

AIM29 Sustainable Urbanism in Coastal Communities

Neighbourhood Planning Assignment

Peacehaven and Telscombe

YELLOW GROUP - ACCESS TO NATURAL SPACES

Identify and describe outdoor spaces and routes that are important to the residents and should be protected and improved. Consider the ecosystem services that these sites provide, or could provide, in the community. Consider the potential for increasing the town's outdoor tourism and recreation offer to achieve sustainable development – social, economic and environmental – in the area.

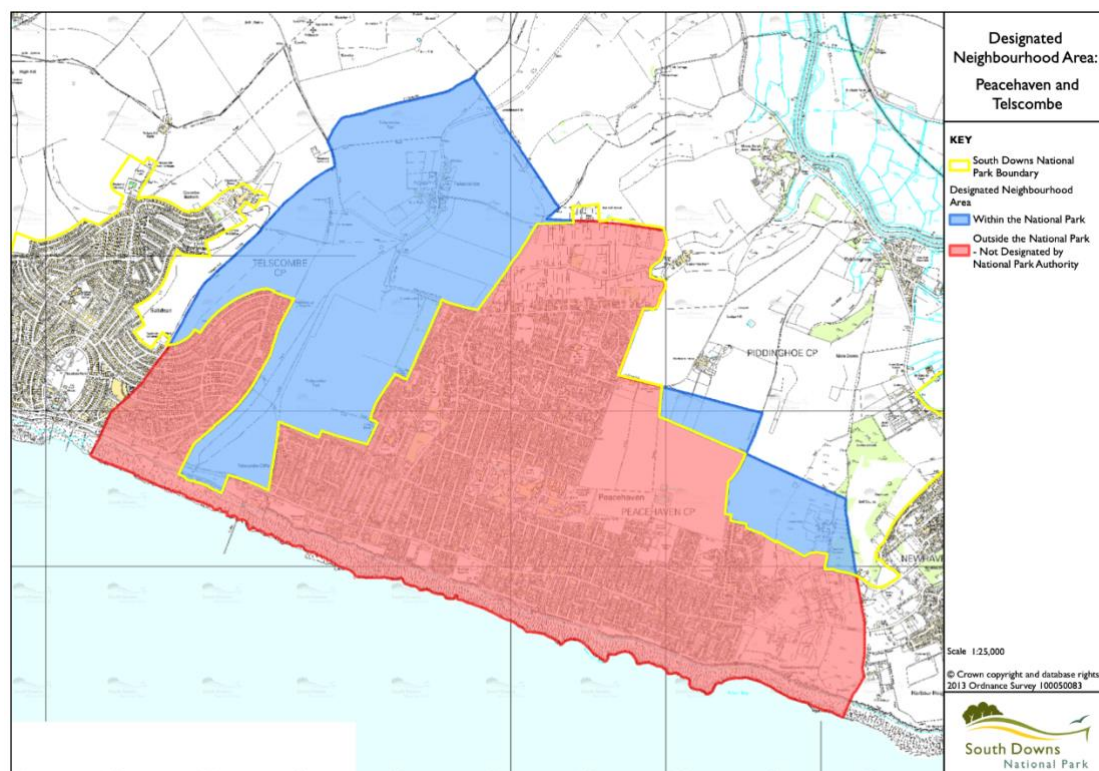


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1.0 Introduction

This report aims to set out policy recommendations for the emerging Neighbourhood Plan, focusing on access to natural spaces. It identifies and evaluates the existing natural spaces and outlines all relevant policies to the topic already present within the Lewes District Local Plan (Lewes District Council (LDC), 2016¹) and the South Downs Local Plan (South Downs National Park Authority (SDNPA), 2019¹).



Map 1 - Map of Peacehaven and Telscombe (Source: South Downs National Park, 2013)

2.0 Scene setting

2.1 Current natural spaces

Name	Area (ha)	Designations	General description
<u>PARKS</u>			
Big Park / The Centenary Park	13.65	None	Comprises two football pitches, a skate park, an adventure and natural playground, toddler's playground, Gateway Café, cycle hub, community orchard (early stages of growing), access to National Park, car park, toilets. New residential development being built adjacent to park.
Chatsworth Park	6.65	None	Large open grassed spaces, wooded areas, two children's playgrounds and a memory garden.

The Dell	2.7	None	Grassy area by cliffs. Small children's play area on site with disabled access & swing. There is a sunken area with fencing around edges. Close to A259. Fenced off from road. Car park area adjacent (Roderick Avenue (south)). Car boot sales held on site. No facilities but close to main road with shops.
Oval	1.73	None	Small to medium park - lots of scrub/nettles with grassy areas. No facilities, parking on street.
Howards Park	1.6	None	Grass area by the cliffs with ample benches, picnic bench and some large grass plants. Wide concrete access. Small area of scrub nearer road. Adjacent to A259.
Meridian Park	1.74	None	Small areas of grass around Meridian Shopping Centre, and some separate planted areas with small areas with seating. War memorial area. Outdoor gym equipment.
Epinay Park	0.51	None	Small, grassed area with some trees.
Shepherd Down	~	None	Small, grassed area.
Mitcheldean	~	None	Small, grassed area.
<u>CLIFFS / COASTAL</u>			
Telscombe Cliffs	~	SSSI / MCZ	Cliff top walkway - track is uneven. Various points of access to beach.
<u>COMMONS</u>			
Telscombe Tye	~	Local Wildlife Site	Large area of open grassland. Grazed by sheep. Access to SDNP. Gate access. Hilly in places.
<u>COMMUNITY GARDENS / ALLOTMENTS</u>			
Community Garden on Glynn Road West	~	None	~
Peacehaven allotments (Cornwall Avenue)	~	None	~

<u>PLAY AREAS</u>			
Chatsworth Park Adventure Playground North	0.1	~	~
Chatsworth Park Adventure Playground South	0.16	~	~
Peacehaven Sports Park	3.5	~	~
Telscombe Playing Field	4.9	~	~
Cinque Foil Play Area	0.2	~	~
Epinay Park	0.5	~	~
Mitcheldean Play Areas	0.4	~	~
The Joff	0.8	~	~
Downland Avenue Play Area	0.2	~	~
Rosemary Close and Firle Road Play Areas	0.2	~	~
The Promenade	1.6	~	~
The Esplanade	1.6	~	~
The Dell	2.3	~	~
Foxhill	0.2	~	~
Robert Kingan Playground		~	~

Table 1: List of natural spaces and play spaces in the area

2.2 Current routes to natural spaces

This section examines the current routes to natural spaces.

2.2.1 Pavements

Along every road there is a pavement. This allows for good access to spaces as there are safe paths. There are also secluded paths that run through housing areas that offer shortcuts (highlighted in red on maps 4, 5, 6 and 7).

An identified issue with pedestrian access is the lack of safe crossings across roads. There are some pelican crossings along major roads, but along smaller roads people are reliant on pedestrian refuges which can be dangerous as judgment is needed. This is especially noticeable in the east of Peacehaven along the A259, and around the Meridian Centre. Installing zebra crossings could assist as they are safer.

2.2.2 Public right of ways

2.2.2.1 Public footpaths

Public footpaths can only be travelled on foot or mobility aid. As shown in red on map 2, there are several footpaths - one through Telscombe Tye, another along the coast and five north to Piddinghoe and into the National Park. Even though mobility aids are allowed this does not mean the routes are suitable. Many of them have tough terrain and use stiles and kissing gates that do not support mobile aids.

2.2.2.2 Bridleways

Bridleways can be traversed on foot, horseback, and bicycle. As map 2 shows there are many to the north of Peacehaven (highlighted in purple). The main route goes from Centenary Park north to Telscombe Road, where users can go into the National Park. The advantage to bridleways is that paths are wider with no gates, therefore they are easier to traverse using a mobility aid.

2.2.2.3 Restricted byways

Restricted byways (highlighted in green on map 2) do not allow mechanically propelled vehicles. The only restricted byway runs through Telscombe Tye.

2.2.3 Cycle paths

Sustrans route 2 runs through the centre. This is *“a stunning long-distance bike route along the south coast”* (Sustrans, 2021).

As map 3 shows, the cycle route initially runs along the coast and Arundel Road. It then goes back to the coastal road as it leaves Peacehaven. Most of the route has no separation from

motorised traffic though there are giveaway islands. However, upon inspection these are often blocked (as seen in image 1).

When joining Peacehaven from the east, there is a shared bus lane for cyclists to use. When leaving to the west, there is a shared-use path to Newhaven which is separate from traffic.

