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Community House,
Meridian Way,
Peacehaven,
East Sussex,
BN10 8BB.

Minutes of the Planning & Highways Committee meeting held in the Anzac Room, Community House on Tuesday 3rd December 2024 at 6.15pm

Present: Cllr Gordon-Garrett (Committee Chair), Cllr Campbell Committee Vice-Chair), Cllr Sharkey, Cllr Davies, Cllr Studd, Cllr Gallagher.

Officers: George Dyson (Town Clerk).

No members of the public were in attendance.

1 PH2155 CHAIR ANNOUNCEMENTS

The Chair opened the meeting at 18:15 and read out a statement relating to Civility & respect, reminded members of the fire procedures, asked that mobile phones be switched off or put onto silent, and advised that the meeting is being recorded for internal use only.

2 PH2156 PUBLIC QUESTIONS

There were no public questions

3 PH2157 TO CONSIDER APOLOGIES FOR ABSENCE & SUBSTITUTIONS

There were no apologies for absence.

4 PH2158 TO RECEIVE DECLARATIONS OF INTEREST FROM COMMITTEE MEMBERS

There were no declarations of interest

5 PH2159 TO ADOPT THE MINUTES FROM THE 19TH NOVEMBER 2024

Proposed by: Cllr Sharkey Seconded by: Cllr Studd

The minutes of the meeting on 19th November 2024 were **agreed** and **adopted**.

6 TO COMMENT on the following Planning applications as follows:-

PH2160 LW/24/0661 - 224 South Coast Road

There was a brief discussion about the application, in which the Committee commended the biodiversity plans with the application and that it was nice to see this much needed application coming forward.

It was proposed that the Committee support this planning application.

Proposed by: Cllr Gallagher Seconded by: Cllr Davies
The Committee **resolved** to **agree** to support this application.

PH2161 LW/24/0700 - 8 Telscombe Road

The Committee briefly discussed this application, including considering the previous applications that have been submitted for this site.

It was proposed that the Committee Object to this application due to the LDC refusal of application LW/24/0482, which this application does not seem to have suitably addressed the reasons for refusal.

Proposed by: Cllr Sharkey Seconded by: Cllr Gallagher
The Committee **resolved** to **object** to this application.

PH2162 LW/24/0688 - 42 Bramber Avenue

It was proposed that the Committee support this planning application.

Proposed by: Cllr Studd Seconded by: Cllr Campbell
The Committee **resolved** to **agree** to support this application.

7 TO NOTE the following Planning decisions

PH2163 TW/24/0095 2 Wendale Drive - LDC granted permission, PTC supported.

The Committee **noted** the TPO application decision.

It was requested that the Committee also have Planning Inspector decisions to note on future agendas, there is a recent one regarding a development on Blakeney Avenue.

7 PH2164 TO AGREE DATE FOR THE NEXT MEETING AS TUESDAY 17TH DECEMBER 2024 AT 7.30PM

The next Committee meeting date was confirmed as 17th December 2024 at 7:30pm.

There being no further business, the meeting was closed at 18:37.

	Actual Year To Date	Current Annual Bud	Variance Annual Total	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
<u>200 Planning & Highways</u>							
4851 Noticeboards	267	650	383		383	41.0%	
4852 Monument & War Memorial	287	600	313		313	47.9%	
4853 Street Furniture	0	600	600		600	0.0%	
Planning & Highways :- Direct Expenditure	<u>554</u>	<u>1,850</u>	<u>1,296</u>	<u>0</u>	<u>1,296</u>	<u>30.0%</u>	<u>0</u>
4101 Repair/Alteration of Premises	159	2,500	2,341		2,341	6.3%	
4111 Electricity	612	1,092	480		480	56.0%	
4171 Grounds Maintenance Costs	395	500	105		105	79.0%	
4329 Advertising	(112)	0	112		112	0.0%	
4850 Grass Cutting Contract	11,536	11,536	0		0	100.0%	
Planning & Highways :- Indirect Expenditure	<u>12,590</u>	<u>15,628</u>	<u>3,038</u>	<u>0</u>	<u>3,038</u>	<u>80.6%</u>	<u>0</u>
Net Expenditure	<u>(13,144)</u>	<u>(17,478)</u>	<u>(4,334)</u>				
Grand Totals:- Income	0	0	0			0.0%	
Expenditure	13,144	17,478	4,334	0	4,334	75.2%	
Net Income over Expenditure	<u>(13,144)</u>	<u>(17,478)</u>	<u>(4,334)</u>				
Movement to/(from) Gen Reserve	<u>(13,144)</u>						



Committee:	Planning and Highways	Agenda Item:	PH2171
Meeting date:	December 17 2024	Authors:	Chair and Vice Chair
Subject:	LDC and SDNP Local Plan Consultations		
Purpose:	To prepare for PTC Response to Consultations		

DRAFT Recommendation(s):

1. Agree that P&H Committee set up a TFG to prepare PTC responses for confirmation at Full Council in late February
2. Agree that P&H Committee ask Officers to publicize the Consultation(s) as widely as possible

1. Background

Consultations on the Local Plans of both Lewes District Council (LDC) and the South Downs National Park (SDNP) are expected to start early in January 2025, with end date(s) at or around end-February. National Policy has changed to require more sites for sustainable housing development to be identified. A draft revised version of LDC's Autumn 2023 Regulation 18 Consultation document, *Towards a Local Plan spatial strategy and policies directions* has already been published¹, including a list of sites that are being considered for housing development that are mainly inside Peacehaven Town's settlement boundary. The revised version takes into account the responses to the last consultation. Decisions on whether specific sites will/will not be allocated for development will not be taken until later in 2025, after another round of consultation. Other assessments later in 2025 will include roads/public transport ('transport modelling') and flood risk at specific sites.

The published list of sites in Peacehaven currently being considered as possibly suitable for housing development is: 226-230 South Coast Road (on north-east corner of junction with Edith Avenue, 8 dwellings); Dewdrop Inn (19 Steyning Avenue, 18 dwellings); Motel site, Number 1 South Coast Road (32 dwellings, planning consent already granted); land at Cornwall Avenue (north of allotments, 18 dwellings); land at Lower Hoddern Farm (between Chalkers Rise and C.R.Allen, 15 dwellings). Further information may be published at the time of the Consultation's official launch early in January and sites not included in this January 2025 phase (likely to be mainly sites outside current settlement boundaries) will remain as options for later in 2025. The Consultation will include drop-in events, webinars for parish and town councils and much else.

The SDNP is expected to consult on its Local Plan revision in parallel with LDC in January/February 2025.

2. Options for Council

- 1.To agree both the Recommendations
2. To amend the Recommendations

¹Published as Appendix 1 to Item 10 on the Agenda of the Lewes District Council Cabinet Meeting on December 5 2024

3. Not to agree the Recommendations

3. Reason for recommendations

PTC responded to the previous LDC Consultation. Significant changes have been made to the Consultation document and extra sites have been assessed as potentially suitable for housing development. It seems that the thematic proposals (such as 'Homes for All', 'Infrastructure and Community Facilities', 'Natural Environment'), having been amended to reflect the consultation responses a year ago, should now be applied to spatial policies (ie possible housing site allocations and classification of towns), along with the upcoming National Planning Policy Framework – ie to assessment of town classification and particular site assessment/potential allocation. Further comments on the thematic proposals themselves are also welcomed.

Laurence O'Connor, LDC Cabinet Member responsible for Planning and Mayor of Telscombe, participated in the P&H TFG on the earlier version of the LDC Consultation document a year ago (as a member of the public with particular expertise). The timetable is likely to require a TFG response to the P&H Committee meeting in February. P&H has authority to speak for the Council on this issue. Council would have the opportunity to revise a PTC Response drafted by P&H at its meeting later in February. The more Peacehaven residents respond to the Consultation, the more powerful the influence of Peacehaven will be: hence the need to encourage responses to the Consultation.

4. Expected benefits

The views of PTC and Peacehaven residents will be equally represented in the Consultation process with those of other Parishes and Towns. Failure to respond could mean that Peacehaven's views have less influence than the views of other towns and parishes – even of other districts and counties in the case of an SDNP consultation. Peacehaven's assessed housing needs have not been met by much of the recent housing development in the town and infrastructure development has lagged behind housebuilding.

