

CHAPTER 13 - PEACEHAVEN AND TELSCOMBE

In this chapter there are Policies and Proposals which deal with the following issues specific to Peacehaven and Telscombe:

- The A259 South Coast Road (PT1)
- Land East and West of Peacehaven Sports Park (PT2)
- Intensification and Infilling (PT3)
- Telscombe Cliffs Way (PT4)
- Business Development (PT5)
- Meridian and Bolney Avenue Industrial Estates Link (PT6)
- South Coast Road (PT7)
- Meridian Centre (PT8, PT9)
- Access and Permeability at the Meridian Centre (PT10)
- The Joff Youth Club (PT11)
- The Coasts, Cliff top and Foreshore (PT12, PT13)
- Coast Protection Works and Access to the Beach (PT14)
- Telscombe Tye and Telscombe Village (PT15)
- Outdoor Sports Provision (PT16)
- Informal Public Open Space (PT17)
- Allotments (PT18)
- The Valley Road Area (PT19-PT21)
- Neighbourhood Centres (PT22)
- Primary School (PT23)

Key Planning Issues

13.1 The area of Peacehaven and Telscombe (“the towns”) are favoured with many positive attributes. They are in a good location set between beautiful countryside and the sea. In addition, they are close to major towns such as Newhaven and Brighton. The towns have a good population cross section with a broad range of ages and skills.

13.2 The towns’ problems result from their recent and rapid evolution. Many of which stem from the failure of services and infrastructure to keep pace with development. The problems most often associated with the area are the poor local economy and the limited employment base locally. There are also high levels of unemployment.

13.3 There is a lack of services, play/sports facilities, public services, and in particular a lack of facilities for the young. There is also a restricted range of shopping provision and poor conditions on the main and local roads, with congestion at peak hours.

13.4 In recent years various new services, facilities and sports opportunities have been provided. The challenge for the future is to continue to augment this “community infrastructure” and to make the area more self-sufficient. The increase of local employment would bring social and environmental benefits.

However, it will be equally important to safeguard the environmental assets of the area and to promote quality in the built environment.

DISTRICT-WIDE POLICIES

This Chapter sets out the detailed Policies and Proposals which apply only to Peacehaven and Telscombe. It is important that they are considered in conjunction with the District-Wide Policies, as set out in Chapters 4-10, for these Policies are also applicable. District-Wide Policies which are not site specific are listed in Appendix 1. District-Wide Policies with site specific applications in Peacehaven and Telscombe are shown on the Proposals Map Inset Map No 3.

Peacehaven and Telscombe Planning Boundary

13.5 District-Wide Policy CT1 provides for development to be contained within Planning Boundaries with the exception of certain types of rural development for which specific provision is made in other policies of the Plan. The Planning Boundary for Peacehaven and Telscombe is shown on Inset Map No 3.

13.6 The Sussex Downs Area of Outstanding Natural Beauty boundary already defines the built area of the northern and eastern edges of East Saltdean, the western and northern edges of Telscombe Cliffs and part of the eastern side of Peacehaven.

13.7 The downland between East Saltdean and Telscombe cliffs is known as Telscombe Tye. This land is within the Sussex Downs Area of Outstanding Natural Beauty and creates the separate identities of East Saltdean and Telscombe Cliffs. Footpaths and bridleways cross the Tye and it is a very valuable open area for residents and visitors.

Residential Development

13.8 District Wide policy RES2 (First Phase of Residential Development) identifies all site specific allocations for residential development during the next five years of the plan period (2001-2006).

13.9 The Local Plan Inspector's report into the 2001/2 Proposed Modifications Local Plan Inquiry recommends that a total of 50 units per year could be built in phase 1 (2001-2006) in Peacehaven and Telscombe through windfall developments and allocated sites within reasonable walking distance from the A259 with "very limited effect on peak hour congestion". However, the Inspector also makes it clear that the developers of these sites will have to contribute towards the package of transport measures in order to expedite their delivery.

13.10 Completions of large and small sites in Peacehaven and Telscombe combined have totalled an average of 13 per year in the period 1991-2001. Therefore in the 5 year period to 2006 a total of 65 units are likely to come

forward via these 'windfall' sites. This leaves a remainder of 37 units per year or 185 units over the 5 year period that will be developed on the sites east and west of Peacehaven Sports Park (see Policy PT2). The release of sites will be managed via the use of section 106 legal agreements attached to planning permission(s). In the event of unidentified sites performing differently (more or less coming forward than 13 units/year), the capacity of the sites will be revised accordingly.

13.11 The second phase of the Local Plan period is from 2006 – 2011. Para 5.7 contains a 'pool' of sites from which sites will be drawn to meet the housing need in the second phase, in conjunction with any more sustainable sites that may also come forward.

13.12 Sites in Peacehaven included in the pool of potential housing sites for development in the second phase (2006-2011) are also shown on the Proposals Map. These include the remainder of the east/west of Peacehaven Sports Park sites and the Valley, though this is a less sustainable site given its distance from the A259 transport corridor and the town's centre.

