

# 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
BN10 8BB

Minutes of the meeting of the Planning & Highways Committee held online (Zoom) at 7.30pm on Tuesday 5<sup>th</sup> May 2021

<u>Present</u>; Cllr A Milliner (Chair), Cllr D Seabrook (Vice Chair), Cllr D Paul, Cllr R White, Cllr Sharkey, Cllr S Griffiths, <u>Officers</u>; Victoria Onis - Admin & Meeting Officer, Michelle Edser PTC SPO <u>Public</u>; one member of the public was present.

#### 1 PH1072 CHAIR ANNOUNCEMENTS

The Chairman wished the Mayor Cllr Sharkey all the best for her new role as the Mayor of Peacehaven.

#### 2 PH1073 TO APPOINT A VICE-CHAIRMAN OF THE COMMITTEE

Cllr Griffiths nominated Cllr Seabrook as Vice Chairman. This was seconded by Cllr White. There were no other nominations. All in favour.

#### **3 PH1074 PUBLIC QUESTIONS**

No public questions.

#### 4 PH1075 TO CONSIDER APOLOGIES FOR ABSENCE & SUBSTITUTIONS

Cllr Goble apologies accepted. Cllr Harris – no apologies

# 5 PH1076 TO RECEIVE DECLARATIONS OF INTEREST FROM COMMITTEE MEMBERS

There were no declarations.

## 6 PH1077 TO ADOPT THE MINUTES FROM THE 27<sup>th</sup> APRIL 2021

It was resolved to accept the Minutes as a true record.

# 7 PH1078 UPDATE FROM CLLR GALLAGHER CHAIR OF THE STEERING GROUP FOR THE NDP

- The SPO updated that work is continuing and moving along well and there is a Steering Group Committee meeting next week.
- Cllr Paul updated that the Neighbourhood Group have started bringing out a "lay-person's" newsletter. Currently putting together, the second edition which is available on the website. This will be a Neighbourhood plan for beginners, so members of the community can understand the process better.

## 8 PH1079 TO NOTE AND REVIEW THE COMMITTEES BUDGETARY REPORT

The circulated report was noted.

## Minutes of the meeting of the Planning & Highways Committee - Wednesday 5th May 2021

Cllr Seabrook confirmed that the only expense so far is the grass cutting contract for East Sussex to cover the new financial year.

#### 9 PH1080 THE DEVELOPERS' LIAISON WORKING PARTY UPDATE

It was proposed that we disband the working party and can reinstate if needed; in the meantime, issues can be reported to the Planning and Highways Committee. The work is now either completed or being dealt with elsewhere.

Standing orders suspended so a resident on this WP could speak

The resident on the Working Party will keep an eye on the situation & contact the SPO if any issues surface.

Proposed Cllr Sharkey Seconded Cllr Paul Al in favour

#### 10 PH1081 THE INTERNAL BUSINESS PLAN REPORT verbal update

Cllr Seabrook updated that the planters on the South Coast Road have all been weeded.

#### 11 PH1082 TO REVIEW THE PURPOSE AND FOCUS OF THE FOLLOWING WORKING PARTIES:-

#### A) Developers Liaison WP

(resolved at item PH1080)

#### B) ESCC SLR

- This is not a working party
- This meeting takes place twice per year
- Attendance from two Councillors Cllr Paul and Cllr Sharkey from PTC and Cllr Mills and Cllr Andy Smith from TTC, County Councillors and ESCC Highways.
- Any Highways issues that need ESCC's attention are brought to this meeting for discussion.

#### C) Rights of Way WP

- Cllr Seabrook updated that this WP was set up on 9<sup>TH</sup> April 2019, only one or two meetings have been held.
- The Purpose of this WP is to identify possible pathways in the town that could be adopted to ensure that these will be available for residents use in the future and to support Peter Seed who has extensive knowledge of the application process.
- The WP reports to the Planning & Highways Committee when a significant event occurs needs to be discussed, i.e. an appeal being turned down or a path being successful.
- The membership of this working party is Cllr Seabrook, Cllr Griffiths, Cllr Harris, Cllr Paul and Resident Peter Seed.
- Rights of Way must be established by 2026. The working party will meet when required and will be reviewed annually until 2026.
- There is a current list of rights of way list on the ESCC website and a list of the recognised paths on the County Council website. There is a list of paths under investigation by Peter Seed.

# Minutes of the meeting of the Planning & Highways Committee - Wednesday 5th May 2021

### Road Safety WP

- Cllr Seabrook reported that there is one other WP, the Road Safety WP that originally started out as the Community Speed watch Group October 2019 and by January 2020 had morphed into a Road Safety WP, but this was never agreed to be a WP by the Planning & Highways Committee.
- More volunteers are needed across the two Towns, only currently have 4 volunteers and it is a very
  effective method to educate motorists if only we have more volunteers. Not about prosecution, only
  education.
- Cllr Seabrook recognises that there is need for Road safety issues but proposed to revert the Road safety WP back to the original Community Speed watch group. The group will be monitoring road safety in the Town, no seatbelts, dangerous driving, using mobile etc. All in Agreement.

#### The Town Clerks report 'Review of the Working parties' was discussed.

Cllr Seabrook shared slides on the Recommendations for Working Parties and the following recommendations were agreed:

- 1. Working parties to be Task and Finish Groups.
- Each working party to have its aims and objectives confirmed. They need to be very specific and focused with either an end date or a review date. This must be set out in the minutes of the parent committee.
- 3. Members of working party to be confirmed i.e. Cllrs, experts, public and community.
- 4. When the working party will meet and how often. Could be monthly, six weekly or on demand etc but defined by the parent committee.
- 5. Reporting back to parent committee how often and how. Formal report or verbal to parent committee. This should be an agenda item.
- 6. TFG's do not need formal agendas or minutes. Notes can be taken if required by anyone.
- 7. TFG's have no financial authority.
- 8. TFG's do not make decisions, only recommendations to the parent committee using the report proforma.
- 9. TFG's can seek advice from officers when required.

Proposed Cllr Seabrook Seconded Cllr Paul All in favour

#### 12 TO CONSIDER Planning applications as follows:-

The Applications below were noted.

PH1083 LW/21/0157	Taken off and replace roof with higher ridge, add dor-
92 The Promenade Peacehaven	mers to east and west elevations to form first floor
	with balcony facing south, add porch to west elevation
	and take down and replace garage.
Case Officer Rita Burns	
	Comments
	It was resolved to recommended approval

#### 13 TO NOTE the following Planning Application Decisions:-

The following Decision Notices were noted

PH1084	LW/20/0719
234 Sour	th Coast Road

Demolition of existing garage and erection of part two storey and part single storey rear extension (to include West facing dormers) for the provision of 3 additional residential units, internal works to 2 existing residential units, external redecoration/improvements to existing principal elevation and shop front

### Lewes DC Refused permission

Peacehaven's Planning & Highways Committee **objected** to this application

https://padocs.lewes-eastbourne.gov.uk/my-requests/document-viewer?DocNo=19814084

**PH1085** LW/21/0045 50 Cornwall Avenue

Prior approval under Schedule 2, Part 20, Class A of the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 for construction of one additional storey to create 1no. dwelling

#### Lewes DC Refused Prior Approval

Peacehaven's Planning & Highways Committee **objected** to this application

https://padocs.lewes-eastbourne.gov.uk/my-requests/document-viewer?DocNo=19835235

#### 14 PH1086 TO REVIEW & UPDATE THE P&H ACTION PLAN.

The action was discussed and updated.

# Minutes of the meeting of the Planning & Highways Committee - Wednesday 5th May 2021

<u>NOTE</u>: In accordance with Standing Order No. 3(d) and the Public Bodies (Admission to Meetings) Act 1960, Section 1, in view of the confidential nature of the following business to be transacted, the public and press are excluded from the discussion of the following items.

The member of the public left the meeting.

#### 15 PH1087 PRE-PLANNING APPLICATION FOR DISCUSSION

The SPO introduced this item. The matter was discussed and appropriate actions agreed.

#### DATE OF NEXT MEETING OF THE COMMITTEE TO BE CONFIRMED

There being no further business, the meeting closed at 20.50



# Item PH1093

Report on the use of Design Guide for Peacehaven and Telscombe Neighbourhood Plan.

The report is for noting.

- 1.1 Planning applications should seek to create well-designed places that can be used by all people and all abilities.
- 1.2 As set out in paragraph 130 of the National Planning Policy Framework, permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.
- I.3 As part of the Neighbourhood Plan process a local design guide for the neighbourhood plan area has been created to use as a tool when determining or negotiating planning applications, that will set out the general design principles and standards that development should follow in the neighbourhood plan area.
- 1.4 The design guide is an important way of communicating local design expectations and requirements and are one of the visual tools that the National Planning Policy Framework expects authorities and neighbourhood planning groups to prepare and use.
- 1.5 The neighbourhood plan design guide is informed by the important characteristics of good places set out in the National Design Guide<sup>1</sup>, and need to be shaped by a clear understanding of the local area's qualities and opportunities. The neighbourhood plan design guide is a concise, positive documents which sets out in illustration the key design characteristics of the local areas, the good design practices to be followed by development in each area, such as the inclusion of materials, palette of colours, public realm design, green technology, and design styles of buildings and parking layouts.
- 1.6 While the design guide is ready for use at the current time by the Town and District Council in decision making, to be given full weight in the decision-making process, the document needs to be adopted by Lewes District Council to be used such as a supplementary planning document. Discussion is underway with the planning team to enable this to happen.

<sup>&</sup>lt;sup>1</sup> National design guide - GOV.UK (www.gov.uk)

A copy of the neighbourhood plan design guide is available at <u>Peacehaven & Telscombe</u> Neighbourhood Plan Design Code 30/06/2021

# Peacehaven Town Council

Page 1

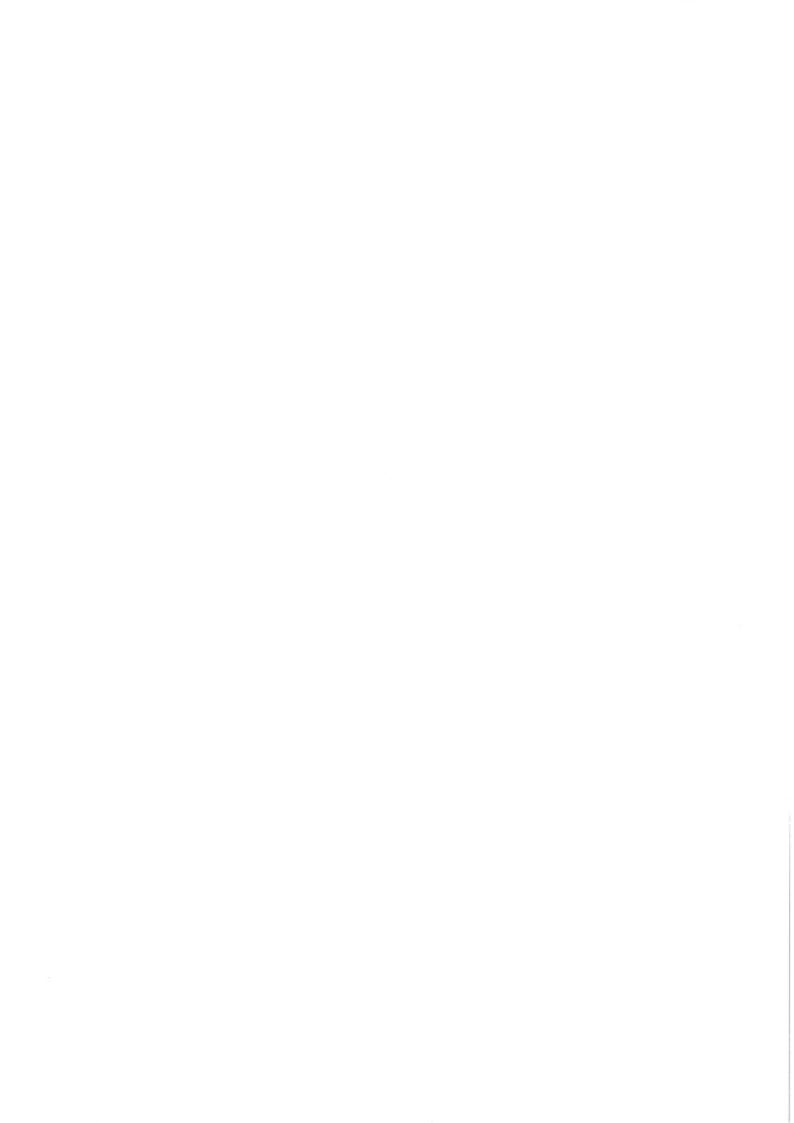
11:03

# Detailed Income & Expenditure by Budget Heading 30/06/2021

Month No: 3

# **Cost Centre Report**

		Actual Year To Date	Current Annual Bud	Variance Annual Total	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
200	Planning & Highways							
4851	Noticeboards	0	1,100	1,100		1,100	0.0%	
4852	Monument & War Memorial	0	600	600		600	0.0%	
4853	Street Furniture	0	600	600		600	0.0%	
F	Planning & Highways :- Direct Expenditure	0	2,300	2,300	0	2,300	0.0%	
4101	Repair/Alteration of Premises	24	1,000	976		976	2.4%	
4111	Electricity	271	1,092	821		821	24.8%	91
4171	Grounds Maintenance Costs	198	500	302		302	39.7%	
4850	Grass Cutting Contract	8,687	8,687	0		0	100.0%	
Pl	anning & Highways :- Indirect Expenditure	9,180	11,279	2,099	0	2,099	81.4%	9.
	Net Expenditure	(9,180)	(13,579)	(4,399)				
6000	plus Transfer from EMR	91						
	Movement to/(from) Gen Reserve	(9,090)						
	Grand Totals:- Income	0	0	0			0.0%	
	Expenditure	9,180	13,579	4,399	0	4,399	67.6%	
Net Income over Expenditure		(9,180)	(13,579)	(4,399)				
	plus Transfer from EMR	91						
	Movement to/(from) Gen Reserve	(9,090)						



Agenda Item:

PH1096

Committee:

Planning & Highways

Date:

6<sup>th</sup> July 2021

Title:

Safety issues outside of Greggs/Costa on The South Coast Road

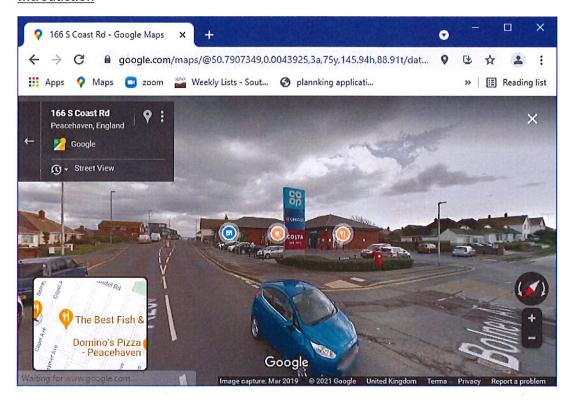
**Report Authors:** 

Victoria Onis (Admin & Meetings Officer)

**Purpose of Report:** 

To consider the purchase of Bollards and set a budget for this.