Implications

5.1 Legal	Duty to represent and advocate for residents
5.2 Risks	The risk is of doing nothing - that Peacehaven's voice will be unheard
5.3 Financial	Officer time at TFG
5.4 Time scales	Several weeks
5.5 Stakeholders & Social Value	Protecting residents and supporting the type of housing development that Peacehaven needs; lack of infrastructure and loss of critical biodiversity as a constraint
5.6 Contracts	
5.7 Climate & Sustainability	Very important, especially re potential loss of Valley Road/Rushy Hill biodiversity and possible effect on flood risk of intensifying climate change
5.8 Crime & Disorder	
5.9 Health & Safety	There is a new chapter in LDC document on Health and Wellbeing
5.10 Biodiversity	Needs protection and enhancement, not damage (even destruction) by the type of development that does little to address Peacehaven residents' housing need. National policy requiring Councils to protect biodiversity has been strengthened
5.11 Privacy Impact	
5.12 Equality & Diversity	Yes

4. Values & priorities alignment

Which of the Core Values does the recommendation demonstrate?	
6.1 Empowering and supporting the community	<input checked="" type="checkbox"/>

6.2 Growing the economy sustainably	<input checked="" type="checkbox"/>
6.3 Helping children and young people	<input checked="" type="checkbox"/>
6.4 Improving the quality of life for residents and visitors to Peacehaven	<input checked="" type="checkbox"/>
6.5 Supporting residents in need	<input checked="" type="checkbox"/>
6.6 Valuing the environment	<input checked="" type="checkbox"/>

6.7 Which business plan item(s) does the recommendation relate to?

The LDC Local Plan and SDNP Local Plan will relate to all business plan items



Committee:	P&H	Agenda Item:	PH2172
Meeting date:	17 th December 2024	Authors:	Meetings & Projects Officer
Subject:	The Meridian Monument and Area.		
Purpose:	To agree the way forward with the Meridian Monument.		

Recommendation(s):

To agree to not proceed with listing the monument.

To agree for the grounds team to clean the monument as outlined in this report.

1. Background

Following the resolution at Full Council on 8th October 2024, agenda item FC1282, ‘..to look at the financial benefits of listing the monument..’ so far the Meetings & Projects Officer has only found the following grant making charity that may be suitable: <https://www.wolfson.org.uk/funding/funding-for-places/funding-for-historic-buildings-landscapes/>. To be eligible for the fund the monument would need to be listed as Grade I, II* or a Scheduled Monument (England and Wales). It awards a minimum of £15,000 up to £100,000. Additionally, they do not usually support the restoration of historic monuments when they do not form part of a wider protected landscape and has applied under its own merits for a grant.

Alternatively, the monument would not need to be listed if National Lottery Heritage funding is applied for <https://www.heritagefund.org.uk>. It awards grants from £10,000 to £250,000.

In the meantime, the Parks Officer has suggested that the grounds team could clean the monument with some warm soapy water and then give it a light scrub with a long-handled conservatory cleaning brush, no pressure washing, no chemicals, just a wash and brush.

In view of the information board, the decision had been that, if the monument was going to be listed, to hold fire on progressing that item, in case it jeopardised any potential funding. However, if the resolution is to not list the monument, the information board can progress, and the meetings & projects officer, who had previously sought and received quotes for a couple of sizes of boards (A0 1289mm x 1006mm, and a longer one at 1500mm x 500mm), will revisit these.

2. Options for Council

Listing the monument – proceed or not.

Cleaning the monument:-

- Cleaned by the grounds team as outlined above.
- Cleaned by an external contractor using alternative methods of cleaning to the grounds team (funding would most likely need to be sought by an Officer).
- Left as-is.

3. Reason for recommendation

Listing the monument has so far not found any further funding opportunities other than the one explained in this report.

The monument would benefit from a clean.

4. Expected benefits

A cleaner looking monument and an improved environment.

5. Implications

5.1 Legal	-
5.2 Risks	The grounds team will assess this.
5.3 Financial	Grounds team's time
5.4 Time scales	In line with the grounds team's schedule.
5.5 Stakeholders & Social Value	An improved monument
5.6 Contracts	-
5.7 Climate & Sustainability	-
5.8 Crime & Disorder	Improve the area
5.9 Health & Safety	The grounds team will assess H&S.
5.10 Biodiversity	-
5.11 Privacy Impact	-
5.12 Equality & Diversity	An improvement for all.

6. Values & priorities alignment

Which of the Core Values does the recommendation demonstrate?	
6.1 Empowering and supporting the community	<input checked="" type="checkbox"/>
6.2 Growing the economy sustainably	<input type="checkbox"/>
6.3 Helping children and young people	<input type="checkbox"/>
6.4 Improving the quality of life for residents and visitors to Peacehaven	<input checked="" type="checkbox"/>
6.5 Supporting residents in need	<input type="checkbox"/>
6.6 Valuing the environment	<input checked="" type="checkbox"/>

6.7 Which business plan item(s) does the recommendation relate to?

None

7. Appendices

None

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Committee:	P&H	Agenda Item:	PH2173
Meeting date:	17 th December 2024	Authors:	Meetings & Projects Officer
Subject:	A259 Fence close to Dell Playground		
Purpose:	To note the report		

Recommendation(s):

To note

1. Background

Following a report at P&H Committee 27th July (item PH2058) and 22nd October 2024, it was suggested the barrier be made stronger/reinforced, and that it also be considered whether the installation of a higher curb would be possible.

Feedback has now been received from East Sussex about strengthening / reinforcing the barrier. It has been explained that the railing in question is a pedestrian guard railing and not a vehicle restraint system, and that a common misconception is that a pedestrian guard railing is a vehicle restraint barrier. It was added that pedestrian guard railings are not designed to stop travelling vehicles and will not offer the protection to pedestrians that is being sought, and that the purpose of pedestrian guard railing is to separate pedestrians from vehicles at safety critical locations (such as around formal pedestrian crossing points). For this reason, it has been explained it would not be possible to reinforce the existing railings, and not appropriate to extend the guard railing due to the existing crossing points located at each end.

The outstanding question with regards to overall safety at the roundabout is still with ESCC, along with the query about a higher curb. Responses will be reported back to committee.

2. Options for Council

To note

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Committee:	Planning and Highways	Agenda Item:	PH2174
Meeting date:	December 17 2024	Authors:	Chair and Vice Chair
Subject:	Bus Service Improvement Plan (BSIP)		
Purpose:	To agree a list of options to put before East Sussex County Council's BSIP team for consideration		

Recommendation(s):

To agree to forward this Report to East Sussex County Council's BSIP team for consideration

1. Background

Bus service improvement has long been an aim of central government which allocates money to regional and local councils. The allocations to East Sussex County Council (ESCC) for 2025/6 have recently been published and amount to nearly £10m (including over £4m for capital and over £5m for revenue expenditure). It is possible that there is still some underspend available from 2024/5 allocations: none of the proposed local expenditure has yet occurred; and no expenditure was even allocated for Peacehaven in 2024/5.

Since 2023, many ideas for further improvements have emerged from the community (most notably from Buswatch and Residents' Associations). Some are set out in this Report for consideration for inclusion in BSIP plans. Since Peacehaven's bus services run through Telscombe as well as Peacehaven, some of the proposals listed here are mirrored in proposals being put before Telscombe Town Council; others are specific to Peacehaven. (The only proposal listed in this Report that has already been supported by PTC is proposal A1 to extend the A259 westbound bus lane back from Ambleside Avenue junction to Cairo Avenue junction).

The proposals fall into two groups: those that are 'oven-ready' and could be implemented quickly if East Sussex County Council were so minded (Appendix A). And longer-term proposals that would need surveys of potential demand, costing, impact assessments and analysis of unintended effects before adoption – for example, road surface damage and reduced parking on e.g. Ambleside Avenue/Arundel Road East if bus services are expanded (See Appendix B on proposals for changes in bus services, Appendix C for measures to speed up buses and Appendix D for ticketing arrangements)

2. Options

1. To Agree the Recommendation
2. To Recommend an amended version of the Report
3. To Reject the Recommendation

3. Reason for recommendation

ESCC may have money left over as 'underspend' from the last tranche. ESCC allocated no expenditure to Peacehaven in 2024/5. If Peacehaven does not put forward options, money will or might be spent elsewhere next year as well as this year. In addition, PTC needs to ensure that proposals developed in the community are put forward for

consideration by the ESCC BSIP team so that these proposals are considered by the BSIP team alongside proposals generated from within ESCC.

