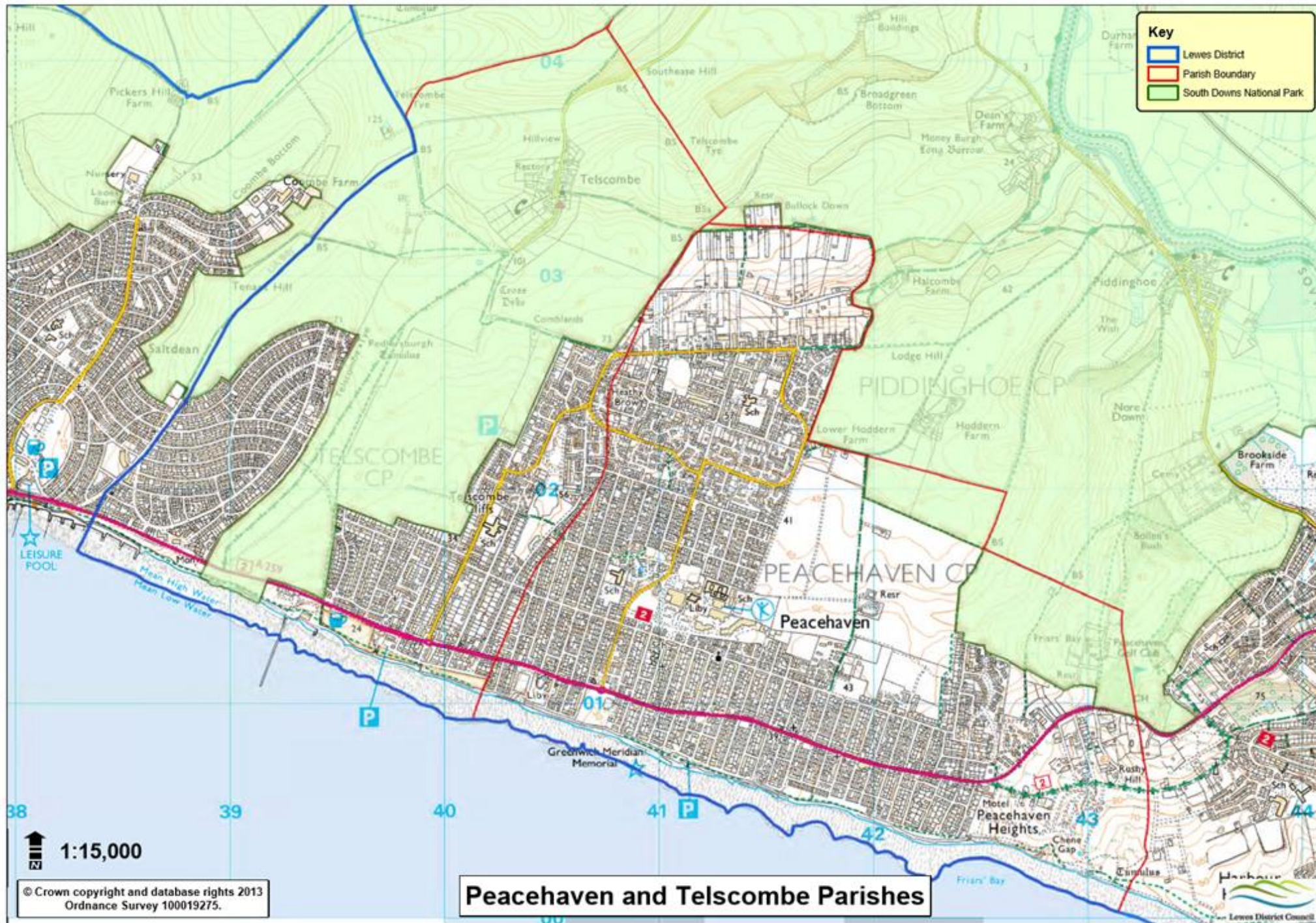


# PEACEHAVEN & TELSCOMBE

NEIGHBOURHOOD  
PLAN 2021-2030  
PRE-SUBMISSION DRAFT





**Key**

- ▬ Lewes District
- ▬ Parish Boundary
- South Downs National Park

1:15,000

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**Peacehaven and Telscombe Parishes**



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## 1.1 A plan for Peacehaven and Telscombe

This is the Regulation 14 Neighbourhood Plan. It covers the towns and parishes of Peacehaven and Telscombe, as illustrated in the map on p.2.

It sets out the local community's aspirations for Peacehaven and Telscombe over the period to 2021 - 2030 and establishes policies in relation to land use and development. These are policies that will influence future planning applications and decisions in the area, but the Neighbourhood Plan is much more

than this. It represents the community's manifesto for the area, bringing together more than just traditional planning matters.

The purpose of neighbourhood planning is to give local people and businesses a much greater say in how the places they live, and work should change and develop over time. Neighbourhood planning is designed to give local people a very real voice in deciding the look and feel of an area, from determining the location of shops, offices, and schools for example, to identifying sites and development standards for new housing.

The Neighbourhood Plan for Peacehaven and Telscombe is

helping to bring residents and businesses together as a stronger, more inclusive community. The Town Councils has spoken to many people through the process of making this plan and has real pride in the way the community has come together. It is clear, that the community is passionate about the area and the Town Councils hope the Neighbourhood Plan will influence change that makes it a better place to live, grow up, work, and do business.

## 1.2: Structure of the plan

Following this introduction, the Plan comprises further sections.

- Section 2: 'Peacehaven and Telscombe Today', presents an overview of the area covered by the Neighbourhood Plan, what the adopted Development Plan and the Lewes District Council Local Plan says about it, key issues and comments raised during consultation.
- Section 3: 'Peacehaven and Telscombe Tomorrow', presents the vision and objectives for Peacehaven and Telscombe, as well as overarching principles guiding sustainable development.

- Sections 4: This section presents the policies and associated projects for the Neighbourhood Plan Area

Section 5: Sets out policies for future growth

Section 6: Sets out policies for The Centre of Peacehaven

Section 7: Sets out the Community Infrastructure Levy and future delivery of policies

Section 8: Glossary

Within the policy sections, each topic area includes some introductory and explanatory text followed by one or both of the following:

**Policy Box:** Land use policies are contained in policy boxes, like this one.

POLICY BOX

### **Projects / Aspirations Box**

The Neighbourhood Plan covers more than just traditional planning matters as it presents the community's vision for the area. Items that the community are seeking, but that cannot be delivered through planning policy, are identified

PROJECT BOX

and contained in project / aspiration boxes, like this one.

It is important that the plan is read as a whole. All policies should be viewed together and not in isolation when preparing or considering planning matters.

### 1.3: Who has prepared the plan?

The Localism Act 2012 gave communities the power to develop neighbourhood plans, to be progressed by Town and Parish Councils or neighbourhood forums as opposed to the local authority.

Work on this Plan has been led by Peacehaven and Telscombe Town Councils who established a steering group of Council members and interested residents to consult upon and develop the Plan.

Through work on the plan the steering group endeavoured to engage, enthuse and energise residents and the wider community, including businesses and other stakeholders and organisations, to have their say on the town's future and help shape the Neighbourhood Plan.

**Peacehaven and Telscombe**  
Neighbourhood Plan Steering Group

**NEWSLETTER - APRIL 2021**

**A Layman's Guide to a Neighbourhood Development Plan**

**What is a Neighbourhood Development Plan?**  
Neighbourhood Planning is designed to provide a powerful set of tools to help local communities get the right types of development in the right place. Once a Neighbourhood Plan is adopted (via a local referendum), the local planning policies contained within it are given weight by the Local Planning Authority when making planning decisions. So when a planning application is presented for decision, the developer will have to follow the Neighbourhood Plan guidelines regarding the type of housing they can build and what materials they can use.

The policies the Neighbourhood Plan Steering Group are currently developing, are for a Plan period until 2030, and all the strategies are required to be in general conformity with local planning guidelines set out by Lewes District Council (LDC), East Sussex County Council (ESCC) and the South Downs National Park (SDNP) Authority. In addition, the Neighbourhood Development Plan must also comply with National Policy set out by Government.

[Read more on our website here](#)



## 1.4: What is in the neighbourhood plan?

Neighbourhood Plans can take many different shapes and forms. They can set out detailed policies and allocate sites for development, they can present generic principles for an area, and they can focus on a particular theme or issue. There is no prescribed format.

Based upon the work undertaken, including the engagement and consultation exercises, the Town Councils think there are opportunities in Peacehaven and Telscombe to influence the quality of future development, to improve the look and feel of the towns, the shops and services within it, to enhance the quality of green spaces, access and movement around the town. Locally specific

policies and proposals in the Neighbourhood Plan will influence the nature of future change.

## 1.5: What is not in the neighbourhood plan?

Existing planning policy for the area is set out through a combination of national planning policies (see the National Planning Policy Framework: NPPF<sup>1</sup>) and Local Policy set out in the Lewes District Local Plan Part 1<sup>2</sup> and Part 2<sup>3</sup>.

These documents set out the strategic policy directions that need to be provided over the plan period, and where a particular issue or subject is not covered in the Neighbourhood Plan, the NPPF and Lewes District

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<sup>1</sup> [National Planning Policy Framework - Guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

<sup>2</sup> [Lewes Core Strategy: Local Plan Part 1 - Lewes and Eastbourne Councils \(lewes-eastbourne.gov.uk\)](https://www.lewes-eastbourne.gov.uk)

<sup>3</sup> [Lewes Local Plan Part 2: Site allocations and development management policies - Lewes and Eastbourne Councils \(lewes-eastbourne.gov.uk\)](https://www.lewes-eastbourne.gov.uk)

Council's Local Plan will provide the policy framework for shaping and determining planning applications.

The Town Councils are aware that lots of development has occurred in the towns over recent years and the continued pressure to develop new housing is likely to mean that further development will take place in the Neighbourhood Plan in the future. The Town Councils have taken the pragmatic view that if change is to happen, then the Neighbourhood Plan is the vehicle for shaping this, such that it is done in the 'right way' and brings benefits to the Peacehaven and Telscombe.

The Neighbourhood Plan is very much an opportunity, not a threat, and fleshes out how future change should come forward to benefit the Neighbourhood Plan area as a whole.

It is important to note that this Neighbourhood Plan does not allocate sites for new Housing development at this time.



## 1.6: What is the process for preparing the Neighbourhood Plan?

There are several stages involved in preparing a Neighbourhood Plan. Broadly, they include:

- a) Initial consultation to identify issues, concerns, and areas of focus for the Neighbourhood Plan.
- b) Collection of 'evidence' on the issues and potential options, ideas and strategies to be progressed through the Plan.
- c) Production of and consultation on emerging policy ideas.
- d) Drafting of and consultation on a preferred strategy for the Neighbourhood Plan.
- e) Review of the Neighbourhood Plan to see whether it is general conformity with the strategic objectives of the development plan and prepare a version for pre-submission consultation

f) Submit and test the Neighbourhood Plan through an independent examination process.

g) Subjecting the Neighbourhood Plan to a local referendum.

h) Adopting ('making') the Neighbourhood Plan as a policy document – if more than 50% of people vote 'yes' at the referendum.

More information on the neighbourhood planning process can be found on the Department for Levelling up, Housing and Communities website. [Department for Levelling Up, Housing and Communities - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/organisations/department-for-levelling-up-housing-and-communities)

This plan is at Regulation 14 stage, which means that the plan is at a stage whereby the Town Councils formally consult on the proposed objectives and policies based on the evidence they have gathered. The background documents are published separately as an evidence base and weblinks to documents are also provided within the

footer notes of these pages, to help make access to the information easier.

Once the consultation of this plan has been completed, it is intended that the Town Councils will review all the comments made and prepare a final version of the plan. This will then be submitted to Lewes District Council and the South Downs National Park Authority for a further consultation period and then arrange for its final independent examination and adoption via a referendum.

Should the plan be fully adopted the Town Council will need to ensure that the plan remains up to date and relevant. This includes a commitment to reviewing the Plan and updating it as necessary as and when a new Lewes Local Plan is adopted.

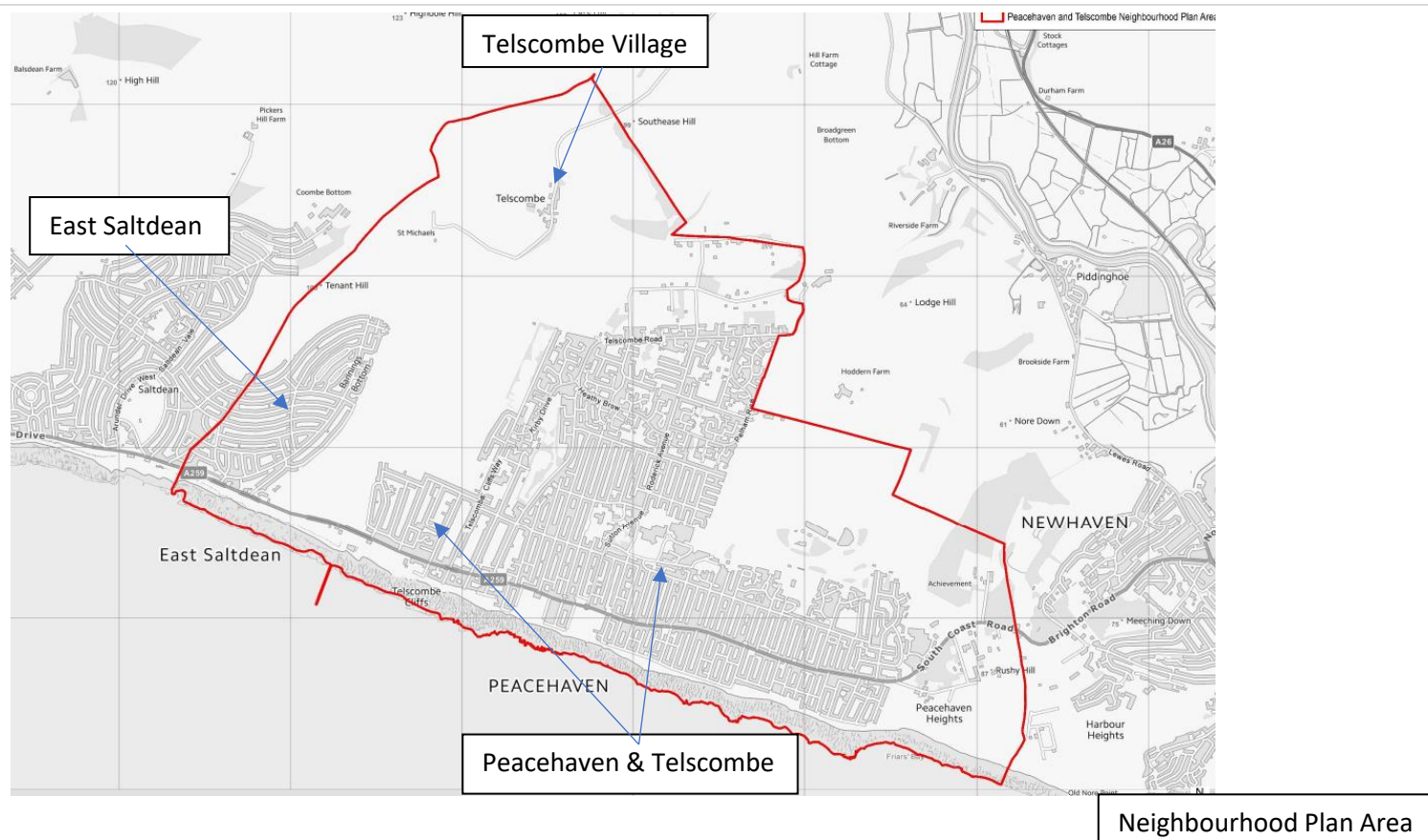
For more information about the plan or to provide comments then go to:

<https://www.peacehaven-and-telscombe-neighbourhood-plan-steering-group.co.uk/>

or contact Peacehaven Town Council or Telscombe Town Council.

<https://www.telscombetowncouncil.gov.uk>

<https://www.peacehaventowncouncil.gov.uk/>



## 2. Peacehaven and Telscombe Today

The neighbourhood plan area forms a coastal town between Brighton and Newhaven. In 2011 the neighbourhood plan area had a total of 21 544

residents occupying 9694 dwelling units. The Office for National Statistics Mid 2018 population estimate for the area is 23 371 indicating a growth of 1827 individuals (approx. 220 people per year).

Peacehaven and Telscombe are formed from geographically separate areas that each have an individual history.