## Introduction



The South Coast Road has become heavily congested over the last 5 years due to the increase of housing and population. There are other areas of concern (e.g. outside Subway) but this particular area outside of Greggs/Costa has been getting increasingly dangerous for both vehicles and pedestrians due to the anti-social parking which is also next to a Traffic Island which is supposed to be a 'safe' place to cross the Road.

## **Background**

As well as lorries/vans parking on the pavement/double yellow lines throughout the opening times of 6.30am to 10pm 7-days a week, the entrance to these outlets opens up close to the junction on to the South Coast Road which is also the entrance and exit to residents of Bolney Ave.

Bolney Avenue is heavily used by both Residents of Bolney Ave and the three outlets, Costa, Greggs and the Coop.

The restricted view for vehicles pulling out from Bolney Avenue (this is the key "leading" traffic direction)





Significant damage has been caused to the pavement surface and services under the path may be compromised. I have reported this to ESCC Highways and they are going to patch over a small section which is directly outside of the Co op.



#### **Analysis**

- Steve O'Connell, Community Speed Watch Officer for Sussex Police, reported in our last Road Safety WP Zoom, that this is an area of High concern for Public Safety due many minor (so far) accidents.
- Lorries and vans block the line of sight when pulling out of Bolney Avenue, cars are having to nudge out into the traffic flow, which may be speeding around the offending vehicles. This can result in cars breaking suddenly or swerving towards the opposing line of traffic which is sitting in the centre of the road waiting to turn right into the outlets on Bolney Avenue. To exacerbate matters, the junction is in a dip, at an angle, narrow and full of pot holes.
- The pavement here is more than wide enough to accommodate bollards, but there is road signage that intrudes into the footpath making is very difficult for people with mobility scooters to pass through when there is illegal pavement parking (It is illegal because the offside wheels are parked on double yellow lines)
- The pavement has also crumbled due to this parking and there are large chunks of road surface which could flick up from car tyres and cause a serious injury to a pedestrian.
- Vehicles travel along this road at speeds in excess of 40mph (it's a 30) this area is already a hazard without the speed (do we know if there has been any kind of speed survey?).
- Pulling out of Bolney Ave and turning right towards Newhaven, across two lanes of speeding traffic, is a
  risky process without the added risk of a Lorry blocking the view. When turning left towards Brighton,
  road safety is also compromised.

- ESCC are not willing to support the cost for bollards along here, the areas outside of Subway and Greggs have been brought to the attention of Highways in recent SLR meetings.
- The Traffic Police and Parking Enforcement monitor the area 'occasionally' and Residents have been taking pictures, but this is a problem from 6.30am to 10pm, the occasional monitoring is not going to resolve the problem.

#### Conclusions

The A259 is no longer a quiet seaside road, it is a key strategic route and has a constant flow of traffic in both directions. There is only one road in and out of Peacehaven and the South Coast Road is often congested, this congestion will potentially get worse as the population of the Town is still growing.

Over the last 2 years I have:-

- Involved the parking enforcement team who have informed me that they do not have the manpower to monitor as often as needed, they may have time to visit every few weeks.
- Made the Police are aware of this area after there has been many minor accidents. This area is well known as a hot spot to the traffic police who have even reported that this area needs Bollards.
- Sent pictures from the public to Operation Crackdown, but Operation Crack down get a lot of reports and there isn't the manpower to work through these reports quickly, this is a not a fix.

#### Recommendations

- Contact the managers of the outlets to make them aware of the situation and to notify their delivery drivers and customers (staff cannot police this for safety reasons).
- Consider signage or road / pavement markings, or raising the kerb height. We would need a highway engineer to advise. As this is related to the development of the Co-op/Greggs/Costa we could justifiably use our CIL pot if Councillors agreed (useful advice in here: <a href="http://www.civicvoice.org.uk/uploads/files/Briefing">http://www.civicvoice.org.uk/uploads/files/Briefing</a> note 3 Bollards.pdf)
- Note that putting in a CIL bid (involves getting a plan together, permissions, quotes etc a lot of work and probably months of delay as bidding for 2021 is not expected to open until autumn, reviews likely would be end of the year so funding not likely to be received until 2022)
- Lobby harder for ESCC (perhaps with funding from the retailers themselves) to do something about this, using our County Councillor contacts, MP, social media and local newspaper and get a campaign going, for either physical measure, more regular enforcement (do ESCC or LDC enforce?), CCTV or indeed all of these.
- Fund CCTV ourselves (CIL could again be used), taking advice from our CIL working party? (issues with
  how this would work in terms of ticketing etc so may not end up being much prevention). CCTV is more a
  punitive measure but won't necessarily deter those who are passing, unless it is quite clear it is present,
  so we would probably still have an issue

- We could check the planning permission for the site, write to Co-op re: their deliveries, or ask ESCC/LDC, to do so and for Co-op to ensure their designated delivery area is used. Note that this bay is at the entrance/exit and lorries cannot easily manoeuvre here with vehicles in and out all the time. See picture below of the small loading bay in a very impractical location.
- Agree to fund bollards ourselves, which will resolve the matter with minimal delay.
- Due to similar problems with the planters outside Subway, we should potentially try to resolve both areas
  at the same time. This will need costing up separately. We could utilise the cycle racks in one of our parks
  or even outside Community House. There are no cycle provisions in Howard Park, the Dell, Epinay Park or
  the Oval. The Howard Park consultation has recommended installing cycle parking in Howard Park.

#### **LOADING BAY**



### **Implications**

The Town Council has a duty to consider the following implications:

#### **Financial**

- Use of capital?
- Replacement of asset?
- Reduced expenditure?
- Increased income?
- Budget provision?
- Financial Regulations?

Significant expenditure, currently uncosted.

Use of PTC and LDC CIL monies.

Some ESCC funding.

Failure to take action will result in further damage to the pavement surface and potentially underlying utilities which could result in significant costs and inconvenience if damaged. E.g. water or gas leak

Legal	Highways Laws.
UK Law?	
<ul><li>Standing Orders?</li></ul>	Health & Safety Laws.
<ul><li>Council Powers/Duties?</li></ul>	Equalities Act 2010
<ul> <li>Lease/landlord</li> </ul>	Story Company Story Story Story Story Story Story
responsibilities?	
Health & Safety	Need to maintain safe and useable footpath for all
<ul><li>Accessibility?</li></ul>	
• Equalities?	
Planning	ESCC Highways principle Authority.
LDC permission?	Highways Act 1980
Planning Law?	Trigriways Act 1980
Highways?	
Environmental and sustainability	
AONB/SSSI/SDNPA?	Delete's Coffee
• Green spaces?	Pedestrian Safety
<ul><li>Walking/cycling?</li></ul>	
Crime and disorder	Improves visibility of traffic exiting from Bolney Avenue onto South Coast
ASB?	Road.
<ul><li>Public safety?</li></ul>	Encures footnoth is accessible at all times
Road safety?	Ensures footpath is accessible at all times
Social value	
<ul><li>Charities/voluntary orgs?</li></ul>	Improved and refer once for communities
Support for those in need?	Improved and safer area for community.
Area improvements?	
Community benefits?	
<u>Climate</u>	No impact on climate change.
Carbon footprint?	Will the bollards be made from recycled plastic?
Materials?	will the bollarus be made from recycled plastic:
Recycling?	

### Appendices/Background papers

Three quotes? Quotes received from Constain and Licence costs from ESCC Highways Location map? attached

Location pictures? Pictures of the Bolney Aveune Junction and pavement outside of the three outlets Supporting doc's? Highway Code / Quotes / Licence costings

## **HIGHWAY CODE**

Section 242

You **MUST NOT** leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road.

Laws RTA 1988, sect 22 & CUR reg 103

Section 243

DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space

Section 244

You **MUST NOT** park partially or wholly on the pavement in London, and should not do so elsewhere unless signs permit it. Parking on the pavement can obstruct and seriously inconvenience pedestrians, people in wheelchairs

or with visual impairments and people with prams or pushchairs. Law GL(GP)A sect 15

Section 246

**Goods vehicles**. Vehicles with a maximum laden weight of over 7.5 tonnes (including any trailer) **MUST NOT** be parked on a verge, pavement or any land situated between carriageways, without police permission. The only exception is when parking is essential for loading and unloading, in which case the vehicle **MUST NOT** be left unattended.

Law RTA 1988 sect 19

## **QUOTES & SPECIFICATIONS**

#### Licences

• A Section 171 – Excavation licence will be required. This licence costs £399.61, however this is a base rate and if the total cost of the works exceed £3,996.10, then this licence is priced at 10% of that cost,

For example if the job costs 5k in total, the 171 licence would cost £500

- A licence to place bollards and/or posts on the highway for 2 years can be requested for a fee of £60.14.
  - = £ 439.75 for Licences.

# Highways Approved Bollards

The options are:-

- To source Highways approved Bollards ourselves and use Costain or a Highways Approved Contractor to install
- To use Costain to purchase the Bollards and also install.
- To use Costain to purchase the Bollards and we use a Highways approved Contractor to install.
- To use a local contractor to source and install the Bollards

Costain use Highways approved company Glasdon for Bollards, for every ten bollards brought, we would get one free. So the total cost we would have to pay is the website cost of 14 bollards free delivery.

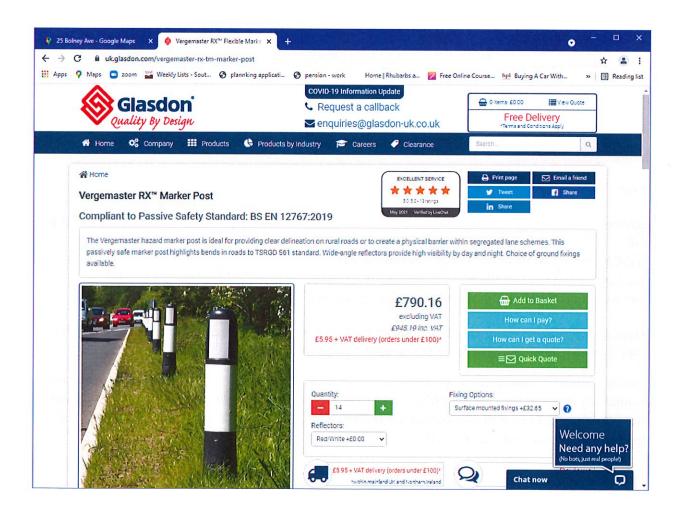
However Costain advised me that when they include their overheads and profits it may be worthwhile sourcing the bollards ourselves and that they would still be happy to provide installation only or source the Bollards and the contractor ourselves, as long as the contractor has the necessary £10 million Public Liability Insurance and NSRWA accreditations as previously mentioned.

Quote from Costain for 'COMPLETE' works to be carried out - Bollards / Licence / Fitting for the Vergemaster Bollard x15

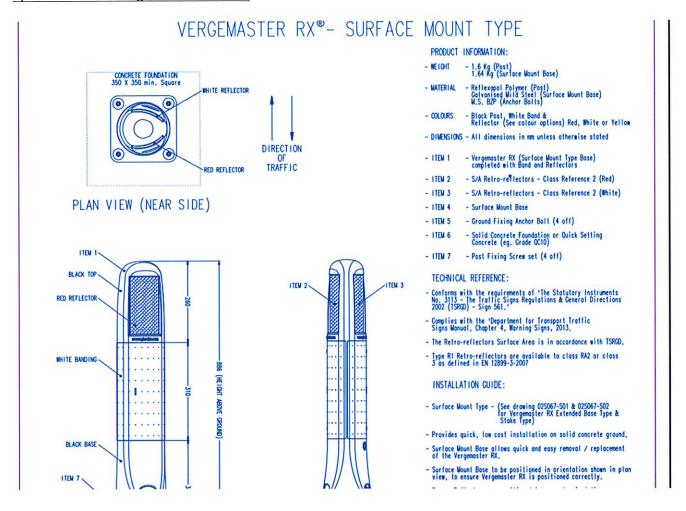
For Costain to arrange all, they have included overheads and profits on to the below costings, hence why the section 171 licence cost has increased from £399.

	Quantity	Rate	Total	
Section 171 License	1	£479.53	£ 479.53	
Vergemaster RX posts	15	£ 67.73	£1,015.95	
Labour inc Ped and TM management	1.75	£900.00	£1,575.00	
Materials Postcrete	18	£ 7.50	£ 135.00	
			£3,205.48	Exc VAT

I have selected the vergemaster, from advice from Newhaven Town Council, if damaged they are reasonably priced to replace.



