



Draft Minutes of the meeting of the Planning Committee meeting held in the Anzac Room, Community House on 30th June 2026 at 6:15pm.

Present: Cllr Gordon-Garrett (Chair), Cllr Campbell (Vice Chair), Cllr Davies, Cllr Rosser, Cllr Wood.

Officers: Zoe Polydorou (Meetings & Projects Officer)

1 member of the public was in attendance.

1 PH2610 CHAIR ANNOUNCEMENTS

The Chair opened the meeting at 18:16, ran through the Civility and Respect statement, explained the fire-procedure, reminded committee of the mobile phone protocol, that the meeting was being recorded, and explained the public question session.

2 PH2611 PUBLIC QUESTIONS

There were public questioners in relation to **PH2615 SDNP/25/00228/FUL**, Land adjacent to 66, The Lookout.

The first public questioner expressed there being another amendment to the plan, to remove the trailer, queried why there was an amendment as there had never been planning to have it on the land, and had written to SDNP and ESCC Planning Authorities. They further expressed that a yurt had been up for longer than it should be, and that enforcement had said they could not act on it due to the live planning application. They queried why after 20 months they were still dealing with a planning application and added that all previous comments had been passed over to the SDNP Planning Authority, but they had to be resubmitted to ESCC.

Cllr Wood raised concern that the plans had been revised again, and commented that it would be another situation again where the application spanned across all planning authorities.

18:31 – 2 members of the public joined the meeting.

Cllr Campbell confirmed that PTC had asked ESCC for all previous comments to be taken into account for decision making.

The second public questioner queried where the trailer would be moved to.

The third public questioner queried how the applicant was allowed to carry on with the application when everywhere had said no; how Downs Walk became a road; and why ESCC were trying to get the application through as it did not generate money for Peacehaven.

There was a discussion around residential and business rates, and concern with access for emergency services and Cllr Wood advised the questioners of the fortnightly ESCC Councillor surgery held at Community House.

The Chair thanked the member of public for their questions.

3 PH2612 TO CONSIDER APOLOGIES FOR ABSENCE & SUBSTITUTIONS

There were no apologies for absence.

4 PH2613 TO RECEIVE DECLARATIONS OF INTEREST FROM COMMITTEE MEMBERS

There was a declaration of interest from Cllr Gordon-Garrett.

5 PH2614 TO ADOPT THE MINUTES FROM THE 9TH JUNE 2026

Cllr Campbell proposed to adopt the minutes with the amendment to update item 7 from 'Cllr Campbell expressed frustration...' to 'All Cllrs expressed frustration...'.
Proposed by: Cllr Campbell **Seconded by:** Cllr Wood

Committee **resolved** to **adopt** the minutes with the amendment.

18:36 – Cllr Gordon Garrett left the meeting and Cllr Campbell took the Chair.

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

PH2615 SDNP/25/00228/FUL, Land adjacent to 66, The Lookout

Cllr Campbell clarified this application was in relation to SDNP land, and not LDC land, and Cllr Wood commented on issues with open fire pits and adequate insurance.

Cllr Davies reminded members that although he understood the frustration of the questioners, the planning application was legally the focus of the meeting and it was being deviated from. He expressed that whilst he disagreed with the plan, the applicant was allowed to do it, but that they may return to square one.

Cllr Campbell expressed there had been further objections, including from a resident Rights of Way officers and there was no need to comment on fire risk, as the fire service had responded.

It was proposed to object to the application, on the following 3 grounds

1. That all comments on all previous related applications be taken into account.
2. If consent were granted, a condition needed to be applied whereby the site may not be used as a campsite.
3. The inadequate access grounds for objection have been strengthened by further submissions to the consultation.

Proposed by: Cllr Davies

Seconded by: Cllr Rosser

Committee resolved to **object** to the application on the grounds stated.

18:46 – The public questioners left the meeting

18:47 – Cllr Gordon-Garrett re-joined the meeting

PH2616 LW/26/0290, 3 Johns Close

It was proposed to **support** the application.

Proposed by: Cllr Campbell

Seconded by: Cllr Gordon-Garrett

Committee resolved to **support** the application.

PH2617 LW/26/0255 34 Balcombe Road

Members commented there had been one objection from a neighbour, and discussed privacy and light issues.

It was proposed to **support** the application subject to the light issues in relation to the neighbour being satisfactorily resolved.

Proposed by: Cllr Campbell

Seconded by: Cllr Gordon-Garrett

Committee resolved to **support** the application.

PH2618 LW/26/0257 Peacehaven Community School Greenwich Way

Cllr Campbell mentioned the replacement of a hedge with cycle stands, and raised construction process issues, including issues with the proposed construction vehicle route for local businesses including the need for it to be kept open for access to Community House, other community facilities and for parking; and that construction access to the roundabout at the gates of PCS should instead be from Newton Road in the east.

It was also expressed there be equal consideration towards children, the elderly and vulnerable people that visit nearby community buildings and businesses, such as the nursery, leisure centre and the library.

Cllr Davies agreed about the access road, and that the head teacher should have consulted its neighbours.

Cllr Wood raised the issue that the Morrisons development would be happening at the same time, and raised concern for local businesses.

Cllr Rosser mentioned the main work be carried out during holidays, and the importance of critical path analysis. Cllr Wood reminded committee that some local business would still be open during the holidays.

It was proposed to **object** to the application as, although the committee strongly supports the application in principle, the construction vehicles access route needs to change to the East instead of Greenwich Way; the bulk of the work should be carried out during the holiday period; there would be a clash with the Morrisons development; and the construction methodology needs to be considered.

Proposed by: Cllr Gordon-Garrett **Seconded by:** Cllr Wood

Committee resolved to **object** to the application.