Despite there being a prominent cycle route, the lack of cycle paths in the central area is concerning. Installing advisory cycle lanes could assist.

Maps 4 to 7 show the current routes in relation to the natural spaces.



Image 1: Car blocking cycle lane.

2.2.4 Routes to natural spaces

The area offers a range of natural spaces both within and bordering the towns (see table 1).

Centenary Park is the benchmark for natural space in the area, and this judgement remains consistent when assessing the routes in and around this location. As demonstrated in image 2, the park provides access routes from every direction and connects them.



Image 2. Access routes to Centenary Park.

The coastal natural spaces suffer due to the proximity of the cliffs and the presence of the A259, which acts as the only connecting road for the coastal communities in the south-east and is characterised by constant traffic and noise. As the road is the only vehicular route in and out of the urban area, there are concerns about how to accommodate any further increases in demand. Increases will be to the detriment of these coastal spaces which are bypassed by the through-flowing traffic.

Irrespective of the limitations identified, the spaces are accessible via a coastal pathway (image 3) which connects them and the A259.



Image 3. Coastal path.

Telscombe Tye is accessible south via the A259 and north via Telscombe Road and Telscombe Cliffs Way (image 4).



Image 4. Telscombe Tye access.

Chatsworth Park (see image 5) is the largest of the parks that is entirely enclosed by dwellings. The routes to the park are via Ambleside Avenue and Park Avenue / Kirby Drive. There are many clearly configured pathways that feed into the park, creating a permeable space with good connection.



Image 5. Chatsworth Park.



Image 6. Route leading through Chatsworth Park.

The Oval has access at roadside via four different routes: Telscombe Road to the north, Tor Road to the east, Green Gate to the south, and Tor Road west to the west (image 7).



Image 7. Access to the Oval.

The Meridian is allocated for re-development. Located in the surrounding area there are two natural spaces of similar size, both of which have three access routes via roadsides (see image 8). Irrespective of these spaces' seemingly identical nature, they function in completely differing ways. Images 9 and 10 identify how the park to the west (image 9) provides a permeable route and amenity whilst the park to the north (image 10) provides neither.

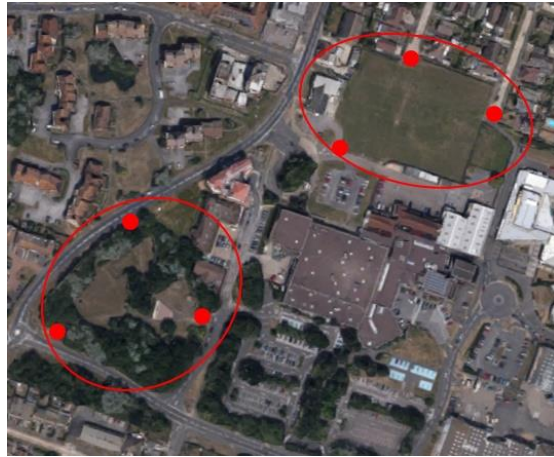


Image 8. Natural spaces including access points near the Meridian Centre.



Image 9. Park to the west of the Meridian.

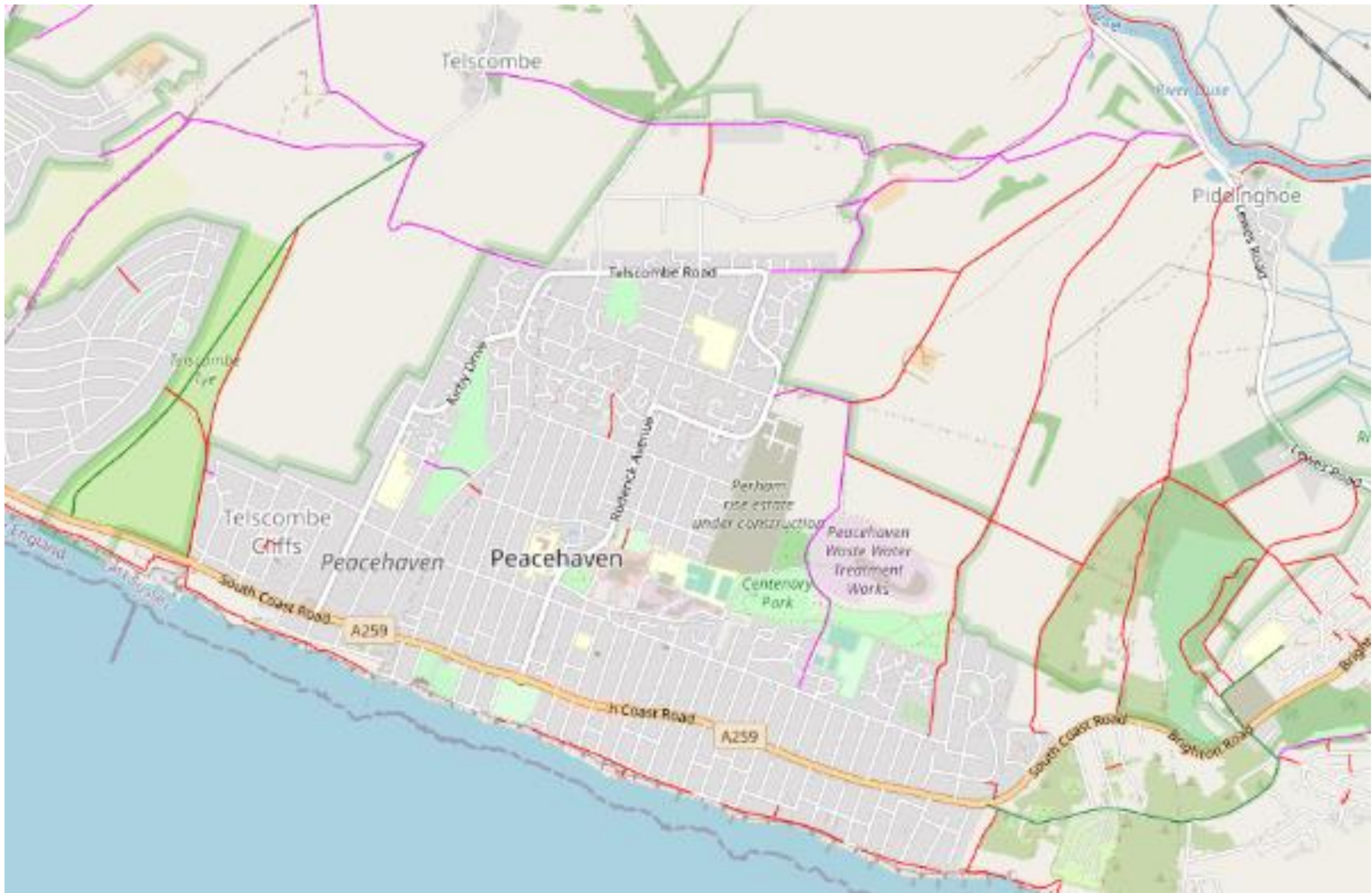


Image 10. Park to the north of the Meridian.

