



PEACEHAVEN TOWN COUNCIL

TONY ALLEN
TOWN CLERK
TELEPHONE: (01273) 585493 OPTION 6
FAX: 01273 583560
E-MAIL: Townclerk@peacehaventowncouncil.gov.uk

TOWN COUNCIL OFFICE
MERIDIAN CENTRE
MERIDIAN WAY
PEACEHAVEN
EAST SUSSEX

Minutes of the meeting of the Planning & Highways Committee held in Community House, Meridian Centre at 7.30pm on Tuesday 4th February 2020

Present – Cllr A Milliner (Vice-Chair), Cllr J Harris, Cllr S Griffiths, Cllr D Seabrook, Cllr D Paul, Cllr L Mills, Cllr C Gallagher, Cllr R White, Victoria Onis (Admin Officer)

A G E N D A

GENERAL BUSINESS

1. PH754 CHAIR ANNOUNCEMENTS

The Chairman welcomed everyone to the meeting and read the Health & Safety announcement. Cllr Cathy Gallagher was invited to join the meeting.

2. PH755 PUBLIC QUESTIONS

Q 1 - A resident submitted the following question "Following the publication of the Sustainable Travel Pack by Pell Frischmann on behalf of Barratt's for Chalkers Rise, the Focus Group and residents have contacted them regarding the numerous errors and misleading information contained within in this document, with no response as yet, we would therefore like to request that this committee also adds it's voice to the complaints.

If this misleading information is used encourage people to purchase properties, then it should be accurate up to date and honest"

It was agreed that the content of the document is inaccurate, and it was proposed that Cllr Milliner would liaise with the Town Clerk and provide a written response to the Resident.

Q 2 - A Resident sought advice on the recent approval of LW/19/0493 Nursery 29 Glynn Road Peacehaven. LDC have approved a commercial property in a Residential area which was objected to. The Resident wanted to know if they could appeal against this decision, just as applicants can appeal if they are refused. Cllr Paul noted that she did call LDC to register her interest in speaking at the Planning Meeting on the 28th January 2020 and was advised by LDC that she would not be able to speak as all places were filled, which she has since found out was incorrect advice.

It was proposed that Cllr Paul would liaise with the Town Clerk on the approval of LW/19/0493 Glynn Road and respond to the Resident.

3. PH756 TO CONSIDER APOLOGIES FOR ABSENCE & SUBSTITUTIONS

Cllr Sharkey – other commitments
Cllr Goble - Unwell

Apologies accepted

4. PH757 TO RECEIVE DECLARATIONS OF INTERESTS FROM COMMITTEE MEMBERS

There were no declarations of interest

5. PH771 TO APPROVE & SIGN THE NON-CONFIDENTIAL MINUTES OF TUESDAY 7th January 2020

It was resolved to adopt the minutes as a true record

Proposed Cllr Griffiths

Seconded Cllr Harris

All in Agreement

6. PH772 TO RATIFY THE INFORMAL COMMENTS ON PLANNING APPLICATION LW/19/0862

It was agreed to ratify the informal comments on the above planning application

Proposed Cllr Griffiths

Seconded Cllr Seabrook

All in Agreement

7. PH773 ROAD SAFETY WORKING PARTY UPDATE – Cllr Hill

Cllr Hill reported that Speed Watch hasn't taken off despite efforts. The Working Party will now be a "Road Safety Group" which will be focusing on all Road Safety Concerns in the Town, e.g. potholes, anti-social & dangerous parking at Schools/Nurseries. The Group have had their first meeting and Cllr Hill has asked for volunteers to help this Group. Cllr Paul would like to attend the next meeting.

8. PH774 UPDATE ON THE NOMINATION OF THE SOUTH COAST ROAD CAR PARKS IN RODERICK AVENUE SOUTH, STEYNING AVENUE AND PIDDINGHOE AVENUE AS ASSETS OF COMMUNITY VALUE

Cllr Seabrook updated the Committee. 4 years ago Peacehaven Focus Group had a campaign to save the car parks and successfully got the Asset of Community Value order placed on these 3 car parks as they were under threat of being built on by LDC, this agreement only lasts for 5 years and expires this December 2020. We need to complete a new nomination in order to ensure the protection continues. The Town Clerk has got all the information for this nomination and will be putting the recommendation through; the Committee needs to monitor this and ensure that it happens. Cllr Gallagher added that the car parks are also on the Neighbourhood Plan to ensure them long term protection.

It was agreed that the Town Clerk completes the ACV Nomination form now and not leave this matter for the Neighbour Hood plan.

Proposed Cllr Seabrook

Seconded Cllr Harris

All in Agreement

9. PH775 RESIDENT'S CORRESPONDENCE REGARDING BUS SERVICES/NEW BUILDS

It was proposed that the Town Clerk respond to the resident's correspondence.

Proposed Cllr Griffiths

Seconded Cllr Hill

All in Agreement

10. PH776 NEIGHBOURHOOD DEVELOPMENT PLAN PROGRESS REPORT

Cllr Gallagher updated the Committee; The Plan is moving along well and an AECOM Consultant has been to Peacehaven to do master planning on how Peacehaven Residents would like the Town Centre/Meridian Centre to be. There will be lots of consultation/public participation. A meeting was also held with the MD of Brighton & Hove Buses – they will be sending a representative to Peacehaven to see for themselves the difficulties of travelling by bus and how improvements are required on number 14 buses (rather than 12's) and agreed to look at applying for CIL money to do with Chalkers Rise, to improve the 14 buses (not the 12).

There are 30 Planning Master's Degree Students from the University of Brighton working on various projects relating to Peacehaven which will feed in to the Neighbourhood Plan, the students reports will be completed in May 2020. Cllr Gallagher is hoping to have draft plan by end of this year for public consultations and inspections.

11. PH777 ACTION PLAN – Review/Updates

The Action plan was discussed and updated.

12. PLANNING APPLICATIONS DECISIONS

PH778 LW/19/0893 179 South Coast Road Case worker Chris Wright	Section 73a retrospective application for change of materials approved (Previously discharged under LW/18/0623/CD in relation to planning approval LW/18/0060
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PH778 LW/19/0893 Contd.	Peacehaven Town Council Recommend Approval Proposed Cllr Seabrook Seconded Cllr Griffiths All in Agreement
PH779 LW/19/0928 56 Slindon Ave Peacehaven Case worker Mr Martin Fagan	Proposed single storey rear extension
	Peacehaven Town Council Recommend Approval Proposed Cllr Paul Seconded Cllr Cheta All in Agreement Comments – Objection viewed but irrelevant to this application as not in the current plans
PH780 LW/20/0009 Greggs 165b South Coast Road Case worker James Emery	Application ref num LW/13/0541 date of decision 03/12/2013 variation of conditions regarding openings and deliveries
	Peacehaven Town Council Recommend Approval Proposed Cllr Paul Seconded Cllr Cheta All in Agreement
PH781 LW/20/0026 13 Neville Road Peacehaven Case worker James Emery	Proposed front & rear extension with external remedial works
	Peacehaven Town Council Recommend Approval Proposed Cllr Seabrook Seconded Cllr Hill All in Agreement

13. TO NOTE the following Planning Applications: -

LW/19/0822 Case worker James Emery 8 Wendale Drive Peacehaven Case worker James Emery	LDC hereby certify that on 15 th Nov 2019 the operations described in the First Schedule to this Certificate in respect of the land specified in the Second Schedule to this Certificate and DELINEATED on the plan attached to this Certificate, is lawful within the meaning of section 192 of the Town and Country Planning Act 1990 (as amended)
PH768 LW/20/0008/CD 17 Cliff Avenue Peacehaven Case Worker Mr William De-haviland-Reid	Discharge of conditions 4 (renewable energy),5 (electric vehicle charging point) 6, (materials) and 7 (refuse and recycling)

PH762 LW/19/0929/CD 138 South Coast Road Case worker Chris Wright	Discharge of condition 2 of application LW/18/0630 for details of all external materials
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The Committee noted the planning application above.

14. TO NOTE the following planning application decisions: -

LW/19/0494 29 Glynn Road Peacehaven Nursery	Lewes DC Grants permission Peacehaven's Planning & Highways Committee Objected to this application
LW/19/0493 29 Glynn Road Peacehaven Nursery	Lewes DC Grants permission Peacehaven's Planning & Highways Committee Objected to this application

The Committee noted the planning decisions above.

Next meeting of the Committee – 3rd March 2020

There being no further business, the meeting closed at 20.45

P&H

MEETING DATE	TASK	ACTION	PERSON RESPONSIBLE	STATUS/COMMENTS	UPDATE
	PUBLIC RIGHTS OF WAY WORKING GROUP - CONCRETE PATH LOWER HODDERN FARM TO CENTENARY PARK	Cllr Griffiths requested help from other councillors filling in evidence forms (extend of usage prior to 2005)	Cllr Griffiths - ongoing		
03/09/2019 22th oct	excessive electricity bill (approx £90 per month) for 2/3 lamposts in Valley Road	to check the bulbs at Valley Road;		are the bulbs Sodium or LED, if Sodium they need to be changed but need a contractor to do this.	* Cllr Milliner will be checking the lamppost when has transport.
12TH NOV	Bus shelters vandalised	have emailed town clerk as we need to contact Adshell?		25/11 have emailed TC for update	Cllr Seabrook has visited all shelters and given update. See attached document. Admin officer has fed back to Clear Channel and bus shelters will be cleaned this week & next. Last cleaned Jan/Feb. A replacement panel has been ordered for the shelter at Seaview Avenue.
5th feb 20	Public Q. publication of the Sustainable Travel Pack by Pell Frischmann on behalf of Barratt's for Chalkers Rise, the Focus Group and residents have contacted them regarding the numerous errors and misleading information contained within in this document, with no response as yet, we would therefore like to request that this committee also adds it's voice to the complaints.	It was proposed that Cllr Milliner would liaise with the Town Clerk and provide a written response to the Resident	Cllr Milliner		Update rcvd from Emma Kemp attached.
5th feb 20	PUBLIC Q. A Resident sought advice on the recent approval of LW/19/0493 Nursery 29 Glynn Road Peacehaven. LDC have approved a commercial property in a Residential area which was objected to. The Resident wanted to know if they could appeal against this decision, just as applicants can appeal if they are refused	It was proposed that Cllr Paul would liaise with the Town Clerk on the approval of LW/19/0493 Glynn Road and respond to the Resident.	Cllr Paul	admin officer spoke to town clerk who asked me to spk with cllr Duhigg. Cllr Duhigg advised of the correct procedure.	Cllr Duhigg spoke with one of the Resident's on the telephone. Cllr Paul to give update.

AGENDA ITEM 9

PH771 – action plan updates

From: [REDACTED]@uk>
Sent: 24 February 2020 00:54
To: Town Clerk
Cc: C [REDACTED], [REDACTED], [REDACTED]
Subject: Lower Hoddern Farm

Hello Tony,

Thank you for your email. Further to the email I sent before Christmas and following on from meeting with Barratt Homes and East Sussex County Council I am able to provide an update on the following:

- The Travel Pack for residents has been approved by ESCC and should be/is being distributed to new residents as far as we know. However we are reviewing the content of this Travel Pack to ensure it is fit for purpose and will address any concerns we may have with ESCC and Barratt's.
- Our Enforcement Officer and the Case Officer for Lower Hoddern Farm completed a site visit on the 14th February and concluded that at the time of the site visit there no issues to be addressed from a Development Management point of view which would warrant enforcement action. However if any specific issues do arise with regard to the planning conditions please let us know so we may follow this up accordingly. They did query with Barratt the issue around the cleaner vans parking in the residential areas, which Barratt refuted. Is there any chance you have evidence to share with us such as pictures?
- The offsite highways works are progressing, albeit slowly but after meeting with ESCC and the developer we have been advised that the completion of the associated legal work will be completed shortly after which time the physical works can begin.
- With regard to the remaining the S106 obligations, we are working closely with other services/organisations to ensure they are meeting the planning obligations. This work is ongoing and will continue throughout the development lifetime. We are hoping to report more precisely on this within the next month.

As we receive new information we will endeavour to keep you updated and if you do have any concerns in the meantime please do not hesitate to contact us.

Kind regards
Emma

[REDACTED]
Senior Planning Policy Officer
Lewes District and Eastbourne Borough Councils
T: 01273 085756/01323415756
E: [REDACTED]
W: lewes-eastbourne.gov.uk

From: Town Clerk [<mailto:townclerk@peacehaventowncouncil.gov.uk>]

Sent: 20 February 2020 15:59

To: [REDACTED]

Cc: Cathy Gallagher

Subject: RE: Lower Hoddern Farm

Dear Emma,

We have a public NDP meeting on Monday evening (24th Feb) and I was wondering if there is any update regarding Barratt Homes and compliance with Planning Conditions and producing a sensible Travel Pack?

Last I heard was that Barratts were in talks with the LDC Planning Team about these matters.

Apologies for the short notice

Best regards,

Tony

Tony Allen
Town Clerk
Tel: 01273 585493

Peacehaven Town Council
Community House
The Meridian Centre
Peacehaven
BN10 8BB

Office: 01273 585493 / Mobile: 07702958026

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Peacehaven Bus Stop Survey


Bus Stop	Direction	Owned By	Comments	Action Required	Last Survey Date
Meridian Court	South	PTC	Enclosed shelter. Not damaged but metal has rusted through in two places and has been repaired.	Needs cleaning	21/02/2020
Meridian Court	North		No shelter		
Meridian Centre	North & South	COOP	Wooden temporary bus shelter seems to have become permanent. Display indicator working.		21/02/2020
Annexe Stores	South		No shelter		
Annexe Stores	North	PTC	Single Sided shelter. Has PTC notice board.	Needs cleaning	21/02/2020
Collingwood Close	West	PTC	Single sided shelter. Undamaged.	Needs cleaning	21/02/2020
Collingwood Close	East	PTC	Enclosed shelter. Undamaged.	Needs cleaning	21/02/2020
Glynn Road	South		No shelter. This is the nearest bus stop to Chalker Rise.		
Glynn Road	North		No shelter. This is the nearest bus stop to Chalker Rise.		
Cripps Avenue	South	PTC	Enclosed shelter. Undamaged.	Needs cleaning	21/02/2020
Cripps Avenue	North	PTC	Enclosed shelter. Undamaged. Display indicator working.	Needs cleaning	21/02/2020
Roderick Avenue North	West	PTC	Single Sided shelter. Has PTC notice board.	Needs cleaning	21/02/2020

Bus Stop	Direction	Owned By	Comments	Action Required	Last Survey Date
Roderick Avenue North	East		No shelter		
Bretts Field	West		No shelter		
Bretts Field	East		No shelter. Display indicator working.		
Downs Walk	West		No shelter		
Downs Walk	East	PTC	Single sided shelter. Open on all four sides.		21/02/2020
Lincoln Avenue	East		No shelter		
Lincoln Avenue opposite "Hodderick Park"	West	Clear Channel	Enclosed shelter. Rusty but not damaged. Display indicator working.		21/02/2020
Hodderick Avenue	East	Clear Channel	Enclosed shelter.		21/02/2020
Hodderick Avenue	West	Clear Channel	Enclosed shelter.		21/02/2020
Roderick Avenue	East	Clear Channel	No Shelter. Display indicator working.		
Roderick Avenue	West	Clear Channel	Enclosed Shelter. Not damaged. Display indicator working.		21/02/2020
Bramber Avenue	East	Clear Channel	Enclosed Shelter. Not damaged. Display indicator working.		21/02/2020
Bramber Avenue	West	Clear Channel	Enclosed Shelter. Not damaged. Display indicator working.		21/02/2020
Slindon Avenue	East	Clear Channel	Enclosed shelter. Not damaged. Display indicator working.		21/02/2020

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Bus Stop	Direction	Owned By	Comments	Action Required	Last Survey Date
Slindon Avenue	West	PTC	Enclosed shelter. Not damaged. Display indicator working.		21/02/2020
Gladys Avenue	East	PTC	Enclosed shelter. Not damaged. Fairly new shelter.		21/02/2020
Seaview Avenue	East	Clear Channel	Enclosed Shelter. Not damaged.		21/02/2020
Seaview Avenue	West	Clear Channel	Enclosed Shelter. One panel broken. Display indicator working. 	Panel needs replacing	21/02/2020
Tudor Rose Park	East	PTC	Brick built shelter. No glass or plastic windows. 	Needs painting.	21/02/2020

Bus Stop	Direction	Owned By	Comments	Action Required	Last Survey Date
Tudor Rose Park	West	PTC	Wooden enclosed shelter. Undamaged. 		21/02/2020
Blakeney Avenue	East		No shelter		
Blakeney Avenue	West		No shelter		
Peacehaven Golf Club	East		No shelter		

Reference	LW/19/0804
Alternative Reference	PP-08271123
Application Received	Thu 07 Nov 2019
Application Validated	Thu 07 Nov 2019
Address	25 Glynn Road Peacehaven East Sussex BN10 8AT
Proposal	Revised site access off Glynn Road for the approved development (LW/18/0338) with associated alterations to the existing dwelling
Status	Awaiting decision

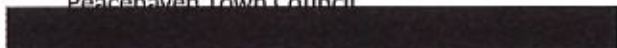
Dear All

Planning applications comments.

	
LW/19/0804 25 Glynn Road Peacehaven Case Worker Chris Wright	Peacehaven Town Council Object to this application; Detrimental Effect on local character-surrounding area included and Design - does not fit in with local surroundings.
	

Kind Regards

Vicky Onis
Admin Officer
Peacehaven Town Council



From: DoNotReply@lewes.gov.uk

Sent: 04 December 2019 13:39:55 (UTC) Coordinated Universal Time

To: lewesplanningcomments

Subject: Comments for Planning Application <LW/19/0804> Customer objects to the Planning Application

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 1:57 PM on 04 Dec 2019 from Mr Dennis Eade.

Application Summary

Address: 25 Glynn Road Peacehaven East Sussex BN10 8AT

Proposal: Revised site access off Glynn Road for the approved development (LW/18/0338) with associated alterations to the existing dwelling

Case Officer: Mr Christopher Wright

[Click for further information](#)

Customer Details

Name: Mr Dennis Eade

Address: 26 Glynn Road Peacehaven

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Inadequate Access
- Parking Issues
- Traffic Generation

Comments: We object to this planning application on the grounds that the drives to the properties which will be built at the bottom of the land behind No. 25 are opposite our drive which will mean it could be very difficult for us to park in front of our own property as it will restrict access to No. 25.

Glynn Road is not a particularly wide road and turning into a drive for either No. 25 or No. 26 would not be easy and may well result in disputes. We are already experiencing mothers parking across our drives at times dropping off their children to the local nursery at No. 29.

Knowing full well that it is rare for households to only have one vehicle would probably mean that any extra vehicles

will be parked in Glynn Road itself and the area in front of our property will end up being prime spot for surplus cars to park making it impossible at times to access our drive in or out. We have a small area between 26 and 26A which people park on at times which is not large enough for a car and results in both 26 and 26A not being able to access their drives.

Access to the two properties mentioned would be best suited via Trafalgar Close as there is already a road to the side of the land. Surely the developer would be better off trying to negotiate a deal with Trafalgar Close Housing Association rather than part demolishing No. 25 and having only a walk way to the aforementioned properties.

We are sending a copy of this objection to Peacehaven Town Council Planning Department in case they are unaware of it.

From: DoNotReply@lewes.gov.uk

Sent: 04 December 2019 12:04:56 (UTC) Coordinated Universal Time

To: lewesplanningcomments

Subject: Comments for Planning Application <LW/19/0804> Customer made comments neither objecting to or supporting the Planning Application

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 12:22 PM on 04 Dec 2019 from Miss Clare Stankiewicz.

Application Summary

Address: 25 Glynn Road Peacehaven East Sussex BN10 8AT

Proposal: Revised site access off Glynn Road for the approved development (LW/18/0338) with associated alterations to the existing dwelling

Case Officer: Mr Christopher Wright

[Click for further information](#)

Customer Details

Name: Miss Clare Stankiewicz

Address: 21 Trafalgar Close Peacehaven

Comments Details

Commenter Type: Neighbour

Stance: Customer made comments neither objecting to or supporting the Planning Application

Reasons for comment:

- Inadequate Access
- Noise and Disturbance
- Overlooking, Loss of Privacy
- Parking Issues
- Traffic on A259

Comments: I am the neighbour to this property and I own 21 Trafalgar Close. I have reviewed the plans the proposed foot access appears acceptable with the following proviso.

Maintenance of security and privacy to my property. This could be assured by provision of a 6 foot brick wall the length of the eastern boundary to my property.