19:13 - Cllr Davies left the meeting

PH2619 LW/26/0273 71 Arundel Road

Proposed by: Cllr Rosser **Seconded by:** Cllr Gordon-Garrett

Committee resolved to **support** the application.

19:18 – Cllr Davies rejoined the meeting

PH2620 LW/26/0307/CD 81 - 83 South Coast Road Peacehaven East Sussex BN10 8QS

Councillor Davies updated committed committee on the Planning application's status.

Committee **noted** the planning decision.

7 PH2621 TO AGREE DATE FOR THE NEXT MEETING TUESDAY 21st JULY 2026 AT 7.30 PM

The next meeting was **agreed**.

There being no further business, the meeting was closed at 19:26

	Actual Year To Date	Current Annual Bud	Variance Annual Total	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
<u>200 Planning</u>							
4854 Maps / Right of Way	0	500	500		500	0.0%	
Planning :- Direct Expenditure	<u>0</u>	<u>500</u>	<u>500</u>	<u>0</u>	<u>500</u>		<u>0</u>
4111 Electricity	(9)	0	9		9	0.0%	
Planning :- Indirect Expenditure	<u>(9)</u>	<u>0</u>	<u>9</u>	<u>0</u>	<u>9</u>		<u>0</u>
Net Expenditure	<u>9</u>	<u>(500)</u>	<u>(509)</u>				
Grand Totals:- Income	0	0	0			0.0%	
Expenditure	(9)	500	509	0	509	(1.8%)	
Net Income over Expenditure	<u>9</u>	<u>(500)</u>	<u>(509)</u>				
Movement to/(from) Gen Reserve	<u>9</u>	<u>(500)</u>	<u>(509)</u>				



Committee:	Planning	Agenda Item:	PH2628
Meeting date:	July 21 2026	Authors:	Chair and Vice-Chair
Subject:	Response to LDC Consultation on Statement of Community Involvement		
Purpose:	To Agree		

Recommendation(s):

That Committee agree the following questionnaire response to the LDC Consultation

1. Background

Local Planning Authorities (LPAs) are required by planning law to produce and review a 'Statement of Community Involvement' (SCI). Lewes District Council, the LPA for Peacehaven, is revising its SCI. The proposed responses to the LDC Questionnaire consultation document are set out in Appendix A.

The online link to the consultation is https://planningpolicyconsult.lewes-eastbourne.gov.uk/LDC_SCI2026

2. Options for Council

To agree the proposed responses

To amend the proposed responses

to reject the proposed responses

3. Reason for recommendation

To meet PTC duty to reflect its residents and to respond as a statutory consultee. To improve the consultation process and the text of the SCI

4. Expected benefits

Improvement in LDC SCI. Better treatment of Peacehaven residents and PTC

5. Implications

5.1 Legal	
5.2 Risks	
5.3 Financial	
5.4 Time scales	August 6 deadline
5.5 Stakeholders & Social Value	Views of PTC and residents taken into account
5.6 Contracts	
5.7 Climate & Sustainability	
5.8 Crime & Disorder	
5.9 Health & Safety	

5.10 Biodiversity	
5.11 Privacy Impact	
5.12 Equality & Diversity	

6. Values & priorities alignment

Which of the Core Values does the recommendation demonstrate?	
6.1 Empowering and supporting the community	☒
6.2 Growing the economy sustainably	☐
6.3 Helping children and young people	☐
6.4 Improving the quality of life for residents and visitors to Peacehaven	☐
6.5 Supporting residents in need	☐
6.6 Valuing the environment	☐
6.7 Which business plan item(s) does the recommendation relate to? None. Duty to represent and advocate for Peacehaven residents	

Appendix A

There are five questions in the LDC Questionnaire. These are set out in bold, followed by Planning Committee's proposed answers on behalf of PTC.

Question 1: Section 2 describes Plan Making, Neighbourhood Planning, Supplementary Planning Documents and Development Management. Does this section help you to understand how the planning system works in Lewes District?

Response: Section 2 is excellent as far as it goes. It needs to be expanded to include the following: (1) The duties (or lack of duties) for LPAs to check whether statements made by Applicants are correct e.g. as to the existence of trees (especially if Tree Protection Orders on them) on adjacent land – alternatively, a statement to the effect that LDC relies on town and parish councils to check the truthfulness of developers' statement in Planning Applications. 2) The duties (if any) of LDC Planning Officers to monitor construction stages to ensure that all conditions are being met during the construction process. (3) The responsibility for building works supervision of a development's construction and 'signing off' – does the developer just supply a certificate from a registered private sector organisation? And LPA does not check anything? (4) Any legal requirement (or absence of requirement) for enforcement of planning rules in general by LPAs– together with indications of how local residents and Councils can get something done when other residents ignore planning rules.

Question 2: Section 3 explains how [LDC] will involve the community in plan-making, including who will be consulted, when consultation take place, and the methods used. Do you think the proposed approach to community involvement in plan-making is sufficient?

Response: LDC's consultation on its Local Plan 2042 has been as extensive as could reasonably be possible – and more extensive than the draft SCI commits to for the future. We viewed it as excellent. A few small suggested amendments to the draft SCI: on P21 it states that the Planning Inspector may require modifications – the Chair and Vice Chair of PTC Planning Committee understood that Government had made clear that no amendment process would be permitted for LDC2042 Local Plan: the Examiner would either accept or reject. Is the SCI correct?

Question 3: Section 4 explains how [LDC] will support Neighbourhood Planning and the role of communities in preparing Neighbourhood Plans. Do you think the level of support offered for neighbourhood planning is sufficient?

Response: No comment

Question 4: *Section 5 explains how the public can engage with planning applications, including pre-applications, application stage, and appeals. Do you think the opportunities for community involvement in planning applications is sufficient?*

Response: No. However, no substantial changes are needed so long as the current arrangements are not restricted. What follows here is a list of small suggested changes.