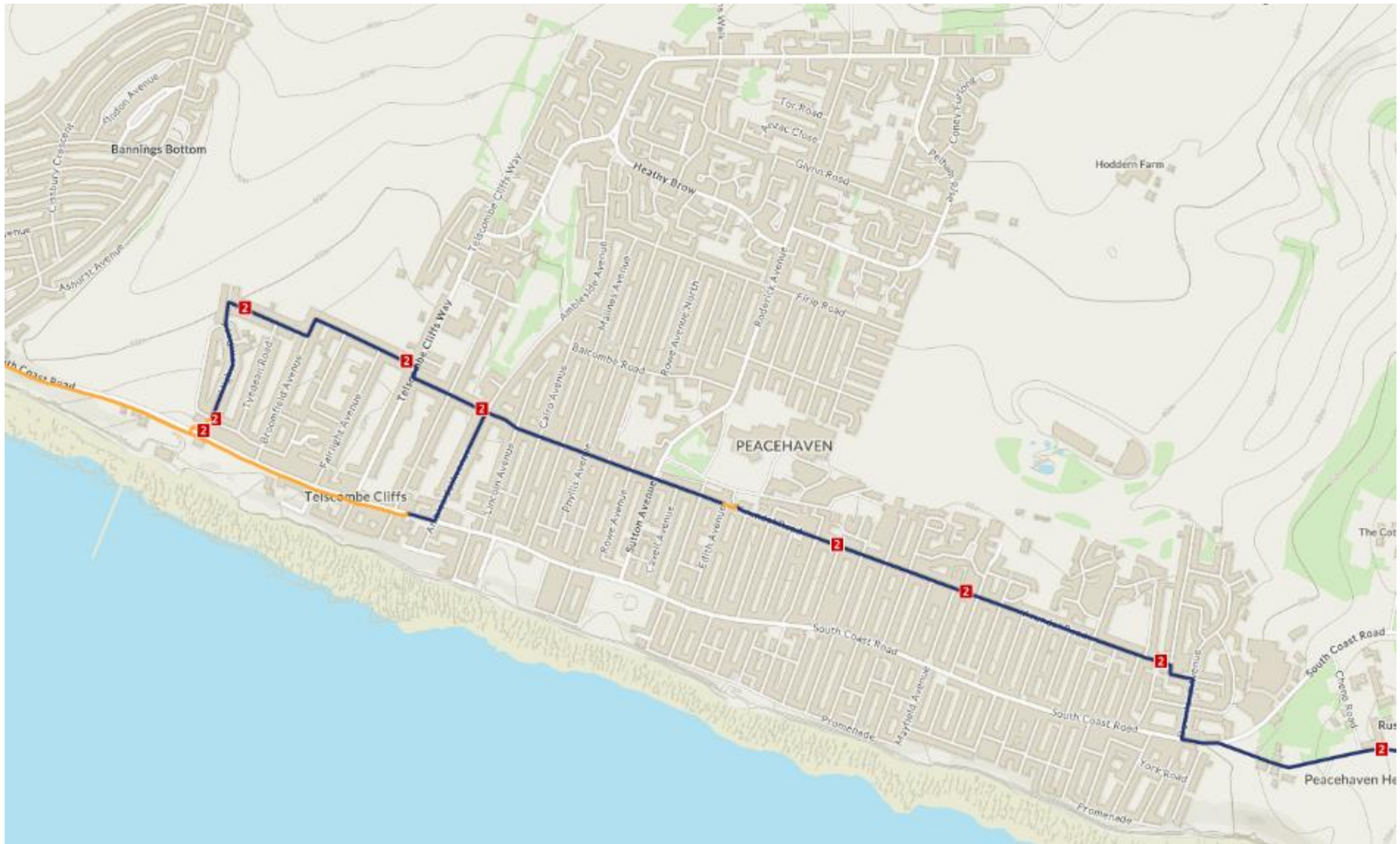
2.2.5 Route assessment

The main routes to most natural spaces are via adjacent residential roadsides. Therefore, walking should be encouraged as opposed to driving. The provision of active travel routes through greenspaces can help improve health and reduce exposure to air pollution (Ferranti *et al*, 2019).

The spaces that have routes running through them can support cycling and add to the existing cycle network. The permeability of these spaces is essential to enhance route connection and support growth of the cycle network. As outlined in Core Policy 13 of the LDC local plan there is intent to integrate and enhance existing routes by supporting *“development of a network of high-quality walking and cycling routes throughout the district”* (p. 127, LDC, 2016²).



Map 2 – Map of Peacehaven identifying all rights of way. (Source: Foot Path Map, 2021)



Map 3 – Map of Peacehaven identifying all cycle networks (Source: Ordnance Survey, 2021)



Map 4 – Map identifying open spaces, existing routes, educational buildings, and shopping centre.



Map 5 – North Peacehaven map identifying open spaces, existing routes, educational buildings, and shopping centre.



Map 6 – East Peacehaven map identifying open spaces, existing routes, educational buildings, and shopping centre.



Map 7– North Peacehaven map identifying open spaces, existing routes, educational buildings, and shopping centre.

3.0 Planning policy context

Local communities can take an active part in the preparation of neighbourhood plans through the following legislation:

- Neighbourhood Planning (General) Regulations 2012
- Amendments to the Town and Country Planning Act 1990
- Localism Act 2011

Neighbourhood plans are policy-based land use plans that need to be in compliance with the local plan. The most up to date local plan for Lewes is the Lewes District Plan Part 1: Joint Core Strategy (JCS) as adopted in 2016 (LDC, 2016³). As part of the area is within the National Park, the South Downs Local Plan (SDNPA, 2019²) must also be considered.

The table below identifies the most relevant sections of the National Planning Policy Framework (**NPPF**) (MHCLG, 2019¹) and local plan policies in relation to access to natural spaces.

<u>National Planning Policy Framework (2019)</u> <i>"The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced."</i>	<u>Lewes Local Plan (2016)</u> <i>"The Core Strategy is Lewes District Council's central planning policy document for the Lewes District, outside of the South Downs National Park. It sets out the long-term spatial vision for the district and will guide development and change up to 2030."</i>	<u>South Downs Local Plan (2016)</u> <i>"The South Downs Local Plan covers the entire National Park. The Local Plan has been informed by a range of factors relating to the special qualities of the National Park, including landscape character, biodiversity and cultural heritage of the National Park, Neighbourhood Plans, local housing and economic needs and the impact of climate change."</i>
Policy 8 - Promoting Healthy and Safe Communities • <i>"Planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages" (p. 27, MHCLG, 2019).</i> • <i>"Access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities" (p. 28, MHCLG, 2019).</i>	Core Policy 5 – The Visitor Economy • <i>"The rural area of the South Downs allows very good access to high quality countryside, offering outstanding recreational opportunities. The need to continue to protect and enhance the quality of the district's environment, whilst also taking the opportunity to make the most of the designation of the South Downs National Park, improve peoples' understanding and appreciation of the landscape and built heritage, attract new investment, and achieve economic benefits through tourism, have been identified as key issues to address" (p. 99, LDC, 2016).</i>	Strategic Policy SD23: Sustainable Tourism • <i>"The purpose of this policy is to foster the responsible and sustainable delivery of tourism and recreation development in accordance with the Sustainable Tourism Strategy. Proposals for visitor accommodation, attractions, recreational activities, environmental education and interpretation should provide opportunities for visitors to increase their awareness, enjoyment, and understanding of the National Park" (p. 94, SDNPA, 2016).</i>

• <i>“Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails” (p. 28, MHCLG, 2019).</i>		
Policy 15 - Conserving and Enhancing the Natural Environment • <i>“Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty” (p. 49, MHCLG, 2019).</i> • <i>“Planning policies and decisions should contribute to and enhance the natural and local environment by maintaining the character of the undeveloped coast, while improving public access to it where appropriate” (p. 49, MHCLG, 2019).</i>	Core Policy 8 - Green Infrastructure • <i>“Most of the towns are deficient in terms of children’s equipped play areas and access to natural and semi-natural green space. New development cumulatively contributes towards the community’s need for green space and, in areas with an identified shortfall, will exacerbate the pressure on existing assets. The District Council has adopted standards for the provision of outdoor playing space in relation to new housing development, based on the Fields in Trust recommended level of provision.</i>	Strategic Policy SQ5: Opportunities for Access • <i>“There are particular opportunities for access to activities based on the special qualities of the National Park. These include large areas of open access land and accessible woodland.” (p. 22, SDNPA, 2019)</i> • <i>“The proximity of the coastal towns and the largely gentle topography means there are particular opportunities to provide access” (p. 26, SDNPA, 2019).</i> • <i>“The construction of the Egrets Way multi-user route along the River Ouse provides an opportunity to improve access to the valley</i>

	• <i>Working in partnership with other organisations to increase walking, cycling and public transport access to the countryside.</i> • <i>Requiring development to contribute to the green infrastructure network and make provision for new green infrastructure and/or linkages to existing green infrastructure, where appropriate</i> • <i>Protect existing open spaces, create new spaces, and link these spaces together to develop a green infrastructure network that will deliver environmental and social benefits, such as enhancing biodiversity, reducing flood risk and improving community health and well-being.</i> • <i>Peacehaven and Telscombe benefit from an extensive network of green spaces, including the cliff top and Telscombe Tye, which offers important recreational opportunities for residents” (p. 112, LDC, 2016).</i>	<i>for walkers, cyclists, mobility scooters and, in places, horse-riders” (p. 28, SDNPA, 2019)</i> • <i>“Multiple opportunities exist for access along the River Cuckmere corridor, with Berwick station nearby, the Seven Sisters Country Park and footpaths along the river” (p. 29, SDNPA, 2019).</i>
Policy 11 - Making Effective Use of Land • <i>“Planning policies and decisions should encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside” (p. 35, MHCLG, 2019).</i>		Development Management Policy SD46: Provision and Protection of Open Space, Sport and Recreational Facilities • <i>“Residential development will be required to provide safe and accessible open space on site or within proximity to the site.” (p. 152, SDNPA, 2019)</i> • <i>“Development proposals will be refused where they would result in the loss of open space unless provision of equal or better</i>