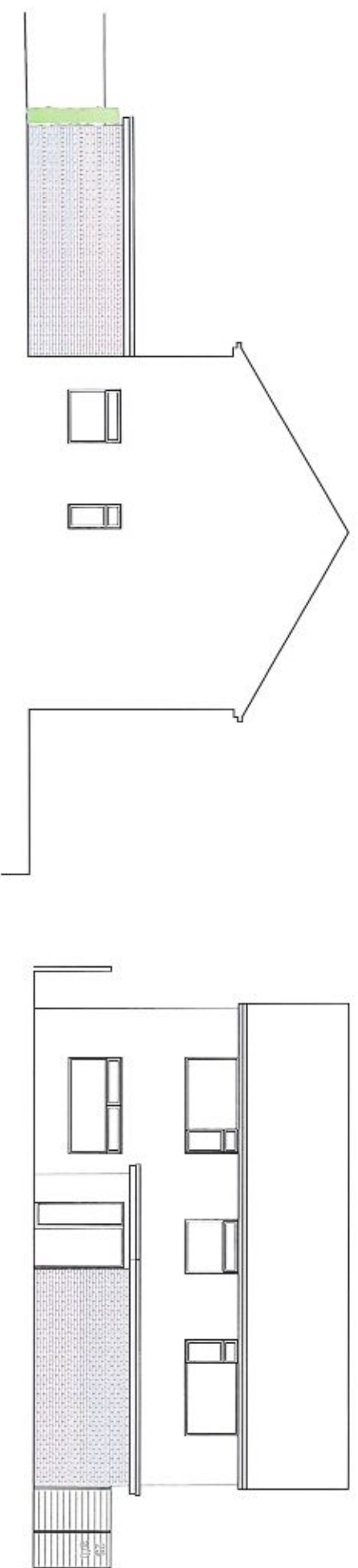
I would need assurance that for the building of the new development that all building materials and machinery would not be using the access beside my property. If this were allowed privacy and security to my property would be

comprised and noise levels would be unacceptable.

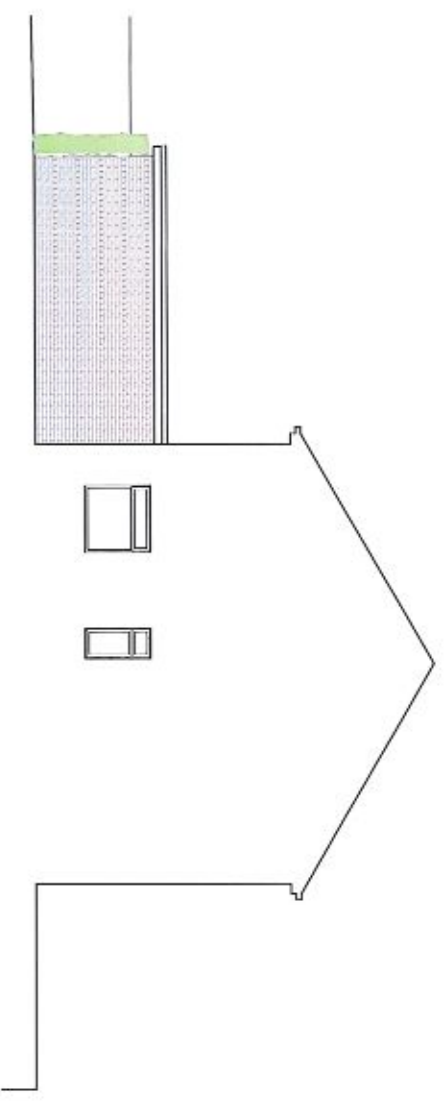
Kind regards

Clare Stankiewicz

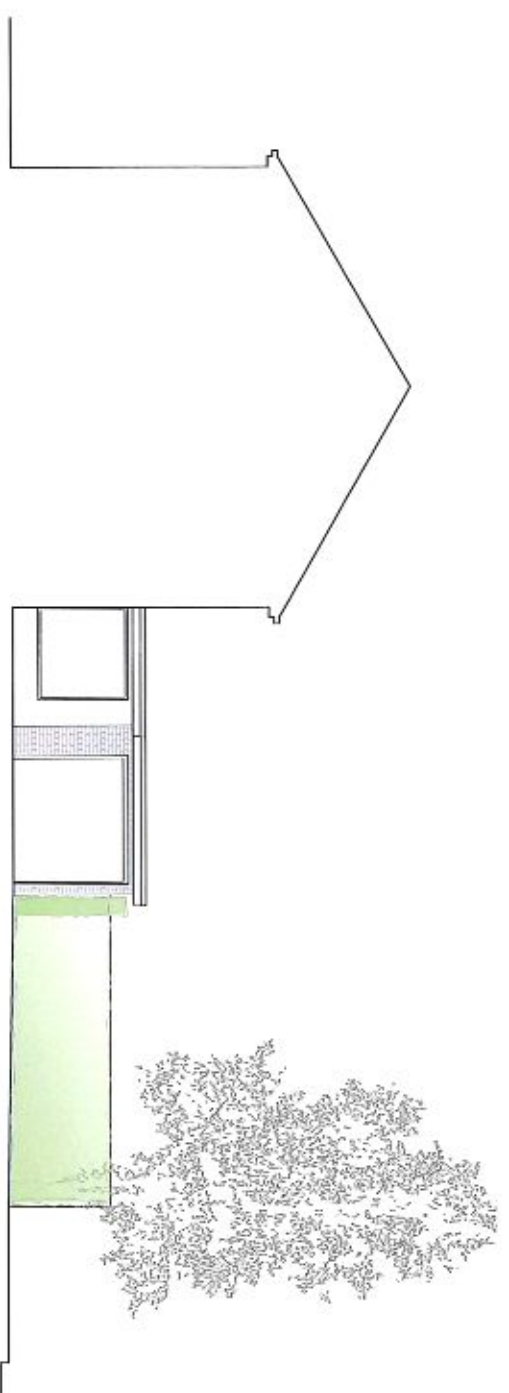
These drawings are the property of the Architect and shall remain his/her sole property. They shall not be used for any other purpose without the written consent of the Architect. The Architect shall not be responsible for any errors or omissions in these drawings. The Architect shall not be responsible for any construction or other work done in reliance on these drawings. The Architect shall not be responsible for any damage or injury to any person or property caused by the use of these drawings. The Architect shall not be responsible for any other work done in reliance on these drawings. The Architect shall not be responsible for any damage or injury to any person or property caused by the use of these drawings.



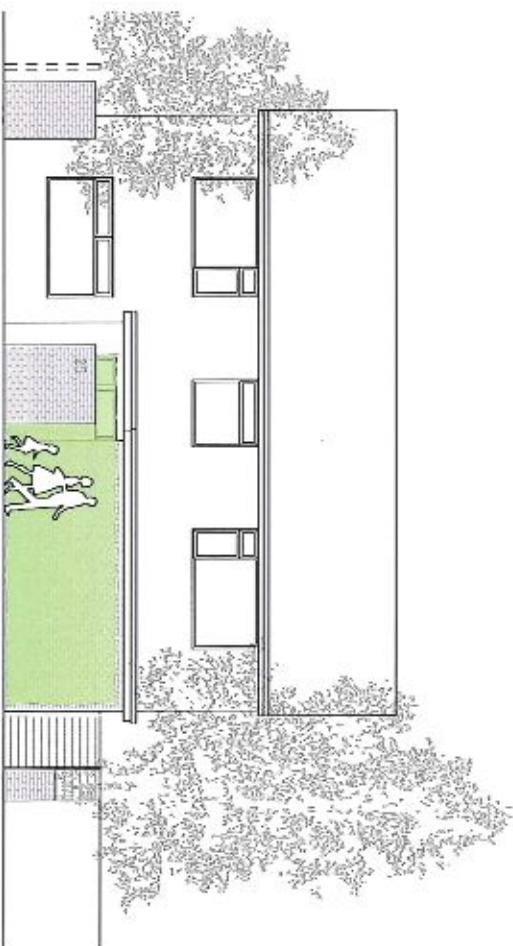
proposed (north) street elevation



proposed west elevation



proposed east elevation



proposed (north) street elevation

E. coli O157:H7 infection in cattle [1]. The authors also noted that the prevalence of ETEC O157 was higher in calves than in adult cows.



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ARCHITECTURE &
INTERIOR DESIGN

MA Apollon Bureau
 200 Ave. - 04202 | 79 512 3000
 E-mail: info@ma-apollon.com | EN: 67%

Schluss

Client

GLYNN ROAD, PEACEHAVEN

Source: Property Management, Ltd.

The

PROPOSED CONTEXT SKETCH AND STREET ELEVATION

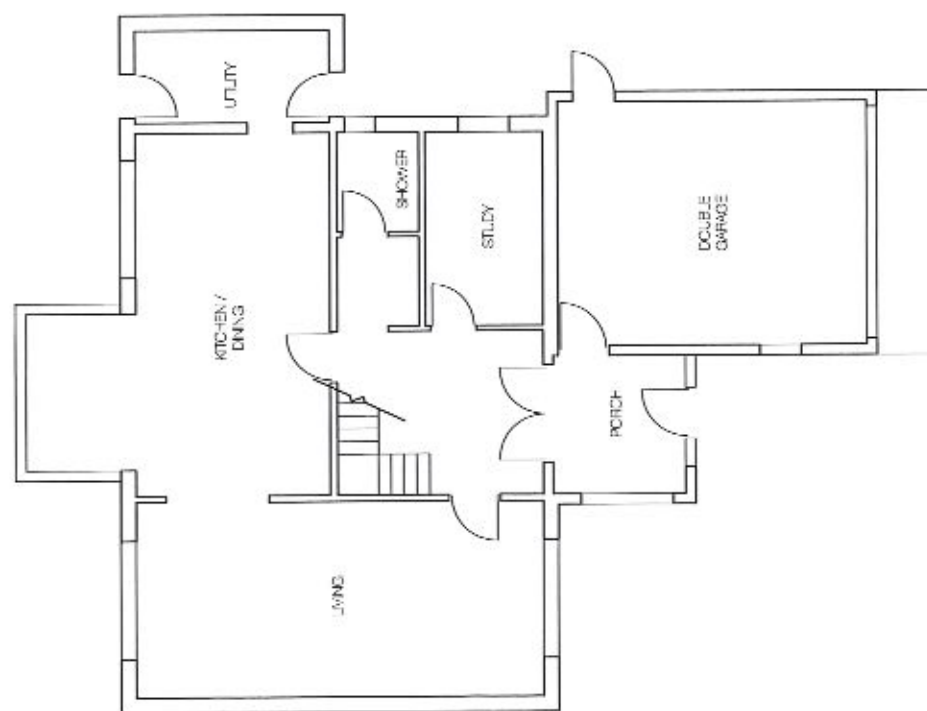
Scale:

 $1:1\text{CO} \rightarrow \text{A3}$

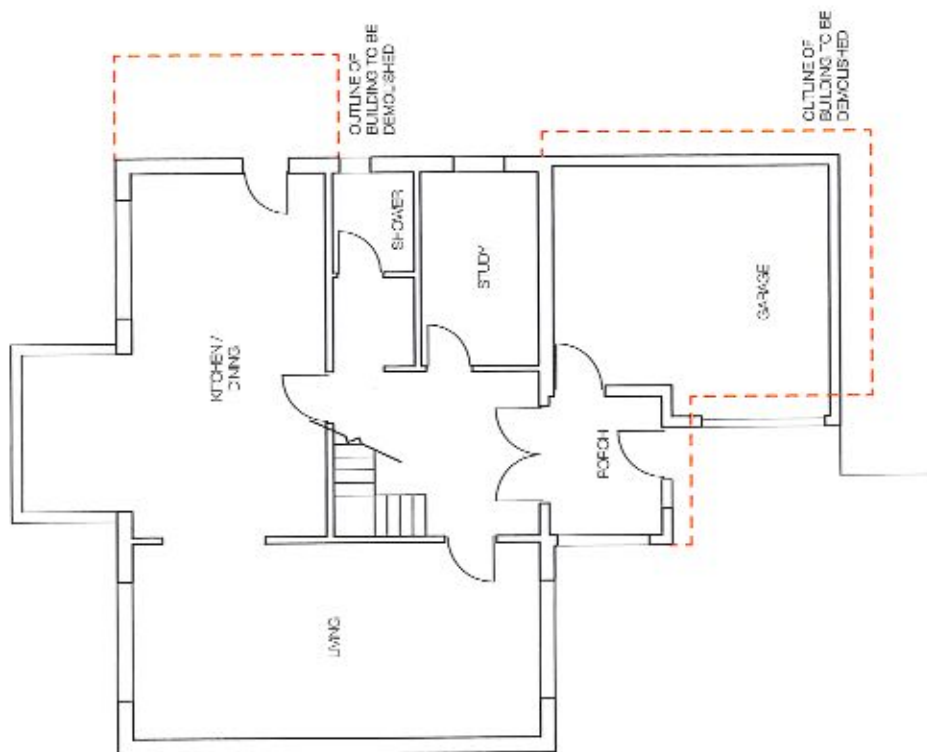
Drawing Number

Date 04/11/2016

1015-P-113A



existing ground floor plan



proposed ground floor plan

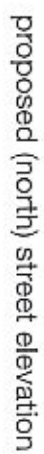
**ARCHITECTURE &
INTERIOR DESIGN**
M.A. Architecture
30400-0000 | 79 514-1st Ave.
Prague | Bar. Station | EN: 654
7 01273 85 11 26 | E: 4026@archi.cz

SCOTT
CIVIL
Senior Property Management Inc.

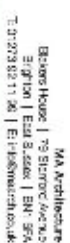
EXISTING AND PROPOSED PLANS

Scale	1:100 @ A3
Date	06/11/2019

Drawing Number
1015-P-110 A



proposed east elevation



GLYNN ROAD, PEACEHAVEN

507406 Pulpco Ty Manufacturing Ltd.

PROPOSED ELEVATIONS

Scale 1:100 8 A3

Drawing Number

24/11/2019

1015-P-112A



25 Glynn Road | Peacehaven

Design and Access Statement
In support of Full Planning application

Introduction

This Design & Access Statement accompanies a full planning application for the proposed revised site access of Glynn Road for the approved residential development on the land to the rear of 25 Glynn Road with associated alterations to the existing dwelling at 25 Glynn Road and should be read in conjunction with the main Planning Document, November 2019 by W.A. Architecture.

Site Location & Characteristics

The application site lies in a sustainable location in the northern part of the town, situated on the southern side of Glynn Road.

The properties along Glynn Road are predominantly detached houses with semi-private front courtyards accommodating off-street parking.

The application site is within the Planning Boundary of Peacehaven and it is not Listed or located in a Conservation Area.

At present, the application site has an extant planning permission LW/8/0338 for two semi-detached two-storey dwellings with associated car parking off Trafalgar Close on the land to the rear of 25 Glynn Road.

Brief

Over the past year the landowner has engaged in the dialogue with Southern Housing Group with reference to the agreed access of Trafalgar Close. The Group however has recently withdrawn their consent to use the access strip.

Proposals

The application seeks a revised access arrangement off Glynn Road for the approved development with associated alterations to the existing house.

The Proposals are to demolish the existing double garage and its replacement with a single garage accessed from the new front driveway of no.25. The proposed works also include a demolition of a single storey side extension to the west elevation and alterations to the existing porch structure.

The proposed site access to the new development runs along western boundary with associated two car parking spaces situated in the north-west corner of the site utilising the existing double driveway. The secure entrance gate is proposed in front area of the site and accessed from the forecourt.



Previous Proposals

LW/18/0338 (Received: Fr 27 Apr 2018) Proposed erection of pair of semi-detached dwellings. **Approved**

LW/16/0296 (Received: Wed 20 Apr 2016) Erection of a detached dwelling. **Approved**

LW/13/0215 (Received: Wed 27 Mar 2013) Erection of a detached dwelling. **Approved**

LW/08/1257 (Received: Thu 30 Oct 2008) Demolition of no. 25 & erection of one detached house with integral garage and three no. terraced houses. **Refused**

LW/08/0902/CD (Received: Wed 30 Jul 2008) Discharge of conditions 1, 2 & 5 relating to planning approval LW/07/1385. **Approved**

LW/07/1385 (Received: Mon 29 Oct 2007) Erection of a detached house with integral garage. **Approved**

E/67/0124 (Received: Wed 01 Feb 1967) - Planning and Building Regulations applications for a detached house with garage. Building Regulations approved. **Completed**

Use

The residential use will remain unchanged.

Amount

The Proposal entails the demolition of the existing side extension, double garage and alterations to the porch structure.

A new single garage is proposed in a location of the existing garage and accessed of the new front driveway to no.25.

No changes are proposed to the approved semi-detached houses.

Scale

The scale, siting and design of the existing and proposed dwellings will remain unchanged.



Existing house at no. 25 Glynn Road.



Approved development of semi-detached dwellings.

Layout

The design approach of these proposals is to respect the amenity of 25 Glynn Road by utilising the existing double driveway to provide a new site access and accommodate a required parking for the approved development.

Careful attention has been given to the design to ensure there is no adverse impact of the existing dwelling. This has been further safeguarded by the proposed planting and screening to the shared boundary frontage.

The front of the existing house will maintain a semi-private driveway and provide access to a single garage.

The existing habitable rooms in no. 25 are positioned in the eastern part of the house facing the semi-private front garden.

The proposed site access to the new development runs along western boundary with associated two car parking spaces situated in the north-west corner of the site utilising the existing double driveway. The secure entrance gate is proposed in front area of the site and accessed from the forecourt.

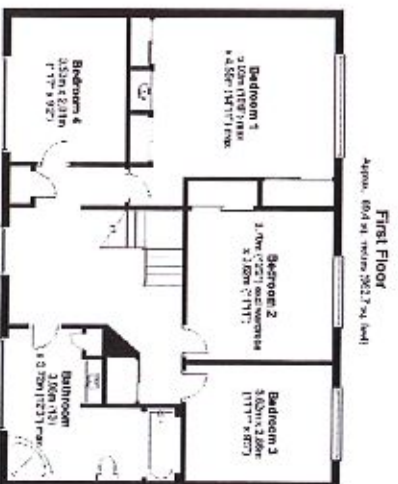
The refuse/recycling storage is proposed in the access alley.

Appearance

The street elevation has been given careful consideration to ensure that a positive feature is created for this part of the site and will be in keeping with the area.

As with the approved scheme, the proposed elevational treatment comprises brick and timber to the boundary fence.

The boundary between the new front driveways will be defined by a hedge planting. An additional evergreen hedging is proposed along the new garage wall to further soften the street frontage.



Total area: approx. 222.2 sq. metres (239.14 sq. feet)

Existing floor plans of no. 25 Glynn Road.

Landscaping

The proposed planting design of the front gardens incorporates evergreen hedge planting and trees along the boundaries to create a softer frontage and also act as a privacy buffer.

All the existing trees will be retained.

Access

The site is located 1km of the Meridian Centre, a shopping precinct with retail and other services available to local residents. There are also three bus stops within walking distance of the new dwelling - two of which are in Pelham Rise some 300m or 400m from the application site. A third bus stop is located nearby in Roderick Avenue. These are served by regular and frequent bus services along the south coast to Brighton & Hove. The application site is therefore in a relatively sustainable location in terms of transport and future residents need not have to rely solely on the use of a private car.

The two off-street car parking spaces for the approved development are provided as part of this proposal which utilise the existing driveway and access of Glynn Road.

The existing double garage associated with the house is to be demolished and replaced with a single garage. An additional car parking space can be accommodated on the front driveway.



No. 23 Glynn Road.



Off-Street parking arrangements along Glynn Road.

Policy

The consideration has been had to following documents:

The National Planning Policy Framework (NPPF) setting out the Government's planning policies for England.

The Lewes District Local Plan (LDLP) adopted in 2003 with some policies have been related by the policies of the Lewes District Local Plan Part 1: Joint Core Strategy 2010-2030.