4. Expected benefits

a. The community

Buses are the only public transport in Peacehaven. At present, the service outside the A259 is patchy and A259 buses could be speeded up and accessibility be improved. Most Peacehaven residents work outside Peacehaven (or attend schools/colleges elsewhere if over 16). BSIP possible underspend and future spend could be directed to bus service improvements supported by Peacehaven residents.

b. The environment

The better the bus services, the less CO2 there is likely to be in the environment

c. Other

5.1 Legal	
5.2 Risks	The risk is of not acting: BSIP money could be spent elsewhere; good options will be missed; options opposed by Peacehaven residents could be implemented
5.3 Financial	None for PTC
5.4 Time scales	Urgent: decisions may be made soon by ESCC
5.5 Stakeholders & Social Value	Buses are Peacehaven's only public transport
5.6 Contracts	
5.7 Climate & Sustainability	More bus use
5.8 Crime & Disorder	
5.9 Health & Safety	More bus use; less risk of pedestrian accidents
5.10 Biodiversity	
5.11 Privacy Impact	
5.12 Equality & Diversity	Improved accessibility for all

2. Values & priorities alignment

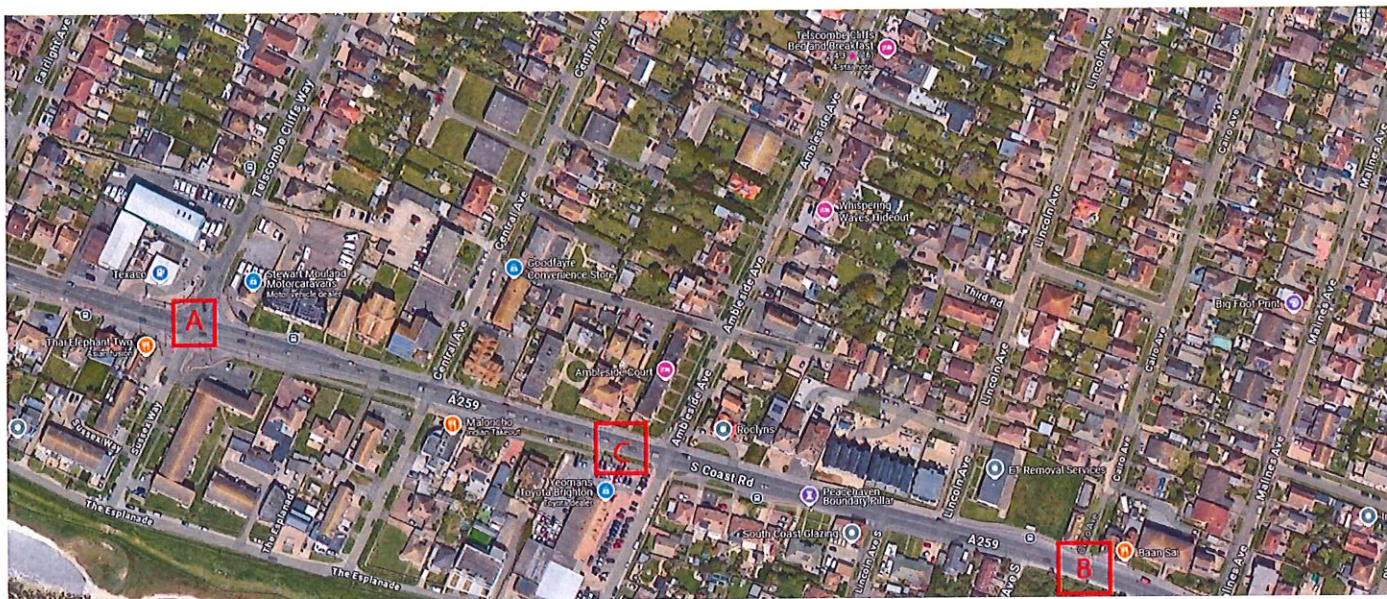
Which of the Core Values does the recommendation demonstrate?	
6.1 Empowering and supporting the community	<input checked="" type="checkbox"/>
6.2 Growing the economy sustainably	<input checked="" type="checkbox"/>
6.3 Helping children and young people	<input checked="" type="checkbox"/>
6.4 Improving the quality of life for residents and visitors to Peacehaven	<input checked="" type="checkbox"/>
6.5 Supporting residents in need	<input checked="" type="checkbox"/>
6.6 Valuing the environment	<input checked="" type="checkbox"/>

6.7 Which business plan item(s) does the recommendation relate to?

The main value of this Report is to fulfil PTC duty as Town Council to represent and advocate for its residents – a major function identified by both the Local Government Association and Central Government.

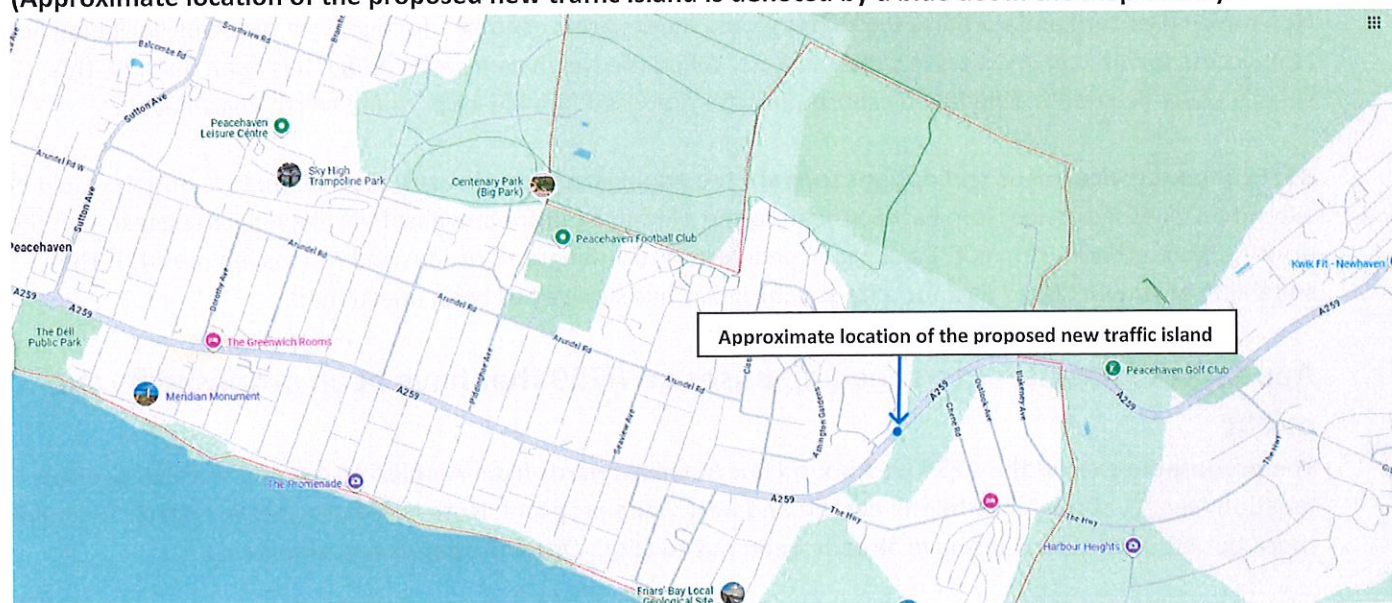
Appendix A: 'Oven-ready' proposals

A1: The proposal is to extend the current westbound Number 12/12A/12X bus lane that stretches eastwards from the Telscombe Cliffs Way/A259 junction (see 'A' on map below): In the morning 'rush hour' the single lane regularly means queues back to Cairo Avenue (see 'B' on map below) – sometimes further. Providing a separate bus lane for an extra c.200 metres could speed up the buses significantly. The A259 is wide enough. Currently, the westbound bus lane ends just west of the A259 junction with Ambleside Avenue (south) (see 'C' on map). Note that there are service access points in the pavement just west of Cairo Avenue junction. Extending the bus lane east of the Cairo Avenue junction would pose problems and possibly raise opposition – there is a shop and parking spaces on the north side of the A259, limiting the 'oven-ready' available width of the road.