“Local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should support proposals to make more effective use of sites that provide community services such as schools and hospitals, provided this maintains or improves the quality of service provision and access to open space” (p. 36, MHCLG, 2019).		quantity, quality and accessibility is made in close proximity to the existing open space.” (SDNPA, 2019)
Policy 12 - Achieving Well-Designed Places “Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being” (p. 39, MHCLG, 2019).		Strategic Policy SD45: Green Infrastructure “GI proposals must contribute to multifunctional landscapes which: Maximise opportunities for cycling and walking, including multiuser routes and, where possible, facilitate circular routes; and support health and wellbeing and improve opportunities for understanding and enjoyment of the National Park and its special qualities” (p. 151, SDNPA, 2019). “Proposals for public rights of way should take opportunities for multiuser and inclusive access” (p. 151, SDNPA, 2019).
		Strategic Policy SD20: Walking, Cycling and Equestrian Routes “The purpose of Policy SD20 is to safeguard and enhance the extensive network of

		<i>routes across the National Park, which provide motor traffic-free travel and recreational opportunities” (p.87, SDNPA, 2019)</i> • <i>“The National Park Authority will work to increase accessibility by public rights of way and other non-motorised routes, and also take opportunities to increase connectivity between the rights of way network and public transport, whilst avoiding harm to the special qualities” (p. 87, SDNPA, 2019).</i>
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Table 2: Table listing relevant sections of the National Planning Policy Framework and policies within the Lewes District and South Downs Local Plans in relation to access to natural spaces.

4.0 Assessment of access to natural spaces and ecosystem services provided

4.1 Green Space Index

The Green Space Index looks to highlight the limited access to public parks and green spaces in the UK and help legally protect them. The index uses four key indicators for assessment.

Indicator one looks at total provision of parks and green spaces in hectares. The whole of area offers (including Telscombe Tye) 53 hectares of open space, which is 0.14% of the southeast's 36,970.8774 hectares. As shown in map 8, the biggest contributors are Centenary Park and Chatsworth Park. However, it is lacking in green space along the coast in east Peacehaven and central Peacehaven where housing density is high. West Peacehaven is also showing to have little green space, but the map does not consider Telscombe Tye.

Indicator two is the provision of green space per person. As shown in map 9, the provision per person mirrors where the green spaces are. The highest recorded provision per person in Peacehaven is 42.1m² which is by Chatsworth Park, with the next best less than half 19.2m² by Centenary Park (GSI, 2021). This average is 8.85m² per person. However, this does not take Telscombe Tye into consideration which would greatly increase this number closer to the southeast's average of 35m² (GSI, 2021¹).

Indicator three is the number of people not within a ten-minute walk to a green space. As map 10 shows, all but the area which includes the Telscombe Tye have zero people not within 10 minutes of green space.

The final indicator is how much green space is legally protected. Within the UK there are 2282 green spaces legally protected (GSI, 2021²). However, as shown in map 11 none of these are in Peacehaven and Telscombe.

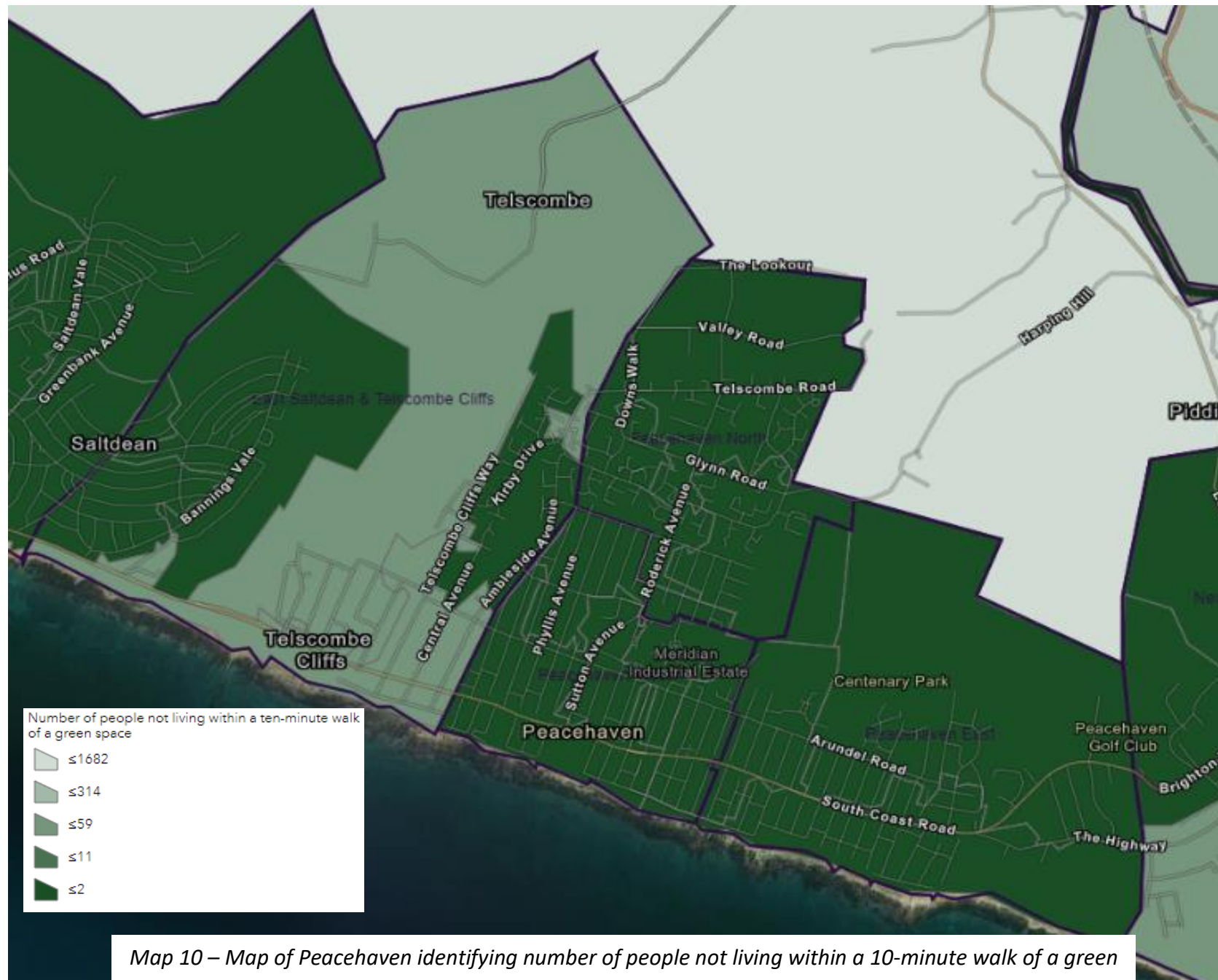
Using these indicators, the index can give a verdict on whether an area meets its minimum standard. As shown in map 12, only one area meets the minimum standard. To increase this there would need to be consideration of reclaiming land to make it accessible and spreading new developments away from already dense areas.