(1) The Consultation portal (widely used by many LPAs) is very difficult to use and impossible for anyone completely new to the planning process without guidance that is not available from LDC. The portal is very slow and seems to be offline with some frequency – preparing for Planning Committee meetings is sometimes impossible because councillors cannot look at the Application in the days before the Committee meeting!

(2) Responses by letter must continue to be acceptable.

(3) Each Town and Parish Council should nominate at least one officer for substantial planning training by the LPA so that Councillors on local planning committees can call on at least some officer expertise when considering Applications. Local Town and Parish councillors need training *from the LPA as soon as* they get elected: this is the only area of Town/Parish council business where professional level expertise is necessary for councillors to fulfil their statutory duties.

(4) On Page 25 Draft SCI states that 'Local Councillors will help promote consultation within their wards and encourage all residents to get involved'. Local councillors cannot be expected to perform this duty – and nor can town/parish councils. This sentence needs to be changed to: 'Local councillors will advocate for local needs and views'.

(5) Given the legal requirements to publish committee Agendas three clear days before a meeting, and the need to prepare Committee Agendas, the 21 day time limit for responses is unrealistic: these arrangements exclude anyone with work or family responsibilities from serving on Planning Committee effectively.

(6) Planning notices need to be sent to addresses and posted up on lampposts in roads running parallel to Application sites because so many gardens back onto each, including small gardens

(7) P.36 list is wrong and incompatible with Appendix 2.

(8) P.39. The rules under which a councillor can call for a particular application to be heard at Committee need to be stated more clearly.

Question 5: *Please provide any additional comments you have on the Draft Revised Statement of Community Involvement* (1) National and Local Government should spend less money and time (consultants' and consultees' money/time as well as LPA and Central government time) on planning documents (Local Plans etc) and more on implementation and enforcement. If LDC officers had been able to spend as much time on overseeing the construction phase of developments and on enforcement generally as it has spent on preparing Local Plans, all of us in Lewes District would be living in a better place.

[NB The Draft SCI needs a lot of sub-editing – typos, inconsistencies etc. Paragraph numbers would make reference easier.]

LOCATION	Other location information you can to help our inspectors find the problem (e.g. next to post box, near school gates, outside No 12) Please do not provide information about the	What type of painted road marking has a problem?	Under or Over 50% of the lines or markings missing?	Is there any other information you are able to provide about this problem?	Submitted to ESCC?	Photo provided?	ESHW Case No.	Status	Completed?	Date ESCC Closed / Completed
Roderick Ave/ Frie Avenue junction	What 3 words ///succeed.storyline.clipped	Double yellow lines	Over 50% of the lines or markings is missing	Dangerous junction due to speed of traffic on Roderick Ave and visibility due to hedge and wall. Refresh of Double yellow lines and white give way markings/triangle on both sides of Roderick Ave.	YES	yes		To report	PTC To Report	
Phyllis ave / balcombe road	///believer.satin.reviewed	Double yellow lines	Over 50% of the lines or markings is missing	Dangerous junction due to speed of traffic using these long straight roads, nearby to school.	YES	yes		To report	PTC To Report	
Pelham Rise near to entrance to coney furling	///showing.momentous.marily	Centre lines		Vehicles parking in this area are causing a dangerous obstruction. Drivers travelling north are frequently forced to manoeuvre onto the wrong side of the road in order to pass, often at a point where visibility is limited. This includes Buses travelling Northbound having to go round the 'keep left' sign on wrong side of road because of parking. This creates a high risk of collision, particularly given that some vehicles approach the bend at speed. The issue is further compounded by the fact that this is a bus route, which restricts the use of traffic calming measures such as speed bumps. As a result, the current situation leaves little margin for safe navigation. Various options have already been explored; however, the immediate priority should be to ensure that road markings are clearly visible and adequately maintained. In addition, appropriate signage or restrictions should be introduced to prevent vehicles from parking too close to the traffic island and obstructing the bend. This is a significant safety hazard and requires prompt attention to prevent potential accidents.	YES			To report	PTC To Report	
MALINES/BALCOMBE JUNCTION	///tomb.bldder.auducing	Double yellow lines	Over 50% of the lines or markings is missing	The white line. Although in practice no-one parks there	YES	yes 1 photo of Arundel Road, Junction of Greenwich Way	RML004124	Repairs will be carried out.	In Progress with ESCC	08/05/2026
ARUNDEL ROAD WEST	///gla.comfort.enclures	Double yellow lines	Over 50% of the lines or markings is missing	Residents parking large vehicles/campers/ trucks close to this school junction. Other neighbouring junctions have double yellow lines but not this school junction. This junction is also on a brow of a slight slope which makes matters worse in rush hour.	YES		RML004167	Repairs will be carried out.	In Progress with ESCC	
Between traffic island and junction of Cripps Avenue/Pelham Rise		White lines		Cars often park there, especially when picking up children from Meridian School, forcing the north-bound 14 bus to swerve onto the wrong side of the traffic island. Arguably this almost invisible white line should be converted into double yellow (where football etc traffic creates weekend congestion).	yes, with the information provided in the report.	yes	RML004117	Repairs will be carried out.	ESCC Advised Superseded by existing enquiry/job	13/05/2026
Areas of Arundel Road East	The area around the Piddinghoe Avenue roundabout	Double yellow lines			YES	No	RML004123	Repairs will be carried out.	ESCC Advised Superseded by existing enquiry/job	14/05/2026
South Coast Road	Between junctions of Seaview Avenue and Friars' Avenue on the South Coast Road, Peaschaven	Double yellow lines		Almost all double yellow lines need repainting to stop parking that impedes the traffic on this M2N	YES		RML004218	Repairs will be carried out.	ESCC Advised Superseded by existing enquiry/job	27/05/2026
The north-south route from A259/ Sutton Avenue junction to Pelham Rise junction with Roderick Avenue North		Double yellow lines		Parking anywhere on this route (apart from outside Annexe Store) can create dangers as well as congestion.	YES	1 photo of Sutton Ave junction	RML004225	Repairs will be carried out.	ESCC Advised Scheduled	08/05/2026
Roderick Avenue eastbound bus stop on north side of A259;		Double yellow lines		The east end is missing a stretch of double yellow lines, enabling parking that blocks part of the bus stop and can force buses to block the main carriageway	Double Yellow Lines Completed previously	N/A	N/A	Repaired	ESCC Advised Completed	Mar-26
South Coast Road	On either side of the Mayfield Avenue junction..	Double yellow lines		Almost all double yellow lines need repainting to stop parking that impedes the traffic on this M2N	YES		RML004120	No plans to carry out maintenance work at this time (Highway inspectors noted some areas of deterioration but not a safety issue)	ESCC Advised Completed	07.05.26
South Coast Road	In between Keymer Avenue and Chapel Avenue	Parking bays			YES		RML004127	No plans to carry out maintenance work at this time (Highway inspectors noted some areas of deterioration but not a safety issue)	ESCC Advised Completed	07.05.26