A2: New traffic island on A259 east of Tudor Rose junction for access to westbound 12/12A/12X/14s bus stop: This would enable Tudor Rose residents, many of them elderly, to cross the A259 to/from the westbound bus stop more safely. The 40mph speed limit on this stretch of the A259 Major Road between Peacehaven and Newhaven makes this an exceptionally dangerous pedestrian crossing point – but this does not stop local residents from taking the risk.

(Approximate location of the proposed new traffic island is denoted by a blue dot in the map below).



Appendix B: Changes to bus services that have been proposed by the public

This section lists possible changes to bus services that have been suggested, with the reasons for the suggestion. Some are mutually exclusive in the sense that they would satisfy the same demand. Note that some proposals could increase the number of buses going through Telscombe and North Peacehaven residential streets on roads that are not spacious. The next stages would be to assess demand/need and have suggestions costed.

B1: Extend 14C to provide more services throughout the night: It has been said that numbers of Brighton's County Hospital workers need this service, which runs round the north of Peacehaven to/from the Hospital (and Brighton Station). Walking uphill to/downhill from the Hospital through the dark streets to/from the N14 on the A259 can feel dangerous: there are buses available to/from north Peacehaven along the A259 coast road about 200metres from the hospital (the N14 appears to run three times from Brighton along the A259, at 01.02, 02.13, 03.22). The first 14C bus from North Peacehaven (Downs Walk stop) is at 06.08, reaching the Hospital at 6.29am, and the last is at 19.02, arriving 19.23. The first 14C that leaves the hospital in the morning leaves at 7.03am, reaching Downs Walk at 7.22am; the last is at 20.13, arr 20.33.

B2: Extend 14 service to/from Newhaven into the afternoon: Absence of a supermarket in Peacehaven has created more need for access to supermarkets elsewhere. This need may be temporary ('only for three years'), but extending the 14 service could also help schoolchildren returning from Newhaven to north Peacehaven. At present, the last 14 bus from Newhaven leaves at 13.25: residents are restricted to mornings only for shopping in Newhaven (or bus transfers that mean paying several fares (see Appendix D below), and can be difficult with many shopping bags).

B3: Extend Service 23 to Newhaven Denton Corner via North Peacehaven Loop: This service currently runs from the University at Falmer, down Lewes Road through Brighton and past the County Hospital to end at Brighton Marina. Extending it as proposed would (a) improve connectivity for Peacehaven residents to the Marina (including for shopping at Brighton ASDA supermarket, important for those carrying heavy bags); (b) be part-funded by reducing the need for the 14/14C service. At present, residents travelling to/from Falmer or north-east Brighton would change at the Old Steine. An alternative to provide arguably much-needed connectivity to the Marina and Asda might be to redirect part of the 14 service (operational problems on keeping to schedules?).

B4: Create a new service 15X between North Peacehaven and Lewes (Phoenix Causeway/High Street) via Newhaven (Denton) and Paradise Park: This would meet (latent) demand for a service to Lewes, including non-stop access to Tesco and Waitrose supermarkets. When the Newhaven swing bridge has been opened, this service could be kept to schedule by shortening the proposed 'double loop' round North Peacehaven.

B5: Examine service needs and options to/from the Ashington area of east Peacehaven: One option would be to extend an existing service from East Saltdean to the Meridian Centre and east Peacehaven, as suggested in the draft Neighbourhood Plan (p.47), e.g. via Arundel Road to Ashington Gardens and Newhaven (bus 47). The suitability of Arundel Road East for a frequent regular bus service has been questioned.

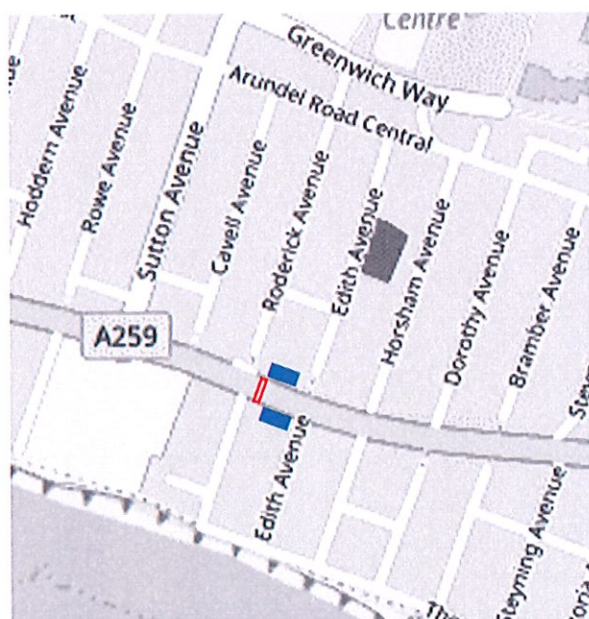
Appendix C: Measures to speed up buses on A259 that have been proposed by the public



The proposal to extend the A259 westbound bus lane eastwards from Ambleside Avenue to Cairo Avenue junction (see A1 above) may be the easiest and best value proposal. Note that Buswatch proposals to convert more bus stops to clearways have already been put to ESCC. Other proposals are as follows:

C1: Instal bus priority at all pedestrian crossings: There are currently six pedestrian crossings of the A259 in the Peacehaven/Telscombe stretch of this 'Major Road Network' (MRN) classified road. The area is residential and access to the sea and Dell/Howard Park involves crossing the A259 for most residents - so at least one more crossing may be needed in the western stretch of the road.

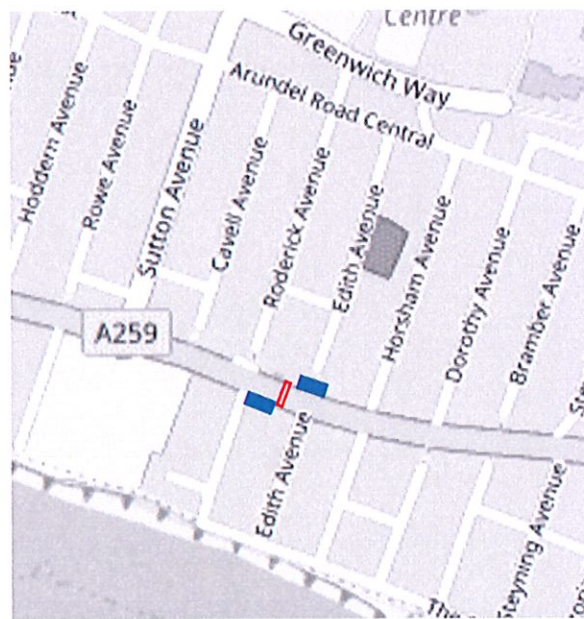
C2 Change bus stop/traffic light configuration at Roderick Ave junction with A259 (see map below): Research by residents has identified that one of the two main ways that buses are held up in the Peacehaven stretch of the A259 is this configuration (for the other, see proposal A1 above). Going **eastwards** towards Newhaven, traffic queues back from the Roderick Avenue lights, sometimes beyond the Sutton Avenue roundabout; when there are two buses at the stop, they stick out into the traffic lane, blocking the cars behind from moving forwards. The northside (eastbound) bus stop can also be partially blocked by delivery vehicles. Going **westwards** towards Brighton, the buses are imprisoned at the southside bus stop behind the traffic lights by the queues of cars stretching back towards Newhaven from the red lights (often activated by bus passengers who have just alighted from the bus!). The proposed change (summarised in the map) would: (a) Move the northside eastbound bus stop eastwards to Edith Avenue, extend it to accommodate two buses as a 'clearway' and add a bus shelter; (b) Move the Pedestrian Crossing/lights eastwards, retaining part of the current eastbound bus stop space for delivery vehicles; and (c) Move the westbound bus stop westwards, removing the pavement 'bulge' between the current bus stop and the Roderick Avenue south junction so that buses would stop west of the pedestrian crossing traffic lights and then could move straight out (across the Roderick Avenue south junction) - while the other vehicles are held behind them at the lights.

PRESENT



 = CROSSING
 = BUS STOP

PROPOSED



Appendix D: A common integrated fare system for Sussex?

