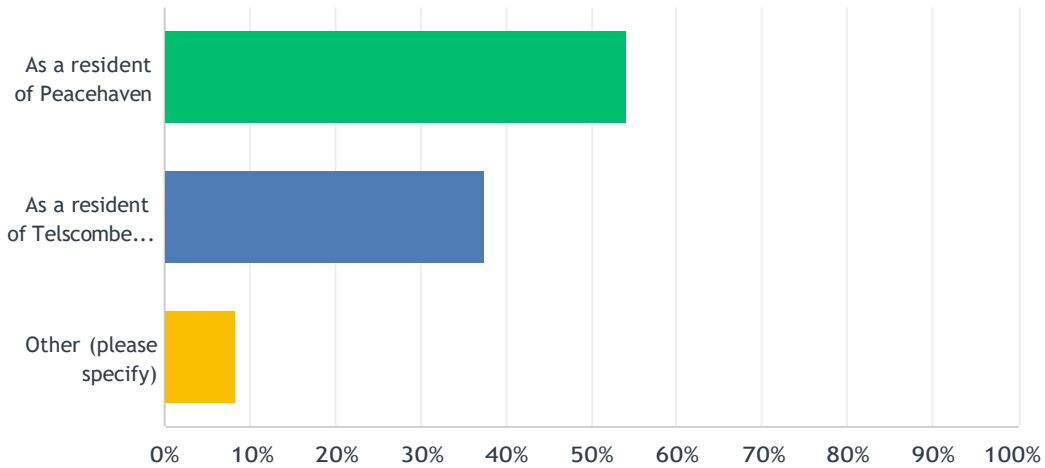


Q1 Please provide your full name

Answered: 52 Skipped: 0

Q2 In what capacity are you making your comment/s?

Answered: 48 Skipped: 4

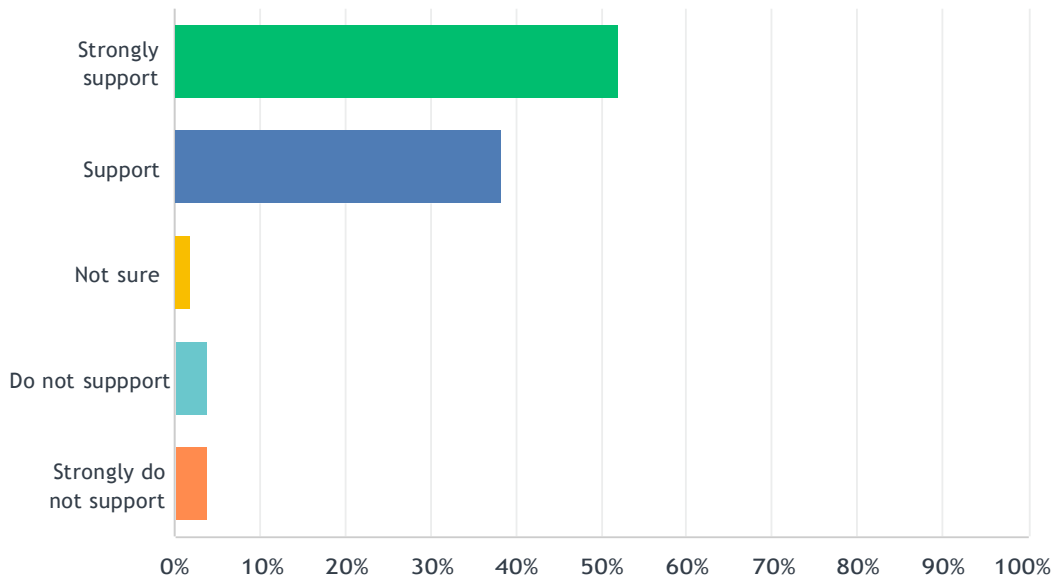


Q6 Contact details

Answered: 51 Skipped: 1

Q7 Do you support the vision statement (please tick one box only)?
"Peacehaven and Telscombe Towns aim to be sustainable, with clean air and an environment providing a good quality of life for all inhabitants and visitors."

Answered: 52 Skipped: 0



Q8 Do you have any comments or suggestions on the Vision?

Answered: 37 Skipped: 15

#	RESPONSES	PTNP response
1	Only one comment on how you go about fulfilling the Vision. Much use is made of the phrase "of 'X' not fulfilling potential". There is something to be said for not fulfilling potential, unless the aim is to become a City in which case achieving 24 hr full usage is the goal Is that what you want? It is possible while following guidelines created in a capital and metropolis to lose sight of where we are and what we have....	Thank you for your observations. The SG / TC believes that the PTNP is aspirational while still trying to retain the area's unique character (also see Design Codes).
2	A consideration and appreciation that PTW (mopeds / motorcycles) use can reduce congestion and pollution and could be encouraged.	See Policy EN8 reduction of transport pollution b) inclusion of electric car/bike/motorbike sharing schemes
3	No development	See FAQ 8.
4	We do not need more housing. If you add housing then the already over stretched infrastructure will break completely. There are not enough doctors, main health facilities are already over stretched in Brighton. although schools were updated recently they are now again full. These are national problems and affect us here. Local bus services should be provided to the Universities and Lewes as well as from north Peacehaven to Newhaven.	See FAQs 4 and 8.
5	A key part of the vision should include ENHANCING life quality and community for all ages and providing the means to do so - a space to study and perform live music and theatre, poetry and the written word.	The SG / TC support the idea of enhancing the environment etc.
6	providing commensurate services for its varied demographic, facilitating community based projects and local businesses enabling social inclusion and growth.	These points are addressed in the objectives and policies in the plan.
7	Glad you are keeping the green areas of Peacehaven and not building on them.	Thank you for your comment.
8	Improving the infrastructure would also enhance the area. Most traffic just drives through.	See FAQ 4. Also the PTNP is seeking to encourage passing traffic / visitors to make greater use of shops and enjoy the area's other attractions such as the Big Park, cliff top and under cliff.
9	As a Londoner I've been v impressed with the clean air here. As for the rest, there's too much development and too little infrastructure to enable long term positive change. Also, this is not the first 'vision' I've seen and no doubt won't be the last.	See FAQ 4.
10	Protect the verges and stop use of tarmac	See Design Codes.
11	We need to replace all the things taken away police more doctors	See FAQ 4. Policing is outside the scope of the PTNP.
12	More access for mobility scooters	Provision for mobility scooters as well as for wheel chairs and pushchairs will be considered for inclusion in the Movement chapter.
13	Protect all public green spaces from development. New leisure centre /sports club would be good - though needs to be one with a pool and regular classes that you pay monthly rather than per class for. Better infrastructure for electric cars is needed.	Peacehaven already has the Wave leisure centre. See FAQ 9 regarding a swimming pool. For rapid electric car charging see Policy EN8 a.