LDLP: - ST03 - Design, Form and Setting of Development

LDLP: - SP1 - Provision of Housing and Employment Land

LDLP: - CP11 - Built and Historic Environment & Design

LDLP: - CP13 - Sustainable Travel

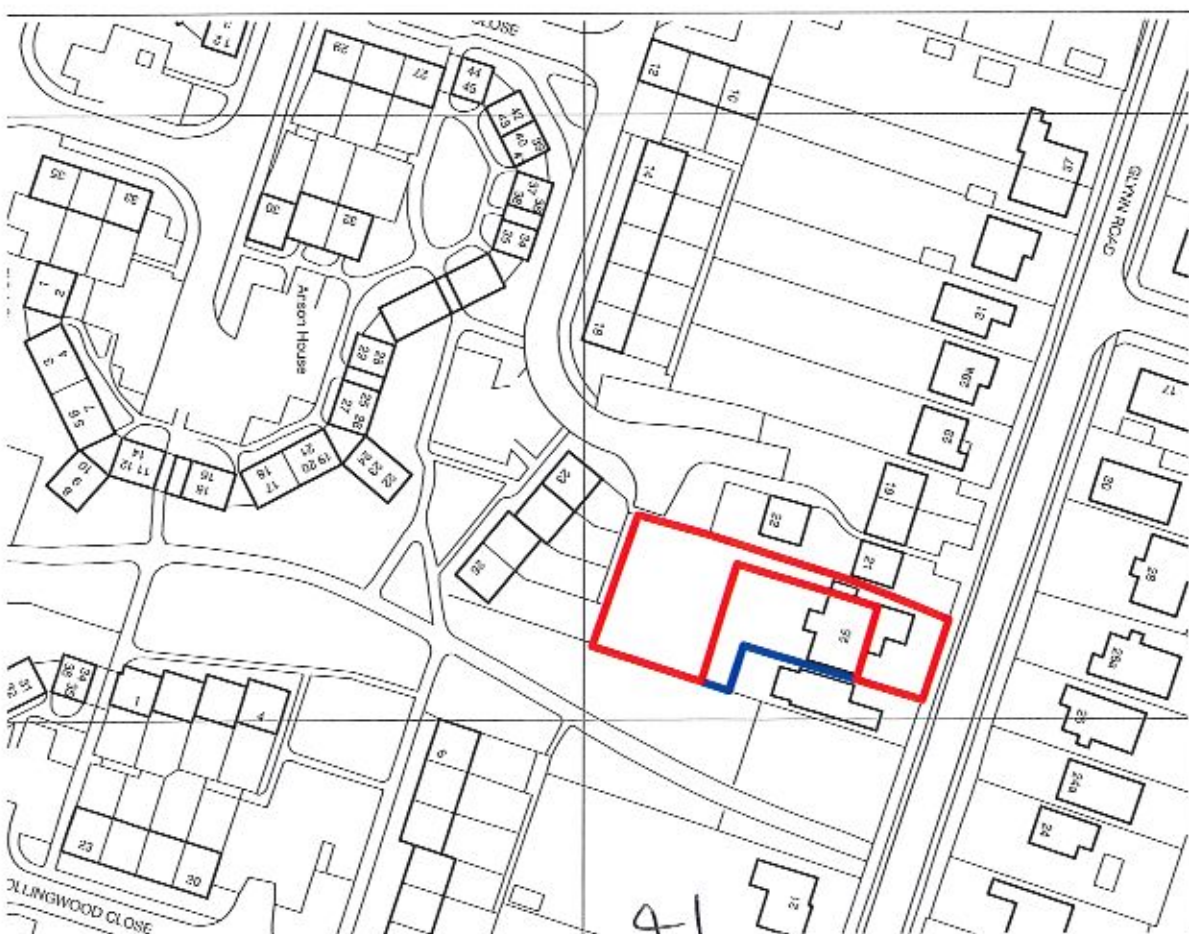
Summary

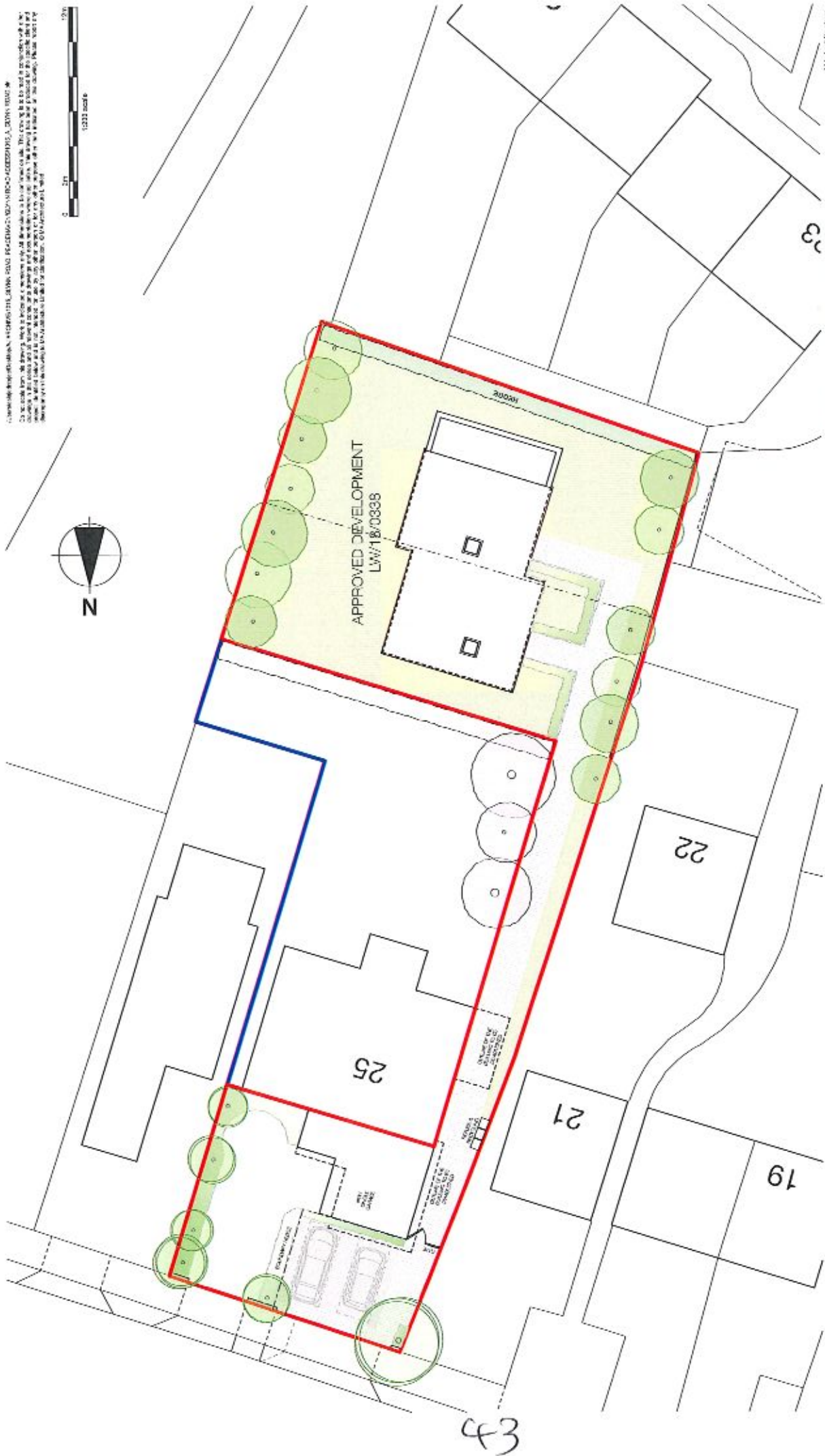
This proposals provide a revised site access off Glynn Road in a manner that is sensitive to the context and respects the characteristics of the area. The use of a high quality materials and good design will ensure that proposed development will enhance the neighbourhood and make a positive contribution to the area.

The approved development will make a contribution to alleviating the shortage of housing in the town by providing much needed new housing in a highly sustainable location.



Context sketches of the proposed street frontage.





**ARCHITECTURE &
INTERIOR DESIGN**
Barton House, 70 Barton Avenue,
Bristol, BS2 8JG, UK
Tel: 01273 501150 Email: info@arch.co.uk

Schema
GLYNN ROAD, PEACEHAVEN
Client:
Source: Property Management Ltd

PROPOSED SITE PLAN

Scale	1:200 @ A3
Date	05/11/2019

Drawing Number
1015-P-109 A

1015-P-109 A



Lewes District Council

Planning Services

Southover House, Southover Road, Lewes
East Sussex BN7 1AB

planning@lewes.gov.uk / Tel: 01273 484420 / Fax: 01273 484452

Application for Planning Permission.
Town and Country Planning Act 1990

Publication of applications on planning authority websites.

Please note that the information provided on this application form and in supporting documents may be published on the Authority's website. If you require any further clarification, please contact the Authority's planning department.

1. Site Address

Number	25
Suffix	
Property name	
Address line 1	Glynn Road
Address line 2	
Address line 3	
Town/city	Peacehaven
Postcode	BN10 8AT
Description of site location must be completed if postcode is not known:	
Easting (x)	541386
Northing (y)	102243
Description	

2. Applicant Details

Title	Mr
First name	A
Surname	Abbas
Company name	Sensor Property Management Ltd
Address line 1	c/o Agent
Address line 2	
Address line 3	
Town/city	
Country	

CF5

2. Applicant Details

Postcode	<input type="text"/>
Primary number	<input type="text"/>
Secondary number	<input type="text"/>
Fax number	<input type="text"/>
Email address	<input type="text"/>

Are you an agent acting on behalf of the applicant?

☒ Yes ☐ No

3. Agent Details

Title	<input type="text" value="Miss"/>
First name	<input type="text" value="Asia"/>
Surname	<input type="text" value="Jedrzejec"/>
Company name	<input type="text" value="MA Archicturo"/>
Address line 1	<input type="text" value="79 Stanford Avenue"/>
Address line 2	<input type="text"/>
Address line 3	<input type="text"/>
Town/city	<input type="text" value="Brighton"/>
Country	<input type="text" value="United Kingdom"/>
Postcode	<input type="text" value="BN1 6FA"/>
Primary number	<input type="text"/>
Secondary number	<input type="text"/>
Fax number	<input type="text"/>
Email	<input type="text"/>

4. Site Area

What is the measurement of the site area? (numeric characters only).	<input type="text" value="675"/>
Unit	<input type="text" value="sq.metros"/>

5. Description of the Proposal

Please describe details of the proposed development or works including any change of use.

If you are applying for Technical Details Consent on a site that has been granted Permission In Principle, please include the relevant details in the description below.

Proposed revised site access off Glynn Road for the approved development (LW/18/0338) with associated alterations to the existing dwelling.

Has the work or change of use already started?

☐ Yes ☒ No

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6. Existing Use

Please describe the current use of the site

RESIDENTIAL

Is the site currently vacant? ☐ Yes ☒ No

Does the proposal involve any of the following? If Yes, you will need to submit an appropriate contamination assessment with your application.

Land which is known to be contaminated ☐ Yes ☒ No

Land where contamination is suspected for all or part of the site ☐ Yes ☒ No

A proposed use that would be particularly vulnerable to the presence of contamination ☐ Yes ☒ No

7. Materials

Does the proposed development require any materials to be used? ☒ Yes ☐ No

Please provide a description of existing and proposed materials and finishes to be used (including type, colour and name for each material):

Walls	
Description of existing materials and finishes (optional):	brick
Description of proposed materials and finishes:	brick

Are you supplying additional information on submitted plans, drawings or a design and access statement? ☐ Yes ☒ No

8. Pedestrian and Vehicle Access, Roads and Rights of Way

Is a new or altered vehicular access proposed to or from the public highway? ☒ Yes ☐ No

Is a new or altered pedestrian access proposed to or from the public highway? ☐ Yes ☒ No

Are there any new public roads to be provided within the site? ☐ Yes ☒ No

Are there any new public rights of way to be provided within or adjacent to the site? ☐ Yes ☒ No

Do the proposals require any diversions/extinguishments and/or creation of rights of way? ☐ Yes ☒ No

If you answered Yes to any of the above questions, please show details on your plans/drawings and state their reference numbers

Please refer to 1015-P-109 A

9. Vehicle Parking

Is vehicle parking relevant to this proposal? ☒ Yes ☐ No

Please provide information on the existing and proposed number of on-site parking spaces

Type of vehicle	Existing number of spaces	Total proposed (including spaces retained)	Difference in spaces
Cars	2	2	0

10. Trees and Hedges

Are there trees or hedges on the proposed development site? ☒ Yes ☐ No

10. Trees and Hedges

And/or: Are there trees or hedges on land adjacent to the proposed development site that could influence the development or might be important as part of the local landscape character?

☐ Yes ☒ No

If Yes to either or both of the above, you may need to provide a full tree survey, at the discretion of your local planning authority. If a tree survey is required, this and the accompanying plan should be submitted alongside your application. Your local planning authority should make clear on its website what the survey should contain, in accordance with the current 'BS5837: Trees in relation to design, demolition and construction - Recommendations'.

11. Assessment of Flood Risk

Is the site within an area at risk of flooding? (Refer to the Environment Agency's Flood Map showing flood zones 2 and 3 and consult Environment Agency standing advice and your local planning authority requirements for information as necessary.)

☐ Yes ☒ No

If Yes, you will need to submit a Flood Risk Assessment to consider the risk to the proposed site.

Is your proposal within 20 metres of a watercourse (e.g. river, stream or beck)?

☐ Yes ☒ No

Will the proposal increase the flood risk elsewhere?

☐ Yes ☒ No

How will surface water be disposed of?

☐ Sustainable drainage system

☐ Existing water course

☐ Soakaway

☒ Main sewer

☐ Pond/lake

12. Biodiversity and Geological Conservation

Is there a reasonable likelihood of the following being affected adversely or conserved and enhanced within the application site, or on land adjacent to or near the application site?

To assist in answering this question correctly, please refer to the help text which provides guidance on determining if any important biodiversity or geological conservation features may be present or nearby; and whether they are likely to be affected by the proposals.

a) Protected and priority species:

- ☐ Yes, on the development site
☐ Yes, on land adjacent to or near the proposed development
☒ No

b) Designated sites, important habitats or other biodiversity features:

- ☐ Yes, on the development site
☐ Yes, on land adjacent to or near the proposed development
☒ No

c) Features of geological conservation importance:

- ☐ Yes, on the development site
☐ Yes, on land adjacent to or near the proposed development
☒ No

13. Foul Sewage

Please state how foul sewage is to be disposed of:

☒ Mains Sewer

☐ Septic Tank

☐ Package Treatment plant

☐ Cess Pit

☐ Other

☐ Unknown

CF8

13. Foul Sewage

Are you proposing to connect to the existing drainage system? ☐ Yes ☐ No ☒ Unknown

14. Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste? ☒ Yes ☐ No

If Yes, please provide details:

The refuse and recyclable waste storage is located by the entrance gate. Please refer to drawing 1015-P-109A for details.

Have arrangements been made for the separate storage and collection of recyclable waste? ☒ Yes ☐ No

If Yes, please provide details:

Please refer to drawing 1015-P-109A for details.

15. Trade Effluent

Does the proposal involve the need to dispose of trade effluents or trade waste? ☐ Yes ☒ No

16. Residential/Dwelling Units

Due to changes in the information requirements for this question that are not currently available on the system, if you need to supply details of Residential/Dwelling Units for your application please follow these steps:

- 1. Answer 'No' to the question below;
- 2. Download and complete this supplementary information template (PDF);
- 3. Upload it as a supporting document on this application, using the 'Supplementary information template' document type.

This will provide the local authority with the required information to validate and determine your application.

Does your proposal include the gain, loss or change of use of residential units? ☐ Yes ☒ No

17. All Types of Development: Non-Residential Floorspace

Does your proposal involve the loss, gain or change of use of non-residential floorspace? ☐ Yes ☒ No

18. Employment

Will the proposed development require the employment of any staff? ☐ Yes ☒ No

19. Hours of Opening

Are Hours of Opening relevant to this proposal? ☐ Yes ☒ No

20. Industrial or Commercial Processes and Machinery

Please describe the activities and processes which would be carried out on the site and the end products including plant, ventilation or air conditioning. Please include the type of machinery which may be installed on site:

n/a

Is the proposal for a waste management development? ☐ Yes ☒ No

If this is a landfill application you will need to provide further information before your application can be determined. Your waste planning authority should make it clear what information it requires on its website

21. Hazardous Substances

Does the proposal involve the use or storage of any hazardous substances?

☐ Yes ☒ No

22. Site Visit

Can the site be seen from a public road, public footpath, bridleway or other public land?

☒ Yes ☐ No

If the planning authority needs to make an appointment to carry out a site visit, whom should they contact?

- ☒ The agent
☐ The applicant
☐ Other person

23. Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application?

☐ Yes ☒ No

24. Authority Employee/Member

With respect to the Authority, is the applicant and/or agent one of the following:

- a) a member of staff
b) an elected member
c) related to a member of staff
d) related to an elected member

It is an important principle of decision-making that the process is open and transparent.

☐ Yes ☒ No

For the purposes of this question, "related to" means related, by birth or otherwise, closely enough that a fair-minded and informed observer, having considered the facts, would conclude that there was bias on the part of the decision-maker in the Local Planning Authority.

Do any of the above statements apply?

25. Ownership Certificates and Agricultural Land Declaration

CERTIFICATE OF OWNERSHIP - CERTIFICATE A - Town and Country Planning (Development Management Procedure) (England) Order 2015 Certificate under Article 14

I certify/The applicant certifies that on the day 21 days before the date of this application nobody except myself/the applicant was the owner* of any part of the land or building to which the application relates, and that none of the land to which the application relates is, or is part of, an agricultural holding**

* 'owner' is a person with a freehold interest or leasehold interest with at least 7 years left to run. ** 'agricultural holding' has the meaning given by reference to the definition of 'agricultural tenant' in section 65(8) of the Act.

NOTE: You should sign Certificate B, C or D, as appropriate, if you are the sole owner of the land or building to which the application relates but the land is, or is part of, an agricultural holding.

Person role

- ☐ The applicant
☒ The agent

Title	Miss
First name	Asia
Surname	Jedrzejec
Declaration date (DD/MM/YYYY)	05/11/2019

☒ Declaration made

26. Declaration

I/we hereby apply for planning permission/consent as described in this form and the accompanying plans/drawings and additional information. I/we confirm that, to the best of my/our knowledge, any facts stated are true and accurate and any opinions given are the genuine opinions of the person(s) giving them. ☒

SO

PARISH CONSULTATION LETTER

From:	Planning	To:	Peacehaven
Comments to be received by:	02.03.2020.		
Case No:	LW/19/0826		
Case Officer:	Ms Anna Clare		

Location: Anchor Healthcare Centre Meridian Way Peacehaven East Sussex BN10 8NF

Proposal: Proposed redevelopment of existing car park to provide additional parking provision, improved access and negotiation of parking bays. Proposed rationalisation and improvement of pedestrian routes

I am consulting you on the above development. A copy of the above planning application, together with accompanying plans, drawings and other documents, is available on our Public Access website by following the link below:

<http://www.lewes.gov.uk/planning/1139.asp>

We would be grateful to receive any observations no later than 02.03.2020.

Yours faithfully

Ms Anna Clare
Specialist (Planning)

Phone: 01273 471600

Email: customerfirst@lewes-eastbourne.gov.uk

Website: lewes-eastbourne.gov.uk

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**MERIDIAN SURGERY, PEACEHAVEN,
EAST SUSSEX**

**PROPOSED CAR PARK & ACCESS
IMPROVEMENTS**

Highways Statement

Prepared on Behalf of

Meridian Surgery

MERI/19/6038

14 November 2019



DOCUMENT CONTROL

Project: Meridian Surgery, Peacehaven, East Sussex
Proposed Car Park & Access Improvements

Document: Highways Statement

Client: Meridian Surgery

Reference: MERI/19/6038

Document Checking:

Author: SMO Date: 30/08/2019

Checked by: ALB Date: 02/09/2019

Approved by: PMR Date: 04/09/2019

Status:

Issue	Date	Status	Issued by
1.	05/09/2019	DRAFT	SMO
2.	14/11/2019	FINAL	ALB
3.			
4.			
5.			
6.			

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DRAWINGS

2019.6038.001	Site Overview
2019.6038.002	Vehicle Swept Path Analysis
2019.6038.003	Proposed NMU Routes
2019.6038.004	Vehicle Swept Path Analysis 2

APPENDICES

Appendix A	Site Layout
Appendix B	Stage 1 Road Safety Audit

1 SITE CONTEXT

1.1 Introduction

1.1.1 This Highways Statement has been prepared by Bright Plan Ltd to support a planning application for the redevelopment of car parking facilities and vehicle / Non-Motorised User (NMU) access to Meridian Surgery, Peacehaven, East Sussex. The site location is shown in **Figure 1.1**.



Figure 1.1: Site Location

1.1.2 This Highways Statement sets out the constraints associated with the existing car park and access arrangements, and subsequently identifies how the proposals would overcome these constraints.

1.1.3 The remainder of this report comprises the following sections: -

- i. **Section 2:** sets out site planning context and reasons for the planning application;
- ii. **Section 3:** sets out the existing constraints and non-compliances associated with the current arrangement;
- iii. **Section 4:** provides an assessment of the proposed carpark and the improved vehicle / NMU access arrangements;

2 SITE CONTEXT

- 2.1.1 Meridian surgery is located to the north of the Meridian Centre on the old road alignment of Meridian Way. Meridian Way was previously connected with Sutton Avenue but has been stopped up. Meridian Way's carriageway remains designated as highway along its previous alignment. The existing site's proximity to the land designated as highway is demonstrated in **Figure 2.1**.