The absence of such a scheme is a regular complaint – and a constraint on increasing bus use. National Government has announced the continuation of the single journey limit, but at a price of £3 rather than £2;

details of reimbursement arrangements are still awaited. However, this limit does not solve passengers' problems with broken journeys where several buses or buses+trains may have to be used. Extending individual bus services is one solution (as proposed for the 23 at item B3 above, which would enable Peacehaven residents to travel to/from Falmer via east and north-east Brighton). An alternative is to reduce or cap costs for broken journeys, especially on the same day. London has long had such arrangements (eg Oyster card), and Greater Manchester has just announced a similar scheme to take effect from next Spring. Residents in Brighton (which includes West Saltdean) can benefit from many schemes - so numerous and complicated that they cannot even be listed here and seem not to be widely understood. Some schemes also include Peacehaven residents. (One example is the Brighton&Hove area 60minute transfer option: it appears that this option to use more than one bus within any given 60-minute period and within Brighton&Hove is open to non-Brighton&Hove residents travelling to or through Brighton - provided they buy their ticket by mobile phone App; others link trains and buses.) Constraints on developing a common integrated fare system seem to be (a) many different providers of transport services and (b) different local Authorities (Brighton&Hove Council, ESCC, WSCC).



Committee:	Planning and Highways	Agenda Item:	PH2175
Meeting date:	December 17 2024	Authors:	Chair and Vice Chair
Subject:	Pedestrian Crossings and Traffic Islands		
Purpose:	A first step towards Business Plan project 'Road Safety: Crossings and Islands', to note		

Recommendation:

To Note

1. Background

Peacehaven Town Council's (PTC's) Business Plan contains a project called 'Road safety: crossings and islands'. This has several stages, starting with initial research and mapping by councillors and concluding with trying to persuade East Sussex County Council (ESCC) to make changes. There has long been pressure from residents for improvement, including petitions. Since the Business Plan was decided, pressure has mounted from residents further on this issue. This Report sets out some proposals on islands and crossings in the east and north-east areas of Peacehaven (Appendix A). A Report on the rest of Peacehaven will follow. In course of preparing this Report, the authors noted that although there are several pedestrian crossings on the A259 east of Roderick Avenue, and three in the vicinity of the Meridian Centre, the whole of the rest of Peacehaven have none. Local residents state that they and their children are daily at risk due to the absence of safe road crossings. Decades of housing development have been accompanied by inadequate infrastructure. Committee may wish to accelerate action on some specific items. Some relevant financial issues are set out in Appendix B, which highlights the potential expense of each and all the possible proposals; prioritisation will be key element of further action.

2. Reason for recommendation

Completing this Business Plan project will take time – this Report is only a first step. Meanwhile, residents fear serious accidents. There seem to be four particular 'pinch points' that Committee may wish to consider independently of this Business Plan project: (a) the absence of an island that enables Tudor Rose residents to walk to/from the bus stop on the other side of the A259; (b) the absence of an east-west crossing at the foot of Sutton Avenue; (c) the absence of a pedestrian crossing at the junction of Pelham Rise and Chalkers Rise; (d) the absence of crossing(s) west of the Sutton Road roundabout junction with A259 to enable access to bus stop(s) and to Dell Park and Howard Park.

a. The community

Crossings and traffic islands are essential for pedestrian road safety. Children going to and from schools are particularly at risk – along with the elderly or infirm.

b. The environment

c. Other

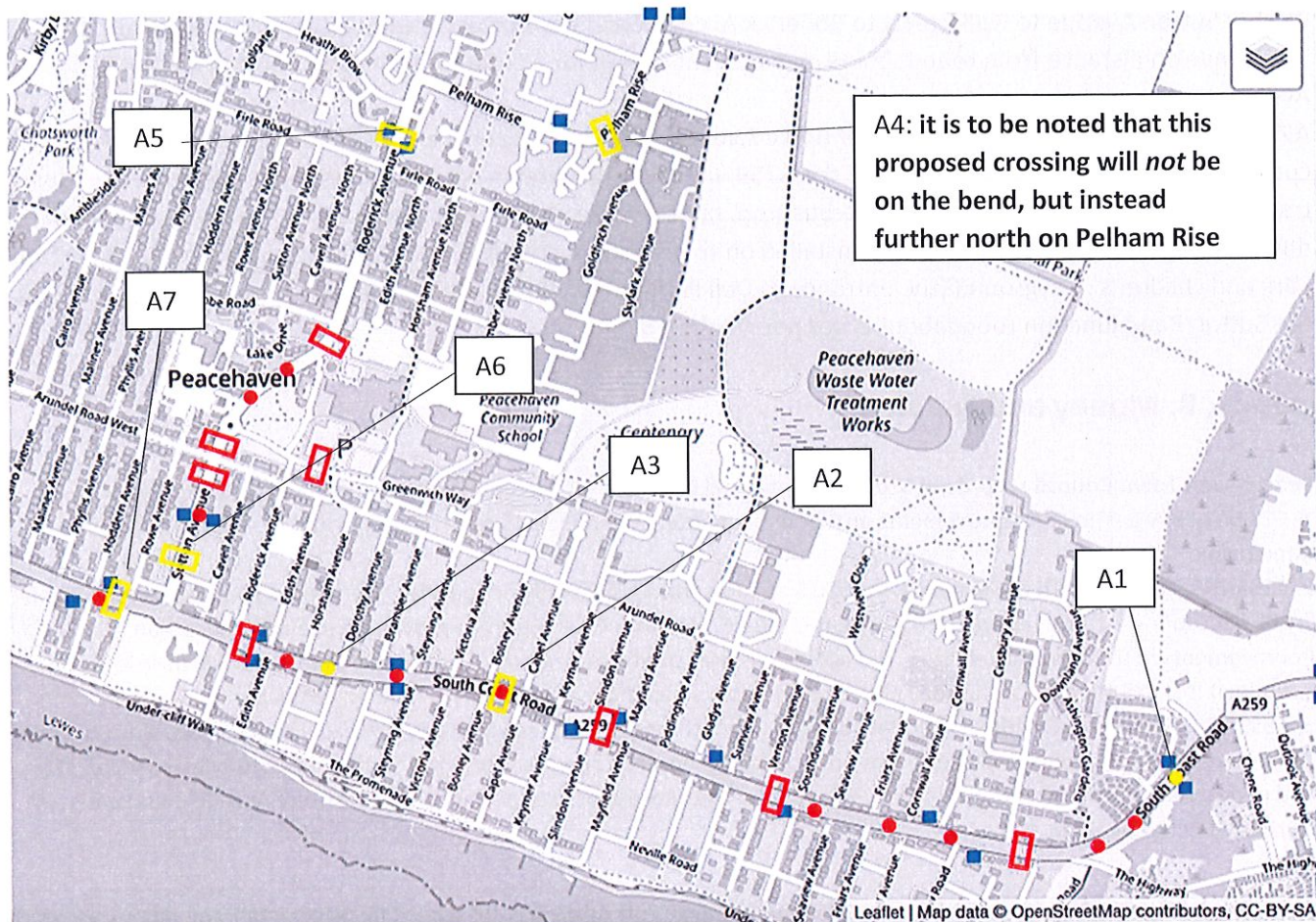
5.1 Legal	Possible access to CIL funds obtained by ESCC and LDC because of housing development in Peacehaven
5.2 Risks	Risk of death or injury if no action
5.3 Financial	Possible CIL money, ESCC S106 money, other grants
5.4 Time scales	
5.5 Stakeholders & Social Value	
5.6 Contracts	
5.7 Climate & Sustainability	
5.8 Crime & Disorder	
5.9 Health & Safety	Pedestrian accidents, especially children and elderly/inform/on wheels
5.10 Biodiversity	
5.11 Privacy Impact	
5.12 Equality & Diversity	Improved accessibility

2. Values & priorities alignment

Which of the Core Values does the recommendation demonstrate?	
6.1 Empowering and supporting the community	<input checked="" type="checkbox"/>
6.2 Growing the economy sustainably	<input type="checkbox"/>
6.3 Helping children and young people	<input checked="" type="checkbox"/>
6.4 Improving the quality of life for residents and visitors to Peacehaven	<input checked="" type="checkbox"/>
6.5 Supporting residents in need	<input checked="" type="checkbox"/>
6.6 Valuing the environment	<input checked="" type="checkbox"/>

<p>6.7 Which business plan item(s) does the recommendation relate to?</p> <p>Road Safety: Crossings and Islands</p>
--

PEACEHAVEN ISLANDS & CROSSINGS 1



- = EXISTING CROSSING
- = EXISTING ISLAND
- = BUS STOP
- = PROPOSED CROSSING
- = PROPOSED ISLAND

A1 New traffic island on A259 close to Tudor Rose junction to reach bus stop: This would enable Tudor Rose residents, many of them elderly, to cross the A259 to and from the westbound bus stop more safely. The 40mph speed limit makes this an exceptionally dangerous crossing point – but this does not stop local residents from taking the risk.

