

# The Peacehaven and Telscombe Neighbourhood Plan



Neighbourhood Plan Steering Group





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# Forward

Since 2018, The Neighbourhood Plan Steering Group have been working hard with residents, and businesses to identify the towns issues and needs in light of recent growth.

The areas expansion, like all areas in the South East is inevitable, if the area is to cater for additional jobs and facilities for local people. However through the adoption of a neighbourhood plan, growth can be influenced to help meet specific needs and through the enhanced Community Infrastructure Levy the Town Councils can invest more in the local area to help improve and create better community facilities for their residents.

The production of the plan has involved a lot of commitment from a lot of people; from those that answered surveys or attended events to provide ideas and views, to those that gave their time and expertise freely to research evidence and bring all the information together. This plan could not have been achieved without all of those and we thank you.

**Peacehaven and Telscombe Town Councils**

# A Plan for Peacehaven and Telscombe

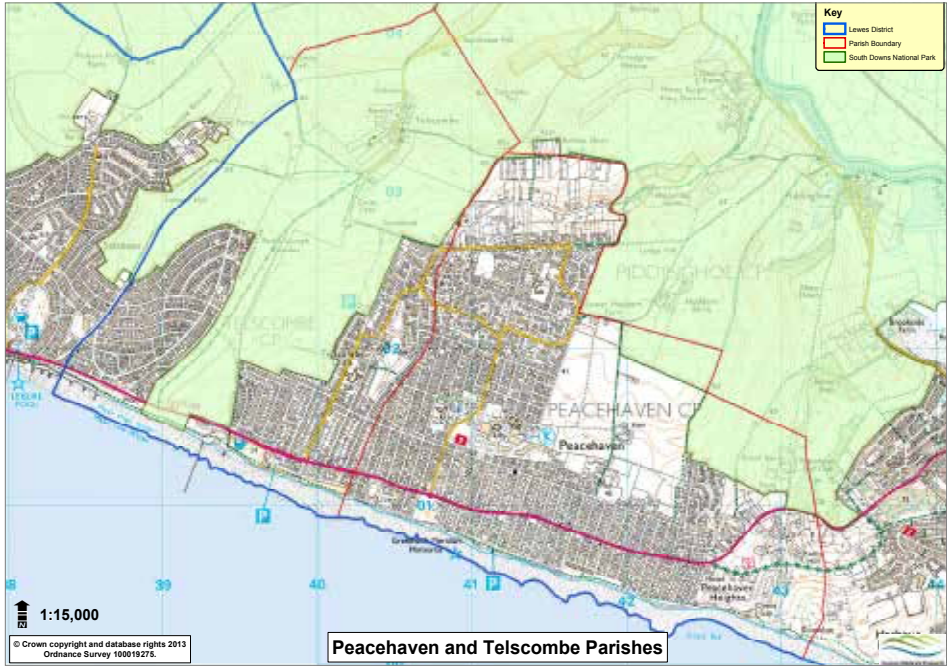
This is the Regulation 15 Neighbourhood Plan. It covers the towns and of Peacehaven and Telscombe, as illustrated in Diagram 1.

This plan sets out the local community's aspirations for Peacehaven and Telscombe over the period to 2022 - 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.

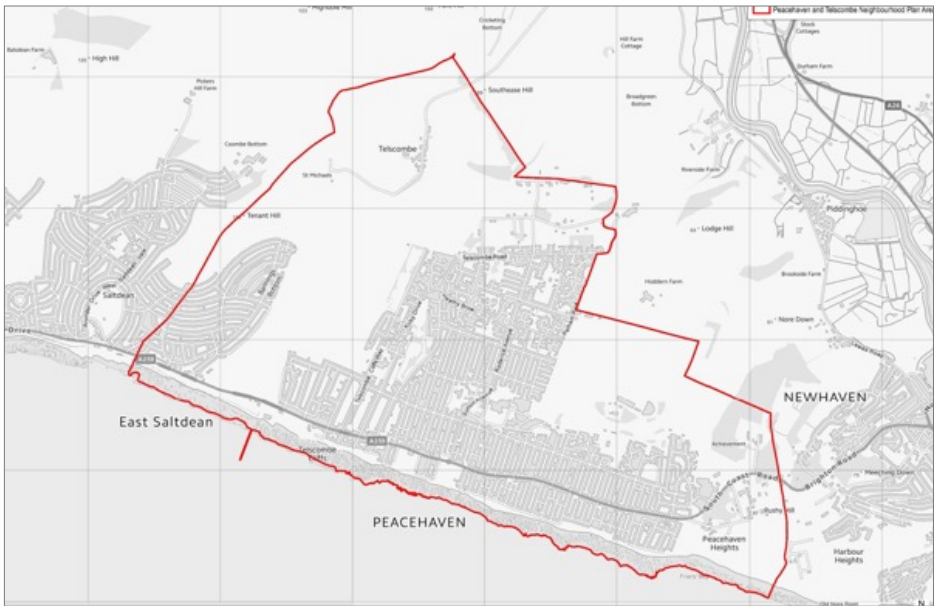
The purpose of neighbourhood planning is to give local people and businesses a much greater say in how the places they live, and work should change and develop over time. Neighbourhood planning is designed to give local people a very real voice in deciding the look and feel of an area, from determining 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.

Peacehaven and Telscombe boundaries



Neighbourhood Plan Area



# Structure of the plan

Following this introduction, the Plan comprises further sections:

## **Section 1 - Introduction**

Background to the Neighbourhood Plan, it's structure, content, process and objectives.

## **Section 2 - Peacehaven & Telscombe Area**

'Peacehaven and Telscombe Today', presents an overview of the area covered by the Neighbourhood Plan, some of the current issues and barriers and what the towns' vision, aims and objectives are for the future.

## **Section 3 - Area Wide Policies**

Sets out the design and planning policies for the towns.

## **Section 4 - Future Growth Policies**

Sets out how larger planning applications for growth should be managed and encourage participation of the local community.

## **Section 5 - A Centre for Peacehaven**

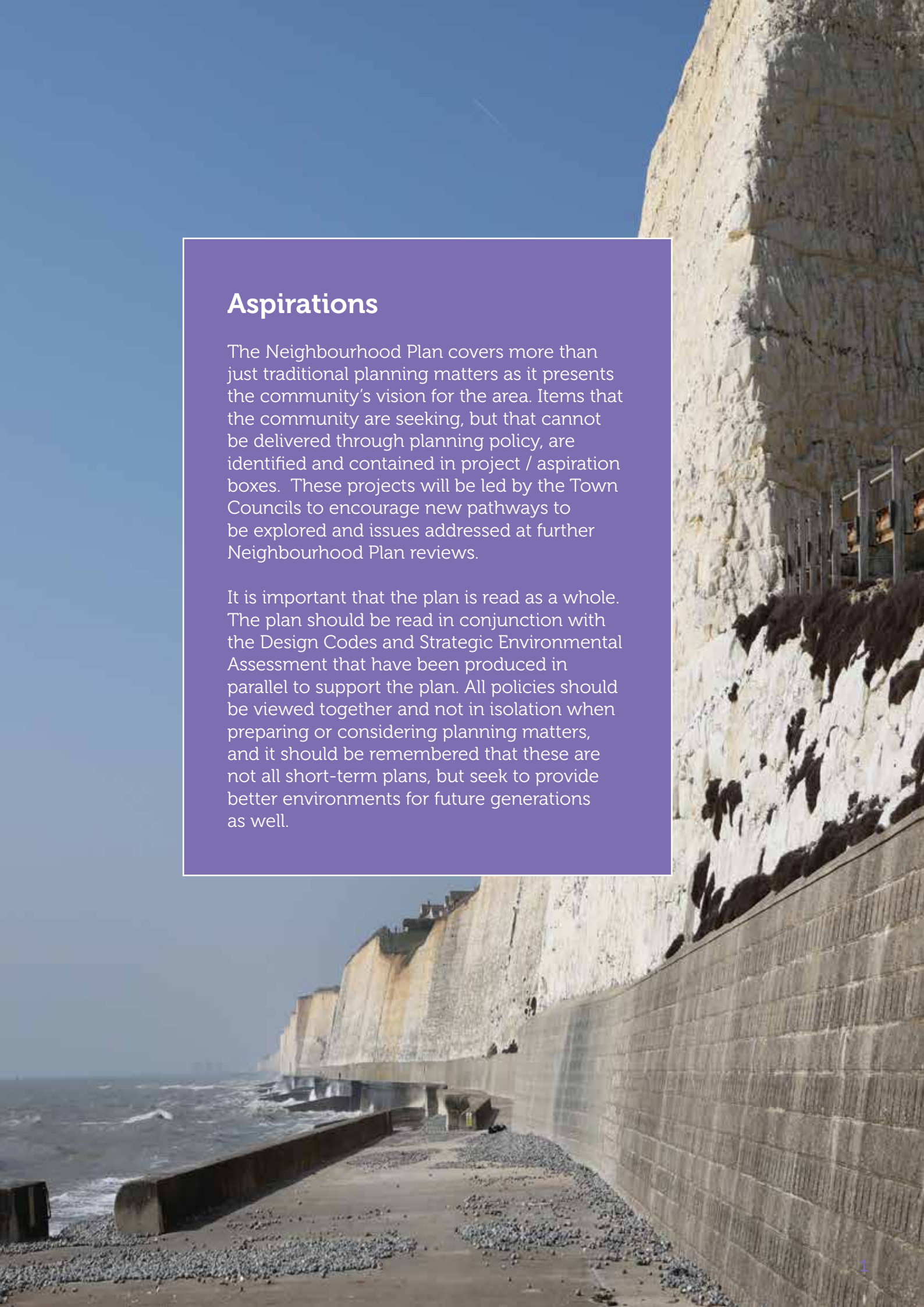
Sets out the town's aspirations for a vibrant and mixed centre for Peacehaven that encourages employment, provides homes and where people can live, shop, work and come together for social and cultural activities.