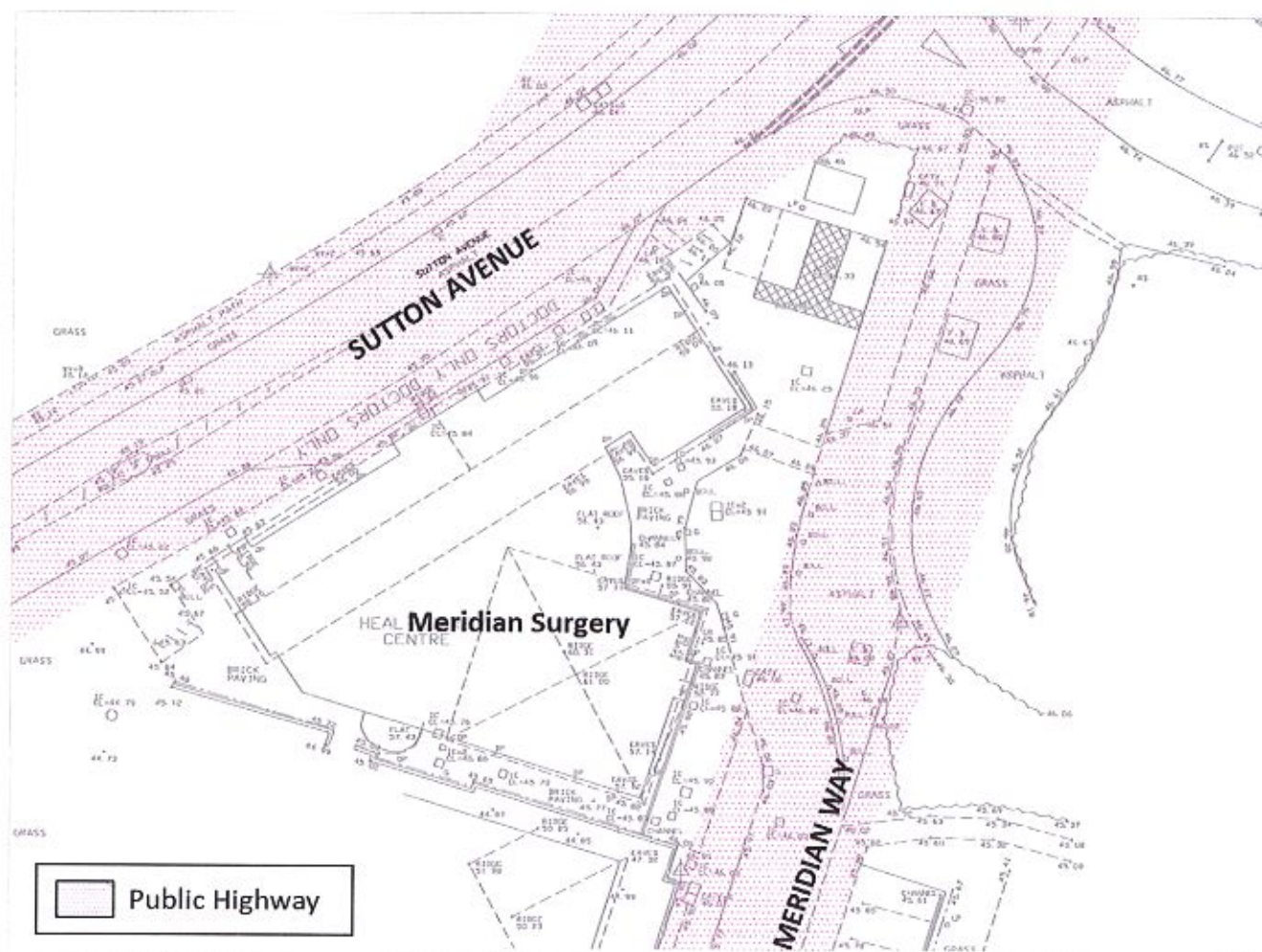


Figure 2.1 Site Proximity to Public Highway

- 2.1.2 When Meridian Surgery was redeveloped in 2008, land previously used for car parking was redeveloped to allow expansion of the surgery building. The car park provided for the new site is consequently undersized and has an inappropriate vehicle and NMU access arrangements, resulting in safety issues and damage to the surgery building (as detailed subsequently in this report).
- 2.1.3 This planning application seeks to address the highways constraints at Meridian Surgery through utilising the redundant highways space adjacent to the surgery, easing parking pressure and rationalising the existing vehicle / NMU access arrangements. The planning application has been prepared alongside discussions with statutory highways consultees East Sussex County Council (ESCC).

3 EXISTING ARRANGEMENTS

3.1 Non-Motorised User Access

3.1.1 The existing NMU routes to Meridian Surgery are not on the desire line to the surgery entrance. NMU's seeking to access the surgery from the south on Meridian Way, are required to cross the road twice and walk past the entrance before turning back toward the entrance. The intended NMU routes to Meridian Surgery are show in **Figure 3.1**.

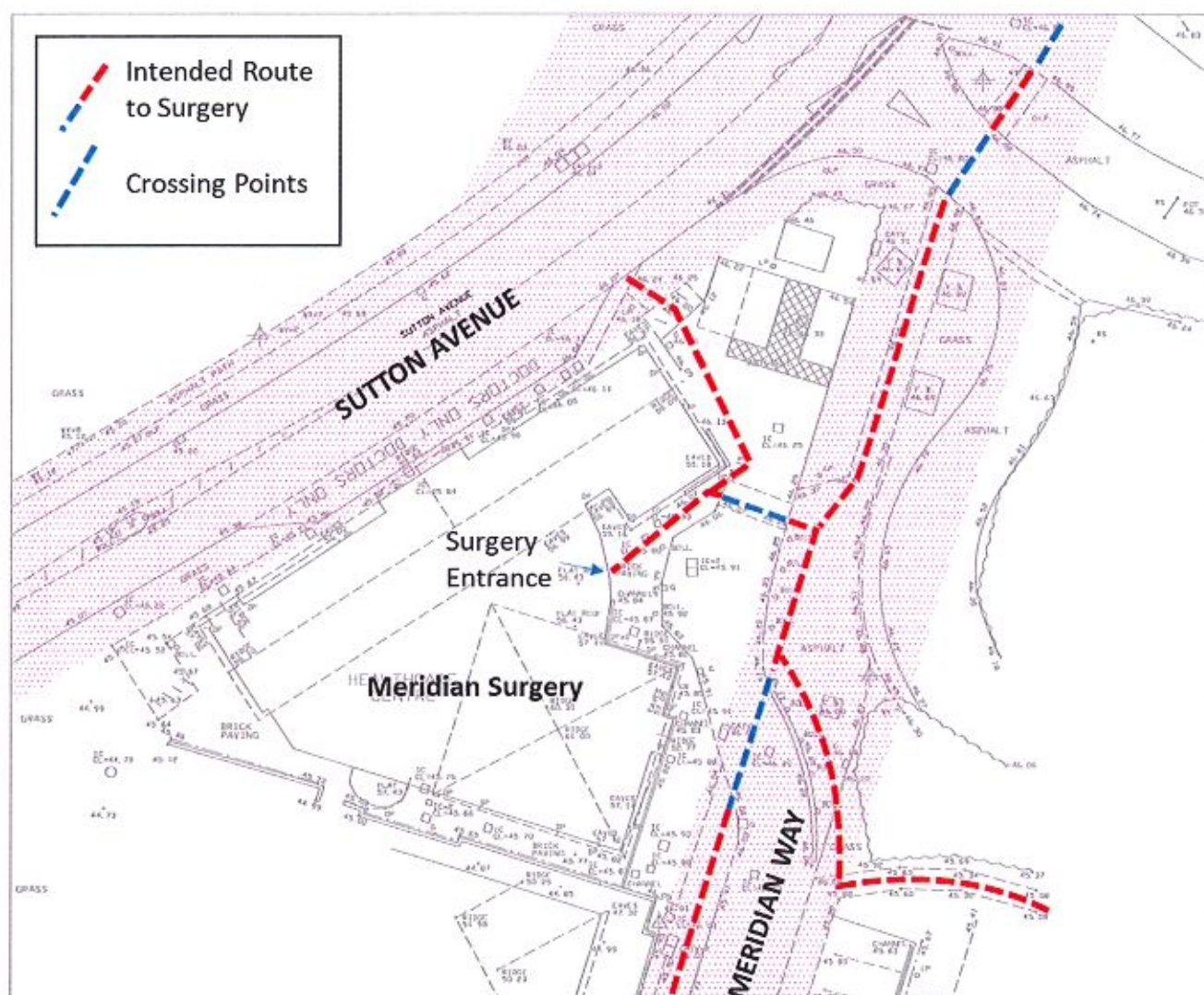


Figure 3.1: Existing Pedestrian Routes

3.1.2 Rather than utilising this route, many NMU's utilise a constrained section of footway on the west side of Meridian Way. This section of footway is inappropriate for habitual use for the following reasons: -

- i. A c.0.8m pinch point at the corner of the surgery building;
- ii. Informal car parking narrowing / blocking the footway;
- iii. Ambulances parked the drop-off bay overhang the west footway reducing its width.

These constraints result in pedestrians frequently entering the carriageway to reach the surgery entrance.

- 3.1.3 The constraints on the western footway are particularly restrictive to vulnerable NMU's including those using wheelchairs / mobility buggies, elderly pedestrians, assisted visually impaired pedestrians, mobility impaired users with walking apparatus such as walking frames and crutches, and pedestrians with pushchairs and prams.
- 3.1.4 The restriction to vulnerable NMU's is of particular significance in the immediate vicinity of GP Surgery which generates proportionally high numbers of vulnerable NMU's. National guidance document 'Inclusive Mobility' identifies a minimum width of 1.5m to accommodate vulnerable NMU's.
- 3.1.5 Access from the west via Sutton Avenue is not served by a footway and requires pedestrians to walk into the parking court. The route to the surgery entrance from Sutton Avenue along the northern boundary of the building requires pedestrians to negotiate a blind corner in order to reach the surgery entrance creating a significant safety concern.
- 3.1.6 Access to Meridian Surgery from the north, via Roderick Avenue, provides a direct route along the pedestrian desire line. However, the access road for the Co-op / recreation ground has no tactile paving on the existing pedestrian crossing. The pedestrian desire lines and constraints along NMU routes to and from the surgery are demonstrated in **Figure 3.2**.

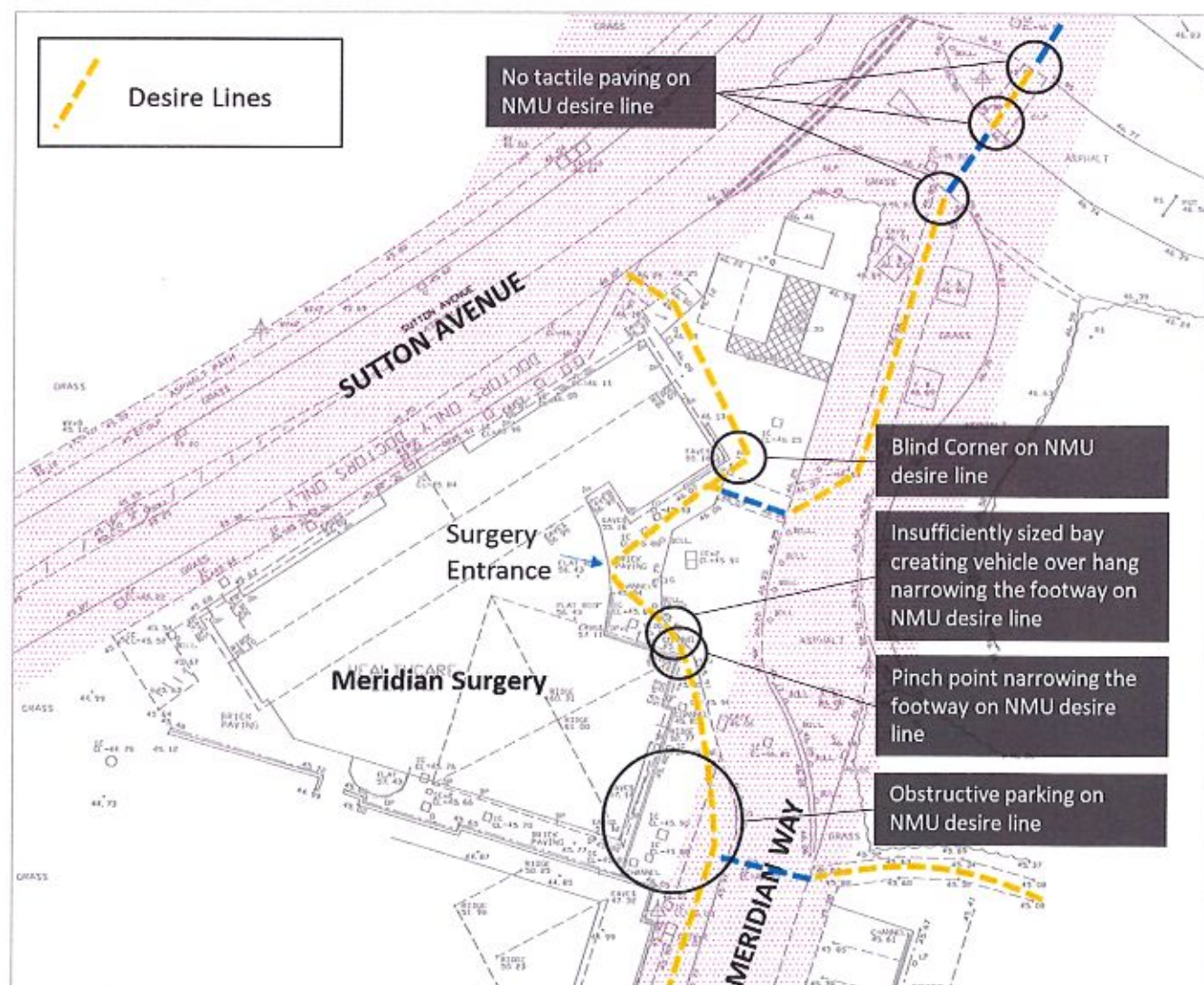


Figure 3.2: Pedestrian Desire Lines & Constraints

3.2 Vehicle Access

- 3.2.1 The surgery access road width (4.4m) and alignment does not allow concurrent vehicle movements, resulting in vehicles giving way to one another, squeezing past, mounting the kerb or performing reversing manoeuvres to enable passing. These undesirable driving behaviours are compounded by NMU's often being in the carriageway as a result of the aforementioned constraints. Manual for Streets (MfS) design guidance identifies that minimum width of 4.8m is required for a car and LGV to pass.
- 3.2.2 The existing parking court has insufficient turning space for emergency vehicles including ambulances and fire tenders. Turning space for cars is also very tight requiring larger cars to perform 5point+ turns. The insufficient space has resulted in damage to the surgery building and parked vehicles. Evidence of the insufficient manoeuvring space can be seen within the parking court where vehicles have collided with the surgery building damaging the wall as shown in **Figure 3.3**.



Figure 3.3: Damage to Surgery Buildings Northern Boundary

3.3 Car Parking

- 3.3.1 The existing car parking provision is insufficient resulting in informal parking occurring on paths serving Meridian Surgery. Cars currently park informally on the footways to the south of the entrance and on the area of hardstanding opposite the surgery entrance. Perpendicular parking on the pavement to the south of the entrance has also resulted in damage to the building wall. This parking practice results in NMU's having to walk within the road to access the surgery. Examples of cars parked on the pedestrian footways can be seen in **Figure 3.4**.



Figure 3.4: Informal Car Parking Practices



- 3.3.2 The existing car parking bays to the north of the site provide insufficient reversing distance, thereby constraining vehicle negotiation of the parking bays. MfS design guidance requires 6.0m reversing distance to the rear of perpendicular echelon parking bays. Due to the lack of reversing distance damage to the surgery building has occurred as demonstrated previously in **Figure 3.3**.
- 3.3.3 The existing car park includes a small parking layby bay outside the surgery entrance which is regularly used by ambulances. The bay's current dimensions measure c.5.5m length with a taper length of c.2.5m. This falls below MfS requirement for parallel bays, which requires a 6.0m bay length for standard car sized vehicles. The bay therefore has insufficient dimensions to accommodate ambulances resulting in overhanging the footpath further restricting NMU access to the surgery.

4 PROPOSED ARRANGEMENT

4.1 Overview

- 4.1.1 The planning application proposes the redevelopment of the existing car park to provide increased parking provision, improved vehicle access, improved turning and negotiation of parking bays, as well as the rationalisation and improvement of NMU routes to and from Meridian Surgery. The proposed car park layout is demonstrated in **Drawing 2019.6038.001** and **Figure 4.1**.

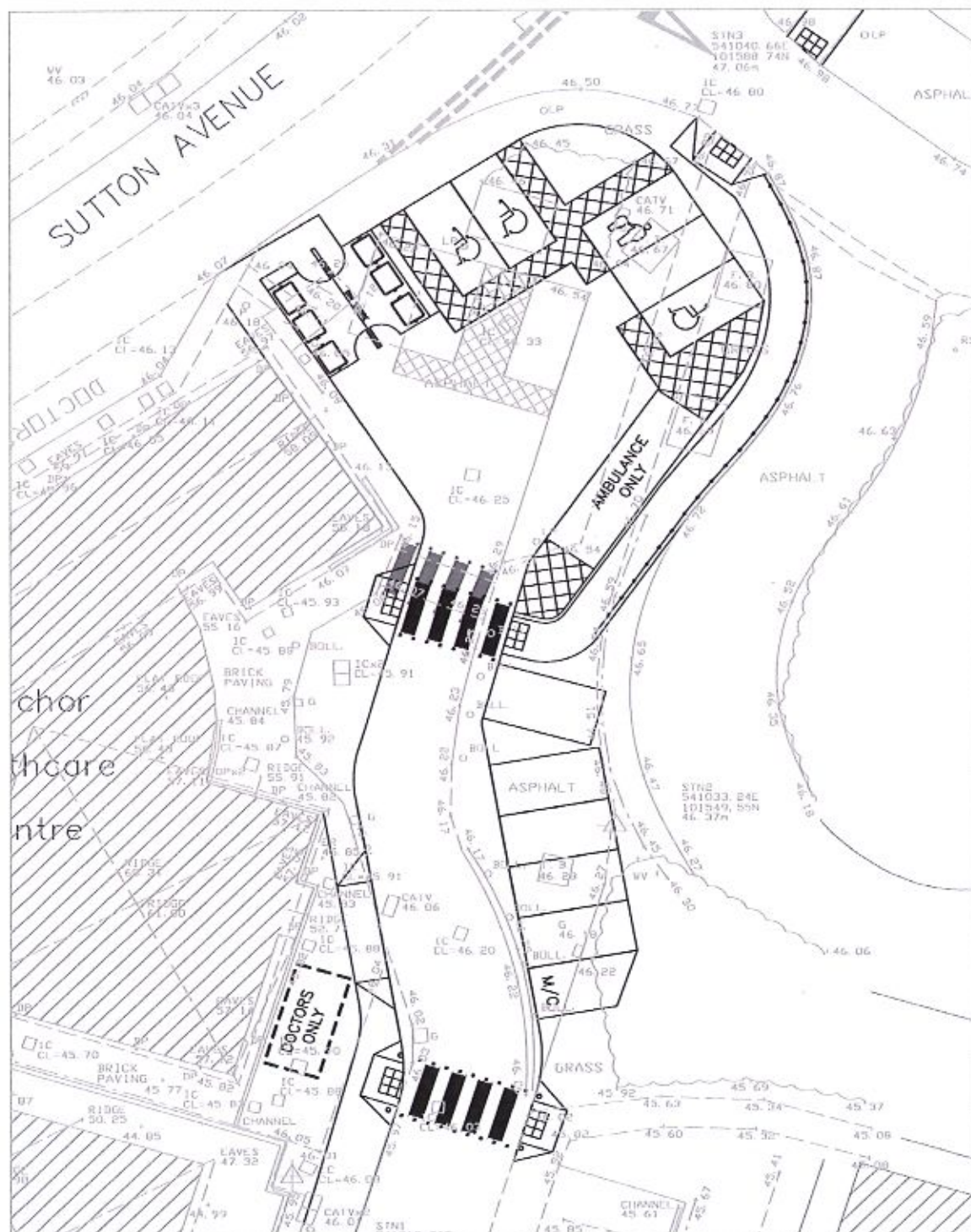


Figure 4.1 Proposed Car Park Arrangement



4.2 Non-Motorised Access Improvements

- 4.2.1 A new 1.5m wide footpath on the west side of Meridian Way would be provided allowing all footway users, including vulnerable NMUs to safely and efficiently access the surgery without entering the carriageway. The new footway provides a direct route along the desire line to the entrance of Meridian Surgery. The proposed footpath is shown on **Drawing 2019.6038.001**.
- 4.2.2 A second footway would be provided between Sutton Avenue and the surgery entrance running along the northern boundary of the surgery building. The footway would measure 1.8m wide providing sufficient width for use by vulnerable NMU's. The provision of the footway removes the existing requirement for pedestrians to negotiate a blind corner on approach to the surgery. The low wall on the northern boundary would be removed to make way for the new footway. The footways full height kerb would offer the protection previously offered by the wall. The secondary footway is shown in **Drawing 2019.6038.001**.
- 4.2.3 The existing southern crossing would be enhanced through the provision of a Zebra Crossing supported by dropped kerbs and tactile paving. The Zebra Crossing provides pedestrians with priority over vehicles and clearly demarks the route to the surgery entrance. The Zebra crossing increases the visibility of the crossing point to motorists, increasing driver awareness of the crossing point thereby improving the crossing's safety credentials. The proposed Zebra Crossing is shown on **Drawing 2019.6038.001**.
- 4.2.4 The layby at the front of the site would be removed to provide a wider area of hardstanding at the front of the surgery facilitating movements to and from the widened footways to the south and north. The removal of the bay would also prevent the narrowing caused by vehicle overhang when the bay is utilised by ambulances (the relocation of this bay is addressed subsequently). The alteration to the hardstanding fronting the proposed development site would require realignment of the existing zebra crossing to the north as shown in **Figure 4.1**.
- 4.2.5 The pedestrian crossing on the Co-op / recreation ground access has been improved through the provision of tactile paving such that the crossing can be safely utilised by visually impaired NMU's. The proposed crossing and tactile paving is shown on **Drawing 2019-6038-001**.
- 4.2.6 The combination of these measures provides a rationalised and safe route for all NMU's heading to the surgery as well as improving the conditions for NMU's using Meridian Way generally. The proposed NMU routes and revised pedestrian infrastructure is shown on **Drawing 2019-6038-003**

4.3 Vehicle Access

- 4.3.1 The access road has been realigned and widened to facilitate two-way negotiation of the carriageway. The surgery access road has been widened to 6.0m, narrowing to 4.8m on entrance to the northern parking court. A vehicle swept path analysis has been undertaken demonstrating two-way movement between a car and service vehicle along the site access road in **Drawing 2019-6038-004**.
- 4.3.2 The northern parking court has been enlarged to provide additional parking spaces, a larger bin store, a larger ambulance bay and an increased turning area. The parking court would be able to accommodate turning manoeuvres by an ambulance and a fire tender, enabling access and egress in a forward gear. A vehicle swept path analysis demonstrating ambulance and a fire tender turning manoeuvres is shown in **Drawing 2019-6083-002**.