South Coast Road	Junction of Southdown Avenue	Parking bays			YES		RMLD04229	No plans to carry out maintenance work at this time (Highway Inspectors noted some areas of deterioration but not a safety issue)	ESCC Advised Completed	07.05.26
South Coast Road	Junction of Vernon Avenue	Parking bays			YES		RMLD04228	No plans to carry out maintenance work at this time (Highway Inspectors noted some areas of deterioration but not a safety issue)	ESCC Advised Completed	07.05.26
Areas of Arundel Road East	At the Junction on both sides of Horsham Avenue on Arundel Road, Peasehaven	Double yellow lines		need repainting in many places. parking can cause most problems	YES	No	RMLD04221	No plans to carry out maintenance work at this time (Highway Inspectors noted some areas of deterioration but not a safety issue)	ESCC Advised Completed	13th May 2026
Areas of Arundel Road East	The junctions of, and between, Styring Avenue and Horsham Avenue.	Double yellow lines		need repainting in many places. parking can cause most problems	YES	No	RMLD04222	No plans to carry out maintenance work at this time (Highway Inspectors noted some areas of deterioration but not a safety issue)	ESCC Advised Completed	23th May 2026
South Coast Road	Junction of Capel Avenue	Double yellow lines		Almost all double yellow lines need repainting to stop parking that impedes the traffic on this MRN	YES		RMLD04219	No plans to carry out maintenance work at this time (Highway Inspectors noted some areas of deterioration but not a safety issue)	ESCC Advised Completed	27.05.26
SOUTH CDAST ROAD	sainsburys express loading bay	loading bay markings		SOUTH COAST ROAD The lines need to be refreshed on the loading bay. Cars are parking in there. Yesterday a large truck was unable to turn and so had to stop in the wrong direction on the busy A259, across the end of donorby avenue.	yes	yes.	RMLD04457			4
Missing double yellow lines at Malines Phyllis Link Road					yes	yes	RMLD04557	The location and condition have been reported, and the matter is being taken forward so that the issue can be resolved. We will ensure the issue is addressed as we progress through our formal process.		



Committee:	Planning	Agenda Item:	PH2631
Meeting date:	July 21 2026	Authors:	Cycling TFG
Subject:	Peacehaven Cycle Routes		
Purpose:	To Agree		

Recommendation(s):

To Agree proposals for progress on cycling routes across Peacehaven including to discuss with Telscombe Town Council:

- (a) Liaise with ESCC to ensure PTC input at the earliest stage of discussion of the expenditure of CWIS3 money.
- (b) Further investigation by PTC officers on the parts of the routes within Peacehaven
- (c) Co-ordinate with the Rights of Way Working Group
- (d) Urgently discuss cycle routes with TTC
- (e) Prioritise the east-west through route for implementation

1. Background

On June 12, Department of Transport announced updated Strategy plus £4.5bn funding for investment in active travel for the CWIS3¹ period. Both Central Government and Local Authorities are committed to increasing cycling and walking for both health and climate-related reasons. East Sussex County Council (ESCC) already has plans nearing completion for one improvement in Peacehaven/Telscombe: a 'loop' cycle route from Central Avenue junction with A259, northwards to Balcombe Road, eastwards through the Meridian Centre (and Peacehaven Community School- PCS) and then southwards past Peacehaven Heights primary school (infants) to the A259. The development of this cycle route involved substantial expenditure on consultants and many years of consultation with local residents and councillors and is only now reaching the final design stage, with money not yet allocated for implementation. The Peacehaven and Telscombe Neighbourhood Plan (P&TNP), agreed at Referendum in May, contains 'ideas' for cycle routes across the two towns and identifies a Council Project on Travel Planning that includes walking and cycling routes. Given that ESCC may receive large-scale grant funding for cycle routes soon, Peacehaven (and Telscombe) need to develop policies as soon as possible so that (a) our towns benefit from this funding and (b) Local residents and town councils are consulted at the earliest stage so that a higher proportion is spent on implementation and less on consultants than in the past.

There are already a number of cycling maps in circulation published by various organisations². None provide satisfactory routes (See Appendix A for various existing routes and suggested routes, with the reasons why they should **not** be selected). The TFG's proposals for routes to be discussed with Telscombe are set out in Appendix B. Appendix C contains maps and photos. Recreational cycling will always use bridle paths, pedestrian rights of way etc. and this Report is not concerned with informal provision.

New formal cycle routes in Peacehaven need to build on the ESCC 'loop' route to satisfy three other main needs:

¹Active Travel -Active England: the third cycling and walking investment strategy (CWIS3), Department of Transport

²For example, *Cycle Lewes and the surrounding area*. Supported by Lewes District Council.