## **Section 6 - Community Infrastructure Levy**

Explains the Community Infrastructure Levy and how an enhanced amount of levy will benefit the towns.

## **Section 7 - Glossary**

Help to explain planning jargon and phrases.

The background image shows a coastal scene with a high, light-colored cliff face on the right. A concrete sea wall runs along the base of the cliff, with a pebbly beach in front of it. The sea is visible on the left, and the sky is clear and blue. A purple rectangular box is overlaid on the left side of the image, containing text.

## Aspirations

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 and contained in project / aspiration boxes. These projects will be led by the Town Councils to encourage new pathways to be explored and issues addressed at further Neighbourhood Plan reviews.

It is important that the plan is read as a whole. The plan should be read in conjunction with the Design Codes and Strategic Environmental Assessment that have been produced in parallel to support the plan. All policies should be viewed together and not in isolation when preparing or considering planning matters, and it should be remembered that these are not all short-term plans, but seek to provide better environments for future generations as well.

# Who has Prepared The Plan?

The Localism Act 2011 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.

# 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 help influence the nature of future change.

# 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 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 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.

<sup>1</sup> [www.gov.uk/guidance/national-planning-policy-framework](http://www.gov.uk/guidance/national-planning-policy-framework)

<sup>2</sup> [www.lewes-eastbourne.gov.uk/planning-policy/lewes-core-strategy-local-plan-part-1](http://www.lewes-eastbourne.gov.uk/planning-policy/lewes-core-strategy-local-plan-part-1)

<sup>3</sup> [www.lewes-eastbourne.gov.uk/planning-policy/lewes-local-plan-part-2-site-allocations-and-development-management-policies](http://www.lewes-eastbourne.gov.uk/planning-policy/lewes-local-plan-part-2-site-allocations-and-development-management-policies)

# 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 and consulting residents and stakeholders on the Pre-Submission (Regulation 14) and Submission (Regulation 16) Neighbourhood Plan.
- e) Review of the Neighbourhood Plan to see whether it is in 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:

The plan is at Regulation 15 stage, which means that the plan is at a stage where it is ready to be submitted to Lewes District Council and the South Downs National Park Authority for formal consultation and to arrange for its final independent examination in preparation for adoption via referendum.

Should the plan be fully adopted the Town Councils 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:**

or contact Peacehaven Town Council or Telscombe Town Council:

[www.telscombetowncouncil.gov.uk](http://www.telscombetowncouncil.gov.uk)

[www.peacehaventowncouncil.gov.uk](http://www.peacehaventowncouncil.gov.uk)



# Peacehaven and Telscombe Today

The Neighbourhood Plan area comprises of two coastal towns between Brighton and Newhaven. In 2011 the neighbourhood plan area had a total of 21,544 residents occupying 9,694 dwelling units. The Office for National Statistics Mid 2018 population estimate for the area is 23,371 indicating a growth of 1,827 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.

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.

Peacehaven and Telscombe were mainly developed from the first quarter of the twentieth century, from speculative resort development schemes, but Peacehaven in particular, relates to the later inter-war years of plotland developments, where people were encouraged to buy (or won via raffles) individual plots to build homes for themselves<sup>1</sup>. The grid like street pattern throughout the neighbourhood plan area typifies these 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.

<sup>1</sup> Historic Character Assessment 2004.  
[www.peacehaventowncouncil.gov.uk/wp-content/uploads/2017/07/peacehaven\\_eus\\_report\\_maps.pdf](http://www.peacehaventowncouncil.gov.uk/wp-content/uploads/2017/07/peacehaven_eus_report_maps.pdf)



# Overview of the Neighbourhood Plan Area

Large amounts of development over the last 10 or 20 years has done little to improve local infrastructure and has taken place in a piecemeal fashion. There have been approximately 700 new homes delivered in Peacehaven and Telscombe since 2009 and much of this has been through windfall sites.

Although there is a reasonable 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. According to 2011 census Peacehaven has some of the worst health outcomes of the entire District.
- Meeting the needs of a growing ageing population while providing facilities for young people in the area.

# Peacehaven and Telscombe, a Snapshot

The entire coastline and cliff top between East Saltdean to Newhaven is a Marine Conservation Area and lies within the Living Coast UNESCO world biosphere area.

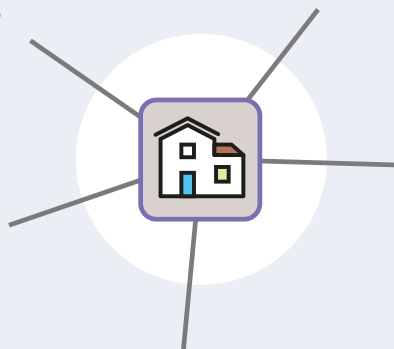


Telscombe Village has 16 listed buildings including Grade 1 church. St. Laurence. There are also 3 scheduled ancient monuments on the Tye.

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

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

Main shopping area Meridian site subject of current major redevelopment proposal.

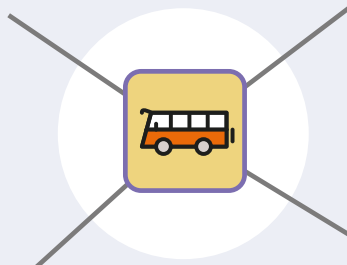


Shortage of formal play spaces and sports facilities.

Property is generally unaffordable for lower quartile. Average fat price is 8 times average salary. Rent for one bed property 40% of average salary.

Nearest train station is over 6km away at Newhaven.

Lack of cycle and walking routes. Reliance on cars.



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

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

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

# Peacehaven and Telscombe of Tomorrow

## The Vision

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

# Aims of the Neighbourhood Plan

- ✓ 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 designed buildings contributing to the character of the area.
- ✓ There will be improvements to the public realm, encouraging more outside events and social gatherings.
- ✓ Better quality (both physical and technological) employment spaces, encouraging more people to work locally.
- ✓ A wider and more diverse range of retail and leisure outlets that will support the needs of the local community, encourage a more vibrant centre and discourage travel to neighbouring towns for essential goods and services.
- ✓ Improvements to community facilities such as libraries, food growing spaces, and meeting spaces, to enable more community interaction and knowledge sharing.
- ✓ Improvement to the accessibility of the National Park, Telscombe Village and the cliff top/beach areas which will attract visitor and develop a tourism market.

The timeframe of the plan, is aligned to the existing Lewes Local Plan (Part 1: Joint Core Strategy 2010-2030 and Part 2 Site Allocations and Development Managements Policies 2020) and 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 will be designed to deliver a better quality environment for the area.
- 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 travel modes.
- Existing habitats and green infrastructure networks are protected and enhanced through sensitive development, to encourage local habitat improvement and creation.
- 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 high technological working spaces to encourage new business development and expansion within the local area.

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 Saltdean 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.

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.

# Meeting the Vision

## The Twenty-Minute Neighbourhood

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>2</sup> as well as draft National Model Design Code (updated January 2021)<sup>3</sup>, which contains useful guidance on delivering 20-minute areas.



The 20-minute town 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. The 20-minute town 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.

<sup>2</sup> Uniting the Movement | Sport England - <https://tinyurl.com/yc8kpsnw>

<sup>3</sup> National Model Design Code - [www.gov.uk/government/publications/national-model-design-code](http://www.gov.uk/government/publications/national-model-design-code)

## Section 3

# Neighbourhood Development Plan - Area Wide Policies

This section of the Neighbourhood Development 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

A major application consists of . . .

- Ten or more units of residential accommodation
- New commercial development of 1,000 square metres or more
- Change of use of 1,000 square metres or more
- Amendment or removal of a condition relating to a major development
- Site area exceeding 0.5 hectares where it is not known how many dwellings are to be created
- Development site area is 1 hectare or more
- Departure from local plan
- Development effecting public right of way
- Waste development
- Winning and working of minerals

# 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 Governments' 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 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. All development should accord to the design codes and reflect the principles contained within<sup>1</sup>.

<sup>1</sup> [www.peacehaven-and-telscombe-neighbourhood-plan-steering-group.co.uk/copy-of-your-input](http://www.peacehaven-and-telscombe-neighbourhood-plan-steering-group.co.uk/copy-of-your-input)



# Policy PT1: High Quality Design

- (1) All proposals for developments and public spaces should be designed to be accessible and safe to use by people of all ages and for those whose mobility may be impaired.
- (2) Proposals should demonstrate how they have a positive impact, considering the local context, the landscaping and longer views of the South Downs National Park and coastal areas.
- (3) Proposals should incorporate opportunities to address climate change including enhancing biodiversity, green roofs and walls, green technologies, water saving and SUDs in accordance with Lewes District Council and South Downs National Park supplementary guidance and TAN's. (Technical Advice Notes).
- (4) Proposals should demonstrate how they have taken into consideration the local design guides for the neighbourhood plan area.



## Innovative Design

Innovative design, that raises the standard and quality of buildings in Peacehaven and Telscombe, promotes local distinctiveness, as well as addresses the needs of climate change are welcomed. New buildings should be designed so that they can respond to changing social, environmental and technological needs. Contemporary design approaches may be acceptable where it responds positively to the surrounding landscape.