4.4 Servicing Arrangements

- 4.4.1 The proposed access road can comfortably accommodate fire tenders (the largest emergency vehicle). A vehicle swept path analysis has been undertaken demonstrating fire tender access and turning in **Drawing 2019/6038/002**. The proposed development would provide access within 45m of all buildings, in accordance with Building Regulations Part B requirements for emergency vehicles.
- 4.4.2 Refuse collection arrangements would remain consistent with that of the existing site with the main collection taking place via Sutton Avenue. The new bin store provides an entrance out on to Sutton Avenue, thereby improving the efficiency of collection. Specialist collection of medical waste would be undertaken by a smaller light goods vehicles within the car park.

4.5 Parking Arrangements

- 4.5.1 The existing car park has been redesigned to optimise the level of car parking available to the surgery and reduce the existing parking pressure. The redesign of the car park would result in a net gain of 5 car parking spaces. All spaces will provide dimensions of 2.4m x 4.8m with a 6.0m reversing distance. One of spaces would be widened to facilitate manoeuvring to and from the bay (this bay has less than 6.0m reversing distance). A vehicle swept path analysis demonstrating parking manoeuvres in **Drawing 2019.6038.002** and **Drawing 2019.6038.004**.
- 4.5.2 Three disabled spaces and one parent and child space are allocated to the surgery within the parking courtyard to the north of site. All disabled and parent & child bays are provided with a 1.2m side hatching as per the guidance set out in 'Inclusive Mobility'. The disabled and child & parent bays are shown in **Drawing 2019.6038.002**.
- 4.5.3 The ambulance parking bay has been formalised and relocated within the northern the parking court. The ambulance bay has larger dimensions of 8.4m x 2.5m with additional hatched area surrounding the bay insuring easy access by emergency vehicles. A swept path analysis demonstrating an ambulance parking is shown in **Drawing 2019-6038-004**.
- 4.5.4 The existing doctors bay has been formalised on the west side of the access road to prevent informal parking practices which currently block the western footway on Meridian Way. The bay is accessed via a dropped kerb and bollards would be provided to prevent informal parking occurring in this locale. A swept path analysis of the proposed parking bay is demonstrated in **Drawing 2019-6038-002**.



5 STAGE 1 ROAD SAFETY AUDIT

5.1.1 The proposed development has been subject to a Stage 1 Road Safety Audit (RSA) undertaken by 'Road Safety Answers' September 2019. The RSA identified 5 issues with the design. The problems identified, recommended measures and designer's response is summarised below in **Figure 5.1**, a copy of the RSA and designer's response is attached at **Appendix B**.

Problem	Problem	Recommendation	Designers Response
2.1	The guard railing is to be relocated and extended northwards to abut the southern side of the uncontrolled pedestrian crossing of the Co-op exit road. Where it abuts the crossing, it is likely to restrict inter-visibility between a small pedestrian about to cross northwards and vehicles exiting from the Co-op, increasing the risk of pedestrian/vehicle collisions.	Either a type of guard railing that maximises visibility through it should be used, or the guard railing should be omitted altogether from the detailed design.	Problem and Recommendation Accepted. Guardrailing that maximises visibility would be used to take account of this matter. The guard railing specification would be provided at detailed design stage.
2.2	Whilst on site the auditors observed a vehicle driving northwards along the current footway (photo 1) to enter the Co-op exit road, rather than having to U-turn and head southwards. When confronted by a southbound pedestrian on the footway, the driver refused to reverse and waited for the pedestrian to pass before proceeding northwards. Depending on the edge treatment of the new section of footway, this illegal manoeuvre would still be possible, risking collisions between pedestrians and vehicles.	Measures should be installed to ensure that it is physically impossible for a motorised vehicle to travel along the footway onto the Co-op exit road.	Problem and Recommendation Accepted. Insufficient width and guard rail would prevent vehicles from being able to mount the footway to undertake the illegal manoeuvre witnessed by the audit team. The new parking layout would remove the perception that this is a navigable carriageway.
2.3	The bin store is to be relocated to the current location of the three cycle stands, but the drawing does not show the location of new cycle stands, without which pedestrians may trip over cycles left ad-hoc on the footways around the surgery.	The cycle stands should be relocated to a suitable location in the vicinity of the surgery.	Problem and Recommendation Accepted. The cycle stands have been relocated to a suitable location in the vicinity of the surgery as demonstrated in Drawing 2019-6038-001.
2.4	The north-western corner of the existing car park currently has ponding water as the existing gully is not at the low point of the car park. This gully coincides with the proposed footway around the existing building and, if it is not relocated, future ponding could freeze during wintry conditions and increase the risk of pedestrians, walking to and from the disabled parking spaces, slipping and falling.	The gully should be relocated to a suitable low point on the car park surface.	Problem and Recommendation Accepted. The gully will be relocated to a suitable low point on the car park surface. The Surface water management design would be provided at detailed design stage.
2.5	An existing lamp column coincides with the location of the proposed ambulance parking space. If this is not relocated to a suitable location (the plan does not specify its relocation) the risk increases of darkness related trips, falls and pedestrian collisions with reversing vehicles.	The lamp column should be relocated to a suitable location that ensures that there are no areas of poor illumination during the hours of darkness.	Problem and Recommendation Accepted. The lamp column will be relocated to a suitable location that ensures that there are no areas of poor illumination. The revised lighting design would be provided at detailed design stage.

Figure 4.1: Stage 1 Road Safety Audit Summary

5.1.2 The problems and recommendations identified in the Stage 1 Road Safety Audit have been accepted and the recommendations agreed. Where possible the changes have been incorporated into the design. Some of the matters raised would need to be dealt with at detailed design stage and reviewed as part of the Stage 2 Road Safety Audit Process.



DRAWINGS

- 001 Site Overview
- 002 Vehicle Swept Path Analysis
- 003 Proposed NMU Routes
- 004 Vehicle Swept Path Analysis 2



Bin Store's
Bin sizes 1.3m x 1.0m
Bin stores relocated

CO-OP and Recreac
Improved pedestrian
crossing facilities

Increased vehicle turning
area

Re-aligned footway

Existing fence re-aligned

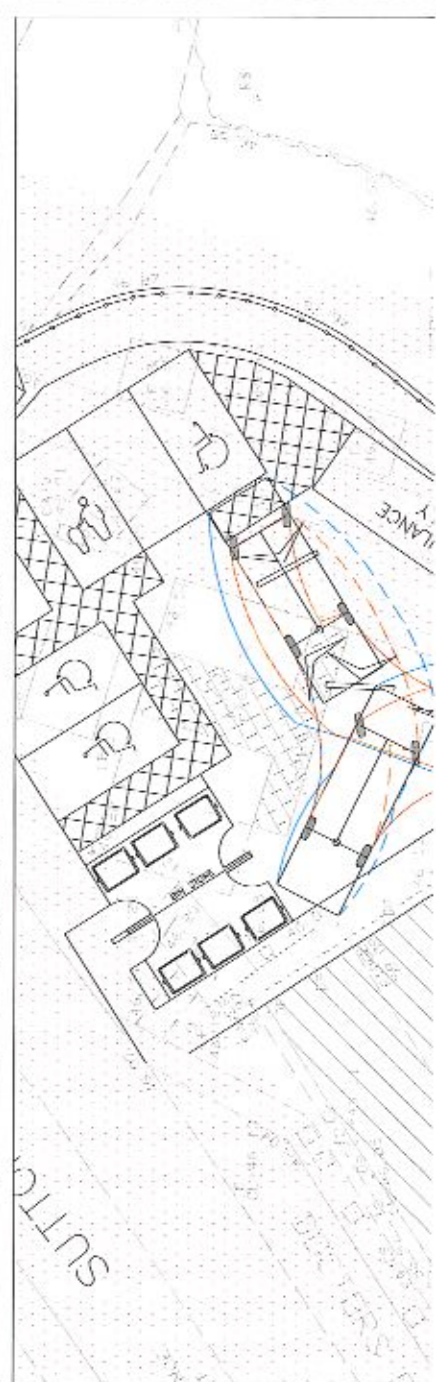
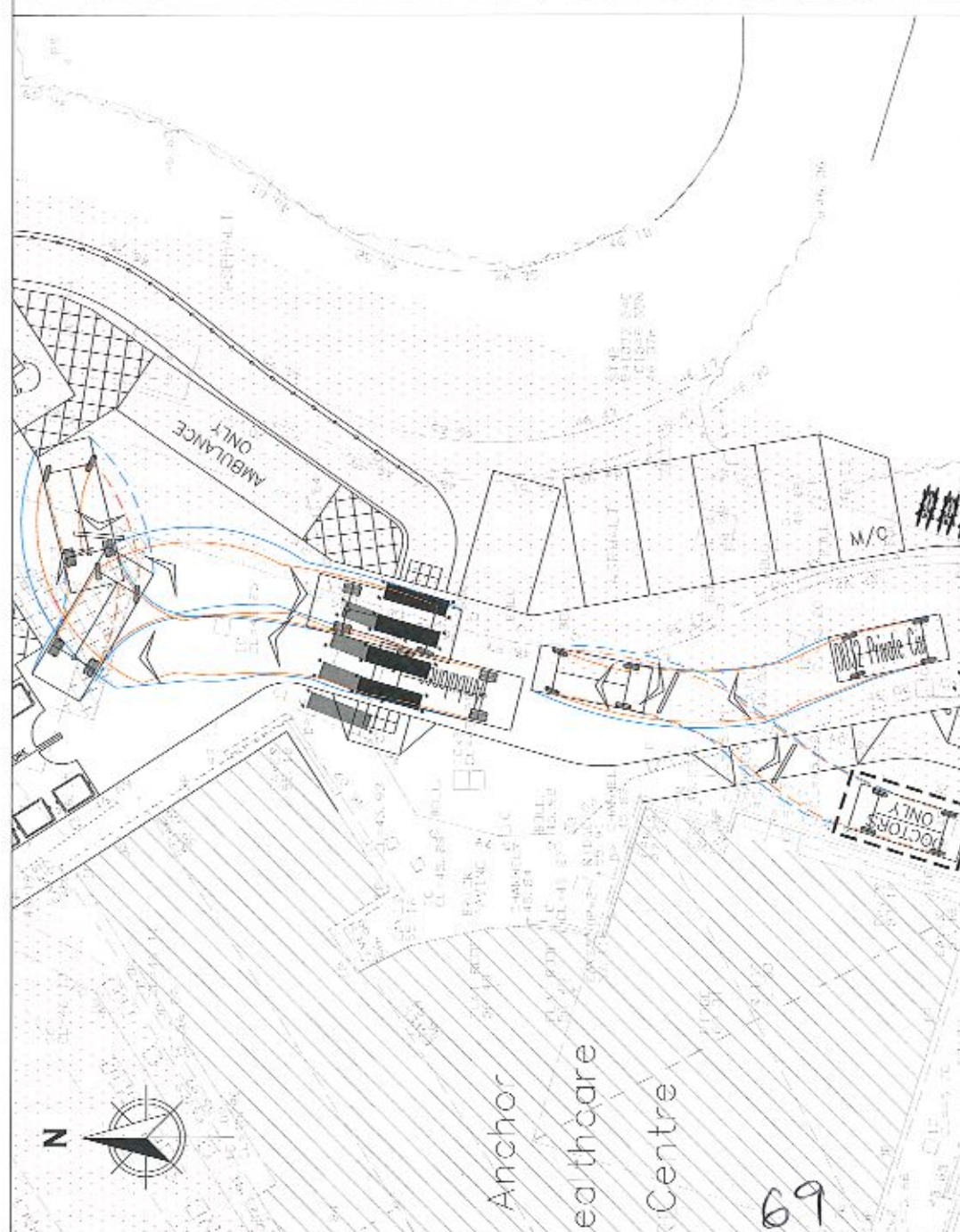
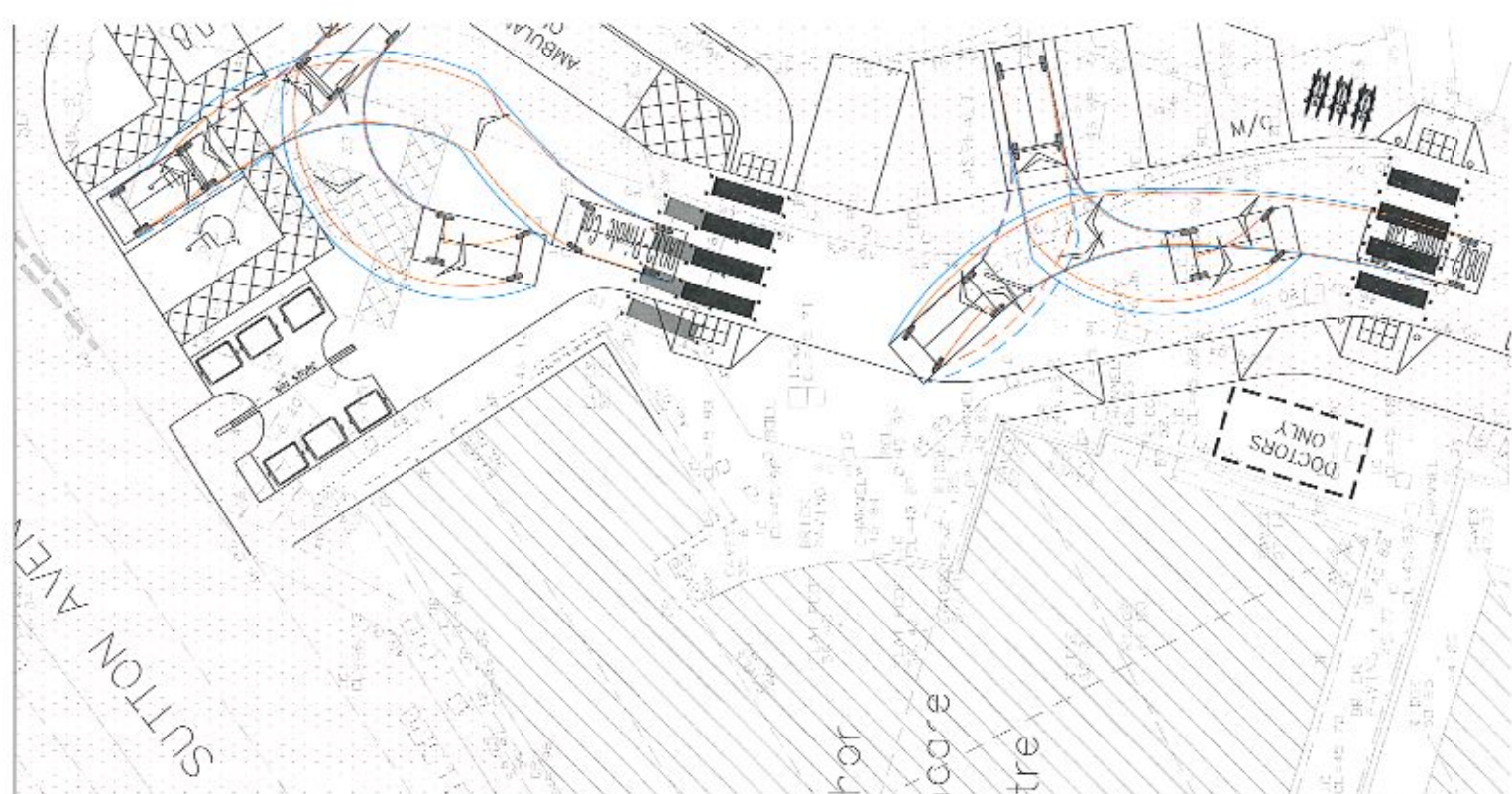
Enlarged ambulance bay

Bay widened to facilitate
maneuvering to and from
bay

Amulance bay relocated.
previous bay overhung the
footway reducing footway
width

SUTTON AVENUE

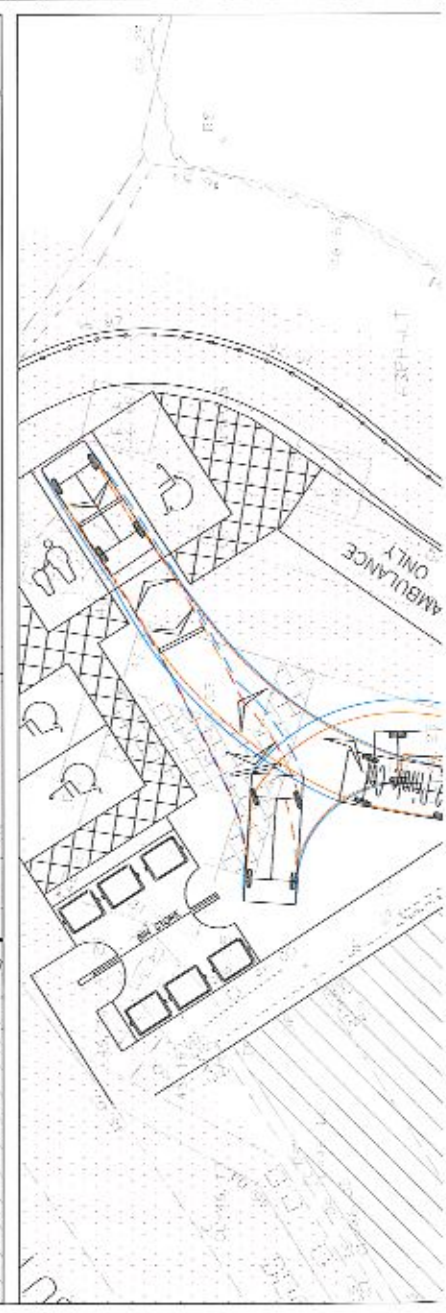
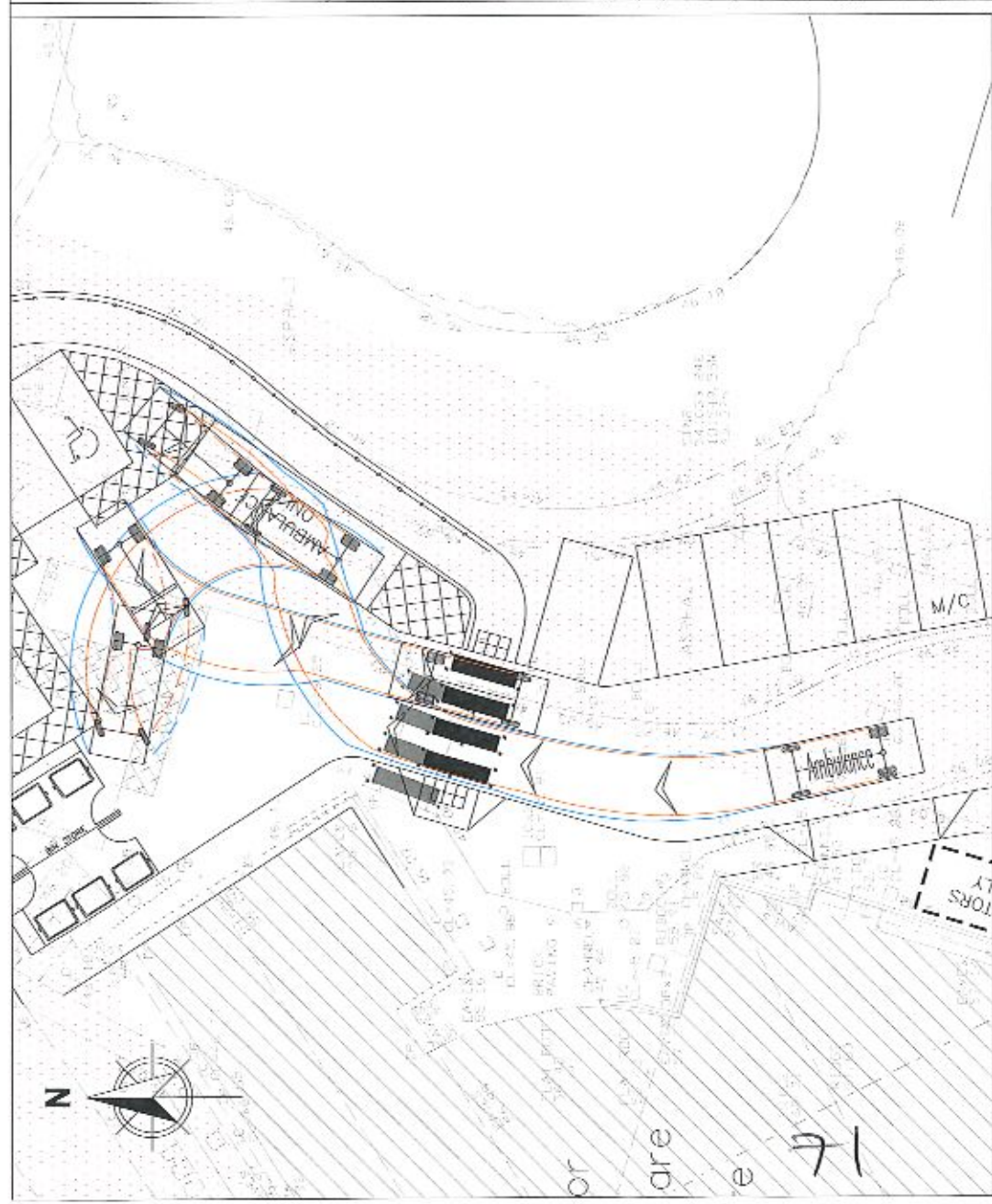
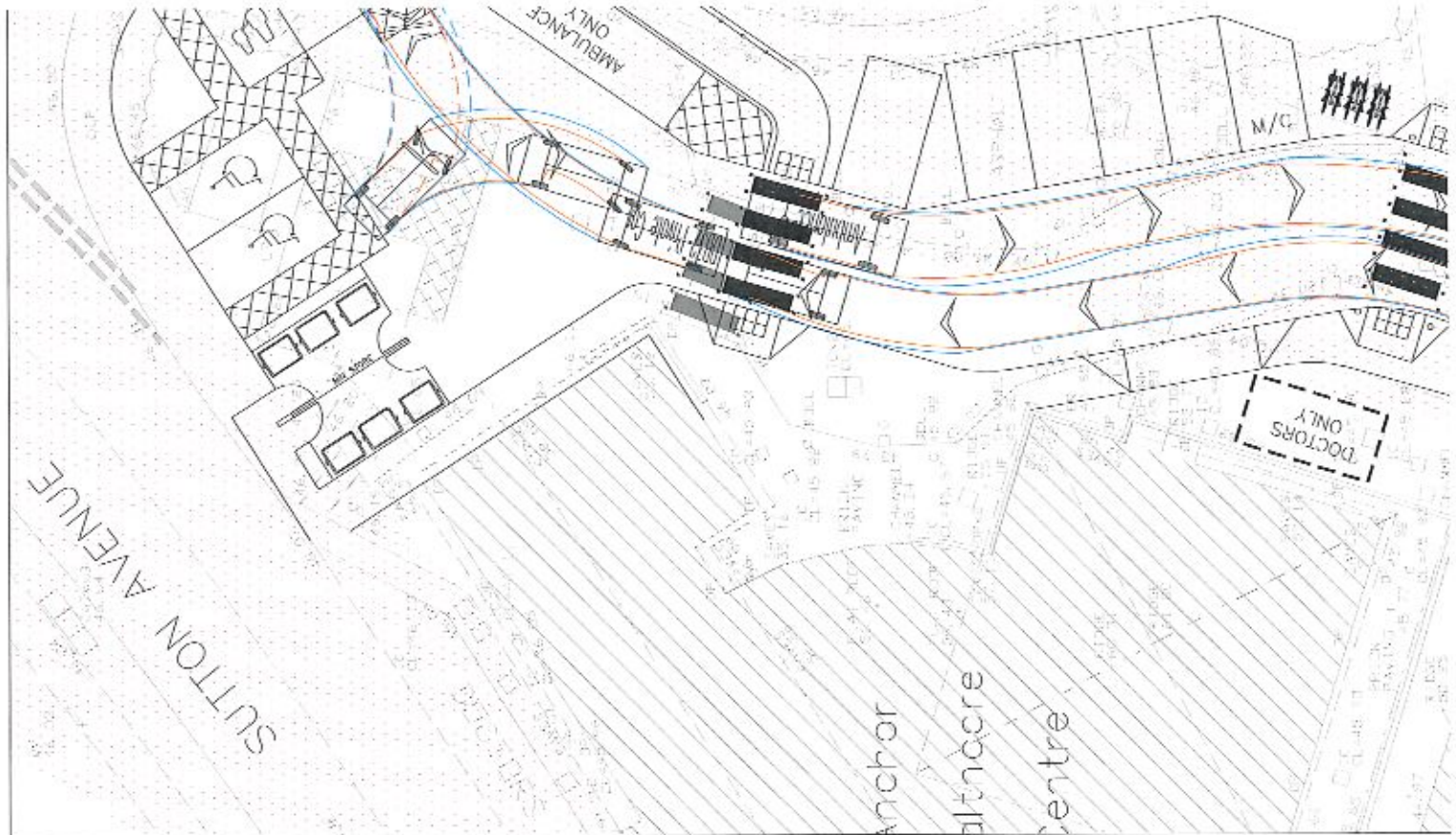
Anchor
Healthcare