- A 'through route' for longer distance cyclists travelling to/from south and east Brighton to Newhaven (and Lewes Town) and to serve Peacehaven's bicycle commuters.
- North-south routes within Peacehaven (and Telscombe Cliffs)
- An east-west route through North Peacehaven

Selection of routes is not just a matter of choosing the shortest distance between A and B. What does past research suggest? How likely is the land to be available? Will it be accessible for mobility scooters as well as bicycles? How wide is the highway/pavement and would cyclists hold up buses on a shared section of a route? How costly would a route be? Would cyclists on a route get entangled with dogs and small children – or even large numbers of elderly walkers? How steep would the route be? Would it attract abuse by unregistered motorcyclists and electric scooters such that they disturb local residents (police do not have resources for adequate enforcement)? In recommending particular routes for consideration, the TFG has tried to use its local knowledge to balance all these considerations.

The TFG asks Planning Committee to agree the following:

- (a) That PTC officers liaise with ESCC immediately to ensure that ESCC is aware of developing policy in PTC (and TTC?): this is important to prevent ESCC from spending on consultants the new money recently agreed by central government before local input has been considered. The consultants' original ideas for the ESCC 'loop' proposal that is now close to implementation were largely rejected – meaning that a lot of grant funding had probably been spent on consultants over a period of years without tangible result.
- (b) Further investigation by officers and the TFG of the TFG's proposed east-west route(s) through Peacehaven (a) to confirm the viability of the route, including possible use of PTC's Power of Competence to buy the small amounts of land from the landowner(s) needed to complete the route and (b) to confirm with LDC to agree the part of the proposed route that crosses LDC land. Preliminary investigation by TFG members suggests that ownership of all the private land involved may be in similar hands. Further investigation would include financing options, including S106/CIL monies, ESCC funding, a direct approach to central government and possible grant funding.
- (c) Ask the Rights of Way Working Group to consider the same routes for a Rights of Way application agreed between PTC and the relevant private landowner(s) by agreement under Rights of Way legislation (ie no records of twenty years use would be needed).
- (d) Urgent discussion with TTC of the TFG's proposals and development of a joint policy
- (e) Agree that the east-west through route should be prioritised

2. Options for Council

To agree the recommendations

To amend the recommendations

To reject some or all of the recommendations

3. Reason for recommendations

To develop a viable policy on cycle routes with viable plans for implementation. Cycle routes in our town are poor by standards elsewhere – dangerously poor, some would argue. In the case of the A259 and Arundel Road especially, the inadequacy of cycle routes exposes cyclists to physical risks; insofar as cyclists then take to the pavements, they put pedestrians and mobility scooters at physical risk. Large sums of new money for Highways Authorities to spend on cycle routes have recently been allocated by Central Government. Some previous money has gone to consultants with little or no improvement on the ground: PTC needs to get local input to ESCC and other Highways Authorities as quickly as possible.

4. Expected benefits

More and safer cycling/wheeling, including for commuting and children/students going to school. Fewer cars on the road. See also next two sections below.

5. Implications

5.1 Legal	Agreement with TTC and other LAs; possible land purchases
5.2 Risks	The risks are of not acting
5.3 Financial	Officers' time, CIL/S106 money for purchase of small amounts of land
5.4 Time scales	Urgent
5.5 Stakeholders & Social Value	All
5.6 Contracts	None at present
5.7 Climate & Sustainability	Cumulative impact over time if can be achieved
5.8 Crime & Disorder	Avoid abuse by electric scooters and motor bikes in residential areas
5.9 Health & Safety	Very big impact if can be achieved
5.10 Biodiversity	Ditto
5.11 Privacy Impact	n.a.
5.12 Equality & Diversity	Better routes for mobility scooters

5. Values & priorities alignment

Which of the Core Values does the recommendation demonstrate?	
6.1 Empowering and supporting the community	X
6.2 Growing the economy sustainably	X
6.3 Helping children and young people	X
6.4 Improving the quality of life for residents and visitors to Peacehaven	X
6.5 Supporting residents in need	X
6.6 Valuing the environment	X
6.7 Which business plan item(s) does the recommendation relate to? Footpaths, bridleways and cycle/wheeling routes	

6. Appendices

Appendix A: Routes that should not be selected

Appendix A1: East-West through Peacehaven:

- The main official NCN2 (National Cycle Route 2) runs along **Arundel Road**. This is increasingly unsatisfactory because of vehicle traffic and parking. 'You take your life in your hands' comments one local cyclist, 'cars come at you in the wrong lanes and have no respect for cyclists'. Another local cyclist was very recently shouted at aggressively by a speeding van telling them to 'cycle on the pavement', who on another occasion happened to hear tradesmen, working by the road, comment '...they drive like nutters along here [Arundel Road]...'. The route is also unsafe for mobility scooters Detailed site examination indicates that this route cannot be improved. The route is repeatedly broken by driveways, and there would likely be huge resistance from local residents to closures of the many parking spaces on the highway. Peacehaven's burgeoning homes mean that Arundel Road is now often a commuter run – and gets blocked whenever the A259 contains extra traffic. The increased vehicle traffic (especially at the junction of Arundel Road and Cissbury Avenue and eastwards) is difficult enough for cars to negotiate, let alone bicycles!