Peacehaven and Telscombe Neighbourhood Plan Pre-Submission Responses

#	RESPONSES	PTNP response
14	This is pie in the sky while the area has such appalling infrastructure - without it, you are just wasting money on schemes that will never work. The towns need more schools, better healthcare, better shopping and improved infrastructure, including more access to the A27 through the South Downs Park (widen the existing track which councillors seem happy to use when they need to get here). Without it, this is just a catastrophic waste of time and money. The extreme weather that we experience at the coast means that cycling is not an option through the winter, and walking similarly cannot work. Stop building houses without infrastructure - that should come first, before adding in more dwellings. Until the town is better connected, and better served with the facilities it needs and job opportunities that these will create, this plan isn't worth the paper it's printed on.	See FAQ 4.
15	The Vision would be improved if it identified the need for high quality homes to be provided in sustainable locations	See PTNP page 31 Housing Objective: Creating high quality housing for all
16	Our comments are on Policies (below in 10)	
17	No	
18	It is very laudable. For it to be realised we will need support from local and national government and their agencies and be ready to kick back at them when their actions obstruct this vision.	See PTNP Section 7 page 92 Community Infrastructure Levy
19	No	
20	Build more roads for cars, not for cycles. Extend the capacity of the GP, the schools and other social services. They are already overloaded, and with the constant new house developments it is not accessible anymore...	Building roads is outside the scope of the PTNP but is addressed in the LDC Policy 2 see page 32 and Movement Chapter pages 43-51
21	No	
22	It's a good vision, but dependent on central government policies.	Thank you. The PTNP will provide additional fine grain detail.
23	Overall, I agree with the vision. Given the complexities, a joined up, balanced and well thought through development approach is crucial, as long as sustainably protecting the natural assets of the area are the guiding principles of it.	Thank you, we hope the PTNP addresses these adequately.
24	It's a vision which is easy to write and sounds amazing but it really needs actual practical steps before I believe it will be delivered!!	See objectives and policies.
25	More public transport to encourage people not to use cars. A bus link (small bus) between Telscombe & Lewes.	See Movement Chapter pages 43-51
26	The proposed cycle path which connects Telscombe from Saltdean seems to go across the tye to a very steep section which so far, does not include gates which will allow bikes to pass. Even with a new gate, it's still a steep hill which anyone without an ebike will likely avoid, plus it gets very muddy so non mountain bikes will suffer. I recently experienced the rush hour traffic for the first time going from Peacehaven to Brighton and was gobsmacked at just how bad it is, it took me an hour to get from the Dell to Saltdean! My suggestions are - improve/add bike paths on a tarmacked surface, there is a nice one which runs from Saltdean to Telscombe past the waterworks but after that, it's very unclear if you are allowed to continue on the pavement or not. Being shunted around the back roads is very inconvenient and poorly maintained. We need a proper, uninterrupted off road bike path which extends to Brighton to help the traffic backlog. I believe escooters would certainly help if they were allowed to be used - I am sure many would opt to travel this way to avoid hours of gridlock everyday. Could the local council permit a trial of scooter use or would it need government approval? A sign post on the coast road suggesting scooter use with the trip time to Brighton written would certainly open more than a few eyes o am sure!	Thanks for this information which will feed into discussions with Sustrans and East Sussex County Council.
27	We need more 'chains' attracted to the area to serve local residents and attract visitors i.e Waitrose/M&S food. Like Patcham/Lewes. One of the play parks needs a water feature like the park on Brighton seafront which will attract Seaford and wider visitors. We don't need low cost supermarkets like Iceland/Lidl. High quality shops. The beach at Peacehaven needs a good clean and overhaul to attract visitors	The SG and TCs like the aspiration but (see FAQ7) can't specify particular shops / brands.

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28	Define Sustainable. Does that mean sustainable food, sustainable energy, sustainable travel, sustainable house building.	All of these. See NPPF paragraph 7: 'The purpose of the planning system is to contribute to the achievement of sustainable development.'
29	The strategy of Lewes District and East Sussex County councils don't seem to be aligned to this	The PTNP is required to be in general conformity with the policies in the Local Plan.
30	Traffic pollution is a main concern	See PTNP Policy EN7 Air Quality
31	No	
32	The statement about cars seems very 'city like' we are too small to ever think about banning car use & as we are next to the sea, we have just one main road in & out...I agree that north south roads need more restrictions i.e. double yellow lines. It's clear we need a link road to the C7 or A27 as we have a dense enough population to warrant this.	The TCs have declared a Climate Change Emergency and so the PTNP seeks to address this in its policies without being anti-car while balancing this with the problems on the A259.
33	No more houses to be built we do not have the infrastructure to take any more	See FAQ 11 and PTNP Section 7 page 92 Community Infrastructure Levy
34	Is that really it? Should we have some pillars too? Or a slogan?	We have pillars! The Greenwich Meridian markers on the A249.
35	Can we have a link to the vision in the survey?	The vision was set out in the survey question 7.
36	no	
37	Neighbourhoods spelt wrong ! Spelt neighbourhood	Noted

Q9 Do you have any comments or suggestions on the Objectives? (These are listed in the summary leaflet and at the beginning of each chapter in the plan - when referring to an objective/s, please state the Chapter / Objective number)