Good management of buildings and public spaces also contributes to resilience, attractiveness and beauty of a place. Good management provides clearly defined spaces that are well maintained and cared for.

## Policy PT2: Innovation and Good Management

- (1) Development proposals that incorporate new methods of sustainable design and digital infrastructure are welcomed, (where they comply with other planning policies). Proposals for new developments should seek to provide flexible and adaptable spaces that have high speed digital connectivity in order to provide options and information to help education, social interaction, business and home working.
- (2) Major application proposals should set out management and maintenance systems for areas of public car-parking, waste management, internal communal areas and shared outside spaces over the long term to ensure that they are well maintained.

## 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. In particular, proposals should seek to retain mature trees and hedges.
- (2) Use appropriate high-quality materials, and native species that are suitable for the cliff top location.
- (3) Contribute to the urban greening of the street scene.
- (4) Landscaping on major applications should seek to include outdoor community spaces such as food growing areas, communal allotments, community gardens or pocket parks.



# 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 brings. It is therefore important that any future growth protects those benefits as well as protecting the National Park itself.

## Policy PT4: Impacts on the South Downs National Park

- (1) Development within or proximity to the South Downs National Park should have a landscape led approach (as set out in the South Downs National Park Development Plan<sup>2</sup>), having regard to the setting of the National Park and its visual amenity on the local area.
- (2) Development should respect the views to and from the South Downs National Park and its main features of biodiversity, geology and its tranquil characteristics.
- (3) Development should seek to protect the dark skies of the South Downs National Park and be carried out in accordance with the Technical Advice Note from the South Downs National Park<sup>3</sup>.

<sup>2</sup> [www.southdowns.gov.uk/planning-policy/south-downs-local-plan/local-plan](http://www.southdowns.gov.uk/planning-policy/south-downs-local-plan/local-plan)

<sup>3</sup> South Downs National Park Dark Skies TAN  
[www.southdowns.gov.uk/wp-content/uploads/2021/11/DNS-TAN-2021-accessibility.pdf](http://www.southdowns.gov.uk/wp-content/uploads/2021/11/DNS-TAN-2021-accessibility.pdf)



## 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. Peacehaven and Telscombe are classified as a “water stressed area” by the Government<sup>4</sup> and as such this resource needs to be managed effectively. Growth in population and employment is likely to make it challenging to reduce water consumption and air pollution. However, growth also provides several 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 energy and water use.

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

All new development proposals should aim to demonstrate that 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)

Older traditional buildings seeking to renovate as part of a refurbishment programme should seek to undertake a whole building holistic approach in accordance with PAS 2035 (PAS 2035:2019 Specification for the energy retrofit of domestic buildings<sup>5</sup>)

<sup>4</sup> Government classified water stressed areas 2021  
[www.gov.uk/government/publications/water-stressed-areas-2021-classification](https://www.gov.uk/government/publications/water-stressed-areas-2021-classification)

<sup>5</sup> Guide to PAS 2035  
[www.retrofitacademy.org/wp-content/uploads/2019/10/PAS-2035.pdf](https://www.retrofitacademy.org/wp-content/uploads/2019/10/PAS-2035.pdf)



# Policy PT5: Sustainable Design

All 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:

- 1) Promote the use of natural resources, reuse or recycle existing resources.
- 2) Where appropriate support the use of sustainable urban drainage systems (SUDS).
- 3) Meet the Building Regulations water efficiency standard of a maximum of 110 litres per person per day (or subsequent standards)
- 4) Show how the proposals seek to be resilient to the impacts of climate change such as heat and water stresses.
- 5) Renovation of traditional buildings should, where appropriate, use the holistic building approach undertaken in accordance with the principles set out in PAS 2035 (or its successor).

## Council Project 1. Promoting Sustainability

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



# Housing - Creating high quality housing for all

The neighbourhood development plan seeks to encourage the appropriate re-development of brownfield sites to help meet housing needs and encourage housing development to cater for all ages and abilities within the community. In particular, the neighbourhood plan seeks to bring forward innovative affordable housing options to meet the defined need as established by the Housing Needs Assessment for Peacehaven and Telscombe 2022<sup>6</sup>.

It is important to acknowledge that this version of the Neighbourhood Development Plan does not allocate housing sites for new development. Nevertheless, the Neighbourhood Plan is supportive in principle of proposals which would (amongst other considerations):

- Retrofit existing buildings rather than demolish and rebuild.
- Prioritise the development on brownfield sites.
- Meet the identified local area needs.
- Maximise the development of sites in accordance with other planning policies.
- Facilitate a mix of housing (i.e. type, tenure, and affordability) which is accessible and adaptable for all users.

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.

*"To deliver homes and accommodation for the needs of the district and ensure the housing growth requirements are accommodated in the most sustainable way" Lewes Core Strategy (May 2016)*

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, Lewes District Council and AeCOM (Strategic Environmental Report<sup>7</sup>) have therefore collaborated in bringing forward the relevant housing policies for this plan.

<sup>6</sup> Housing Needs Assessment 2022  
[www.peacehaven-and-telscombe-neighbourhood-plan-steering-group.co.uk/\\_files/ugd/6d59de\\_2fc9b64bb41342b69760b831e29e7418.pdf](http://www.peacehaven-and-telscombe-neighbourhood-plan-steering-group.co.uk/_files/ugd/6d59de_2fc9b64bb41342b69760b831e29e7418.pdf)

<sup>7</sup> ECOM Strategic Environmental Assessment  
[www.peacehaven-and-telscombe-neighbourhood-plan-steering-group.co.uk/\\_files/ugd/6d59de\\_bef29ee315f04b608934bfff702450ce5.pdf](http://www.peacehaven-and-telscombe-neighbourhood-plan-steering-group.co.uk/_files/ugd/6d59de_bef29ee315f04b608934bfff702450ce5.pdf)



As mentioned, the plan is not allocating sites for housing following advice from Lewes District Council. However, the Steering Group (and community) are keen to consider the potential constraints and opportunities for development within broad locations for development within the Neighbourhood Plan area. It was determined that the character areas identified within the Peacehaven, and Telscombe Design Code and Strategic Environmental Assessments (2021) would provide a good basis for identifying sub-areas to explore the potential constraints and opportunities associated for development. The Design Codes identifies a total of ten areas, and it was appropriate that some of these were combined for the purposes of housing.

**Area 1:** East Saltdean

**Area 2:** Telscombe Village

**Area 3:** South Downs Fringe

**Area 4:** Telscombe & North Peacehaven

**Area 5:** Plotlands

**Area 6:** Peacehaven Centre

**Area 7:** Coastal Plotlands and Coast Road

**Area 8:** East Peacehaven and Mobile Homes

For each of the eight areas a narrative is provided below to identify any potential constraints as well as opportunities for development.

A summary of the key findings is provided, within the detailed appraisals for each area provided within Chapter 4 in the main body of the Strategic Environmental Report.

### **Area 1: East Saltdean**

While there are a number of constraints within and surrounding this area, any development would have good accessibility to the services and facilities within the local area.

### **Area 2: Telscombe Village**

There are a number of significant constraints to development within this area as a result of landscape and historic environment sensitivity. These constraints and the scale of the existing settlement mean that only small-scale growth could be accommodated.

### **Area 3: South Downs Fringe**

Development in this area would be set away from the facilities and services on offer in the existing settlement. Further to this, existing development within this area is at a much lower density compared to the rest of the settlement. The lower density of housing and the presence of the South Downs National Park may restrict potential opportunities for development.

### **Area 4: Telscombe & North Peacehaven**

While there are a number of constraints within and surrounding this area, any development would have relatively good accessibility to the services and facilities within the existing settlement.

### **Area 5: Plotlands**

While there are a number of constraints within and surrounding this area, any development would have good accessibility to the services and facilities within the existing settlement.

### **Area 6: Peacehaven Centre**

The area contains a number of important community assets including the Peacehaven Community School, Leisure Centre and Meridian Surgery. There is also a number of existing employment areas. The Meridian Centre is an out-of-date, low-rise building surrounded by large car parks. As the area is designed for vehicles, it is not very pedestrian friendly and therefore does not support active transport. Development could present an opportunity to provide a mix use scheme that would improve the pedestrian environment and connectivity to surrounding areas (including the strategic site allocation at Chalker's Rise, Peacehaven, which is located immediately to the north of the Meridian Centre)

### **Area 7: Coastal Plotlands and Coastal Road**

While there are a number of constraints within and surrounding this area, any development would have good accessibility to the services and facilities within the existing settlement.

### **Area 8: East Peacehaven and Mobile Homes**

The area contains and is in close proximity to a number of constraints, including the South Downs National Park and a range of designated natural assets. Development in the west of this area is likely to have reasonable access to the services and facilities in Peacehaven, although if development is delivered in the east of the area, then accessibility would be reduced.



The issue of affordability of both market and rental accommodation affects all neighbourhood plan areas. Not having a good supply of affordable housing in the town is leading to those on the lowest earnings, such as public sector workers, essential local workers, or young people starting their careers, being 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 is an off shoot of this issue as more people need to commute out of the area for employment or to visit family.

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 (AECOM Housing Needs Assessment 2022).

A key objective of the Neighbourhood Plan is to support a better balance between jobs and homes in Peacehaven & Telscombe.

The Housing Needs Assessment shows that 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 demographic needs. The towns have historically built detached houses or bungalows of two or three bedrooms, small family homes, many now owned by elderly couples whose adult children have moved out of the area.

Freeing up these 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 for young adult starter homes, 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.