13.13 The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, identifies a shortfall within Peacehaven and Telscombe of Outdoor Sports, Informal Play Space and Equipped Play Areas. Any new housing would exacerbate this shortfall. Due to this, any developers of housing sites will be expected to contribute towards outdoor playing space as specified under District Wide policy RES19 (Provision of Outdoor Playing Space).

13.14 Specific regard must also be paid to District Wide policies RES20 (Education Provision) and T1 (Travel Demand Management) for residential development.

The A259 South Coast Road

PT1 Until the package of measures to increase transport choice and reduce reliance on the private car on the A259 corridor have been implemented, new permissions for house building and conversions in Peacehaven and Telscombe will be managed so that the annual completion rate will not exceed 50 dwellings per year.

13.15 For many years the volume of traffic on the A259, especially at peak times, has been of concern. The Local Plan allocates land at Keymer Avenue for business use to increase the level of local employment opportunities (policy PT5) and the recently built secondary school has helped to reduce the length and number of journeys on the main road. However, Peacehaven and Telscombe do not have a full range of shops and other services so people still need to travel to other towns via the A259, and public transport and other alternative ways of travelling need to be improved.

13.16 A study commissioned by the relevant local authorities entitled "Focus on A259 South Coast Road Transport Problem – a preliminary review of

options” was published in 1999. It concluded that any relief to congestion, however achieved, would be likely to be cancelled out by more traffic being drawn in and that highway construction would not be the answer.

13.17 Improved public transport, freed from the worst effects of congestion, and the establishment of land use policies to promote sustainable patterns of development, were seen by the study to be essential pre-requisites for the resolution of the problem. Development would need to meet the strategic objective of minimising increases in congestion. Sites close to the public transport corridor and facilities would be preferable to sites some distance from them, and a public transport system and other sustainable transport facilities would need to provide a timely, attractive and viable alternative to the car for a substantial number of journeys. The new secondary school and increased recreation and employment land provision through the Local Plan allocations will also help to make the towns more self-sufficient.

13.18 The Local Transport Plan (LTP) now includes a package of measures to increase transport choice. These include dedicated bus lanes and a highly recognisable, high-profile central route, providing a fast and frequent link to surrounding towns akin to a Light Rapid Transport system, in conjunction with measures to promote more flexible working arrangements and to make walking and cycling more attractive options.

13.19 Permissions for new housing will be controlled with the aim of limiting additional new dwellings to no more than 50 per year until the package of measures in the LTP have been completed. Contributions commensurate with the scale of the development will be sought from developers to bring forward these measures which will help ensure that public transport, walking and cycling are made more attractive and a real alternative to use of the private car along this busy main road.

Land east and west of Peacehaven Sports Park

PT2 Land east and west of Peacehaven Sports Park (see inset map no.3) is allocated for residential development for a combined total of no more than 185 dwellings in the Local Plan period 2001- 2006.

However, this development will be managed to ensure that no more than 50 completed units per year come forward in Peacehaven and Telscombe.

Development of these sites will also be subject to the following criteria:

- (a) a landscape buffer of at least 10m width shall be provided along the northern edge of these sites***
- (b) contributions will be required towards bringing forward a package of measures to increase transport choice on the A259 and reduce reliance on the private car***
- (c) compliance with all relevant District Wide policies***

13.20 At the first Local Plan Inquiry the Inspector had identified the sites east and west of Peacehaven Sports Park as 'candidate sites' for residential development due to their close proximity to a range of shops and services and to the A259 public transport corridor.

13.21 The Inspector at the Proposed Modifications Inquiry agreed with the District Council over the importance of implementing the package of measures to improve transport conditions on the A259, but considered that in the interim until the package was implemented, that a total of 50 dwellings per year could still be absorbed by the road.

13.22 However, the Inspector made it clear that developers of sites in Peacehaven and Telscombe would have to contribute towards these works to expedite their delivery. Therefore developers of the sites east and west of the sports park will be required to financially contribute towards these works.

13.23 The development of housing on these sites will also deliver affordable housing for the towns. Furthermore, to ensure that the development does not further stretch existing services or facilities, developers will be required to contribute towards the upgrade of secondary school facilities and the laying out of the new recreation park if it is demonstrated that the development would place a burden on existing levels of provision.

Intensification and Infilling

PT3 Planning permission will not be granted for intensification or infilling unless the following criteria are met in addition to Policy ST3:

- (a) the plot is similar in width and depth to the generality of other plots in the area***
- (b) the street scene is not impaired***
- (c) the proposed dwelling(s) is/are compatible in height, mass and detailing with the existing dwellings adjacent or in the area.***

13.24 The gridiron layout of Peacehaven imposes its own discipline on the streetscene and layout of dwellings. Over a number of years there has been a particular local problem caused by developers seeking to add additional buildings into a well-established pattern of development.

13.25 Infill development in the space between existing properties can have implications for the residential amenities of the locality and the character of the street scene. Infilling proposals may be acceptable if they involve previously undeveloped plots, or parts of very large gardens or where they fill unsightly gaps in the developed frontage. Infilling in plots which are too small for the development will not be accepted.