Answered: 28 Skipped: 24

#	RESPONSES	PTNP Response
1	There is no mention of the lower esplanade on the sea front. If that was connected with Newhaven (with perhaps a foot/bike drawbridge to tide mills allowing a direct route to Seaford) and to Saltdean and Saltdean with Rottingdean that would provide a safe cycle/walking route between Brighton and Seaford. It would make cycling do-able and safe for so many including those who don't normally cycle. I stopped cycling over a decade ago due to a near miss in London where I lived then..... I'd be inclined to cycle on a car free lower esplanade rather than brave steep hilled and congested roads.	This is a very ambitious aim but is addressed in Policy TR2 Enhancing accessibility to the South Downs National Park and Coastal Areas including 'undercliff walkways'.
2	Only just heard of this so no time to really comment in full.	Further comments can be made at the Regulation 16 Submission Consultation. We will email details to everyone who provided an email address.
3	There is little acknowledgement of the population mix and the tension between the young and the large elderly population.	See page 15 last bullet point.
4	Not a user friendly survey to easily comment. I went back to see leaflet and it cleared all my data.	Apologies for the technology. Further comments can be made at the Regulation 16 Submission Consultation. We will email details to everyone who provided an email address.
5	Agree with them	Thank you
6	Increased access. Increased services such as GP surgery, library.	See objective 2 Access to and through the National Park etc page17. Access is mentioned 31 times in the PTNP. Also see FAQ 4 for GP etc.
7	Paths in the national park should not be paved. Better air quality will only be achieved when you provide better infrastructure for electric cars and buses.	The PTNP seeks to balance accessibility (including occasionally paved paths) with retaining the character of the national park see Policy PT4. For air quality see Policy EN7 Air Quality, Policy HS1.7 car charging points and Policy EN8 reduction of transport pollution

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#	RESPONSES	PTNP Response
8	<p>Pedestrian and cycle routes (pages 46&47) must be safe. How has the development at Chalker's rise been allowed to be occupied without any means to exit the main entrance to to site safely by any other conveyance than a car? It is absolute madness that there is no provision for a safe pedestrian or cycle route to cross Pelham Rise to the local school a short walk away. Many children and parents walk in the middle of the road onto the busy highway at peak times. It is even more dangerous considering that this point of access and egress is immediately after a bend on the main road which motorists travel along at speed. Last summer a primary school child was hit by a car in this location and it remains a high risk that this will happen again unless a proper crossing is provided. It would appear that no consideration has been given to safe pedestrian routes to local infrastructure in Peacehaven's latest development and this mistake must not be repeated. This dangerous situation must also be addressed as part of the plan. This point is the most direct pedestrian route to Meridian Primary School and the North of Peacehaven via Chalker's rise and is used not only by the relatively high population density of the development but also residents of East Peacehaven. Residents can currently enjoy the pleasurable and safe walk through the Centenary Park to the North of the town only to be confronted by the stark contrast when the footpaths abruptly end at the entrance to Chalker's Rise. A pavement and a safe crossing for pedestrians and cyclists must be provided to the north-west of Chalker's Rise. Safe access and egress is a basic requirement and must be a condition of all new developments in the town. The council should ensure that this is provided before new dwellings are occupied. Anything less is simply negligent.</p>	<p>It is very difficult for the PTNP to retrospectively address previous planning decisions or enforcement. However, we aim to learn from the mistakes of the past – see section Walking, Cyclign and Horseriding pages 46, the 5 Cs on page 47 and Policy TR1: Promoting Active Travel which states paragraph 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.</p>
9	<p>The objectives are all very lovely, but as outlined above, are pointless while the town's infrastructure has just been run into the ground. You can't keep building and building and building and expect people to stay put - the doctors' surgery is at breaking point, the social problems get worse and worse, there are insufficient shops and schools to serve a town of this size and your "vision" is just a lot of hot air.</p>	<p>See FAQ 11.</p>
10	<p>Housing Chapter - Objective: to encourage the appropriate re-development of previously NPPF Hierarch of building on Previously Developed before building on greenfield sites.</p>	<p>The PTNP follows the</p>

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developed land to help meet housing need and encourage housing need to cater for all ages and abilities in the community. In particular, the NP seeks to create innovative affordable housing opportunities. Whilst it is recognised that previously developed land is a useful source of housing land, the NP should also identify that greenfield land is an important source of land for development. This is especially important in terms of providing affordable housing as generally greenfield land has less constraints than previously developed land and has less viability issues to enable more affordable housing to come forward.

11	Our comments are on Policies (below in 10)	Thank you.
12	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. Building yet more housing with no construction of any new routes in or out of town (I understand why this is not possible) will only make transport issues worse on the a259, no matter how much bus routes are improved /how attractive bus stops are, etc.	The issues of the A259 is addressed in FAQ Q6 and in the LDC Local Plan Spatial Policy 2 and PSNP Policy TR1 and TR3
13	The objectives are not numberedbut bullet points in Chapter 3. Those regarding major developments seem irrelevant as the towns have little scope for further major development. Otherwise the objectives are very good. However there should also be the objectives to: - improve community health service provision irrespective of any major development (so not just if funded by it) - have no further development on greenfield sites, in line with UK Government pronouncements Autumn 2021 to combat climate change and protect and optimise biodiversity - to provide a future for our children and grandchildren we need to start taking these things seriously, not just talking about them!	Comment on objectives are noted. There is a policy on health service provision FAQ4 Policy Com1. In terms of building on greenfield sites, while the NPPF doesn't preclude this the PTNP does encourage building on previously developed land Objective p12 and p25.
14	No	Noted
15	It is a joke...	Noted
16	I agree with the objectives	Thank you
17	Good objectives, but how do we ENSURE that new developments meet infrastructure needs beyond things under town control - eg roads, buses, Drs...	See FAQ 4 and 11 in regard of GP and CIL.
18	Clearly there is a balance to be struck in encouraging improved tourism/accessibility to the area with the provision for transport infrastructure to support that. If not managed carefully, the A259 vehicle congestion and associated environmental/wellbeing issues could be made worse rather than better	Noted.
19	The 20 minute neighbourhood is a brilliant concept - but at the heart of this needs to be the redevelopment of the Meridian Centre. It needs to be a PROPER town centre and not just a few shops with even more housing!! The local population is large enough to warrant a vibrant town centre with shops, eating places, library and so much more!	See Policies TOW1, TOW2, TOW3 and TR3 which seek to address these aspirations.
20	No more building! Except on existing "brown sites".	PTNP does encourage building on previously developed land Objective p12 and p25.
21	There is very little mention of rebalancing the town's infrastructure to cope with the decades of unsustainable housing development that has already happened. For example leisure, employment, healthcare, transport and schooling has lessened over the last 20 years.	See FAQ4 and 11 and Policy Com 1 provision of local and social infrastructure including education, healthcare, childcare facilities and community halls.
22	None	2/8/2022 1:40 PM
23	No	2/8/2022 11:14 AM
24	no	2/2/2022 9:27 AM
25	Ok, that really is it?	2/1/2022 10:58 PM
26	Can we have a link to the objectives in the survey?	1/20/2022 4:36 PM
27	no	1/20/2022 4:33 PM