A2 New crossing to replace island at Greggs/Co-Op, Martletts on A259: the new mini retail centre has greatly increased footfall and bus priority technology should make sure this does not slow the buses.

A3 New traffic island at Sainsbury's: Again, a new shop has increased footfall across A259

A4: Pedestrian crossing at south-east corner of Pelham Rise: This crossing place at the junction of Pelham Rise with the entry to the new 450-home Chalkers Rise estate now has dropped kerbs. However, it is still dangerous. Residents state that there are increasing numbers of children using the crossing. It is the main route to the 14 bus stops to Brighton and Newhaven – there is little employment inside Peacehaven and most residents commute to work.

A5. Roderick Avenue between Firle Road and Heathy Brow junctions: A crossing here would serve two purposes: access to the bus stops for those living in Heathy Brow/Firle Road and all the roads that lead off them. It would also provide access to the Annexe Store; even before the supermarket closed, this was a well-used local store. The nearest store is some distance away, the small Tesco on Kirby Drive, Telscombe.

A6: Pedestrian crossing towards south end of Sutton Avenue: This would give access to and from both Roderick Avenue 12, 12A, 12X stops and the 14s for those living west of Sutton Avenue and north of the A259. Two past petitions attest to the demand for this crossing - the nearest is up the hill at the Sutton Avenue/Arundel Road junction. There are elderly and blind people affected, with several blocks of homes for assisted living or elderly day services close by (e.g. Meridian Court, Kempton House, Nevill Lodge). It would also enable residents living west of Sutton Avenue to walk safely to Roderick Avenue and Peacehaven Heights primary school. (Note that legal limits on distance from roundabouts may prevent option for a crossing at the southernmost point of Sutton Avenue.)

A7: Pedestrian crossing on A259 west of Rowe Avenue junction: Peacehaven residents west of Roderick Avenue currently have no pedestrian crossing of the A259. On the A259 stretch east of Roderick Avenue there are four. A traffic island serves the Hodder Avenue bus stop, but the crossing is dangerous: 'keep left' signs got knocked down (though not since a tall light was installed on the island). A crossing here would also give access to the Dell Park and childrens' playground (the entrance to Dell Park is from Rowe Avenue - access from A259 to the Dell at the Sutton Road junction roundabout is not possible).

Appendix B: Money and Funding

Peacehaven Town Council records of S106 Amounts Held by LDC/ESCC as reported to PTC Committees and Council

1. £18,984.59 Accessibility improvements and/or implementing the A259 bus corridor and/or the Newhaven bus/rail interchange
2. £155,109.74 Land north of Keymer Ave: ESCC Measures from A259 study or consider alternatives e.g. cycle route [These S/106 allocations are both assigned to be spent on the A259 South Coast Study to provided cycle and pedestrian improvements in the Peacehaven area. The allocations are specific to land North of Arundel Road/land North of Keymer Avenue; it is possible some of this may already have been allocated by ESCC to cycle route investigation.]
3. £139,326.63 Land north side of Arundel Road ESCC for schemes improving cycling and walking routes / bus stops between Peacehaven & Newhaven S/106 allocations are both assigned to be spent on the A259 South Coast Study to provided cycle and pedestrian improvements in the Peacehaven area. The allocations are specific to land North of Arundel Road and land North of Keymer Avenue

Further investigation is needed to establish (a) whether any of this funding is still available; (b) whether any other sources of funding are available, e.g. as a result of the revisions to the Transport for the South-East Strategy of CIL funding held by ESCC and (c) whether BSIP funding is available e.g. from underspend in the current year or from next year's tranche

Informal cost estimates: Indications from ESCC suggest that approximate guide costs of the various types of highway improvements could range as high as the following, depending on context such as location and lay-out: *Pedestrian refuge (island in centre of carriageway)* - £60k-£80k; *Zebra crossing (with belisha beacons, but no traffic lights)*- £80k-£150k; *Parallel crossing (a zebra crossing that also accommodates cyclists)*- £100k-150k; *Puffin crossing (light -controlled crossing)* - £250k-£300k.

George Dyson
Town Clerk

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Community House,
Meridian Way,
Peacehaven,
East Sussex,
BN10 8BB.

Committee:	Planning and Highways	Agenda Item:	PH2176
Meeting date:	December 17 2024	Authors:	Chair and Vice-Chair
Subject:	Transport Consultation 2025		
Purpose:	Agree to plan for Peacehaven's response to the Consultation		

DRAFT Recommendation(s):

1. To agree to set up a TFG to prepare a response for P&H Committee
2. To agree to request the Officers to publicise the Consultation as widely as possible

1. Background

National Government has devolved the preparation of transport policy to the regions. Peacehaven is sited in the region covered by 'Transport for the South East' which stretches from Hampshire/West Berkshire to Kent. The regional body is chaired from East Sussex County Council. The last full consultation was in 2020, with strategic and investment plans being published more recently. A consultation to 'refresh' the strategy was launched on December 10, with responses due by March 7 2025. The consultation may also affect devolution policy more generally.

2. Options for Council

1. To agree to both the Recommendations
2. To amend the Recommendations
3. Not to agree to any of the Recommendations

3. Reason for recommendations

Decisions taken after this Consultation will have big effects on residents, including businesses, in Peacehaven and the wider region. It is important that Peacehaven TC represents and advocates for its residents. Committee might consider inviting Councillor O'Connor to participate in the TFG as a member of the public to add expertise and help to ensure compatibility between Peacehaven, Telscombe and LewesDC more widely (as happened with last year's TFG on the Lewes Local Plan).

P&H Committee has the power to 'speak for' PTC on this matter.

4. Expected benefits

Peacehaven's views will be communicated to Transport for the South East and, hopefully, influence them. Failure to submit such a Report would mean that other Parish, Town and District Councils and their residents would have more influence on the decisions taken by Transport for the South East – to the detriment of Peacehaven. Peacehaven residents and businesses will be made aware of the Consultation.

5. Implications

5.1 Legal	Duty to represent and advocate for residents
5.2 Risks	The risks arise from NOT supporting the Recommendations: decisions that affect Peacehaven could be made to the relative advantage of other towns and districts, disadvantaging Peacehaven
5.3 Financial	
5.4 Time scales	Over two months
5.5 Stakeholders & Social Value	All residents are affected by Transport Policy (connectivity, infrastructure needed)
5.6 Contracts	
5.7 Climate & Sustainability	An important factor in Transport policy and its implementation
5.8 Crime & Disorder	
5.9 Health & Safety	Bad Transport Policy kills!
5.10 Biodiversity	
5.11 Privacy Impact	
5.12 Equality & Diversity	Accessibility

6. Values & priorities alignment

Which of the Core Values does the recommendation demonstrate?	
6.1 Empowering and supporting the community	<input checked="" type="checkbox"/>
6.2 Growing the economy sustainably	<input checked="" type="checkbox"/>
6.3 Helping children and young people	<input checked="" type="checkbox"/>
6.4 Improving the quality of life for residents and visitors to Peacehaven	<input checked="" type="checkbox"/>
6.5 Supporting residents in need	<input checked="" type="checkbox"/>
6.6 Valuing the environment	<input checked="" type="checkbox"/>

<p>6.7 Which business plan item(s) does the recommendation relate to?</p> <p>All – since all are affected by transport policy and its implementation</p>

George Dyson
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Community House,
Meridian Way,
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Committee:	P&H	Agenda Item:	PH2177
Meeting date:	17 th December 2024	Authors:	Meetings & Projects Officer
Subject:	Advertising along the South Coast Road		
Purpose:	To note the new advertising along the South Coast Road Report		

Recommendation(s):

To **note** the report.

1. Background

A local business has signed up to advertising along the South Coast Road for 1 year starting at various dates in November 2024. The advertising locations are:-

- 5 planters (a total of 8 adverts)
- A1 boards
- Banner board

It should be noted that, as per the Advertising Policy TFG Report, agenda item C2135f, the following motion was resolved by Committee:-

ii. Income received from advertising and sponsorship of the planters to be used to purchase PTC logos for the planters.