Telscombe contains three distinct settlements, separated by the Telscombe Tye. The village of Telscombe is a small village within the South Downs National Park. Consisting of approximately 30 houses (of which 50% are listed) and a Saxon church. It is a rural village within a Conservation area, where the only employment locally is via farming or livery and a small amount of tourism generated by the amazing National Park scenery.

(Telscombe Village)



The area of East Saltdean was mainly developed during the 1920's and 30's as an extension to the Saltdean Seaside resort with Butlins Hotel, but the area of East Saltdean always remained within the Parish Boundary of Telscombe and even though various debates have occurred to examine the separation of East Saltdean from Telscombe and inclusion within Brighton boundary, this has never occurred.

(East Saltdean)

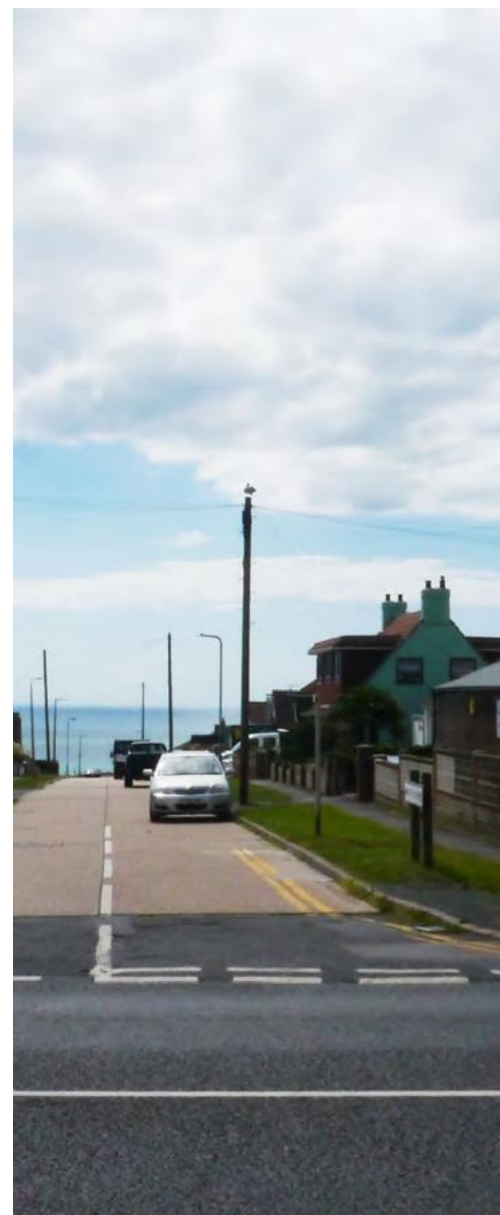


Peacehaven and Telscombe were developed from the start of the twentieth century mainly from speculative resort development schemes, but Peacehaven in particular, relates to the later interwar years of plotland developments, where people were encouraged to buy (or won via raffles) individual plots to build homes for themselves<sup>4</sup>. The grid like street pattern throughout the neighbourhood plan area typifies these plotland developments.

Peacehaven, Telscombe and East Saltdean extends above the chalk cliffs to the open downland of the South Downs National Park and lies within Lewes District in East Sussex. Though separated areas, the national park and the sea provide a common link throughout, and one that can be used to provide cohesion for the future.

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<sup>4</sup> [Peacehaven Eus Report & maps \(peacehaventowncouncil.gov.uk\)](#) Peacehaven Historic Character Assessment 2004.



(Peacehaven)

## Overview of NP Area

Population of 23,273 (incl. East Saltdean) mid populations estimates (ONS 2018) 8% increase since 2011



Shortage of formal play spaces and sports facilities.

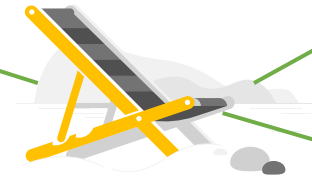
Main shopping area (Meridian Site) subject of current major redevelopment proposal.

Property is generally unaffordable for lower quartile. Average flat price is 8 times average salary. Rent for one bed property 40% of average salary. (source: www.homes.co.uk)

Only one road A259 that leads into and out of towns. Road is at full capacity during peak hours.

Main bus route only serves southern part of towns. Poor or no bus service throughout rest of town areas.

Some of the clifftop is contained within a SSSI (Site of Special Scientific Interest) and all the clifftop and beach areas are contained within the UNESCO world biosphere region.



Telscombe Village has 16 listed buildings including Grade 1 church. St. Laurence. There are also 3 scheduled ancient monuments on the Tye.

South Downs National Park encloses the Neighbourhood Plan area to the north and west, while the Channel encloses the NP area to the South.

Lack of cycle and walking routes. Reliance on cars.



Nearest train station is over 6km away at Newhaven. (Google maps)

Significant proportion of people travel outside the area for work. Significantly higher than elsewhere in the District. (Census 2011)

Large amounts of development over the last 10 or 20 years has done little to improve local infrastructure and development has taken place in a piecemeal fashion. There have been approximately 600 new homes delivered in Peacehaven and Telscombe since 2009 and much of this has been through windfall sites. Although there is a good offer of facilities and services, there continues to be a lack of good quality social infrastructure in the area and increased growth has led to high demand for services, in particular health services.

In addition, housing growth and commuting patterns have over recent years placed severe pressure on the A259 South Coast Road. The Neighbourhood Plan consultation exercises have raised the following concerns.

- Historically poor-quality sporadic developments which have failed to create locally distinctive places or increase accessibility throughout the towns,
- Lack of comprehensive cycling and pedestrian infrastructure from North to South or East to West (linking services) leading to higher dependency on car travel.
- No train station and poor access via public transport making it difficult to access local employment, education, services and facilities without a car.
- Under provision of good quality retail and commercial space to meet the needs of local businesses or attract sustained inward investment.
- Lack of leisure and sports facilities which are well connected, or responsive to local need/demand.
- High demand for health services, poor access to NHS dentists and doctors.
- Meeting the needs of a growing ageing population while providing facilities for young people in the area.

### 3. Peacehaven and Telscombe of Tomorrow.

This section of the Neighbourhood Plan sets out the vision and objectives for the plan area. It has been informed and tested through consultation and establishes the community's aspirations for the future of Peacehaven and Telscombe.

It is supplemented by a discussion of the overarching principles that will help guide sustainable development over the Plan period to 2030.

#### Vision

**Peacehaven and Telscombe Towns aim to be sustainable, with clean air and an environment providing a good quality of life for all inhabitants and visitors.**

- ✓ By 2030, the area will incorporate active movement for all ages by creating better accessibility to public transport, better cycle routes and walkways. Thus, improving air quality and people's well-being.
- ✓ There will be better sustainably designed and high-quality buildings contributing to the character of the area.
- ✓ There will be improvements to the public realm, encouraging better design and planting with seating catering for all ages.
- ✓ Better quality (both physical and technological) flexible employment spaces, encouraging high - technology industries/research and development to the area.

- ✓ A wider and more diverse range of retail and leisure outlets that will support the needs of the local community and discourage travel to neighbouring towns for essential goods and services. Also encouraging a more diverse night-time economy for the local community.
- ✓ Improvement to the accessibility of the National Park, Telscombe Village and the cliff top/beach areas which will attract visitors from far and wide (via public transport).

The timeframe is aligned to the existing Lewes Local Plan but will regularly undergo reviews to ensure that the vision is progressing in accordance with emerging new policies set by Lewes District Council and future changes to the wider planning system.

### Objectives.

The objectives following from the vision are:

- All new development helps to deliver better local facilities and infrastructure for the towns.
- Access to and through the National Park and along the Coastal Path will be improved as multifunctional routes for tourism, travel and recreation, further linking the areas within Peacehaven and Telscombe to surrounding areas.
- New developments will create well connected, attractive cycling and pedestrian routes, providing seamless integration with the existing towns facilities and public green spaces to encourage a reduction in car-based travel.

- Improvements to existing walking and cycling routes will be undertaken to encourage more active movement and well-being of the local community.
  - Existing habitats and green infrastructure networks are protected and enhanced through sensitive development, to encourage local habitat improvement and creation.
  - Encouraging a high-quality sustainable design approach to all development which promotes design innovation and sustainable development.
  - Improve local air quality and provide reductions in carbon emissions by supporting local renewable energy generation.
  - Encourage the appropriate re-development of previously developed land to help meet housing need and encourage housing development to cater for all ages and abilities within the community. In particular creating innovative affordable housing opportunities.
  - Protect and encourage the development of retail and leisure spaces which meet identified local need and encourage an evening/nighttime economy for all ages and abilities to use.
  - Encourage flexible and hi technological working spaces to encourage new business development and expansion within the local area.
- The policies, and projects, within this Neighbourhood Plan intend to deliver on these objectives.
- The next section of the Neighbourhood Plan outlines a set of overarching principles which have been developed to respond to the key issues identified from the community engagement and consultation and will form an important role in the delivery of the vision.

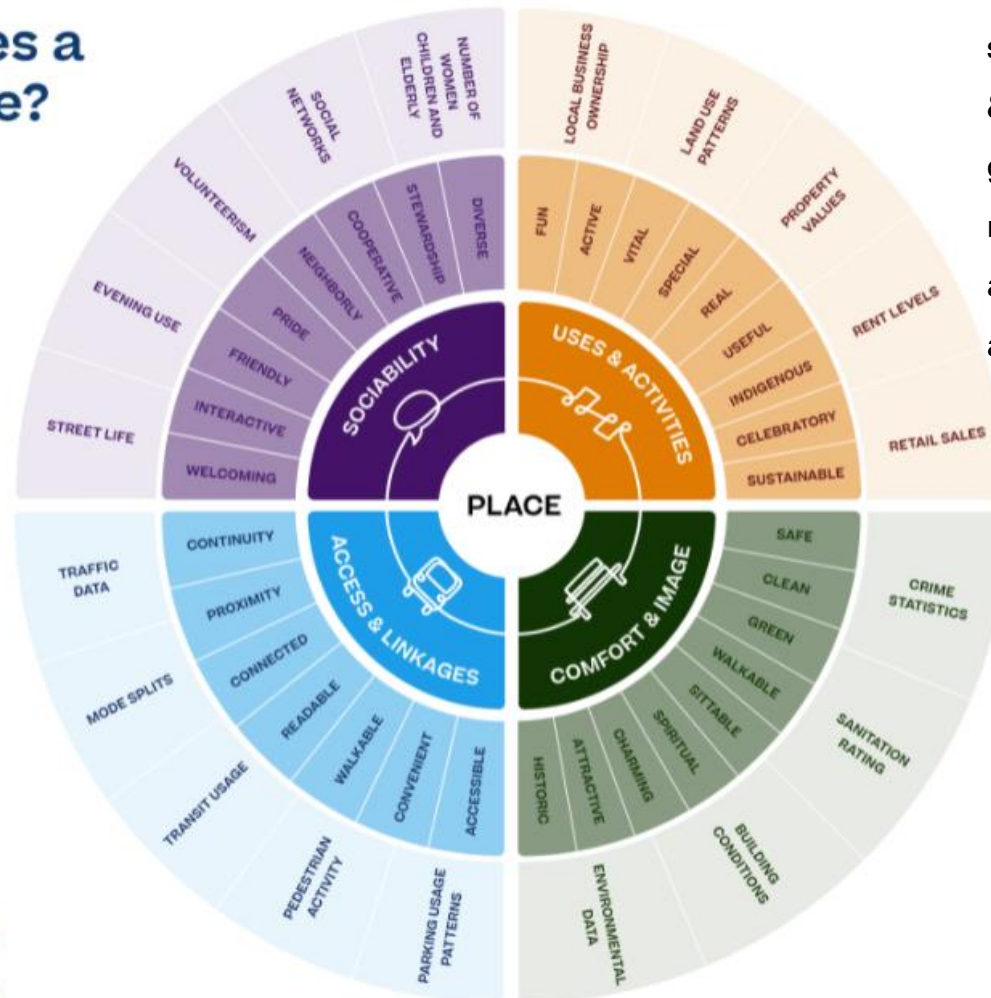
### Overarching Principles

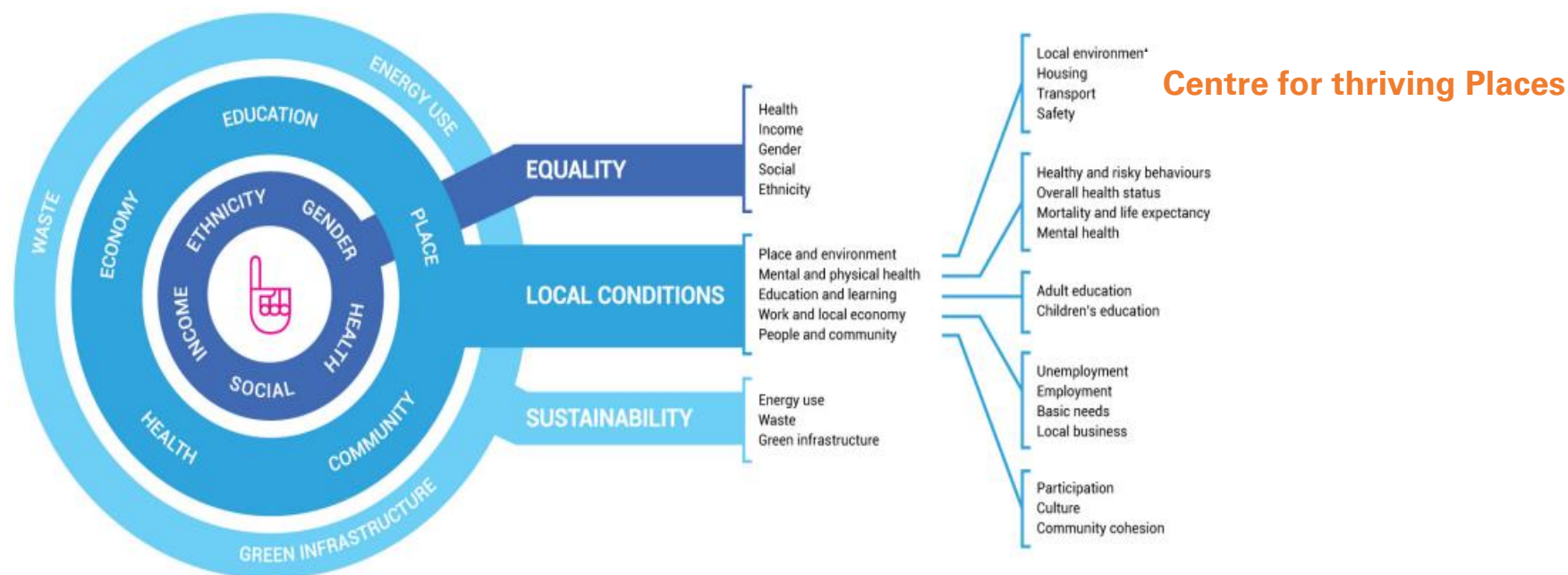
Making Peacehaven and Telscombe a great place to live, work and visit.

This Neighbourhood Plan is forward looking. It embodies the principles of sustainable development, and it seeks to direct and shape growth and change, such that it enhances

the quality of life and place for current and future generations: such that Peacehaven, Telscombe & East Saldean become a really great place to live and work. This means looking at the way the area as a whole works and identifying areas for improvement.

## What Makes a Great Place?





The elements that make a place “great” are set out in the diagram on p.18<sup>5</sup>. It is also important to remember that a “great place” will need to be integrated into the wider area to enable it to be successful. It is therefore important that people of all ages, incomes and abilities have provision and easy access to a wide range of services and activities that go beyond the NP area.

<sup>5</sup> [What Makes a Successful Place? \(pps.org\)](https://www.pps.org.uk/what-makes-a-successful-place) Project for Public Spaces (accessed May 2021).

Successful places must strive to encourage the well-being of their citizens. Covid 19 lockdowns have emphasized the relationships between place, communities, individuals mental and physical health. Recently, (May 2021) The Centre for Thriving Places released their research into achieving a “Wellbeing Economy” and through its framework seeks for decision makers to “measure what matters”<sup>6</sup>.

<sup>6</sup> [Wellbeing Economy Data Guide for Towns FINAL \(d1ssu070pg2v9i.cloudfront.net\)](https://www.wellbeing-economy.org.uk/data-guide-for-towns) The Centre for Thriving Places 2021.

