particularly intrusive feature on the skyline.

Vegetation and the flint wall screen views of the Grange (Figure 27) from the street, such that the wall and entrance are more prominent in the streetscene than the building itself. Built in c.1740, the Grange was later extended in c.1800 by Dr Hooker and further altered and extended by Sir Edward Lutyens in c.1920 for Sir George Lewis. The building was a Vicarage until c.1908, after which it became a private dwelling. In 1953 it was purchased by Brighton Corporation and now houses the museum, library and a tea shop. The building is in need of maintenance.

### ***The Dene***

The Dene is a prominent building on the Green (Figure 28). It dates to the early 19<sup>th</sup> century and was used as a racing stable by Lord St Vincent. It was rebuilt and enlarged in 1877 by ELJ Ridsdale; [father-in-law to former prime minister Stanley Baldwin](#). The building is much altered. The southern aspect fronts on to a lawned garden, bounded by a flint wall to the pavement and with the former stable block set to the east. The main entrance is located to the north and fronts directly on to the Green. Due to incremental alteration and ‘institutionalisation’, the architectural

quality of the building has been reduced. The building is nevertheless of importance historically and due to its prominent location on The Green.

### ***Buildings along the west side of the Green***

Dale Cottage dates to the early 19<sup>th</sup> century (Figure 29). It is set back from the road behind a grassed front garden and cobbled wall, such that it has a limited presence in the streetscape. To the south, a small flint and brick stable block is attached to the building, although it is situated within the grounds of St Martha's Convent.

Set opposite The Dene, St Martha's Convent opened in 1925 (Figure 30). It is set substantially back from the street front, with a central driveway flanked by lawns and ornamental trees behind a flint wall with red brick dressings. The Roman Catholic School is set to the immediate south of the convent. It is set behind a tall pebble and red brick wall, such that it does not form part of the streetscape. The buildings are of no architectural or historic merit.

Dating to the 18<sup>th</sup> century but refronted in the 19<sup>th</sup> century, Cavendish and Pax form an attached pair of two storey rendered buildings (Figure 31). Cavendish is set with its gable end to the road, whilst Pax is parallel to the road. The pair once formed a single dwelling. They are set behind a forecourted garden with pebble wall to the boundary.

### **Conclusion**

The Green – at the northern terminus of the High Street – forms the heart of the village. It is characterised by:

- The green and pond forming a unifying open space to the area
- High status 18<sup>th</sup> and 19<sup>th</sup> century residences and St Margaret's Church fronting on to the green
- Mixture of materials, with a predominance of high quality knapped flint, brick and render
- Pitched roofs; predominantly clay tile but with some slate examples
- High flint walls providing a strong sense of enclosure and privacy in both Kipling Gardens and private gardens
- Open green space to the east emphasises the rural setting
- High levels of green space, trees and vegetation

Nevertheless, a number of intrusive features erode the historic character of the area:

- Historic architectural features generally survive well in this area, with little incremental change. There are, however, some notable exceptions: The character of the roofscape of Norton House has been harmed by the insertion of a roof terrace, and the windows to Kipling Cottage have been replaced with unsympathetic uPVC alternatives.
- High levels of traffic (relative to the size of road) and parked cars erode the character of the Green.

- Bollards around the Green are an unfortunate but necessary measure to control parking. The footpath on the west side of the green is generic and the verge here requires maintenance.

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#### **Character Area 4: The Farms (Graphic)**

The northernmost character area in the conservation area is closely related to Rottingdean's agricultural past. The majority of the buildings in the area are farm buildings, farm houses and farm workers cottages. However, the decline of farming in the village, particularly from the 1920s onwards, has led to a substantial shift in character. The area is now predominantly residential. Nearly all the farm buildings have been converted to residential use, which has been achieved with varying degrees of success. In some cases – such as Tudor Close - their former form and use is no longer apparent, yet the complex is now of historic and architectural interest in its own right. However in the majority of cases the requirements for residential use – including additional light, alternative access and the division of space has led to an erosion of character.

The area retains a mixture of large houses and smaller buildings and displays a wide variety of forms and arrangements derived from the original uses as farm buildings. The area has a spacious rural quality with a relatively loose urban grain.

Falmer Road forms the main road into Rottingdean from the north. It is lined by grass verges which promote a rural character. Its importance as the only direct access route into the village from the north means that it is also subject to high levels of traffic relative to its size, which erode its historic character.

#### **Key Buildings and Groups of Buildings**

##### ***Farmhouses***

Four large farmhouses are situated along the northern extent of the Green (Figure 32). Of these, Challoners is the most prestigious. Formerly the manor house and farmhouse of Challoners Farm, it was also historically known as Manor Farm. Much of the current building dates to the late 16<sup>th</sup> century with an early 18<sup>th</sup> century façade, although the cellars likely date to the 15<sup>th</sup> century. The five-sided, two-storey porch is a prominent feature dating to 1805. The house was owned by Thomas Challoner in the 15<sup>th</sup> century, before successive generations of the Beard family resided there for nearly 300 years. The building is set back and is not orientated towards the road; set instead on higher ground and facing towards the green. It thus would have formed an important feature in views across the green prior to the enclosure of its northern half. Trees and vegetation now screen views of the building such that it is not prominent in the streetscape. Glimpsed views through the trees, particularly of the octagonal porch, highlight its private setting.

Due to their proximity to the road, Hillside and Court House both retain a clear presence in the streetscape. Court House was formerly the farmhouse of Court Farm. Its fine knapped and squared flint façade dates to the 18<sup>th</sup> century. Hillside's red and grey brick façade is also of particular architectural quality. It was built in 1724 as the farmhouse to West Side Farm. The sun insurance plaque on its front

elevation is a novel feature. The neighbouring building, 'Timbers' is converted from the main barn at West Side Farm, whilst a number of further associated structures, including a threshing barn, flint walls and garden gazebo survive to the rear of Hillside. The relationship between these buildings is an important survival, and reveals much about former agricultural practice in the village.

Down House, to the north of the Green, is the former farm house to East Side Farm. It is situated behind a tall pebble wall and a screen of mature vegetation, such that it is less prominent in the streetscape. Similar to Court House, its façade is of particularly good quality knapped and squared flint. It dates in part to 1619, although the polite architecture of the façade is Georgian.

### ***Tudor Close and Tudor Cottages***

Court Farm, to the east of the village was sold to the Saltdean Estate Company, who developed it into a complex of housing in a mock 'Tudorbethan' style named Tudor Close in 1929 (Figure 33). Sale of the properties proved difficult and it was later converted to an hotel. In 1936-7 it was extended to the designs of Richard Jones, before being reconverted into houses and flats in the 1950s. The complex incorporates two former barns and a cow shed from Court Farm, with further building materials re-used from other historic buildings in the area. The original farm buildings are shown on the 1839 Tithe Map and appear to be the buildings forming three sides of the courtyard at the eastern extremity of the complex.

The buildings are of particular special interest due to their exuberant and romantic Tudorbethan style. The complex is of a rambling plan form and displays high levels of mock timber framing; much of which is covered with decorative carving. The roofscape is complex, and contains numerous different styles of chimney. The windows are leaded throughout. [Opposite, Tudor Cottages also comprises farm buildings converted in a similar style.](#)

**Deleted:** Opposite, Tudor Cottages also comprises farm buildings converted in a similar style.

Tudor Cottages are set on the street front at the entrance to Dean Court Road and are thus prominent in this streetscape (Figure 34). Tudor Close is, on the other hand, slightly set back and at a lower level than street level, with some views also obscured by vegetation. Due to this, and to the complexity of the buildings as a group, partial views highlighting certain features and details take precedent over general views of the complex as a whole.

### ***Converted Farm buildings***

The arrangement of farm buildings comprising Court Barn, Lanterns and Pineglade are already evident on the 1839 Tithe Map. Much altered, they are set back behind a tall flint wall and wide green verge with trees. The buildings can only be glimpsed through the vegetation, and form private, secluded areas.

The 1873 1<sup>st</sup> edition Ordnance Survey (OS) map depicts two small buildings on the site of Little Barn (probably relating to the two wings of the present building), with the current arrangement only established by the 1930 4<sup>th</sup> edition OS map. The building is U-shaped, and set on higher ground at the junction with Bazehill Road

such that it is clearly visible in the streetscape (Figure 35). Despite conversion to residential use, the building remains a positive feature in the area.