### Specification for Verge master Bollards



#### Quote from local contractor Don Burtonshaw who will source and fit

To source the Vergemaster Bollard and install

To supply and install 15 boltdown bollards (erected the same as Newhaven T.C. had installed outside the Co-op), 450mm from back of kerb.

## Complete £2,500.00

Above price plus V.A.T.

The above quotation does not include licence fees

# Other quotes from approved contractors, for the installation ONLY of 15 Bollards. (Bollards to be sourced by Town Council or Costain)

#### STAR SURFACING

This work would come under our basic dayworks for 2 men a vehicle, tools and a small amount of materials such as post Crete.

I would estimate that the work should take one day but I would allow 2 just in case.

Our rate for the above is £1350 + vat per day

The above quotation does not include licence fees

#### AM CONSTRUCTION (Southern) Ltd

To provide signage, cones and barriers Traffic Management prior to commencement of works.

Install 15 bollards in a concrete foundation and secure as per manufacturers recommendation.

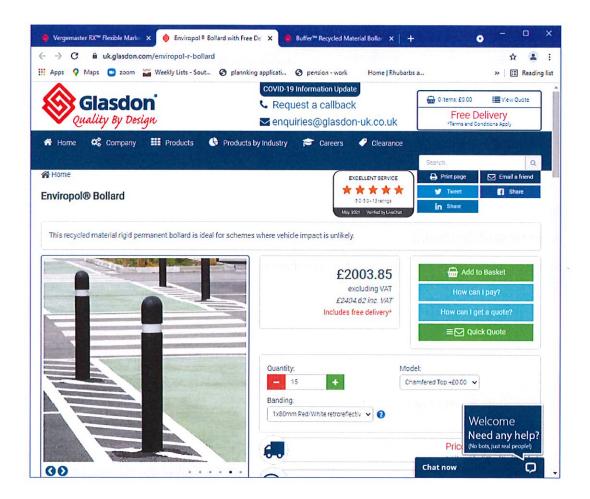
Reinstate disturbed surfaces as necessary.

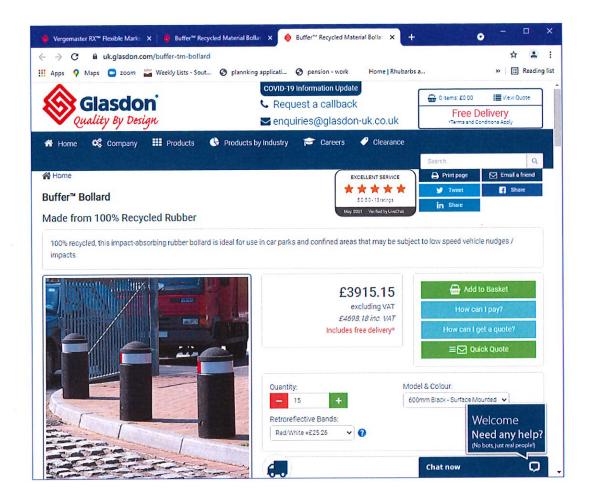
In the sum of: £3,250.00 + VAT

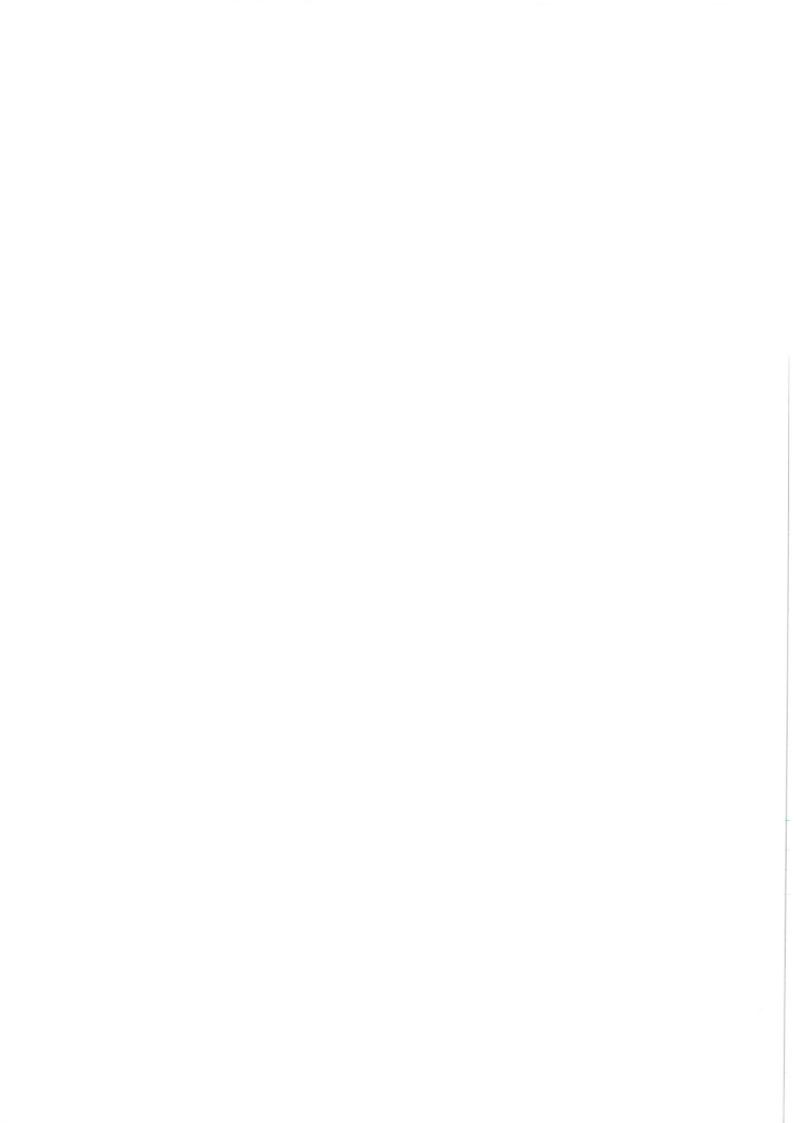
Please note that the above quotation does not include alterations to any buried services or the cost of Temporary Traffic Lights if the highways department deemed these as a requirement.

The above quotation does not include licence fees

Recycled Bollards – the costs increase with recycled materials.







Agenda Item: PH1098

Committee:

Planning and highways

Date:

30/6/21

Title:

Bus shelter replacement

**Report Authors:** 

**Kevin Bray** 

**Purpose of Report:** 

to make a recommendation.

## Introduction

PTC own several bus shelters around the town.

## Background

The shelter at Sutton Avenue near to Kempton house has suffered from severe rust and has reached its end of life, it is safe at the moment, and we will monitor its safety.

#### **Analysis**

The shelter was fitted in the early 2000's and has lasted with minimal need for repairs but due to the exposed nature of the site it has now succumbed to the elements and has rotted away in parts. It is safe at the moment but should be replaced this financial year.

#### Conclusions

The original manufacturers are no longer around but a former employee bought up the rights and designs so we can get a very similar design of shelter now, installed this would cost £4690.00. For me to get in three quotes (which will probably be all different shelters) this will need to come back to the committee.

We have also discovered the groundstaff are not allowed to excavate on the pathways due to H&S ticket requirements so any shelter will need to be installed by a contractor.

#### Recommendations

1. To recommend using CIL money to purchase a new shelter at a cost of no more than £4700.00. and we can then choose a design etc within that budget?

### **Implications**

The Town Council has a duty to consider the following implications:

<u>Financial</u>	<ul> <li>No budget was set for bus shelter repairs.</li> </ul>			
<ul> <li>Use of capital?</li> <li>Replacement of asset?</li> <li>Reduced expenditure?</li> <li>Increased income?</li> <li>Budget provision?</li> </ul>	PTC cil money is available.			
Legal Environmental and				
sustainability				
Crime and disorder				

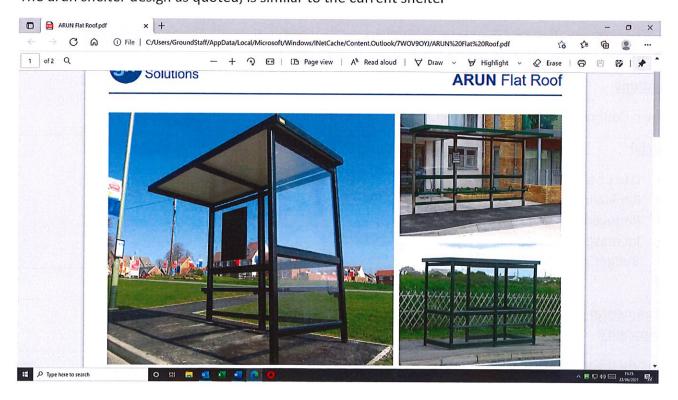
Social value	
Climate	
• Carbon footprint?	

# Appendices/Background papers

The condition of the current shelter



The arun shelter design as quoted, is similar to the current shelter



# Minutes Lower Hoddern Farm Development Peacehaven

# Date 16/06/21

Attendees

Cllr Collier (apologies given)

Michelle Edser Peacehaven Town Council

Jessica Sparks BDW (apologies given)

Richard Faulkner BDW

Sean Havis BDW

Dan Reid (apologies given)

Dan Witcher ESCC Highways (apologies given)

Mark Weston ESCC Highways

Paul Cranley PellFrischmass

Simon Cullen LDC Enforcement

Chris Wright/Tom Bagshaw LDC Planning (apologies given)

Viv Carrick Residents Association

Patrick Warner Brighton and Hove Busses (apologies given)

Leigh Palmer LDC

# Planning Issues

LDC urgent decision given last week, welcomed by BDW.

Deed of Variation? Currently with ESCC – Travel Plan dates to be pushed back until more "normal" conditions. Paul Cranley – spoken to Kal. She has details to sort. Change in Govt guidance Monday, WFH still advised, best not to launch Travel Plan. After Summer holidays more likely.

Richard Faulkner - Occupation 148 at moment. 52 to go. Summer deadline is getting close.

ACTION LP to chase ESCC legal for sign off.

Mark Weston updated the group Traffic and car usage – ESCC monitoring flows. Data collected daily. Reports being undertaken. Traffic is rising, spread across day. Also, a lot of road works going on. Some areas higher as people not using Public Transport, these are at 50-60% levels.

ACTION SH & BDW to report to the next meeting if there any \$106 milestones approaching.

# Highways Update

Some works under way, December for next scheme.

Smaller improvements around Southern Way will be completed in two stage 28 June  $-20^{th}$  July, others 21 July  $-20^{th}$  August ACTION MW & ESCC Colleagues to update on progress at next meeting.

Warning signs will go up, should be in hand. A week or two before.

Real Time Bus Information is with Marks colleagues, ESCC.

PTC to put update on website / social media etc.

# Buses update

**B&** Hove considering:

Frequency of 14

Frequency of express 12

Moving to zero emissions fleet

B&H need to submit a bid into LDC CIL Pot this is in hand.

All recognised the benefits of that result in "Trip Banking" (getting some out of cars to free up capacity on A259)

ACTION PW & B&H Busses to update at the next meeting the progress of their CIL bid.

# Construction Team Update

148 units are complete of which 50 are housing association – will find a more detailed breakdown (Viv Carrick Question)

5 completed since last catch up.

Roads and sewers now complete

No complaints during this time

Dust on site being dealt with by increasing the road sweeper.

Two water bowers added to site to dampen down dust.

Tidy up and clearing footpath – survey carried out last week, works to be undertaken in the next month ACTION RF & BDW colleagues to update on progress at next meeting.

# Enforcement

No complaints received.

LP thanked construction team for their work on this.

# **Residents Questions**

Q Footpaths thought the site  $-\frac{\text{ACTION}}{\text{ACTION}}$  BDW pledged to submit a drawing the Town Council highlighting the footpaths through the development. To report in progress at next meeting

# **Town Council**

No comments as all the issues had been discussed.

Confirmed that residents survey will be going out to cover all residents in the town.

# **AOB**

ACTION SH & BDW to update on Phase 3 regarding houses being turned through 90 degrees.



Agenda Item: PH1100

Committee: Planning & Highways

Date: 23/6/21

**Title:** Notice Pursuant to schedule 3 of the making of an Article 4 direction with immediate effect.

Report Author: Victoria Onis (Admin & Meetings Officer)

Purpose of Report: To note

Article 4 has been served.

The direction takes immediate effect but we can make representations to SDNPA should we wish.

This Article is protecting the area (taking permitted development rights away)

The Direction will remain in force until 16th December 2021 (being six months from the date of the Direction) and shall then expire unless it has been confirmed by the South Downs National Park Authority. Before deciding whether to confirm the Direction, the Authority will take into account any representations about the Direction made in writing or via email to <a href="mailto:Article4@southdowns.gov.uk">Article4@southdowns.gov.uk</a> and submitted to the Authority. The deadline for submitting representations is 27th August 2021.





# TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) (ENGLAND) ORDER 2015

# NOTICE PURSUANT TO SCHEDULE 3 OF THE MAKING OF AN ARTICLE 4 DIRECTION WITH IMMEDIATE EFFECT

On 16<sup>th</sup> June 2021 the South Downs National Park Authority made a Direction under Article 4(1) of the Town and Country Planning (General Permitted Development) (England) Order 2015. In accordance with Schedule 3 the Direction has immediate effect and removes permitted development rights for the erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure being development comprised within Schedule 2 Part 2 Class A to the Order and not being development comprised in any other class and the use of any land for any purpose for not more than 28 days in total in any calendar year, of which not more than 14 days in total may be for the purposes of— (a) the holding of a market; (b) motor car and motorcycle racing including trials of speed, and practising for these activities, and the provision on the land of any moveable structure for the purposes of the permitted use

Planning permission will therefore be required before any gates, walls, fences or other means of enclosure can be put on the land and the use of any land for any purpose for not more than 28 days in total in any calendar year, of which not more than 14 days in total may be for the purposes of— (a) the holding of a market; (b) motor car and motorcycle racing including trials of speed, and practising for these activities, and the provision on the land of any moveable structure for the purposes of the permitted use comprised within Class B of Part 2 Temporary Buildings and Uses of the Town and Country Planning (General Permitted Development) (England) Order 2015.