### Meeting the vision – The twenty-minute town.

Peacehaven and Telscombe are relatively compact urban areas. The importance of creating interactive environments and connecting communities together is supported by Sport England’s “Uniting the Movement Strategy<sup>7</sup>” as well



<sup>7</sup> [Uniting the Movement | Sport England](#)

as draft National Model Design Code (updated January 2021)<sup>8</sup>, which contains useful guidance on delivering 20-minute neighbourhoods. T

**The 20-minute neighbourhood** is about creating attractive, interesting, safe, walkable environments in which people of all ages and levels of fitness are happy to travel actively for short distances from home, to the destinations that they visit and the services they need to use day to day – shopping, school, community and healthcare facilities, places of work, green spaces, and more. These places need to be easily accessible on foot, by cycle or by public transport as well as car and accessible to everyone, whatever their budget or physical ability, so that people can make an informed choice about their journeys and not be solely reliant on a car.

<sup>8</sup> [National Model Design Code \(publishing.service.gov.uk\)](#)

The **20-minute neighbourhood** idea is also about strengthening local economies by keeping jobs and money local and facilitating local food production to create jobs and supply affordable healthy food for all; about empowering communities to have a direct say in how their neighbourhoods change; and about doing all this in ways that create places that meet the needs of the least healthy and the least well-off.

A key aspiration is for Peacehaven and Telscombe Town Councils is to make a safe place, where people of all ages and abilities can easily access the services they need, including schools, healthcare, shops, leisure and cultural activities. But more than this, the towns need to develop in such a way that social networks are strengthened, that people can easily meet their friends and family, that the mix of housing provides for cohesive communities, and that people can work close to home.



## POLICY SECTION 4:

### NEIGHBOURHOOD PLAN AREA-WIDE POLICIES

This section of the Neighbourhood Plan presents policies that apply across the towns as a whole.

They relate to:

- Design
- Housing
- Movement
- Open Space and biodiversity
- Drainage Management
- Air quality Management
- Employment Spaces
- Tourism
- Community facilities
- Renewables
- Advertisements

## High quality design and local distinctiveness

The achievement of high-quality design is a core principle of the National Planning Policy Framework (NPPF), which is the government's key planning document. It states, at paragraph 126, that "*the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities*". The importance of design of the built environment and its contribution to making better places for people is emphasised.

The NPPF goes on to note that '*Design policies should be developed with local*

*communities so they reflect local aspirations and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.'* (Paragraph 127 NPPF).

The Neighbourhood Plan Steering Group with AECOM have produced a set of design codes to inform all development across the towns. Development should accord to the design codes and reflect the principles contained within.<sup>9</sup>

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<sup>9</sup> [Design Codes](#)

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## Policy PT1: High Quality Design

All new development including small scale developments will be expected to follow the design codes for the area, where it would be relevant to the form of development being proposed.

All new development in Peacehaven and Telscombe should contribute to the creation of high-quality places through a design-led approach underpinned by good design principles and reflecting a thorough site appraisal. All buildings, spaces and the public realm should be well-designed and display a high level of architectural quality which responds positively to local context.

All proposals for new development should seek to optimise the capacity of the site by responding appropriately to the scale, character, materials, density and architectural rhythm of the existing built form. Proposals should also demonstrate how they respond to the landscape, local and longer-views of the local environmental assets.

Design that incorporates opportunities to address climate change including enhancing biodiversity, green walls, green technologies, water saving and SUDs, will be encouraged.

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<sup>10</sup> <sup>10</sup> Secured by Design Guides. [HOMES BROCHURE 2019 update May \(1\).pdf](#)

Development should integrate well with existing neighbourhoods, positively contributing to the public realm and street environment, creating well connected, accessible and safe places. Development should provide for a rich movement network and choice of walking/cycling routes.

All development within residential and mixed-use areas should have active frontages, particularly at street level, and provide a clear distinction between areas of public and private realm.

Proposals for new development particularly public realm development, should demonstrate how they respond to “Secured by Design<sup>10</sup>” guides and promote safety and security awareness.

New buildings should be designed with flexibility and adaptability in mind, so that they can respond to changing social, environmental, economic and technological needs. New development should be designed so that it is able to be used by people of all ages and abilities.

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## Innovative Design

Innovative design, that raises the standard of design in Peacehaven and Telscombe, and promotes local distinctiveness, as well as addresses the needs of climate change are welcomed. Contemporary design approaches may be acceptable where it responds positively to need to landscape.

### **Policy PT2: Innovation and Variety**

Development proposals that establish bespoke design solutions and residential typologies are actively encouraged.

Schemes that respond to and reinterpret local design cues set out in the design codes, and which demonstrate an imaginative sense of place whilst respecting the surrounding context are welcomed.

## Landscaping

Landscaping and the public realm can contribute significantly to the local character of an area, green infrastructure, wildlife and biodiversity, as well as to the local amenity and well-being of residents. Poorly designed landscaping has the potential to impact negatively on the character and residential amenity.

Landscaping also helps mitigate the impact of new developments and can be used to complement the design of new buildings.

### Policy PT3: Landscaping

All new development schemes should:

1. Protect and enhance natural features by incorporating existing landscaping into the design where feasible, retaining mature trees and hedges.
2. Integrate new landscaping, both hard and soft and design boundary treatments to use appropriate high-quality materials or species that are suitable for the cliff top location.
3. Contribute to the urban greening of the street scene.
4. Landscaping on major schemes should seek to include areas that provide opportunities for people of all ages to sit outside and socialise, including food growing areas such as communal allotments, community gardens or pocket parks.
5. Major Schemes should provide details about how future maintenance of existing and new landscaping will be managed for future years.

## South Downs National Park.

Peacehaven and Telscombe are enveloped by the South Downs National Park and as such, the towns benefit from the wonderful landscapes, the wildlife and cultural heritage the National Park bring. It is therefore important that any future growth protects those benefits as well as protecting the National Park itself.

### **Policy PT4: Development affecting the South Downs National Park**

All developments within or impacting upon the South Downs National Park:

1. Must respect the setting of the National Park and protect the character of its Coastal location and rural setting, ensuring views are maintained across the landscape.
2. Be in accordance with the neighbourhood plan design guides and
- 3.) should seek to protect the tranquillity and dark skies of the South Downs National Park

## Sustainable Design

Reducing carbon dioxide emissions and other air pollutants will contribute to objectives to reduce greenhouse gas emissions and tackle the effects of man-made climate change. Growth in population and employment is likely to make it challenging to reduce emissions overall. However, growth also provides a number of opportunities for securing reduced emissions, including the construction of highly energy efficient homes, the development of decentralised energy networks and retrofitting of existing homes to reduce their energy use and fuel bills.

All development in Peacehaven and Telscombe towns will be expected to make use of the best available sustainable design and technology. Proposals for development are expected to minimise the use of resources, mitigate against and be resilient to the impact of climate change.

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<sup>11</sup> [LEED rating system | U.S. Green Building Council \(usgbc.org\)/ Non-Domestic Buildings | BREEAM](#)

Current sustainability standards for new construction should be used for assessing the sustainability of new, non-residential buildings<sup>11</sup>. The Home Quality Mark<sup>12</sup> has been developed by BREEAM to provide an indication of the quality and environmental performance of a new home. Housebuilders are encouraged to use this assessment method.

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### Project – NP sustainable Design 1

The Town Councils will investigate with partners, to create a Local Eco Open House weekend, drawing on existing buildings within the towns to demonstrate Passive Haus design principles, and demonstrating good residential landscape design for cliff tip areas, water saving, and carbon reducing technologies.

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<sup>12</sup> [Home Quality Mark](#)

## Policy PT5: Sustainable Design

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High energy efficient buildings - Development proposals should aim to demonstrate that the proposed buildings have a net emission rate of zero in accordance with the guidance set out by Lewes DC Sustainable Development Technical Guidance Note (or its successor).<sup>13</sup>

1. All new development within the Neighbourhood Plan area should seek to achieve high standards of sustainable development and where appropriate demonstrate in proposals how design, construction and operation has sought to:

- Seek to eliminate the use of fossil fuels.
- Promote the use of natural resources, the re-use and recycling of resources and the production and consumption of renewable energy.

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<sup>13</sup> [310341.pdf \(lewes-eastbourne.gov.uk\)](#) Sustainable Development Technical Advice Note

- Adopt and facilitate the flexible development of low and zero carbon energy through a range of technologies.
- Support sustainable urban drainage, including the use of sustainable drainage systems where appropriate; and/or
- Link the provision of low and zero carbon energy/heat infrastructure in new developments and where possible, to existing buildings.

2. Residential, retail and employment development should provide accessible electric vehicle charging points (EVCP) in accordance with Lewes District Council's EVCP Technical Guidance Note (or its successor).<sup>14</sup>

3. Development will be expected to demonstrate how it is resilient to longer term impacts of climate change where appropriate.

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<sup>14</sup> [275421.pdf \(lewes-eastbourne.gov.uk\)](#) Electrical charging Technical Guidance note

## Housing

### Creating high quality sustainable housing for all.

The neighbourhood plan seeks to encourage the appropriate re-development of previously developed land to help meet housing need and encourage housing development to cater for all ages and abilities within the community. In particular, the neighbourhood plan seeks to create innovative affordable housing opportunities.

#### Current Local Authority Policies:

The current core strategy (adopted 2016) sets out the District Councils aims to improve the quality and amount of affordable housing, both rented and shared ownership, due to the relatively high house prices in the district and below average wages particularly along the coastal strip.

Lewes Core Strategy: Local Plan Part 1 (May 2016) Strategic Objective

*“To deliver homes and accommodation for the needs of the district and ensure the housing growth requirements are accommodated in the most sustainable way”*

Other Core Strategy housing policies look at how new housing will be distributed across the district, the housing type, mix and density of proposed housing developments and the amount of affordable housing needed.

It should be noted that at the time of writing this Neighbourhood Plan, delivery of a five-year housing supply has not been able to be demonstrated by the local authority and therefore some of the housing policies within the Lewes Core Strategy will be weighted in favour of the sustainable development aims set out in the National Planning Policy Framework.

The Neighbourhood Plan Steering Group and Lewes District Council have therefore collaborated in bringing forward the relevant housing policies for this plan.

The original planned level of housing growth (that is the target allocated by Lewes District Council in 2015) for Peacehaven and Telscombe for the period of 2010-2030 was a minimum of 1224 units.

This figure was composed of:

332 units built in Telscombe and Peacehaven between April 2010 and 31<sup>st</sup> March 2015.

189 Units identified by Lewes District Council as commitments on 1<sup>st</sup> April 2015.

450 units were committed to at Lower Hoddern Farm as a strategic development.

This therefore left a minimum requirement of 253 which had been rounded up to 255.

Spatial Policy 2 also sets out the planned minimum of 255 net additional units which *“will all be contingent upon*

*developers identifying and demonstrating to the satisfaction of the local highway authority and delivering, a co-ordinated package of multi-modal transport measures required to mitigate the impacts of development on the A259 Coastal Road”*

However, a recently issued Interim Policy Statement for Housing (March 2021)<sup>15</sup>, showed the housing need figure for Lewes District has significantly increased by Government.

As such, the housing target numbers as set out above, have been superseded by the need to provide more sustainable homes throughout the district and the Neighbourhood Plan requirement of providing 255 homes has been removed, so that any future growth in the district is not limited.

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<sup>15</sup> [Draft Interim Policy Statement for Housing Delivery - Appendix 1 \(lewes-eastbourne.gov.uk\)](https://www.lewes-eastbourne.gov.uk)

### The Local Housing Problems

There are several issues affecting housing in the Neighbourhood Plan Area. The most significant issue is the affordability of housing, both market and rental accommodation.

Not having a good supply of affordable housing in the town is likely to mean that those on the lowest earnings, such as public sector workers, essential local workers, or young people starting their careers, will be unable to live in the area they work in. This also means that it will be harder for local employers to find a labour supply in the local area and the area will find it difficult to recruit key posts, such as nurses, teaching assistants, nursery staff etc. Traffic generation and overcrowding can be an off shoot of this issue as more people will need to commute out of the area for employment or to visit family.

Housing waiting lists currently show that there are higher instances of overcrowding conditions and concealed

families in the Neighbourhood Plan area than elsewhere in the district, and this will have an impact on local resident's health and wellbeing.

Average prices Peacehaven & Telscombe have increased substantially since 2011. Median average prices have increased by 48% over the period 2011-2020. Lower quartile prices (the cheapest 25% of properties) have increased at a similar rate- just below 50%. In absolute terms, the median average house price is almost £100k more in 2020 than in 2011 with the lower quartile price £87.5k higher than in 2011. This has serious implications for younger and first-time buyers who typically access these properties and will need to find both higher deposits and higher incomes to be able to afford to buy<sup>16</sup>.

Prices are broadly cheaper than in Lewes as a whole, except for East Saltdean & Telscombe Cliffs. The implication being that Peacehaven & Telscombe, are likely to be attractive and more accessible locations for

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<sup>16</sup> Peacehaven and Telscombe Housing Needs Assessment.

households moving out of more expensive areas of Lewes and Brighton & Hove, given relatively higher house prices and affordability pressures. Given the greater employment opportunities in Brighton & Hove, these households are also likely to commute out of the area to jobs elsewhere. A key objective of the Neighbourhood Plan is to support a better balance between jobs and homes in Peacehaven & Telscombe.

Average household incomes in the NP area were £32,500 in 2018. Lewes District's gross individual lower quartile annual earnings were £14,532 in 2018. To estimate the income of households with two lower quartile earners, this figure is doubled to £29,064. It is immediately clear from this data that there is a large gap between the spending power of average earning households and those earning the lowest 25% of incomes, particularly where the household in question has one earner only.

Local households on average incomes are unable to access entry homes unless they have the advantage of a very large

deposit. Households need an income of around £65,800 to afford entry level house prices in the neighbourhood area. The median house price would require an annual income of £77,100, more than double the average income.

Private renting, at entry level rents is affordable to households with average incomes. However, households made up of one or two lower quartile earners cannot afford private rents, assuming they spend up to 30% of their gross income on rent. Affordability is improved if households are able or willing to dedicate a larger proportion of their incomes to rental costs, although this has repercussions for other quality of life aspects and even the ability to afford essentials such as food and fuel, and so cannot be assumed to suit all individuals' circumstances.

The number of older households has not grown as significantly as expected, but there has been a significant growth in the proportion of households with non-dependent children. This has suppressed the formation of single and couple households largely driven by

affordability for young people to move out and those providing care of an elderly relative.

In addition to affordability, the housing mix in the town does not meet current needs. The towns have historically built detached houses or bungalows of two or three bedrooms, small family homes. This has led to many homes being underused as children have left home and parents occupy houses that are no longer full. This leads to an increase in the need for smaller housing units, both from young adults wanting to leave home and parents that want to downsize.

Freeing up the detached houses and bungalows by encouraging more elderly housing in the area doesn't address the affordability problem. It just means there are more family dwellings on the market and those wanting smaller units will still have to move further afield due to lack of appropriate affordable stock. Adapting existing housing stock to meet needs will be required.

In addition, a lot of the housing stock within the area is out of date and doesn't meet modern building regulations standards, meaning that a lot of housing is inefficient, costly and will require much refurbishment to meet the aspiration of being carbon neutral or achieving zero emission ratings.

The costs of housing are a large contributing factor to mental well-being. Achieving affordable, well insulated homes that are cheaper to heat and reduce carbon emissions is essential for a healthy, sustainable community.

### **Housing Policies:**

As outlined by the National Planning Policy Framework (NPPF) it is important that the design and quality of new housing stock is well-designed and adaptable to provide good living conditions for future occupants. It is also important that development should address the character and appearance of its surroundings in relation to the immediate vicinity and the broad locality within which the

site is located. Schemes taking account of local topography and accessibility, innovation and originality in design will be supported. Our accompanying design codes and guides set out the general characteristics of each of the ten neighbourhood character areas, and these should be used as a tool to guide the design of all planning applications.

The introduction of a design code at a local level is thought to be justified to ensure that moving forward all new homes provide suitable and adequate space for day-to-day living, irrespective of type and numbers of bedrooms.

Notwithstanding this, it is recognised that there may be some innovative types of affordable accommodation which helps deliver homes that meet a specific need. Therefore, in these exceptional circumstances relaxation to the space standards may be justifiable for innovative well-designed affordable housing schemes.

Advances in technology is also an important element in reducing the climate impact housing has on the environment. Technology can help cut emissions through

reducing energy and water consumption and can help reduce vehicle trip generation through working and studying from home.

In light, of the recent changes to the Permitted Development Order, these policies apply to conversions of non-residential buildings to residential uses as well as new build developments. In flatted developments, provision of secure storage facilities for bulkier items such as prams/powering chairs whether communal or private will be encouraged.

## Housing Design

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### Policy HS1: Housing Design

All new accommodations (including conversions) must meet the nationally described internal space standards for each individual unit. Only by exception will a reduced standard be supported.