### Section 3 Area Wide 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.

Advances in technology are an important element in reducing the climate impact. 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/powerful chairs and e-bikes, whether communal or private will be encouraged.



# Policy PT6:

## Housing Design

- (1) All new residential development (including conversions) must meet the nationally described internal space standards for each individual unit.
- (2) Be arranged to ensure that primary habitable rooms have an acceptable level of daylight and where possible will receive direct sunlight.
- (3) Be designed to minimise disturbance to occupants from other land uses and from sources of noise and pollution.
- (4) Provide an efficient layout, including internal storage areas, areas for working from home and good quality outdoor amenity space.
- (5) Have regard to street layout, density, plot sizes, scale, landscaping characteristics and roofscapes of the surrounding area and protect important views such as those into the South Downs National Park or to the sea.
- (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 Secured by Design<sup>8</sup>.
- (7) Provide for accessible and well-designed secure bicycle storage areas, e-bikes and electric car charging points, and waste recycling areas.
- (8) Provide access to hi-speed wi-fi infrastructure
- (9) Where possible, include smart technology for protection and safety, such as water leakage notification, fire-safety and security systems
- (10) Where possible incorporate smart demand energy systems to reduce energy and water usage.
- (11) Be in conformity with the design guides for the area.

<sup>8</sup> Secured by Design 2019  
[www.securedbydesign.com/images/downloads/HOMES\\_BROCHURE\\_2019\\_update\\_May.pdf](http://www.securedbydesign.com/images/downloads/HOMES_BROCHURE_2019_update_May.pdf)

## Adaptable Housing

The plan aims to provide a range of housing types that supports the varying needs of a diverse population. This 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>9</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 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

<sup>9</sup> Mental health and housing strategy  
[www.sussexpartnership.nhs.uk/node/6755/attachment.pdf](http://www.sussexpartnership.nhs.uk/node/6755/attachment.pdf)



# Policy PT7:

## 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.
- (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) 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.

## Affordable Housing

The National Planning Policy Framework sets out at paragraph 64 that in a proportion of affordable housing 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.

## Policy PT8: Low Cost Housing

- (1) Support will be given (subject to other development plan policies) to well-designed schemes within Areas 1, 4, 5 & 6 developed through community land trusts, housing associations or co-operative housing schemes which demonstrate that they help meet the needs of the local area.
- (2) Support will be given (subject to other development plan policies) for well-designed schemes within Areas, 1, 4, 5 & 6 which involve the provision of land for self-build projects which demonstrate that they help meet the needs of the local area.
- (3) Support will be given to (subject to other development plan policies) for well-designed Build to Rent or live-work schemes within Areas 1,4,5 & 6 where a reasonable percentage of the units are provided (and maintained in perpetuity) for affordable private rent.
- (4) All schemes involving affordable housing, will be considered on the basis of site-by-site circumstances considering the needs outlined in the Peacehaven and Telscombe Housing Needs Assessment.

For major development applications, applicants should provide a robust "open book" appraisal to demonstrate the proposed levels of affordable housing taking into consideration the Peacehaven and Telscombe Housing Needs Assessment. Appraisals should be undertaken in accordance with the Assessing Viability in Planning under National Planning Policy Framework 2019 – RICS March 2021<sup>10</sup> and should be based on Benchmark Land Values as undertaken by a qualified RICS Assessor.



## 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, across all ages, abilities and income levels, this includes providing larger types of housing for extended families. (Housing Needs Assessment).

### Policy PT9: Housing Mix

- (1) All new residential developments should seek to provide homes of an appropriate type and size 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 Needs Assessment and address any site-specific requirements contained in this or other relevant local plan documents and guidance.
- (2) Proposals should seek to meet these 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.

Robust "open-book" assessments should be undertaken in accordance with the Assessing Viability in Planning under National Planning Policy Framework 2019 – RICS March 2020 and should be based on Benchmark Land Values as undertaken by a qualified RICS Assessor.



# Policy PT10: Reusing the Existing

- (1) Support will be given (subject to other development plan policies) to proposals efficiently using existing suitable brownfield land and buildings within the built-up boundaries and/or seek to retrofit existing buildings in accordance with PAS 2035 (PAS 2035:2019 Specification for the energy retrofit of domestic buildings)

## Council Project 2 - Housing

The Towns Councils would welcome an opportunity to work with the District Authority to bring forward a longer-term housing strategy for the plan area based on the recent Housing Needs Assessment and to explore whether Neighbourhood Development Orders could be used to meet those needs identified. In particular, the Council would like to assess, the opportunity of creating a Neighbourhood Development Order for the Old Motel Site on the South Coast Road to bring forward an affordable housing scheme.

The Town Councils will also seek to work with community-led groups, housing associations, housing trusts and other partners to facilitate the provision of truly affordable housing in the area, through innovative schemes that will help subsidize or lower costs.



## Movement: Promoting active, smarter and more sustainable modes of travel.

The A259 (South Coast Road) is the only road link to and from the Neighbourhood Plan area.

The A259 corridor is a key part of the Major Route Network (MRN) due to the high level of mixed-use traffic that uses it and its economic importance to the area. At the time of writing the Neighbourhood Plan, a study of the route is being undertaken by East Sussex County Council. It is intended that a programme of prioritized outputs from this study will be included in an outline business case and submitted to the Department for Transport later in 2022. These will meet with the five objectives of the MRN which include reducing congestion, supporting economic growth and rebalancing, supporting housing delivery, supporting all road users, and supporting the Strategic Route Network.

East Sussex County Council have also been undertaking a consultation on the local cycling and walking infrastructure. As part of their research (LCWIP Consultation 2020<sup>11</sup>), ESSC commissioned the charity Sustrans to look at cycling and walking infrastructure in the NP area. This found that the area had good potential for large numbers of active travel users, and significant potential to increase the use of “chain-journeys” by linking active travel to public transport hubs. To enable this to be achieved investment will be needed to improve crossings and cycle parking (incorporating charging points for e-bikes) at key destinations.

## 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.

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 routes to and from Brighton. However this only serves the southern part of the NP area. Public transport services northwards, into Peacehaven and Telscombe towns are much less frequent and accessible. There is no railway station within the town and the nearest railway is 6km away. Car dependency is high, and the lack of alternative modes of transport means the towns suffer from congestion and poor parking.

11 Cycling and Walking Infrastructure Plan consultation 2020  
<https://consultation.eastsussex.gov.uk/economy-transport-environment/escclcwip-2020>

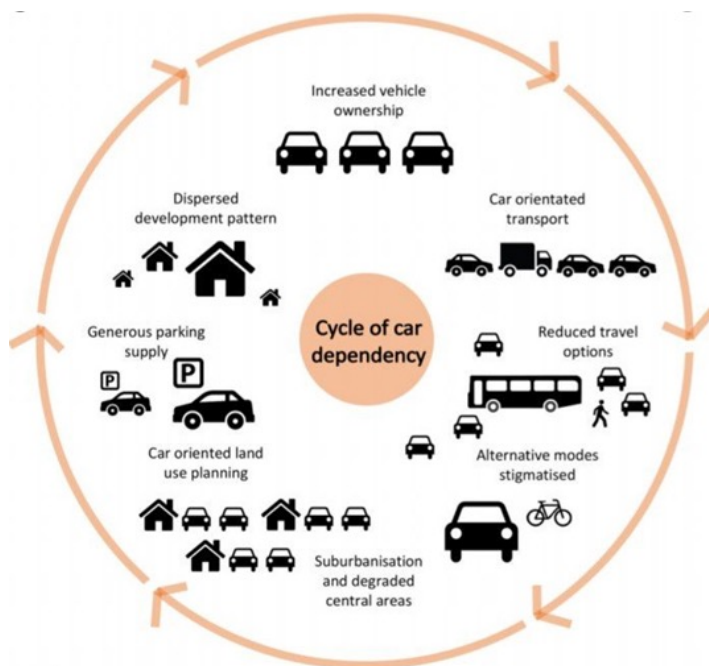
Health indicators show that Lewes District residents are generally more inactive than other districts in the South-East. The 2015 survey by Government shows that approximately 9% of residents within the Lewes District were inactive (less than 30 mins activity per day) compared to 6% for Brighton and Hove and 8% in Eastbourne (Public Health England, Physical Activity Data<sup>15</sup>)

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 active movement, smart movement and land use.

Walking and cycling 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 have mobility difficulties 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 and cycle storage 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. (Transport for New Homes<sup>12</sup>).



<sup>12</sup> Building car Dependency  
[www.transportfornewhomes.org.uk/wp-content/uploads/2022/02/Building-Car-Dependency-2022.pdf](http://www.transportfornewhomes.org.uk/wp-content/uploads/2022/02/Building-Car-Dependency-2022.pdf)

## Walking, Cycling and Horse Riding

In a Neighbourhood Plan survey<sup>13</sup> at the beginning of 2020, the residents showed a desire for pedestrianized streets and for the installation of cycle lanes and cycle storage facilities. The survey found that 23% of respondents wanted to see more pedestrianized areas and 17.5% wanted better cycle lanes.

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

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 crossings and pathway surfaces, which can otherwise act as a barrier to those of differing physical abilities in accessing the neighbourhood plan green areas.

Along-side the provisions of safe street conditions and junctions to help improve walking and cycling<sup>14</sup>, 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. 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.