Challoners Mews (Figure 36) comprises a complex of dwellings set around a courtyard – which would originally have formed the farmyard to Challoners. Those buildings fronting the north of the yard are already evident on the 1839 tithe map, whilst the remaining buildings were constructed over the remainder of the 19<sup>th</sup> century. The insertion of windows has had a negative effect on the complex, but they still retain their farmyard arrangement and are of much character, especially when viewed from the road with Beacon Hill as their backdrop.

The former barn of ‘Timbers’ (Figure 37) is set back from the road behind a cobbled wall and front garden. It is now in residential use, which has led to some erosion of original agricultural character and interest, through the insertion of domestic features such as large windows, rooflights to the rear (as visible from Beacon Hill) and an uncharacteristic electric gate. The tiled roof is unaltered to the front, and remains its prominent feature.

### **Farm Worker’s Cottages**

Challoners Cottages and Northgate Cottages comprise terraced farm workers dwellings, dating to the 18<sup>th</sup> and 19<sup>th</sup> centuries (Figure 38). Historic features survive, including horizontal sliding sash windows. Challoners Cottages are also of note for their historic association with the Copper family – renowned folk singers and farmworkers – who have been associated with Rottingdean since the 16<sup>th</sup> century. The modest scale of these buildings contrasts with that of the high status farmhouses. Their survival alongside the farmhouses and farmbuildings is important to an understanding of all facets of the agricultural history of Rottingdean.

### **Open Space**

#### **Verges along The Green, Falmer Road and Dean Court Road**

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A wide grass verge flanks The Green from its junction with Dean Court Road to Court Barn to the north, and along Bazehill Road. The verge contains numerous trees, which screen views to the buildings beyond and reinforces an open, rural character to this stretch of road. This is complemented by traditional surfaces including loose gravel driveways and red brick pavers to the pavements.

To the west, a further grassed area is set in front of the bowling green. This forms an open space, with clear views across to the bowling green and to Beacon Hill beyond.

Along Dean Court Road, a narrow grass verge similarly enhances the rural character of the village. This is flanked by a historic flint wall; originally associated with Challoners Farm and forming a field boundary evident on the 1839 Tithe Map. Original tethering hooks survive in the wall. The wall now forms the front boundary to later suburban houses, and continues to the east outside the area as a rear garden wall. As with other flint walls in the area, it contributes greatly to the historic character of Rottingdean, and should be preserved and maintained.

### ***The Rotyngs – Former Rottingdean School Site***

Rottingdean School was built to the north of the village in 1894, on former farmland. Although the modern development of The Rotyngs now occupies the school site, its flint wall to Falmer Road survives (Figure 39), [including part of the original entrance which now accesses Burnes Vale](#), as well as the school playing field to the west. The school field survives largely as shown on historic maps; comprising open space with a belt of trees to its northern boundary. The open character of the field is important as part of the green buffer surrounding the village, and its association with the historic development of the area. A war memorial now stands beside the trees along the northern boundary of the field.

The flint wall and grass verge along Falmer Road indicate the site of the former school. The verge, wall and associated trees and vegetation are highly visible when entering the village from the north; and are important to the gateway of the historic village. They promote a rural, sylvan quality.

### **Conclusion**

The Farms character area, located to the north of the conservation area, is comprised of buildings relating to Rottingdean's agricultural past. It is characterised by:

- A mix of prestigious farmhouses, converted farm buildings and farm worker's cottages – comprising buildings of varied scale and form
- Vernacular materials; predominantly flint elevations and clay tile roofs
- Sweeping pitched (hipped and gabled) roofs form a prominent part of many of the agricultural buildings
- High flint walls create a heightened sense of enclosure and privacy
- Grass verges and high levels of trees and vegetation create a rural atmosphere

A number of features in the area however have a negative impact on its character:

- Conversion of some of the farm buildings to residential use has led to a dilution of character. The insertion of large areas of inappropriately scaled and detailed windows, and the insertion of features into the roofscape is especially harmful. This is especially apparent with the rooflights on Squash Cottage and the dormers and windows to Challoners Mews.
- The public realm along parts of Falmer Road is somewhat generic, and its character eroded by high traffic flows.
- Replacement uPVC windows to some properties have a negative impact on the historic character of the area and streetscape; for example at Squash Court.

### **Setting**

Rottingdean Conservation Area comprises the historic core of the village. Some areas of 20<sup>th</sup> century suburban development and later infill developments are set within its surroundings. To the immediate south, Marine Drive Junction forms the main gateway to the area, whilst the seafront beyond played an important part in the village's historic development. These areas impact directly on the conservation area; one cannot be viewed without the other.

### ***Marine Drive Junction***

To the south of the conservation area, the junction between the High Street and Marine Drive – the former village crossroads - forms the main 'gateway' in to the village centre. The area was however substantially altered in the 1930s, when both the junction between Marine Drive and High Street and the seafront beyond were reworked. At this time, Marine Drive was widened and improved, buildings were demolished to form what is now the car park, whilst replacement buildings were constructed including the White Horse Hotel, Queen Victoria Public House, numbers 50-52 High Street and St Margaret's Flats.

The junction is of historic and townscape importance as the main gateway to the village and former village crossroads. However, the broad width of Marine Drive and the car park to the immediate north segregate the village from the sea and erode the sense of boundary and legibility of the junction. It now forms a largely open area dominated by traffic, parked cars and highway paraphernalia. The White Horse is the prominent built form; due to its scale, massing and strategic corner location. Although of limited architectural or historic merit in itself, it functions as a landmark and wayfinder at the gateway to the area. It is surrounded by generic hard landscaping and car parking.

The buildings along West Street (Figure 40) are of mixed quality but complement the vernacular character and scale of building in the village: To the west they comprise a short terrace of two storey Victorian dwellings. These have flint with red brick dressings or rendered elevations, pitched roofs and former windows to the street front. Some have been altered through the insertion of uPVC windows, poor quality shop fronts, balconies and poorly detailed dormers but nevertheless complement the character and historic development of the area. The modern Tesco's development has been designed to be in keeping with the area in terms of its materials and massing. Other than numbers 2 to 4 West Street, the road retains a strong building line and its buildings occupy a visually prominent location at the entrance to the village. Similarly, numbers 50-52 High Street and 51-57 Marine Drive occupy a highly visible corner position and create a clear building line. Built in the 1930s, they are of some architectural quality, and retain a strong presence at the entrance to the village.

Golden Square originally formed a courtyard of small, densely packed cottages. Although these have now been removed, the wash house remains and the space is of interest to the development of the village. The Square provides access to Park Road, but is currently underused and would benefit from improvement to its legibility and public realm. To its north, Rottingdean Public Hall on Park Road forms part of the 1930s developments in the village. It is of some architectural quality and is a well used community facility.

### **Seafront Area**

Beyond the junction, the High Street continues to the south to meet the sea (Figure 41). The association between Rottingdean and the sea is an integral part of the village's development, in terms of fishing, smuggling and later tourism. In the 1930s, the sea defences, an outdoor swimming pool and terraces were constructed – providing modern seafront facilities.

The current character and appearance of the seafront area dates primarily to the 1930s. The terraces are an interesting seafront feature of this period, but are currently underused and somewhat neglected in appearance. The current condition of the toilet block also detracts from the area.

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The seafront is accessed along the High Street; where it extends to the south of the junction with the Marine Drive. It is flanked to the east by buildings of varied age and height. These include one storey shops to the north which are of little architectural merit, Victorian three storey structures, and 20<sup>th</sup> century flats to the south. The Victorian buildings comprise three architectural pieces that match in their overall design (each being three windows in width with two canted bay windows rising their full height) but have been subject to differing subsequent alteration. Despite these alterations, they remain of architectural and historic interest. St Margaret's Flats were built in the 1930s but have been substantially refurbished. They are of a much larger scale and massing than the other buildings, and are thus clearly visible in the streetscape and in views from the beach. A further late 20<sup>th</sup> century block of flats is particularly prominent in views from the beach, but is of little architectural merit. The public realm throughout the seafront area is poor and the terraces are now underused. There is potential for substantial enhancement in this area.

### **Suburban Development**

To the immediate north of the conservation area, The Rotyns and Burnes Vale comprise modern developments. They were built on the site of Rottingdean School and later Rottingdean Memorial Convalescent Home,

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The Rotyns follows a suburban arrangement, with detached buildings set in individual plots. It is not in keeping with the morphology or character of the conservation area. Built in 2001, Burnes Vale has been executed as a series of architectural pieces, in vernacular materials (predominantly flint) such that its character is sympathetic to that of the conservation area.