Telscombe Cliffs Way

PT4 Any new development on Telscombe Cliffs Way will be accessed from Kirby Drive. No new vehicular access for residential development will be allowed on to the unmade parts of Telscombe Cliffs Way and Telscombe Road

13.26 The northern part of Telscombe Cliffs Way, and the western end of Telscombe Road are unmade tracks. Both roads are important in terms of recreation. One is a bridleway and they link the town with the countryside and sports pitches on the western edge of Telscombe Cliffs Way. Although cars do use these tracks for access to existing properties, the Council will aim to resist new vehicular accesses. Any residential development in the vicinity of Telscombe Cliffs Way or the western end of Telscombe Road, on small unidentified sites, will be required to provide access from Kirby Drive.

Economic Activity

Industry and Commerce

13.27 The Plan intends to provide for more self-sufficient towns in terms of providing services and employment in the area. Increased employment opportunities would benefit the working population as well as the overall economic performance of the area. Increasing local business and employment would do much to reduce the need to travel out of the area for work, and would help to control the increase of traffic on the A259.

13.28 Many of the industrial and commercial uses in the Peacehaven and Telscombe area are local firms that have originated in the area. The Policies in this Plan are intended to facilitate the expansion requirements of local firms and to allow for incoming small firms to set up locally. There should also be the flexibility for new and existing firms to create office space in the local environment close to services and residential areas in order to promote employment opportunities locally.

13.29 It is important on grounds of sustainability that employment opportunities are close to places of residence so that the need to travel is minimised. At the same time it is important that the areas for industrial activities do not encroach upon the residential amenity of the area. The industrial areas must, therefore, be contained within their sites. The B2 (General Industrial) Use Class contains some anti-social uses which the Council will resist in units closest to housing, where consent is required. Any proposals outside these sites will be judged against the District-Wide Environmental Principles (Chapter 4) and other relevant Policies. Any proposals to use sites or buildings on the industrial estates for uses which are not business uses, industrial or warehouse uses (Use classes B1, B2, B8) will be considered in the context of Policy E1. This seeks to resist the loss of employment which is particularly important in the Peacehaven and Telscombe area.

Business Development

PT5 Land to the north of Keymer Avenue, as identified on Inset Map No 3, is allocated for offices and business uses (under Use Class B1), subject to the following criteria:

- (a) the sole means of vehicular access to the site shall be from Hoyle Road, in order to keep business and residential traffic apart,**
- (b) a landscape buffer of at least 5m shall be provided to separate the development from properties in Capel Avenue, Keymer Avenue and along the northern and eastern edges of the sites.**
- (c) compliance with all relevant District-Wide policies**

13.30 The intention of the Plan is to encourage economic and employment growth by utilisation of opportunities in existing sites or areas in conjunction with the release of a new, greenfield site on land to the north Keymer Avenue.

13.31 It is intended that this new land release forms a central business core in conjunction with the Meridian and Bolney Avenue Industrial Estates and the proposed business link (see Policy PT6). The new business site would be intended to attract new business and innovation to the towns in order to increase the self-sufficiency of Peacehaven and Telscombe, and reduce the levels of out-commuting. This allocation is therefore an important component in the strategy to minimise increases in congestion on the A259.

Meridian and Bolney Avenue Industrial Estates Link

PT6 Land south of Hoyle Road (see Inset Map No 3), Peacehaven, is allocated for:

- (a) Industrial/warehouse units for B1 or B8 uses**
- (b) a link road of 6.75m carriageway width from Hoyle Road to the Bolney Avenue Industrial Estate (access to the northern end of Bolney Avenue is to be closed to vehicular traffic)**
- (c) At least two units should be, or capable of being subdivided into, units of no more than 400sq.m in order to nurture new business in the towns**
- (d) a landscape buffer between the rear boundaries in Damon Close and any development of this site**

Subject to the following criteria:

- (i) the link road will be constructed prior to the occupation of the industrial estates**
- (ii) all relevant District-Wide policies are complied with.**

13.32 The Bolney Avenue Industrial Estate is a small estate to the east of the Meridian Industrial Estate. It is surrounded on three sides by residential properties. Concern has been expressed that traffic generated by the industrial estate is having an adverse effect on the residential amenity of local

roads. Large industrial traffic is competing with the local traffic and pedestrians in the area. An alternative access for the industrial estate is the best way to resolve the problem by separating the traffic generated by the industrial estate from the residential area.

13.33 The alternative access proposed will allow the industrial estate to expand naturally, be more appropriate for traffic generated by users of the industrial estate and provide the opportunity for environmental gains for the residents of Bolney Avenue and the surrounding residential areas.

13.34 The access will be through the existing Meridian Industrial Estate. The northern end of Bolney Avenue can then be stopped up so that access for industrial traffic will be through Holye Road.

13.35 The District Council will support the undertaking of a “Prohibition of Driving Order” closing that part of Bolney Avenue which lies to the north of Rayford Close to vehicular traffic to protect the residential amenity of Rayford close, Damon Close and part of Bolney Avenue. In the event of the closure of Bolney Avenue being unsuccessful then it will not be acceptable to provide a link from Hoyle Road to Bolney Avenue.

13.36 A buffer zone of planting is proposed to separate the new development and the rear of the properties on Rayford Close and Damon Close.