Due to recent COVID the 28 days has been extended to 56 days which expires on the 31<sup>st</sup> December 2021 and the 14 days (a) and (b) of the act has been extended to 28 days until 23<sup>rd</sup> March 2022

The Article 4 Direction applies to Land to the West of Hoddern Farm, Hoddern Farm Lane, Peacehaven, BN10 8AR

A copy of the Article 4 Direction and a map defining the area covered can be viewed at the South Downs Centre, North Street, Midhurst, West Sussex, GU29 9DH between the hours of 9am – 5pm Mondays to Thursdays and 9am – 4.30pm Fridays, however, due to the recent COVID19 restriction please contact the officer dealing in order to arrange a time and date to do this. Or it can be viewed on-line at following the links in the planning web page. https://www.southdowns.gov.uk/planning-applications/do-i-need-planning-permission/



The Direction will remain in force until 16<sup>th</sup> December 2021 (being six months from the date of the Direction) and shall then expire unless it has been confirmed by the South Downs National Park Authority. Before deciding whether to confirm the Direction, the Authority will take into account any representations about the Direction made in writing or via email to <a href="mailto:Article4@southdowns.gov.uk">Article4@southdowns.gov.uk</a> and submitted to the Authority. The deadline for submitting representations is 27<sup>th</sup> August 2021.

Dated 16th June 2021

#### **ARTICLE 4 DIRECTION**

#### SOUTH DOWNS NATIONAL PARK AUTHORITY

# TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) (ENGLAND) ORDER 2015

# **DIRECTION MADE UNDER ARTICLE 4(1)**

# Land to the West of Hoddern Farm Hoddern Farm Lane Peacehaven BN10 8AR

WHEREAS the South Downs National Park Authority ('the Authority') being the appropriate Local Planning Authority within the meaning of Article 4(5) of the Town and Country Planning (General Permitted Development) (England) Order 2015, is satisfied that it is expedient that development of the description set out in the First Schedule hereto should not be carried out on the land shown edged black on the attached plan more particularly described in the Second Schedule below, unless permission therefore is granted on an application made under Part III of the Town and Country Planning Act 1990 (as amended).

NOW THEREFORE the said Authority in pursuance of the powers conferred upon it by Article 4(1) of the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended, hereby direct that the permission granted by Article 3 of the said Order shall not apply to development on the said land of the description set out in the First Schedule below.

THIS DIRECTION is made under article 4(1) of the said Order and, in accordance with Schedule 3, shall remain in force until 16<sup>th</sup> December 2021 (being six months from the date of this direction) and shall then expire unless it has been confirmed by the appropriate local planning authority in accordance with Schedule 3 paragraph 2(6) before the end of the six month period.

#### FIRST SCHEDULE

### Fences, Gates, Walls and other means of enclosure

The erection construction maintenance improvement or alteration of a gate fence wall or other means of enclosure being development comprised within Schedule 2 Part 2 Minor Operations Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 and not being development comprised in any other class.

# Temporary use of land

The use of any land for any purpose for not more than 28 days in total in any calendar year, of which not more than 14 days in total may be for the purposes of— (a) the holding of a market; (b) motor car and motorcycle racing including trials of speed, and practising for these activities, and the provision on the land of any moveable structure for the purposes of the permitted use comprised within Class B of Part 2 Temporary Buildings and Uses of the Town and Country Planning (General Permitted Development) (England) Order 2015.

Due to recent COVID the 28 days has been extended to 56 days which expires on the 31st December 2021 and the 14 days (a) and (b) of the act has been extended to 28 days until 23rd March 2022

# SECOND SCHEDULE

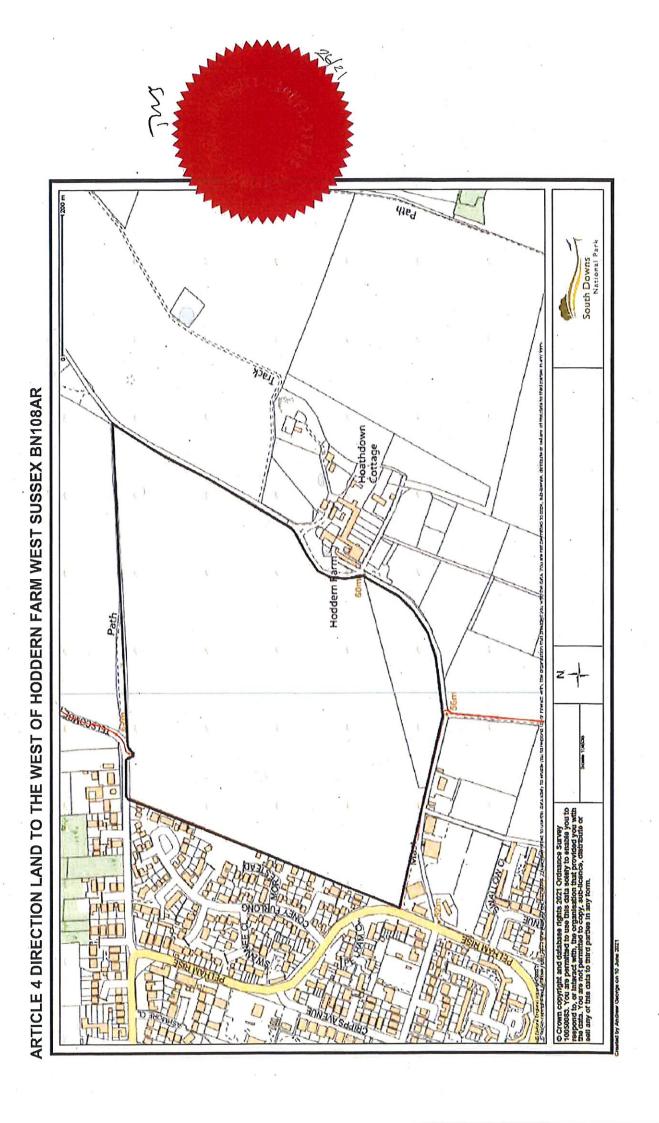
Land to the West of Hoddern Farm Hoddern Farm Lane Peacehaven BN10 8AR shown edged black on the attached plan.

Made under the Common Seal of the South Downs National Park Authority This 16th day of June 2021

The Common Seal of the South Downs National Park Authority was affixed to this
Direction in the presence of
Authorised Officer
Authorised Officer
Confirmed under the Common Seal of the South Downs National Park Authority this day of
The Common Seal of the South Downs National Park Authority was affixed to this

Direction in the presence of

**Authorised Office** 



#### **AGENDA ITEM PH1101**

# SDNP/21/02749/PRE (99 dwellings at Morestead adj Lower Hoddern Farm) Appendices/Background papers

- 1 Email trail June 2021
- 2 SDNP\_21\_02749\_PRE-PLANNING\_STATEMENT-1498187
- 3 SDNP\_21\_02749\_PRE-COVERING\_LETTER-1504436





Planning Department Lewes District Council Southover House Southover Road Lewes East Sussex BN7 1AB

Sent via email: customerfirst@lewes-eastbourne.gov.uk

13 April 2021

Dear Sir/Madam

# PRE- APPLICATION ADVICE REQUEST: DEVELOPMENT OF LAND TO THE EAST OF TELSCOMBE ROAD, PEACEHAVEN FOR UP TO 99 DWELLINGS

Claremont Planning are instructed on behalf of the applicant European Property Ventures East Sussex (EPV) to submit a pre-application request in respect of their site to the east of Telscombe Road, Peacehaven. The site is located on the southern boundary of the South Downs National Park within Lewes District Council administrative boundary. In accordance with the pre-application process outlined on the South Downs National Park Authority website we have directed this pre-application request to Lewes District Council.

This pre-application submission comprises the following information:

- South Downs National Park Authority proforms request for pre-application advice;
- Pre-Application Report prepared by Claremont Planning;
- Site Location Plan;
- Site Masterplan;
- Development Context Plan;
- Landscape and Visual Feasibility Study prepared by LUC.

The proposed development comprises a residential proposal in the region of 99 dwellings, a pre-application fee of £1,800 will therefore be made separately via the South Downs National Park Authority website.

#### The Site

The site that is subject to this pre-application submission forms part of a wider land area that is located on the north eastern edge of the settlement of Peacehaven. The wider area within the control of EPV extends to approximately 22.6 hectares of land. The site that is subject to this submission covers approximately 8.5 hectares and is situated along the western boundary of the field boundary, adjacent to existing residential development off Coney Furlong. The site extends from Lower Hoddon Farm and Glynn Road to the south, to Telscombe Road in the north, as shown on the accompanying Development Areas Plan, coloured light brown and defined as Development Area – Phase 1.

Existing residential properties to the west (which informs the proposals on the site) are traditional brick built one and two storey properties set on culs-de sac off a main residential road named Coney Furlong. In addition, the Lower Hoddern Farm complex of farmhouse and light industrial buildings is located to the south, whilst the listed Hodden farm is beyond the wider field boundary to the east.

There is a private road and public right of way running along the southern and eastern boundaries of the land parcel that clearly define the wider field extent, which then connects to a public right of way that follows the northern boundary hedgerow from Telscombe Road. Vehicle Access is currently gained to the wider field parcel via this private access track, from the eastern boundary. The public right of way and private road serve Lower Hoddern Farm before continuing in a north easterly direction, connecting Peacehaven with Piddington further to the north east.

The site is currently in use for intensively growing cereal crops and as a result has restricted habitat potential and landscape contribution. The site and its boundaries are currently open in character with some fencing and gappy trees and hedgerows.

The site is located immediately adjacent to the existing settlement of Peacehaven and its development would result in a natural extension to the existing built form, following the eastern expansion of the settlement that has been established through permitted development to the south off Pelham Rise.

#### **Development Proposals**

The proposals seek to deliver a residential development on land to the east of Telscombe Road, Peacehaven. The development proposals will comprise in the region of 99 dwellings with a mix of market and affordable housing provision. The proposals will be landscape-led and provide significant areas of open space provision and improvements to the landscape boundary treatment around the site and wider field parcel.

The development of the identified site has the potential to deliver ecological and landscape enhancements through the adjoining field parcel areas (identified by the blue line on the location plan), especially the northern areas of the field that have an elevated position. Through the landscape assessments of the site that have been undertaken the current arable farming of the site has been considered to detract from the landscape setting of this peripheral area of the National Park, with a return to grassland and specific planting regime considered to be a benefit arising from the development that would restore the chalkland grassland landscape setting.

Such landscape restoration is also considered to contribute positively to the setting of the listed Hoddern Farm complex to the east, with the separation proposed through delivery of grassland beyond the site ensuring that the setting of the heritage asset will not be detrimentally affected.

The development area is identified as having two potential access points into the site from Pelham Rise in the south and Telscombe Road in the north. Detailed junction designs for these access opportunities have not yet been progressed.

#### **Sustainable Development**

The site at Peacehaven is a highly sustainable location, adjacent to the existing built form of the town. Peacehaven provides a number of local services, including supermarkets, post office, restaurants, takeaways and sports facilities. There is also a medical centre and the local junior school is within walking distance of the site.

This site would be able to accommodate cross boundary growth at Peacehaven from Lewes District, providing opportunity for investment in the town and delivering housing to serve the needs of National Park residents in a highly sustainable location. The NPPF clearly states that public bodies have a duty to co-operate on planning issues that cross administrative boundaries, particularly those that relate to strategic priorities such as the delivery of affordable homes. As stated above the site is highly sustainable and adjacent to an existing settlement boundary. Residential development at this location could assist both Lewes DC and the SDNP in achieving their housing delivery targets and meeting the needs of their resident populations.

#### **Landscape Considerations**

A Landscape and Visual Feasibility Study by LUC has been undertaken to assess the development prospects of the whole field parcel that is owned by EPV. It is requested that this assessment inform the pre-application request as it identifies how the scope of development extent has been determined. This study has found that the least sensitive area of the site is in the south west where it abuts existing residential development and benefits from visual shelter provided by the rising landform to the north and east. Although the site contributes to the diverse landscapes of the National Park it is not located in the most tranquil or unspoilt location, it is currently in agricultural use and it does not apparently contain notable historic features that contribute to the rich cultural heritage. It therefore does not presently contribute much to the National Park's special qualities and purposes but does have the potential to make a stronger contribution.

The Landscape and Visual Feasibility Study has concluded that there is some capacity for residential development on the less sensitive western and southern parts of the site adjacent to the existing settlement edge. Development would provide opportunities to improve the character and the quality of the edge of Peacehaven and its interface with the National Park. The study also found that there are further opportunities to improve biodiversity and green linkages as well as providing recreational opportunities to benefit local residents and visitors to the National Park.

#### **Pre-Application Request**

The pre-application request relates to the principle of development for residential purposes and therefore at this stage no detailed design proposals have been drawn up. Notwithstanding this, the applicants are aware of the planning policy background relevant to development proposals in the locality and would draw on this advice in preparing detailed proposals for the site. Advice would however be appreciated from the Local Planning Authority in respect of the requirements in terms of layout, scale, mix, affordable housing tenure, open space

requirements, parking, sustainable design considerations and planning application validation requirements.

#### Conclusions

The site has the potential to contribute to both SDNP and Lewes DC housing needs in a sustainable location with minimal impact upon the National Park qualities. I would therefore request that the Council receives these proposals positively and provide the Council's views on the principle of the development and matters relating to layout and design to inform the progression of the applicant's proposals for the development of the site.

I look forward to obtaining pre-application advice from you and look forward to discussing the prospects of the site further with you.