Little suburban development has occurred to the west; with expansion limited to the area of Nevill Road, Park Road and Marine Drive. 'The Cape' is a modern development on Marine Drive whose scale, massing and style are unsympathetic to the character of the area. It is prominent on the skyline when viewed from the conservation area and thus has a negative impact on the area.

To the east, suburban development continues so that the boundary between Rottingdean and neighbouring Saltdean is merged. The remaining area of open



downland is visible on the skyline and allows Rottingdean to still be viewed in a rural setting. The playing field on Steyning Road/Newlands Road also provides a clear distinction between the historic village and the surrounding development, particularly in views from Beacon Hill.

### **Summary of Special Interest**

Rottingdean is an historic downland settlement, whose development as an agricultural village has been influenced by its coastal location, numerous famous residents and its later popularity as a tourist destination. The village green and adjacent high status residences and medieval church form the heart of the area, and is historically associated with many former artistic and literary inhabitants. The linear street of the High Street forms the area's commercial focus, which services a vibrant community. Buildings are of varied form and date, but the area is unified through the use of traditional materials. Flint elevations and clay tile roofs predominate, whilst the pavements are mainly of red clay pavers. Steep pitched clay tile roofs and chimney stacks create interest on the skyline; the sweeping roofs of former farm buildings are particularly prominent within this.

Narrow roads and buildings fronting directly onto the street (sometimes without any pavement) promote a clear sense of enclosure. To the north, grass verges create a rural character, but a sense of enclosure is nevertheless retained through high walls and dense vegetation. Flint walls throughout the area are particularly important to its special interest.

The conservation area contains much green space; of which the green is the most important. Bounded and divided by high flint walls, Kipling Gardens is of a contrasting character and has much in keeping with the many private walled gardens in the area. Further open spaces to the east and west of the conservation area are important to its rural setting, and create a 'green buffer' around the village that distinguishes it from surrounding suburban development.

Similarly, the wider landscape setting of the village is also particularly important. The village has clear historic associations with the sea; although the existing seafront dates mostly to the 1930s. Clear views are apparent between the village, the sea and surrounding downland; especially towards Beacon Hill and the windmill. The village can also be viewed in its rural and coastal context from surrounding downland. These visual links are compounded by the survival of a number of historic lanes – including Hog Plat and Whiteway Lane – which provide a direct physical link to the downs.

In summary, Rottingdean forms an important downland settlement of substantial historic character.

### **Boundary Review**

The conservation area boundary currently largely defines the extent of the surviving historic village. It is generally legible and coherent. The following boundary amendments are however proposed:

A. The area on the flanks of Beacon Hill comprises gardens and allotments to the rear of properties on the Green. They retain a number of historic outbuildings and flint walls. The 1839 tithe map indicates that this area already formed rear spaces and flint walled gardens to the Green properties by this time. The area is also prominent in views to Beacon Hill and the windmill from within the village. It thus merits inclusion in the conservation area.

B. The boundary to the rear of the RC Church of Our Lady of Lourdes requires revision, as it currently runs through the middle of a building and is therefore incoherent on the ground. The vicarage at Eastfield, Steyning Road, is not currently included within the conservation area. It dates to the early 20<sup>th</sup> century and forms a group with similarly detailed dwellings to the east. These buildings are associated with the 20<sup>th</sup> century suburban growth on the outskirts of the village, rather than with the character of the historic village, and therefore do not merit inclusion in their own right. However, Eastfield is associated with the Church of Our Lady of Lourdes (an important building in the conservation area) and located within its curtilage, with a flint wall of considerable character to its front boundary. The full extent of the church curtilage should be included to provide a logical boundary to the conservation area.

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C. A strip of land comprising part of the rear gardens of properties along The Rotyns is currently including in the conservation area. This area ~~is~~ although previously part of the playing field ~~is~~ now displays a suburban garden character of no historic merit. It is therefore recommended for removal from the area.

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D. The current boundary around Nevill Road is incoherent on the ground and therefore requires adjustment. An area of poorly maintained hard surfacing – forming the setting to late 20<sup>th</sup> century developments - is currently included, which creates a particularly disjointed streetscape. The Chinese restaurant is a much-altered early 20<sup>th</sup> century building with a curved frontage. The premises of the Rottingdean Electricity Company Ltd, which was established in 1897, were located on this site, but no longer exist. Further modern development in traditional vernacular materials is set to the rear. This area is of no special architectural or historic interest and is proposed for removal from the conservation area. Beyond this, numbers 18, 20 and 22 Nevill Road comprise a late 19<sup>th</sup> century terrace of considerable historic character, and merit designation as a locally listed building.

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E. Golden Square forms part of the historic village of Rottingdean. Formerly a courtyard of small one-up-one-down cottages, the cottages have since been demolished. The associated wash-house survives, and the space is an important part of the development of the village. The square also forms a useful through-route from West Street to Park Road. Golden Square is therefore recommended for inclusion. West Street, Park Terrace and Rottingdean Public Hall similarly form part of the historic village, and part of the gateway to the area. They have, however, been subject to substantial alteration such that they are no longer of sufficient interest to merit protection through inclusion in the area.

**Deleted:** The area has, however, been subject to later alteration and infill development, which has diluted its historic character. Buildings within the area nevertheless retain some historic character, and merit further protection through inclusion in the conservation area or as locally listed buildings.¶

F. The flint wall on Dean Court Road – formerly associated with Challoners farm – and evident on the 1839 Tithe Map – is of considerable historic character. The

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boundary currently abuts the western extent of the wall. The boundary should be clarified to ensure that this wall is included,

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Other Areas. The playing field at Steyning Road/Newlands Road, Marine Drive junction and the seafront area are of particular importance to the setting of the conservation area. The playing field defines a strong edge to the historic village whilst Marine Drive and the seafront area are important to the village's historic development and as a gateway to the area. Their current character and appearance, however, is not of historic or architectural interest. The playing field displays a modern urban recreational character, whilst that of Marine Drive and the seafront is largely 20<sup>th</sup> century in character, with a poor public realm and dominated by cars. As such, these areas do not meet the current criteria for designation as a conservation area, and are therefore not recommended for inclusion.

### **Article 4(1) Direction**

There is a high level of survival of historic features in the conservation area. Most properties for example retain their original windows, roof coverings and boundary walls, which make a significant contribution to the character and appearance of the area. There are however a few examples where incremental change has had a harmful impact on the conservation area:

UPVC windows have been installed in a few properties, including Kipling Cottage and Squash Court on The Green and Brookside and St Ives on Steyning Road. This erodes the historic integrity and appearance of the buildings and the area.

Clay tile roofs and chimneys create a characterful skyline. The sweeping roofs of some of the agricultural buildings are particularly characteristic of the area. Alien features inserted into such roofscapes, such as rooflights, solar panels, vents and flues, have an extremely harmful impact on their character and appearance. This is evident in the rooflights inserted into Squash Cottage, The Green, the balcony on Norton Cottage, The Green and the poorly detailed dormer windows on Challoners Mews. It is important to preserve and enhance existing plain roofs which form a characteristic part of the skyline.

Flint walls of varied heights are present throughout the conservation area, creating a clear sense of enclosure that is important to the area's character. The demolition of boundary walls above a certain height is controlled in the area; however low walls can currently be demolished without consent. The loss of these walls would erode the building line and therefore have a harmful impact on the character of the area.

Although still relatively few in number, these incremental changes show that there is a threat to the area from alterations that are permitted without planning permission. As such, an Article 4(1) Direction under the Town and Country Planning (General Permitted Development) Order 1995 is recommended. This would remove permitted development rights for the area, in order to retain control over how and where such alterations occur and to minimise the impact this will have on the character and appearance of the area. This will help to prevent the gradual degradation of the special interest of the area as a whole.

## **Policy and Proposals**

Historic features are important to the character of the area. Where these have been lost, their reinstatement should be encouraged.

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. Those walls that contribute to the streetscene should be considered for local listing.

Existing tree cover contributes positively to the character of the area. This should be maintained and where opportunities arise, appropriately enhanced. Views from the area – especially the green – to open downland, Beacon Hill and the windmill – should however not be obscured.

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

Large private gardens with flint walls and mature vegetation are characteristic of The Green and The Farms areas, and promote a spacious, secluded and genteel character. Gardens should remain predominantly green. Presumption should be against the subdivision of plots.