DE





are 71



APPENDICES



Appendix A

Site Layout



CO-OP and Recre

SUTTON AVENUE

AMBULANCE ONLY

Anchor
Healthcare
Centre



APPENDICES



Appendix B Stage 1 Road Safety Audit

Road Safety Answers

Road Safety Audit Stage 1

Meridian Surgery, Peacehaven, East Sussex



Client: Bright Plan

Road Safety Answers reference no: RSA163

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www.roadsafetyanswers.co.uk paulmartin@roadsafetyanswers.co.uk
VAT registration number: 258 9498 33

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Control Sheet

	Name	Date	Signature
Author	Paul Martin	12/09/2019	P. J Martin
Checker	David Dodd	12/09/2019	D. J. Dodd
Authoriser	Paul Martin	17/09/2019	P. J Martin

Report Version

RSA Report Ref.	Version	Date of Issue
RSA163	Final	17/09/2019

1. Introduction

- 1.1** This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for access and parking improvements at Meridian Surgery, Peacehaven, for Bright Plan consultants on behalf of East Sussex County Council. The audit was carried out in the office of Road Safety Answers Ltd during September 2019.
- 1.2** The audit team members were as follows: -
- Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd
- David Dodd - BSc(Hons), DipNEBOSH, FIHE, IEng, MCIHT, MSoRSA
Independent Highways and Road Safety Consultant
- 1.3** The audit comprised an examination of the documents listed in **Appendix A**, and included the drawings supplied by Sam O'Halloran of Bright Plan. The site was visited by the Audit Team, together, on Wednesday 11th September, 2019, between 10.30 and 11.15 hours. The weather was cloudy with rain and the road surface was wet. Traffic, cycle and pedestrian flows light on Sutton Avenue. The demand for parking was high at the Meridian Surgery and in the nearby Co-op car park. Pedestrian flows on the road serving the surgery were moderate.
- 1.4** The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119 (recently replaced HD 19/15). The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.
- 1.5** All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence.
- 1.6** The purpose of the scheme is to provide additional parking, pedestrian facilities and improved vehicular and pedestrian access to the surgery.
- 1.7** The scheme consists the following elements:
- additional disabled, mother-and-child parking at the northern end of the surgery access road, along with an ambulance parking space,
 - the northern end of the surgery access road enlarged to make turning easier (3 point turns),

- better defined pedestrian crossing points, using Zebra black and white markings on the crossing, but without Belisha Beacons, in the same manner as the successful Belisha-free Zebra crossings on quieter roads throughout Jersey in the Channels Islands,
- conversion of the verge (grass and bushes) to provide additional end-on parking spaces opposite the surgery, as well as a Doctors-only parking space abutting the southern end of the surgery main building.

1.8 No details of street lighting and surface water drainage have been provided at this preliminary stage of the design. These issues are not, therefore, considered further in this report unless their omission in the design is likely to lead to a safety problem.

1.9 The auditors are not aware of any earlier road safety audits having been carried out on these, or similar, proposals.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – Uncontrolled pedestrian crossing of the Co-op exit road (Dwg. 2019-6038-001).

Summary: Risk of pedestrian/vehicle collisions.

The guardrailing is to be relocated and extended northwards to abut the southern side of the uncontrolled pedestrian crossing of the Co-op exit road. Where it abuts the crossing, it is likely to restrict inter-visibility between a small pedestrian about to cross northwards and vehicles exiting from the Co-op, increasing the risk of pedestrian/vehicle collisions.

RECOMMENDATION

Either a type of guardrailing that maximises visibility through it should be used, or the guardrailing should be omitted altogether from the detailed design.

Design Team Response:

Problem and Recommendation Accepted.

Guardrailing that maximises visibility would be used to take account of this matter. The guard railing specification would be provided at detailed design stage.

Client Officer Response:

2.2 PROBLEM

Location: B – The new footway between the enlarged parking/turning area and the bus turnaround (Dwg. 2019-6038-001).

Summary: Risk of pedestrian/vehicle collisions.

Whilst on site the auditors observed a vehicle driving northwards along the current footway (photo 1) to enter the Co-op exit road, rather than having to U-turn and head southwards. When confronted by a southbound pedestrian on the footway, the driver refused to reverse and waited for the pedestrian to pass before proceeding northwards. Depending on the edge

treatment of the new section of footway, this illegal manoeuvre would still be possible, risking collisions between pedestrians and vehicles.



Photo 1: Looking north from the surgery access road along the footway that joins the Co-op exit road

RECOMMENDATION

Measures should be installed to ensure that it is physically impossible for a motorised vehicle to travel along the footway onto the Co-op exit road.

Design Team Response:

Problem and Recommendation Accepted.

Insufficient width and guard rail would prevent vehicles from being able to mount the footway to undertake the illegal manoeuvre witnessed by the audit team. The new parking layout would remove the perception that this is a navigable carriageway.

Client Officer Response:

2.3 PROBLEM

Location: C – The bin store adjacent to Sutton Avenue (Dwg. 2019-6038-001).

Summary: Risk of pedestrian trips and falls.

The bin store is to be relocated to the current location of the three cycle stands, but the drawing does not show the location of new cycle stands, without which pedestrians may trip over cycles left ad-hoc on the footways around the surgery.

RECOMMENDATION

The cycle stands should be relocated to a suitable location in the vicinity of the surgery.

Design Team Response:

Problem and Recommendation Accepted.

The cycle stands have been relocated to a suitable location in the vicinity of the surgery as demonstrated in Drawing 2019-6038-001.

Client Officer Response:

2.4 PROBLEM

Location: D – The bin store adjacent to Sutton Avenue (Dwg. 2019-6038-001).

Summary: Risk of pedestrian slips and falls.

The north-western corner of the existing car park currently has ponding water as the existing gully is not at the low point of the car park (photo 2).



Photo 2: Ponding during rainfall in the northwest corner of the northern parking area

This gully coincides with the proposed footway around the existing building and, if it is not relocated, future ponding could freeze during wintry conditions and increase the risk of pedestrians, walking to and from the disabled parking spaces, slipping and falling.

RECOMMENDATION

The gully should be relocated to a suitable low point on the car park surface.

Design Team Response:

Problem and Recommendation Accepted.

The gully will be relocated to a suitable low point on the car park surface. The Surface water management design would be provided at detailed design stage.

Client Officer Response:

2.5 PROBLEM

Location: E – The ambulance parking bay (Dwg. 2019-6038-001).

Summary: Risk of pedestrian trips and falls and pedestrian/vehicle collisions during the hours of darkness.

An existing lamp column coincides with the location of the proposed ambulance parking space. If this is not relocated to a suitable location (the plan does not specify its relocation) the risk increases of darkness related trips, falls and pedestrian collisions with reversing vehicles.

RECOMMENDATION

The lamp column should be relocated to a suitable location that ensures that there are no areas of poor illumination during the hours of darkness.

Design Team Response:

Problem and Recommendation Accepted.

The lamp column will be relocated to a suitable location that ensures that there are no areas of poor illumination. The revised lighting design would be provided at detailed design stage.

Client Officer Response:

3. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119.

Audit Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Signed *P.J Martin*
Date17/09/2019.....

Audit Team Member

David Dodd – BSc(Hons), DipNEBOSH, FIHE, IEng, MCIHT, MSoRSA
Highway Adoption Manager, Medway Council

Signed *D. J. Dodd*
Date17/09/2019.....

Road Safety Answers Ltd
17, McDermott Road
Borough Green
Sevenoaks
Kent, TN15 8SA

☐ + 44 (0) 7710 980 141
☐ paulmartin@roadsafetyanswers.co.uk
☐ www.roadsafetyanswers.co.uk

4. Design Team and Client Organisation Statements

Design Team Leader

I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Client Organisation's endorsement of my proposals.

Name: Samuel O'Halloran

Organisation: Bright Plan Ltd

Signed: *Sam O'Halloran*

Date: 24/09/2019

Client Organisation Project Manager

I certify that I have reviewed the comments and actions proposed by the Design Team Leader and, in this report, I have stated my agreement, or alternative proposal, or acceptance of the risk associated with the problem.

Name:

Organisation:

Signed:

Date:

Appendix A

Drawings and Documents Examined:

2018-6038-001 Rev -.pdf

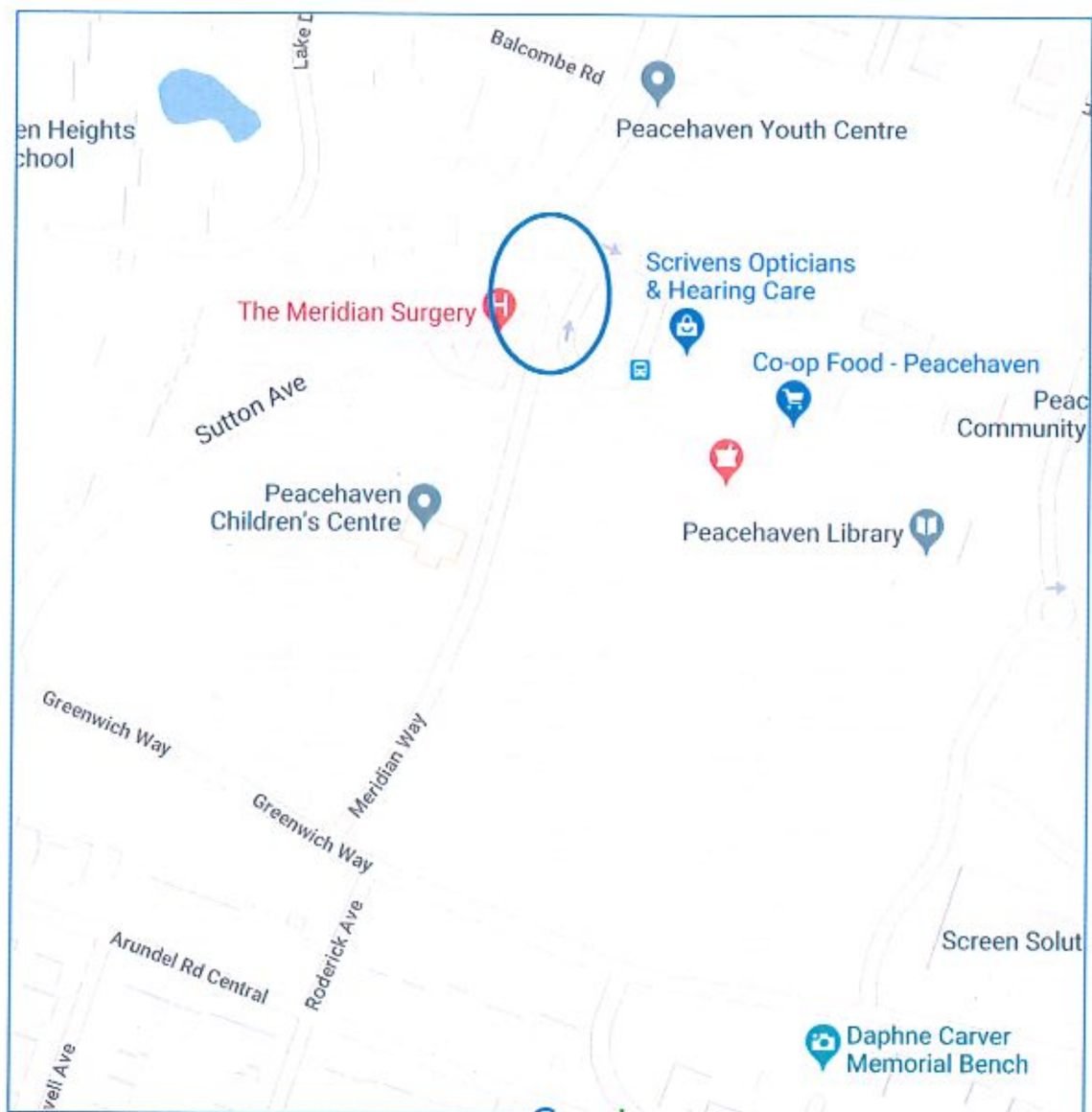
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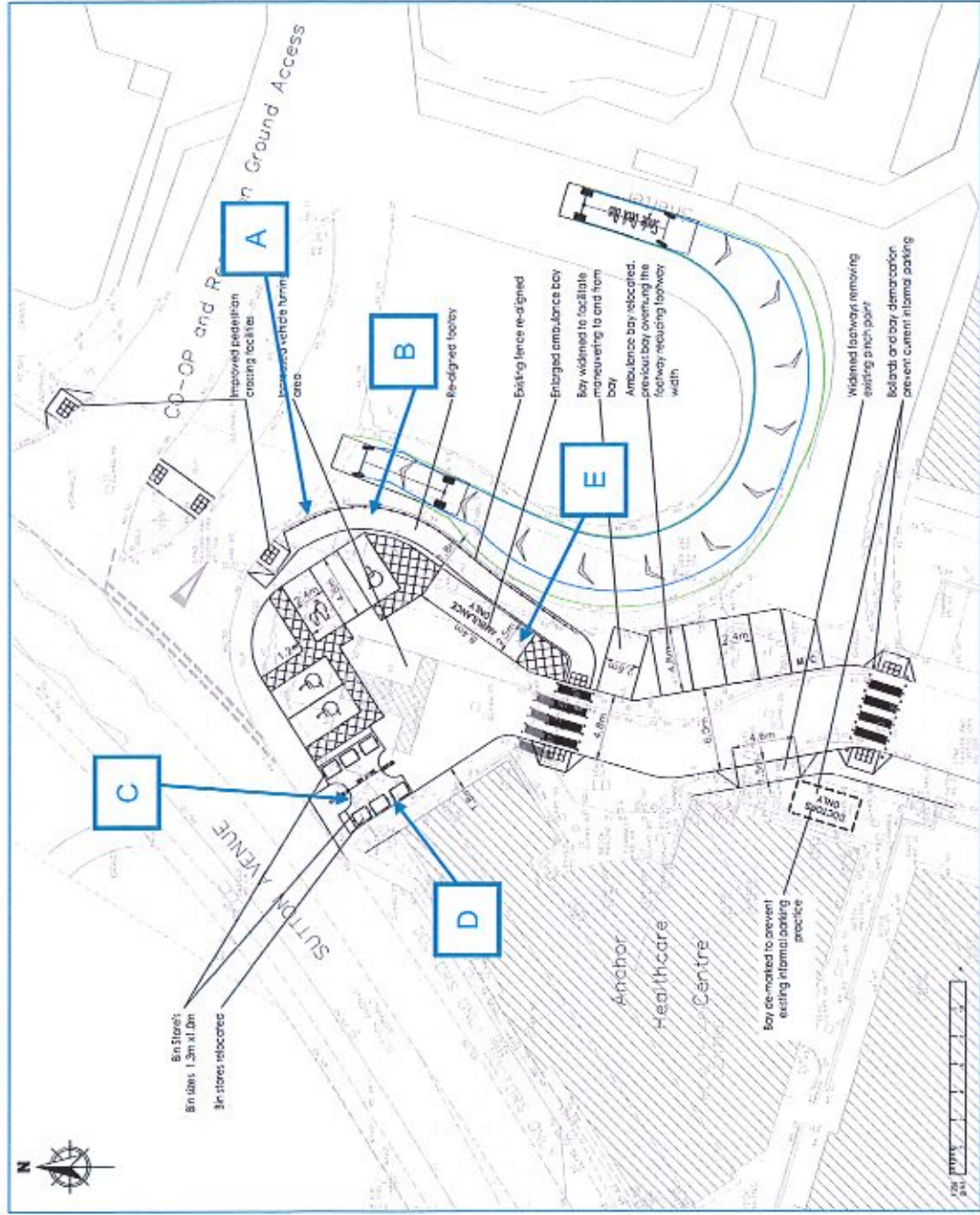
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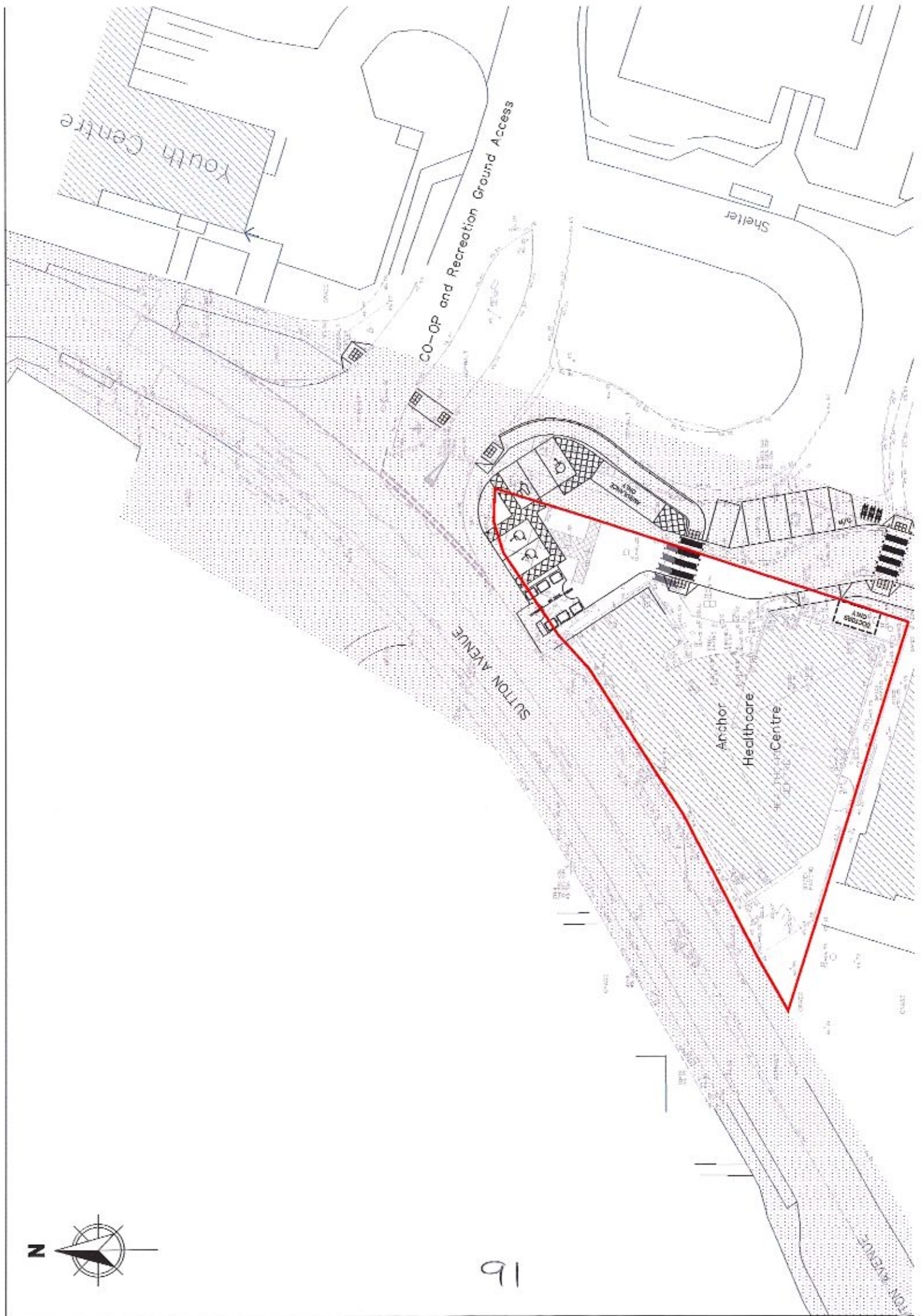
Appendix B