The RBS (accounts and administration software) system has been extended to allow Officers to utilise the system to manage and track advertising.

The PR Officer will be looking into further advertising locations and will report back to Full Council in due course.

2. Options for Committee

To **note** the report

3. Reason for recommendation

To inform Committee.

4. Expected benefits

To generate revenue for PTC, thus contributing to the growth and well-being of the town and local area.

5. Implications

5.1 Legal	A contract has been signed.
5.2 Risks	A visual risk assessment was carried out.
5.3 Financial	Increased income

5.4 Time scales	Advertising for a total period of 1 year
5.5 Stakeholders & Social Value	Advertising is a way for local businesses and other organisations to market their goods and services, and to generate revenue to help support and benefit those who live and work in Peacehaven
5.6 Contracts	1 year
5.7 Climate & Sustainability	Adheres to Peacehaven Town Council's Single Use Plastic Policy
5.8 Crime & Disorder	An improved public realm
5.9 Health & Safety	Risk assessments are carried out
5.10 Biodiversity	
5.11 Privacy Impact	Compliant with GDPR
5.12 Equality & Diversity	

6. Values & priorities alignment

Which of the Core Values does the recommendation demonstrate?	
6.1 Empowering and supporting the community	<input checked="" type="checkbox"/>
6.2 Growing the economy sustainably	<input type="checkbox"/>
6.3 Helping children and young people	<input type="checkbox"/>
6.4 Improving the quality of life for residents and visitors to Peacehaven	<input type="checkbox"/>
6.5 Supporting residents in need	<input type="checkbox"/>
6.6 Valuing the environment	<input type="checkbox"/>

<p>6.7 Which business plan item(s) does the recommendation relate to?</p> <p>This touches upon the Improvements to A259 High Street Area.</p>
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7. Appendices: None



Appeal Decision

Site visit made on 25 May 2019

by Elizabeth Lawrence BTP MRTPI

an Inspector appointed by the Secretary of State

Decision date: 13th June 2019

Appeal Ref: APP/P1425/W/18/3216468

Land adjacent to 24 Blakeney Avenue, Peacehaven, East Sussex, BN10 8UY.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr M Bradbrook against the decision of Lewes District Council.
 - The application Ref LW/18/0622, dated 31 July 2018, was refused by notice dated 23 October 2018.
 - The development proposed is described as change of use of a building to a residential dwelling.
-

Decision

1. The appeal is dismissed.

Preliminary matter

2. The Appellant refers to the proposal as the change of use of a rural building to a dwelling. The Appeal building is already used as a single dwelling and no details have been provided regarding when the building was constructed and what activities it has been used for, including dates. At the same time the Appellant has stated that an application for a Certificate of Lawfulness for the use of the Appeal building as a dwelling was refused.
3. It is apparent from the 2015 Appeal decision, which relates to the construction of three dwellings on the site, that at that time there were no dwellings on the Appeal site and that the site was occupied by a range of low timber-clad buildings around a concrete apron which the Appellant indicated were used in association with 23 Outlook Avenue. As such, it is unclear whether the building itself is lawful, or what its lawful use for planning purposes is. It is not before me to determine the lawfulness or otherwise of the building and its use and the Appeal is dealt with on this basis.
4. Since the Appeal application was refused the National Planning Policy Framework 2018 has been replaced. Both the Appellant and the Council have had the opportunity to comment on the National Planning Policy Framework 2019 (Framework). In addition, they have had the opportunity to comment on the 2018 Housing Delivery Test results; the Updated guidance on how to assess housing needs and the 2018 based results of the ratio of median house price to median gross annual work-place based earnings for England and Wales. These documents have been taken into account in the consideration of this Appeal.

Main Issue

5. The main issue is the effect of the proposal on the character and appearance of the surrounding area.

Reasons

- 5.1 The Appeal site is located within an area of open countryside to the north of the coast, on land which slopes up to the coast. The A259 coastal road is located a short distance to the north, with the South Downs National Park and open countryside beyond. The area around the Appeal site is characterised by areas of tussocky grassland, paddocks, various equestrian developments, farm buildings, a caravan park and scattered dwellings. Notwithstanding this built development, visually the area remains largely undeveloped and contributes to the open and semi-rural open gap adjacent to the coast and between the settlements of Peacehaven and Newhaven.
6. The Appeal site comprises a paddock, stables and storage buildings, a mobile home that was granted permission for uses solely incidental to the use of the site for the keeping of horses for recreational purposes and the Appeal building. The Appeal building is located to the rear of an existing timber building. It has the appearance of a timber clad Park Home and has a timber decking area on one side, which is domestic in its appearance and form. At the time of my site visit there was no apparent evidence that the Appeal building had ever been used for any other purpose.
7. Policy CP10 of the Lewes District Local Plan Joint Core Strategy Part 1 2010 – 2030 (Core Strategy) seeks to conserve and enhance the natural beauty of the area. Saved Policy CT1 of the Lewes Local Plan 2003 (Local Plan), seeks to contain development within the defined development boundaries, other than for development specifically referred to elsewhere in the Local Plan. This includes new residential development in the countryside subject to certain criteria.
8. The purpose of policy CT1 of the Local Plan is to protect the countryside from encroachment by inappropriate development; to safeguard the setting and character of settlements; and to prevent their coalescence. The Framework similarly seeks to ensure that developments should contribute to and enhance the natural and local environment by, amongst other things, recognising the intrinsic character and beauty of the countryside and maintaining the character of the undeveloped coast.
9. On the basis of the very limited evidence submitted it is unclear whether the proposal amounts to the re-use of a building or the construction of a new dwelling. On the assumption that the proposal is for the reuse of an existing building, criteria b) and f) of Policy CT1 of the Local Plan are applicable, as is paragraph 79 of the Framework.
10. Criterion b) to Saved Policy CT1 of the Local Plan allows for new residential development in the countryside subject to saved policy RES7 of the Local Plan. Policy RES7 of the Local Plan allows for residential conversions, where, amongst other things, the applicant has first made concerted and documented efforts to put the building into a commercial, tourism or community use. As no such details have been submitted in relation to the Appeal building, the proposal does not comply with this policy.

11. Paragraph 79 of the Framework restricts the development of isolated homes in the countryside in limited circumstances. This includes the re-use of redundant or dis-used buildings where it would enhance the immediate setting of the building. Criterion f) to saved Policy CT1 of the Local Plan similarly allows for the re-use or adaption of a rural building. However, it does not include any criteria against which to assess any proposal, because Policy E9 of the Local Plan to which it refers is not a saved policy. Accordingly, in this respect Policy criterion f) of CT1 of the Local Plan is inconsistent with the Framework.
12. In relation to the Appeal proposal the degree of conflict between the Framework and criterion f) of Policy CT1 of the Local Plan is significantly more than limited. Paragraph 213 of the Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. As such in this one respect paragraph 79 of the Framework, carries more weight than criterion f) of Policy CT1 of the Local Plan.
13. Few details are provided regarding the former use of the Appeal building and no details are provided regarding the appearance of the building and its setting prior to the proposed change of use taking place. As such, it has not been demonstrated that the proposal has resulted in any enhancement to the immediate setting of the building.
14. Whilst the building is reasonably well screened to the east by an existing building and planting, the level of screening provided by planting is likely to be materially reduced during the winter months. Also, the decking area, access, parking area and aerial are all visible from Blakeney Avenue. Individually and collectively they have a suburbanising effect on the Appeal site and the immediate area, which is exacerbated by the existing mobile home on the site. In reaching this view I have taken into account that the use of the site for equestrian or other rural activities would likely result in some parking of domestic vehicles.
15. The Appellant has suggested that, although the Appeal site includes the paddock area, the adjacent buildings and parking area, any private garden area could be limited to the rear decking area through the imposition of a condition. I agree that this would be possible, although it would not address the concerns expressed above.
16. Other than the Appeal building there are no dwellings along this stretch of Blakeney Avenue. Although the Appeal building is screened in most views by the existing stables and stores, where it can be glimpsed it is seen as encroaching into an area of countryside. It has an urbanising impact on the site and its setting and it detracts from the open and exposed rural character of the area.
17. Whilst it is noted that there is a large dwelling further to the south of the Appeal site, which fronts onto Blakeney Avenue, this is a replacement dwelling and so the site was already in residential use when planning permission was granted for the existing dwelling. The large new agricultural building is a type of building that requires a countryside location and is located close to where the farming activities take place. As such neither of these developments set a precedent for the Appeal proposal.