Q10 Do you have any comments or suggestions on the Policies? (When referring to a policy/s, please quote the policy number/s)

Answered: 23 Skipped: 29

#	RESPONSES	DATE
1	<p>The New builds that have been built are not suited to many and there is a high turnover as a result. I know of families where the child's bedroom has room for a bed and some shelves but the wardrobe has to be in another room as the room is only big enough for the bed. I know of several different families who've moved simply because the present new builds are so short of space.. The open spaces provided by the developers are small and poorly maintained to the point of neglect. The density of housing is extremely high, esp when you see what is being built next to the golf course - builders are riding on the back of the open spaces already available rather than creating there own, instead choosing to increase profits by cramming in more 'noddy' homes with tiny rooms. The small rooms do not encourage settling here, but does suit a transient community, on the way to something better. Is that what we want? The density does not feel safe, a fire during a windstorm like we recently had could easily spread in such dense developments. In the Netherlands where housing space is restricted they manage much space better than barratts seem capable of, and they don't rely on neighbouring open space to cram more properties in, while providing a postage stamp of overgrown grass and calling it a community green space. The idea of focussing on Tourism when we already have severe traffic congestion is insane. What Brighton Uni says may be acceptable for Brighton, but until we have our own railroad station and another route in and out of town, tourism is a non-starter. You're putting the cart before the horse with that. Perhaps better to focus on Artist/self-employed studio/office spaces for the local population, esp since the space in new build homes is so woefully inadequate. You cannot access the south downs park easily on foot unless you head through telscombe tye and telscombe town - The routes via the Hoddern farm area is not well maintained, and poorly marked, the road through hoddern farm is busy and cars do travel at speed in the stretch running down to piddinghoe. The farming of pheasants means the farmer is hostile to dog walkers. The Green verges/wildflower meadow thing - while it looks attractive it comes with problems - grass seed "darts" that can get into pets skin and cause infections resulting in trips to the vets...fleas like long grass, it provides a safe place for them....and while councils like the idea of meadow verges because it saves them the cost of mowing or pushes the mowing onto the public. If you've ever had grass seed darts work their way into your socks or shoes, or spent time after every walk with your dog having to check them over for the same darts you wouldn't view the meadow verges alongside our pavements in the same attractive light again</p>	<p>Policy HS1 requires new developments to meet nationally described internal space standards. Policy EN2 supports providing good quality out door space including private and community gardens. Comments on roadside verges (Policy EN2 are noted).</p>
2	<p>Should have been more notice about this. Also we want less houses less bikes and more buses.</p>	<p>Noted. Policy Com1, Mast1, Tow1 all support a combination of better public transport, walking and cycling in line with national policy NPPF paragraph 104c.</p>
3	<p>All good</p>	<p>3/13/2022 2:53 PM</p>
4	<p>Housing policy - new houses must not be on green spaces whether public land or gardens. If lots of bungalows are being converted to flats (to make them more affordable) then GP and school provision must be increased. The national park and Telscombe Tye must be protected. Masterplanning is a good idea but it should be compulsory for all developments. Agree there needs to be a local pool and a better leisure centre/sports club with regular classes that you can pay one monthly fee for.</p>	<p>Projects NPENV2 states the councils' commitment to enhancing publicly owned green spaces for nature and recreation and not development.</p> <p>In term of the conversion of bungalows to flats, it is acknowledged that this isn't major development and so wouldn't trigger a CIL or other contributions although there will be a cumulative impact. Regrettably, It may not be possible to address this in</p>

the revised PTNP.

5	As above.	3/9/2022 5:15 PM
6	<p>Policy PT5 Sustainable Design: Whilst the objectives of this policy are understood, it is considered that there should be some flexibility applied to the wording. For example, it may not be appropriate for all new development to seek to eliminate the use of fossil fuels. Policy HS5: Housing Mix It is considered that it may be unrealistic and unviable for developments to provide such a high percentage of 1 bed properties.</p>	<p>Policy PT5 is in accordance with the guidance set out by Lewes DC Sustainable Development Technical Guidance Note (or its successor). In terms of HS5, developers are encouraged to provide a housing mix to meet the housing need identified in the Housing Needs Assessment.</p>
7	<p>Policy PT1: High Quality Design We strongly support the inclusion of sustainable design principles in this policy, in particular: • Design that incorporates opportunities to address climate change including enhancing biodiversity, green walls, green technologies, water saving</p>	<p>Recommendations have been used to amend the submission plan.</p>

and SuDS, will be encouraged. • New buildings should be designed with flexibility and adaptability in mind so that they can respond to changing social, environmental, economic and technological needs. The south east is classified as an area of serious water stress*, and a variety of factors such as an increasing need to limit surface and groundwater abstractions, increase drought resilience, meet the needs of a growing population and adapt to climate change, all combine to present both challenges and opportunities to change the way we manage water. Whilst tackling this challenge will require a multi-faceted approach, there is an opportunity for all levels of the planning system to play their part, by ensuring through planning policy that new development is required to meet higher standards of water efficiency. * Water_stressed_areas___final_classification_2021.odt (live.com)