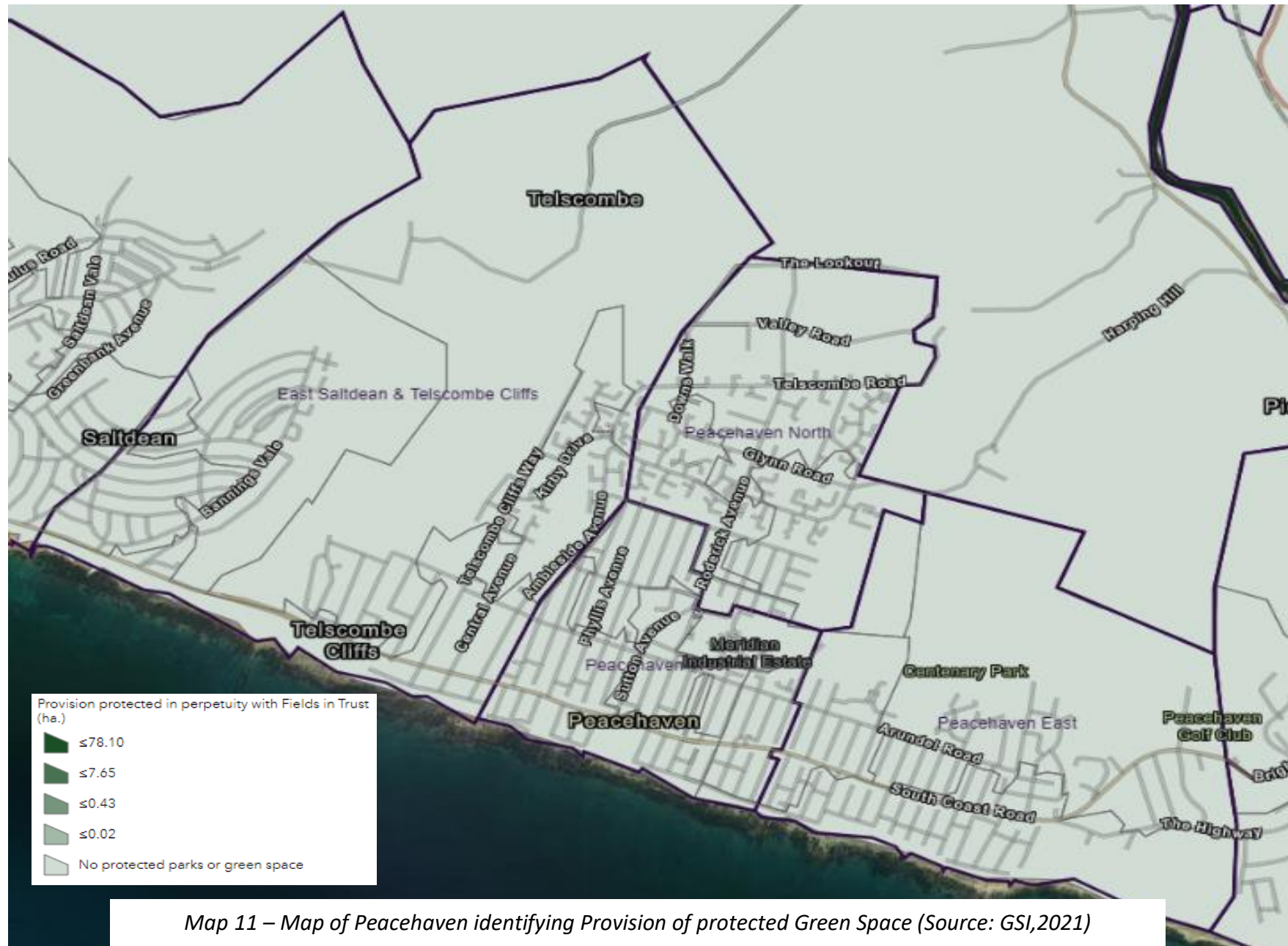
Map 8 – Map of Peacehaven identifying Provision of Green Space (Source: GSI, 2021)



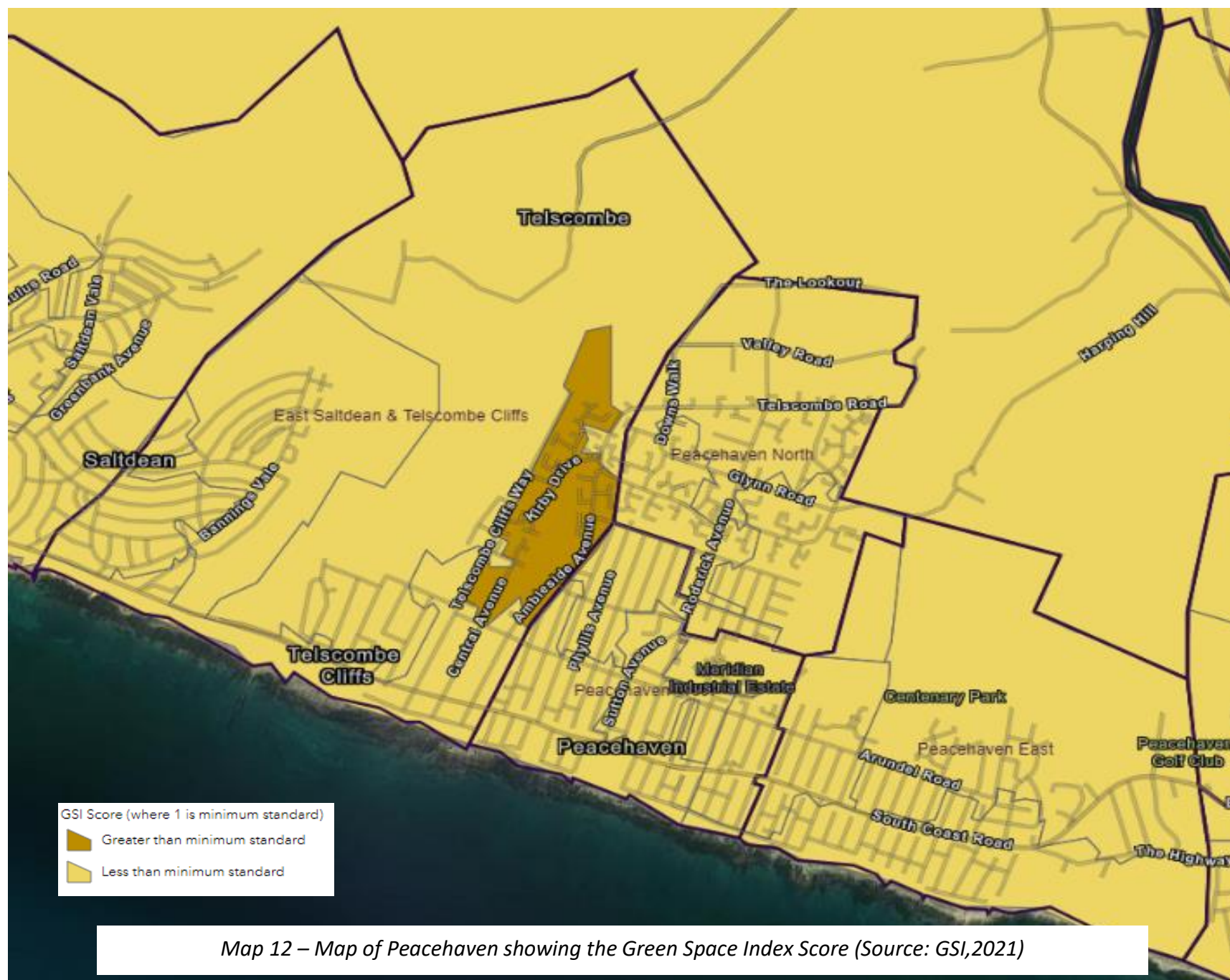
Map 9 – Map of Peacehaven identifying Provision of Green Space per person (Source:



Map 10 – Map of Peacehaven identifying number of people not living within a 10-minute walk of a green



Map 11 – Map of Peacehaven identifying Provision of protected Green Space (Source: GSI, 2021)



Map 12 – Map of Peacehaven showing the Green Space Index Score (Source: GSI, 2021)

Map 14: EcoSystem Services: Accessible Nature EBSA Management Zones (Source: SDNPA, 2020b).

A study of outdoor playing space identified that equipped and informal playing spaces for children are distributed throughout, but range in quality from very good to poor (p.8, LDC, 2014) and a general shortfall for outdoor sports spaces (p.38, LDC, 2014).

A survey of residents identified that there is backing for supporting the visitor economy and for allocating land for parks, green corridors, and walking routes (Peacehaven & Telscombe Neighbourhood Plan Steering Group, undated).

In general, the above supports the conclusions from visual assessment that access to natural spaces near residential areas could be improved, alongside facilities for children's play and outdoor sports.

4.3 Ecosystem services

Ecosystem services are *"the benefits that people obtain from ecosystems"* (World Health Organisation (WHO), 2021).