<sup>13</sup> NP Survey  
[www.peacehaven-and-telscombe-neighbourhood-plan-steering-group.co.uk/\\_files/ugd/6d59de\\_541be6aee654455684bb6e6497120707.pdf](http://www.peacehaven-and-telscombe-neighbourhood-plan-steering-group.co.uk/_files/ugd/6d59de_541be6aee654455684bb6e6497120707.pdf)

<sup>14</sup> Sustrans  
[www.sustrans.org.uk/our-blog/get-active/2021/everyday-walking-and-cycling/where-to-start-with-electric-bikes-all-you-need-to-know/#rechargebattery](http://www.sustrans.org.uk/our-blog/get-active/2021/everyday-walking-and-cycling/where-to-start-with-electric-bikes-all-you-need-to-know/#rechargebattery)

# Policy PT11: Promoting All-Inclusive Travel

- (1) All applications are encouraged to demonstrate how they support all-inclusive active travel through reducing the reliance on private car movements, providing efficient parking management and encouraging delivery of walking, cycling and shared transport as sustainable alternatives (public transport, car clubs, cycle hire schemes etc).
- (2) 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.
- (3) 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.
- (4) Proposals for commercial, leisure and community uses, should support and enable all-inclusive sustainable travel choices through inclusion of safe, secure and convenient cycle parking (incorporating e-bike charging points), cycle/electric cycle hire schemes, changing facilities and lockers where appropriate.





# Policy PT12:

## Enhancing Accessibility to the South Downs National Park and Coastal Areas

Proposals for development that enhance the quality and accessibility of the South Downs National Park, Coastal Path or undercliff walkways are welcomed.

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 appropriately designed and located surveillance.
- (d) Provision of appropriately designed and located 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. Areas of future growth within the NP area which are likely to take place on the rural fringes of the towns will be situated some distance from services and employment provision and as such a good public transport system needs to be available to provide a viable alternative to the car. Public transport is also inclusive, it allows everyone, of all ages and abilities to move around and access services.

Current public transport provision 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 to the north and east of the town is infrequent and has significant gaps in the provision of service. Though this is to be partially improved as part of the East Sussex Bus Service Improvement Programme (BSIP<sup>15</sup>) with proposed increase service provision to the route no. 14 between North Peacehaven and Newhaven.

Provision gaps exist between East Saltdean and the Meridian Centre, North Peacehaven and the South Coast Road. Telscombe Village has no access to any public transport, thus residents of the village are totally reliant on car use.

<sup>15</sup> Bus Service Improvement Programme - <https://tinyurl.com/ytrawu64>

# Policy PT13:

## Enhancing public transport in the Neighbourhood Plan Area

All major developments of ten houses or more and commercial spaces (major) should seek to:

- (a) Help to deliver and facilitate a better public transport connection between East Saltdean, East Peacehaven, North Peacehaven and the Meridian Centre and South Coast Road.
- (b) Provide high-quality, well-designed waiting facilities that incorporate green roof shelters/solar panel shelters with integrated real time travel information.
- (c) Link secure cycle parking to bus routes enabling greater "Chain Journeys" to be undertaken.
- (d) Should 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 appropriately designed and located parking, including electric vehicle charging, and ensuring that disabled access and dementia friendly spaces are catered for.

Where possible parking should be provided in accordance with the South Downs National Park Supplementary Planning Guidance on Parking<sup>16</sup>

<sup>16</sup> <https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/supplementary-planning-documents/parking-spd/>

## **Council Project 3 – All Inclusive Active Transport and Movement**

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 (as set out below) 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.

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J. Wagstaff & Co. Local Agents  
and Valuers

FUNERAL  
DIRECTOR

# Provisional Improved Routemap

## Map key

- Potential walking and cycling routes
- Potential improved green walking routes
- 20 Minute walking distance from the Meridian Centre
- Meridian Centre
- Community House
- + Doctors Centre + Pharmacy
- Peacehaven Community School
- Football Club
- Bowls Club
- ▲ Dentists
- Shops along A259
- Public Park or Garden
- Meridian Industrial Estate (employment area)
- ◆ Vets
- Play Space
- Allotments or Community Growing Spaces
- Greenwich Timeline Monument
- War Memorial
- † Places of Worship





## Open Space and Amenity

Peacehaven and Telscombe benefit from green open spaces both within and around the existing built-up area. However access to green space is limited and poorly signposted to 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 roadside 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 areas 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.



# Policy PT14:

## Protection of Green Spaces within the Neighbourhood

- (1) 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.
- (2) 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
14. Robert Kingam
15. The Copse
16. Telscombe Playing Fields
17. Shepherds Down.
18. Joff Field
19. The Bricky (Ashington Gardens)

"Greenspace, such as parks, woodland, fields and allotments as well as natural elements including green walls, roofs and incidental vegetation, are increasingly being recognised as an important asset for supporting health and wellbeing. This 'natural capital' can help local authorities address local issues that they face, including improving health and wellbeing, managing health and social care costs, reducing health inequalities, improving social cohesion and taking positive action to address climate change." Our 25 year plan to improve the environment Government 2018<sup>17</sup>.

The provision of better, more accessible water features and green infrastructure 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.

## Policy PT15: Amenity and Green Spaces

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

- (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.

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 limited mobility and to new visitors to the area. Improved accessibility and signage to enable easier use of this resource would benefit all.

<sup>17</sup> A Green Future

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/693158/25-year-environment-plan.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf)

## Council Project 4 – The development of Green Spaces Infrastructure

The Councils long-term vision is where the water features and local green spaces are used, enjoyed and maintained as public health assets for the whole of the local community, regardless of age, gender, race or mobility.

The Town Councils will seek to work with the South Downs National Park, East Sussex County Council and Lewes District Council to examine ways to increase the accessibility of areas, so they have a central role in

- Increasing physical activity levels
- Improving mental health
- Increasing social inclusion and reducing loneliness

## 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>18</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 playing pitch strategy July 2020<sup>19</sup> which shows that there is a general deficit in pitch provision and the existing pitch provision needs improvement as many pitches have become overplayed in response to larger demand.

<sup>18</sup> Lewes DC Infrastructure Delivery Plan 2020  
[www.lewes-eastbourne.gov.uk/\\_resources/assets/inline/full/0/286459.pdf](http://www.lewes-eastbourne.gov.uk/_resources/assets/inline/full/0/286459.pdf)

<sup>19</sup> Lewes DC Playing Pitch Strategy 2020  
[www.lewes-eastbourne.gov.uk/\\_resources/assets/inline/full/0/313336.pdf](http://www.lewes-eastbourne.gov.uk/_resources/assets/inline/full/0/313336.pdf)



## Policy PT16: Enhancement of Formal Sports Areas and Children's Equipped Play Spaces

- (1) The provision of new equipped play areas will be encouraged. Particularly those which provide for all-inclusive use.
- (2) Proposals for new formal sports facilities and/or upgrading the existing sports infrastructure will be supported.
- (3) Proposals for development of the Hub building in accordance with the AeCOM site options assessment<sup>20</sup> (Site Ref: PTNP5) for sports and leisure/community facilities (Use Class F1.F2) will be supported.

Swimming and water safety have been a statutory element of the national curriculum for PE in England since 1994. All primary schools must provide swimming and water safety lessons in either key stage 1 or 2 and every pupil is required to be able to Perform safe self-rescue in different water-based situations.

The impact of lockdowns on school swimming and the closure of the local swimming pool means that many children no longer have the opportunity to swim, and many schools cannot afford the transport to swimming pools in neighbouring areas.

### Council Project 5 – to provide local sports facilities

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.

<sup>20</sup> Site Assessment Options  
[www.peacehaven-and-telscombe-neighbourhood-plan-steering-group.co.uk/\\_files/ugd/6d59de\\_671d4323b7454f53ab5c8bc8bc31ae11.pdf](http://www.peacehaven-and-telscombe-neighbourhood-plan-steering-group.co.uk/_files/ugd/6d59de_671d4323b7454f53ab5c8bc8bc31ae11.pdf)

# 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 area are likely to support populations of protected species.

To the north-eastern edge of the neighbourhood plan area is the Bollens Bush Nature Reserve which is partly a Site of Nature Conservation Importance (SNCI) and contains woodland and ancient woodland indicator species. The whole Neighbourhood Plan area lies within the Living Coast UNESCO<sup>21</sup> world biosphere area, the Brighton to Newhaven Cliffs Site of Special Scientific Interest (SSSI) (including Priority Habitat Inventory Maritime Cliffs and Slopes), and Marine Conservation Zone. The Neighbourhood Plan area is a priority area for Countryside Stewardship measures addressing Redshank habitat issues and is within the People and Nature Network (PANN)<sup>22</sup> area as set out by the South Downs National Park.

An objective of the plan is to encourage the clothing of buildings with living green walls and roofs to help urban cooling, sustain wildlife and habitats and encourage green corridors to be developed.



## Policy PT17: Protection of Biodiversity and Habitats

- (1) Any proposal that is likely to have a negative impact on protected habitats or species should be accompanied by an ecological assessment that sets out a clear mitigation strategy and ensures that a qualified ecologist will be on site throughout the main construction phases.