Well-designed sustainable drainage systems help to reduce the volume of surface water entering the foul sewer system – which could help to reduce localised flooding and, in turn, help to reduce the risk of pollution events. Sustainable drainage systems will therefore be key to helping neighbourhoods respond to the impacts of climate change into the future. Policy PT5: Sustainable Design We strongly support the inclusion of sustainable design principles in this policy, in particular: 1. All new development within the Neighbourhood Plan area should seek to achieve high standards of sustainable development and where appropriate demonstrate in proposals how design, construction and operation has sought to: • Promote the use of natural resources, the re-use and recycling of resources. • Support sustainable urban drainage, including the use of sustainable drainage systems where appropriate. 3. Development will be expected to demonstrate how it is resilient to longer term impacts of climate change where appropriate. The south east is classified as an area of 'serious water stress', and a variety of factors such as an increasing need to limit surface and groundwater abstractions, increase drought resilience, meet the needs of a growing population and adapt to climate change, all combine to present both challenges and opportunities to change the way we manage water. Whilst tackling this challenge will require a multi-faceted approach, there is an opportunity for all levels of the planning system to play their part, by ensuring through policy that new development is required to meet higher standards of water efficiency. High standards of water efficiency in new developments equate to greater long-term sustainability – with the potential to delay or reduce the need to increase abstraction or find new water resources. We therefore recommend as a minimum the tighter Building Regulations optional standard for water efficiency of 110 litres per person per day be incorporated within your Neighbourhood Plan policies. This standard is already adopted within the South Downs National Park Authority Local Plan (policy SD48) and is appropriate to the 'serious water stress' status of the South East. We would also welcome tighter targets than this for the following reasons – • Growing populations combined with climate change impacts over time mean we need to look towards significantly reducing water consumption into the future. Adopting targets would help to achieve this, and ensure the adaptability of homes to meet the longer-term environmental impacts of climate change (this Policy PT5 and PT1). • The South East region incorporates many environmentally sensitive areas. Significant challenges and environmental improvements need to be addressed, while at the same time enabling some of the highest rates of growth in the country. • Southern Water is already working to reduce per capita consumption by customers across its region to 100 litres per person per day (the Target 100 attachment I include with my email provides more information on this). Proposed amendment Accordingly, we propose the following additional wording to policy PT5 (additional text underlined): 1. All new development within the Neighbourhood Plan area should seek to achieve high standards of sustainable development and where appropriate demonstrate in proposals how design, construction and operation has sought to: • Promote the use of natural resources, the re-use and recycling of resources. • Meet, as a minimum, the Building Regulations water efficiency standard of 110 litres per person per day that is suggested for water stressed areas. Policy EN2: Amenity and Green Spaces We support the inclusion of 'sustainable urban drainage pocket parks' within this policy. Well-designed sustainable drainage systems help to reduce the volume of surface water entering the foul sewer system – which could help to reduce localised flooding and, in turn, help to reduce the risk of pollution events. Sustainable drainage systems will therefore be key to enabling neighbourhoods to respond to the impacts of climate change into the future. Policy EN5: Urban Greening Where it is further supported by the adoption of a water efficiency target within the Neighbourhood Plan (please see our comments on Policy PT5) we support the inclusion of the following wording: 'developments of more than 10 houses should also include a watering system, particularly utilising rainwater harvesting techniques to minimise water usage' within this Policy EN5. The south east is classified as an area of 'serious water stress', and a variety of factors such as an increasing need to limit surface and groundwater abstractions, increase drought resilience, meet the needs of a growing population and adapt to climate change, all combine to present both challenges and opportunities to change the way we manage water. Whilst tackling this challenge will require a multi-faceted approach, there is an

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opportunity for all levels of the planning system to play their part, by ensuring through policy that new development is required to meet higher standards of water efficiency. Policy EN6: Drainage Management We strongly support the content of this policy, and the inclusion of the drainage hierarchy for application to all development. All development proposals within the Neighbourhood Plan area should demonstrate clearly how developments will provide for the drainage of surface water and managing capacity of sewerage systems. All developments should seek to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so. Proposals should ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy: 1. Store rainwater for later use. 2. Use infiltration techniques, such as porous surfaces away from cliff edge 3. Attenuate rainwater in ponds or open water features for gradual release 4. Attenuate rainwater by storing in tanks or sealed water features for gradual release. 5. Discharge rainwater direct to a watercourse. 6. Discharge rainwater to a surface water sewer/drain. 7. Discharge rainwater to the combined sewer. All applications for new development south of the A259, will be required to provide a Drainage Impact Assessment showing how foul water and surface water will be managed. Well-designed sustainable drainage systems help to reduce the volume of surface water entering the foul sewer system – which could help to reduce localised flooding and, in turn, help to reduce the risk of pollution events. Sustainable drainage systems will therefore be key to enabling neighbourhoods to respond to the impacts of climate change into the future. The sewer network across the parishes of Peacehaven and Telscombe is foul only. There are no combined sewers in the neighbourhood. Foul sewers are not designed to accept any surface water flows. This means that separate, sustainable drainage systems for surface water run-off will be required for all development, as it is not possible to connect surface water to foul sewers. Drainage should therefore be considered at the planning application stage for all developments and included within site specific policies. Please find our guidance on SuDS here. New Policy to support the provision of infrastructure Southern Water may have to provide additional wastewater infrastructure to serve new and existing customers or meet stricter environmental standards. It is likely that there would be limited options with regard to location, as the infrastructure would need to connect into existing networks. Planning policies should therefore support proposals that come forward in order to deliver necessary water supply and wastewater infrastructure. We could find no policies to support the general provision of new or improved utilities infrastructure. The NPPF (2019) paragraph 28 establishes that communities should set out detailed policies for specific areas including 'the provision of infrastructure and community facilities at a local level'. Also the National Planning Practice Guidance states that 'Adequate water and wastewater infrastructure is needed to support sustainable development'. Although the Parish Council is not the planning authority in relation to wastewater development proposals, support for essential infrastructure is required at all levels of the planning system. Proposed amendments To ensure consistency with the NPPF and facilitate sustainable development, we propose an additional policy as follows: New and improved utility infrastructure will be encouraged and supported in order to meet the identified needs of the community subject to other policies in the plan.