Views to the open downland surrounding Rottingdean village are particularly important in maintaining its rural setting. Views of Beacon Hill and Rottingdean Windmill are also extremely important to the village's identity. Development should not obscure these views. Development on the fringe of the conservation area will impact on the setting of the conservation area; all development within the valley as a whole should be considered in light of its impact on the conservation area. Its scale, design and materials should be in keeping with the character of its surroundings and should not harmfully disrupt the skyline. The Tesco's development on West Street and Burnes Vale on Falmer Road comprise good examples of new development on the fringe of the conservation area; both being of a sensitive scale, using traditional materials and being well-detailed.

Red brick pavers along pavements and kerbs throughout the area are in keeping with its historic character and help distinguish the area from its surroundings. The loose gravel surface on Whipping Post Lane also serves to enhance the rural character of the area. These surfaces should be maintained, with repairs carefully matched to the original. Traditional surfaces – such as gravel and red brick pavers - should be laid when opportunities arise. If lamp standards require replacement, these should be replaced with 19<sup>th</sup> century designs. A consistent approach to the public realm should be sought throughout the area.

The gateway area – including West Street and the Marine Drive Junction – form a particularly important part of the setting of the conservation area and gateway to the village. Future improvements to this area should be particularly sensitively designed and implemented.

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Heavy traffic levels have a harmful impact on the historic character of the village. Future traffic management should be sensitively handled, and appropriately designed.

Numbers 18, 20 and 22 Nevill Road comprise a short terrace of flint cottages constructed in 1890. It is a particularly picturesque group displaying a high level of uniformity. Tudor Cottages on Dean Court Road comprise farm buildings converted in the 1930s in a Tudorbeathan style, similar to Tudor Close. Set on the street front at the entrance to Dean Court Road, they are prominent in the streetscene. The Victorian post box in the wall beside Hog Plat is also a notable feature. These buildings and structures merit inclusion on the council's local list of buildings of special architectural and/or historic interest. Numbers 9-11, 17 and 18 West Street, Park Terrace and Rottingdean Public Hall form part of the historic village and gateway to the village. These buildings should also be considered for inclusion on the council's local list.

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**Further Reading**

Blyth, H. (nd) *Smugglers' Village. The Story of Rottingdean.* H.E. Blyth Ltd

Collis, R. (2010) *The New Encyclopaedia of Brighton.* Brighton and Hove Libraries

Elliott, A. G. (1984) *An Early Portrait of the Villages and Hamlets of Brighton and Hove.* A G Elliott

d'Harcourt, L. (2001) *Rottingdean. The Village* D. D. Publishing

Heater, D. (1993) *The Remarkable History of Rottingdean.* Dyke Publications

Julyan, H. E. (1948) *Rottingdean and the East Sussex Downs and Villages.* 3<sup>rd</sup> edition. The Lewes Press

Rhodes, M. (2001) *Rottingdean: A short guide to Saint Margaret's Church and The Village.* Online at [www.stmargaret.org.uk/index.php?link=13](http://www.stmargaret.org.uk/index.php?link=13) Accessed 25<sup>th</sup> October 2010

Field Code Changed

Scott, E. and Payne, T. (1985) *Rottingdean in old picture postcards.* Zaltbommel: European Library

**The following categories of Permitted Development are proposed for removal:**

### **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**

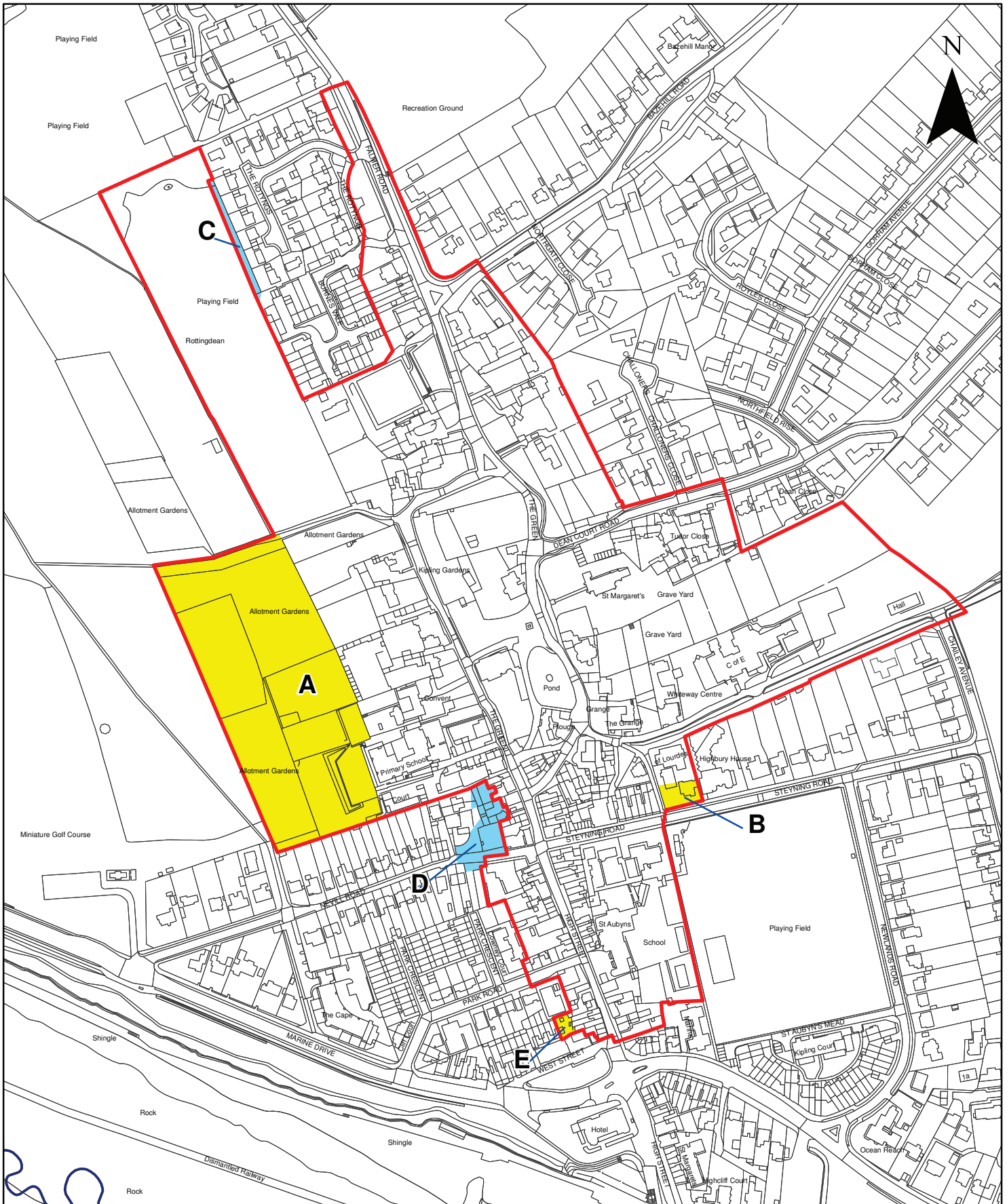
- (a) Any building operation consisting of the demolition of the whole or any part of any gate, fence, wall or other means of enclosure (Class B of Part 31 of Schedule 2 of the Order);

### **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);







Scale: 1:4,000

- Conservation Area Boundary
- Remove
- Extend



# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 14

Brighton & Hove City Council

**Subject:** Local Development Framework Core Strategy – Updated Background Studies

**Date of Meeting:** 26 May 2011

**Report of:** Strategic Director Place

**Contact Officer:** Name: Liz Hobden Tel: 29-2504  
E-mail: liz.hobden@brighton-hove.gov.uk

**Key Decision:** No

**Wards Affected:** All

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 This report seeks approval of two background studies that provide background and supporting evidence for the Core Strategy and future Local Development Framework documents.

#### 2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member approves the final reports of the two background studies as supporting evidence for the Core Strategy and other Local Development Framework documents.

#### 3. RELEVANT BACKGROUND INFORMATION:

- 3.1 The Core Strategy is the main planning policy document within the Local Development Framework that was introduced by the Town and Country Planning and Compulsory Purchase Act 2004. Its role is to provide an overall strategic vision and policy framework for the city for fifteen years. The Core Strategy is required to conform to national policy and be supported by a sound evidence base. The two studies that are the subject of this report form part of this evidence base. Although background studies inform the policy approach they do not determine policy.
- 3.2 There are a number of changes proposed to planning legislation in the Decentralisation and Localism Bill published in December 2010. However the need to have a strategic element to a development plan and the requirement for a sound evidence base remain unchanged.
- 3.4 The two studies subject to this report are technical documents produced in order to comply with national planning guidance and to help ensure therefore that the Core Strategy is considered to be sound. The Background Studies under consideration here are:

- **Update to the Strategic Housing Land Availability Assessment (SHLAA)** – the purpose of the study is undertake a comprehensive update of the assessment of the potential housing capacity of development sites in the city. The results can be used help to inform the likely amount of the development over the plan period;
- **Open Spaces Study Update** – the purpose of this Study is to provide a comprehensive and robust scoring system for assessing the quality of Brighton & Hove’s open spaces and the ranking of non local authority open spaces.