## Policy PT18: Biodiversity Net Gain

- (1) All developments should seek to incorporate safe nesting spaces such as bat and bird boxes, insect housing and pollinators. Proposals should be in accordance with Lewes District Council's Biodiversity guidance set out in the Biodiversity Net Gain Technical Advice Note. (Or successor)

## Policy PT19: Urban Greening

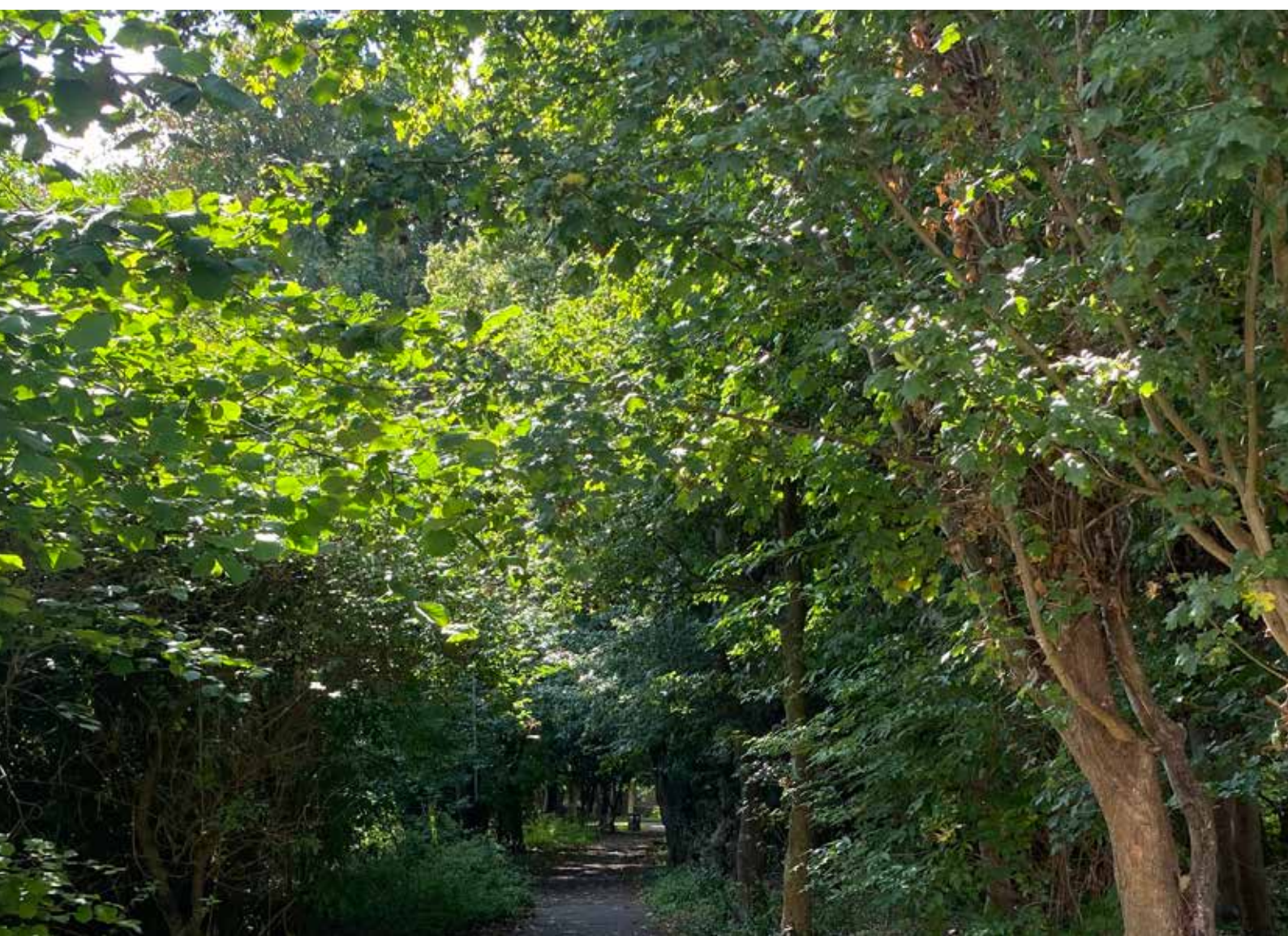
- (1) In order to ensure that green assets are technically feasible and commercially viable and can thrive over the long term, all development proposals are encouraged to:
  - (a) provide the maximum practicable coverage.
  - (b) Keep and maintain existing mature landscaping where possible.
  - (c) Include a clear planting plan demonstrating resilience to disease, pests and climate.
- (2) Major applications 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.
- (3) Schemes should be designed to ensure maximum visibility from the public realm and capture associated well-being benefits for the whole community.

## Council Project 6 – to encourage urban greening.

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 partners 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.

<sup>23</sup> Brighton Marina to Newhaven Western Harbour Arm 2016  
[www.lewes-eastbourne.gov.uk/\\_resources/assets/inline/full/0/258572.pdf](http://www.lewes-eastbourne.gov.uk/_resources/assets/inline/full/0/258572.pdf)



## 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. Along the protected parts this is lessened but is reliant on defences being maintained and reinforced.

During this plan's lifespan, coastal defence strategies will need to be progressed by Lewes District Council to help slow the erosion rates in accordance with the Brighton Marina to Newhaven Western Arm Plan 2016<sup>23</sup>.

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 exacerbating 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 has non-permeable hardstanding rather than traditional forms of hardstandings to ensure that surface water run-off is managed effectively.

<sup>21</sup> Biosphere map - <https://sxbr.org.uk/naturemap/map/mapping.html>

<sup>22</sup> South Downs National Park PANN report - <https://tinyurl.com/2c48upyn>

# Policy PT20: Drainage Management

- (1) All development proposals within the Neighbourhood Plan area should demonstrate clearly how developments will provide for the drainage of surface water and sewerage systems.
- (2) 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.
- (3) Where possible all developments should seek to utilise sustainable urban drainage systems (SUDS).



## Reaching Net Zero

The Decarbonisation agenda set by Government to reach “net zero” by 2050 means that planning policies must seek to help the transition from fossil fuels and encourage greater use of other modes of energy, whether through renewables or walking and cycling.

Buildings should be designed to 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.

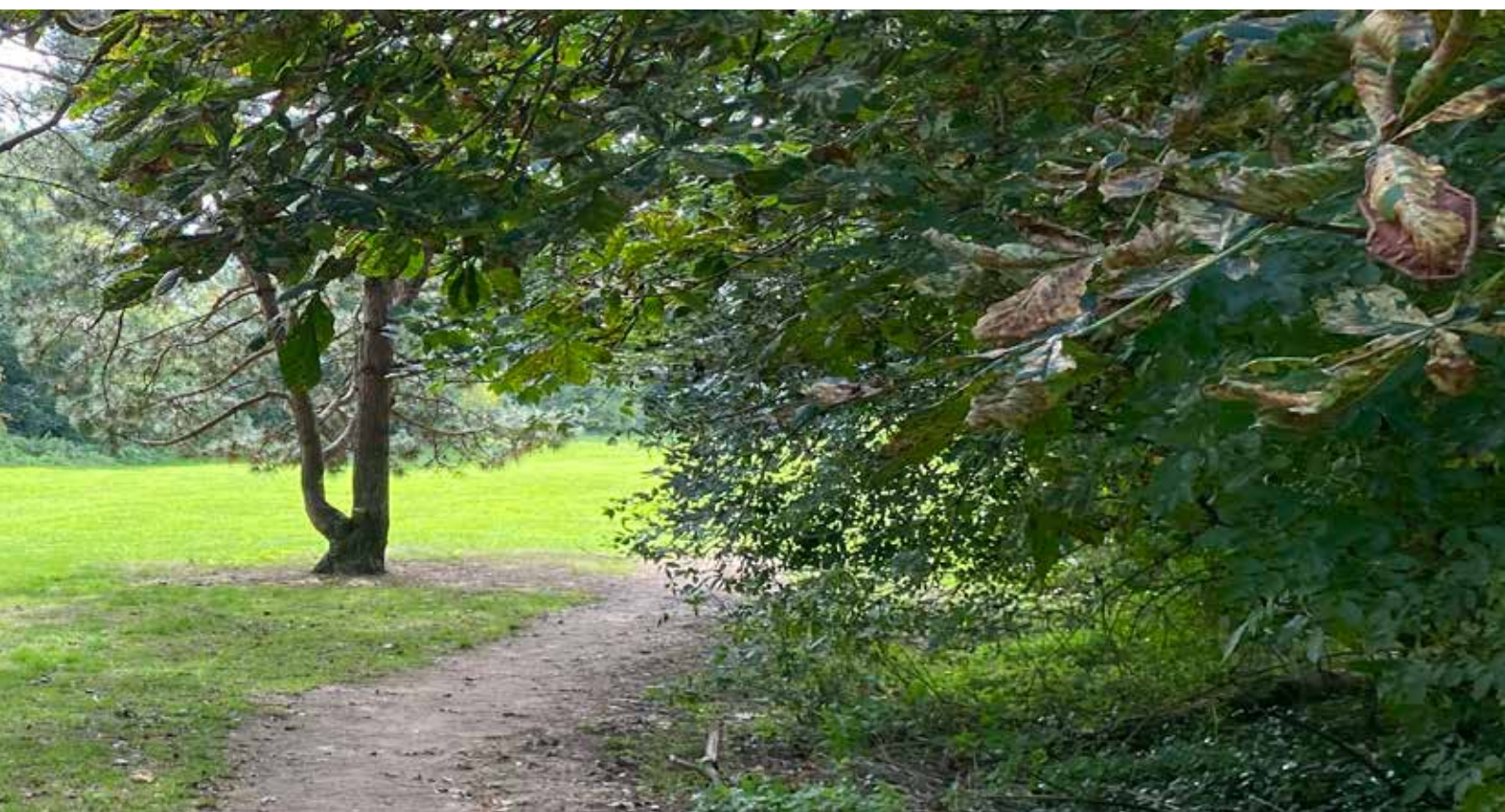


# Policy PT21: Renewables

- (1) Applications for renewable energy schemes will be supported if they can demonstrate that they do not have a significant adverse effect on the landscape or biodiversity.
- (2) Community initiatives which seek to deliver renewable and low carbon energy will be encouraged.
- (3) Where a proposed development is identified as being likely to have negative impact on renewable or low carbon energy supply, the applicant will need to undertake the relevant analysis to demonstrate that the impact can be mitigated.
- (4) Buildings should be designed to reduce energy and water usage and incorporate technologies that maximise the use of energy from renewable sources.