Primary Shopping Area

13.37 The A259 South Coast Road is the main road linking the towns on the coast. However, it has also been evolving into an important business and shopping zone. Further economic growth and employment-generating uses would be encouraged within the planning boundaries of these two towns, but to retain activity and vitality along the A259, the central area is designated a ‘primary shopping area’ under policy E4 and loss of retail units will be resisted.

13.38 Due to South Coast Road’s mix of uses, there are only short lengths which are considered to be fulfilling a primary shopping area function, and hence are designated under policy E4, in order to retain a concentrated focus of shopping activity. These are as follows:

- (a) 224-238 north side of South Coast Road (even numbers)
- (b) 201-241 south side of South Coast Road (odd numbers).

Development along South Coast Road

PT7 Along the A259, within the Planning Boundaries of Peacehaven and Telscombe (but outside the primary shopping area defined under Policy E4) planning permission will be granted for the development of commercial uses (Use Classes A1, A2, A3, B1, D1, and D2) subject to compliance with District-Wide Policies.

13.39 In places the South Coast road is performing a high street function. Many of the retail outlets are small family-run local or specialist businesses. These businesses often complement many of the town centre uses found in the Meridian Centre. They are a mixture of uses which rely on a through flow of prospective customers, such as local services, and uses that are limited in the Meridian Centre, such as financial services. Some of the larger retail outlets which require large amounts of space are also featured along the South Coast Road. After a period of readjustment following the development of the Meridian Centre, the South Coast Road has evolved a role combining secondary town centre uses, neighbourhood shopping centre facilities and services for passing trade.

13.40 Outside the primary shopping area, development or changes of use to most commercial or community uses would be acceptable in principle, providing that District-Wide Policies are complied with. The whole of the South Coast Road is evolving into an area where commercial uses co-exist with residential uses and the interests of the respective uses will have to be balanced. It is one of the few opportunities for business development in the Peacehaven and Telscombe area. Therefore, business growth will be encouraged and there will be no presumption in favour of residential uses along the length of the A259 in this area.

Meridian Centre

Town Centre Role

PT8 Planning permission will be granted for proposals which would not have a significant adverse impact on the vitality and viability of the Meridian Centre.

PT9 At the Meridian Centre in the areas defined on Inset Map No 3, planning permission will be granted for town centre uses in accordance with Policies E3 and E4, provided that:

- (a) accessibility on foot, cycle and public transport is maintained and, where possible, improved***
- (b) there is no overall loss of parking spaces***
- (c) the landscaping of the car park is not adversely affected***
- (d) new uses are physically integrated with the existing and future uses in the Meridian Centre area***
- (e) the development complies with District-Wide Policies.***

13.41 The Meridian Centre is the intended town centre of Peacehaven. It was planned into the town by the County Council as planning authority in the late 1970s. Much of the new town centre was completed by the mid-1980s.

13.42 The Centre includes a shopping centre, with free parking, and other services such as a library, health centre, surgery, leisure complex, a park, town council offices community hall and facilities.

13.43 There is an industrial estate adjacent to the Meridian Centre. The units are all classed under the Town and Country Planning (Use Classes) Order as B1 Light Industrial/Office use or B8 (warehousing).

13.44 The continued viability of the shopping function of the Meridian Centre is important for the continued evolution of a self-sufficient community in the towns of Peacehaven and Telscombe. Therefore, when considering planning applications for the Meridian Centre the town Centre Policies E3-E5 will apply. The widening of the range of shopping available is desirable, but in considering planning applications for edge-of-centre and out-of-centre locations, Policies E6 and E7 will require developers to demonstrate no adverse impact on the Meridian Centre. In particular, this will apply to proposals for convenience goods retailing in view of the sufficiency of the supply in the coastal zone of the District.

Town Centre Open Spaces

13.45 Two important open spaces at the Meridian Centre are protected by Policy RE2.

13.46 The original concept for the Meridian Centre included public open space. Land was acquired subsequently by the Council and laid out as the Meridian Park. This provides informal recreation in a landscaped setting. Its users in the future will be drawn from the surrounding residential area as well as the patrons of the Meridian Centre.

13.47 The second open space at the Meridian Centre is the playing field at the rear of the Joff Youth Club. This serves youth sport in general and also has provided the venue for fetes etc. This space provides a resource which is not replicated by the Meridian Park and, therefore, it is considered important to continue to safeguard it as part of the town's open space resource.

Growth of Town Centre Activities

13.48 The only options for growth are to expand into the industrial estate or on to the car parking areas.

13.49 The volume of car parking at the Meridian Centre is a valuable resource to the Centre. At present this is often under-used and, in the long term, the viability of the Meridian Centre may suffer from lack of space to expand. There is considerable mature landscaping at the Meridian Centre which people, especially women and the elderly, may find intimidating. Some landscaping could be removed to consolidate parking spaces, but it is important that a screen should remain between the parking and the road and residential areas nearby. It is also important that the parking areas are well lit, attractive and with security for its users in mind. There are 389 parking spaces on all the car parks at the Meridian Centre, north and south. Although this is technically under provision by today's parking standards, as long as there is no net loss of parking for the centre and the new landscaping of the centre is acceptable, reorganisation of the car park may be acceptable.