3.5 See appendix 1 for a more comprehensive outline of the purpose of the studies and a summary of the key findings.

**4. CONSULTATION:**

4.1 A ‘call for sites’ was undertaken as part of the SHLAA consultation. This involved an invitation to landowners, agents and developers in the city to submit potential development sites to ensure that all possible housing sites were included in the study. It is required as part of preparation of the SHLAA and lasted for 4-6 weeks.

4.2 Consultation has not been undertaken as part of the Open Space Study update.

**5. FINANCIAL & OTHER IMPLICATIONS:**

Financial Implications:

5.1 Preparation costs comprise Officers’ time, consultants’ fees and were met from existing revenue budgets. There are no capital implications.

*Finance Officer Consulted: Derek Mansfield Date: 03/05/11*

Legal Implications:

5.2 The Planning and Compulsory Purchase Act 2004 introduced a new development plan system. The new system is generally known as the Local Development Framework and this Framework will include documents which have the status of Development Plan Documents (DPDs). The Secretary of State for examination will consider whether the Core Strategy is “sound”. As pointed out in paragraph 3.1 of this Report the Core Strategy must be supported by a sound evidence base and this will require studies, such as those that are the subject of this Report, to inform the Core Strategy’s policies and to ensure the Core Strategy will meet the tests to be applied by the Secretary of State at the examination stage.

*Lawyer Consulted: Hilary Woodward Date: 03/05/11*

Equalities Implications:

5.3 These are technical studies not policy documents therefore an EQIA is not considered to be necessary given that an Equalities Impact Assessment will be carried out on the Core Strategy which will propose policies based upon the evidence within these studies. The Council has already adopted a Statement of

Community Involvement, which encourages effective social inclusion for all groups to influence the policy making agenda.

Sustainability Implications:

- 5.4 Sustainability considerations are central to the new planning system. The Core Strategy to be informed by these background studies has been subject to a sustainability appraisal and any amendments to it will be re-evaluated. This, in itself, also contributes to the development of policies within the Core Strategy.

Crime & Disorder Implications:

- 5.5 In the Open Space Study Update the safety of open spaces was one a number of the criteria upon which the assessment of the quality of non local authority open spaces was assessed.

Risk and Opportunity Management Implications:

- 5.6 The primary risks are that the Core Strategy be found unsound and these studies minimise those risks. Opportunities for development, especially those for housing, address corporate priorities and city opportunities (risks are evaluated in paragraph 6.1).

Corporate / Citywide Implications:

- 5.7 The background studies will assist delivery of a number of council and city-wide strategies. They will also form a material consideration in current and future planning proposals.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 None required as the studies are concerned with the identification of matters of fact. The Studies are required by Government planning guidance requiring plans to be supported by a sound evidence base. Indeed if the final background studies are not approved the interim versions will remain in the public domain. The latest information may not therefore be taken into consideration in planning matters. Without formal approval of the background studies the evidence base to the Core Strategy may be considered unsound.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To gain formal approval of the two background studies that form part of the evidence base for the Core Strategy and other Development Plan Documents and council strategies. It also allows the final documents to go into the public domain to inform planning decisions.

## **SUPPORTING DOCUMENTATION**

### **Appendices**

1. Summary of Background Studies

### **Documents In Members' Rooms**

1. Strategic Housing Land Availability Assessment, March 2011
2. Open Space Study Update, March 2011

### **Background Documents**

1. Proposed Submission Version of the Core Strategy (approved at Council in December 2009)

## **Summary of Background Studies**

### **1. Update to the Strategic Housing Land Availability Assessment**

Consultants GVA Grimley were instructed by the Council in September 2010 to undertake an update of the Strategic Housing Land Availability Assessment (SHLAA). The purpose of the SHLAA is to identify and assess potential sites for housing development. This process helps to inform the aggregate housing capacity of the City and to indicate when an appropriate supply of housing land/sites are likely to be developed over a 5, 10 and 15 year timeframe. The information will inform the process of determining local housing targets for the provision of new housing in the city.

A total of 275 sites were fully assessed for their suitability, availability and achievability. Sites were assessed against the following criteria:

- Policy Alignment;
- Physical Constraints;
- Market Attractiveness;
- Ownership;
- Current Use;
- Accessibility and
- Sustainability.

The study identifies a total potential capacity for up to 7,425 dwellings over a fifteen period 2010 – 2025. This equates to an annual average of 495 dwellings per annum although the study indicates that delivery is likely to be far lower in the first five year period reflecting the ongoing impacts of economic recession. The study also anticipates that overall supply will be further boosted by development on small 'windfall' sites.

In terms of the outstanding South East Plan targets for housing in the city (which stands at 8,935 dwellings for the remaining plan period) the identified SHLAA capacity falls approximately 1500 dwellings short despite a comprehensive review of sites and further 'call for sites' exercise with local developers and landowners.

The final report notes that the housing potential identified in the study is a 'snapshot' position based on current assumptions regarding deliverability and the methodology set out in the report. The assessment should be viewed as a starting point only in identifying a rolling five year supply of suitable housing sites and part of the process to help derive a locally driven housing target should the council wish to do so.

### **2. Open Space Study Update**

Consultants JPC Strategic Planning & Leisure Ltd were instructed by the Council in September 2010 to undertake an open space study to progress the findings of the 2008 Open Space, Sport and Recreation Study. The need for this update study has been prompted by :

- recent appeal decisions that related to open space where a citywide blanket approach to resisting the loss of open space, in accordance with the adopted Local Plan policy QD20, was not well received by the Planning Inspectorate; and,
- advice from the Planning Inspector at the exploratory meeting into the Core Strategy on 20 May who indicated further evidence was required to support the council's approach to land supply for new housing.

The purpose of this study is to provide further analysis of the Open Space, Sport and Recreation Study in the light of emerging practice and to develop a scoring system to assess the offer of all the city's open space and then to apply the scoring system to non Brighton & Hove City Council open spaces.

The study endorses the local open space standards as recommended in the 2008 Open Space, Sport and Recreation Study after considering their practicality and appropriateness, in terms of quantity, quality and accessibility/distance thresholds. It provides open space data at ward and sub area levels. The findings of the scoring system applied to non Brighton & Hove City Council open space were fed into the update of the Strategic Housing Land Availability Assessment. This was to ensure that should the loss of open space be required that this happens within a planned strategic approach which reflects the city's open offer rather than on an ad hoc basis.



# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 15

Brighton & Hove City Council

**Subject:** Cedars Gardens Highway Improvement Scheme  
**Date of Meeting:** 26 May 2011  
**Report of:** Strategic Director, Place  
**Contact Officer:** Name: Robin Reed Tel: 29-3856  
E-mail: robin.reed@brighton-hove.gov.uk  
**Key Decision:** No  
**Wards Affected:** Withdean

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 Cedars Lodge was declared surplus by the Cabinet Member for Central Services in January 2010 and subsequently sold on the open market. The Cabinet Member agreed to retain some of the garden land and ring fence an amount from the sale receipt to pay for the cost of highways improvements to Cedars Gardens.
- 1.2 A scheme was developed to provide additional footpaths, improve visibility for drivers, provide signage and introduce a one way system for entering and exiting Cedars Gardens. A plan of the proposal is attached as Appendix 1 to this report.
- 1.3 A Traffic Regulation Order (TRO) was prepared and subsequently advertised on Friday 10th December 2010 with a closing date for objections of the 7th January 2011. One objection was raised and is discussed in the main body of the report.

#### 2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member (having taken into account of all the duly made representations and objections):
  - (a) Approves the **BRIGHTON & HOVE (CEDARS GARDENS) (ONE WAY TRAFFIC) ORDER 20\*\*** and the **BRIGHTON & HOVE (WAITING & LOADING/UNLOADING RESTRICTIONS AND PARKING PLACES) CONSOLIDATION ORDER 2008 AMENDMENT ORDER No. \* 20\*\* (CEDARS GARDENS)**
  - (b) Grants permission for officers to proceed with the highways improvements to Cedars Gardens, as laid out in Appendix 1.