## Council Project 7

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 a community electrical charging scheme for the towns.



## Policy PT22: Net Zero

Proposals should seek to include the:

- (1) Installation of rapid electric vehicle charging points, wireless, induction pads, public e-bike charging stations or other such technologies.
- (2) The inclusion of electric car/bike/Motorbike sharing schemes.
- (3) The use of low pollution/electric freight vehicles during construction phases.

The 2019 (pre Covid) Air Quality Annual Status Report for Lewes District<sup>24</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 40µg/m<sup>3</sup> for the annual mean concentrations of NO<sub>2</sub> throughout 2017 or 2018. The average concentration was 24.6µg/m<sup>3</sup> across the three sites. Any future growth of the area should seek to maintain good air quality.

## Policy PT23: Air Quality

- (1) 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.
- (2) Development should comply at least with all minimum UK environmental requirements in relation to air pollutants.
- (3) On major developments including construction stages, the proposals should aim to be at least 'air quality neutral' and not cause or contribute to worsening air quality. This should be demonstrated where necessary by an air quality assessment setting out the impact of the development on the neighbourhood plan area and proposed mitigation measures.

<sup>24</sup> Air Quality status report - <https://sussex-air.net/reports/AnnualStatusReports/ASR-Lewes-2019.pdf>

# Employment Space

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)<sup>25</sup> 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>26</sup> suggests that employment expansion could be towards the tourism market, expanding a night-time economy and where possible creating flexible workspaces with good quality digital infrastructure.

Peacehaven has a higher level of self-employed people<sup>27</sup> (12.4%) compared to the national average (9.9%) East Sussex average (10.7%<sup>28</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.

## Policy PT24: Providing for a mix of employment opportunities

- (1) Support will be given for the sustainable economic development and regeneration of Peacehaven and Telscombe with a particular focus on improving local skills and increasing skilled employment opportunities within the towns.
- (2) Support will be given for applications for new employment uses, including the temporary use of vacant spaces with the use of "meanwhile leases".
- (3) Support will be given to applications that provide for sustainable growth through the allocation of accessible land for employment and employment generating uses (including retail, leisure, culture and tourism and education).

Given that a large proportion of employment in Peacehaven is based around sole traders and the skilled manual sector, there is a need for high quality serviced offices and meeting spaces that can be used flexibly. The South-East Creative Economy Network uses the term "open workspace" to refer to employment spaces that seek to bring together professionals to flexibly share high quality workspace and allow the reduction of costs. Such spaces include incubators, accelerators, co-working spaces and artist studios.

<sup>25</sup> Lewes Employment and Economic Land Assessment 2010  
[www.lewes-eastbourne.gov.uk/planning-policy/employment-land-review/?assetdet39e14ce8-bfa6-4bb1-a5b3-2c92d6811d83=255404](http://www.lewes-eastbourne.gov.uk/planning-policy/employment-land-review/?assetdet39e14ce8-bfa6-4bb1-a5b3-2c92d6811d83=255404)

<sup>26</sup> Brighton University Report Diversifying the Local Economy 2020  
[www.peacehaven-and-telscombe-neighbourhood-plan-steering-group.co.uk/copy-of-your-input](http://www.peacehaven-and-telscombe-neighbourhood-plan-steering-group.co.uk/copy-of-your-input)

<sup>27</sup> Census and Labour Market Statistics: [www.nomisweb.co.uk/reports/localarea?compare=E34003343](http://www.nomisweb.co.uk/reports/localarea?compare=E34003343)

<sup>28</sup> Labour market profile: [www.nomisweb.co.uk/reports/lmp/la/1941962883/report.aspx?town=East%20Sussex#tabempunemp](http://www.nomisweb.co.uk/reports/lmp/la/1941962883/report.aspx?town=East%20Sussex#tabempunemp)

## Policy PT25: Open Workspace

- (1) Proposals for high quality "open workspace" will be supported (subject to other policies in the development plan) to provide flexible working spaces for SME's in the local area.

The towns assets and attractions are not fulfilling their potential, and 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.

## Policy PT26: Tourism

- (1) Support will be given to applications that improve the quality and diversity of tourist facilities, attractions, accommodation and infrastructure, including cultural infrastructure. 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.

## The Index of Multiple Deprivation

The Index of Multiple Deprivation (IMD) 2019 has seven domains, these are income, employment, health and disability, education, training and skills, barriers to housing and services, living environment and crime. People may be counted in more than one domain.

The IMD scores are recorded by Super Output Areas (SOA's) which are then ranked from 1 most deprived to 34 844 least deprived. Three SOA's within Peacehaven are ranked within the higher deprived areas in England.

### SOA

Lewes 007d ranked 6771

Lewes 010d ranked 6876

Lewes 010c ranked 9796

### IMD

reports for education, training and skills, place the vast majority of Peacehaven and Telscombe Cliffs in the higher deprived areas in England.

### SOA

Lewes 010c ranked 4059

Lewes 010d ranked 4064

Lewes 006e ranked 5642

Lewes 007d ranked 5770

Full year reporting for apprenticeships across all sectors in 2018/2019 33 for Lewes District Authority returned a total of 440 starts. Reporting for quarter 1 and 2 ending January 2020 returns 220 starts of which only 20 were for construction, planning and the built environment sector.

South East LEP, with the Construction Industry Training Board (CITB) commissioned Whole Life Consultants to undertake a construction labour and skills analysis for Kent and East Sussex in 2018<sup>29</sup>. One of the recommendations of the report was to improve the construction industry outreach. "Build a more positive image of construction with young people and adults. Increase recruitment through new entrance points, career changes and reskilling. Emphasize that construction offers a high rewarding value career for all".

<sup>29</sup> Construction labour and skills analysis for the Coast to Capital LEP area 2018  
[www.citb.co.uk/media/hzjk4asw/coast\\_to\\_capital\\_lep\\_area\\_april2018.pdf](http://www.citb.co.uk/media/hzjk4asw/coast_to_capital_lep_area_april2018.pdf)

## Policy PT27: Local Labour Agreement

- (1) All construction of approved development schemes, should consider employing from the local area, using local trades and local apprenticeship schemes.
- (2) For major applications, a local labour agreement should be established setting out employment opportunities within a set radius of the site.
- (3) Educational and training opportunities such as providing curriculum support, careers advice, enterprise events, apprenticeships and work experience.
- (4) 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.

In a recent survey conducted by Lewes District Council (2018) 75% of SME's said that they would welcome faster and stronger digital networks across the district to help their businesses. Peacehaven and Telscombe suffer from poor mobile network coverage and from slow speed broadband provision, particularly in Telscombe Village, North Peacehaven and East Saltdean where signal coverage is poor and inconsistent.

To help business growth in the Neighbourhood Plan Area the digital services provided have to be improved.

## Policy PT28: Digital Infrastructure

- (1) Development that facilitates improved digital infrastructure and better communication coverage 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.

# Historical Character

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 to 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 scheduled ancient monuments, a Saxon funeral path leading to Telscombe Village and the Church of St. Laurence (Grade 1 listed 11th Century nave and chancel), as well as Telscombe Village having several Grade 2 and Grade 2\* listed buildings.

East Sussex Heritage Environment Record shows that over the years there have been some significant historical finds locally, such as axe heads and scrapes from the Neolithic and Bronze Age, that now reside at the Brighton Museum. East Sussex County Council's website also shows that large parts of Peacehaven and Telscombe are within Archaeological Priority Notification Areas.

To a lesser degree but just as interesting are the buildings and structures within the Neighbourhood Plan Area that are currently not recorded or protected but would deserve their heritage assessed as part of any forthcoming development. For example, the former Gracie Fields Home and Orphanage on Telscombe Cliffs Way, The Coach House on Bannings Vale, Coastguard and Smugglers Rest on the A259, to name a few.





## Policy PT29: Heritage Assessment

- (1) It is encouraged that all applications for developments undertake a proportionate heritage assessment of the site. Recording whether the development is within an Area of Archaeological Notification, nearby listed buildings, Conservation Areas, the buildings age, design, quality and features. The assessment should identify historical characteristics within the building and surrounding area. All impacts to features and historic characteristics should be recorded, and where required an appropriate mitigation strategy included as part of the planning application.

# Community facilities

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

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 residents. Overall, it will help create better equality through greater inclusion.

## Policy PT30: Community Facilities

- (1) All major applications will need to contribute towards the provision of local and social infrastructure. Applications that enhance and provide additional community facilities will be supported. Local and social infrastructure for the purposes of this policy includes education, libraries, post offices, healthcare facilities, childcare facilities and community halls. Flexible multi-functional buildings that allow for the widest possible use and activity are encouraged.
- (2) 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.
- (3) Proposals for new community facilities, should provide for the appropriate level of parking provision, including differing types of parking such as disability parking, dementia friendly parking, secure cycle parking, and safe drop off zones.
- (4) 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.

## Policy PT31: Loss of Community Facilities

- (1) The loss of existing community buildings will be resisted unless it can be demonstrated that demand within the locality for the facility no longer exists or that suitable, adequately sized alternative provision is made elsewhere. In particular, the loss of Peacehaven Library, Tyedean Hall, Telscombe Village Hall, the scouts hut (Arundel Road), places of worship, EBM Centre (Seaview Road), Community House, Telscombe Civic Centre, Community Peace Centre and Mosque, Kempton House Day Centre, The Joff Youth Centre should be resisted.