1. Be arranged to ensure that primary habitable rooms have an acceptable outlook and where possible will receive direct sunlight/daylight.
2. Be designed to minimise disturbance to occupants from other land uses and from sources of noise and pollution.
3. Provide an efficient layout, including incorporating internal storage areas, areas for working from home and good quality outdoor amenity space.
4. Comply with the design codes & guides that accompany the Neighbourhood Plan including

incorporating energy efficient technologies and water reducing/saving devices.

5. Have regard to street layout, density, plot sizes, scale, massing, height, siting and roofscapes of the surrounding area and protect important views into and out of the site.
  6. Create a safe environment, incorporating measures to reduce opportunities for crime and incorporating opportunities for natural surveillance of public places and include the principles of Secure by Design
  7. Provide for accessible and well-designed secure bicycle storage areas, car charging points and waste recycling areas.
  8. Provide access to hi-speed wi-fi infrastructure
  9. Should seek to include smart technology to protection and safety, such as water leakage notification, fire-safety and security systems
  - 10 Should seek to incorporate smart demand energy systems to reduce energy and water usage.
-

## Adaptable Housing

Providing a range of housing types that supports the varying needs of a diverse population is important for inclusion and community development. The design of housing is especially important to the health and well-being of residents. The NHS Sussex Partnership produced a document in July 2020 – A strategic plan for integrating housing and mental health across Sussex.<sup>17</sup>

*“The homes that we live in are a key determinant of positive physical and mental wellbeing. In the past few months, our partnership and our communities have been dealing with the Covid-19 Coronavirus Pandemic. We have all spent much more time in our homes than ever imagined, and our home environment has become even more critical in keeping us safe and well. It is therefore appropriate that as we move forward, housing is recognised as an even more critical factor that enables us to live well. In driving forward our plans and transformation priorities, we have identified the need for a more integrated and strategic approach with housing. What is critical*

<sup>17</sup> [shcp mental health and housing strategy final.pdf \(sussexpartnership.nhs.uk\)](#)

*is that both the home environment and the care and support that is available, promotes the greatest levels of independence and recovery possible for the individual, their carers and families.”*

Para 1.4 p.3

### Policy HS2: Adaptable Housing

Support will be given for the adaption of existing buildings as well as new development that creates high-quality sustainable accommodation suitable for people of differing levels of physical and mental abilities. Housing should seek to be: -

1. Easily accessible to shops, public transport, medical facilities, community facilities and services appropriate to the needs of the intended occupiers.
2. Demonstrate that proposals meet or exceed the Building Regulations requirements for “Accessible and adaptable dwellings” M4(2) or successor regulations.

Policy HS2: Adaptable Housing cont.

3. Developments/adaptations should include adequate amenity space indoors as well as outdoors and where appropriate, should consider opportunities for sitting together, socializing, gardening and the promotion for active leisure and community pursuits.
4. Where appropriate, provide suitable facilities for care/medical staff and visitors, such as day rooms, dedicated parking, additional washrooms and overnight accommodation.
5. All developments should seek to include adaptations for those with differing physical and mental abilities to reside, such as wheelchair accessible rooms, wet rooms, one touch taps, talking appliances, smart technology, and high levels of security etc.

## Low -Cost Housing

Government guidance<sup>18</sup> says a proportion of affordable housing<sup>19</sup> can only be sought on sites of 10 or more homes. Larger sites are therefore key to delivering significant levels of affordable housing. However, it is recognised that the term “affordable housing” in planning policy usage is unlikely to provide enough homes for those on low to average incomes. Many people, including the young, or those with specific needs cannot access the local housing market, as it stands.

It has been a concern at both district and local levels that many applications seeking housing development do not provide enough robust information to determine the levels of affordable housing needed and therefore often only minimal limits are achieved. The housing needs assessment highlights that the number of affordable houses provided in the area has been lower than expected.

<sup>18</sup> [5. Delivering a sufficient supply of homes - National Planning Policy Framework - Guidance - GOV.UK \(www.gov.uk\)](#) para 59 -79

<sup>19</sup> [Annex 2: Glossary - National Planning Policy Framework - Guidance - GOV.UK \(www.gov.uk\)](#)

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## Policy HS4 – Low-Cost Housing Tenure

The Neighbourhood Plan **Low-Cost Housing** is here defined as:

**The maximum cost affordable based on the lowest quartile Neighbourhood Plan Area household income, whether this is for sale or for rent.**

For affordable housing the mix is 40% ownership 60% rent. Support for major schemes will be given, where schemes demonstrate the minimum provision of 25% Neighbourhood Plan **Low-Cost Housing** allocated to essential workers and first-time buyers from the local area as part of their affordable housing provision.

Support will be given to schemes which involve Neighbourhood Plan **Low-Cost Housing** developed through community land trusts, housing associations or housing trusts.

**Support will be given to schemes which involve the provision of land for Neighbourhood Plan **Low-Cost Housing** through self-build projects.**

All affordable housing will be considered on the basis of site-by-site circumstances taking into account the needs outlined in the Peacehaven and Telscombe Housing Needs Assessment.

**\*Lowest Quartile household income is set at double lowest quartile earnings in the NP area.**

For schemes of ten or more dwellings where financial viability is a genuine barrier to providing Neighbourhood Plan Low-Cost Housing, applicants should provide a robust appraisal for public scrutiny to demonstrate the levels of provision of Neighbourhood Plan Low-Cost Housing both for sale and for rent. Appraisals should be undertaken in accordance with the Assessing Viability in Planning under National Planning Policy Framework 2019 – RICS March 2021 [Assessing Viability RICS](#) (or updated version) and should be based on Benchmark Land Values as undertaken by a qualified RICS Assessor. <sup>20</sup>

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<sup>20</sup> [https://www.rics.org/globalassets/rics-website/media/upholding-professional-standards/sector-standards/land/assessing-financial-viability\\_final.pdf](https://www.rics.org/globalassets/rics-website/media/upholding-professional-standards/sector-standards/land/assessing-financial-viability_final.pdf)

## Housing Mix

It is acknowledged that the type and size of housing in Peacehaven and Telscombe which is mainly medium sized family units presents a barrier to those who need or can only afford smaller properties or are seeking to downsize. However, the delivery of smaller units needs to be part of a larger housing strategy that provides the Neighbourhood Plan Area with a balanced mix of housing stock that meets the needs of the future Neighbourhood Plan residents across all ages, abilities and income levels.

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### Policy HS5: Housing Mix

All new residential developments should provide homes of an appropriate type, size and tenure to meet the needs of the local community. The proposed housing mix should respond appropriately to the relevant evidence set out in Peacehaven and Telscombe's Housing Need Assessment and address any site-specific requirements contained in this or other relevant local plan documents,

including the requirements of the relevant housing Supplementary Planning Documents (SPD's).

On major sites within close proximity of local centres, market housing should be set 30% 1-bedroom properties.

On sites of 20 houses or more market housing should also include 20% of 4 + bedroom properties

Proposals should seek to meet the requirements unless it can be demonstrated that it is not financially viable or technically feasible to do so, that there would be no need or market demand for a particular size of homes (as may be the case for certain types of specialist accommodation), or that doing so would have an adverse impact on the character of the surrounding area.

Assessments should be made in accordance with RICS March 2021 [Assessing Viability RICS](#) (or updated version) and should be based on Benchmark Land Values as undertaken by a qualified RICS Assessor.

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## Projects: NPHOUSING1

The Towns Councils would welcome an opportunity to work with the District Authority to bring forward a housing strategy for the Neighbourhood Plan Area which sets out the longer-term housing needs, looking at issues such as tenure, size, affordability, adaptability, local allocation as well as the delivery of housing with consideration of the infrastructure provision.

The Town Councils would welcome an opportunity to work with community-led groups, housing associations, housing trusts and others to facilitate the provision of truly affordable housing in the area, through innovative schemes that will meet the needs of the neighbourhood plan area and in particular help essential local workers to stay in the local area they serve.

The Town Councils would welcome the opportunity to work with local authorities and social housing providers such as Registered Social Landlords or private landlords, who can through a scheme of financial subsidies reduce the net housing scheme costs to enable Neighbourhood Plan Low-Cost rented and shared ownership options to be provided for a wider-cross section of the lower income households that need such accommodation in the area.

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## MOVEMENT: promoting active, smarter and more sustainable modes of travel.

### **Neighbourhood Plan objectives.**

The vision<sup>21</sup> set by Lewes District Council for Peacehaven and Telscombe, states that by 2030 the A259 will have a high-quality sustainable transport corridor improving accessibility to neighbouring coastal towns and cities.

Strategic objective 9 of the Joint Core Strategy aims to reduce the need for travel and to promote sustainable transport in the district through alternative modes of transport including the provision of safe walking and cycling and improved public transport.

This strategic objective is reinforced through Core Policies 8 - Green Infrastructure, 9 - Air Quality and 13 - Sustainable Travel Policies.

Generally, these policies within the Joint Core Strategy seek to encourage sustainable modes of transport, such as walking, cycling and public transport services, which will help to reduce the proportion of journeys made by car. New development should be in sustainable locations with good access to facilities and the layout of new development should enhance the pedestrian environment and prioritize the needs of pedestrians, cyclists and users of public transport over ease of access by the motorist.

### **Active Movement**

Peacehaven and Telscombe are relatively well laid out towns, with grid like streets and level topography. Most everyday uses are within a 15–20-minute walk, cycle or bus journey of the home. But current infrastructure provision does not support short route travel by more sustainable modes.

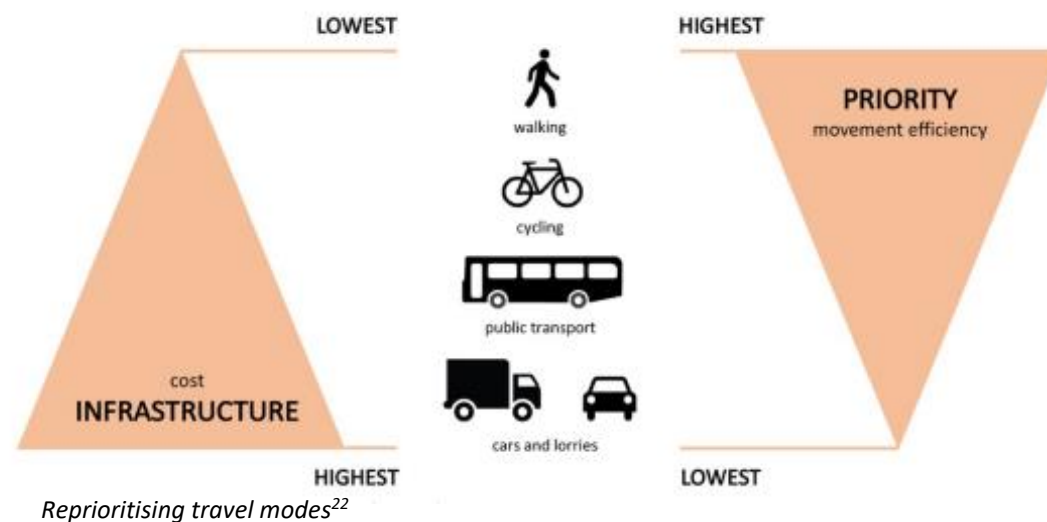
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<sup>21</sup> [Adopted Joint Core Strategy \(lewes-eastbourne.gov.uk\)](https://www.lewes-eastbourne.gov.uk) p 33.

Peacehaven and Telscombe only provides approx. 5% of the total employment within the district. Consequently, most residents must travel outside the Neighbourhood Plan area to work, particularly to Brighton. The A259 Coast Road is the only vehicular route in and out of the towns and suffers from congestion and near full capacity especially at peak travel times.

There is a frequent bus service with priority measures along some of the route to and from Brighton, however this only serves the A259 corridor between Brighton and Seaford. Public transport services northwards, into Peacehaven and Telscombe towns are much less frequent and accessible. There is no rail station within the town and the nearest railway is 6 km away. Car dependency is high, and lack of alternative modes of transport means the towns suffer from congestion and poor parking.

A key aspiration of Telscombe and Peacehaven is to improve access across the towns so services including schools, healthcare, shops, leisure and employment areas can be within a 15–20-minute easy reach. Thus, rebalancing movement and land use



<sup>22</sup> <sup>22</sup> [Hailsham NDP Referendum version \(hailsham-tc.gov.uk\)](https://hailsham-tc.gov.uk) – Hailsham Neighbourhood Plan p. 20

Walking and cycling can and should be the default choice for moving around the towns on short journeys of 20 minutes or less. This would be good for the environment, for health and social well-being and for the economy.

For longer distances, or for those who struggle to walk or cycle, then bus or shared vehicles should be the attractive alternative. This will mean providing an accessible frequent bus service that connects across the main points of the towns, provision of good waiting facilities coupled with route priority and good quality zero emission vehicles that provide comfort and affordability. Ultimately travel by foot, bike, bus or shared vehicle should be a delight and a good alternative to private car use.

All modal transport changes, need to go hand in hand with reducing our reliance on private car journeys. As the “cycle of car dependency” shows, if the neighbourhood plan just seeks to provide more road space, and car parking, this will encourage greater demand, creating additional traffic and

supporting growth of lower density less efficient development

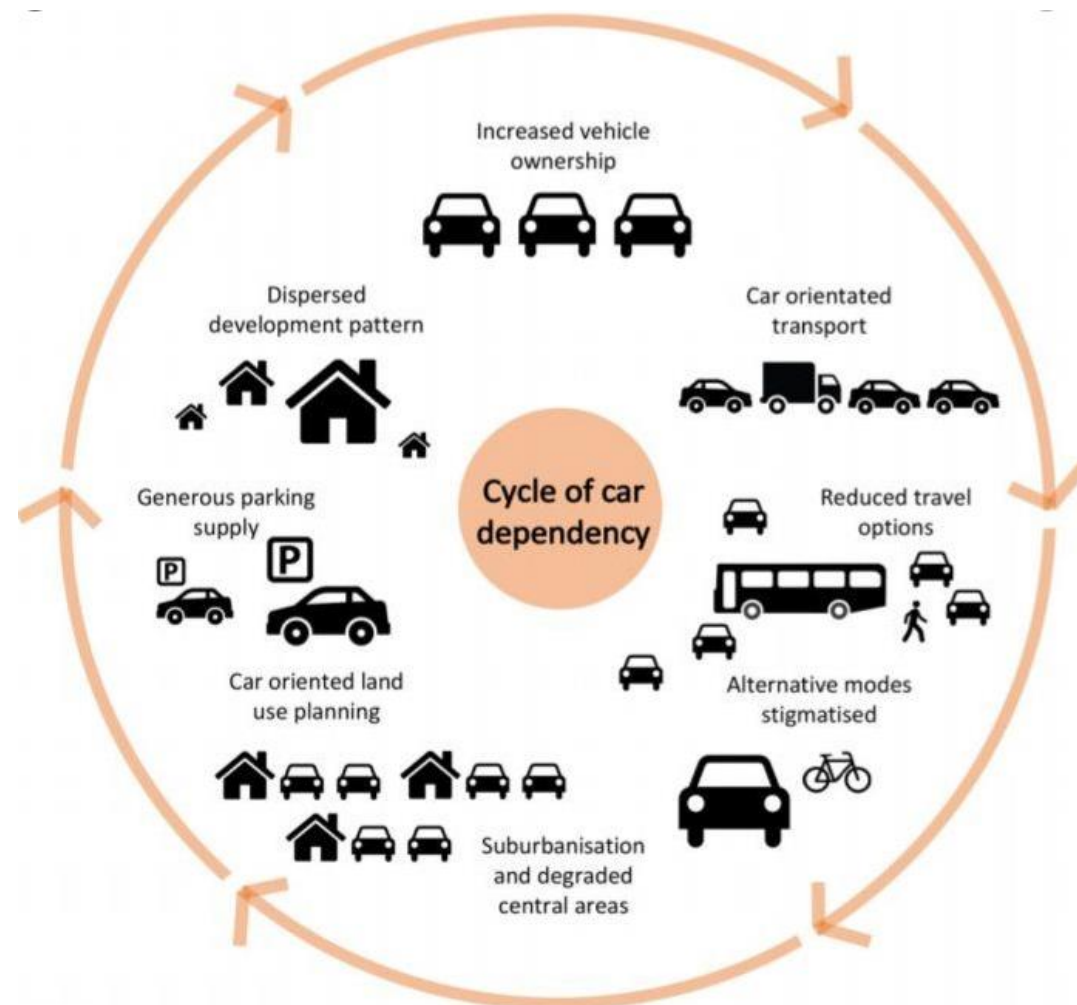


Figure 8. Car dependency cycle

## Walking, Cycling and Horse Riding

In the Neighbourhood Plan survey at the beginning of 2020, the residents showed a desire for pedestrianised streets and for the installation of cycle lanes and cycle storage facilities. The survey found that 23% of respondents wanted to see more pedestrianised areas and 17.5% wanted better cycle lanes.

