

## **Meridian and Bolney Avenue Industrial Estates Link**

***PT6 Land south of Hoyle Road (see Inset Map No 3), Peacehaven, is allocated for:***

- (a) Industrial/warehouse units for B1 or B8 uses***
- (b) a link road of 6.75m carriageway width from Hoyle Road to the Bolney Avenue Industrial Estate (access to the northern end of Bolney Avenue is to be closed to vehicular traffic)***
- (c) At least two units should be, or capable of being subdivided into, units of no more than 400sq.m in order to nurture new business in the towns***
- (d) a landscape buffer between the rear boundaries in Damon Close and any development of this site***

***Subject to the following criteria:***

- (i) the link road will be constructed prior to the occupation of the industrial estates***
- (ii) all relevant District-Wide policies are complied with.***

13.32 The Bolney Avenue Industrial Estate is a small estate to the east of the Meridian Industrial Estate. It is surrounded on three sides by residential properties. Concern has been expressed that traffic generated by the industrial estate is having an adverse effect on the residential amenity of local roads. Large industrial traffic is competing with the local traffic and pedestrians in the area. An alternative access for the industrial estate is the best way to resolve the problem by separating the traffic generated by the industrial estate from the residential area.

13.33 The alternative access proposed will allow the industrial estate to expand naturally, be more appropriate for traffic generated by users of the industrial estate and provide the opportunity for environmental gains for the residents of Bolney Avenue and the surrounding residential areas.

13.34 The access will be through the existing Meridian Industrial Estate. The northern end of Bolney Avenue can then be stopped up so that access for industrial traffic will be through Hoyle Road.

13.35 The District Council will support the undertaking of a "Prohibition of Driving Order" closing that part of Bolney Avenue which lies to the north of Rayford Close to vehicular traffic to protect the residential amenity of Rayford Close, Damon Close and part of Bolney Avenue. In the event of the closure of Bolney Avenue being unsuccessful then it will not be acceptable to provide a link from Hoyle Road to Bolney Avenue.

13.36 A buffer zone of planting is proposed to separate the new development and the rear of the properties on Rayford Close and Damon Close.

## **Primary Shopping Area**

13.37 The A259 South Coast Road is the main road linking the towns on the coast. However, it has also been evolving into an important business and shopping zone. Further economic growth and employment-generating uses would be encouraged within the planning boundaries of these two towns, but to retain activity and vitality along the A259, the central area is designated a 'primary shopping area' under policy E4 and loss of retail units will be resisted.

13.38 Due to South Coast Road's mix of uses, there are only short lengths which are considered to be fulfilling a primary shopping area function, and hence are designated under policy E4, in order to retain a concentrated focus of shopping activity. These are as follows:

- (a) 224-238 north side of South Coast Road (even numbers)***
- (b) 201-241 south side of South Coast Road (odd numbers).***

## Meridian Centre

### Town Centre Role

***PT9 At the Meridian Centre in the areas defined on Inset Map No 3, planning permission will be granted for town centre uses in accordance with Policies E3 and E4, provided that:***

- (a) accessibility on foot, cycle and public transport is maintained and, where possible, improved***
- (b) there is no overall loss of parking spaces***
- (c) the landscaping of the car park is not adversely affected***
- (d) new uses are physically integrated with the existing and future uses in the Meridian Centre area***
- (e) the development complies with District-Wide Policies.***

13.41 The Meridian Centre is the intended town centre of Peacehaven. It was planned into the town by the County Council as planning authority in the late 1970s. Much of the new town centre was completed by the mid-1980s.

13.42 The Centre includes a shopping centre, with free parking, and other services such as a library, health centre, surgery, leisure complex, a park, town council offices community hall and facilities.

13.43 There is an industrial estate adjacent to the Meridian Centre. The units are all classed under the Town and Country Planning (Use Classes) Order as B1 Light Industrial/Office use or B8 (warehousing).

13.44 The continued viability of the shopping function of the Meridian Centre is important for the continued evolution of a self-sufficient community in the towns of Peacehaven and Telscombe. Therefore, when considering planning applications for the Meridian Centre the town Centre Policies E3-E5 will apply. The widening of the range of shopping available is desirable, but in considering planning applications for edge-of-centre and out-of-centre locations, Policies E6 and E7 will require developers to demonstrate no adverse impact on the Meridian Centre. In particular, this will apply to proposals for convenience goods retailing in view of the sufficiency of the supply in the coastal zone of the District.