13.50 It is not proposed that additional parking would be required for any modest growth of the Centre. It is anticipated that additional facilities will be patronised by people already visiting the Centre and increased patronage will take up considerable space capacity outside peak hours. The improvement of pedestrian, cycle and public transport access is, therefore, seen as a higher priority.

13.51 Alternatively, or additionally, some of the industrial units at the Meridian Industrial Estate could change their uses to town centre uses. By this means the natural tendency for growth of town centres could be accommodated. The broadening of uses could be expanded to include more of the industrial units beyond Units 1,2 and 3 which have previously been granted permission for use as retail warehouses. The Peacehaven area is lacking in leisure and entertainment facilities. These buildings could be converted to such uses without prejudice to the Centre as a whole. Employment would still be provided and this could help the town to be more self-sufficient. However, proposals for retail uses on the estate will only be acceptable if they comply with Policy E6 which relates to edge-of-centre retailing. In particular, any retail development would need to have a direct and attractive pedestrian link to the Meridian Centre shops. In this respect the perimeter road footways would not suffice.

Access and Permeability at the Meridian Centre

PT10 At the Meridian Centre, Peacehaven, the Council will not grant planning permission for proposals that prejudice:

- (a) the flow of pedestrians and shoppers through and around the Meridian Centre along key desire lines***
- (b) the safe and convenient access to the Meridian Centre by public transport, cycle or on foot.***

13.52 Access to the Meridian Centre by car is already good and the Council intends that this situation should remain. However, the Centre is also situated within easy walking or cycling distance of many homes. Safe and direct access for pedestrians and cyclists will become increasingly important in the future.

13.53 Good access to the centre will become increasingly important as the range of facilities increases. Facilitating pedestrian and cycle access is also part of the strategy of encouraging less use of private cars as part of the Plan's environmental and sustainable strategy.

13.54 The accessibility of the Centre by bus and taxi will be an equally important issue. There is already good access from the bus stop north of the superstore and, in any future changes, bus passenger access must be at least as good.

The Secondary School Area

13.55 For many years, secondary school pupils in the Peacehaven and Telscombe area were obliged to travel to Tideway School in Newhaven, to Lewes or to Brighton. It was not considered acceptable on transport and sustainability grounds for the whole population of secondary school-aged people in Peacehaven and Telscombe to travel long distances to school. These movements clearly added to the congestion problems on the A259.

13.56 A school is also a local centre for many activities, including wider benefits, such as adult education and the general use of school facilities for public use. The school can provide a cultural and community focus for Peacehaven.

13.57 The Secondary school has been provided through the Private Finance Initiative and is to admitted its first pupils in September 2001. The school has also been designed so that it can be easily extended and new housing in Peacehaven may result in an exceeding of the capacity of the Secondary School. If this is shown to be the case, developers will be expected to fund such further school places as are required as a result of their development.

The Joff Youth Club

PT11 Proposals for alternative uses for the strip of land between the school field and the Joff field, as shown on Inset Map No 3, will provide a main footpath/cycleway link to the school site.

13.58 The Joff Youth Centre on Sutton Avenue caters for the youth of Peacehaven and Telscombe area. The Joff is also a valuable community resource for many different groups of all ages from the playgroup to the dance group for older members of the community. There may be a need in the future for some built expansion of The Joff premises.

13.59 The Joff field is a very important casual kick-about space for young people. The field is used for a number of organised events such as archery and football matches. It is also used for informal activities by multiple groups of young people. The playing field has been included in the calculation comparing the existing provision of outdoor playing space to the National Playing Field Association guidelines. The loss of this valuable playing field would exacerbate an already serious shortfall of playing fields and other outdoor playing space. The Joff is, therefore, one of the two central open spaces to be protected by Policy RE2.

The Coast and Countryside

PT12 The cliff top and foreshore between Longridge Avenue and Friars Bay (See Inset Map No 3) will be protected as a zone of public amenity value. In accordance with District-Wide Policy RE2, planning permission will not be granted for development which would mean irreversible loss of open land and public open space or damage to natural features of acknowledged value.

PT13 No development will be permitted which could prejudice public access to the cliff top.

13.60 Although narrow, the undeveloped land remaining along the cliff top is of special amenity value to the whole built-up area. In a few places the undeveloped area widens out and extends back to the coast road giving important vistas out to sea from within the urban area. Significant areas are publicly owned and most of the remainder is accessible by public footpath. The entire area provides an important, informal recreational resource. The area is also very important in terms of nature conservation and is designated as a Site of Special Scientific Interest.

13.61 Whilst most of the cliff top land is either in public ownership or accessible by public footpath, there are some areas which fall into neither category. However, these areas are important as overall components of the cliff top strip and their open character still makes the land of public amenity value, principally in visual terms. Development of these areas would be undesirable and would erode the open character. It is in respect of covering these areas that this policy differs from Policy RE2 and is, therefore required to take account of these local circumstances.

13.62 The existing cliff top car parks at Fairlight Avenue, Roderick Avenue South and Steyning Avenue South are important facilities for people visiting the cliff top and the beach. These will be protected under District-wide Policy T13. Where appropriate, enhancement works will be undertaken.