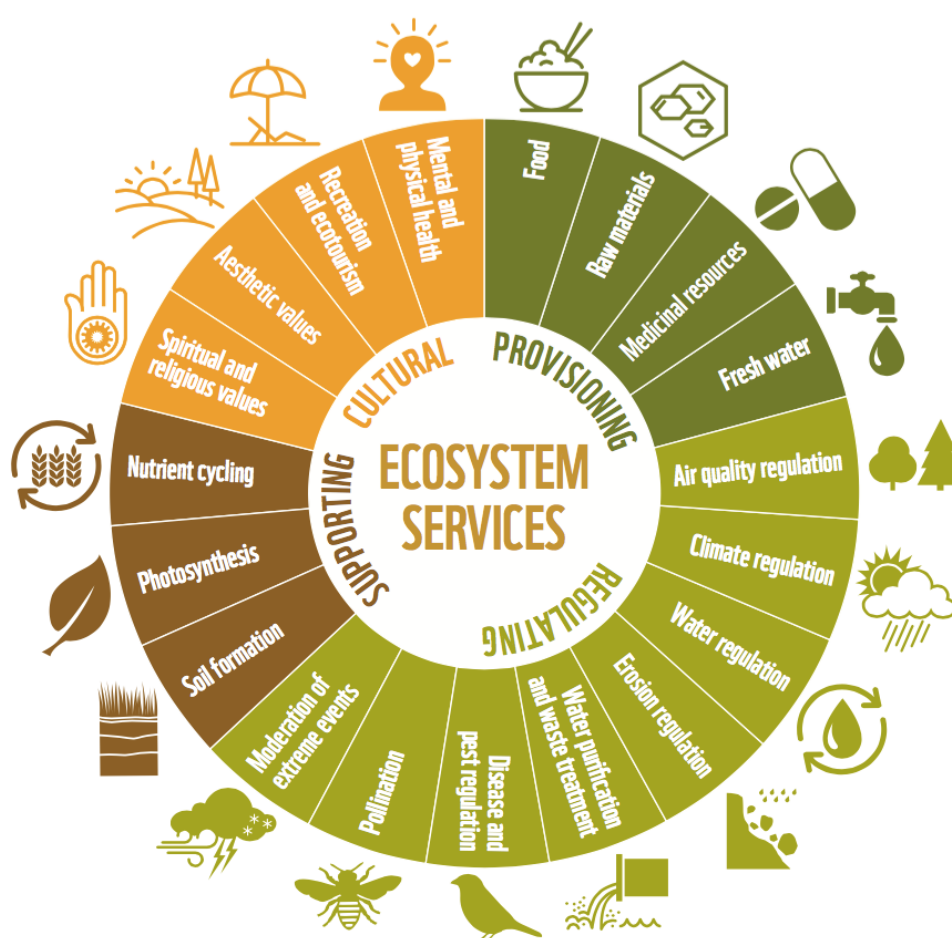


Figure 1: Graphic identifying the elements of ecosystem services (Source: World Wide Fund

for Nature (WWF), 2016).

The existing natural spaces provide many ecosystem services, including assisting with resilience and adaptation to climate change (such as by contributing to alleviation of the heat island effect - natural areas *“are less effective at storing heat and more effective at losing heat”* (Lo and Mitchell, 2020)). The spaces also provide for biodiversity of flora and fauna, creating habitats for species and space for migratory species (such as the Wheatear which has been recorded (p.113, Sussex Biodiversity Record Centre, 2021)).

There are opportunities to increase this provision. For example, further tree planting in parks will increase the ability to provide temperature regulation for climate change adaptation. Pollinating plants could be planted (in road verges) to support pollinator species. Cultural events could be organised to increase the recreational elements, as well as generating tourism.

Core Policy SD2 of the SDNPA Local Plan requires all development proposals to have an overall positive impact on the ability of the natural environment to contribute services (p.38, SDNPA, 2019³).

5.0 SWOT analysis

Strengths	Weaknesses
• Access and facilities are good at the Big Park / Centenary Park. • Multiple access points to the close by National Park. • Naturally appealing views of countryside and cliffs. • Presence of SSSI and Marine Conservation Zone providing environmental credentials and biodiversity support.	• A259 is busy and creates a barrier to access for both the southern and northern areas. • Roads are narrow and cars park across cycle lanes reducing ability to create connected safe routes. • Natural space availability per resident is lower than national average. • Density of residential areas limits opportunities to increase amount of natural space near residents. • Cliffs and beach provide a focal point but reduce visibility of northerly areas which reduces dispersion across area and means the cliff walk is more at threat of erosion. • Lack of facilities to support greater use of existing natural spaces.
Opportunities	Threats

- Existing natural spaces can be enhanced to provide multi-functional benefits. - Promoting all-natural spaces available to encourage greater dispersion is a low-cost opportunity. - Pandemic has made natural spaces highly valued in communities.	- Requirement for development of new housing will further decrease available natural space per resident. - Funding for enhancements may be difficult to secure whilst Government budget constraints are prominent (post-pandemic finances).
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6.0 Policy recommendations

There are a total of eight policy recommendations to address the issues identified:

Recommendation 1: Protect the existing natural spaces.

Development will be supported where they protect, preserve and enhance the existing natural spaces within Peacehaven and Telscombe. This can be achieved by:

- I) Ensuring new developments highlight the importance of protecting/preserving and enhancing existing natural spaces within close proximity.
- II) Requiring development proposals to contribute to and improve access and connectivity to existing natural spaces within the area.
- III) Development proposals will be refused where they would result in the loss of any existing natural space unless provision of equal or better quantity, quality and accessibility is made in close proximity to the existing natural space.

As detailed within the LDC Local Plan, Peacehaven and Telscombe has a target to provide 255 dwellings through their neighbourhood plan (p. 13, LDC, 2016⁴). In efforts to meet this target, there could be a potential loss of existing natural spaces. This recommendation would address this by encouraging the protection, preservation, and enhancement of the existing natural spaces as a priority. This would maintain a well-balanced area with natural space available to the community.

Elements of the above recommendation echo policy SD46 within the South Downs Local Plan, (p.152, SDNPA, 2019⁴). Significant weight would be given to development proposals providing natural space of equal or better quantity, quality and accessibility, and where they do not it would provide justification for a refusal.

This recommendation would present an opportunity for the designation of local green space.

Recommendation 2: Promote use of existing natural spaces.

Promotion of the use of existing natural spaces and facilities available within the area will be supported.

- I) Advertisements and initiatives to promote the use and connectivity of existing natural spaces and facilities would be welcome.
- II) Promotion of the recreational use of the existing natural spaces located to the north of the A259 will be encouraged, in order to avert further erosion to natural spaces along the cliff edge and to ensure safer /connected routes to all of the natural spaces.

This recommendation focuses on the promotion of natural spaces through local advertisement and community initiatives. The 25-year Environment Plan, *“aims to improve population health and wellbeing by forging a closer connection between people and natural environment”* (p.18, Public Health, 2020¹). Promoting the existing spaces would encourage increased use.

The difference in appearance and facilities between the coastal natural spaces and spaces to the north was clear, especially in comparison to the Centenary Park.

Given the number of natural spaces and surrounding National Park, this recommendation would encourage the dispersion of recreational activity to all spaces especially to those situated to the north of the A259. This would push towards better connectivity, safer accessibility and avert further erosion along the cliff edge. As Public Health note *“when aiming to maximise the potential for community and social ties within a greenspace, location, structure, activities, versatility, maintenance, facilities and access all need to be considered”* (p.25, Public Health, 2020²).

Recommendation 3: Signage within Peacehaven & Telscombe.

- We will look to introduce more signage to direct residents and visitors to the large selection of parks. These signs should be located on crossroads with direction and distance to multiple parks and the national park, not just the nearest. The new direction signs will use a Highway Gothic font at a 130pt.
- Signs should also be in place at each park and clearly visible to display its name, park's rules and a map of the area. This is so that people can identify where they are, routes to new places and how they must treat the area.

Recommendation three is for increased signage to help identify and direct visitors to the open spaces and walks that the area offers. Visual assessment identified that there was little signage. Core policy 13 in the LDC local plan promotes sustainable travel (p.125, LDC, 2016⁵). This is because the UK needs to greatly reduce its carbon footprint. However, for people to use sustainable travel there needs to be signage so users know where to go and have confidence that they will reach their destination.

Encouraging walking will deliver health benefits for the community. Currently, 39% of adults and 49% of children do not meet the Chief Medical Officers' guidelines on physical activity

(Walking for Health, 2021). With access and signage for suggested walks being made clear, more people should be able to increase their activity.

Recommendation 4: Provision of cycling routes & facilities

- Where appropriate cycle routes, cycle priority measures and secure cycle storage will be provided as a part of any new development.
- Wherever reasonably possible new cycle routes to be added to existing road networks, providing it meets highways approval.
- As well as adding additional cycle routes, we will look to introduce secure cycle storage at our parks, open spaces and to improve the existing cycle storage at the Meridian shopping centre.

Cycling has become a popular hobby and way of commuting. Therefore, it is important to have the infrastructure in place. Currently, there are two cycle lanes, both on the outskirts. The first is a shared bus lane and the other is a shared-use path. This leaves a gap in the area. This recommendation seeks to address that. Policy 13 in the LDC local plan states the council will *“support the development of a network of high-quality walking and cycling routes throughout the district”* (p. 127, LDC, 2016⁶).

New cycling routes will result in more people being able to exercise and meet the recommended guidelines on activity.

Recommendation 5: Focus on creating better quality multi-functional natural spaces.