- **The A259 (South Coast Road)** has now been completely taken over by vehicles and is not safe for cyclists. Cyclists often use the pavement – even where there is a separate bus lane: this is threatening for pedestrians and poses safety risks for them. We have heard it suggested (in jest?) that one whole row of building should be removed to widen the A259 through Peacehaven. We do not think this is a viable option.
- The only east-west through cycle route proposed in the P&TNP runs **along the cliff-top**. This rough and hilly path is an appropriate recreational route for occasional good weather cyclists who are aware of walkers and children – and of the occasional vehicle going to clifftop homes. But it is completely unsuitable for resurfacing as a formal cycle route. The clifftop is the official King Charles III England Coast Path which is reserved in Statute for recreational walking only. In places it is very narrow. It is frequently spilling over with recreational walkers, small children running free and dogs (both on and off leads of varying lengths). The clifftop itself is geologically fragile and houses a Site of Special Scientific Interest. Surface change to create a formal cycle route would threaten fast erosion of the cliff edge (especially if new drainage were not perfect). The cycle route would be impassable for many weeks in winter because of gales and powerful unpredictable gusts (70mph+) of wind coming up over the top of the cliffs before dissipating. The necessary lighting would be out of line with the current dark skies prioritisation for wildlife at nighttime on the clifftop. The clifftop is currently designated by the Planning Authority (but not the Neighbourhood Plan) as a Local Green Space. There is evidence that a formal cycle route would be strenuously opposed by local residents (petition to LDC re local Green Space in early 2026).

Appendix A2 North-south cycle route(s):

- **Ambleside Avenue**, the boundary line between TTC and PTC, is proposed in the P&TNP as the formal cycle route from the east end of Telscombe Road to the A259. This is a matter for discussion with TTC .

Appendix B: Routes Proposed for Consideration (see maps in Appendix C):

Appendix B1: East-west through route from Brighton to Newhaven:

- **Peacehaven's western boundary to Meridian Centre:** In the West, the route would enter Peacehaven on the ESCC 'loop' route. The P&TNP includes an idea for a walking route westward across Telscombe Cliffs and the Tye to Saltdean (north of A259): subject to the views of TTC, the TFG would support this as a formal cycle route. From Ambleside, the proposed route would follow Balcombe Road to the Joff, using the proposed 'loop' under development at ESCC. The Morrisons Meridian development is expected to provide for a cycle route north of the Library to meet the north-south footpath along the west side of the site of Peacehaven Community School (PCS). **Action needed: *Ensure that LDC consent for Morrisons development includes a condition on cycle route access.***
- **Through the Meridian Centre to Centenary Park:** Time-consuming attempts by Peacehaven and Telscombe councillors to develop a proposal for an alternative east-west cycle route have been on the stocks for years, without a successful outcome. Maps on display in Centenary Park (see Appendix C1) suggest that the plan ten years ago was for a cycle route along the northern edge of the PCS site – this is still shown as a public space on the Ordnance Survey map despite being now enclosed within the PCS site. There has been no success in identifying an alternative route from Meridian Centre to Centenary Park and the Emcor Partnership that is about to end has kept any route across PCS land out of bounds for productive discussion. Post-Emcor, there are three options. Two – along either the north side or the south side of the PCS site - require agreement from PCS, its Academy Trust and ESCC. A third option has been opened up by the completion of Chalkers Rise development: north up the footpath from the east end of the Joff Field, and eastwards along SouthView Road and Bunting Close to join the 'concrete path'(see below) in Centenary Park. **Action needed: *PTC officers to urgently explore options with PCS/its Academy Trust/ESCC; if that fails, use Southview Road option.***

- **Through Centenary Park:** There are two possible routes here – along the north or south sides of the playing fields. The southern edge is increasingly crowded with footballers, dog walkers and children and passes a crowded area around the Gateway Cafe. The north route would follow the waste water access road and the boundary of Southern Water's land. Both would end at the eastern edge of Centenary Park. Both these routes are substantially in existence already, though not formally labelled as cycle routes. **Action needed:** *Decide whether to establish a formal route along the north side of the Park.*
- **From Centenary Park to the A259:** Past discussions have assumed that the route should go down Cornwall Avenue past the allotments, and then wiggle its way to the south east corner of Ashington Gardens to pick up the non-vehicular path to the A259 junction with the Highway. The TFG rejects this option, mainly because of risks to cyclists, but also because of spatial limitations, and because the private ownership of Cornwall Gardens could make it financially non-viable as a formal route. Instead we propose that this part of the cycle route should come round the northern edge of Ashington area for about 250 metres, on the de facto footpath (on land that we think has similar ownership to the concrete path, see below) and then follow the existing formal footpath south across LDC-owned land to the junction with current cycle route NCN2. A more costly option would be a formal cycle route as far as Maple Road and its junction with A259, following the Right of Way. **Action needed:** *PTC officers find out whether the landowner would permit a formal cycle route on a short length of what is now a de facto footpath and how much it would cost*

Appendix B2 North-south routes:

The ESCC-funded 'loop' route would provide north-south cycle routes from the A259 to Balcombe Road/Meridian Centre. The TFG has assessed potential north-south cycle routes to link the areas north of Balcombe Road/Meridian Centre.

- **The 'concrete path':** This runs north-south down the eastern edge of Chalkers Rise, from the C.R.Allen industrial estate to Centenary Park. We believe the concrete path is in similar ownership to the land to the east of Centenary Park. This would then link up with an east-west cycle route along Glynn Road (see below) **Action needed:** *PTC officers to approach the owners with a proposal to formally designate the 'concrete path' as a Right of Way, jointly with PTC, and to make arrangements for a formal cycle route on the same site.*
- **The 'Spine Path' from Glynn Road to Meridian Centre:** This is more problematic as a formal cycle route since it goes through a housing estate with children. The TFG considered that this might better be retained as a pedestrian Right of Way rather than a formal cycle route.
- **From Glynn Road West to Phyllis/Hodder Avenue junction with the ESCC loop:** The south end of Downs Walk and pedestrian twittens link the west end of Glynn Road with Firle Road. The twittens are quite steep, and a north-south route in Telscombe Cliffs might better serve north-west Peacehaven (Kirby Drive and Chatsworth Park?).