Coast Protection Works and Access to the Beach

PT14 Planning permission will be granted for further coast protection works along the cliffs in Peacehaven and Telscombe, subject to:

- (a) environmental assessment***
- (b) the vehicular and pedestrian maintenance access being continuous with the existing works***
- (c) compliance with other District-Wide Policies***

13.63 The sea defence schemes in the area have been constructed in phases over a fifty-year programme. Phases 1, 2, 3 and 4 are complete. The previous phases have involved the trimming back of the cliff wall and a mass concrete sea wall constructed together with the creation of an undercliff area.

13.64 The District Council has completed Phase 4 of the defence works at Peacehaven. MAFF (The Ministry of Agriculture, Fisheries & Food) has agreed in principle to fund preparation of a strategy to consider the options for 'holding the line' at the remaining undefended stretch between East Saltdean

and Peacehaven. This is consistent with the Shoreline Management Plan for the coastline from Selsey Bill to Beachy Head.

13.65 The key criterion for the funding of any future schemes by the Ministry of Agriculture, Fisheries and Food is that a positive cost benefit analysis is achieved. The land is valued and that value is compared to the cost of the works. Where no properties are in danger a positive cost benefit is difficult to achieve. Amenity land, such as the cliff top between East Saltdean and Telscombe Cliffs has not had a high enough financial value in the past to justify the cost of previous works. However, the Council will continue to negotiate with the Ministry of Agriculture, Fisheries and Food in view of the proximity of the A259.

13.66 Whilst the delivery of sea defences is a complex process involving various agencies and bodies, coastal defences also provide access to the beach which gives rise to recreation opportunities. The beach at Peacehaven and Telscombe is an exceptional resource with a great potential for recreation , though it must be borne in mind that the cliffs are a designated Site of Special Scientific Interest (SSSI), in part due to the presence of the cliff-nesting sea-birds and any recreational development or use must respect the natural quality of the area.

Sport, Recreation and Community Services

Telscombe Tye and Telscombe Village

PT15 Planning permission will not be granted for any development that is incompatible with the public recreation use and conservation of the landscape and natural features of Telscombe Tye (See also District-Wide RE and ST Policies).

13.67 Telscombe Tye has registered common rights which limit agricultural activities to grazing. A large area is managed as an environmentally sensitive area. The area is crossed with footpaths and bridleways. It is, therefore, a popular open space for walking and riding activities which are limited to the Rights of Way. The Tye is owned by Telscombe Town Council and is protected by Countryside and Area of Outstanding Natural Beauty (AONB) planning Policies CT1 and CT2. As such, any development of this open area would not be acceptable.

13.68 Telscombe village is a remote downland village of considerable history and attraction. Most of the village is a conservation area and will be protected by the Conservation Area and Listed building Policies of this Plan.

Outdoor Sports Provision

Lower Hoddern Farm

PT16 Land at Lower Hoddern Farm (see Inset Map No 3) is allocated for public open space and sports pitches to serve the Peacehaven area, subject to the following criteria:

- (a) vehicular access will be from Piddinghoe Avenue only**
- (b) any associated built development such as changing rooms will be located close to the existing sports buildings at Piddinghoe Avenue, as shown on the Proposals Map, in order to minimise impact on the open countryside**
- (c) car parking to serve the sports pitches/open space will be located close to the existing at Piddinghoe Avenue, as shown on the Proposals Map**
- (d) the main pedestrian accesses to the sports pitches will be from the west (the Meridian Centre), from the east (the Sports park)**
- (e) boundaries to the sports park / open space will not restrict views into the open countryside**

13.69 In accordance with the National Playing Fields Association standards which require 1.6 – 1.8ha of outdoor sports facilities to be provided for every 1,000 population at the base date of 1991, there was estimated to be a shortfall of around 22ha. Policy PT16 will provide approximately 11.3 hectares of new recreation space on the towns. New recreation land has to be provided gradually to ensure that it is absorbed into the fabric of the town and is sufficiently utilised. For this reason 11.3 hectares will be provided in the plan period, and the provision of recreation land in the towns will be reviewed after that time. The development of additional housing in the towns would exacerbate this shortfall of recreational land, therefore the developers of any sites that may come forward in the period to 2011 will be expected to contribute towards the cost of laying out this new recreation land.

13.70 Lower Hoddern Farm is a large tract of open, relatively flat, centrally placed land in Peacehaven. The use of approximately 11.3 hectares of the northern part of this land for sports pitches and open space is not irreversible in the long term and recreational use is therefore compatible with policy which relates to the protection of high quality agricultural land, though it is likely that some levelling will be required.

13.71 The land allocated for open space and sports provision is currently agricultural land in private ownership. The local authorities will need to develop funding and purchase arrangements in association with any developers of housing site(s) in the vicinity.

Land North of Bannings Vale

PT17 Land north of Bannings Vale (as defined on Inset Map No 3) will be safeguarded for an informal public open space, subject to:

- (a) no significant alteration of ground levels**
- (b) the use of only natural ground surfaces, and**

(c) no installation of lights or permanent structures

13.72 There is a lack of informal public open space within the East Saltdean area and no opportunities to provide such facilities within the built-up area. Therefore, land which lies outside the Planning Boundary and is within the Sussex Downs Area of Outstanding Natural Beauty, north of Bannings Vale is allocated for such a use. Due to the sensitive location of the site it is important that the facilities are appropriate to the character of the AONB. In order to ensure this, an environmental appraisal of the site and the proposal will first be undertaken.