Yours sincerely,



Katherine Else MRTPI Bsc Hons PG Dip Managing Director 07779112641 kelse@claremontplanning.com



# PRE-APPLICATION REPORT

# REISDENTIAL DEVELOPMENT OF LAND TO THE EAST OF TELSCOMBE ROAD **PEACEHAVEN**

# ON BEHALF OF **EUROPEAN PROPERTY VENTURES** (EAST SUSSEX)

29 March 2021

Our Ref:

**EPV.09** 

Claremont Planning Consultancy Ltd

2 Snow Hill Snow Hill Queensway Birmingham B4 6GA

Tel: 0121 231 3610

Email: info@claremontplanning.com

# **QUALITY MANAGEMENT**

Prepared and Authorised by:	Sara Jones / Katherine Else
Date:	29 March 2021
Project Number/Doc Reference:	EPV.09/Pre-App

#### COPYRIGHT © CLAREMONT PLANNING

The material presented in this report is confidential. This report has been prepared for the exclusive use of EPV and shall not be distributed or made available to any other company or person without the knowledge and written consent of Claremont Planning.

# **CONTENTS**

1	INTRODUCTION	1
2	APPLICATION SITE	2
3	PLANNING POLICY	4
4	PROPOSED DEVELOPMENT	12
5	PLANNING ASSESSMENT	14
6	CONCLUSIONS	19
AP	PENDICES	
APP	ENDIX 1 – SITE LOCATION PLAN	I
APP	ENDIX 2 – SITE MASTERPLAN	
ΔΡΡ	ENDIX 3 – DEVELOPMENT CONTEXT	ERROR! BOOKMARK NOT DEFINED.

### 1 INTRODUCTION

#### 1.1 Background

- 1.1.1 Claremont Planning Consultancy has been instructed by the applicant, European Property Ventures East Sussex (EPV), to prepare a pre-application submission in respect of a proposed landscape-led residential development on land at Telscombe Road, Peacehaven.
- 1.1.2 The proposed development comprises a low-density residential development of up to 99 dwellings on the south western side of the site closest to the existing built-up area of Peacehaven, alongside comprehensive areas of open space to serve the development. The wider land holdings of EPV also provide the opportunity for additional biodiversity and landscape mitigation through the restoration of grassland of the land to the east. As set out through the LUC landscape assessment enclosed, providing grassland to the east on the highest part of the landholding will help to restore the chalk grasslands setting to the edge of Peacehaven which has been lost through the arable farming in the vicinity. The grassland will also serve to provide biodiversity enhancement and contribute to habitat provision.
- 1.1.3 This Pre-Application report forms part of a wider submission base and should be read in conjunction with the accompanying Site Plan, Development Areas Plan and Landscape and Visual Feasibility Study undertaken by LUC.
- 1.1.4 This report will provide an overview of the site and the surrounding area. It seeks to identify the relevant planning policies at a national and local level, as well as other planning policy provisions of relevance to the proposed development. The report will then consider the proposed development of the site. An assessment of the proposed development will then be provided against planning policy and other material considerations, followed by a brief summary and conclusions.
- 1.1.5 EPV is keen to understand the Council's views on the principle of the proposed development and is keen to engage with the Council at the earliest opportunity to discuss the proposals.

### 2 APPLICATION SITE

#### 2.1 Peacehaven Context

- 2.1.1 Peacehaven Town's ability to expand and accommodate more development is restricted by a number of constraints including physical topography, infrastructure and its relationship to neighbouring settlements. The redevelopment of identified sites within the town have been curtailed due to viability concerns which have limited the capacity to deliver housing within the existing urban area. As such the expansion of Peacehaven should be regarded as a necessity.
- 2.1.2 Further expansion of the Town to the west has been discounted due to the close relationship to Saltdean and the prospect of coalescence between the two settlements, as documented in the adopted Lewes and Eastbourne Joint Core Strategy. Rather, growth to the east of the town is preferred as demonstrated through the Lower Hoddern Farm Allocation SP8, public park and the development of the wastewater treatment works. The retention of suitable separation to Newhaven is equally relevant and therefore further expansion to the east has been identified as being through in a north-eastern direction, in line with the SP8 allocation.
- 2.1.3 The Lewes District Council and South Downs National Park Authority Landscape Capacity Study (September 2012) locates the site in Area B02 *Downland east of Peacehaven*, that is identified as an area of high landscape quality and value. This wider area is seen to provide a valuable gap between Peacehaven and Newhaven, although it must be recognised that the eastern edge of the town was identified as having a capacity for development that led to the Lower Hoddern Farm Allocation SP8.

#### 2.2 The Site

- 2.2.1 The site that is subject to this pre-application submission forms part of a wider landholding that is located on the north eastern edge of the settlement of Peacehaven. The wider site within the control of EPV extends to approximately 22.6 hectares of land. The area of land that is subject to this submission is in the region of 8.5 hectares in total and is situated along the western boundary of the site. It is shown on the accompanying Development Areas Plan coloured light brown and defined as Development Area Phase 1.
- 2.2.2 It is recognised that the site is located within the southern boundary of the South Downs National Park, in the context of Lewes District Council. The context of both authorities has been taken into account through the site's promotion to date, with the geography of the site relating well to both authorities.
- 2.2.3 The site is in agricultural use and is currently used for growing cereal crops and as a result has restricted habitat potential and landscape contribution. The site is located immediately adjacent to the existing settlement of Peacehaven and its development would result in a logical extension of existing built form, continuing the pattern of settlement expansion that is illustrate through the aerial plan at Appendix 3.
- 2.2.4 The site extends from Lower Hoddon Farm in the south, on the southern boundary of the National Park, towards Telscombe Road in the north. The site and its boundaries are currently open in character with some fencing and gappy trees and hedgerows. Lower Hodden farm is outside the site boundary to the south and contains a farmhouse and light industrial buildings. The existing

residential properties to the west are traditional brick built one and two storey properties set on culs-de sac off a main residential road named Coney Furlong.

2.2.5 There is a minor road/footpath running along the southern boundary. This continues in a north easterly direction connecting Peacehaven with Piddington further to the north east. There are two potential access points into the site from Pelham Rise in the south and Telscombe Road in the north.

#### 2.3 Planning History

- 2.3.1 There is no relevant planning history in respect of the site apart from its on-going promotion for development to Lewes District Council and South Downs National Park Authority.
- The residential allocation of land to the south of the site, off Pelham Rise for 450 dwellings through "Site SP8 Lower Hodden Farm" in the adopted Part 1 Core Strategy, 2016 is of relevance; particularly in respect of the suitability of growth in the eastern direction at Peacehaven. This allocated site delivers the eastern direction of growth to the town, which has been promoted as a strategic solution to growth whilst helping to prevent further coalescence with Saltdene and Telscombe to the west.
- 2.3.3 Planning consent (ref: LW/17/0226) was approved in October 2018 at Lower Hodden Farm for full consent for 143 dwellings (55 affordable) and outline consent for up to 307 dwellings (125 affordable) with all matters other than access reserved. The construction of this site is clearly visible in aerial images, correlating well with the promoted site's extent.
- 2.3.4 Planned housing growth at Peacehaven includes the Lower Hodden Farm allocation for 450 dwellings but does distinguish that delivery of further housing in the region of 225 dwellings is dependant upon developers identifying a co-ordinated package of mutli-modal transport measures required to mitigate the impacts of development on the A259 and demonstrating its effectiveness to the local highway authority. Critically this does mean that there is additional housing at Peacehaven to be utilised alongside the highway mitigation scheme. Arguably, the future improvements to highway infrastructure and public accessibility to sustainable transport is reliant on the provision of additional housing in viable locations that can contribute towards infrastructure delivery.
- 2.3.5 Delivery of housing at Peacehaven is considered entirely relevant to the consideration of the proposed application site, particularly in meeting local affordable housing needs and the general socio-economic requirements of the town. The Lewes District Council 'New Homes Project' that was being undertaken by the District Council to build 415 new homes on Council owned sites to address the housing shortage in the District was terminated in February 2016. The project was terminated due to the non-satisfaction of the condition of key sites. Several of these sites were within Peacehaven and replacement sites are required to meet the needs of the town. As a result of this, new sites around Peacehaven itself need to be identified and brought forward. The proposed site could therefore assist two Local Planning Authorities in achieving housing delivery on a cross boundary site.
- 2.3.6 The proposed site 'to the east of Telscombe Road' is considered to be a site capable of development, without further infringement upon the critical areas of separation around the town, whilst following the growth approach that the allocated site proposes.

# 3 PLANNING POLICY

#### 3.1 Introduction

- 3.1.1 The site is located on the southern boundary of the South Downs National Park within the Lewes District Council administrative boundary, and therefore the relevant development plan documents for the purposes of a planning application would comprise:
  - South Downs Local Plan adopted on 2 July 2019;
  - Lewes Core Strategy Local Plan Part 1 adopted on 11 May 2016, and
  - Lewes District Local Plan Part 2 Site Allocations and Development Management policies adopted on 24 February 2020.
- 3.1.2 This chapter of the report will consider the relevant provisions of a National Planning Policy Framework which provides the national policy context and forms a material consideration for the purpose of determining a planning application. It will then go on to consider the relevant provisions of the adopted Development Plan, as well as any relevant Supplementary Planning Documents.

#### 3.2 National Planning Policy Framework

- 3.2.1 The Government published a revised National Planning Policy Framework (the Framework) in February 2019. This document sets out the Government's planning policies for England and how it expects these to be applied.
- 3.2.2 The revised Framework maintains the presumption in favour of sustainable development, recognizing the interconnected social, economic and environmental objectives. It also continues to promote the importance of boosting housing delivery, recognising the importance of providing a variety of types and tenures of housing.
- 3.2.3 The importance of pre-application engagement is provided in Chapter 4 of the Framework, with Paragraph 45 recognising that the more issues that can be resolved at pre-application stage, the greater the benefits and will assist authorities in issuing timely decisions, helping applicants to avoid unnecessary delays and costs.
- 3.2.4 Paragraph 47 states that planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible and within statutory timescales unless a longer period has been agreed with the applicant.
- 3.2.5 One of the key messages within the Framework is the Government's primary objective of 'significantly boosting the supply of homes' as set out in Paragraph 59. In order to achieve this, it goes on to identify that it is important that a sufficient amount and variety of land can come forward where it is needed so that the needs of groups with specific housing requirements can be addressed.

- 3.2.6 Through Paragraph 71 LPAs are advised to support the delivery of entry-level exception sites, forming first-time buyer accommodation and affordable homes on sites that would not normally be considered suitable for development. It is recognised that National Parks and Green Belt are excluded from these provisions however; restricting the opportunity for 100% affordable schemes and locally focused housing accommodation. Paragraph 73 goes on to require local planning authorities to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years of housing against their housing requirement set out in adopted strategic policies.
- 3.2.7 Chapter 8 of the Framework provides policy relating to promoting healthy and safe communities, with Paragraph 96 recognises that access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities.
- 3.2.8 Paragraph 92 confirms that policies and decisions should plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities and residential environments.
- 3.2.9 With regards to design, Paragraph 127 asserts that decisions should be made to create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 3.2.10 Paragraph 172 states that great weight should be given to conserving and enhancing the landscape and scenic beauty of National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas and should be given great weight in National Parks and the Broads. The scale and extent of development within these designated areas should be limited. Planning permission for major development should be refused other than in exceptional circumstances and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of:
  - a) The need for the development, including in terms of any national considerations and the impact of permitting it, or refusing it, on the local economy;
  - b) The cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way, and
  - c) Any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that can be moderated.
- 3.2.11 The advice of the Framework identifies that the conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas, which should equally be given great weight when assessing development proposals. As such the benefits to be delivered to the environment through a development scheme has the potential to be attributed a higher significance than it would do on a site beyond the Park's boundary. In this regard, the *English National Parks and the Broads: UK Government Vision and Circular 2010* provides further guidance and information about their statutory purposes, management and other matters.

# English National Parks and the Broads: UK Government Vision and Circular 2010

- 3.2.12 The Circular identifies a number of key objectives to be provided through a Vision that seeks to be delivered by 2030. Including measures to ensures that there are thriving, living, working landscapes with the recognised needs of visitors and local communities to live within environmental limits and to tackle climate change. As part of this vision, habitats are sought to be maintained, restored and expanded and linked effectively to other ecological networks. The Circular recognises that National Parks are The Parks are living and working landscapes that over the centuries their natural beauty has been influenced by human activity such as farming and land management activities.
- 3.2.13 Authorities are expected to continue to seek to ensure the conservation of the natural beauty of the area for which they are responsible. In meeting the conservation purpose, equally Authorities are expected to work closely with landowners and land managers and with all appropriate bodies including central and local Government. Claremont Planning consider that the provision of suitable housing, and especially the delivery of affordable housing is a vital requirement to ensure that the communities within the Park are supported sufficiently.
- 3.2.14 Paragraph 31 of the Circular acknowledges that Major Development can still be delivered within a National Park but can have a significant impact. The justification for the delivery of Major Development within the Park is identified as requiring Exceptional Circumstances, with the requirement to support the economic and social needs of existing communities contributing to such justification requirements.

#### 3.3 The Development Plan

#### South Downs Local Plan, adopted 2019

- The South Downs Local Plan (2014-33) was adopted in July 2019 it sets out how the National Park Authority will manage development over the next 15 years. It states that the South Downs was designated as a National Park in recognition of its exceptional natural beauty, for the opportunities to learn about and appreciate its special qualities and as a landscape of natural importance.
- 3.3.2 Core Policy SD1: Sustainable Development states that when considering development proposals that accord with the relevant policies of this Local Plan and with National Park purposes, the Authority will take a positive approach that reflects the presumption in favour of sustainable development. It will work with applicants to find solutions to ensure that those development proposals can be approved without delay unless material planning considerations indicate otherwise. Policy SD1 is also considered to have a correlation with the Framework's presumption in favour of sustainable development, including a focus upon sustainable construction, commitment to meeting local needs, encouraging sustainable economic growth and enhancing the environment.
- 3.3.3 Core Policy SD2: Ecosytem Services this states that development proposals will be permitted where they have an overall positive impact on the ability of the natural environment to contribute goods and services, this will be achieved through high quality design.