Appendix B3: east-west across northern Peacehaven

Earlier assessments suggested that the main east-west route in north Peacehaven should run along Telscombe Road, south down Roderick Avenue North and then eastward along Glynn Road. The TFG took the view that Telscombe Road, now much busier including with buses, should not accommodate a cycle route (the P&TNP suggests it should be a walking route only). Instead the TFG proposes that the formal east-west cycle route should follow the less busy Glynn Road throughout, starting at the junction with the top of the 'concrete path' and ending at the Downs Walk junction.

Appendix C

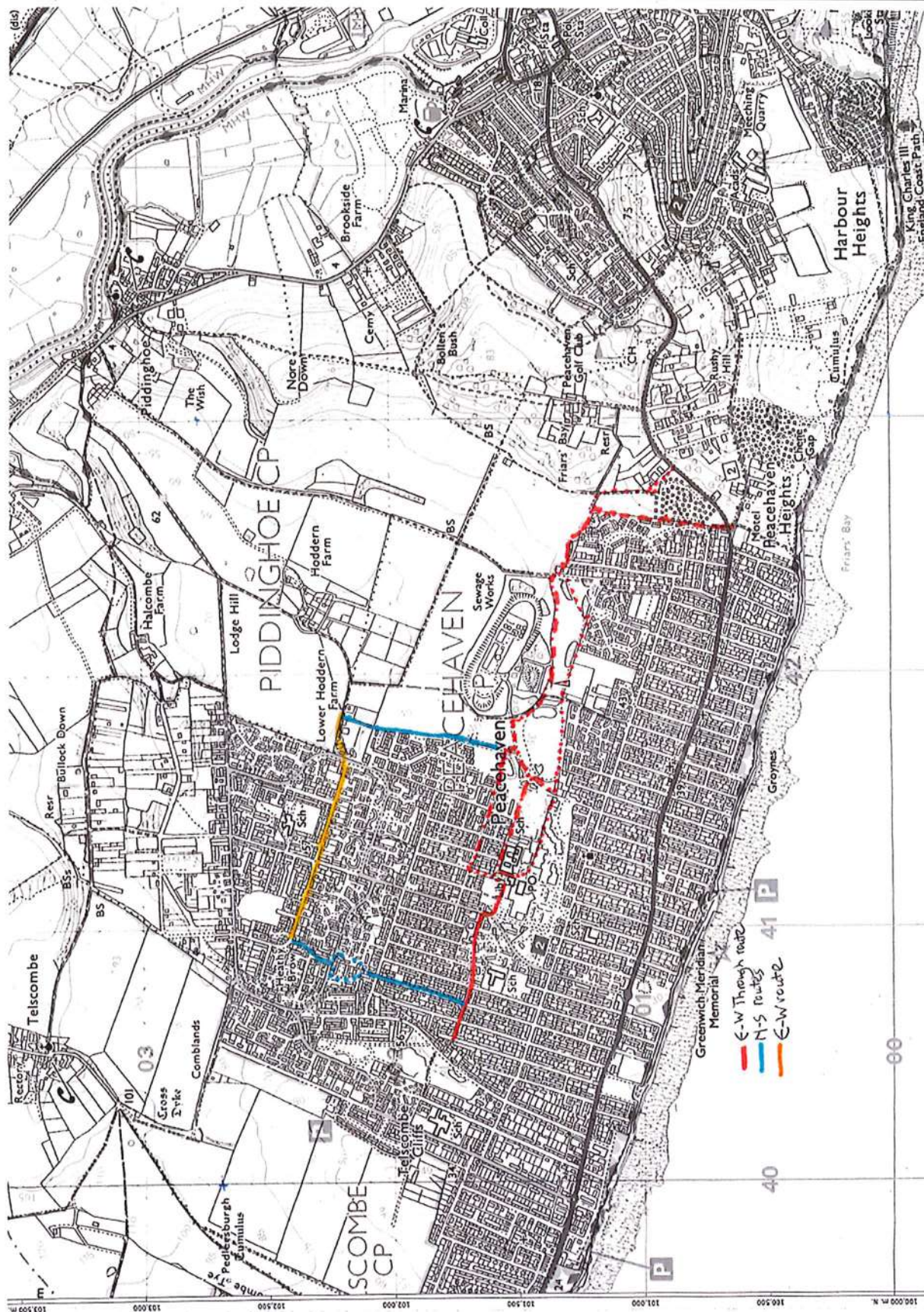
Appendix C1: Noticeboard Map of Centenary Park

See especially the area just below the compass sign where the writing by the arrow points the path to 'Telscombe'