Allotments

PT18 Land adjacent to the allotments at Cornwall Avenue (as defined on Inset Map No 3) will be safeguarded for an extension to the allotment use.

13.73 There is a need for more allotments in the area. The allotments in east Peacehaven at Cornwall Avenue are popular and most allotment holders are allocated half a plot each.

13.74 More allotments would be beneficial and there is some benefit in expanding the existing site. The land is in private ownership (0.4ha), but there is vehicular and pedestrian access and the land is reasonably sheltered from sea winds. The use in this area is well established and the land quality is good.

General Indoor Leisure Uses

13.75 Many of the younger residents of the area find it lacking in leisure uses, such as a cinema, tenpin bowling alley etc. Although large scale commercial uses are unlikely to materialise because of the economics of establishing such activity, smaller scale leisure uses could be accommodated within the Planning Boundary of Peacehaven and Telscombe. Planning applications would be considered under the appropriate District Wide policies in this plan.

13.76 Any such facility in the Peacehaven and Telscombe area, as well as providing indoor recreation for local people, could also help to attract visitors to the area with benefits to the local economy.

The Valley Area

PT19 Within the Valley area, Peacehaven, planning permission will not be granted for uses which detract from the immediate natural setting and character of routes (defined on Inset Map No 3) which are of value for walking and riding.

13.77 The Valley Road area of Peacehaven lies to the north of Peacehaven and the eastern part of Telscombe. The area comprises a valley, with ridge lines to the north and south. The southern ridge follows the line of Telscombe

Road. The northern ridge lies parallel to, but south of, The Lookout. The valley bottom generally follows Valley Road. The Valley sides are very steep in places, and form spur lines which are prominent in the landscape.

13.78 The area is an attractive and idiosyncratic mixture of land uses, that is predominantly green and wooded. Arable land, grassland and woodland use makes up a large proportion of the area. Much grassland is used for grazing horses and shelters are much in evidence. There is a scattering of individual houses on large plots, often with numerous small outbuildings. There are some informal businesses operating from the area, such as caravan open storage and landscaping operations.

13.79 The Valley provides a transition between the built-up area and the Sussex Downs Area of Outstanding Natural Beauty (AONB), the boundary of which is along the northern ridge. The area is an important informal recreation resource in an area of recreational deficit. The first Local Plan Inspector identified an area of the Valley as a candidate site for consideration for a limited amount of housing development, and whilst it did not satisfy the criteria in the assessment of sites for release between 2001 and 2006, it is contained in the pool of sites for consideration for the period 2006-2011 under para 5.7.

13.80 The area is currently covered by countryside policies, and in considering planning applications for development or uses that are acceptable under the policies, the Council will seek to safeguard several routes in the Valley into open countryside, that warrant special treatment. These are well used routes that are particularly attractive, and afford exceptional views of the Valley. They link areas of the town with the countryside, so that in walking, riding or cycling out of the town, an inviting green swathe of pathway leads through the Valley into the downland.

13.81 These ways, or views, are marked on the Proposals Map as routes. They should be kept predominantly green to enable the urban fringe semi-rural character to be retained, and to protect and enhance the recreational potential.

13.82 There are numerous concrete/chalk tracks, some private. The routes are prominent in the Valley and should remain as they are to complement the semi-rural nature of the vista.

Private Recreation Proposals

PT20 In the area between the Planning Boundary at the Valley, Peacehaven and the Sussex Downs AONB, planning permission will be granted for horsekeeping activities and leisure and recreational uses (Class D2 of the Town and Country Planning (Use Classes) Order), subject to the following criteria:-

- (a) the proposal will be for development which is essentially outdoor and open in character***

- (b) there will be no adverse impact on the Sussex Downs AONB, the character of the Valley, the important wildlife habitats, the key landscape features and the existing informal recreation uses of the area**
- (c) the proposal normally will not involve the building of new structures. Proposals which use existing buildings will be preferred**
- (d) footpaths and bridleways will be maintained**
- (e) the traffic generated by the use will not adversely affect the character or key landscape features of the Valley area**
- (f) The proposals will not result in an unacceptable level of pollution, nuisance or other adverse impact to the amenities of neighbouring properties.**

A temporary planning permission may be granted where a trial period is desirable in order to assess the effect of a proposal on the area.

13.83 In the Valley, under the District Wide policies, some commercial recreation and leisure uses could be acceptable. The urban fringe character of the land, which is described above, is compatible in principle to low key outdoor recreation development, along the lines considered acceptable within a wider countryside context. The proposed policies can parallel those for recreation development in rural areas in general, with an emphasis on the unique character of the Valley in particular.