#### 3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Cedars Lodge and adjacent land was purchased in 1961 by the Brighton Corporation under s 214 of the Highways Act 1959 for the purposes of widening the London Road. The property has remained under the control of Highways

since that time, transferring to East Sussex County Council and then back to Brighton and Hove City Council in 1997.

- 3.2 The road widening scheme has not been carried out and in August 2009 the property was declared as surplus and subsequently sold. As part of the sale it was agreed to retain some of the garden land and ring fence £20,000 from the sale receipt to pay for the cost of highways improvements to Cedars Gardens.
- 3.3 The Highway Engineering and Projects department subsequently developed a scheme to improve road safety and enhance access for pedestrians. The scheme includes the provision of additional footpaths, improved visibility for drivers, additional signage and a one way system for entering and exiting Cedars Gardens. A plan of the proposal is attached as Appendix 1 to this report.
- 3.4 A Traffic Regulation Order (TRO) was prepared and subsequently advertised on Friday 10th December 2010 with a closing date for objections of the 7th January 2011. The additional time was allowed in recognition of the consultation falling over the Christmas and New Year period.
- 3.5 One objection to the BRIGHTON & HOVE (CEDARS GARDENS) (ONE WAY TRAFFIC) ORDER 20\*\* was received during the consultation period. The objection was made by cycling campaign group Bricycles on safety grounds as they believe it will make passing the two junctions more hazardous for cyclists. Bricycles feel that motorists who are currently turning from the A23 into Cedar Gardens are more aware of northbound cyclists using the cycle lane on the A23 as they know they are going to meet oncoming traffic. Under the proposed arrangement it will be one-way and there will be no oncoming traffic. They also believe that motorists exiting Cedar Gardens, especially those waiting to turn right, are going to wait with their vehicles blocking the cycle lane, therefore creating a hazard for cyclists.
- 3.6 Officers feel these concerns are unfounded as there is clear intervisibility between motorists and cyclists in this area and no evidence to suggest these proposals will make motorists less aware of cyclists. The situation regarding vehicles waiting to turn right on the cycle lane will actually be improved as a result of this scheme as vehicles will only be exiting from one road as opposed to two as is the current situation. The number of locations where vehicles could possibly block the cycle lane is therefore reduced.
- 3.7 Furthermore, officers consider there is no alternative to the proposed one way system as the road width in Cedars Gardens will be reduced through the introduction of the new footway meaning that there will be insufficient width for two vehicles or a vehicle and cyclist to pass safely. Leaving the carriageway as two-way or exempting cycles from the one way order would create potential for direct conflict between these users and therefore would create a road safety hazard.

#### **4. CONSULTATION**

- 4.1 The Traffic Regulation Order was advertised between 10th December 2010 and 7th January 2011.

4.2 The Ward Councillors for the areas were consulted and requested alterations to the public footpath to improve safety. Statutory consultees, such as the Emergency Services, were also consulted.

4.3 Notices were also put on street for the entire consultation period, these comprised of a legal notice and a plan showing the proposal as well as the scheme justification statement and the reasons for it. The notice was also published in The Argus newspaper. 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.

## 5. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

5.1 The costs of the consultation were met from the capital budget available for Cedars Gardens. There is a further capital budget of £18,000 available to fund the costs of implementing the highways' improvements.

*Finance Officer Consulted: Karen Brookshaw Date: 21/04/11*

### Legal Implications:

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

5.3 Before making Traffic Orders, the Council must consider all duly made, unwithdrawn objections. In limited circumstances it must hold public inquiries and may do so otherwise.

*Lawyer Consulted: Carl Hearsum Date: 20/04/11*

### Equalities Implications:

5.4 There are none.

### Sustainability Implications:

5.5 There are none.

### Crime & Disorder Implications:

5.6 There are none.

Risk and Opportunity Management Implications:

5.7 There are none.

Corporate / Citywide Implications:

5.8 The highways improvements will provide a safer environment for pedestrians and car drivers entering and existing Cedars Gardens.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

6.1 No alternative options have been considered.

**7. REASONS FOR REPORT RECOMMENDATIONS**

7.1 Cedars Lodge was sold by the City Council in 2010 as it was deemed surplus to requirements. A sum of £20,000 was retained from the sale receipt to implement minor highway improvements to Cedars Gardens, adjacent to the property. Following an objection to the Traffic Regulation Order, this report seeks permission to seal the Order and implement the highways improvements.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Plan illustrating proposed Highways improvements.

**Documents in Members' Rooms**

None

**Background Documents**

None





# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 16

Brighton & Hove City Council

<b>Subject:</b>	<b>Supported Bus Services: Area Network Review Consultation</b>		
<b>Date of Meeting:</b>	<b>26 May 2011</b>		
<b>Report of:</b>	<b>Strategic Director, Place</b>		
<b>Contact Officer: Name</b>	<b>Paul Crowther</b>	<b>Tel:</b>	<b>292479</b>
	<b>E-mail: paul.crowther@brighton-hove.gov.uk</b>		
<b>Key Decision:</b>	<b>No</b>		
<b>Wards Affected:</b>	<b>All</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 Under the 1985 Transport Act, local authorities are empowered to contract with bus operators for the provision of bus services which meet the needs of the general public, but which are not provided commercially.
- 1.2 The current batch of contracts was let following an Area Network Review carried out during 2007/8. These contracts expire in September 2012.
- 1.3 The purpose of this report is to seek Cabinet Member approval to start the Area Network Review process for new contracts to start in September 2012, and to undertake a full consultation process with elected members, user groups, and community groups.

#### 2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member authorises a full consultation exercise to inform the Area Network Review.
- 2.2 That a report be brought to a future Cabinet Member Meeting, once the results of the Area Network Review consultation have been collated, tenders from prospective contractors have been analysed, and recommendations for the future Supported Local Bus Network have been formulated.
- 2.3 That the Cabinet Member approves the enhanced vehicle emission standards specified.

#### 3. RELEVANT BACKGROUND INFORMATION:

- 3.1 Using powers under the Transport Act 1985, the city council contracts with bus operators, following a competitive tendering exercise, for the provision of bus services which are necessary to meet the needs of the community, but which are not provided commercially. The current batch of contracts was let in September 2008, and expire in September 2012.

3.2 These supported bus routes comprise a number of complete routes, the extension of some commercial routes to operate during the evening or at weekends, and some diversions of commercial routes to serve particular communities. A complete list of the current Supported Bus Network is attached as **Appendix 1**.

3.3 In preparation for the next batch of supported bus network tenders, the city council is to undertake an “Area Network Review”. This will consist of the consultation process outlined below, together with a detailed analysis of the current commercial network, to identify any missing links. At the same time a review will be undertaken of those requests made by passengers for changes to routes, timetables and times of operation.

3.4 The proposed timetable for the Area Network Review is :

Draft network design begins	May 2011
Discussions with Procurement team	June 2011
Meet with bus operators to discuss commercial network	June 2011
Report to CMM seeking approval for retendering process to begin	July 2011
Consultation	July 2011
Analyse Consultation response	August 2011
Advert for Tenderers List	August 2011
Advert in European Journal	August 2011
Begin preparation of Tenders	August 2011
Tenders issued	November 2011
Closing Date for Tenders	December 2011
Analysis of Tenders	January 2012
Committee / Board / Cabinet decision	April 2012
Tender Award decisions to operators	April 2012
Consultation / information document	May 2012
Operators to register services	June 2012
New services commence	(Schools) 3 September 2012 (Other) 16 September 2012

3.5 The city council’s contract documents specify minimum exhaust emission standards for vehicles. For the current contracts the minimum specified is EURO 3. For the new contracts it is proposed to raise this to EURO 4 (or equivalent), in support of the city council’s Air Quality Action Plan.

3.6 Tenders let under this process will be in accordance with the city council’s Standing Orders for procurement. In view of the value of the contracts to be let, this will involve the European Union procurement procedures, and the contracts will be advertised through the European Journal, as well as locally. Fuller details of the procurement process will be given in the consultation document proposed for circulation in late July 2011. The contract will be advertised in Lots (individual or groups of routes and a combined City Lot) so as to enable smaller operators the opportunity to bid.

**4. CONSULTATION:**

4.1 The city council’s Public Transport Team maintains a database of consultees on matters relating to public transport. There are 380 entries on this list, comprising resident’s associations, community groups, affinity groups, ward councillors,



MPs, and user groups. The input from these groups will be sought to inform the Area Network Review.