<sup>23</sup>To help progress active movement in the towns, the neighbourhood plan and other planning policies will need to seek to improve the quality of streets and spaces, to make them safe, accessible and attractive for people to use.

New routes and connections<sup>24</sup> are needed that provide for direct links between places that people want to travel to, and this will need to include junction and pedestrian crossing improvements. Streets should be redesigned to recognise that they are places too and therefore should provide people with enjoyment as they travel along them.

<sup>23</sup> [garden-village-visions.pdf \(transportfornewhomes.org.uk\)](#) 2020

<sup>24</sup> [transport-for-new-homes-summary-web.pdf](#)

Surface parking should also be decreased over time allowing pavement areas to widen and create public realm initiatives.

<sup>25</sup> TfL Guidance



<sup>25</sup> [Streetscape Guidance \(tfl.gov.uk\)](#) p 20

Existing Public Rights of Way and Bridleways within the towns linking to the surrounding countryside and cliff tops should be retained and improvements to their quality and maintenance sought. In particular, improvements to gateways and pathway surfaces, which can otherwise act as a barrier to those of differing physical abilities in accessing the neighbourhood plan green areas.

All walking routes should reflect the 5 “C”s<sup>26</sup>

**Connected** – good pedestrian routes which link the places where people want to go and form a network of routes.

**Convenient** – direct routes following desire lines with easy-to-use crossing points

**Comfortable** – Good quality footways with adequate widths and without obstructions.

**Convivial** - attractive, well-lit, and safe with variety along the route.

**Conspicuous** – legible routes that are easy to find and follow with surface treatments and signs to guide pedestrians.

Along-side the provisions of safe street conditions and junctions to help improve walking and cycling, is a need to increase provision of secure cycle parking and cycle hire schemes including for electric cycles, particularly linking the Meridian Centre area to other service points across the towns, such as schools or health facilities.

Safe and secure cycle parking facilities should be accommodated within the design of the public realm, so it responds positively to the character and quality of the built environment. Covered cycle parking is encouraged, particularly within new commercial developments and should also provide shower and locker facilities for cyclists where possible.

High quality walking and cycling routes should be integrated within new developments.

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<sup>26</sup> [TfL Improve Walkability Doc 04.qxd \(eltis.org\)](#) p. 21

The overall quality of the town's movement network will only be as good as the missing links or gaps in the routes that are not invested in.

The Town Councils thus propose that a proportion of CIL payments received from developments within the area are directed to an improved town wide walking and cycling network for the benefit of existing and new residents.

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### **Policy TR1: Promoting active travel**

All applications are encouraged to demonstrate how they support active travel through reducing the reliance on private car movements, providing efficient parking management and encouraging delivery of walking, cycling and shared transport (public transport, car clubs, cycle hire schemes etc).

Where new walking and cycling routes are provided as part of new areas of development, they must be direct, safe, and convenient to use. The layout of all proposed new development should allow for the natural surveillance of routes through overlooking with active development frontages.

Proposals for new development are encouraged to demonstrate how they link into the existing pedestrian and cycle network providing connections between schools, employment, green spaces, residential, retail, leisure and community uses.

Proposals for commercial, leisure and community uses, should support and enable active travel through inclusion of safe, secure and convenient cycle parking, cycle/electric cycle hire schemes, changing facilities and lockers where appropriate.

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## **Policy TR2 – Enhancing accessibility to the South Downs National Park and Coastal areas.**

Proposals for development that enhances the quality and accessibility of the South Downs National Park, Coastal Path or undercliff walkways will be supported.

Improvements may include:

- (a) Incorporating new links and junctions for pedestrians, cyclists, and horse-riders.
  - (b) Integrating with an enhanced walking, cycling and horse-riding network across the Neighbourhood Plan area.
  - (c) Creation of new active frontages along routes which enhances safety and security through natural surveillance.
  - (d) Provision of well-designed signs and notices that improve the legibility of routes for users
  - (e) Development that encourages people of all abilities to enjoy walking, cycling or horse-riding in these areas.
- 

## **PUBLIC TRANSPORT**

A good public transport network helps ensure access to school, health services, employment, and leisure facilities. For longer distances beyond which people will normally walk or cycle, a good public transport system provides a viable and sustainable alternative to the car. Public transport is also inclusive, it allows everyone, of all ages and abilities to move around the towns.

Current public transport is focused along the A259 corridor providing travel from Brighton to Seaford. The majority of the town's residents are not within easy access of this bus service and the current local bus route is infrequent and has significant gaps in the provision of service, particularly from East Peacehaven to the Meridian Centre area and from East Saltdean to the Meridian Centre Area. There is also a poor service from North Peacehaven to the South Coast Road. Telscombe Village has no access to any

public transport and residents of the village are totally reliant on car use.

In addition to the current gaps, it should be noted that the areas of future growth which are likely to take place on the rural fringes of the towns, are situated a distance from good public transport links.

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### **Policy TR3: Enhancing Public Transport in the Neighbourhood Plan Area**

Support will be given to proposals that:

(a) Help to deliver and facilitate a better public transport connection between Telscombe Village, East Saltdean, East Peacehaven, North Peacehaven and the Meridian Centre.

(b) Provide high-quality, well-designed waiting facilities that incorporate green roof shelters/solar panel shelters with integrated real time travel information.

(c) Are located in close proximity to other public transport services and contribute towards an improved connectivity base.

(d) Subject to need, proposals for major developments (of more than 10 houses) will be expected to accommodate routes for bus services, either new or integrating with existing provision.

(e) All streets must be carefully designed to balance the needs of competing users and avoid conflicts between bus users, pedestrians, cyclists, and horse-riders

(f) Provide the right balance of parking, including electric vehicle charging, disabled access and dementia friendly spaces are catered for.

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## Projects: NPTRAVEL1

Through the work on the Neighbourhood Plan, a series of possible projects have been identified which the Town Councils will continue to lobby for. With regards to public transport improvements there are three main priorities.

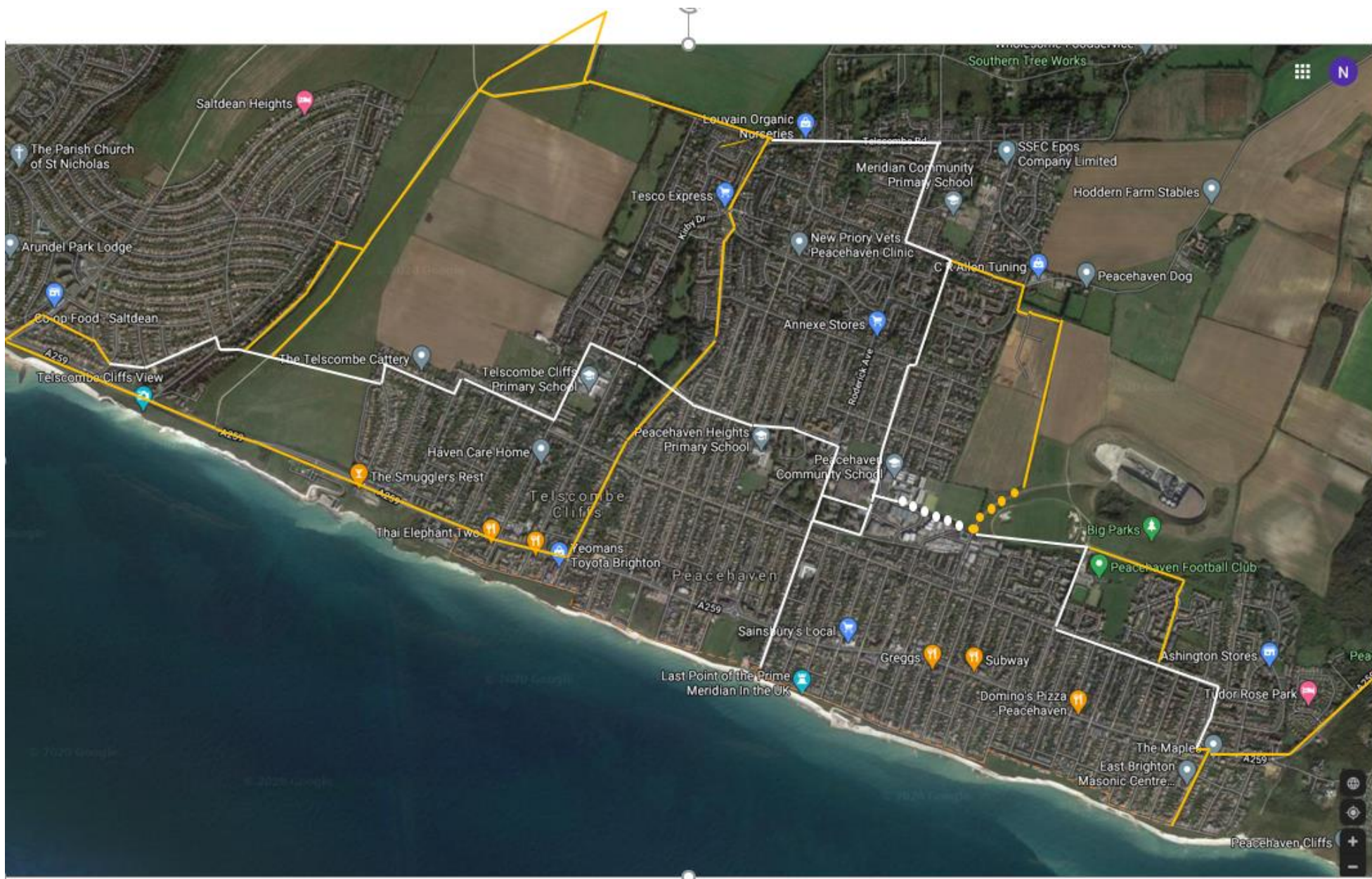
- a) The delivery of a frequent, direct, and high-quality transport connection from all parts of the towns to the Meridian site and nearby health facilities.
- b) The delivery of a frequent and direct public transport route from North Peacehaven to the South Coast Road
- c) The upgrade of bus shelter infrastructure to provide comfortable waiting areas with real time travel information.

With regards to walking and cycling routes, the Town Councils will work closely with East Sussex County Council, Lewes District Council and Sustrans to bring forward a high-quality route network that links education,

health, retail, leisure and employment facilities across the towns.

The quality of surface infrastructure, as well as new routes and services should be enhanced. This means for example, better pedestrian crossing facilities, improved public realm designs, dedicated local cycle, and walking lanes, better junction crossing for pedestrians and cyclists. These projects are also an opportunity for direction of funds payable to the Town Councils through CIL.

### Neighbourhood Plan Steering Group Draft Walking & Cycling routes Improvement Plan (white line cycle routes, yellow lines walking routes)



## Open space and amenity.

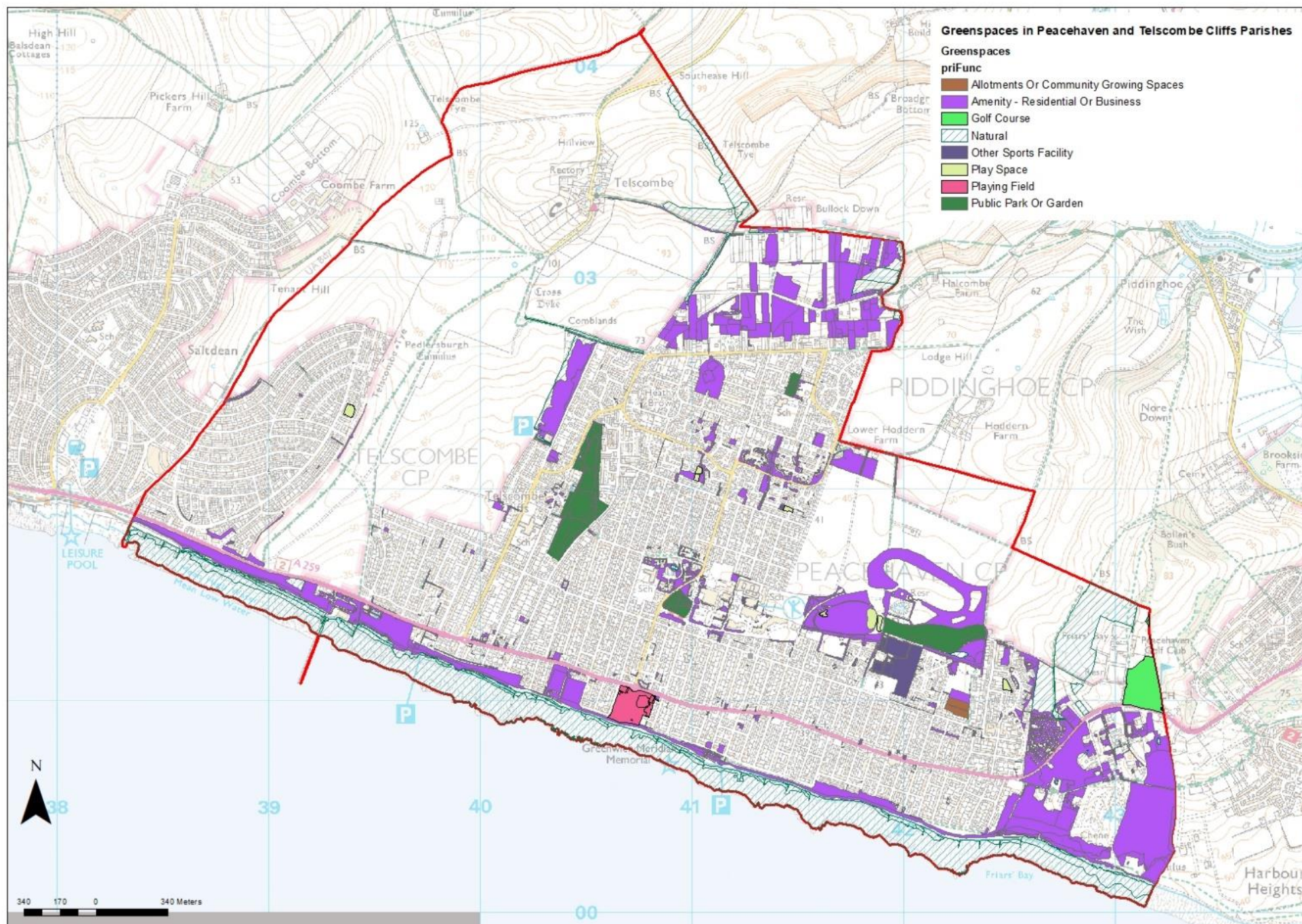
Peacehaven and Telscombe benefits from green open spaces both within and around the existing built-up area. But access to green space is limited to neighbouring parts of the South Downs National Park, cliff top and undercliff walkways.

Any proposals for major growth in Peacehaven and Telscombe, including those to the edge of the built-up area, will be required to provide green space as part of proposals in line with open space standards in the adopted Development Plan (and any new standards that will be adopted in a new Local Plan). Combined with good walking and cycling routes, linking with existing neighbourhoods, the potential for increasing access to green space exists.

Within the built-up area of Peacehaven and Telscombe there is a relatively good degree of amenity green space. However, the quality and use of the space varies: in some

places play equipment is limited and in others the space represents no more than mown grass.

This includes large areas of road-side verges and open spaces that offer the local community little more than a setting for the buildings themselves. Such spaces are often known as 'space left over after planning'. It has a limited role or function. It is considered that spaces within Peacehaven and Telscombe could be made to work much harder, increasing their use and biodiversity value. Green verges and other under-used area of public space could be transformed into wild-flower meadows, community gardens and allotments. Some of these aspirations can be delivered as part of proposed new developments. Elsewhere, they represent projects which the Town Council will actively pursue.



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## Policy EN1: Protection of greenspaces within the neighbourhood:

All development proposals should take every opportunity to contribute to a connected recreational green network and provision of new open spaces, playing fields and urban greening.

Development which would result in the loss of existing areas of formal and informal recreational space such as playing fields, amenity spaces and allotments as listed should demonstrate that the facility is surplus to requirements and should seek to make alternative provision elsewhere in the neighbourhood plan area that is equivalent in terms of size, quality, and amount of facilities offered or would result in a net improvement in the quality of facilities available.