8 Transport policy: the biggest issue is peak time from 7am, and any improvements to buses will not solve that issue. There aren't enough people willing to take a bus east/west to work - that is already evident as the bus links are good along the coast road yet congestion is awful as people still drive. The only way congestion will be eased is surely through restructuring the existing road as much as possible as it is not possible to build a new road. Are there any plans to do this? Just improving bus and cycle routes will not solve the issue, especially with more and more housing being built in Peacehaven, Saltdean and Newhaven. The policies all sound great, but re transport quite pie in the sky in my opinion in terms of being anywhere near enough to ease congestion on the a259, especially as just above of it is talked about the need for more housing.

Noted. The scope of the SNP to address major infrastructure issues is limited.

9 Many policies are "givens" in that no sane person could argue the opposite, for example HS1, 2, 5, EN7, Mast1, Mast2 PT3 - this isn't what currently happens - eg the 3 new "monopoly houses" in Cliff Avenue degraded the landscape and removed greenspace. PT5 - reuse of materials in construction is laudable aim, but unlikely owing to practicalities and costs in the very competitive house construction market. Help with transitioning to reduced energy use welcome. HS2 - some of this doesn't make sense...we need to cram in more housing and yet make interiors more spacious?? HS4 and 5 talk of bigger schemes, but we have no room for them. NPHOUSING1 - good TR1 only concerns new development, but changes to the existing infrastructure are required also - such as somehow pedestrianising the retail area by The Dell and diverting the A259... which I realise can't be done without removing/ relocating some housing and/or retail... TR2 NPTRAVEL1 - good, but should include making the whole clifftop between Peacehaven and Newhaven a walking, cycling, horse-riding amenity for all, either as

Some supportive comments and ideas and some challenging ones too. The SNP has to comply with Strategic Policies in the Lewes District Plan particularly on housing numbers. The Local Plan does address the impact of new developments on the A259 and seek to mitigate these. Within planning legislation as it stands it isn't possible to make new

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infrastructure a condition or be built prior to new development except where it directly links ie immediate access to a site. For the Dell a feasibility study has been commissioned to look at some of the options raised such as making the area more pedestrian friendly.

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"access land" or inclusion in National Park - which would also support policies EN4 Biodiversity and EMP4 Tourism TR3 Add an improved bus service to Lewes ENx Greenspaces - the map omits the part of Bollens which falls in Peacehaven - this should be included, with a policy to make a wildlife corridor from there to the Big Park NP PLAYPITCH1 - we need a swimming pool EN4 is not strong enough - if a development has a negative impact on biodiversity it simply must not be allowed - we have to think of our future EN5, NPENV2 - good - a quick win would be to reduce verge mowing to 1, max 2, times per year - householders allowed to mow their own slot further if they wish EN6 should include discouraging householders from replacing permeable surfaces with non-permeable, not sure how, maybe by a levy on their council tax or water bill? EN8 Laudable EMP1,2,3 very good - provision of flexible work spaces for remote workers would be good, and help travel and housing policies too Com1 falls short - improved community facilities are required irrespective of any further development, actually there should be no further development at all until there is adequate health service provision REN1 NPRENEWABLES1 - good Section 5 not really relevant as the towns cannot sustain any further major growth and achieve even the degraded status quo, let alone The Vision Section 6 - good - fully support these policies for the town centre

In terms of a swimming pool, this is unlikely without substantial contributions from new developments.

10	No	3/5/2022 4:57 PM
11	Be more realistic	3/4/2022 11:12 AM
12	I would like to see protect of grass verges more strongly mentioned.	Noted
13	Lots of inspiring ideas regarding planning, If it makes a difference, the town will look so much better.	Thank you
14	The policies appear to adequately support the objectives and overarching principles so I feel they are broadly aligned to the overall plan and make sense in that context.	Thank you
15	<p>On page 35 of the Neighbourhood Plan reference is made about the condition of the local housing stock. It is correct to state that much of the housing stock is out of date. Whilst many dwellings have been improved and refurbished over the years, the overall image of housing stock in the area covered by the NP can perhaps be politely described as "tired-60s". However, apart from new-builds, the plan does not offer any suggestions about how the existing housing stock can be improved. Neither does the plan make any suggestions as to whether any incentives could be offered to ensure the ageing housing stock can be improved to a standard acceptable to the council. Curiously, neither the plan nor the support documents provide any data about numbers of current housing stock. I would have expected to see details of the number of private dwellings, with figures broken down to show such things as the number of owner-occupied dwellings, number of rented dwellings, number of bungalows, number of houses, number of flats and maisonettes, number of social housing and number of HMOs (houses in multiple occupation). I fail to see how a coherent plan on housing can be established without such basic information. Policy EMP3: Digital Infrastructure On page 70 of the NP, there is perfunctory reference in policy EMP3 to digital infrastructure, with nothing beyond a one sentence throw-away comment. Given the references in the NP to wanting to encourage new businesses and encouraging people to be able to work from home, I was staggered to see how little interest there appears to be on the part of the authors of the NP in this crucially important part of any plan to rejuvenate and grow the area. At the very least I would have expected to see data about how broadband download and upload speeds and mobile phone coverage and reliability in the NP area compare with the national average. And as providers differ in their service levels, any data should be broken down by provider. Perhaps the reluctance to discuss digital infrastructure in any depth is because broadband speeds, across all service providers, within the area covered by the NP are substantially lower than the national average. Likewise mobile phone coverage differs between the different providers, but can generally only be described as 'average' with patchy reliability. Mobile phone outages are not uncommon. As an example, in October 2021 and again in November 2021 EE experienced two mobile phone outages in the Saltdean area, both of which lasted for several days. As EE is also the mobile service provider for BT Mobile, these are not insignificant events. The problem appears to stem from the lack of mobile masts, with no transmission overlap. Consequently, when a mast fails, there will be areas which are outside the reach of the remaining masts. So, if plans for business growth in the area are to be realised, the importance of fast and reliable broadband and mobile phone coverage must be acknowledged as a key priority. Policy EMP4: Tourism Page 71 of the NP deals with the wish for an expansion of tourism. Given the location of the NP, between the long and well established resorts of Brighton and Eastbourne where tourists are extremely well catered for, this wish may be somewhat optimistic. If, however, tourism is something the area wishes to encourage,</p>	<p>Current housing stock is described in the Housing Needs Assessment supporting document. New figures will be coming available shortly.</p> <p>The points in regard of broadband and mobile coverage will be considered but on a general point it is felt that this matter is better addressed in the Local Plan.</p> <p>In regard of tourism, this is envisaged as day trips to support existing hospitality businesses rather than overnight stays. The wording will be reviewed to see if this can be made clearer.</p>