- 4.2 The city council will consult with neighbouring local authorities, to investigate possibilities of joint working on cross-boundary services.
- 4.3 The city council will liaise with all commercial bus operators serving the city, in order to ensure that the supported bus network supplements and enhances the commercial network, to provide the best possible journey options for residents and visitors.

## **5. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 5.1 The full cost of the consultation exercise will be met from the existing Public Transport revenue budget.
- 5.2 The extent of the future Supported Bus Network will be dependant upon the available budget at the time. A further report will be brought to Cabinet for approval after the completed tenders have been analysed and officer's recommendations made.

*Finance Officer consulted: Karen Brookshaw*

*Date: 21/04/11*

### Legal Implications:

- 5.3 With regard to the provision of subsidised bus services, the Transport Act 1985 imposes a duty on the council:
  - (i) to have regard to the transport needs of members of the public who are elderly or disabled; and
  - (ii) when entering into agreements for the provision service subsidies, to have regard to the interests of the public and of persons providing public passenger services in the Brighton & Hove area.

*Lawyer consulted:*

*Oliver Dixon*

*Date: 08/05/11*

### Equalities Implications:

- 5.4 The city council's consultation database includes representatives of minority communities, to ensure that the needs of these communities are taken into account in planning the future supported bus network. The city council's contracts specify that vehicles must be wheelchair accessible, in support of the city council's Equalities Policies, and the city council's obligations under the Disability Discrimination Act and the Equalities Act 2010.

### Sustainability Implications:

- 5.5 Sustainability Implications are dealt with in Paragraph 3.5.

Crime & Disorder Implications:

- 5.6 It is not considered that there are any Crime & Disorder implications associated with the proposed consultation exercise.

Risk and Opportunity Management Implications:

- 5.7 It is not considered that there are any Risk and Opportunity Management Implications associated with the proposed consultation exercise.

Corporate / Citywide Implications:

- 5.8 The consultation exercise will be citywide, and will inform the future corporate strategy for the supported bus service network.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 Legislation now permits Tendered Bus Contracts to run for a maximum of eight years. The existing contracts could be extended for this period. However, it is felt that this option would not allow a full evaluation of current travel needs, bearing in mind changes to the commercial network.

**7. REASONS FOR REPORT RECOMMENDATIONS:**

- 7.1 The recommendations for which consideration and approval are sought are to commence the consultation stage of the Area Network Review.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. List of current tendered contracts

**Documents in Members' Rooms:**

None

**Background Documents:**

None

## List of Current Tendered Contracts

### Public Transport Contracts

Contract	Route	Route description
2875	21	Mon - Sat eves. Brighton Station - Marina
2876	47	Mon - Sat. Brighton Station - East Saltdean
2877	52	Mon - Sat. Woodingdean -Brighton Station/ Cardinal Newman School
2878	56	Mon - Sat. Knoll Estate - Patcham
2879	57	Suns & Public Holidays. Brighton Station - East Saltdean
2880	37B	Mon - Sat. Bristol Estate - Kemp Town - City Centre - Meadowview
2881	74	School Days only. Lewes Road - Patcham High School
2882	75	School Days only. Lewes Road - Patcham High School
2883	76	School Days only. Saltdean Vale - Longhill School
2884	76A	School Days only. Peacehaven - Longhill School
2885	81	Mon - Sat eves. Old Steine - Goldstone Valley
2886	81A	Mon - Sat eves. Brighton Station - Meadowview
2887	81A	Suns & Public Holidays. Brighton Station - Meadowview
2888	81B	Suns & Public Holidays. Old Steine - Goldstone Valley
2891	95	School Days only. Burwash Road - Cardinal Newman School
2892	95A	School Days only. Foredown Drive - Cardinal Newman School
2893	96	School Days only. Carden Avenue - Blatchington Mill & Hove Park Lower Schools
2895	91	School Days only. Coombe Road - Hollingdean - Cardinal Newman School



# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 17

Brighton & Hove City Council

**Subject:** Pedestrian Crossing Assessment Methodology  
**Date of Meeting:** 26 May 2011  
**Report of:** Strategic Director, Place  
**Contact Officer:** Name: Robin Reed Tel: 29-3856  
E-mail: robin.reed@brighton-hove.gov.uk  
**Key Decision:** No  
**Wards Affected:** All

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 Requests for new pedestrian crossings are received regularly from Members of the public and Local Ward Members. Subject to the availability of funding, potential crossing locations are currently assessed based on a number of factors including the number of pedestrians crossing the road, the number of vehicles, and the number of pedestrian accidents in the immediate vicinity.
- 1.2 The Environment & Community Safety Overview Scrutiny Committee (ECSOSC), as part of its annual work plan, requested officers to provide information on pedestrian crossings and how requests from members of the public are prioritised. Following the initial ECSOSC review, officers have developed a more robust and up to date prioritisation procedure that takes into account Members concerns such as residents fear of crossing busy roads and the public perception of dangerous roads.
- 1.3 At its meeting of 25<sup>th</sup> January 2011, ECSOSC resolved to welcome the new methodology and agreed that it should be put forward for approval at a future Cabinet Member Meeting.
- 1.4 This report provides a summary of the proposed revised assessment methodology and includes worked examples of several locations that are currently on the pedestrian crossing request list.

#### 2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member approves the revised pedestrian crossing assessment methodology and grants permission for officers to carry out the assessment on all sites on the pedestrian crossing request list in the financial year 2011/12. Subject to funding, sites identified as a priority would be implemented towards the end of financial year 2011/12.

### **3. BACKGROUND INFORMATION**

- 3.1 Potential locations for pedestrian crossings have historically been assessed based on the number of pedestrians crossing the road, the number of vehicles passing the site, and the number of pedestrian accidents in the immediate vicinity. Whilst this approach is robust, it does not take into effect many of the social issues that can result from a lack of safe and accessible crossing facilities. For example, crossings can improve the public perception of dangerous roads while also addressing community cohesion issues and access for mobility impaired people.
- 3.2 During the ECSOSC review, officers undertook a review of procedures used by other authorities in the South East region and it became clear that a point scoring system would enable a more wide ranging assessment to take place, taking into account the social factors referred to previously.
- 3.3 Using the new scoring system, each site will be assessed and scored against a series of factors as set out in Appendix 1. These factors are intended to reflect either the difficulty experienced in crossing the road or the benefits that could be derived from improved facilities. The relative priority of assessed sites will be based on their overall score and subject to the availability of funding, those sites with the highest score will be implemented as soon as possible thereafter.
- 3.4 The assessment would be carried out once annually, usually in advance of the new financial year, and a report detailing the results would be prepared for consideration at a Cabinet Member Meeting and the priority list made publicly available. This would provide clarity in the decision making process and would allow members of the public to see where a particular request is positioned relative to others on the list.
- 3.5 The full assessment method is included at Appendix 1 and an outline of the procedure is provided below.
- 3.6 When a request for a pedestrian crossing facility is received, an initial assessment will be undertaken to determine if the site meets the agreed pre-qualification criteria, as follows:
- Pre-qualification criteria:
  - Where a relevant pedestrian casualty has been recorded within 50 metres of the site in the last 3 years that site will be deemed to have met the criteria and will go on to be fully assessed.
  - Where there is no pedestrian casualty record, a sample one hour count of pedestrians and vehicles will be undertaken during the busiest time and only sites that demonstrate a clear need for a crossing will be put forward for full assessment – see Appendix 1 for more information.
- 3.7 All sites meeting the pre-qualification criteria set out above will be assessed in detail and prioritised using the proposed assessment procedure.
- 3.8 5 sites from the current pedestrian crossing request list have been assessed using the proposed new method and the results are included as Appendix 2 in the form of worked examples.

#### **4. CONSULTATION**

4.1 The proposed assessment methodology has been considered and approved by Members of ECSOSC.

4.2 Consultation on individual proposals at specific locations will be undertaken once a priority list has been developed.

#### **5. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

5.1 Funding for pedestrian crossing schemes is via Local Transport Plan capital funding, or contributions from developers via S106 agreements. There is an allocation of £50,000 for this project in 2011/12, to include the cost of undertaking surveys.

*Finance Officer Consulted: Karen Brookshaw*

*Date: 21/04/11*

##### Legal Implications:

5.2 There are no legal implications arising directly from this Report.

*Lawyer Consulted: Carl Hearsum*

*Date: 20/04/11*

##### Equalities Implications:

5.3 None identified directly in relation to this report

##### Sustainability Implications:

5.4 Improving the pedestrian environment will increase the number of people choosing to walk. Walking is the most sustainable form of all transport modes as it produces zero emissions and also improves public health through increased physical activity.