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 between new and old.

## Policy PT32: Statement of Community Engagement

- (1) Applicants proposing major developments, 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 associated construction management plan can be viewed and how the local community can provide early comments prior to the application determination.

# 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 poor visual quality 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.

## Council Project 8

The Town Councils will in collaboration with other relevant stakeholders and public bodies explore the possibility of producing a feasibility study for the A259 to look at the quality of the public realm and signage.



## Policy PT33: Shutters

- (1) 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.

## Policy PT34: Signage

- (1) 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.
- (2) 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.
- (3) Projecting signs should only be allowed where they are in proportion to the building.
- (4) 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



## Section 5

# Future Growth Policies

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.

## 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 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 with consultation of the local Town Councils and local community 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. Given the towns are within a defined “water stress” area, 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 referencing the AECOM Design Codes, Centre of Peacehaven Masterplan and corresponding Consultation Statement to build on and learn from previous master planning in the area.

# Policy PT35:

## Masterplanning

- (1) Applicants for development schemes for any major development within the NP Area are encouraged to prepare masterplans as part of the planning application documents. 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.
- (2) The masterplan should demonstrate how good placemaking can be achieved through establishment of:
  - (a) A clear vision and concept for the development.
  - (b) 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.
  - (c) Masterplans establishing the intended form and grain of development, character areas, densities and building typologies, which respond to local character and context.
  - (d) A movement plan establishing the street hierarchy and typologies, and sustainable transport measures prioritising walking, cycling and public transport.
  - (e) A green infrastructure plan setting out the network and typology of green spaces, links and areas of ecological and biodiversity importance.
  - (f) A water drainage plan showing how surface water and wastewater will be treated and disposed of. Where possible the plan will incorporate Sustainable Urban Drainage systems to efficiently manage water usage.
  - (f) A phasing and delivery plan, demonstrating a logical pattern of development that helps build community with supporting facilities provided at the right time.

# Design and placemaking principles.

Planning applications 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 water features and natural 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.



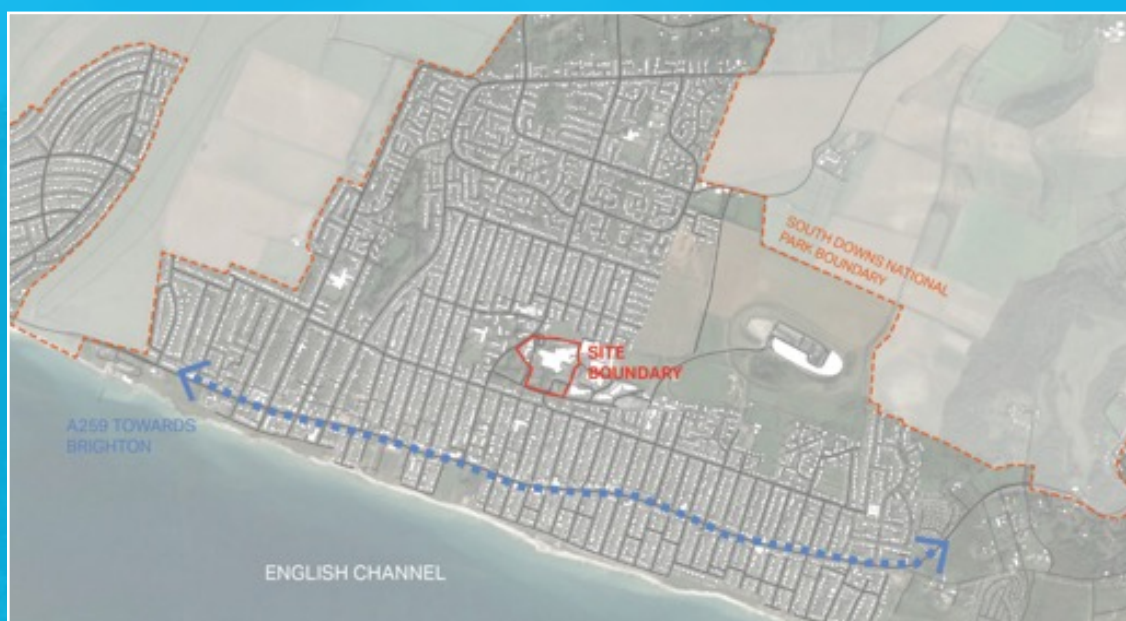
# Policy PT36: Design and placemaking principles

For major applications, 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 nurseries, schools, healthcare, and parks, to maximise potential for walking and cycling.
- (7) Optimise the placemaking function of streets, allowing for public transport connectivity but without vehicles dominating the street environment.
- (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 taking into account the Design Codes.
- (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.

## Section 5

# A Centre for Peacehaven



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 above.

The centre of Peacehaven has been the subject of a full masterplanning and consultation<sup>30</sup> exercises undertaken by the Neighbourhood Plan Steering Group during 2020 -2021 . As such, these policies set out to meet the aspirations of the residents of the towns as well as the Neighbourhood Plan Steering Group<sup>30</sup>.

<sup>30</sup> Masterplan Consultation Statement March 2021 <https://www.peacehaven-and-telscombe-neighbourhood-plan-steering-group.co.uk/copy-of-your-input>

## Town centre

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. It is hoped that Peacehaven Centre will become the core of the wider neighbourhood plan area, where public, economic and cultural life all come together. The Brighton University Study undertaken in 2020 suggests 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.

Providing for some new residential development in the town centre may 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.

### Town centre weaknesses

The main issues as identified within the masterplan 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 movement 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

Development of the town centre, should capitalise on the site's potential and encompass a vibrant mix of uses which meet the needs identified in the masterplan.

A wider range of independent and highstreet retailers, as well as covered shopping areas and a covered market should also be encouraged to locate in the centre, providing for a greater diversity and activity throughout the day, drawing people in at different times and thus supporting retail and other commercial activities.

## Key opportunities

The main opportunities as identified within the masterplan are:

- 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.

# Policy PT37:

## Peacehaven Centre

- (1) All development within the Peacehaven Centre (boundary shown in the accompanying masterplan document) will seek to ensure its vitality and create a vibrant and all-inclusive place where people can come together to shop, work and enjoy.
- (2) 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
- (3) 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.
- (4) Proposals that contribute to an improved range and quality of office and business accommodation, including shared space for start up businesses, or serviced office hubs are encouraged.
- (5) Applications for residential development as part of a balanced mixed use scheme and meeting the housing policies will be supported.
- (6) Applications for new development within the Peacehaven Centre area will be required to demonstrate how they respond to good design principles in accordance with Policy PT37, including giving consideration to the supporting Masterplan and Design Codes.
- (7) 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.
- (8) All proposals must contribute to the delivery of an improved public realm which is inclusive, age friendly and creates places where people can meet informally promoting social interaction

## **Policy PT38:**

# **Community Facilities in Peacehaven Centre**

- (1) Applications for development that seek to enhance existing community facilities or provide new community facilities in the town centre will be supported.
- (2) Proposals associated with community uses should:
  - (a) Ensure that all facilities are easily accessible to everyone.
  - (b) Successfully capitalise upon opportunities to promote walking, cycling and public transport.
  - (c) 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.

## **Policy PT39:**

# **Market Place and Outdoor events**

- (1) 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.

## Section 6

# 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 councils will receive 25% of all CIL monies paid to Lewes District Council (associated with development within the neighbourhood plan area).

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 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 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 projects and 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.

# Planning Jargon Explained

**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** – 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** – 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

**Greenspace** - 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.

**Local Plan** – The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community and subject to an examination before an independent Planning Inspector. These set planning policies for the area as well as allocating land for development or protection. A Local Plan is part of the development plan for an area.

**Local Development Documents (LDDs)** – These include Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents (which do not form part of the statutory development plan). LDDs collectively deliver the spatial planning strategy for the local planning authority's area.

**Local Development Framework (LDF)** – The Local Development Framework (LDF) is a non-statutory term used to describe a folder of documents, which includes all the local planning authority's local development documents. An LDF is comprised of:

- Development Plan Documents (which form part of the statutory development plan)
- Supplementary Planning Documents

The local development framework will also comprise of:

- Statement of Community Involvement
- Local Development Scheme
- Authority Monitoring Report
- Any Local Development Orders or Simplified Planning Zones that may have been added.

**Local Development Order** – An Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development or classes of development.

**Local Development Scheme** – The local planning authority's scheduled plan for the preparation of Local Development Documents. This essentially provides the timetable for Local Plan production

**National Park** – The statutory purposes of national parks are to conserve and enhance their natural beauty, wildlife and cultural heritage and to promote opportunities for public understanding and enjoyment of their special qualities. National parks are designated by Natural England, subject to confirmation by the Secretary of State under the National Parks and Access to the Countryside Act 1949.

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

**Neighbourhood Development Order** - A neighbourhood planning tool that allows communities to essentially grant planning permission for a specific form of development either on a specific site or over a wider area. The process is subject to independent examination and a community referendum as per a neighbourhood plan.

**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.

**Public Realm** – relates to all parts of the built environment where the public has free access. It encompasses: all streets, squares, and other rights of way, whether predominantly in residential, commercial or civic uses.

**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 statutory conservation designation denoting a protected area due to its fauna, flora, geological or physiographical features 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.

**Statement of Community Involvement** – This sets out the processes to be used by the local authority in involving the community in the preparation, alteration and continuing review of all local development documents and development control decisions.

**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.