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something to be considered is the potential impact on local housing. This is not discussed in the plan. The development of tourism in a town can, and invariably does, result in a reduction in private dwellings being available to either rent or buy by local residents. An increase in tourist trade will result in some existing housing stock being bought as investment properties for use as second holiday homes or for holiday lets. Given observations elsewhere in the plan about affordability and availability of dwellings for purchase and rent, there needs to be joined-up thinking surrounding any potential plans to encourage tourism. Policy TR3: Enhancing Public Transport On Page 49 and 50 and in policy TR3, observations are made about access to public transport. I feel that the plan does a great disservice to public transport through the NP area and in the areas beyond. I disagree strongly with the plan's assessment that public transport lacks accessibility. The local bus transport system is of a standard that most other areas of England can only dream of. The sheer number of buses and the regularity of service is staggeringly impressive. Frequent and reliable bus services can transport residents within the NP area into Brighton and all along the coast to Seaford, Newhaven and Eastbourne without changing buses. You can get to Shoreham, Brighton and Sussex Universities, Woodingdean and Lewes with one change of bus. You can also easily get to the Meridian Centre in Peacehaven. Whilst the area covered by the NP has no train station, the bus routes through the area covered by the NP can transport people easily to three train stations – Brighton, Newhaven and Lewes, all relatively close. What the plan should perhaps be concerned about is the possibility of a reduction in bus services. For two years, the Covid-19 pandemic has massively reduced income. The worry should be whether existing transport services can even be maintained.

The comments on bus services are helpful and noted.

16	Unless there is a sea change in the planning strategies at district or county level this is all pointless. It is like painting a derelict building.	Noted
17	None	2/8/2022 1:40 PM
18	No	2/8/2022 11:14 AM
19	no	2/2/2022 9:27 AM
20	Ah, there are policies to support the wishy washy statement...ok I'll try to find them.	2/1/2022 10:58 PM
21	Can we have a link to the policies in the survey?	1/20/2022 4:36 PM
22	no	1/20/2022 4:33 PM
23	All good	1/20/2022 3:16 PM

Q11 Do you have any general comments about the Peacehaven and Telscombe Neighbourhood Plan? (Page references would be helpful but aren't essential)

Answered: 29 Skipped: 23

#	RESPONSES	DATE
1	There was a time when we used to have Public service announcements from the Gov't reminding us of all sorts of things.....For example if there is a storm with high winds - to secure everything that can be.....The amount of Garbage from bins blown over on the new build estates north of Arundel road in east Peacehaven was really impressive ... Partly because the developers haven't provided bin storage, or even allowed for space for bins, and also because the home owners weren't warned or are just thoughtless.....Either way it's left for someone else to clean upThere certainly aren't enough public waste bins in Peacehaven, though they have improved from the point when most had been removed. Dealing with public waste needs to be part of this plan. And then there's this if you can access it.. https://www.facebook.com/photo/?fbid=10105394958059579&set=g.6654794460 It's from a post "Part of the Tyldesley High Street Heirtage Action Zone,..." concerning a shop front that was restored to it's original state who wouldn't want the same to upgrade in our neighbourhood - the before picture reminds of the shop at the bus stop opposite Kamsons	The points on public waste bins will be passed to the town councils and district council for consideration. The issues of private waste bins, particularly on new estates is addressed in the Design Codes Guidance 7.7 Waste Storage.
2	Motorcycles and Moped users could help reduce both congestion and pollution. Allowing them in bus lanes, like B&H do what make a huge difference.	This is a sound idea but sadly outside the scope of the NP as it is a Highways Matter. The idea will be passed to the Highways Authority ESCC.
3	no	3/13/2022 10:11 PM
4	We should be a centre for lifelong learning and not an island of the disadvantaged and the resentful.	3/13/2022 9:15 PM
5	Convert words into action. For far too long there's been talk of development but the only thing that's developed is more housing. The town centre sorely needs improvement, as does the services to support our large conurbation. Visions are great but let's convert into reality to improve our quality of living and stop us having to travel so much to get what we need.	Noted. However, the plan does address the needs of the town centre see Policy Tow1: Peacehaven Centre
6	Until Morrisons get on with whatever they are going to do at the Meridian centre it's hard to imagine what Peacehaven is going to be like vision or no. Past consultations have been a waste of our time, ESCC consistently ignore residents and will continue to do so.	Noted
7	Very good	3/13/2022 2:53 PM
8	More trees !	Noted
9	Protect green spaces such as the National Park and Telscombe Tye from development. A proper Leisure Club like David Lloyd or Virgin active would be nice. There need to be more charging points for electric cars.	Noted. In regard of attracting specific franchises, this is outside the scope of the plan.
10	Wake up and look at what is on offer in the town, and actually listen to what people need, rather than airy fairy nonsense that would be great if the infrastructure we had worked. No one is going to cycle anywhere in 30-40mph winds, or on a road clogged with cars - but they will need to travel to get to jobs, shops, schools, doctors because those parts of the town have been totally overlooked. When we moved here six years ago, I was told that the town was seen as the poor relation to Lewes, and while the council liked to take our money, they never did anything positive - looks like my neighbours were right. Expand the track across the South Downs Park to relieve the congestion on the A259 before the whole thing falls into the sea: or is that what has to happen before someone actually takes positive action?	It is very unlikely with very limited resources and the requirement to protect the national park that new roads will be built in the lifetime of the plan. Instead alternative to car use public transport as well as cycling and walking are sought as a means of addressing congestion on the A259. Also see Policy TR2 – Enhancing accessibility to