Valley Park

PT21 Land at Roderick Avenue (north) Valley Road (as identified on Inset Map No 3) will be laid out and safeguarded as informal public open space

13.84 There is an acknowledged shortage of informal play/open space in Peacehaven. Parts of the Valley are already used for this purpose, as described earlier, but at the discretion of private landowners. There is one area within the Valley which is particularly suited to accommodate a park use. It is a composite of different types of landscape from open grassland to trees and scrub. The variety can offer an interesting and imaginative open space for children and families.

13.85 The land allocated for a park is currently in private ownership. The local authorities will need to develop funding and purchasing arrangements in association with any developers of housing site(s) in the vicinity.

Neighbourhood Centres

PT22 Land at Chatsworth Park, adjoining the car park off Central Avenue (as defined on Inset Map No 3) will be safeguarded for a neighbourhood centre.

13.86 The need for neighbourhood centres was identified in the Peacehaven and Telscombe Local Plan 1986. The concept of a neighbourhood centre was intended to encompass a hall or similar facility available to groups and societies for regular meetings or specific events. Telscombe Town Council claim that there is still a need for such a facility in the area.

13.87 North Peacehaven requires an additional community facility to cater for a wide variety of interests. There is a considerable demand for larger premises in the north of the town from many other groups. The Town Council does hold a small room in the Meridian County Primary School, but it is too small for many users and often booked up well in advance. No site has been identified at present and it is recognised that the extent of development in the area now makes this task difficult. In the absence of an identified site for the centre, a site specific policy is not appropriate. If such a proposal comes forward it will be assessed under District-wide Policies.

13.88 In addition, there is a shortage of a community room in East Saltdean. Due to the built-up nature of the area there is little opportunity evident to provide such a facility within the Planning Boundary. Therefore, in the event of no suitable site coming forward within the built-up area, then it may be acceptable to provide such a facility within the Sussex Downs Area of Outstanding Natural Beauty north of Bannings Vale, as identified under PT17 for an area of informal open space, subject to an appraisal of the environmental impact of such a proposal.

Primary Schools

PT23 On land at Arundel Road, (see Inset Map No 3), Planning Permission will not be granted for uses other than educational.

13.89 The County Council as Education Authority is responsible for the provision of primary schools in the Peacehaven and Telscombe area. The requirement for an additional primary school is now considered unlikely to become evident within the Plan period due to works to regenerate and consolidate existing primary school provision. However, given the development constraints around Peacehaven, it is considered prudent to safeguard the site for educational uses.

Cemetery

13.90 Peacehaven Town Council consider that there is a need for a crematorium or cemetery to cater for the Peacehaven and Telscombe area. Due to the economics of crematoria, it is not usual to find them located in local areas. They are normally found in sub-regional areas. The Peacehaven and Telscombe area is served by the crematoria in Brighton or Eastbourne. Cemeteries are usually a more local facility. Also they can accommodate memorials for relatives who have been cremated elsewhere. Just under one hectare is considered sufficient for the purpose. There is no particular requirement (with the exception of a maintenance building) for any buildings or other structures in conjunction with the cemetery and so a downland site

may be appropriate. Proposals are not sufficiently advanced for any site to be shown on the proposals map.

Traffic Calming on Estate roads

13.91 There are roads within the residential areas of Peacehaven, Telscombe and East Saltdean area which suffer from speeding traffic and “rat running”. This can be detrimental to the amenity of local residents as well as being potentially dangerous. Traffic calming measures have been used successfully to slow traffic down through residential areas and even to discourage “rat running”.

Cycle Route

13.92 The County Council has approved a Cycling Strategy which aims to implement a network of utilitarian cycle routes around the county in order to promote alternative forms of transport (See Policies T6-T7). In the Peacehaven, Telscombe and East Saltdean area the Cycle Strategy proposes that a route is formed from Newhaven through the area to Brighton.

13.93 Structural improvements to Rushy Hill could include the provision of a cycle track from Newhaven to Peacehaven. The creation of cycle links through Peacehaven, perhaps using Arundel Road, will enable cyclists using this route to avoid the often congested A259 and would act as an incentive to consider alternative forms of transport.

13.94 This Local Plan includes policies to make use of the undercliff walk created by the coastal protection works for a recreational amenity. Suggested environmental enhancements for the recreational use of the undercliff walk have included the marking out of a dedicated cycle route. However, any such proposal would be primarily recreational. The proposal to consider the creation of a cycle link on existing road routes, especially on routes which may be considered for traffic management measures, is more desirable in the long term as they would be usable at all times and more secure for lone riders.

Spinal Footways

13.95 There are two spinal footways for pedestrians and/or cycle use which link Firle Road and Glynn Road and which were planned into the new development when the town expanded. They are not notated as public rights of way.

13.96 In places the paths are broad, attractively surfaced and bordered by well-tended front gardens. They are inviting short cuts away from traffic with close links to children’s play areas. In other parts of the footways the paths are narrow and densely planted with high growing native species. They can appear dark and poorly lit and may intimidate pedestrian users. In these areas, some enhancement may be appropriate. Both pathways cross main traffic routes through Peacehaven. The western path crosses Heathy Brow, a

wide road carrying fast-moving traffic with very little frontage development. The eastern path crosses Pelham Rise which has similar characteristics and a pedestrian underpass which formed part of the eastern footway has been enhanced and repainted through local community action.