1. Robert Kingham Park
  2. Chatsworth Park
  3. Lake Drive Pond
  4. Meridian Park
  5. Howards Peace Park
  8. The Dell
  9. The Oval
  10. Centenary Park
  11. Cornwall Avenue Allotments
  12. Telscombe Cliffs Playing Fields
  13. Epinay Park
- 

“As we build more homes, preserving and creating green spaces in towns and cities is more important than ever”. The Government’s Green Strategy 2018<sup>27</sup>

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27

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/904439/Improving\\_access\\_to\\_greenspace\\_2020\\_review.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904439/Improving_access_to_greenspace_2020_review.pdf)

Green and Blue spaces in our environment are also essential to health, well-being and happiness, yet these spaces are unequally distributed across the towns and can be difficult to access for those who are most in need.

The provision of better, more accessible green and blue infrastructure, including urban street trees and planting within the neighbourhood plan area will make a more attractive place to live and work and bring about long-term improvements in people's health.

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### **Policy EN2: Amenity and Green Spaces**

Subject to other policies in the Neighbourhood Plan, support will be given to proposals for development that:

- (a) Create new wildlife habitats, connects, enhances, and retains existing wildlife habitats and water features.
- (b) Provides opportunities for gardening, wildlife and food production within existing and new residential areas,

including the utilisation of underused roadside verges for wildlife habitat, where it is safe to do so.

(c) Provide good quality outdoor space including private and community gardens, as well as contributing to the provision of new tree cover.

(d) Improve green connections between Peacehaven, Telscombe and the surrounding landscape, upgrading the quality of the multifunctional landscape along these routes and strengthening connections to the South Downs National Park, Cliff tops and undercliff walkways.

(e) Enhance the quality of the public realm and the streetscape within the built-up area, including new tree planting, landscaping, sustainable urban drainage pocket parks and public art.

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While the surroundings of Peacehaven and Telscombe provides interesting informal recreation space with the South Downs and the sea, these attributes are beyond the confines of the main parts of the town and access to downland and beach areas can be difficult, particularly to those with mobility limits and to new visitors to the area. Improved accessibility and signage to enable easier use of this resource would benefit all.

### **NPGREENSPACE 1 - Project**

The Town Councils will work with the South Downs National Park, East Sussex County Council and Lewes District Council to examine ways to increase the accessibility of the South Downs National Park, and beach areas through improved signage, and improved surface infrastructure.

## SPORTS

The availability of formal sports recreation facilities in Peacehaven and Telscombe is a topic of concern, where demand is already outpacing provision. Lewes District Council's Infrastructure Delivery Plan 2020<sup>28</sup>, which sets out the key strategic infrastructure needed to meet the demands of new development recognises the need for additional outdoor sports facilities in the Neighbourhood Area.

This is supported by the Lewes District Council's draft playing pitch strategy July 2020<sup>29</sup> which shows that there is a general deficit in pitch provision and the existing pitch provision is in need of improvement as many pitches have become overplayed in response to larger demand.

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<sup>28</sup> [Infrastructure Delivery Plan and Regulation 123 List - Lewes and Eastbourne Councils \(lewes-eastbourne.gov.uk\)](https://www.lewes-eastbourne.gov.uk/resources/assets/inline/full/0/313336.pdf)

<sup>29</sup> <https://www.lewes-eastbourne.gov.uk/resources/assets/inline/full/0/313336.pdf>

### **Policy EN3 : Enhancement of formal sports areas and children's equipped play spaces**

- (a). The provision of new equipped play areas will be encouraged. Particularly those which provide for all-inclusive use.
- (b). Proposals for new formal sports facilities and upgraded existing facilities to meet the identified shortage of sports facilities within the neighbourhood plan area will be supported.

The Government's Green Future Strategy<sup>30</sup> also sets out the importance of learning how to swim at an early age. This strategy sets out the Government's commitment to ensuring that every child leaves primary school able to swim, so it is essential that the primary school children of the towns have access to a swimming pool for lessons. Having recently lost the only swimming pool in the

<sup>30</sup> [25-year-environment-plan.pdf \(publishing.service.gov.uk\)](#)

Neighbourhood Plan area, the nearest learning swimming facility would be Newhaven or Brighton at least 6 km away and the schools do not have the resources to enable frequent visits to such facilities. It may be beneficial that the Neighbourhood Plan area consisted of such a facility to enable this commitment to be met.

### **NP PLAYPITCH 1 – Project**



The Town Councils will work together with Lewes District Council, sports clubs and schools to review existing sport provision and assess what future provision /improvements may be required to meet increasing demand.

The Town Councils will also look at the potential for all-inclusive sports provision, swimming provision and the use of CIL funding to bring forward such facilities as identified in a feasibility strategy

## NP PLAYPITCH 2 – Project

The lack of formal sports facilities within the towns has a direct correlation on the resident's health and well-being. The Town Councils would like to work with Lewes District Council in bringing forward site allocations and locating potential developer partners to bring forward Local Development Orders for sites and enable a quicker provision of much needed facilities.

It is also possible that CIL monies could be allocated to providing resources for this project. One such possible identified site is the Hub at Centenary Park

Topic	Details
Neighbourhood Plan Name/Site Reference	PTNP5
	
Site identification method / source (e.g. SHLAA, Call for Sites consultation, identified by neighbourhood planning group)	Call for Sites consultation
Site Address / Location	Sports Pavilion / The Hub Piddinghoe Ave Peacehaven
Gross Site Area (Hectares)	15m <sup>2</sup>
SHLAA/SHELAA Reference (if applicable)	-
SHLAA/SHELAA Conclusions (if applicable)	-
Existing land use	Public Building
Land use being considered, if known (e.g. housing, community use, commercial, mixed use)	A3 (Restaurants and Cafes); B1 (Business); D1 (Non-residential Institutions); and D2 (Assembly and Leisure)
Development Capacity (if known)	Addition of two floors on existing building.

## Biodiversity

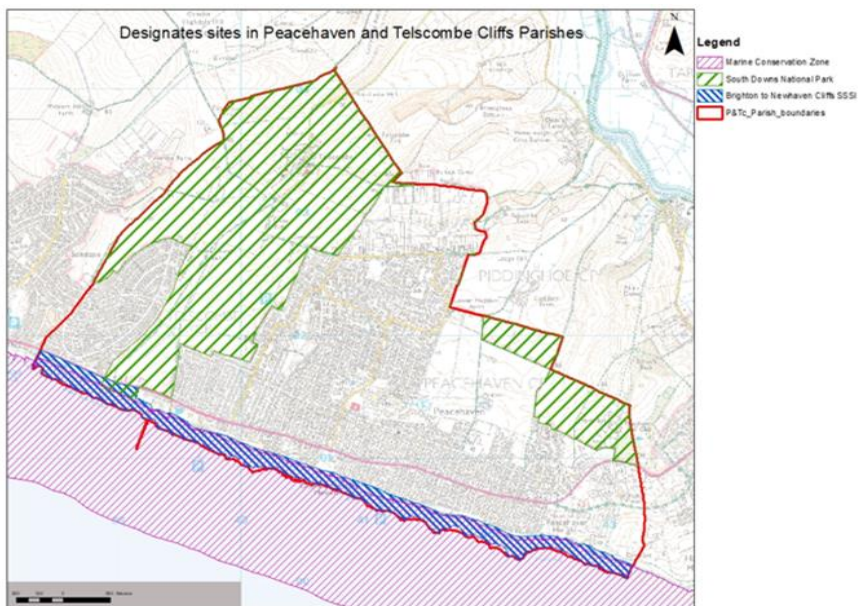
There are a variety of Biodiversity Action Plan (BAP) Priority Habitats located within or within proximity to the Neighbourhood Plan area, predominantly areas of good quality semi-improved grassland, areas of deciduous woodland, and areas of maritime cliff and slope.

The Sussex Biodiversity Records Centre contains records of protected or notable species within the Neighbourhood Plan area. This includes records of several species of birds, mammals, bats, insects, grasses, trees, amphibians and reptiles; many of which are protected under the Wildlife and Countryside Act 1981 (as amended) and under Section 41 of the Natural Environment and Rural Communities Act 2006. In this respect, the BAP Priority Habitats (2016) ecological designations within and surrounding the Neighbourhood Plan area are likely to support populations of protected species.

The Neighbourhood Plan area is also within the People and Nature Network (PANN)<sup>31</sup> area as set out by the South Downs National Park. The overarching goal of this incentive is to include green infrastructure policies into local planning policies. In terms of the Neighbourhood Plan area it is recommended that policies should encourage the clothing of buildings with living green walls and roofs to help urban cooling, sustain wildlife as well as capture storm water from storm surges.

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<sup>31</sup> [PANN-Actions-Evidence-Report 2020 FINAL.pdf \(southdowns.gov.uk\)](#)



- South Downs NP
- Marine Conservation zone
- SSSI (68 Ha) – Maritime cliff
- Brighton and Lewes Downs UNESCO World Biosphere Region

## Policy EN4. Protection of biodiversity and habitats

Proposals that are likely to have a negative impact on biodiversity and habitats and species of principal importance should demonstrate how appropriate mitigation measures will be provided to rebalance any loss in accordance with the Biodiversity Net Gain

Technical Advice Note<sup>32</sup> by Lewes District Council, Small Sites Metric and Biodiversity Metric 3.0. (and any successor documents)

All developments should seek to incorporate safe nesting spaces such as bat and bird boxes, insect housing and pollinators.

<sup>32</sup> [Biodiversity Net Gain Technical Advice Note \(lewes-eastbourne.gov.uk\)](https://www.lewes-eastbourne.gov.uk)

## Policy EN5: Urban Greening

In order to ensure that green assets are technically feasible and commercially viable and can thrive over the long term, all development proposals are encouraged to:

- (a) provide the maximum practicable coverage.
- (b) Keep and maintain existing mature landscaping where possible.
- (c) Include a clear planting plan demonstrating resilience to disease, pests and climate.

Major Developments of more than 10 houses should also include a watering system, particularly utilising rainwater harvesting techniques to minimise water usage and incorporate a management plan for long term management of growth, disease control and plant failure to ensure that plants that die are replaced and any failure does not harm the fabric of the building or its setting

Schemes should be designed to ensure maximum visibility from the public realm and capture associated well-being benefits for the whole community.

## Projects NPENV2

Urban Greening is an important element of the neighbourhood plan and as such the Town Councils could use CIL funding to bring forward a programme of public realm improvements, and council building/land improvements such as street trees, community allotments, living walls or green roofs on Council properties.

The Town Councils will work with the District and County Council to explore how underused green spaces and roadside verges might be better used to increase biodiversity value, provide new wildlife habitats and space for local food production. Use of such space for pocket parks and community gardens is encouraged.

## Coastal Protection & Flooding

Along the currently undefended sections of the frontage of the Neighbourhood Plan area, the cliffs are currently experiencing an average rate of coastal erosion between 0.28m - 0.48m per year depending on the geology of the cliffs which changes along the frontage. Along the protected parts this is lessened but is reliant on defences being maintained and reinforced.

### Projects NPENV3

During the course of this Neighbourhood Plan, coastal defence strategies will need to be brought forward by Lewes District Council to help slow the erosion rates in certain areas of the towns, in accordance with the Brighton to Newhaven Western Arm Plan 2016.

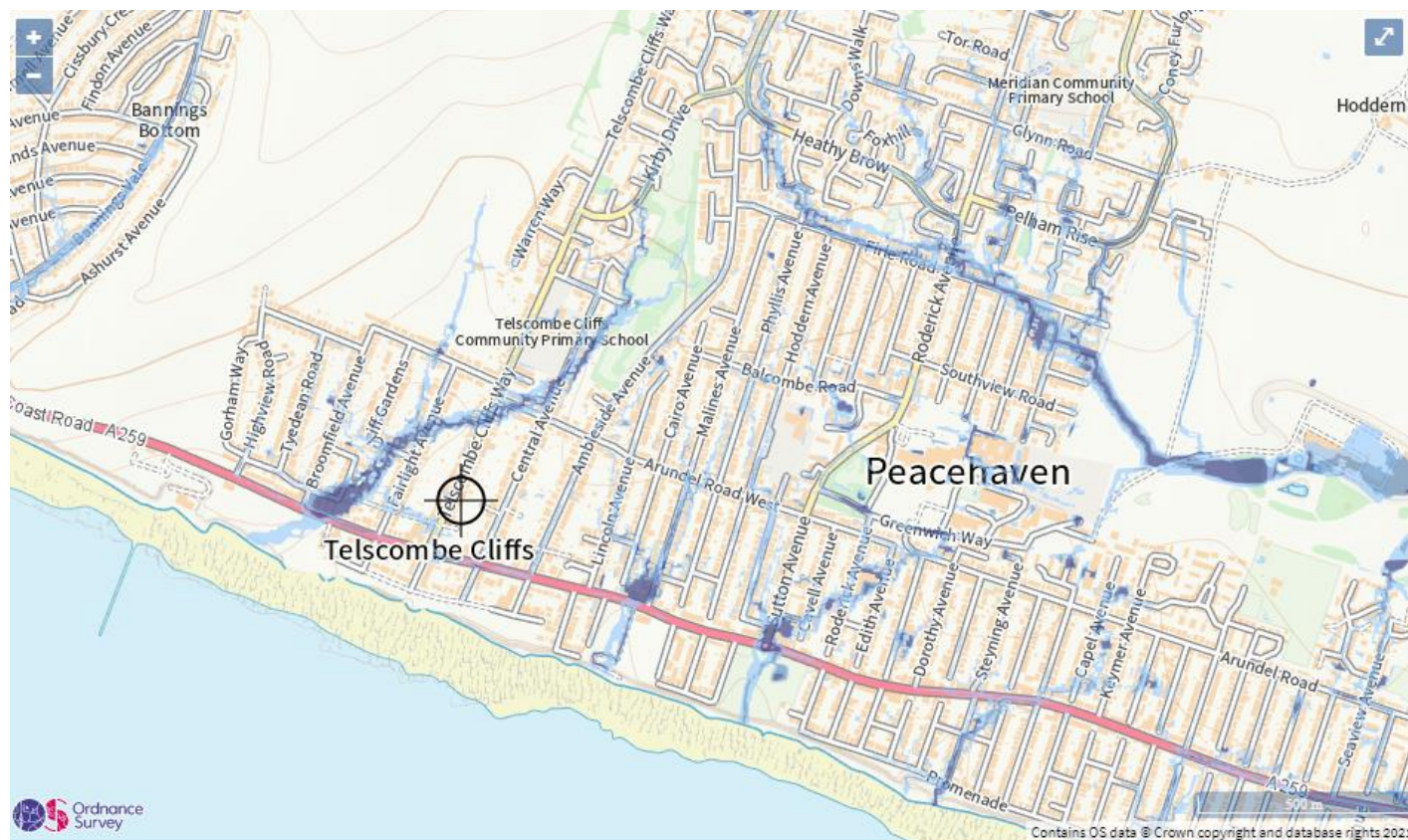
Such defences will cost money and it is likely that match funding bids to Government will be required. It is therefore an aspiration of the Town Councils that they work with the Environment Agency and Lewes District Council and where

necessary utilise some local CIL money to bring forward coastal erosion mitigation measures.

## Drainage Management

Sea defences, where available, only protect the base of the cliff, and do not protect the erosion on the top of the cliff which is caused by weathering, poor surface water drainage and natural cliff changes. The increase in rainfall and temperatures from climate change is exasperating the erosion of the cliff top. In addition, there are areas of Peacehaven and Telscombe that have a medium-high surface water flood risk, primarily impacting the local road network. This includes sections of South Coast Road, Telscombe Cliffs, Saltdean, Banning's Bottom, Buckhurst Road, Cliff Gardens, Ashington Gardens, The Oval, View Road, Firle Road, and at Peacehaven Sewage Treatment Works.

Implementation of sustainable urban drainage systems (SUDS) could help reduce the risk from surface water runoff, both for the purposes of flooding and coastal erosion, though it will continue to be important that new development avoids introducing large new areas of non-permeable hardstanding wherever possible.



Extent of flooding from surface water

### Surface Water Flood Maps<sup>33</sup>

■ High 
 ■ Medium 
 ■ Low 
  Very low 
 ⊕ Location you selected

<sup>33</sup> [Learn more about this area's flood risk - GOV.UK \(flood-warning-information.service.gov.uk\)](https://www.gov.uk/flood-warning-information.service.gov.uk)

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## Policy EN6. Drainage Management

All development proposals within the Neighbourhood Plan area should demonstrate clearly how developments will provide for the drainage of surface water and managing capacity of sewerage systems.

All developments should seek to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so.

Proposals should ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:

1. Store rainwater for later use.
2. Use infiltration techniques, such as porous surfaces away from cliff edge
3. Attenuate rainwater in ponds or open water features for gradual release

4. Attenuate rainwater by storing in tanks or sealed water features for gradual release.
5. Discharge rainwater direct to a watercourse.
6. Discharge rainwater to a surface water sewer/drain.
7. Discharge rainwater to the combined sewer.