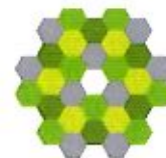
The following plan shows the location of the scheme



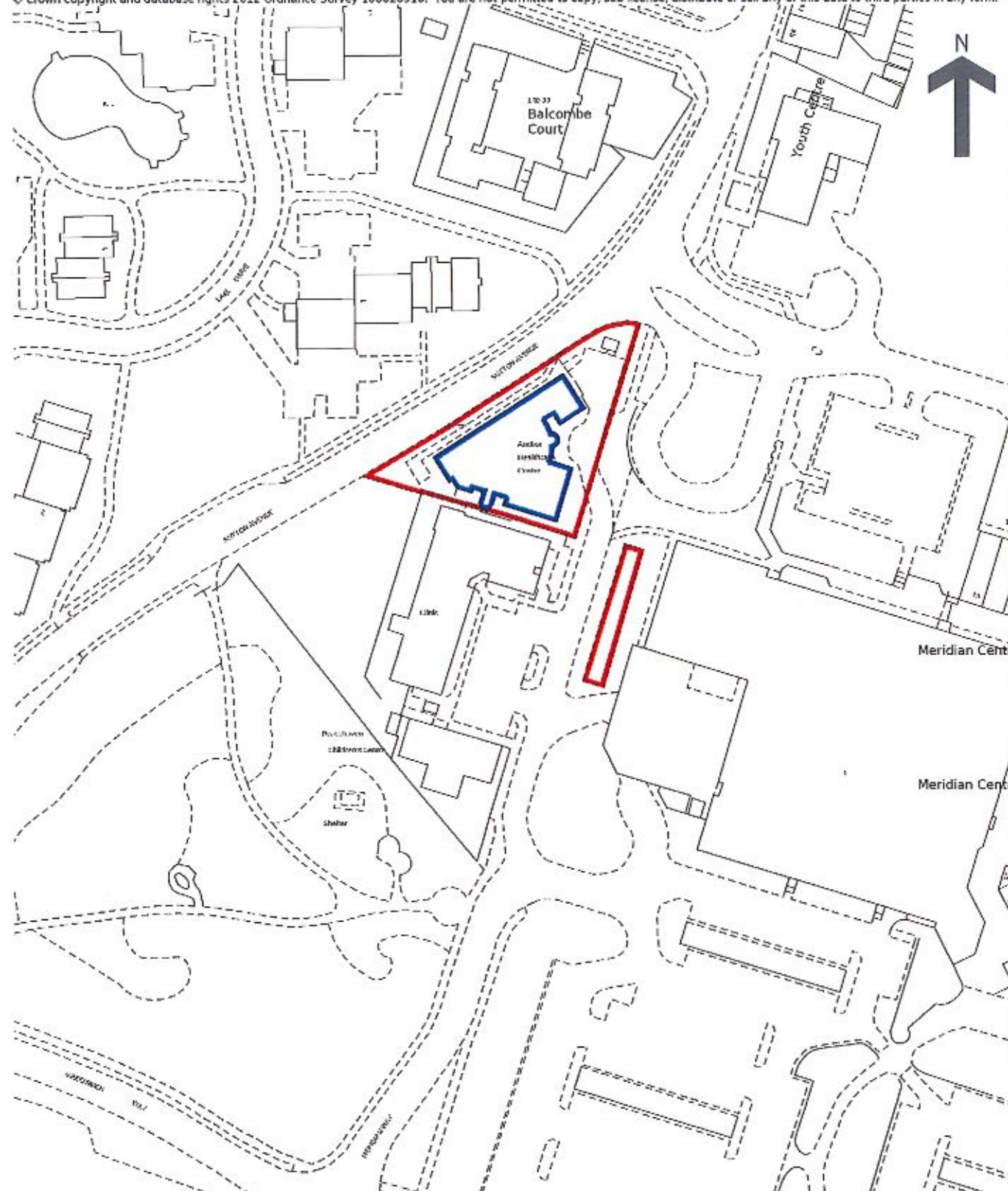
Problems Location Plan







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93

Reference	LW/20/0030/CD
Alternative Reference	PP-08429239
Application Received	Wed 22 Jan 2020
Application Validated	Wed 29 Jan 2020
Address	Nursery 29 Glynn Road Peacehaven East Sussex BN10 8AT
Proposal	Discharge of condition 3 relating to approval LW/19/0493
Status	Awaiting decision

Site Photos



View of the front of the property. Parking and drop off zone for 3 cars.



8.30 AM Tuesday

View of the parking, access, and travel route of Glynn Road facing east. Property is marked.



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View of the garden, south facing. Fence at the bottom has access to current main children's play area. If proposal is successful, the nursery will make use of the whole garden for the children.



View of the garden, north facing, from the dividing fence. Timber shed for storage. Garden is at a lower level than the other properties on Glynn Road, helping to prevent sound from travelling.



View of the lower garden which currently is predominantly used for the children, south west facing. Timber shed for storage. 6 foot fences and large trees mitigate any sound.



View of the lower garden and property, north facing. The garden is 140 foot long and surrounded by 6 foot fences as well as an ample amount of mature foliage.



Since moving to this property we have had no complaints of noise levels from any neighbours, and with the use of the entire garden the square footage per child will increase, therefore sound levels are expected to remain at current levels or decrease.

Site Management Strategy

Garden

Measures to control noise and activity levels within the garden

Existing measures to mitigate noise will be retained. These measures include:

- Mature foliage – this will be maintained within the boundaries of the property, recognising that neighbours may choose to handle their own garden foliage differently.
- Staff will always be present when children are in the garden.
- 6ft fencing around the garden – this will be maintained in good order.
- Freeflow play during the times when the garden is in use – this allows children to self-manage their garden usage. This means that, rather than viewing garden time as an exciting and therefore noisy opportunity, children will consider garden time as part of the normal daily routine. This will decrease noise levels as children will not be loudly expressing excitement.
- The children currently go on outings away from the setting several times a week. This will continue.

We will also introduce further measures to mitigate noise and activity levels within the garden, including:

- Usage of the full garden, as allowed by the planning permission, will dilute sound from the children, ensuring that noise is not concentrated in one area of the garden.
- Activities which more children choose to participate in, such as the mud kitchen, will be kept in areas of the garden without immediate neighbours on the boundaries.
- We will investigate the potential for acquiring native British trees from the Woodland Trust, in order to establish a hedgerow in the garden and further dampen noise.
- We will implement a noise monitoring system.
 - There will be visible displays of current noise levels at the top and bottom of the garden.
 - Children will be taught what an appropriate noise level is, and how to understand the displays. This will teach them to self-manage their noise levels.
 - Staff will also monitor the displays, and intervene if noise is excessive (above 75dB for more than 5 consecutive minutes) and the children are not self-managing.
 - These will also be visible to the CCTV system, as part of the complaints procedure outlined below.

Controls on numbers in the garden

We will review the numbers in the garden on a three-monthly basis, allowing us to take into account the needs of the business and any complaints raised by residents.

Initially, we will limit numbers to a maximum of 30 children in the garden at any one time. This is a small increase from the current numbers, which have not led to any noise complaints. This will also be spread over the entire 140 ft garden rather than the 1/3 that was used before. It will be maintained through a system which allows us to track how many children are in the garden, the details of which will be established within a year of the property becoming fully commercial.

Potential systems include:

- An electronic counter, pressed by the children when they enter or leave the building, and monitored by staff
- A lanyard/sash system, with a limited number of these available

Periods of garden usage

In the interests of being neighbourly, the garden will not be used for children between 7.30-9am, 12-1pm, and 5-6.30pm. This will avoid disturbing residents in the early hours of the day or in the evening when residents are likely to have returned home from work. Currently we are able to use the garden Monday to Friday 8am to 6.30pm for 20 children.

Parking and noise at the front of the property

Noise resulting from users of the nursery

We will establish a Neighbourliness Policy, outlining our rules about noise and parking. These will include:

- Avoiding slamming car doors, particularly before 9am
- Avoiding loud conversations, particularly before 9am
- Avoiding leaving car engines on when not driving
- Not blocking driveways when parking
- Not parking on pavements or grass verges

- Parents are to use the three driveway spaces if they are available
- Staff are not to park on the driveway

All parents and staff, new and current, will be asked to sign a form confirming their agreement to this policy.

We will also begin an anti-idling campaign, encouraging drivers not to leave their engines running when their vehicles are stopped.

We will create a Neighbourliness page on our website, reminding people of the expectations regarding noise and parking. This will also contain information regarding what is considered to be too loud, and at what times.

Nursery Parking

As above, we will establish a Neighbourliness Policy addressing concerns about obstructive parking.

In compliance with the conditions of our planning, staff will not be permitted to park on the driveway (from the date the site is no longer used for residential purposes). Parents will be expected to park on the driveway if there is space, and to park considerately on the road if not.

We will outline three separate parking spaces on the driveway, to ensure that parents are clear on whether or not there is space to park. This will also ensure that poor parking in the driveway does not restrict its usage.

At the early drop-offs, we will hold frequent spot checks to ensure compliance with our parking and noise requirements.

Named staff member and contact point

The named staff member is Jennifer Lelliott, one of our Deputy Managers. She is the primary point of contact for any complaints regarding parking, noise, or garden usage.

We will establish a clear Complaints Procedure for residents, and set up a dedicated method of contact; this may be a Facebook group or a dedicated email account, depending on which best suits the situation.

The Complaints Procedure will allow us to handle complaints appropriately, and will also protect the business from any potential malicious complaints. It will detail the requirements of a complaint.

Complaints must be made within two weeks of the incident, as the nursery's CCTV is stored for two weeks, and we will therefore be able to confirm whether or not the incident occurred as described. Complaints regarding parking will require photographic evidence, in order for us to verify that the individual is using the nursery.

Complaints regarding noise will trigger a noise assessment, whereby noise levels will be recorded for a month to establish whether there is an issue. Complaints regarding noise or garden usage will be taken into consideration when reviewing garden number controls.

29, Glynn Road, Peacehaven, East Sussex, BN10 8AT



Block Plan shows area bounded by: 541306.23, 102196.23 541396.23, 102286.23 (at a scale of 1:500), OSGridRef: TQ4135 224. The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

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Reference	LW/20/0033/CD
Alternative Reference	Not Available
Application Received	Wed 22 Jan 2020
Application Validated	Tue 28 Jan 2020
Address	41 Victoria Avenue Peacehaven East Sussex BN10 8HJ
Proposal	Proposed Discharge of Condition 2 (surfacing materials) relating to application (LW/19/0636)
Status	Awaiting decision

► OUR REF: DO/EC/8360

► YOUR REF:

14th January 2020

Planning Services,
Lewes District Council,
Southover House,
Southover Road,
LEWES,
East Sussex,
BN7 1AB

For the attention of Robin Hirschfeld

Dear Sir,

Re: **Proposed Hardstanding and Replacement Path in Front Garden**
41 Victoria Avenue, Peacehaven, East Sussex
Application No. LW/19/0636

Pursuant to Condition No. 2 of the aforementioned Approval, I am now delivering a sample of the proposed brick paving, which is a Marshalls product, reference 'Drive 50', colour Brindle.

With regard to the method of drainage, it can be clearly seen from our drawing reference 8360/3A that the brick pavers are to fall towards an Aco drain which, in turn, is to connect to the existing rainwater soakaway. It would be appreciated if the aforementioned Condition could be discharged as soon as possible, as the work is about to commence and it is for facilitating disabled access from an adapted car to the front door of the dwelling in accordance with the Disabled Facilities Grant being funded by your Authority.

Yours faithfully,



DAVID OSBORN

Enc.

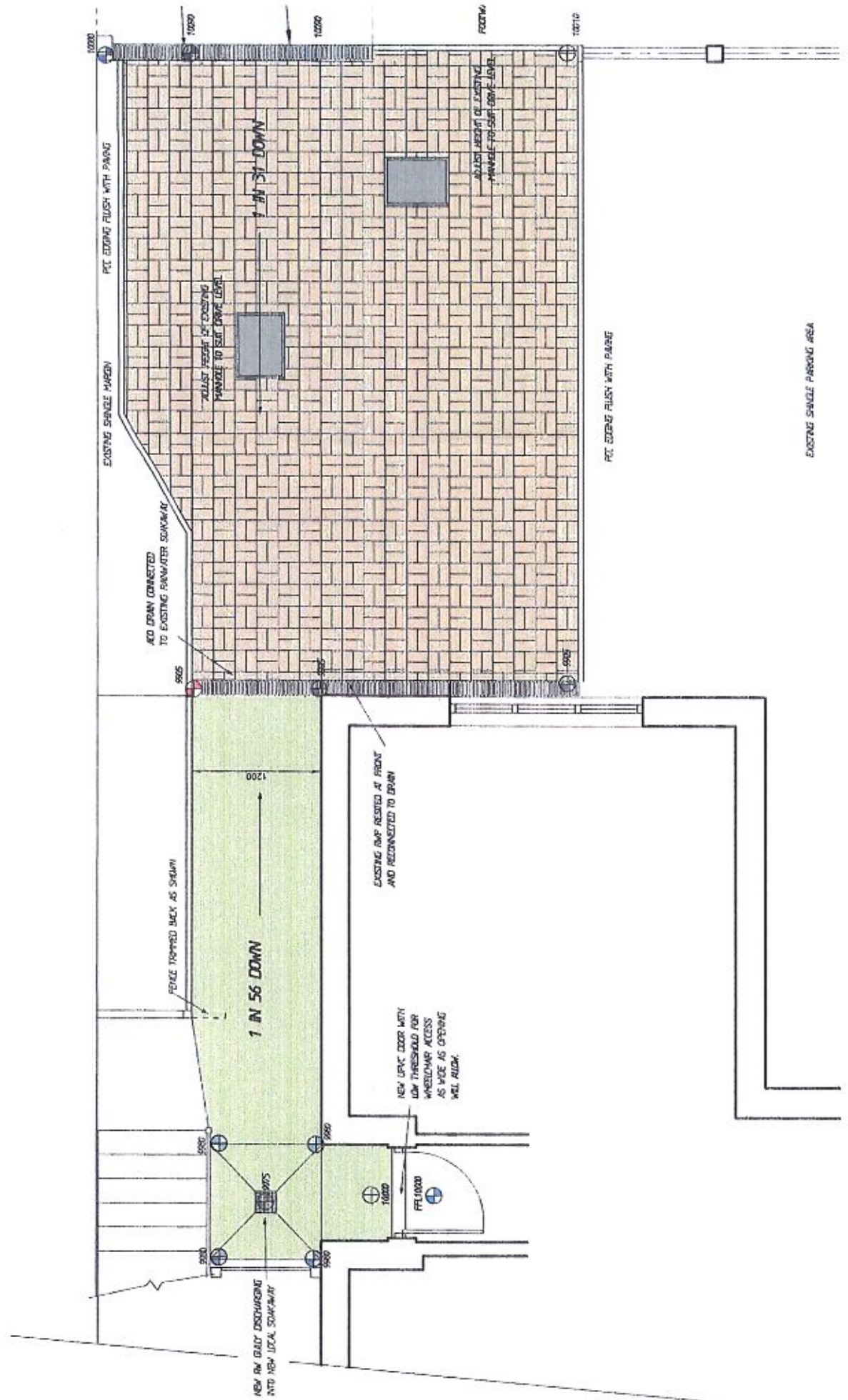
109

THE GRANARY RURAL BUSINESS CENTRE, BROAD FARM, HELLINGLY, EAST SUSSEX. BN27 4DU

TEL: 01323 846648 E-MAIL: design@costerassociates.co.uk

DIRECTORS: D. OSBORN, T. D. OAKSHOTT MRICS Dip. Arch.

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PARISH CONSULTATION LETTER

From:	Planning	To:	Peacehaven
Comments to be received by:	10.03.2020.		
Case No:	LW/20/0066		
Case Officer:	Sarah Scannell		

Location: 171 Roderick Avenue North Peacehaven East Sussex BN10 8BZ
Proposal: Demolition of existing conservatory and new single storey rear extension.

I am consulting you on the above development. A copy of the above planning application, together with accompanying plans, drawings and other documents, is available on our Public Access website by following the link below:

<http://www.lewes.gov.uk/planning/1139.asp>

We would be grateful to receive any observations no later than 10.03.2020.

Yours faithfully

Sarah Scannell
Specialist Advisor (Planning)

Phone: 01323 415428
Email: Customerfirst@lewes-eastbourne.gov.uk
Website: lewes-eastbourne.gov.uk



Mark A Chadd Ltd
architectural**SERVICES**

7 Tanners Row

Wokingham

RG41 4EL

Tel:07702 090009

mchaddarchitecturalservices@gmail.com

DESIGN AND ACCESS STATEMENT

**Re:Demolition of Existing Conservatory and Single Storey Rear Extension.
171 Roderick Avenue North,Peacehaven,BN10 8BZ**

Existing property:



Rear elevation.

Use:Proposed rear extension to provide enlarged living and dining area.

Amount:Additional footprint of approximately 27m2

Layout:As detailed within drawings ref draft2a280120 submitted with householder planning application.

Scale:Approximately 8m wide,3.3m deep with maximum height of 4m.

Appearance:Materials to match existing as closely as possible.

Boundary:No impact of existing boundaries.

Landscaping:No impact on existing landscaping.

Parking:No impact on existing parking.

Access:No impact on access or vehicle parking.

115.