Opportunities to enhance existing natural spaces by increasing their multi-functionality will be supported. Examples of ways to increase the multi-functional value of a natural space are:

- Increasing the amount of/diversifying the recreational activities on offer (signposted walking/running routes, outdoor gym equipment, orienteering activities for children, geocaching games, play spaces for different age groups, space to meditate or for outdoor classes)
- Adding to/improving areas for social interaction & community activities (rest stops, benches, small shelters, areas for pop-up food/drink stalls)
- Adding to/improving biodiversity elements (wildflower planting, native tree species planting, hedgerow planting, adding ponds or water features, community beehives, green corridors through the space)
- Adding cultural interest features (public art installations, information boards about heritage of the area, outdoor theatre productions)

- Increasing/improving access for a broader range of groups
- Adding community food production spaces (allotments, gardens, orchards)

Despite the area being surrounded by open space and national park, natural space within the built-up areas itself is limited and opportunities to add to this are constrained by the density of buildings. The above policy addresses this by encouraging maximisation of the uses of current spaces for the benefit of people and wildlife - *“multifunctionality can be understood as a tool for urban ecological, social and economic sustainability”* (Zivkovic, J, 2019).

A good example of multi-functional space is the High Line in New York City (High Line, 2021). Whilst this is not in the UK and not a coastal town, the general principles of creating multi-functional space in constrained areas are transferable.

This recommendation also lends itself to creation of a Supplementary Planning Document (SPD), or part of a Green Infrastructure SPD.

Recommendation 6: Creating walks/areas with ‘access for all’ in mind – an initiative for the Big Park / Centenary Park

Wherever reasonably possible, natural spaces will be improved to provide access for as many different groups of people as possible including wheelchair users, parents with pushchairs, those with restricted mobility and those with visual impairments or in need of sensory enhancements.

The Centenary Park is identified as an area where an ‘access for all’ area/walk could be created, subject to funding opportunities arising.

The United Nations (UN) Sustainable Development goals identify a target for *“universal access to safe, inclusive and accessible, green and public spaces, in particular for ... older persons and persons with disabilities”* (Target 11.7, UN, undated). This recommendation reflects that.

Guidance recognises that creating full accessibility is not possible everywhere (p.8, Sensory Trust, 2020) and that is certainly the case in Peacehaven and Telscombe. However, improvements could be made. Whilst Centenary Park offers reasonable access and facilities, improvements are possible, such as creating more rest stops and better path surfaces. The Park has the space for an exemplar accessible walk to be created which is focused on access for all – addressing sensory, mobility and visual impairment issues.

Creating better accessibility involves ensuring people have appropriate signage, lighting, walkways, transport routes, facilities, and access to information so they can feel confident when using those spaces (p.39, Public Health England, 2020³).

Recommendation 7: Increasing the amount of facilities.

Businesses are to be encouraged into the area in order to provide essential services to visitors using natural spaces.

Businesses may be encouraged into the area through:

- Networking events
- Grants for SMEs

Businesses must be sustainable, and proposals must present reasons as to why their business will positively impact the area.

Types of facilities needed include cafes and toilets. This will help to improve the accessibility of open spaces.

Centenary Park has good facilities. Chatsworth Park has a pop-up café and disabled toilet. However, in other natural spaces facilities are limited. Facilities are important to ensure visitors have a good experience and encourage sociability as people will stay longer. This gap could be filled by encouraging businesses into the area to provide further facilities.

Businesses can be encouraged by networking events and potential grants, funded through the Community Infrastructure Levy (CIL) or by securing funding from other sources. The Sussex Chamber of Commerce could be a potential partner for networking events, and the South East Local Enterprise Partnership (SELEP) may be able to support with grants (e.g., COVID-19 recovery funds programme (SELEP, 2021)).

Recommendation 8: Encourage the development of outdoor recreational spaces.

There is a general shortfall in the provision of children's play space across the district.

New developments should contribute to improvements to existing open and play spaces through the Community Infrastructure Levy.

Where the scale of the development justifies it, housing development must also incorporate open space and/or play space.

Spaces for children to be active are vital for their health (NHS, 2019). Centenary Park offers excellent play facilities for children of all ages. However, there is a shortage of play spaces (p.8, LDC, 2014) and the above recommendation encourages improvements to existing as well as requiring new development to incorporate play spaces.

	Accords with the following NPPF and local plan policies
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Recommendation 1	Policy 8, 15, 12 of the NPPF. Core Policy 5, 8 of the Lewes Local Plan. Policy SQ5, SD46 of the South Downs Local Plan.
Recommendation 2	Policy 8 of the NPPF. Core Policy 5, 8 of the Lewes Local Plan. Policy SD23, SD45 of the South Downs Local Plan.
Recommendation 3	Policy 8, 15, 11, 12 of the NPPF. Core Policy 5, 8 of the Lewes Local Plan. Policy SD23, SD45, SD20 of the South Downs Local Plan.
Recommendation 4	Policy 8, 11, 12 of the NPPF. Core Policy 5, 8 of the Lewes Local Plan. Policy SD23, SQ5, SD45, SD20 of the South Downs Local Plan.
Recommendation 5	Policy 8, 11, 12 of the NPPF. Core Policy 5, 8 of the Lewes Local Plan. Policy SD23, SQ5, SD45 of the South Downs Local Plan.
Recommendation 6	Policy 8, 11, 12 of the NPPF. Core Policy 5, 8 of the Lewes Local Plan. Policy SD23, SQ5, SD45 of the South Downs Local Plan.
Recommendation 7	Policy 11, 12 of the NPPF. Core Policy 5, 8 of the Lewes Local Plan. Policy SD23, SQ5, SD46, SD45 of the South Downs Local Plan.
Recommendation 8	Policy 8, 15, 11, 12 of the NPPF. Core Policy 5, 8 of the Lewes Local Plan. Policy SD23, SQ5, SD45, SD20 of the South Downs Local Plan.

Table 3: Identifying which NPPF and local plan policies the recommendations are in accordance with

7.0 Possible design implementations

Using the recommendations above, there are changes that can be implemented to improve access. Maps 15 - 18 demonstrate such improvements.