All applications for new development south of the A259, will be required to provide a Drainage Impact Assessment showing how foul water and surface water will be managed.

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## Air Quality Management

There are no Air Quality Management Areas (AQMAs) located within the Neighbourhood Plan area. In the wider context, there is a small AQMA in Brighton and Hove located on Rottingdean High Street, there is another AQMA located in Newhaven town centre. Both AQMAs have been designated due to exceedances in the annual objective concentrations for nitrogen dioxide (NO<sub>2</sub>).

The 2019 Air Quality Annual Status Report for Lewes District<sup>34</sup> confirms that there are three diffusion tubes within Peacehaven which monitor air quality, including: South Coast Road (Cornwall Avenue o/s 223), Steyning Avenue, and South Coast Road (o/s 53). South Coast Road (part of the A259) is the main route into and out of Peacehaven, and the air quality monitoring is kerbside (approximately 3m from the road). Reflecting the results of the air quality monitoring, all three sites did not exceed the national objective of 40 µg/m<sup>3</sup> for the annual mean

concentrations of NO<sub>2</sub> throughout 2017 or 2018. The average concentration was 24.6 µg/m<sup>3</sup> across the three sites. It will be important to consider any potential traffic and congestion issues arising within and surrounding the Neighbourhood Plan area as a result of new development proposals and the impact nearby AQMA's.

### **Policy EN7: Air Quality**

Development should not damage the health of the air by increasing emissions of harmful pollutants to it. Such pollutants include: greenhouse gases; those considered by the United Nations to cause adverse impacts to the natural environment; and particles and gases considered by the World Health Organisation (WHO) to be harmful to human health. Any proposal that results in a significant increase in air pollution (in particular NO<sub>2</sub> levels) will only be justified in exceptional circumstances.

Development should comply at least with all minimum UK environmental requirements in relation to air pollutants.

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<sup>34</sup> [Executive summary \(sussex-air.net\)](https://www.sussex-air.net/)

### Policy EN7 Continued

On major developments (those above ten units) including construction stages, the proposals should aim to be at least 'air quality neutral' and not cause or contribute to worsening air quality on neighbouring AQMA's. This should be demonstrated by an air quality assessment setting out the impact on the neighbourhood plan area and if necessary, any proposed mitigation measures.

Major applications (those above ten units) must demonstrate the proposed air intake points servicing internal air handling systems (including air filtration systems and heating and cooling systems) should be located away from existing and potential pollution sources e.g. busy roads and combustion flues. All flues should terminate above the roof height of the tallest part of the development in order to ensure the maximum dispersal of pollutants

### Policy EN8 – Reduction of transport pollution

Given the relatively high levels of air pollution along the A259 corridor proposals should seek where possible to include:

- a) Installation of rapid electric vehicle charging points, wireless induction pads or other such technologies that provide zero or low emission transport to and from the site.
- b) The inclusion of electric car/bike/Motorbike sharing schemes.
- c) The use of low pollution/electric freight vehicles during construction phases.
- d) Construction delivery times outside the peak hours of 7.30am and 9.30am and 4.30pm and 6.30pm to help prevent traffic congestion and increase in air pollutants on the A259.
- e) The inclusion of locally sourced materials and labour for construction.

## Employment Space

Lewes Employment <sup>35</sup>& Economic Land Assessment 2010 shows that the District's manufacturing sector has declined but may retain some strengths in higher value engineering activities, possibly with some modest growth in environmental industries.

It sets out that the *"future would rely on retaining traditional established firms but would be broadened by an injection of small/medium firms attracted by good quality, readily developable sites becoming available, including some in higher value sectors more resilient to overseas low-cost competition. The district is not seen as having a significant role as a location for strategic distribution operations with large units but could focus more on smaller scale firms in this sector. Modest expansion in*

*small scale, business service and creative activity firms appears more likely."*

Peacehaven and Telscombe have relatively small amounts of employment space, providing only 3.2% of the district's employment land (Lewes Employment & Economic Land Assessment 2010 p .50) and meaning that many of the residents of the NP area travel to work outside the area, principally to Brighton and Hove.

Research undertaken by the University of Brighton for the Neighbourhood Plan (Diversifying the Local Economy Report 2020) <sup>36</sup> suggest that employment expansion should be towards the tourism market, expanding a night-time economy and where possible creating flexible workspaces with well sourced digital infrastructure.

Peacehaven has a higher level of self-employed people<sup>37</sup> (12.4%) compared to the national average (9.9%) East

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<sup>35</sup> [Employment Land Review Final Report \(lewes-eastbourne.gov.uk\)](https://www.lewes-eastbourne.gov.uk)

<sup>36</sup> Diversifying the economy of Peacehaven Report Red Group University of Brighton June 2020

<sup>37</sup> [Local Area Report for areas in England and Wales - Nomis \(nomisweb.co.uk\)](https://www.nomisweb.co.uk)

Sussex average (10.7%<sup>38</sup>). Providing more flexible business space could be a good opportunity to stimulate economic growth and to harness local entrepreneurial spirit. Provision of such uses, including opportunities for home working, can support the future sustainability of development, reduce commuting and car usage, and encourage business development.

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### **Policy EMP1: Providing for a mix of employment opportunities**

Proposals that provide for local employment opportunities within the Plan area, including small scale social enterprises, small and medium size businesses, and live work units, are welcome, particularly where they reduce out-commuting.

Applications that diversify or expand the business offer in the main employment areas are encouraged.

Opportunities to provide small flexibly managed units including “move on” space for start-up businesses that are seeking to expand will be welcomed and where feasible should provide a proportion of the employment space at affordable rents.

All existing employment and business floorspace particularly along the A259, Hoyle Road and Longridge Avenue should be safeguarded unless it can be demonstrated to the satisfaction of the local planning authority that the premises are no longer viable and that there is no further opportunity to use the space for employment purposes.

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<sup>38</sup> [Labour Market Profile - Nomis - Official Labour Market Statistics \(nomisweb.co.uk\)](https://www.nomisweb.co.uk)

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### **Policy EMP2: Local Labour Agreement**

All construction of approved development schemes, should consider employing from the local area, using local trades and local apprenticeship schemes.

For major applications (ten or more dwelling etc), a local labour agreement should be established setting out employment opportunities within a set radius of the site.

Educational and training opportunities such as providing curriculum support, careers advice, enterprise events, apprenticeships and work experience.

Where the use of local trades and suppliers is not possible, a contribution to Sussex Community Development Association (SCDA) or Peacehaven Chamber of Commerce should be secured to use towards local employment initiatives which aim to improve local employment opportunities and help remove barriers for employment and progression.

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### **Policy EMP3: Digital Infrastructure**

Development that facilitates improved digital infrastructure and communication networks, such as high-speed broadband access for businesses and homeworkers will be welcomed as long as it accords to other policies within the plan and design codes.

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## Tourism

The neighbourhood plan area is a gateway to the South Down National Park and its protected flora and fauna and range of nature. The area also benefits from proximity coast and cliff tops (part of the protected UNESCO's Biosphere Reserve) and hosts the point where the Greenwich Meridian Line leaves the country.

This area is also rich in history, with the Telscombe Tye having three ancient schedule monuments, a Saxon funeral path leading to Telscombe Village and the Church of St. Laurence (Grade 1 listed 11<sup>th</sup> Century nave and chancel).

Rockpools, countryside and coastal cliff tops are all assets of the towns and yet despite the presence of these assets and attractions the area is not fulfilling its potential, with the full economic benefits of the tourism industry and day-trippers is not being captured. Applications for uses and interventions that seek to strengthen the role of the NP area as a centre for the tourism industry are welcome. This

includes promoting leisure and cultural uses, strengthening the retail offer and enhancing the quality of the public realm as part of the visitor experience.

Opportunities that strengthen the presence of the South Downs National Park, the cliff tops and undercliff areas as well as the coastal path and Greenwich Meridian Monument/line are sought. Alongside this the potential for maximising the economic benefit of tourism and attracting inward investment will be supported.

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### **Policy EMP4: Tourism**

Sustainable development that improves the quality and diversity of tourist facilities, attractions, accommodation and infrastructure, including cultural infrastructure, will be supported.

Applicants for new build tourist facilities should seek to create a strong sense of place by connecting to existing assets in the neighbourhood plan area.

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## Community facilities

The provision of local social and community infrastructure is critical to ensuring that local residents have access to essential services and facilities to maintain health and well-being.

In particular, provision of social and community facilities, including schools, healthcare, libraries and community centres, which are well located and integrated with other local and town centre uses, will help contribute towards a sense of place and identity. Locating such uses in easy access of the home and co-located with other activities will help increase access and use by the whole community.

These facilities will help meet the needs of the growing community as well as benefiting existing local residents. Overall, it will help create better equality through greater inclusion.

### **Policy Com1:- Community facilities**

All major applications will need to contribute towards the provision of local and social infrastructure. Applications to enhance and provide additional community facilities will be supported. Local and social infrastructure for the purposes of this policy includes education, healthcare, childcare facilities and community halls.

All facilities should be easily accessible to everyone, and provide for good walking and cycling connections, and where possible, be located close to public transport.

Proposals for new community facilities, should provide for the appropriate level of parking provision. Where social and community facilities are to be provided as part of any major mixed-use development proposal the Local Planning Authority will need to be satisfied regarding the phasing and delivery of these uses.

#### Policy Com1 continued

Wherever possible, new community uses should be delivered during the early phases of development to help build a sense of community and integration with existing surrounding communities. Flexible multi-functional buildings that allow for the widest possible use and activity will be supported.

#### **Policy Com2 – Loss of community facilities**

The loss of existing community buildings (Use Class F2) will be resisted unless it can be demonstrated that demand within the locality for the facility no longer exists or that suitable alternative provision is made elsewhere.

Whilst the provision of social and community infrastructure within any area of major new development should principally be focussed on addressing the needs of that development, they should also complement and, where possible, respond positively to the needs of existing communities upon whom development will impact. This will help strengthen community cohesion.

#### **Policy Com3 – Statement of Community Engagement**

Applicants proposing major developments of ten or more units, or proposals involving community uses are strongly encouraged to submit a Statement of Community Engagement to the Town Councils for early consultation and inclusion as part of the planning application. The Statement should set out where the proposal and construction management plan can be viewed and how the local community can provide early comments prior to the application determination.

## Renewable energy generation.

Buildings should be designed to maximise solar gain and incorporate technologies that maximise the use of energy from renewable sources. Proposals for new development are encouraged to incorporate the following:

- Solar photovoltaic panels
- Solar Thermal Panels
- Air Source Heat Pumps
- Ground Source Heat Pumps
- Biomass Boilers

The Town Councils are particularly encouraging of proposals for new buildings that follow Passivhaus principles. The Town Councils welcomes the opportunity to work with parties who would like to explore renewable energy schemes in Peacehaven and Telscombe, particularly community-led micro generation projects.

Where such schemes are brought forward, they will need to comply with the wider policy framework, including landscape and design implications

### **Policy REN1: Renewables**

Applications for renewable energy schemes will be supported if they can demonstrate that they do not have a significant adverse on the landscape or biodiversity.

Community initiatives which seek to deliver renewable and low carbon energy will be encouraged.

Where a proposed development is identified as being likely to have negative impact on renewable or low carbon energy supply on adjoining land, the applicant will need to undertake the relevant analysis to demonstrate that the impact can be mitigated.

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## PROJECT – NPRENEWABLES1

The Town Council will seek to work with other stakeholders and partners to look at potential sites for battery storage which could then either be sold back to the grid, or used at a local level to provide local initiatives such as an electrical charging scheme for the towns.

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### Advertisements

There are a wide range of commercial business premises operating in the local shopping areas.

These include shops and offices, bars, cafes and restaurants and clubs. Inevitably, the quality of design of their frontages and associated signage varies considerably. The quality of the shop fronts along the A259 and Longridge Avenue and within the town centre, has an influence on the appearance and attractiveness of the NP

area. During consultation, the visual appearance of buildings was raised: many people thought that the upkeep and maintenance of the buildings in local retail and employment areas could be improved, and that a consistent approach to signage and shopfronts would make an improvement to the experience of using commercial areas.

Poor quality signs and materials undermine the visual quality of the neighbourhood plan area and do not help attract visitors to the towns. It is thus considered important that shopfronts respond better to local character and bring a consistency of style to the commercial areas. Equally, the use of shop signage on pavements should be limited to reduce clutter. Any new signage on pavements that is associated with the business of the individual premises should have due consideration for the character and design of street furniture in the wider area and should seek to enhance the public realm.

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## Project - NPSIGN1

The Town Councils will in collaboration with other relevant stakeholders and public bodies explore the possibility of producing a local supplementary design guide on commercial fascia's and signage in commercial areas.

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## Policy SIGN1 – Shutters

Applications for external roller shutter or removeable grills will generally not be supported unless they are concealed or incorporated into the fabric of the building.

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## Policy SIGN1: Signage

Applications for retail and commercial frontages will be supported where the depth of the fascia is in scale with the building and is set below the first-floor windows. The use of large areas of acrylic or other shiny materials should be avoided.

The use of box fascia's should be sympathetic to the scale of the building and should not project too far from the building. Lighting should be by a small number of uplighters or led trough/halo lighting behind individual letters.

Projecting signs should only be allowed where they are in proportion to the building.

Freestanding monolith and totem pole signs should be in keeping with the scale and size of the building and where possible should use uplighters for illumination

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## POLICY SECTION 5:

### POLICIES FOR FUTURE GROWTH

This section of the Neighbourhood Plan introduces policies that apply to any planning applications that may come forward in relation to major development and growth within the Neighbourhood Plan area. This includes those sites identified in the Site options and assessments reports and others which may potentially come forward through a new Local Plan.

- Masterplans
- Design and Placemaking

## Masterplanning

Wherever development takes place, it should help deliver a comprehensive approach to development, particularly where opportunities for growth comprise a mix of different landownerships. Through work on the Neighbourhood Plan, the view has been taken that any major developments must be delivered in a coordinated manner, demonstrating good placemaking principles and generating benefits to the quality of place for existing residents.

The Neighbourhood Plan recommends that proposals for major development (of 50 units or more) should be informed by the production of masterplans that comprise part of a development framework. This should place the site in its wider context and avoid narrowly looking at landownership boundaries and should encourage developers to incorporate the site into the wider area, looking at wider transport and movement corridors, environmental issues and the community infrastructure supporting the area.

Masterplans will help deliver comprehensive development. This approach applies to all land around Peacehaven and Telscombe that might come forward for major development in the future. Masterplans should be prepared and agreed with the District Council **prior** to any application for development being submitted. Masterplans should establish the design principles for the sites, including integration with existing areas and neighbourhoods, connections and linkages allowing movement for all, the location and mix of uses, and provision of community infrastructure and green space.

Masterplans should help create places of distinct character and variety, responding to local building types and materials, how the place will be used and need to adapt over time.

Consideration should be given to a sensible and logical approach to phasing, such that new development works well from the outset, with the impact of ongoing development on new and existing residents minimised.

## PolicyMAST1- Masterplanning

Applicants for development schemes for any major development of 50 dwellings or more within the NP Area are encouraged to prepare masterplans for approval by the District Council prior to submission of any planning application. Where a site crosses multiple land ownerships, the different landowners are encouraged to work together to prepare a joint masterplan that demonstrates how comprehensive development will be delivered.

The masterplan should demonstrate how good placemaking can be achieved through establishment of:

- A clear vision and concept for the development.
- A development and land use plan showing the mix and type of development to come forward, including the broad locations of necessary supporting services, including local centres, health and education.

- Masterplans establishing the intended form and grain of development, character areas, densities and building typologies, which respond to local character and context.
- A movement plan establishing the street hierarchy and typologies, and sustainable transport measures prioritising walking, cycling and public transport.
- A green infrastructure plan setting out the network and typology of green spaces, links and areas of ecological and biodiversity importance.
- A phasing and delivery plan, demonstrating a logical pattern of development that helps build community with supporting facilities provided at the right time.

Masterplans should outline how infrastructure (physical, social and green) will be delivered and the mechanisms by which landowners will work together to deliver those infrastructure items.

#### Policy MAST1 cont.

Provision of wastewater treatment and appropriate surface water drainage is essential and must be agreed with the relevant organisations, including the statutory water company and the Environment Agency, as well as the lead local flood authority and, the South Downs National Park.

All infrastructure shall be well designed and accord with best practice and design principles outlined in the development plan and other relevant guidance.