- 3.3.4 In determining what constitutes major development, Core Policy SD3: Major Development, states that the National Park Authority will consider whether the development, by reason of its scale, character or nature, has the potential to have a significant adverse impact on the natural beauty, wildlife or cultural heritage of, or recreational opportunities provided by, the National Park. Planning permission for major developments will be refused in the National Park, except in exceptional circumstances, and where it can be demonstrated they are in the public interest.
- 3.3.5 Strategic Policy SD4: Landscape Character recognises that development proposals will only be permitted where they conserve and enhance landscape character. The settlement pattern and individual identity of settlements and the integrity of predominantly open and undeveloped land between settlements will not be undermined.
- 3.3.6 Design is considered at Strategic Policy 5 and this states that development proposals will only be permitted where they adopt a landscape-led approach and respect the local character, through sensitive and high-quality design that makes a positive contribution to the overall character and appearance of the area.
- 3.3.7 Strategic Policy SD6: Safeguarding Views recognises that development proposals will only be permitted where they preserve the visual integrity, identity and scenic quality of the National Park, in particular be conserving and enhancing key views and views of key landmarks within the National Park.
- 3.3.8 The Local Plan proposals map identifies the site within an area covered by Strategic Policy SD7: Relative Tranquillity and Strategic Policy SD8 Dark Night Sky. Policy SD7 states that development proposals will only be permitted where they conserve and enhance the relative tranquillity and should consider the following impacts:
  - Direct impacts that the proposals are likely to cause by changes in the visual and aural environment in the immediate vicinity of the proposals;
  - b) Indirect impacts that may be caused with the National Park that are remote from the location of the proposals themselves such as vehicular movements; and
  - c) Experience of users of the PRoW network and other publicly accessible locations.

Policy SD8 states that development proposals will be permitted where they conserve and enhance the intrinsic quality of dark night skies and the integrity of the Dark Sky Core shown on the proposals map. They must demonstrate that all opportunities to reduce light pollution have been taken and must ensure that the measured and observed sky quality in the surrounding area is not negatively affected.

- 3.3.9 Strategic Policy SD9 considers proposals that will be permitted if they conserve and enhance Biodiversity and Geodiversity, giving particular regard to ecological networks and areas with high potential for priority habitat restoration or creation.
- 3.3.10 Development Management Policy SD11 recognises that development proposals will be permitted where they conserve and enhance trees, hedgerows and woodlands.

- 3.3.11 Strategic Policy SD25: Development Strategy identifies towns and villages across the broad areas and river corridors of the National Park that are able to accommodate growth of a scale and nature appropriate to their character and function. Exceptional circumstances may exist whereby development outside settlements may exist, for example particular uses of land relating to agriculture or countryside recreation may only be able to function successfully in fully rural locations. Community uses that are crucial for sustaining thriving communities, such as extensions to schools or health centres may only be achievable by minor incursion into the countryside.
- 3.3.12 Strategic Policy SD26: Supply of Homes identifies the provision for approximately 4,750 net additional homes over a 19-year period 2014 2033. No dwellings are allocated at Peacehaven through this policy. Strategic
- 3.3.13 Policy SD27 provides advice on the mix of homes and sets out requirements expected to be delivered for market and affordable housing development.
- 3.3.14 Policy SD28 provides advice on affordable housing provision and requires site of 11 or more homes to provide a minimum of 50% of new homes created to be provided as on-site affordable dwellings, of which 75% will be a rented affordable tenure.

#### Lewes Core Strategy Local Plan Part 1, adopted 2016

- 3.3.15 The Lewes District Council in partnership with the South Downs National Park Authority has prepared a plan to guide new development and change in the district for the period up to 2030 and have produced a Core Strategy that was adopted in 2016.
- 3.3.16 The spatial strategy and core delivery policies of the Core Strategy have been prepared in the context of the presumption in favour of sustainable development. Proposed development that accords with up-to-date Local Plan policies, of which the Core Strategy is part, should be approved and proposed development that conflicts should be refused, unless other material consideration indicate otherwise.
- 3.3.17 Table 2 of the Core Strategy has set out a Settlement Hierarchy with Brighton and Eastbourne as Primary Regional Centres both settlements are outside Lewes District, but they exert a strong influence on the district. Haywards Heath is identified as a Secondary Regional Centre, again this is outside Lewes District but exerts a strong influence on the northern part of the district. In terms of District Centres, Burgess Hill and Uckfield are both outside Lewes District but influence parts of the district, Seaford, Lewes, Newhaven, Peacehaven & Telescombe are also identified as District Centres located within Lewes District. There are two Rural Service Centres of Newick and Ringmer, under this category are Service Villages six villages have been identified in this category. There are ten identified Local Villages and the lowest category within the Settlement Hierarchy are hamlets and fifteen of these have been identified. It can be seen that Peacehaven is located within a high tier of the Settlement Hierarchy and is located within the District Council's administrative boundary.
- 3.3.18 Spatial Policy 1 of the Core Strategy sets out that in the period between 2010-2030, a minimum of 6,900 net additional dwellings will be provided in the plan area, this is equivalent of approximately 345 net additional dwellings per annum. Spatial Policy 2 provides advice on the distribution of housing and recognises that part of this total will be met with 1,020 completions,

1,588 completions, an allowance for 600 dwellings to be permitted on unidentified small scale windfall sites and an allowance for 125 dwellings to be permitted on rural exception sites. Strategic sites have been identified including land at Lower Hodden Farm, Peacehaven for 450 net additional units. A minimum of 255 additional units have been identified at Peacehaven and Telescombe which will be contingent upon developers identifying and demonstrating to the satisfaction of the local highway authority and delivering a co-ordinated package of mutli-modal transport measures required to mitigate the impacts of development on the A259. In addition to the strategic site allocations and housing growth at identified settlements, a further 200 units will be provided in locations to be determined.

- 3.3.19 Spatial Policy 8 provides more detail on the allocation of Land at Lower Hoddern Farm, Peacehaven. This states that land amounting to 11 hectares is allocated for residential development of approximately 450 dwellings with primary vehicular access to be taken from Pelham Rise and pedestrian and cycle access to Southview Road, Firle Road and Peacehaven Centenary Park. The development needs to include provision for equipped children's play space, 2 hectares of public amenity space and a comprehensive landscaping scheme. A co-ordinated package of multi-modal transport measures to mitigate the impacts of the development of the A259 coast road is required along with details of drainage, archaeology, off-site infrastructure improvements along with a noise and odour assessment.
- 3.3.20 Core Policy 1 sets out the Affordable Housing requirements and suggests that 40% affordable housing including rented and intermediate housing will be sought for developments of 10 or more dwellings. Core Policy 2 provides advice on housing type, mix and density and will require a range of dwelling types and sizes to be provided to meet the identified local need. This will generally include 1 and 2 bedroom homes for single person households and couples with no dependants. Densities of between 47 to 57 dwellings per hectare will be required to be met in towns and 20 to 30 dwellings per hectare in villages.
- 3.3.21 Core Policy 11 requires all new development to be of a high-quality design in order to assist in creating sustainable places and communities. Design of development will need to respect and where appropriate, positively contribute to the character and distinctiveness of the district' unique built and natural heritage.

Lewes Local Plan Part 2: Site Allocations and Development Management Policies, adopted 2020

- 3.3.22 The Local Plan Part 2 comprises the second of the Local Plan documents, it supports and seeks to deliver the strategic objectives and spatial strategy of the Local Plan. The residual figure of 1,660 net additional dwellings forms the basis for housing allocations identified within the Local Plan Part 2 and neighbourhood plans.
- 3.3.23 Table 3 of the document states that within Peacehaven & Telscombe, 255 dwellings will be required to be provided in Neighbourhood Plans. The document identifies that for Peacehaven and Telscombe neighbourhood plans are currently progressing that will identify the housing growth. In areas where an emerging neighbourhood plan is identifying housing allocations, it is anticipated that it will meet the minimum requirement set out in Spatial Policy 2.
- 3.3.24 Paragraphs 2.42 and 2.43 consider development at Peacehaven & Telscombe and states that Spatial Policy 2 of the Local Plan Part 1 sets the requirement for a minimum of 255 net additional dwellings to be provided within these settlements. Peacehaven & Telscombe are designated as

a single neighbourhood plan area and the Town Councils are intending to progress a neighbourhood plan that will identify housing site allocations to meet their identified level of growth over the Local plan period. The Town Councils have undertaken some informal community consultation and are preparing their Regulation 14 document for consultation in late Summer 2019. The District Council will maintain a supporting role as they progress their neighbourhood plan to submission.

- 3.3.25 Policy DM1: Planning Boundaries states that within planning boundaries, as defined on the Policies Map, new development will be permitted provided that it is in accordance with other policies and proposals in the development plan. Outside the planning boundaries, the distinctive character and quality of the countryside will be protected and new development will only be permitted where it is consistent with a specific development plan policy or where the need for a countryside location can be demonstrated.
- 3.3.26 Policy DM25 states that development which contributes towards local character and distinctiveness through high quality design will be permitted subject to a number of criteria. Policy DM27 states that where appropriate, development proposals should demonstrate a high quality of landscape design, implementation and management as an integral part of new development.

#### 3.4 Housing Delivery Test

3.4.1 The 2020 Housing Delivery Test Results were published by the Ministry for Housing, Communities and Local Government in January 2021. Lewes (outside of the South Downs National Park) has an HDT result of 100% and therefore no consequences in relation to the results. The HDT does not apply to National Park Authorities and therefore the South Downs NPA is exempt, although still has a responsibility of delivering the social and economic needs of the communities within the park and cross-boundary influences. Within this context, the need to deliver affordable homes at suitably locations to serve the residents of the Park, through the expansion of border communities is advanced as a means of boosting housing delivery for Lewes District, should be recognised as a form of contributing toward the Park's overall sustainability.

#### 3.5 Neighbourhood Planning

3.5.1 A Steering Group is in the process of putting together its evidence to support a first draft of the Peacehaven and Telscombe Neighbourhood Plan. A survey seeking the views of the community on a new town centre on Peacehaven's Meridian site has been undertaken. The current timetable for the neighbourhood plan suggests that consultation on the first Regulation 14 (Pre-Submission Draft) is expected to take place in September 2021.

#### 3.6 Supplementary Planning Documents

3.6.1 South Downs National Park Authority have produced an SPD on Parking for residential and non-residential development that has recently been available for comment through a consultation process. The Council takes a landscape led approach and this is carried forward to the guidance provided on the SPD on parking. For determining parking provision for residential development the SPD uses a parking calculator, this is a guide that may need to be varied due to the need to put landscape considerations first in determining parking provision.

- 3.6.2 South Downs National Park Authority adopted a Sustainable Construction SPD in 2020. The document is aimed at providing further guidance and to set out what the Authority's expectations are for different forms of development. The requirement is for the energy efficiency of each home to result in the predicted carbon dioxide emissions to be at least 19% lower than that allowed by current (2013) Building Regulations standard. All dwellings will need to demonstrate a 20% reduction in predicted carbon emissions through the use of on-site low or zero carbon energy generation. The requirement is for major multi-residential applications to achieve the relevant BREEAM passive design analysis credit. Developments with at least 10 car spaces should have at least 1 electric charge point and the ducting infrastructure for at least 1 in every 5 spaces. Major multi-residential developments will be required to meet at least 2 credits (25% improvement on baseline based on Part G of Building Regulations) in water consumption. All residential homes should be fitted with separate bins in line with recycling and waste collection policy of the local authority and a compost bin should be provided for any ground floor private garden of 50m2 or above. Further guidance is also provided in respect of policy on adapting to climate change.
- 3.6.3 South Downs National Park Authority adopted an Affordable Housing SPD in 2020. The SPD provides further guidance in relation to affordable housing policy and rural exception sites. On sites of 11 or more homes 50% of the total provision will be for affordable housing. The SPD covers a number of detailed matters including local connections, financial contributions in lieu of on-site provision and vacant building credit.
- 3.6.4 Lewes District Council have produced a Sustainability in Development Planning Technical Advice Note that was adopted in February 2021. Within this document it confirms that the District Council has announced a climate emergency, with a headline target of becoming a fully resilient and a Net Zero Council by 2030. All developments are encouraged to submit a Sustainability Checklist to inform important early decisions and to influence their design/project.
- 3.6.5 Lewes District Council have produced a Biodiversity Net Gain Planning Technical Advice Note that was also adopted in February 2021. This states that the Council has made a clear commitment to prioritising biodiversity and delivering a green Local Plan. As a result, biodiversity should be a priority in development as a general principle, and that open spaces, new buildings and development design should deliver Biodiversity benefits throughout. It provides advice in respect of the Council's expectations of Biodiversity Net Gain by development in the area that is outside the South Downs National Park.
- 3.6.6 Lewes District Council have produced a Technical Guidance Note on Electric Vehicle Charging Points. Any new development application submitted within the area for which Lewes DC is the planning authority (outside the South Downs National Park) is expected to meet the criteria set out. For the development of houses with a garage or driveway one standard EV Charging Point per dwelling is required.