18. In relation to the construction of new rural homes the Framework states that planning decisions should be responsive to local circumstances and should support housing developments that reflect local needs. In addition, to promote sustainable development in rural areas housing should be located where it will enhance or maintain the vitality of rural communities and policies should identify opportunities for villages to grow and thrive.
19. The proposal is not for affordable housing or to meet any identified local need and the Appeal site is not located within or close to any rural villages. It is located between the large settlements of Peacehaven and Newhaven. As such I find that the proposal does not fall within the categories of rural housing permissible under paragraphs 77 and 78 of the Framework.
20. I conclude that the proposal unacceptably harms the open and semi-rural character and appearance of this area of countryside. The proposal therefore conflicts with the development plan as a whole and in particular with Policy CP10 of the Core Strategy and Policy CT1 of the Local Plan which seek to conserve and enhance the natural beauty of the area and to contain development within defined development boundaries. I also find conflict with policies in the Framework which have similar objectives.

Other Matter

21. Although the Appeal site is located within an area of open countryside, it sits a short distance from the A259 coastal road between Peacehaven and Newhaven. There are bus services between the two settlements and this includes bus stops located a short distance to the north of the Appeal site. In addition, there is a dedicated cycleway/footpath that runs along the north side of the A259. Accordingly, although the Appeal site is not located in a highly accessible location, it is not remote and alternative modes of transport are available. As a result, accessibility is a neutral factor in the consideration of this Appeal.

Planning Balance and Conclusion

22. I have found that the proposed development conflicts with the Council's settlement strategy and harms the character and appearance of the countryside. For the reasons set out above and taking all other matters into account I find that the conflict with Policy CP10 of the Core Strategy and Policy CT1 of the Local Plan should be given significant weight.
23. Whilst there is no identified local need, the provision of one dwelling would make a very modest contribution to the supply of homes within the District, which is a benefit of the scheme.
24. On the other hand, the development harms the character and appearance of the countryside and the environmental objective of sustainable development is and would not therefore be achieved. There is also be conflict with the Council's settlement strategy and development plan as a whole. This weighs heavily against the Appeal.
25. I appreciate that there is some dispute over whether or not the District has a deliverable supply of sites to provide a minimum five years supply. However, the lack of a five-year supply of housing does not automatically lead to a grant of planning permission. Even if I were to conclude that there is a shortfall in the five-year housing land supply on the scale suggested by the Appellant, the adverse impacts of granting planning permission in this case would significantly

and demonstrably outweigh the benefits of one dwelling on the Appeal site when assessed against the policies in the Framework taken as a whole. Overall the presumption in favour should not be applied.

26. The proposal conflicts with the development plan and this conflict is not outweighed by other material considerations, including the provisions of the Framework and paragraphs 11, 73 and 74 in particular. Therefore, for the reasons given above and taking into account all other matters raised, I conclude that the Appeal should be dismissed.

Elizabeth Lawrence

INSPECTOR

Date Received	Method of contact	Area	Category	Details of Complaint	Actions taken	Current Status	Deadline
19/11/2024	Phone	Non PTC land	Health & Safety	resident reported vandalised? infiltration pond fencing. no have reported to Barretts. who responded 'We don't currently have anyone on site as both construction and sales have been completed. If you could get any photos, that would be great. We will, in the meantime, request that the Management Company attend and review the fencing'	no have reported to Barretts. who responded 'We don't currently have anyone on site as both construction and sales have been completed. If you could get any photos, that would be great. We will, in the meantime, request that the Management Company attend and review the fencing'		
19/11/2024	Email	Non PTC land	Street lights	Resident of Chalkers Rise has reported street lamps not working since february 2024. David Wilson Homes have advised it is the responsibility of the Council (ESCC).	CGS officer has emailed ESCC Highways to find out if they have adopted the roads, as David Wilson homes have advised that the issue belongs to ESCC Highways. CGS officer contacted ESCC HIGHWAYS and also street lighting team who advised Our Streetlighting Team have now advised that Phase 2 is currently with the developer. The developer is still responsible for the maintenance of this particular phase until November 2025. Pipit Way, BN10 8GS is showing as Phase 2, therefore the resident would need to please contact the developer to further resolve the street lamp issue CGS officer has gone direct to the developer for feedback on ESCC response. Response from Barrets - We are currently placing an order for the connections (this will require moling under the road to connect the streetlights) and alongside arranging the trades and service providers, the work is expected to be undertaken and completed in the new year. Resident still has concerns so have given barrets the residents email to contact directly.		

Committee:	Planning & Highways
Start Date:	13/11/2024

See over

09/12/2024	Email	Non PTC land	Fencing	Cllr Campbell reports that fencing on the west side of chalkers rise, bordering the east side of the bricky (opposite side of infiltration pond) is down.	have reported Barretts comments back to Cllr Campbell CGS officer contacted Barrets who advised that notes that they do not own the fence and the land and fence between The Bricky and Chalkers Rise is owned by Lewes DC who will be the party responsible for any remediation works.	

End Date:	10/12/2024
Status:	All

Planning & Highways Committee - Action Plan

updated 24.10.2024

CASE NUMBER	MEETING DATE	TASK	ACTION	PERSON RESPONSIBLE	UPDATE
1	03/09/2019	Public rights of way TFG - Concrete path from Lower Hoddern Farm to Centenary Park.	Cllr Griffiths requested help from other councillors filling in evidence forms (extend of usage prior to 2005)	Cllr Griffiths - ongoing	23/05/23 - Committee agreed members for the TFG - Cllr Griffiths, Cllr Gordon-Garrett, and a member of the public. 5/9/23 Cllr Seabrook - the concrete path, that this is now open again so the work of the public rights of way TFG will need to resume. 01/03/24 extended concrete path open 8/10 TFG met - report submitted to P&H 22/10
2	09/08/2022	Speed activated sign	For the Public Safety TFG to investigate, discuss, and liaise with Telcombe Town Council about the speed activated sign, and report back to the P&H Committee.	Committees & Assistant Projects Officer	Next meeting date set for 16th September - Still no attendance from the schools. Schools have been sent information on Ellie Thornton foundation where grants of £500 are available to improve the safety of children entering and exiting schools. Road Safety Officer Steve O'Connell will be shortly visiting schools to discuss as no attendance at the public safety meetings. * Need more volunteers to support speed checks, so that data can be collated for the purchase of a SID. Need volunteers and data in order to purchase a SID we need regular data to prove problem areas. PTC have advertised for volunteer's numerous times along with 2 speed watch presentations held by police traffic officer Steve O'Connell. Only 2/3 residents attended the sessions and didn't volunteer. Another option to speed along this process would be to purchase a speed strip which can be set up to record the speed of cars for a week 24/7. The approx. cost will be £500 - projects officer investigating * operation downsway - drones will be used to combat anti social bikes and used across fields and areas * Cllr Gordon-Garrett has been out speedwatching when enough volunteers to support. not enough volunteers.
5	26/02/2024	EV Chargers			10/3/24 1st phase of installations in LDC have taken place with a company called Connected Kerbs. Peacehaven is likely to be in the 2nd Phase possibly the Lewes District car parks. Roderick Ave North, Piddinghoe Ave and Steyning ave. The LDC Officers want to evaluate the installation to make sure all satisfactory before proceeding with Phase 2 22/10 Cllr Sharkey updated committee on a meeting held with LDC about EV Chargers, who were looking at Steyning Avenue, and Piddinghoe Avenue as two possible locations

6	22/10/2024	Drainage at Dorothy house	* CGS officer has emailed Cllr Collier & Robinson with the timeline provided by Manager of Dorothy House (Cllr Collier absent until 4/11) Check that the grass cutting for 2025 would include all the locations that it should include. Grass cutting schedule to be shared with the community once the schedule was confirmed and for it to be added to the noticeboards.	Projects Officer	Dorothy House, a sheltered housing scheme for vulnerable people of retirement age and older, complained the property had been flooded 12 times, including with human waste, inside and outside the property between 2005 to 2024 due to a broken East Sussex Highway's drainage pipe
7	19/11/2024	Urban Verge Grass Cutting			
8	19/11/2024	Urban Verge Grass Cutting			