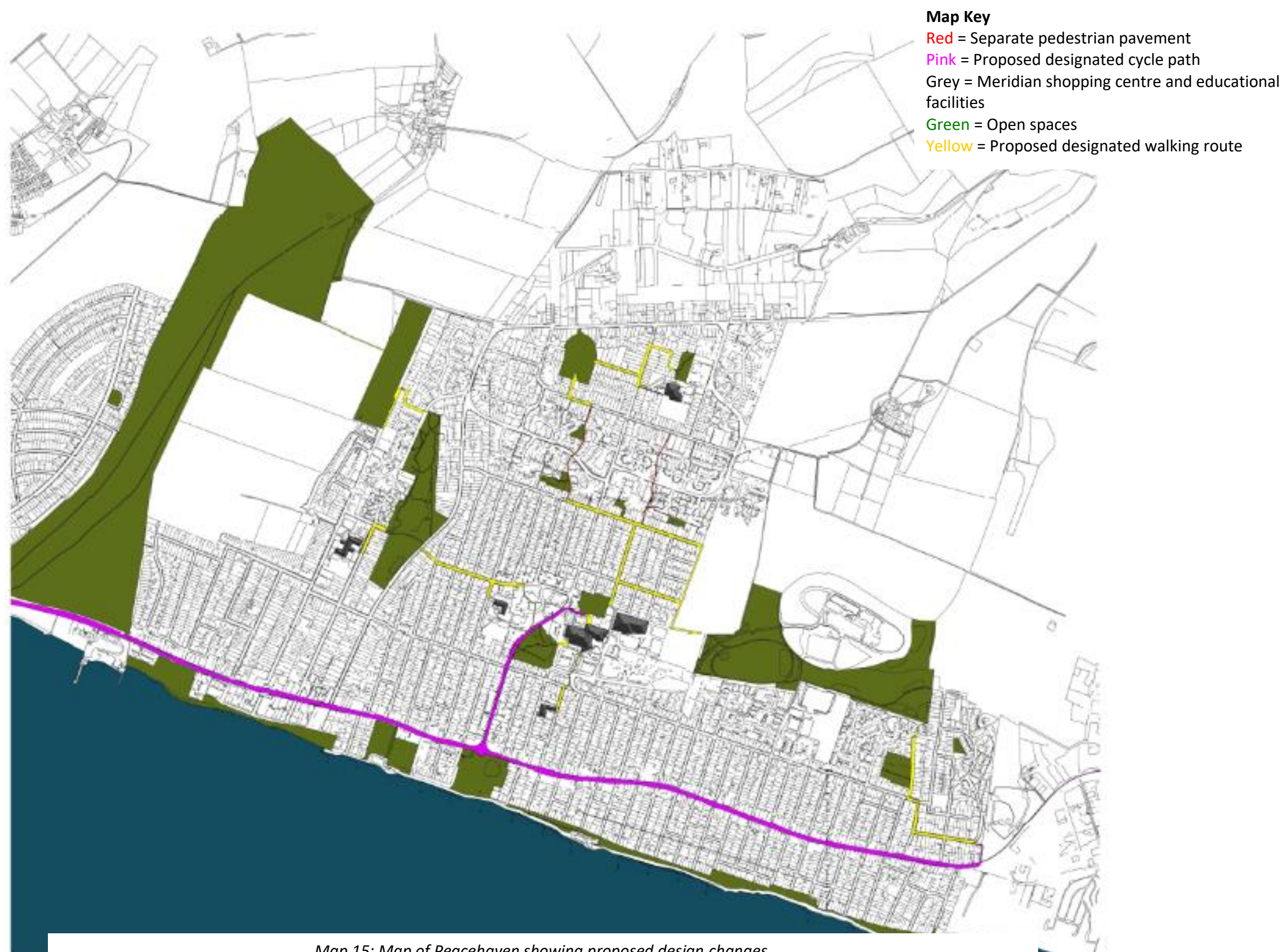
7.1 Proposed cycle route

The maps show a proposed designated cycle route that will run along the A259 and connect the cycle lanes on the east and west. There will also be an implemented cycle route going from the A259 to the heart of Peacehaven. The cycle route would be advisory cycle lanes. These provide added safety to cyclists whilst also causing little interference to existing infrastructure.

7.2 Proposed walking route

The proposed walking route is highlighted in yellow. The idea of this is to link all the natural spaces, educational facilities, and the Meridian together. The roads the routes are on have been chosen due to their wide pavements, speed limit of 20mph and reduced traffic. This

makes for safer, quieter, and less polluted paths. Along the route, there will be signage as shown in figure 2 and the opportunity to install artworks and information boards about events. This will create a community feel and support local businesses.



Map 15: Map of Peacehaven showing proposed design changes.

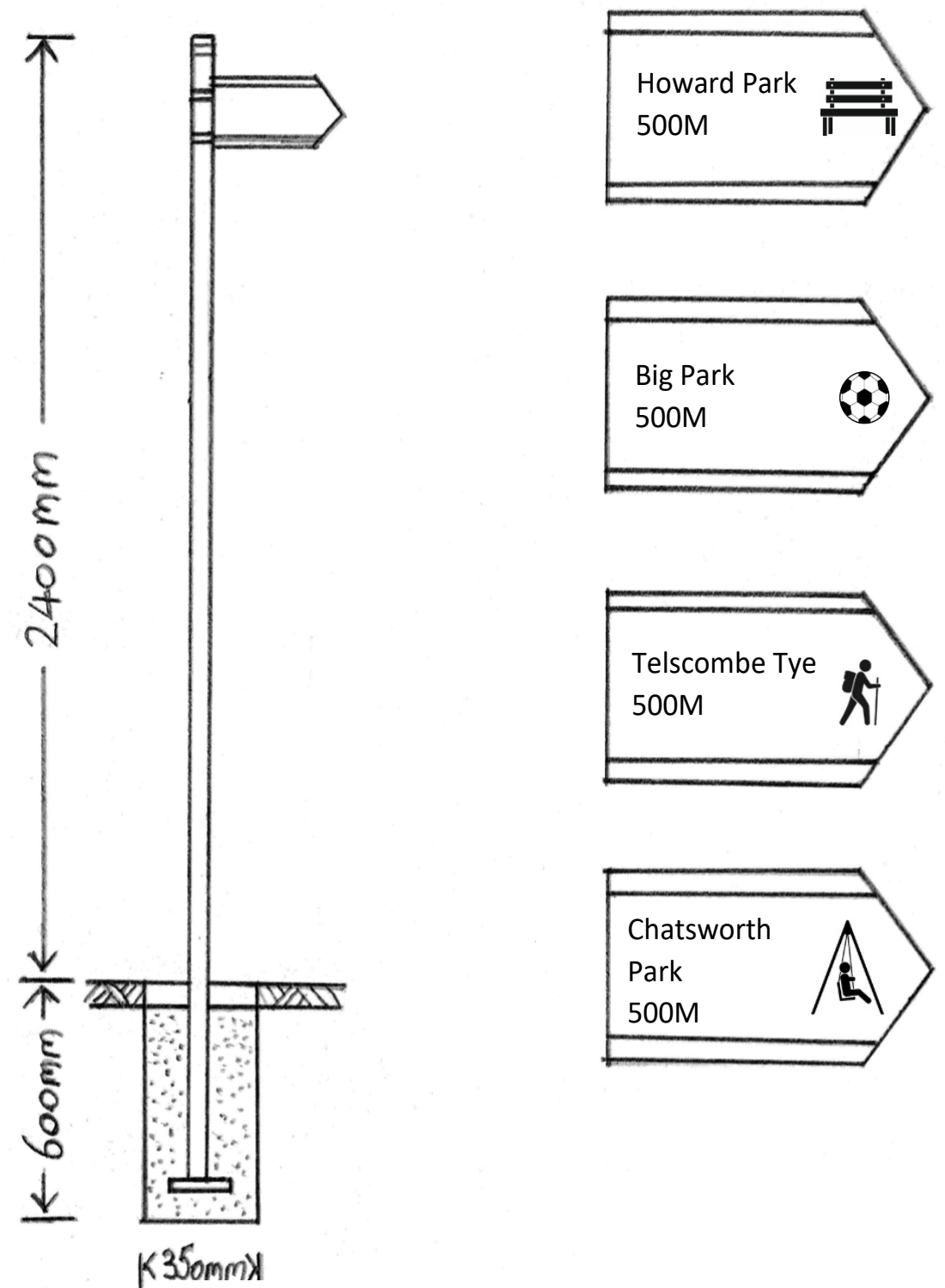


Map 16 – Map of North Peacehaven showing proposed design changes.



Map 17 – Map of East Peacehaven showing proposed design changes.





Notes

1. Anti- Vandal nuts to be used in all cases.
2. Sign to point along direction of the path.
3. All signs to be double sided.
4. All writing to be written in Highway Gothic font at a 130pt.
5. All writing to be written in black text on a white background.
6. If parks have multiple use, then the diagram should show its primary use.
7. All signs should be maintained.

Figure 2 – Possible design and specification for signage in Peacehaven & Telscombe

8.0 Funding opportunities

8.1 Community Infrastructure Levy (CIL) & Section 106

The table below details the CIL and Section 106 funding opportunities.

Community Infrastructure Levy (CIL)	Section 106
Core Policy 7 of LDC's local plan states that local authorities will implement CIL to provide wider infrastructure and community improvements to existing infrastructure where it can be demonstrated that there is a need due to growth (p.110, LDC, 2016). With an adopted neighbourhood plan, CIL contributions made directly to the parish are also increased from 15% to 25% of the total CIL income collected (MHCLG, 2020).	Section 106 contributions can be used to gain infrastructure requirements secured through legal agreements at the time of granting planning permission. This would ensure that the impact of new development is mitigated, and the quality of the built environment is enhanced.

Table 4: Details of Community Infrastructure Levy and Section 106 available to Peacehaven and Telscombe

8.2 Other funding sources

The table below identifies funding sources available, as detailed within the Infrastructure Delivery Plan (LDC, 2020).

	Funding sources (Infrastructure Delivery Plan, Lewes District Local Plan)
Walking and Cycling	Potential cycling schemes are considered for inclusion in the County Council's Local Transport Capital Programme (LTCP) alongside other schemes such as walking, bus priority and safety schemes. In addition to the LTCP, funding can also be secured from developer contributions, revenue from parking schemes, external grants, Town and Parish Councils
Indoor Sports and Leisure Facilities	Lewes District Council, Grant funding (e.g Sport England, Active Sussex, New Opportunities Fund), Developer Contributions and Lottery funding.

Green Infrastructure	Lewes District Council, South Downs National Park Authority, Environment Agency, Natural England, Sport England, DEFRA, Forestry Commission, Developer contributions.
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Table 5: List of other funding sources available

9.0 Conclusion

The report has identified the natural spaces, analysed access, and made recommendations that could be incorporated into the Neighbourhood Plan. These seek to address the identified issues and would enable the committee to shape and direct sustainable improvements for the benefit of residents, visitors, local businesses, and wildlife.

The recommendations are in general conformity with strategic policies in the local plans and consistent with the policies and intent of the NPPF.

Word count: 2,893

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