Masterplans should be subject to a programme of community consultations and supported by a statement outlining feedback received during the process and how the framework has responded to this.

### Design and placemaking principles.

Proposals for major areas of development provide the opportunity to provide a mix of uses, including, for example, schools, healthcare, parks and play-spaces. Such uses should be located such that they are in easy walking, or cycle, distance of the home, and do not result in additional and unnecessary traffic movements, either within the development area or on the existing highway network. Planning and design strategies that promote sustainable travel to school are encouraged.

Within each area the network of proposed new streets should be considered, identifying how this facilitates movement, connects with existing neighbourhoods, and which presents an optimal balance between different modes of travel, including provision of extended bus routes.

New green and blue spaces will also need to be provided, providing a combination of amenity space for local play,

leisure and recreation, as well as natural green and blue space which will help respond to the setting of and proximity to the South Downs National Park.

Proposals for development in the Neighbourhood Plan Area should also create places of character and interest, responding both to the site-specific opportunities but also the positive characteristics displayed within the built form as outlined in the Neighbourhood Plan Design Codes including, for example, the use of materials.

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### **Policy Mast2: Design and placemaking principles**

For major developments of 20 units or more, applicants should seek to demonstrate how they meet the following design principles:

1. Achieve a high quality, attractive, accessible, and safe environment.

2. Promote innovation in design so that contemporary and traditional design approaches are proposed where appropriate.

3. Achieve a high level of integration between the existing communities and new development and ensure that the new development is part of a cohesive whole.

4. Create a sense of place within each character area and reinforce local distinctiveness where appropriate.

5. Create a legible layout with buildings addressing road frontages, public area frontages and a coherent structure of buildings, open space, and routes for movement (walking, cycling, public transport, private car).

6. Locate community uses and facilities, such as schools, healthcare, and parks, to maximise potential for walking and cycling to these. Design measures that minimise journeys to school by car must be integrated within the proposed development layout.

7. Optimise the placemaking function of streets, allowing for public transport connectivity but without vehicles dominating the street environment.

Policy Mast2 cont.

8. Ensure that a mix of housing types and styles are provided across the site and therefore a diversity of building forms and a varied street scene.

9. Ensure that the edges of the sites, where development meets the surrounding countryside, is addressed sensitively in landscape and biodiversity terms.

10. Ensure that new development respects the scale, massing, and proportions of buildings within the adjoining residential areas of Peacehaven and Telscombe.

11. Secure attractive and clearly defined public and private spaces that will enable retention and enhancement of the existing landscape, trees, and vegetation.

12. Include green technology and infrastructure.

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## POLICY SECTION 6: POLICIES FOR PEACEHAVEN CENTRE

This section of the Neighbourhood Plan presents policies that apply to change and development in the central area of Peacehaven. For the avoidance of doubt, these policies apply to the town centre area as indicated in the map.



The centre of Peacehaven has been the subject of a full masterplanning<sup>39</sup> and consultation exercises undertaken by the Neighbourhood Plan Steering Group during 2020 -2021. As such, these policies set out to meet the

aspirations of the residents<sup>40</sup> of the towns as well as the Neighbourhood Plan Steering Group.

<sup>39</sup> [Peacehaven Town Centre Masterplan](#)

<sup>40</sup> [Masterplan Consultation Report](#)

## Town Centre Weaknesses

The main issues as identified are:

- The area has many differing land uses, many of which will need to be retained but could potentially be relocated to other parts of the site.
- Limited active frontages within the site area, with uninviting entrances contributing to possible opportunities for anti-social behaviour.
- Main pedestrian route through the site is through the Meridian Centre providing only limited permeability for pedestrians
- Not enough retail provision
- There are many mature trees surrounding the car park which should be retained.
- Parking is not always at full capacity. Retaining parking is essential however spaces need to be utilized properly.
- Poor active modes of transport links and poor public transport links to the site.
- Poor relationship to the nearby industrial estate.
- Poor link to the retail area on the A259
- Lack of vibrancy, evening economy or cultural activities.
- No link to nearby employment areas

### Meridian Centre existing uses and floor areas

- Co-op Food (46,356m<sup>2</sup>)
- Shops including post office, charity shop, opticians, butcher, pharmacy and information centre. (1,635m<sup>2</sup>)
- Circulation (1,267m<sup>2</sup>)
- Library (1,026m<sup>2</sup>)

Source: Clifton Emery Design (2018)

#### Key

	Site boundary	<b>Land use:</b>
	Existing park	 1 Meridian Centre
	Play area	 2 Ground floor shops with flats
	Green space	 3 School
	Car park (213 spaces)	 4 Industrial estate
	Service area	 5 Leisure centre
	Trees	 6 Library
	Roads	 7 Community house/ Town council offices
	Bus routes	 8 Anchor healthcare centre
	Bus stop	 9 Children's centre
	Site access	 10 Youth centre
	Active frontage	



## Town centre opportunities

The vision for Peacehaven Centre is that it will become a vibrant centre with a diverse range of facilities, uses and attractions, and where new development responds to the needs of the area.

It is intended that Peacehaven Centre is the core of the wider, where public, economic and cultural life all come together. The consultation undertaken for the Neighbourhood Plan expressed preference for a wider range of independent and high street retailers, as well as covered shopping areas and a market.

Currently the Meridian Centre is a district retail centre which hosts a medium sized supermarket, post office, library, nursery, town council offices, and approximately a dozen smaller units, many of which are vacant, due to impending redevelopment.

But new floorspace alone will not deliver the step change required in the centre. The Brighton University Study

undertaken in 2020 suggests that that the quality of the public realm in the town centre should be enhanced as well as the commercial spaces be improved, as could connectivity to and within the centre area itself. Improving the connectivity of the site and the public realm will enhance the visitor experience.

A wider range of uses should also be encouraged to locate in the centre, providing for a greater diversity and activity in the centre throughout the day, drawing people in at different times of day and thus supporting retail and other commercial activities.

Providing for some new residential development in the town centre will also help create life and activity and offer new housing close to facilities for those starting out in first homes, as well as those downsizing.

The centre provides a good site for housing (in addition to retail) that can help meet the housing needs. The centre was included within the housing sites assessment

for approximately 100 units. The Neighbourhood Plan supports and encourages new mixed-use development in the town centre. Which capitalises on the site's potential and encompasses a vibrant mix of uses that meet the needs identified in the masterplan.

Key opportunities for the centre include:

- Creating a well-designed, good quality mixed development that would enhance vibrancy, expand existing employment uses, and improve the green infrastructure of the site.
- Strengthening the key connections through the site linking green spaces in the wider area.
- Pedestrian/cycle pathway through the centre of the site from north to south. The route should contain plenty of street trees and shelter to protect from wind and rain.
- Pedestrian/cycle pathways from east to west allowing leisure, school and industrial estate to become better connected to the centre.
- Encourage better public transport links to leisure, school and industrial estate facilities and reduce reliance on cars.
- Promote public realm improvements consisting of public squares which can provide flexible space and allow for a range of social and cultural activities.
- Rationalising major junctions to provide a better balance between competing users, making conditions safer for pedestrians and cyclists.
- Creating active well-articulated frontages is incredibly important for creating vibrancy. To make the most of the active frontage there should be entrances and large ground floor windows at the ground floor level allowing people to see inside as well as people seeing out. Following feedback from the public consultation, frontages should also seek to be covered to allow outside activities and protect from the wind.

Masterplan potential site layout for mixed use development.



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## Policy Town1: Peacehaven Centre

All development within the Peacehaven Centre (boundary shown in the accompanying masterplan document) should seek to create a vibrant and social place where people of all abilities can come together to enjoy retail/leisure/work experience.

Proposals for new retail development and other complementary town centre uses within the town centre are welcome, particularly where they strengthen the retail offer and visitor experience. Suitable town centre uses include:

- Retail development and markets
- Leisure and entertainment
- Flexible office developments
- Arts, culture and tourism

Applications for town centre uses that contribute to the evening and night-time economy, including leisure, cultural and community facilities are welcome. These will be required to enhance and diversify the offer within the town centre, subject to assessment of scale, character, location and impact of the proposed uses.

Proposals that contribute to an improved range and quality of office and business accommodation, including space for

start-up businesses, or shared (virtual) offices are encouraged.

Applications for residential development are welcomed, particularly where they comprise part of a mixed-use scheme as demonstrated within the masterplan for the area.

Applications for new development will be required, where it is appropriate and relevant to the form of development proposed, to demonstrate how they:

- Respond to good practice design principles, including recommendations in the design guides and masterplan.
- Strengthen the core retail area within the centre.
- Optimise the use of land through the mixing of development and encouragement of active travel and public transport.
- Facilitate new and improved pedestrian and cycle routes across the site and at main junctions.

Encourage local employment and local apprenticeship schemes

- Contribute to the delivery of an improved public realm within the town centre.
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## **Policy Town2: Peacehaven Centre**

Applications for development that seek to enhance existing community facilities or provide new community facilities in the town centre will be supported.

Proposals associated with community uses should:

- Ensure that all facilities are easily accessible to everyone.
- Successfully capitalise upon opportunities to promote walking, cycling and public transport.
- Offer an internal layout that will allow for the future adaptability of internal spaces to aid with the co-location of other appropriate community uses and functions.

Development of outdoor community facilities will be welcomed where they provide for all ages and abilities.

Development proposals will be required to be acceptable in terms of the impact of traffic generation and vehicle movements (including servicing arrangements) on the highway network and be both pedestrian and cycle friendly.

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## **Policy Town3 – Market Place and Outdoor events.**

Applications for the provision of a sheltered outdoor marketplace and for other outdoor events that help encourage tourism and community cohesion will be supported subject to there being no adverse impacts on amenity, landscape or biodiversity.

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## Policy Town4: Peacehaven centre design principles

Key design principles for the Peacehaven Centre are set out in the accompanying design codes and masterplan, they include:

1. Active frontages and street level activity should be provided. Generous floor to ceiling heights at ground floor level should be provided to allow for flexibility and change of use over time.
2. The principal points of access to buildings should be from the main street on to which it fronts.
3. Buildings should respect the prevailing building heights to a maximum height of four storeys.

4. Proposals for new development should respect local context through continuity of the building line, with no set-back for commercial developments and set back between 3m-6m for residential town houses, mews, or flats.
5. Corner buildings should be well articulated and blank gable ends avoided.
6. Where possible, on-plot parking should be provided for residential dwellings
7. Retention of existing trees and mature landscaping

All applications should seek to demonstrate how they reflect good design principles and reflect the Design Codes for the Peacehaven Centre Area.

Where relevant, applications for new development will be required to respect the ability for markets and other outdoor events to operate in the centre.

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## Section 7 The Community Infrastructure Levy and future delivery of the plan

The Community Infrastructure Levy (CIL) is a charge levied on development which is payable to the local authority and is intended to be spent on infrastructure projects in the district that help address the demands placed on an area resulting from growth. This might include, for example, spending on new transport infrastructure, health and educational facilities, open spaces and sports facilities.

A portion of CIL is payable to the Town Council for spending on local projects in the Neighbourhood Plan area. When the Neighbourhood Plan is made the Town Council will receive 25% of all CIL monies paid to Lewes District Council.

The neighbourhood portion of CIL can be used for a wider range of planning issues than infrastructure as long as they

are concerned with addressing the demands that development places on an area.

The Lewes District Council CIL Charging Schedule<sup>41</sup> came into effect on 1 December 2015. All applications for development that are above the necessary thresholds will be subject to this charging schedule, or any subsequent updates to it. Associated with the Charging Schedule is a 'Regulation 123 List' which outlines the infrastructure items that the District will spend CIL receipts on.

Through consultation and work on the Neighbourhood Plan a series of projects have been identified which the Town Council intends to direct the neighbourhood portion of CIL towards. These are referred to through the neighbourhood plan, in the blue 'projects' boxes and referenced within the following CIL policy.

Alongside CIL, the District Council will continue to negotiate Section 106 agreements with applicants which

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<sup>41</sup>[Community Infrastructure Levy Charging Schedule \(lewes-eastbourne.gov.uk\)](http://lewes-eastbourne.gov.uk)

can provide funds or works to make development more acceptable in planning terms. The Town Council will liaise with the District Council as to the most appropriate form of Section 106 agreement relating to applications within the neighbourhood plan area.

This Neighbourhood Plan is a starting point to help create a better understanding and a better quality of development in the local area. Future delivery of the projects and policies of this plan are intended to be monitored and reviewed regularly to ensure the progression and implementation of the policies. The Town Councils will therefore work alongside a variety of partners in a coordinated and cohesive manner and will update the residents of the neighbourhood plan regularly to ensure that all the necessary dissemination of information is provided in an easy to access way. This is likely to include:

- The review of planning decisions and appeal decision to ensure the neighbourhood plan policies are given due consideration.

- Survey of applicants/developers to ensure that the policies are relevant and useable.
- Review the production of materials both electronic and printed to communicate with residents on the neighbourhood plan.
- To engage with developers in the use of the neighbourhood plan and future delivery of policy objectives.
- To recommend changes and amendments for future Neighbourhood Plan review.

## Neighbourhood Plan Glossary

**Adoption** – The final confirmation of a development plan by a local planning authority. The equivalent terminology for a Neighbourhood Plan is that the document is ‘made’, rather than ‘adopted’.

**AECOM** are a global provider of professional, technical and management support services, specifically in the areas of master planning, transportation, facilities, engineering etc.

**Biosphere** - A designated urban biosphere reserve, helping to protect the living coast between Newhaven and Shoreham-by-Sea in Sussex.

**Community Infrastructure Levy (CIL)** - allows Local Authorities to raise funds from developers undertaking new building projects in their area. Money can be used to fund a wide range of infrastructure such as transport schemes, schools, health centres, leisure centres and parks.

**Department of Levelling Up, Housing and Communities** – is the Government department with responsibility for planning, housing, urban regeneration and local government.

**Design Code** – A set of illustrated design rules and requirements which instruct and may advise on the physical development of a site or area. The graphic and written components of the code are detailed and precise, and build upon a design vision such as a masterplan or other design and development framework for a site or area.

**Development Plan** - Includes the adopted Lewes Core Strategy (and any future adopted Local Plan which may replace it) and Neighbourhood Development Plans which are used to determine planning applications.

**Evidence base** - The background information that any Development Plan Document is based on and is made up of studies on specific issues, such as housing need for example.

**Greenfield site** - Land where there has been no previous development, often in agricultural use

**Green-space** - Those parts of an area which are occupied by natural open space, parkland, woodland, sports fields, gardens, allotments and the like.

**Independent Examination** - An assessment of a proposed Neighbourhood Plan carried out by an independent person to

consider whether a Neighbourhood Development Plan conforms with the relevant legal requirements.

**Infrastructure** – Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.

**Infill Development** – small scale development filling a gap within an otherwise built-up frontage.

**Listed Building** – building of special architectural or historic interest.

**Local Planning Authority** - Local government body responsible for formulating planning policies and controlling development; a district council, metropolitan council, county council, a unitary authority or national park authority.

**National Planning Policy Framework** sets out the Government's planning policies for England and how these are expected to be applied.

**Neighbourhood Development Plan** – A local plan prepared by a Town or Parish Council for a particular Neighbourhood Area, which includes land use topics.

**Planning Permission** - Formal approval granted by a Council in allowing a proposed development to proceed.

**Planning Practice Guidance** – Planning Practice Guidance adds further context to the National Planning Policy Framework (NPPF) and it is intended that the two documents should be read together.

**Previously Developed Land** - Land which is or was occupied by a permanent structure or garden space

**Settlement Development Boundary** – Also referred to as the extent of the built-up area, settlement or development boundaries seek to set clear limits to towns and villages. They are designed to define the existing settlement and to identify areas of land where development may be acceptable in principle, subject to other policies and material planning considerations.

**Site of Special Scientific Interest (SSSI)** – A conservation designation denoting a protected area in the United Kingdom

**Soundness** – The soundness of a statutory local planning document is determined by the planning inspector against three criteria: whether the plan is justified (founded on robust and

credible evidence and be the most appropriate strategy), whether the plan is effective (deliverable, flexible and able to be monitored), and whether it is consistent with national and local planning policy.

**Stakeholder** – People who have an interest in an organisation or process including residents, business owners and national organisations and government departments.

**Sustainable Communities** – Places where people want to live and work, now and in the future. Sustainable Development – An approach to development that aims to allow economic growth without damaging the environment or natural resources.

**Use Classes Order** – The Town and Country Planning (Use Classes) Order 1987(as amended) is the statutory instrument that defines the categories of use of buildings or land for the purposes of planning legislation. Planning permission must be obtained to change the use of a building or land to another class