##### Crime & Disorder Implications:

5.5 None identified directly in relation to this report

##### Risk and Opportunity Management Implications:

5.6 None identified directly in relation to this report

##### Corporate / Citywide Implications:

5.7 None identified directly in relation to this report

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 There are many ways in which the Council could prioritise requests for pedestrian crossings. However, following a review of the various options available, the method presented in this report is considered the most fit for purpose.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 The City Council receives many requests for pedestrian crossing facilities each year. The methodology presented in this report will ensure a fair and robust assessment is undertaken on each request and will lead to the establishment of a priority list for implementation subject to the availability of funding.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Assessment and Provision of Pedestrian Crossing Facilities
2. Worked examples for 5 potential crossing locations

**Documents In Members' Rooms**

None

**Background Documents**

None



## ASSESSMENT AND PROVISION OF PEDESTRIAN CROSSING FACILITIES

### PURPOSE OF POLICY

To ensure that pedestrian crossings are provided on the basis of impartially assessed need

### POLICY

1. When a request for a pedestrian crossing facility is received, an initial assessment will be undertaken to determine if the site meets the agreed pre-qualification criteria, as follows:

#### Pre-qualification criteria

- Where a pedestrian casualty has been recorded that site will be deemed to have met the criteria and will go on to be fully assessed.
  - Where there is no pedestrian casualty record, a sample one hour count of pedestrians and vehicles will be undertaken during the busiest time and only sites with a sample  $PV^2$  value of greater than  $0.2 \times 10^8$  will be put forward for full assessment.
2. All sites meeting the pre-qualification criteria set out in (1) will be assessed in detail and prioritised using an approved assessment procedure that takes into account factors such as pedestrian casualties, speed limits, severance, access to schools and existing conditions (See Overleaf).
  3. The type of facility constructed will be determined by site assessment bearing in mind the site characteristics including casualty history, vehicle speeds and difficulty of crossing.

### NOTE ON $PV^2$

$PV^2$  gives an impartial measure of the need for a pedestrian facility at any site by determining the number of vehicles and pedestrians using the area; it is nationally accepted and has been tried and tested over many years. Using a pre-qualification criteria ensures that detailed assessment is only undertaken for those sites with a proven need and reduces the impact on limited resources.

### CROSSING TYPES

Traffic light controlled crossings can cost up to 5 times the cost of a zebra or a central island and, therefore, will only be provided where there is a clear identified need.

## PEDESTRIAN CROSSINGS ASSESSMENT SCORING

Factor	Options	Score
1	<b>Improvements for Mobility Impaired</b> Score 2 for crossings specifically requested to improve conditions for mobility impaired	
2	<b>Safer Routes to School</b> Score 3 for sites specifically identified as an issue in a School Travel Plan	
3	<b>Access to Public Transport</b> Score 2 for sites which will improve access to public transport	
4	<b>Reduction of Severance</b> Score 2 for sites which reduce severance (e.g. to serve sole local store / shopping area or where a residential area is severed by a heavily trafficked A or B class road)	
5	<b>Pedestrian Casualties</b> Score 3 for each pedestrian fatality Score 2 for each serious pedestrian casualty Score 1 for each slight pedestrian casualty	
6	<b>Child Pedestrian Casualties</b> Score 3 for each child pedestrian fatality Score 2 for each child serious pedestrian casualty Score 1 for each child slight pedestrian casualty	
7	<b>Road Width</b> Score 2 for roads over 9m Score 1 for roads between 7 and 9m	
8	<b>Speed Limit</b> Score 3 for roads subject to National Speed Limit Score 2 for roads subject to 50mph limit Score 1 for roads subject to 40mph limit	
9	<b>Existing Pedestrian Facilities</b> Score -3 for sites with an existing bridge or subway Score -2 for sites with existing traffic signals with no specific pedestrian facility Score -1 for sites with an existing traffic island	
10	<b>Footpaths and Cycle Routes</b> Score 1 for sites which serve an existing designated cycling or walking route such as the National Cycle Network, bridle path or footpath.	
11	<b>Street Lighting</b> Score 1 for sites with no street lighting Score 0.5 for sites with existing but sub-standard street lighting	
12	<b>Walkability</b> Score 1 for sites that will clearly improve the 'walkability' and urban environment, thereby resulting in additional pedestrian movements	
13	<b>Links to South Downs</b> Score 1 for sites that create a new link to the South Downs National Park	
14	<b>Average PV squared value (busiest four hours)</b> Score equals average PV squared x 10 (e.g. PV2 of 0.25 becomes score of 2.5)	
	<b>Overall Score</b>	

## Assessment of Pedestrian Crossing Facilities - Worked Example

### Introduction

This document has been prepared to demonstrate the proposed pedestrian crossing assessment methodology. For the purpose of this exercise, five current crossing requests have been assessed using the new methodology and ranked accordingly.

The five trial locations are:

1. Preston Drove opposite Blakers Park
2. Carlton Terrace (Boundary Road), north of railway crossing)
3. Davey Drive
4. Wilson Avenue
5. Nevill Road

### Stage 1 – Pre Qualification

#### Pedestrian Accidents

Following a request for a new pedestrian crossing, initial investigations will be carried out to determine if there have been any recorded pedestrian collisions within the vicinity of the request area within the last three years. If a pedestrian collision has been recorded then the request will automatically proceed to the detailed assessment phase.

In this case, only site 1 (Preston Drove) has a recorded pedestrian collision in the last three years and will therefore proceed to Stage 2 of the process; detailed assessment.

#### Sample 1 hour Survey

Those requested sites where no pedestrian collisions are recorded will be subject to a sample 1-hour pedestrian and vehicle count during the busiest hour for that particular location. The result of this 1 hour sample count will be expressed in terms of a  $PV^2$  figure which gives an impartial measure of the need for a pedestrian facility at any site. The results of the 1 hour survey for the 4 remaining sites are shown in table 1 below:

**Table 1 – 1 hour sample survey results and corresponding  $PV^2$  Values**

Number	Location	Peak hour Ped count	Peak hour Vehicle count	$PV^2 \times 10^8$
2	Carlton Terrace, north of level crossing	124	1015	1.3
3	Davey Drive	36	160	0.01
4	Wilson Avenue/ Henley Road	22	810	0.14
5	Nevill Road /Opposite Greyhound St	26	1250	0.88

Guidance suggests any locations with a  $PV^2$  score equal to or greater than  $0.2 \times 10^8$  should be taken forward to the Stage 2 detailed assessment.

Sample sites 2 and 5 (highlighted) both scored higher than  $0.2 \times 10^8$  and therefore will be taken forward to stage 3 for a full detailed assessment.

Sites 3 and 4 did not score above the threshold, therefore suggesting that pedestrian and vehicle numbers are insufficient at these sites to warrant a pedestrian crossing at this time. However, these requests will be retained and can be re-assessed at a later date should local circumstances change (i.e. new development).

**Stage 2 - Detailed Assessment**

Sites with a sample  $PV^2$  above the threshold of  $0.2 \times 10^8$ , as well as sites where at least one pedestrian casualty has occurred in the last 3 years can now be assessed in greater detail. The detailed assessment will lead to an overall score used to rank the priority of each individual crossing request against the others on the list.

The full assessment includes a full 12 hour pedestrian and vehicle count from 7am – 7pm which is then used to determine the average  $PV^2$  of the four busiest hours. In addition to this there are a further 11 factors including pedestrian casualties, speed limits, road width and access to public facilities etc. All factors considered can be seen in the full assessment scoring sheet at Appendix 1 to the main report.

Once the scores are calculated a final score for a particular site is achieved and this can then be used to determine the priority of that site compared to the others on the waiting list. Table 2 below shows the final priority order of the 3 trial sites that progressed to the detailed assessment stage. The trial shows that Site 2 - Carlton Terrace is the highest priority for a pedestrian crossing facility. This is consistent with what would be expected as it is known that there are high volumes of traffic in this area and also lots of pedestrians crossing the road, largely as a result of Portslade Rail Station.

**Table 2 - Pedestrian Crossing Priority List**

No.	Location	Average PV counts x 10	Factor score	Overall Score	Priority
2	Carlton Terrace, north of level crossing	106.26	4	110.26	1
1	Preston Drove opposite Blakers Park	22.60	3	67.80	2
5	Nevill Road /Opposite Greyhound St	10.25	5	51.25	3