Mark A Chadd Ltd
Architectural SERVICES
 7 Tanners Row
 Wokingham
 RG41 4EL
 Tel: 07702 090039
 email: info@architecturalservices@gnail.com

NOTES

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- 3) The drawing is intended to be used as a guide only and is not to be used for any other purpose without the written authority of Mark A Chadd Ltd.
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M 1:100 0 1 2 3 4 5
 M 1:50 0 0.5 1.0 1.5 2.0 2.5

Existing GF Plan

Mr & Mrs Prowse
 171 Roderick Avenue North,
 Peacehaven,
 BN10 8BZ

DRAFT 2a - 28.01.20

CLIENT NO:

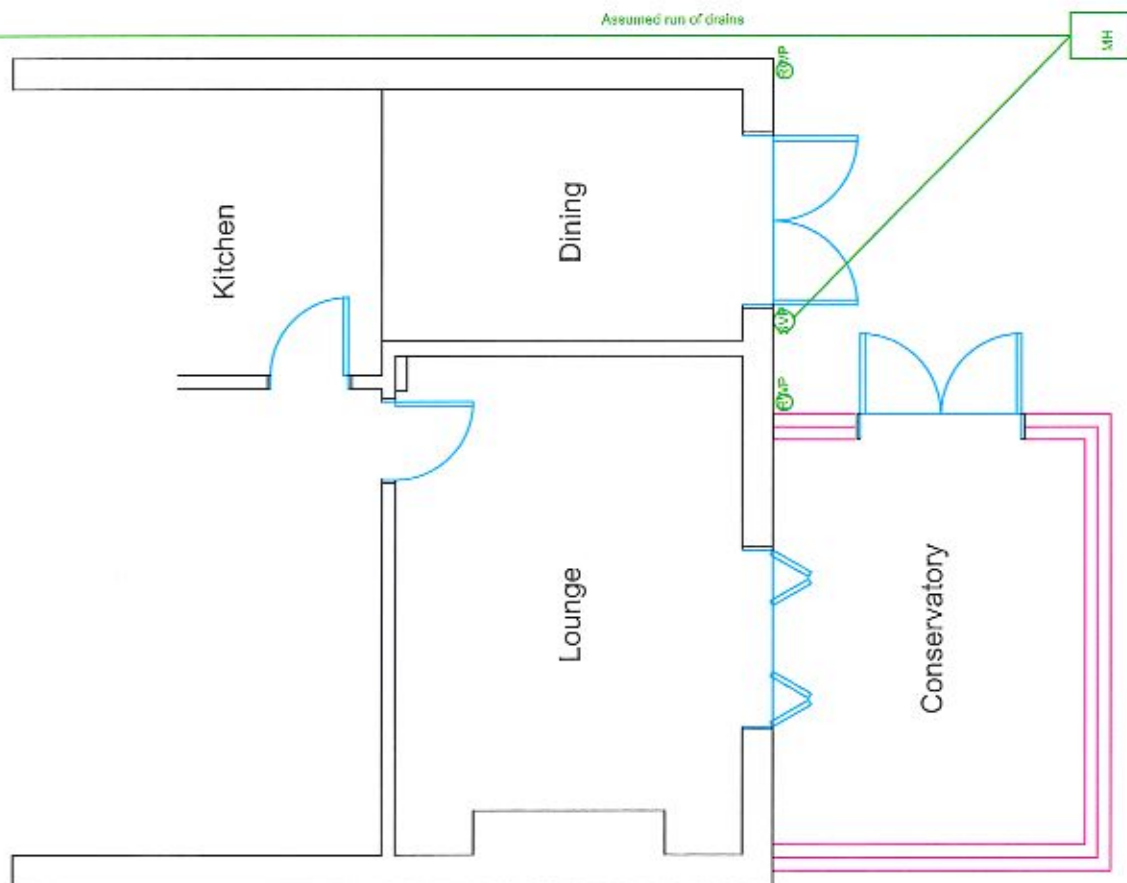
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JOB NO:

DATE:
27.01.20

SCALE @ A3: 1:50
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PG NO: 01



Mark A Chadd Ltd

Architectural SERVICES

7 Tanners Row

Wokingham

RG41 4EL

Tel: 07702 090009

email: markchadd@architecturalservices.co.uk

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Existing Roof Plan

Mr & Mrs Prowse
171 Roderick Avenue North,
Peacehaven,
BN10 8BZ

DRAFT 2a - 28.01.20

CLIENT NO:

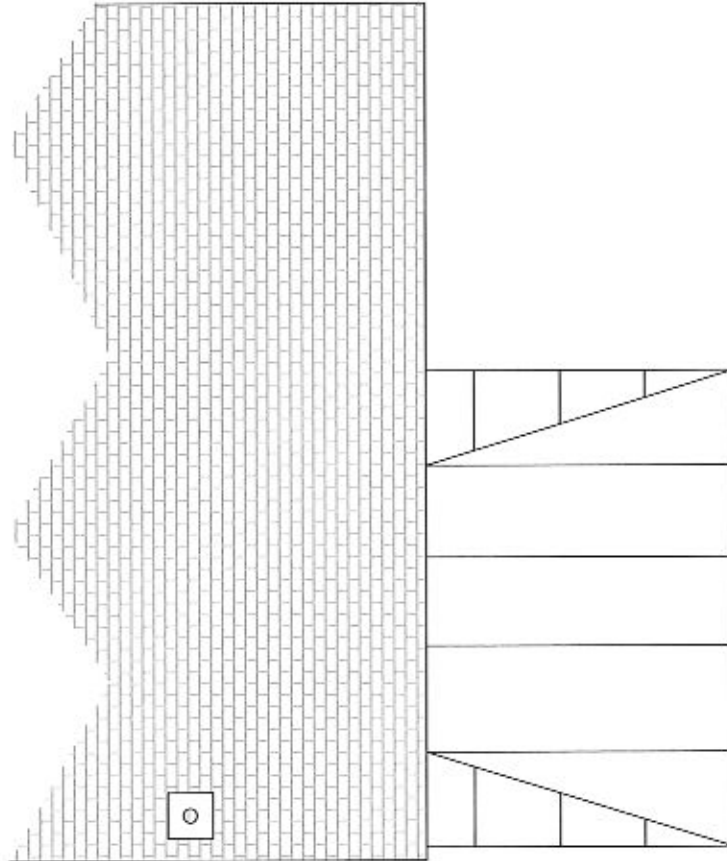
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JOB NO:

DATE:
27.01.20

SCALE @ A3: 1:50
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PG NO: 03



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 7 Tanners Row
 Wokingham
 RG41 4EL

Tel: 07702 090009
 email: markchadd@architecturalservices@gmail.com

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 M 1:500 0 0.5 1.0 1.5 2.0 2.5

Proposed Roof Plan

Mr & Mrs Prowse
 171 Roderick Avenue North,
 Peacehaven,
 BN10 8BZ

DRAFT 2a - 28.01.20

CLIENT NO:

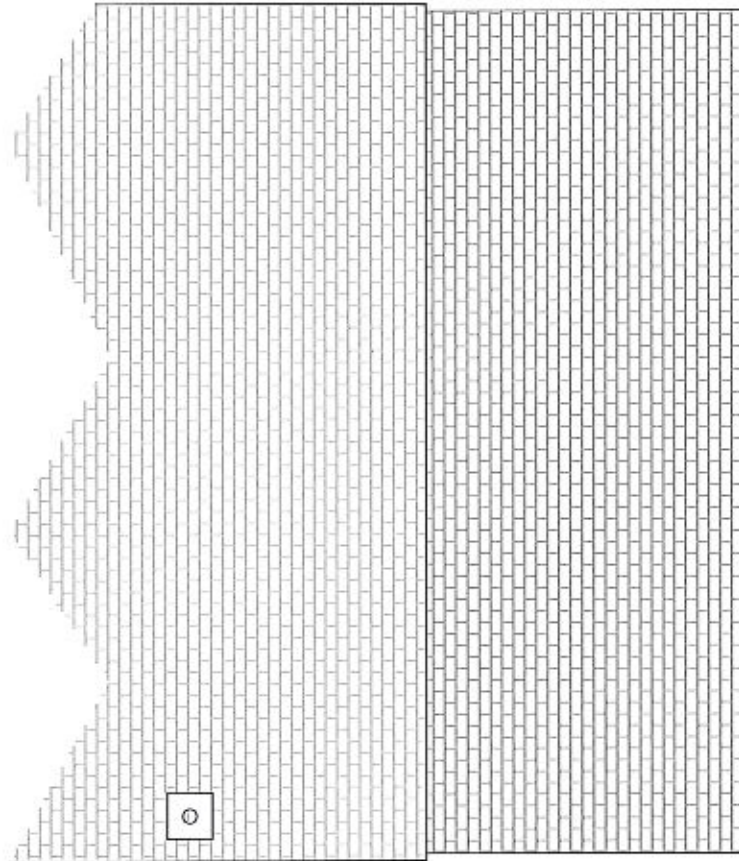
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JOB NO:

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27.01.20

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 (Print A3 borderless)

PG NO: 04



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Architectural SERVICES
 7 Tanners Row
 Wokingham
 RG41 4EL
 Tel: 07702 090009
 email: markchadd@architecturalservices@gmail.com

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Existing Elevations

Mr & Mrs Prowse
 171 Roderick Avenue North,
 Peacehaven,
 BN10 8BZ

DRAFT 2a - 28.01.20

CLIENT NO:

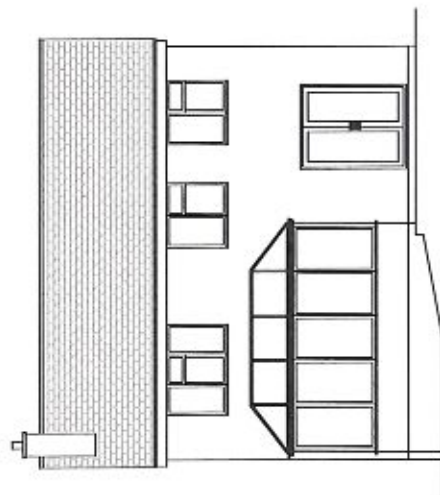
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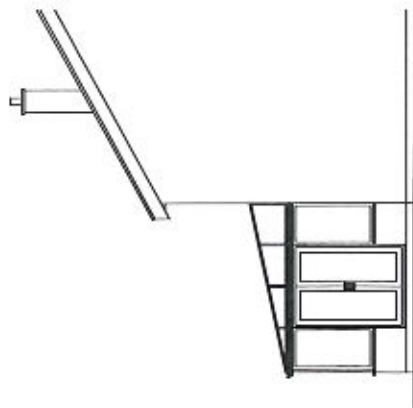
DATE:
27.01.20

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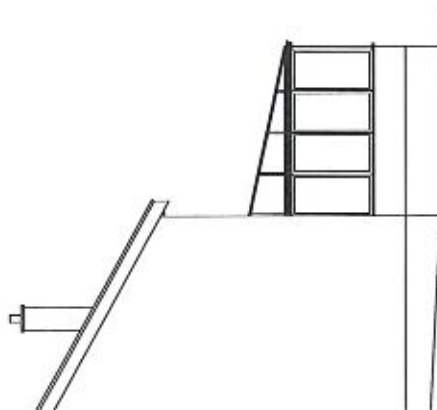
PG NO: 05



Rear Elevation



Left Side Elevation



Right Side Elevation

PARISH CONSULTATION LETTER

From:	Planning	To:	Peacehaven
Comments to be received by:		13.03.2020.	
Case No:	LW/20/0072		
Case Officer:	Mr Martin Fagan		

Location: 6 Downland Avenue Peacehaven East Sussex BN10 8UH

Proposal: Proposed loft conversion

I am consulting you on the above development. A copy of the above planning application, together with accompanying plans, drawings and other documents, is available on our Public Access website by following the link below:

<http://www.lewes.gov.uk/planning/1139.asp>

We would be grateful to receive any observations no later than 13.03.2020.

Yours faithfully

Mr Martin Fagan

Case Worker (Planning)

Phone: 01273 471600

Email: Customerfirst@lewes-eastbourne.gov.uk

Website: lewes-eastbourne.gov.uk



PLANNING STATEMENT FOR A LOFT CONVERSION AT

6 DOWNLAND AVENUE
PEACEHAVEN
EAST SUSSEX
BN10 8UH



Darren Moore Architectural Services Ltd
15 Headland Avenue, Seaford, East Sussex, BN25 4PY
07552 376064 01323 490670
darren@dm-as.co.uk www.dm-as.co.uk

Darren Moore Architectural Services Ltd. Registered in England Company No. 9530504
Registered Office: 15 Headland Avenue, Seaford, East Sussex, BN25 4PY

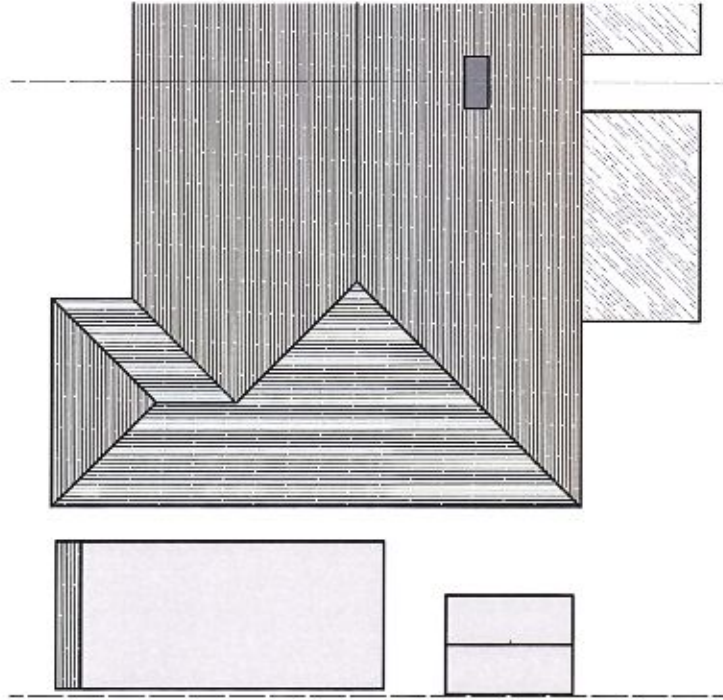
CONTEXT APPRAISAL

The application property is a semi-detached bungalow situated on the outskirts of Peacehaven, built around the 1960's. The proposal is to build a first floor loft conversion, incorporating a two bedrooms and a bathroom. The conversion will comprise of a flat roofed dormer to rear and a hip to gable conversion to the side.

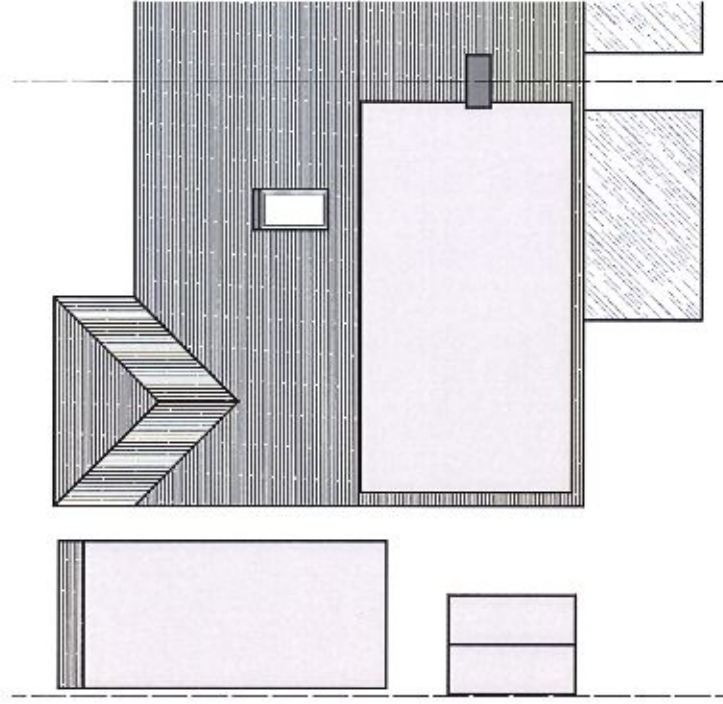
A loft conversion of this nature is normally considered permitted development, but in this particular instance the required size of the rear dormer in combination with the hip to gable conversion is ever so slightly over the allowed 50m³; 51.66m³ in fact. This together with the fact that the applicant wishes to have the dormer and gable end walls clad in Marley Cedral Weatherboarding; not match the existing walls or roof materials means that planning permission will be required.

The Marley Cedral Weatherboarding is a very popular choice in this area and is well recognised as being widely acceptable in planning terms. It is hoped that the planning department can see this and the 1.66m³ increase above the permitted development in volume not reasons for refusal.

Existing Roof Plan



Proposed Roof Plan



137

 **Darren Moore**
Architectural Services Ltd

Darren Moore, 15 Headland Avenue,
Seaford, East Sussex
BN25 4PY, 07552 376064
01323 490670 darren@dm-as.co.uk
www.dm-as.co.uk

6 Downland Avenue Peacehaven

Drawing No 05

Scale 1:100 on A3 paper

Please do not scale off the plans. Any critical sizes to be confirmed with Darren Moore

1m 2m 3m 4m 5m

Reference	TW/20/0009/TPO
Alternative Reference	PP-08473311
Application Received	Tue 04 Feb 2020
Application Validated	Tue 04 Feb 2020
Address	32 Anzac Close Peacehaven East Sussex BN10 7SY
Proposal	Works to reduce TPO (No. 59) sycamore
Status	Awaiting decision



Lewes District Council

Planning Services

Southover House, Southover Road, Lewes
East Sussex BN7 1AB

planning@lewes.gov.uk / Tel: 01273 484420 / Fax: 01273 484452

Application for tree works: works to trees subject to a tree preservation order (TPO) and/or notification of proposed works to trees in a conservation area.

Town and Country Planning Act 1990

Publication of applications on planning authority websites.

Please note that the information provided on this application form and in supporting documents may be published on the Authority's website. If you require any further clarification, please contact the Authority's planning department.

1. Trees Location

Number	32
Suffix	
Property name	
Address line 1	Anzac Close
Address line 2	
Address line 3	
Town/city	Peacehaven
Postcode	BN10 7SY

If the location is unclear or there is not a full postal address, describe as clearly as possible where it is (for example, 'Land to rear of 12 to 18 High Street' or 'Woodland adjoining Elm Road')

Easting (x)	541106
Northing (y)	102426

Description

--

2. Applicant Details

Title	Mr
First name	WAYNE
Surname	DODSON
Company name	
Address line 1	32, Anzac Close
Address line 2	
Address line 3	

2. Applicant Details

Town/city	Peacehaven
Country	
Postcode	BN10 7SY
Primary number	
Secondary number	
Fax number	
Email address	

Are you an agent acting on behalf of the applicant?

☐ Yes ☒ No

3. Agent Details

No Agent details were submitted for this application

4. What Are You Applying For?

Are you seeking consent for works to tree(s) subject to a Tree Preservation Order?

☒ Yes ☐ No

Are you wishing to carry out works to tree(s) in a conservation area?

☒ Yes ☐ No

5. Identification of Tree(s) and Description of Works

Please identify the tree(s) and provide a full and clear specification of the works you want to carry out.

You might find it useful to contact an arborist (tree surgeon) for help with defining appropriate work.

Where trees are protected by a Tree Preservation Order, please number them as shown in the First Schedule to the Tree Preservation Order where this is available. You should use the same numbering on your sketch plan (see help for sketch plan requirements).

Please provide the following information:

- Tree species
- The number used on the sketch plan; and
- A description of the proposed works.

Where trees are protected by a Tree Preservation Order you must also provide:

- Reasons for the work; and where trees are being felled
- Proposals for planting replacement trees (including quantity, species, position and size) or reasons for not wanting to replant.

e.g. Oak (T3) - fell because of excessive shading and low amenity value. Replant with one standard ash in same position.

1 twin trunk sycamore!

The tree has become rather large and is blocking a considerable amount of sunlight from my property and as there are a considerable amount of rather large and tall trees all around my property which also block considerable amounts of sunlight and as my tree is a relatively small garden and considering the size of the tree now, it needs pollarding as its blocking a lot of sunlight from my property and garden.

6. Trees - Additional Information

For all trees

A sketch plan clearly showing the position of trees listed in the question 'Identification of Tree(s) and Description of Works' MUST be provided when applying for works to trees covered by a Tree Preservation Order. A sketch plan is also advised when notifying the LPA of works to trees in a conservation area (see guidance notes).

It would also be helpful if you provided details of any advice given on site by an LPA officer.

For works to trees covered by a TPO

Please note: If none of the proposed work involves trees covered by a TPO, please answer 'No' to the two questions below

Please indicate whether the reasons for carrying out the proposed works include any of the following. If so, your application MUST be accompanied by the necessary evidence to support your proposals (see guidance notes for further details).

1. Condition of the tree(s) - e.g. it is diseased or you have fears that it might break or fall

☐ Yes ☒ No

If Yes, you are required to provide written arboricultural advice or other diagnostic information from an appropriate expert.

6. Trees - Additional Information

2. Alleged damage to property - e.g. subsidence or damage to drains or drives.

☐ Yes ☒ No

If Yes, you are required to provide for:

- Subsidence: A report by an engineer or surveyor (to include a description of damage, vegetation, monitoring data, soil, roots and repair proposals) and a report from an arboriculturist to support the tree work proposals.

- Other structural damage (e.g. drains walls and hard surfaces): Written technical evidence from an appropriate expert, including description of damage and possible solutions.

Documents and plans (for any tree)

Are you providing additional information in support of your application (e.g. an additional schedule of work for question 'Identification of Tree(s) and Description of Works')?

☐ Yes ☒ No

7. Tree Ownership

Is the applicant the owner of the tree(s)?

☒ Yes ☐ No

8. Tree Preservation Order Details

If you know which TPO protects the tree(s), enter its title or number

9. Authority Employee/Member

With respect to the Authority, is the applicant and/or agent one of the following:

- (a) a member of staff
- (b) an elected member
- (c) related to a member of staff
- (d) related to an elected member

It is an important principle of decision-making that the process is open and transparent.

☐ Yes ☒ No

For the purposes of this question, "related to" means related, by birth or otherwise, closely enough that a fair-minded and informed observer, having considered the facts, would conclude that there was bias on the part of the decision-maker in the Local Planning Authority.

Do any of the above statements apply?

10. Trees - Declaration

I/we hereby apply for planning permission/consent as described in this form and the accompanying plans/drawings and additional information. I/we confirm that, to the best of my/our knowledge, any facts stated are true and accurate and any opinions given are the genuine opinions of the person(s) giving them. ☒

Date (cannot be pre-application)

02/02/2020