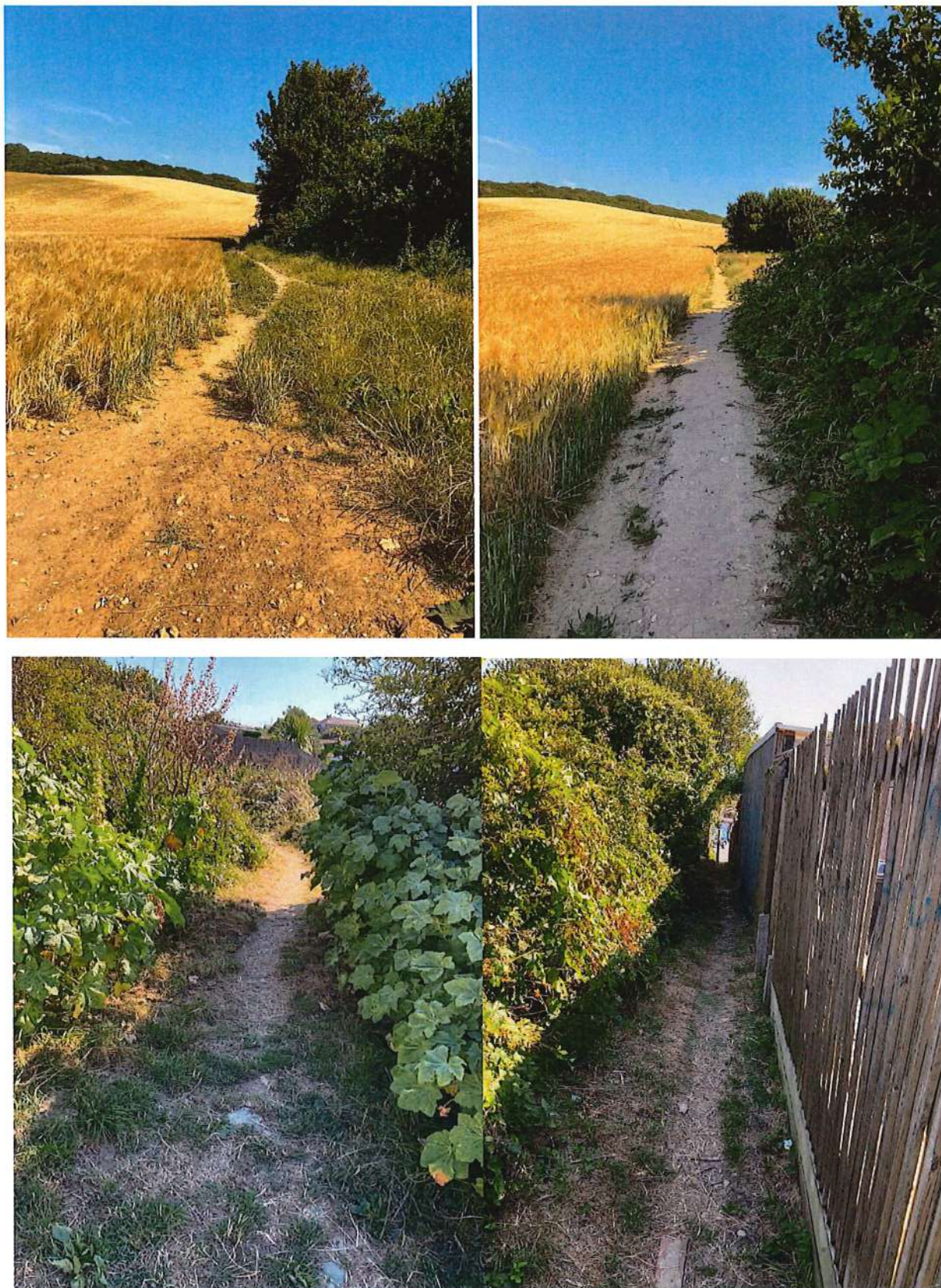
Indicative 20 minute walking radius



Map areas illustrate relevant locations and not the entire neighbourhood development plan area.



Appendix C4: Photos of the proposed route at the east clearly showing it as a well-established pedestrian route (as it has been for decades).





Committee:	Planning	Agenda Item:	PH2632
Meeting date:	21 st July 2026	Authors:	Meetings & Projects Officer
Subject:	Response to Parking Consultation Review 3		
Purpose:	To Agree		

Recommendation(s):
Committee agree a response

1. Background

At Full Council on 7th July 2026 under C1592 av. To agree recommendations on a parking review consultation report, it was agreed that Peacehaven Town Council not respond at this time, but that a report go back to the Planning Committee, and that PTC write to request an extension for responding to the current consultation, particularly given that we have not received a response to our already posed questions.

Since then, there has not yet been a response with regards to the criteria of the priority ranking, and the extension for a response from Peacehaven Town Council has been extended to 31st July 2026.

A reminder to the online link to the consultation is https://planningpolicyconsult.lewes-eastbourne.gov.uk/LDC_SCI2026

2. Options for Council

To agree a response

To agree not to respond

3. Reason for recommendation

For Peacehaven's voice is taken into account by ESCC

4. Expected benefits

The agreed response is taken into consideration by ESCC.

5. Implications

5.1 Legal	-
5.2 Risks	-
5.3 Financial	-
5.4 Time scales	31 st July deadline
5.5 Stakeholders & Social Value	Views of PTC and residents taken into account
5.6 Contracts	-
5.7 Climate & Sustainability	-
5.8 Crime & Disorder	Peacehaven views taken into account could go towards social cohesion
5.9 Health & Safety	-
5.10 Biodiversity	-

5.11 Privacy Impact	-
5.12 Equality & Diversity	As per Equality & Diversity Policy

6. Values & priorities alignment

Which of the Core Values does the recommendation demonstrate?	
6.1 Empowering and supporting the community	☒
6.2 Growing the economy sustainably	☐
6.3 Helping children and young people	☒
6.4 Improving the quality of life for residents and visitors to Peacehaven	☒
6.5 Supporting residents in need	☐
6.6 Valuing the environment	☐

6.7 Which business plan item(s) does the recommendation relate to? None. Duty to represent and advocate for Peacehaven residents
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Appendix A

None

Planning Committee - Action Plan				
CASE NUMBER	MEETING DATE	TASK	ACTION	PERSON RESPONSIBLE
1	09/08/2022	Speed activated sign/ Speed Strip	For the Public Safety TFG to investigate, about the speed activated sign, and report back to the P&T Committee.	Committees & Assistant Projects Officer
2	26/02/2024	EV Chargers		

updated 14/07/2026

* 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 23 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.
- * 28/04 The public safety Group are looking at a Black Cat device. This is a mobile device which can track amount of road users and the speeds. Funding can be sort from JAG or the Policing fund. Other funding is being researched.

28/9 was reported at public safety that the speed watch have been regular going out and have had some success. Please see Public Safety TFG notes.

28/9 Black Cat application is still in progress. please see Public safety notes.

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