### 4 PROPOSED DEVELOPMENT

#### 4.1 Residential Development

- 4.1.1 The proposals seek to deliver a residential development on land to the east of Telscombe Road, Peacehaven. The development proposals will comprise in the region of 99 dwellings with a mix of market and affordable housing provision. The proposals would be landscape-led and provide significant areas of open space provision and improvements to the landscape boundary treatment for the site. The opportunity to provide a mix of new homes and house types will be able to be realised, including the potential for self-build plots within the development.
- This Pre-Application report forms part of a wider submission base and should be read in conjunction with the accompanying Site Plan, Development Areas Plan and Landscape and Visual Feasibility Study undertaken by LUC Landscape. The site that is subject to this pre-application submission forms part of a wider site that is located on the north eastern edge of the settlement of Peacehaven. The whole site within the ownership of EPV extends to approximately 22.6 hectares of land. The area of land that is subject to this submission is in the region of 8.5 hectares in total and is situated along the western boundary of the site. It is shown on the accompanying Development Areas Plan coloured light brown and defined as Development Area Phase 1.
- 4.1.3 The pre-application request relates to the principle of development for residential purposes up to 99 dwellings and therefore at this stage no detailed design proposals have been drawn up. Notwithstanding this, the applicants are aware of the planning policy background relevant to development proposals in the locality and would draw on this advice in preparing detailed proposals for the site. Advice would however be appreciated from the Local Planning Authority in respect of the requirements in terms of layout, scale, affordable housing tenure, open space requirements, parking and sustainable design considerations.

#### 4.2 Site Opportunities

- 4.2.1 The landscape and visual appraisal of the site has led to the identification of the following key opportunities and recommendations:
  - To redefine and soften the existing north-eastern urban edge of Peacehaven which is currently open to the surrounding countryside and provides a harsh built edge;
  - To enhance the character and quality of this part of the National Park in association with any development;
  - To ensure that development responds to the landform, taking advantage of the natural screening provided by topography in the south-west of the site;
  - To provide and improve public access and recreational opportunities in line with the National Park's purposes and special qualities, and to ensure facilities and signage are well integrated by way of siting, materials and design;
  - To create links to other landscape and recreational assets in and around Peacehaven;

- To complement future proposals for the Lower Hoddern Farm site which is allocated for housing in the Local Plan;
- To convert arable land into chalk grassland, in line with the aims of the East Brighton Downs Biodiversity Opportunity Area;
- Deliver a range of homes including affordable dwellings, bungalows and self-build /Custombuild opportunities;
- To maintain the open skylines which are a key characteristic of the National Park, by limiting
  development to lower-lying parts of the site, and by considering removal of linear areas of
  scrub along fence lines to restore an open and smoothly rolling character; and
- To minimise the effects of light spill, noise and increased traffic on remoteness and tranquillity experienced within the National Park.
- 4.2.2 A review of settlement patterns in the vicinity of Peacehaven illustrates that, unlike other settlements in the area, Peacehaven's settlement patterns do not respond to the gently undulating topography or the adjacent semi-rural landscape extending to the South Downs. There is therefore clearly an opportunity to redefine the eastern urban edge to improve the physical and visual connections to the locally significant landscape and recreational assets.
- 4.2.3 To account for the objectives of the National Park and recognising the limitations of the site, delivery of residential development will be based upon the following design principles:
  - Avoid locating development on open skylines in the more elevated north-east of the site restrict development above the 65m contour line;
  - maximum use of land likely to be two storey properties;
  - Use planting to soften the edges of the development, particularly the eastern edge of the developed area;
  - Provide areas of open space for recreation in the elevated north-west of the wider field parcel;
  - Select buildings materials which reflect the site's rural setting and location within the National Park; and
  - Provide access from neighbouring residential areas, creating links with existing recreational facilities e.g. parks and play areas.

# 5 PLANNING ASSESSMENT

#### 5.1 Introduction

This pre-application report relates to the proposed residential development on land to the east of Telscombe Road, Peacehaven. The development proposals would be landscape-led and comprise in the region of 99 dwellings with a mix of market and affordable housing and significant areas of open space and landscaping. This section of the report will consider the proposals of EPV for the site and address key considerations that are of relevance to a future planning application.

#### 5.2 Site Promotion

- 5.2.1 The site to which this pre-application request relates has been promoted for development to Lewes District Council and South Downs National Park Authority as a suitable site for residential development.
- 5.2.2 The allocation of land to the south for housing development for 450 dwellings through Site SP8 Lower Hodden Farm in the adopted Part 1 Core Strategy, 2016 is of relevance, particularly in respect of the suitability of growth in the direction at Peacehaven. This allocated site illustrates an eastern direction of growth to the town, which has been promoted as a strategic solution to growth whilst helping to prevent further coalescence with Saltdene and Telscombe to the west.
- 5.2.3 The site to the east of Telscombe Road is considered as a site capable of development suitability without further infringement upon the critical areas of separation around the town, whilst following the growth approach that the allocated site proposes.
- 5.2.4 Planned housing growth at Peacehaven includes the Lower Hodden Farm allocation for 450 dwellings but does distinguish that delivery of further housing in the region of 225 dwellings is dependant upon developers identifying a co-ordinated package of mutli-modal transport measures required to mitigate the impacts of development on the A259 and demonstrating its effectiveness to the local highway authority. Critically this does mean that there is additional housing at Peacehaven to be utilised alongside the highway mitigation scheme. Arguably, the future improvements to highway infrastructure and public accessibility to sustainable transport is reliant on the provision of additional housing in viable locations that can contribute towards infrastructure delivery.
- Delivery of housing at Peacehaven is considered entirely relevant to the consideration of the proposed application site, particularly in meeting local affordable housing needs and the general socio-economic requirements of the town. The Lewes District Council 'New Homes Project' that was being undertaken by the District Council to build 415 new homes on Council owned sites to address the housing shortage in the District was terminated in February 2016. The project was terminated due to the non-satisfaction of the condition of key sites. Several of these sites were within Peacehaven and replacement sites are required to meet the needs of the town. As a result of this, new sites around Peacehaven itself need to be identified and brought forward. The application site could therefore assist two Local Planning Authorities in achieving housing delivery on a cross boundary site.

#### 5.1 Sustainable Development

- 5.1.1 The site to the east of Telscombe Road is in a highly sustainable location adjacent to the existing built form of the town and the neighbouring allocated site. Local bus services run between Peacehaven and Newhaven providing rail linkages with surrounding towns and further afield to Brighton and London. Peacehaven provides a number of local services, including supermarkets, post office, restaurants, takeaways and sports facilities. There is also a medical centre and the local junior school is within walking distance of the site.
- 5.1.2 Any proposed development of the identified site would be designed to provides the following opportunities and ensure net benefits to the environment, landscape setting, local economy and social delivery:
  - To improve the character and quality of the existing urban edge, which will be achieved through greening the elevated north eastern area of the wider field parcel and retuning it to chalk grassland;
  - ii. To provide an enhanced setting to the open undulating landscape adjacent to, or within, the South Downs National Park, through carefully restoring the chalk grassland setting to this elevated position;
  - iii. To improve pedestrian and cycle connections between existing facilities such as the Meridian Centre, local schools, community services the Centenary Park, and local employment opportunities and the north eastern edge of Peacehaven, with linkages into the National Park and beyond;
  - iv. To provide improved connectivity, accessibility and permeability for existing and proposed residents in the northern parts of Peacehaven.
- In addition, the identified site has the potential to provide an exemplar residential scheme that embraces zero carbon building design and sustainable energy generation through a neighbourhood heating system using technologies such as air or ground sources, alongside solar energy production to the new homes.
- The proposals seek to deliver a highly sustainable form of development, incorporating a range of measures with the details to be secured at the detailed design stage. It is anticipated that this will include measures such as PV panels, rainwater harvesting, ground source heat pumps, and electric vehicle charging, as well as incorporating sustainable materials and construction techniques. The sustainable design measures will provide a range of economic, social and environmental benefits.

#### 5.2 Major Development in the National Park

- The location of the site within the SDNP and the scale of development proposed, means that the delivery of Major Development will need to be justified through sufficient circumstances that justify the impact upon the National Park. In accordance with Paragraph 172 of the Framework the initial basis of such justification is set out below, which will be built upon through the promotion of the sites and the preparations of any planning proposal:
  - a) The need for the development, including in terms of any national considerations and the impact of permitting it, or refusing it, on the local economy Delivery of housing at Peacehaven is considered entirely relevant to the consideration of the promoted site, particularly in meeting local affordable housing needs and the general social-economic requirements of the town. The Lewes District Council 'New Homes Project' that was being undertaken by the District

Council to build 415 new homes on Council owned sites to address the housing shortage in the district was terminated in February 2016. The project was terminated due to the non-satisfaction of the condition of key sites. Several of these sites were within Peacehaven and replacement sites are required to meet the needs of the town. As a result of this, new sites around Peacehaven itself need to be identified and brought forward. The promoted site could therefore assist two Local Planning Authorities in achieving housing delivery through a cross boundary allocation.

Claremont are mindful of the Newick SOS Appeal decision [APP/P1425/W3119171] on 16 February 2021 that confirmed that Lewes DC did not have a five year land supply, with the neighbouring Council's Housing Delivery being in deficit that triggers the tilted balance. Although it is acknowledged that the site is within the SDNP, the housing delivery shortfall of Lewes is considered to be relevant when considering the site's relationship to Peacehaven and the opportunity it provides to deliver housing at a location that can be clearly demonstrated to be in need of further housing development. Furthermore, this decision advances that the provision of affordable housing, even at only policy compliant levels, commands significant weight when considering the benefits of a development. The substantial waiting list for affordable properties in Lewes is recognised by the SOS as being a consideration, particularly with respect to the affordable homes delivery not keeping pace with the need within Lewes and the SDNP area.

Through the appeal decision the SOS identifies that all LPAs are under a legal duty to grant sufficient permissions for self or custom build housing to meet an identified need from local registers, which for Lewes DC represents 146 registrations of interest as of 2021. This requirement applies equally to the SDNP which on 1 April 2020 has a register of 185 self-build interests. It is notable that the SDNP Authority only delivered 9 self-build units in 2019-2020, demonstrating that this need is not being positively addressed and is outstanding. Taking these level of self-build registers into account it is apparent that there is scope for provision of such development opportunities as part of a comprehensive residential development at the identified site with the benefit of meeting a number of residential requirements;

- b) The cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way the opportunities to expand Peacehaven in other directions are redirected or have already been advanced. Delivery of new homes for Peacehaven (Lewes District) and the SDNP areas around Lewes that are within the National Park, should be delivered in locations with least impact on the setting of the SDNP. Development should deliver net benefits to the landscape setting and biodiversity of the park, which Claremont believe this development site has the potential to provide; and
- c) Any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that can be moderated further extension of Peacehaven's eastern built edge would have minimal impact on the overall landscape setting, with potential for clear net benefits to the overall setting of the park at this location. Through the public access to the wider field parcel there is the potential to contribute a large area of publicly accessible open space, which will deliver landscape, biodiversity and recreational enhancements in a location that has been considered previously to have capacity for development.

#### 5.3 Delivery of Affordable Housing

5.3.1 EPV recognise that there is a need for affordable housing within the South Downs National Park area. House prices are significantly higher in the National Park than in the wider sub-region and

residential property has become unaffordable to families and individuals on modest incomes. It is understood that the provision of affordable homes in the South Downs National Park is a priority for the Authority. The site to the east of Telscombe Road will assist in meeting the challenging affordable housing target with 50% of dwellings to be provided for a mix of affordable housing tenures.

- New affordable housing provision on the identified site has the potential to deliver new housing to modern standards, with Lifetime Homes standards applied for an ageing population as well as accommodating the needs of disabled members of the community. Currently the delivery of development in the SDNP is focused upon essential workers and land based development, avoiding the needs of an aging resident population. Moving beyond the SDNP should not be requirement just to find a dwelling that meets these standards, particularly with regard to the provision of affordable homes.
- 5.3.3 It would be appreciated if the SNDP would advise whether the provision of affordable homes on the site, above the policy requirement would contribute positively to the consideration of the site's appropriateness for development.

#### 5.4 Landscape Considerations

- 5.4.1 EPV understands that the policies of the South Downs Local Plan are landscape led and seek to deliver multiple ecosystem services. This reflects the purposes of national parks to conserve and enhance natural beauty, wildlife, cultural heritage of the area and promote opportunities for the understanding and enjoyment of special qualities.
- In light of this, the ethos behind any development proposals for the site will be from a landscape-led approach. A Landscape and Visual Feasibility Study undertaken by LUC Landscape accompanies this pre-application report, this report has considered the wider site comprising in the region of 22.6 hectares of land. This has found that the site could be sensitive to development in landscape and visual terms due to its elevated location, open skylines and location within the National Park. The most sensitive parts of the wider site are in the east, closer to the National Park and in the north where there is an open ridgeline which has a relationship with the deep coombe to the north. The least sensitive part is the south west, where it abuts existing residential development and benefits from visual shelter provided by the rising landform to the north and east.
- Although the site contributes to the diverse landscapes of the National Park, it is not located in the most tranquil or unspoilt location, it is currently arable in use, and it does not apparently contain notable historic features that contribute to the rich cultural heritage. It therefore does not presently contribute much to the National Park's special qualities and purposes but does have the potential to make a stronger contribution.
- The Landscape and Visual Feasibility Study has concluded that there is some capacity for residential development in the less sensitive western and southern parts of the site, adjacent to the existing settlement edge. Development would provide opportunities to improve the character and quality of the edge of Peacehaven and its interface with the National Park. There are further opportunities to improve biodiversity and green linkages, to replace the existing arable land in the eastern hill-top areas of the site with chalk grassland, as well as providing recreational opportunities to benefit local residents and visitors to the National Park.

The accompanying Development Areas Plan provides an initial framework for meeting these aspirations and illustrates how the site could extend the settlement edge of Peacehaven in accordance with previous allocations whilst delivering benefits to the landscape setting of the National Park. The wider area of the site, in the control of EPV could be given over to landscaping and public open space that will help to enhance the character of the local landscape and better contribute to the National Park's special qualities and purposes.