- 11 We welcome the opportunity to comment on the Plan. Southern Water is the statutory sewerage undertaker for your neighbourhoods, and the statutory water undertaker for the Telscombe neighbourhood which includes East Saltdean. Southern Water has a statutory duty to serve new development, and is committed to ensuring the right infrastructure in the right place at the right time in collaboration with developers, parish councils and the local planning

Noted.

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authority. Once adopted, the Peacehaven & Telscombe Neighbourhood Plan will inform Southern Water's investment planning. Adoption provides the planning certainty required to support investment proposals to Ofwat should these be required. Only individual development site of 20 homes or more are likely to have a significant impact on the local water supply and wastewater infrastructure. There could be cumulative effects if several sites are proposed, even if these are all below 20 homes. The extent of cumulative effects will depend on the overall level of development. We hope you find our comments helpful.

12	This is an excellent piece of work. Congratulations to all those who have contributed to it and made it happen. I sincerely hope it can make a difference.	3/5/2022 5:40 PM
13	I support the implementation of the plan to stop further indiscriminate development	3/5/2022 4:57 PM
14	If you want to kill this lovely place, go ahead with the plan, otherwise change it radically	3/4/2022 11:12 AM
15	Very clear and necessary to protect character	3/1/2022 9:47 PM
16	I hope the potential new deal with Morrisons will give us a better centre than in the original masterplan document. This was the least popular bit really.	3/1/2022 5:20 PM
17	I commend the aspiration, vision and effort in taking a long term development approach that engages with the local community. The implications of good vs. bad decisions in this process could have huge implications on the future direction of the town for many years to come so a guiding principle for planning applications and investment is key	2/28/2022 10:41 AM
18	Transport...it mentions in the leaflet about plans to enable a shift away from cars to active transport modes for short journeys and to improve bus infrastructure etc. what about folks who cant get to a bus stop. in parts of East saltdean it can be quite a hike to the nearest bus stop, not everyone has them outside their homes. what about disabled folk who cant easily get about? Not everyone is able or chooses to use a bike . even with cycle lanes if one was using a bike to get to work for example not all employers have changing and shower facilities for their employees. not everyone can walk. there is a time impact on this as well. just putting a few elements out there that may not have been considered	The wording on policies for walking and cycling will be reviewed to include provision for mobility scooters and buggies as well as the existing policy TR3 which states: (vi) Provide the right balance of parking, including electric vehicle charging, disabled access and dementia friendly spaces are catered for.
19	Please get it right for the town! There is so much potential to make the centre better. Outside spaces are already really good with Chatsworth Park, the BIG park and Howard Park, with connecting paths and of course we have the seafront too. We are really lucky! But as a town, the commercial centre is currently very sad... it could be so vibrant with the right investment and attracting the right businesses. Please don't just build more housing!! Thank you	2/21/2022 8:03 AM
20	The proposed cycle path which connects telscombe from saltdean seems to go across the tye to a very steep section which so far, does not include gates which will allow bikes to pass. Even with a new gate, it's still a steep hill which anyone without an ebike will likely avoid, plus it gets very muddy so non mountain bikes will suffer. I recently experienced the rush hour traffic for the first time going from Peacehaven to Brighton and was gobsmacked at just how bad it is, it took me an hour to get from the Dell to saltdean! My suggestions are - improve/add bike paths on a tarmacked surface, there is a nice one which runs from saltdean to telscombe past the waterworks but after that, it's very unclear if you are allowed to continue on the pavement or not. Being shunted around the back roads is very inconvenient and poorly maintained. We need a proper, uninterrupted off road bike path which extends to Brighton to help the traffic backlog. I believe scooters would certainly help if they were allowed to be used - I am sure many would opt to travel this way to avoid hours of gridlock everyday. Could the local council permit a trial of scooter use or would it need government approval? A sign post on the coast road suggesting scooter use with the trip time to Brighton written would certainly open more than a few eyes o am sure!	The roll-out of e-scooter trials is being managed nationally with local highways authorities so is outside of the authority of the town councils / Neighbourhood Plan. The plan does include policies aimed at improving cycling and walking routes: TR1 generally and TR2 access to the South Downs.
21	Infrastructure improvements, allied to new developments or not, will be key to improving the quality of life here. The 20 minute neighbourhood would take a big step forward if the Meridian redevelopment is considered through the lens of this plan and this concept.	Thank you. That is the aspiration of the plan.
22	As above. Unless there is a halt to unsustainable housing development until the A259 is drastically improved and additional access to the A27 along with a substantial improvement in retail offer, we are still reinforcing the previous strategies of building houses for people who work and shop elsewhere.	Noted.
23	None	2/8/2022 1:40 PM

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25	not really	2/2/2022 9:27 AM
26	I thought the air was clean already? If not, why not? Who is steering and who is listening...seriously...	Air quality is monitored by the district council who are also responsible for implementing air quality management areas if levels are exceeded. At present, the nearest AQMAs are Rottingdean and Newhaven. There are policies in the NP to address air quality impacts resulting from new developments see Policy AQM1 – Air Quality
27	Can we have a link to the plan in the survey?	1/20/2022 4:36 PM
28	It's a wonderful document	1/20/2022 4:33 PM
29	Thanks	1/20/2022 3:16 PM