### 6 CONCLUSIONS

#### 6.1 Proposal Summary

- 6.1.1 This pre-application report has sought to demonstrate the suitability of the site to the east of Telscombe Road, Peacehaven for a residential development comprising a mix of market and affordable housing provision, open space and landscaping. The request has been submitted on behalf of European Property Ventures- East Sussex.
- 6.1.1 The site has been promoted for development to the Local Plan consultation stages of both Lewes District Council and South Downs National Park Authority, identifying it as a suitable site for residential development.
- The development proposals provide opportunities to improve the character and quality of the edge of Peacehaven and its interface with the National Park. There are further opportunities to improve biodiversity and green linkages, to replace the existing arable land in the eastern hill-top areas of the wider field parcel with chalk grassland landscape, as well as providing recreational opportunities to benefit local residents and visitors to the National Park

#### 6.2 Request for Pre-Application Advice

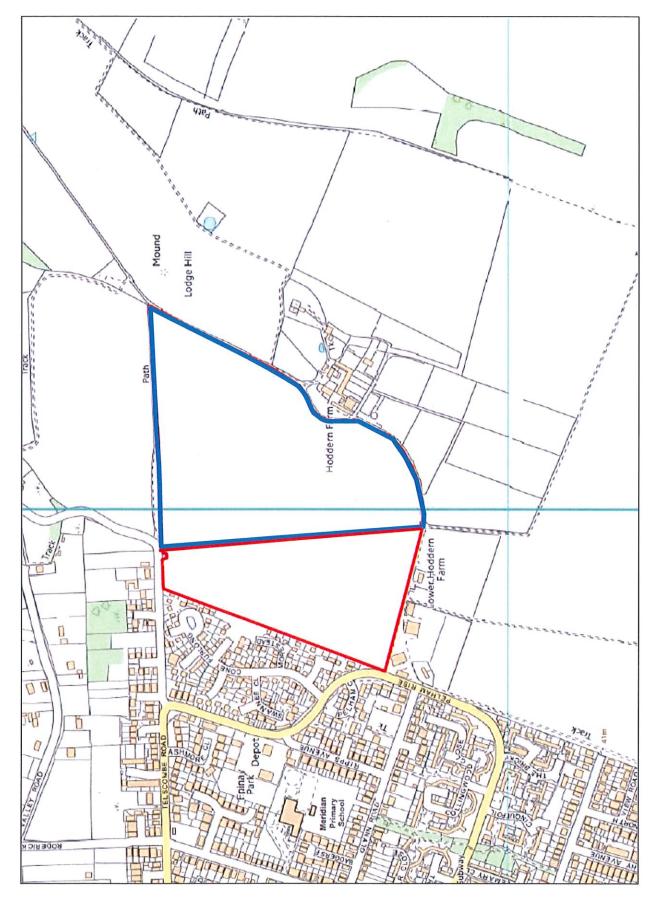
- The pre-application request principally requires the consideration of the principle of residential development on the site.
- 6.2.2 In addition, the Council's views on the following matters are requested:
  - housing need and strategic delivery;
  - timescales of the local plan review;
  - · determination of appropriateness of site development extent;
  - confirmation of support for landscape enhancements to this edge of the SDNP;
  - the site layout and scale considerations for the proposed development;
  - affordable housing requirements as well as housing type and mix requirements;
  - the acceptability of self-build plots / custom build homes;
  - open space requirements;
  - sustainable design considerations;
  - any specific design requirements for the proposals; and
  - planning application validation criteria.

#### 6.3 Conclusions

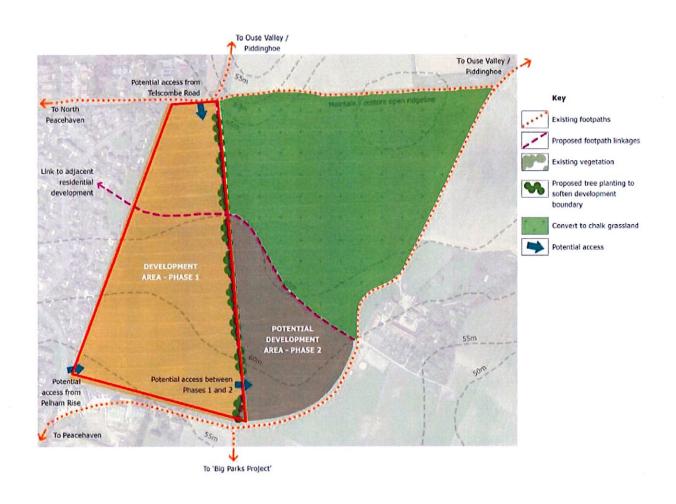
6.3.1 The development proposed is considered to provide an opportunity to provide additional market and affordable housing on a sustainable site on the edge of Peacehaven.

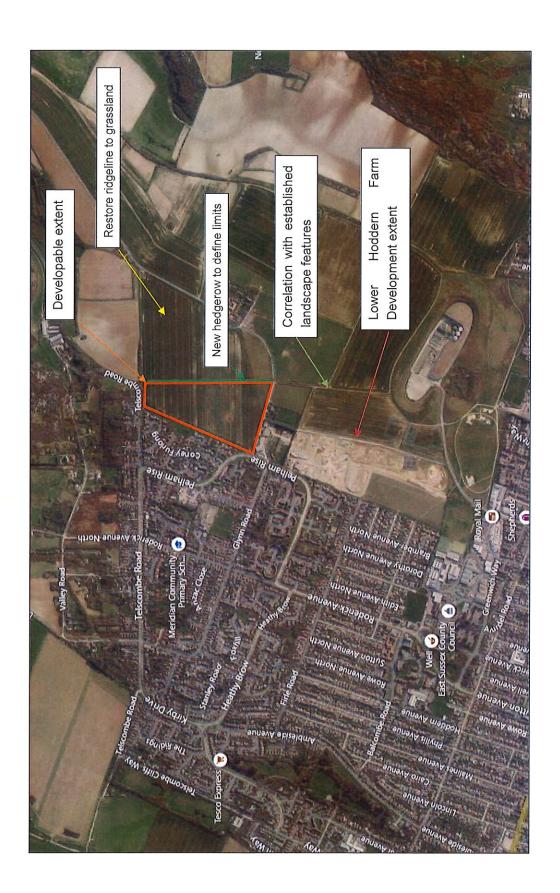
6.3.2 The Council is therefore requested to receive these proposals positively and provide the Council's views on the principle of the proposed development and matters such as design and layout to inform the progression of EPV's proposals for the development of the site.

# **APPENDIX 1 – SITE LOCATION PLAN**



# **APPENDIX 2 – SITE MASTERPLAN**





#### **Admin**

From:

Kevin Wright < Kevin. Wright@southdowns.gov.uk>

Sent:

10 June 2021 18:38

Michelle Edser

To: Subject:

RE: SDNP/21/02749/PRE (99 dwellings at Morestead adj Lower Hoddern Farm)

#### Dear Michelle

Thank you for your email.

I have forwarded your email to the case officer David Easton to respond to you directly.

I did deal with a general enquiry regarding the site a few weeks ago that came into the Planning Policy team.

Best wishes Kevin

Kevin Wright
Planning Policy Officer
South Downs National Park Authority

Tel: 01730 819230 Mobile: 07384 513813

South Downs Centre, North Street, Midhurst, West Sussex, GU29 9DH www.southdowns.gov.uk | Facebook | SDNPA Twitter | Ranger Twitter | Youtube









From: Michelle Edser <spo@peacehaventowncouncil.gov.uk>

Sent: 10 June 2021 14:42

To: Kevin Wright < Kevin. Wright@southdowns.gov.uk >

Cc: Palmer, Leigh < Leigh. Palmer@lewes-eastbourne.gov.uk >; Town Clerk

<townclerk@peacehaventowncouncil.gov.uk>; Admin <admin@peacehaventowncouncil.gov.uk>; Dawn Paul

<Cllr.DawnPaul@peacehaventowncouncil.gov.uk>

Subject: SDNP/21/02749/PRE (99 dwellings at Morestead adj Lower Hoddern Farm)

#### Dear Kevin

I understand you are the Case Officer in respect of the above pre-planning enquiry. I'm sure you won't be surprised to note that Peacehaven Town Council has significant concerns in respect of this scheme. It falls outside our boundary but the immediate infrastructure impacts will be within Peacehaven, transport being a particular problem with access suggested via Pelham Rise and Telscombe Road, but we also have wider infrastructure issues which would require mitigation. We are extremely stretched in Peacehaven at present and are struggling with development from existing commitments and sites currently being built out. We also have our own housing pressures which the LPA are looking to be delivered, I am therefore copying this to LDC in order that they are also aware of our position.

I would be grateful if our concerns could please be identified in your response and for us to be consulted at the earliest opportunity should a planning application be submitted.

Representatives of our Planning and Highways Committee would be more than happy to have a telephone call or meet with you, or indeed the site promotors should they wish. Please do contact me and I can set this up and attend as needed.

Kind regards Michelle

Michelle Edser BA (Hons) MSc MRTPI Senior Projects Officer Planning and Business Development Peacehaven Town Council Community House The Meridian Centre Peacehaven BN10 8BB

Email: spo@peacehaventowncouncil.gov.uk

Mobile: 07936 948833

Reference	SDNP/21/02749/PRE
Alternative Reference	Not Available
Application Received	Tue 13 Apr 2021
Application Validated	Wed 14 Apr 2021
Address	East of Telscombe Road Peaceh
Proposal	The proposals seek to deliver a r Peacehaven. The development r market and affordable housing p
Status	Application in Progress
Appeal Status	Unknown
ppeal Decision	Not Available

SDNP/21/02749/PRE | The proposals seek to deliver a residential development on land to the east of Telscombe Road, Peacehaven. The development proposals will comprise in the region of 99 dwellings with a mix of market and affordable housing provision. | East of Telscombe Road Peacehaven East Sussex (southdowns.gov.uk)

Clerk To Peacehaven Town Council Town Council Office Community House Meridian Centre Meridian Way Peacehaven East Sussex BN10 8BB Housing and Development

my ref:

LW/20/0616

your ref:

date:

23 June 2021

Dear Sir/Madam,

### **Notification of Committee Meeting**

**Application No:** 

LW/20/0616

Proposal:

Demolition of existing chalet bungalow and garage and construction of a block of 6 flats with associated car parking,

refuse/recycling store and bicycle store

Site Location:

139 South Coast Road Peacehaven East Sussex BN10 8NL

The above application, which you submitted, will be considered by the Planning Applications Committee on Wednesday 7 July 2021 at Lewes Leisure Centre, Mountfield Road, Lewes, BN7 2XG starting at 5pm. In addition to attending to listen to any debate on the item, there is an opportunity for members of the public to speak (up to 3 objectors and 3 supporters) on a first come, first served basis. Each speaker will be able to address the meeting for a maximum of 3 minutes.

You can register to speak from 09:00am on 1 July 2021 until 12.00pm on 6 July 2021

If you wish to register speak please contact the Planning department on 01273 471600. When requesting to register to speak, please speak to a member of the planning team, please DO NOT leave a message on an answerphone.

In accordance with the Council's Constitution the Committee cannot consider any documentation that you might wish to bring to the committee and present in support of your representation (such as, petitions, photos, plans and letters). Should you need to present documentation at the committee by reason a special circumstance please notify the planning department **in advance of the meeting** so that this can be considered. Documentation submitted on the day of the meeting will not be considered.

The application is recommended for approval.

The agenda for the meeting including the report for this application can be viewed at: <a href="http://democracy.lewes-eastbourne.gov.uk/ieListMeetings.aspx?CommitteeId=428">http://democracy.lewes-eastbourne.gov.uk/ieListMeetings.aspx?CommitteeId=428</a>

All documents relating to the application (including the report) can also be viewed via Planning Public Access on our website at <a href="http://www.lewes-eastbourne.gov.uk/planning-and-building-control/planning-applications/search-and-view-planning-applications/">http://www.lewes-eastbourne.gov.uk/planning-and-building-control/planning-applications/search-and-view-planning-applications/</a>

The venue has wheelchair access and a hearing loop but if you require any special facilities to enable you to attend or participate in the meeting please contact the Planning department on 01273 471600.

#### Julie Cattell

Specialist (Planning)

Phone: 01273 471600

Email: Customerfirst@lewes-eastbourne.gov.uk

Website: lewes-eastbourne.gov.uk

		Planning & Highways Committee - Action Plan		updated 06.05.21	
CASE	MEETING	TASK	ACTION	PERSON RESPONSIBLE	UPDATE
Ţ	03/09/2019	PUBLIC RIGHTS OF WAY WORKING GROUP - CONCRETE PATH LOWER HODDERN FARM TO CENTENARY PARK	Clir Griffiths requested help from other councillors filling in evidence forms (extend of usage prior to 2005)	Cllr Griffiths - ongoing	consultation progressing for the concrete path
2	10/11/2020	Traffic Regulation Orders - In the interim, it was agreed to raise the issues of anti-social parking with the owners of the premises concerned and to encourage the use of Operation Crackdown reporting by residents.	Raise the issues of anti-social parking with the owners of premises	Admin. Officer	* ongoing - admin officer responding to residents as and when needed. * Cllr Seabrook will be submitting a report to P&H 13/7 - potential bollards for problem areas in Peacehaven
ю	10/11/2020	New Planter Outside Subway - It was resolved to purchase two planters with attached cycle racks from the Front Yard Secure a new Licence for this from ESCC Company at a cost of £202.50 each; to be and details for securing the planters to budget; subject to securing a new Licence for this from ESCC and details for securing the planters to the pavement.	Secure a new Licence for this from ESCC and details for securing the planters to the pavement.	Admin. Officer / Marketing Officer	* two planters have been purchased from the front yard company received  * waiting for approval of new license from ESCC  * Admin officer has followed up, waiting for response.  * ESCC have inspected the area and are concerned about a few things. The Communications Officer has responded and we are waiting for update.
4	04/01/2021	6 lamposts			The Parks Officer Kevin Bray has been in contact with Eric Ware (electrical supervisorEast Sussex Highways) and a meeting wil be held to discuss all of our outside lighting issues once the covid restrictions have eased.