### Town Centre Open Spaces

13.45 Two important open spaces at the Meridian Centre are protected by Policy RE2.

13.46 The original concept for the Meridian Centre included public open space. Land was acquired subsequently by the Council and laid out as the Meridian Park. This provides informal recreation in a landscaped setting. Its users in the future will be drawn from the surrounding residential area as well as the patrons of the Meridian Centre.

13.47 The second open space at the Meridian Centre is the playing field at the rear of the Joff Youth Club. This serves youth sport in general and also has provided the venue for fetes etc. This space provides a resource which is not replicated by the Meridian Park and, therefore, it is considered important to continue to safeguard it as part of the town's open space resource.

### Growth of Town Centre Activities

13.48 The only options for growth are to expand into the industrial estate or on to the car parking areas.

13.49 The volume of car parking at the Meridian Centre is a valuable resource to the Centre. At present this is often under-used and, in the long term, the viability of the Meridian Centre may suffer from lack of space to expand. There is considerable mature landscaping at the Meridian Centre which people, especially women and the elderly, may find intimidating. Some landscaping could be removed to consolidate parking spaces, but it is important that a screen should remain between the parking and the road and residential areas nearby. It is also important that the parking areas are well lit,

attractive and with security for its users in mind. There are 389 parking spaces on all the car parks at the Meridian Centre, north and south. Although this is technically under provision by today's parking standards, as long as there is no net loss of parking for the centre and the new landscaping of the centre is acceptable, reorganisation of the car park may be acceptable.

13.50 It is not proposed that additional parking would be required for any modest growth of the Centre. It is anticipated that additional facilities will be patronised by people already visiting the Centre and increased patronage will take up considerable space capacity outside peak hours. The improvement of pedestrian, cycle and public transport access is, therefore, seen as a higher priority.

13.51 Alternatively, or additionally, some of the industrial units at the Meridian Industrial Estate could change their uses to town centre uses. By this means the natural tendency for growth of town centres could be accommodated. The broadening of uses could be expanded to include more of the industrial units beyond Units 1,2 and 3 which have previously been granted permission for use as retail warehouses. The Peacehaven area is lacking in leisure and entertainment facilities. These buildings could be converted to such uses without prejudice to the Centre as a whole. Employment would still be provided and this could help the town to be more self-sufficient. However, proposals for retail uses on the estate will only be acceptable if they comply with Policy E6 which relates to edge-of-centre retailing. In particular, any retail development would need to have a direct and attractive pedestrian link to the Meridian Centre shops. In this respect the perimeter road footways would not suffice.

## Access and Permeability at the Meridian Centre

***PT10 At the Meridian Centre, Peacehaven, the Council will not grant planning permission for proposals that prejudice:***

***(a) the flow of pedestrians and shoppers through and around the Meridian Centre along key desire lines***

***(b) the safe and convenient access to the Meridian Centre by public transport, cycle or on foot.***

13.52 Access to the Meridian Centre by car is already good and the Council intends that this situation should remain. However, the Centre is also situated within easy walking or cycling distance of many homes. Safe and direct access for pedestrians and cyclists will become increasingly important in the future.

13.53 Good access to the centre will become increasingly important as the range of facilities increases. Facilitating pedestrian and cycle access is also part of the strategy of encouraging less use of private cars as part of the Plan's environmental and sustainable strategy.

13.54 The accessibility of the Centre by bus and taxi will be an equally important issue. There is already good access from the bus stop north of the superstore and, in any future changes, bus passenger access must be at least as good.

## The Secondary School Area

13.55 For many years, secondary school pupils in the Peacehaven and Telscombe area were obliged to travel to Tideway School in Newhaven, to Lewes or to Brighton. It was not considered acceptable on transport and sustainability grounds for the whole population of secondary school-aged people in Peacehaven and Telscombe to travel long distances to school. These movements clearly added to the congestion problems on the A259.

13.56 A school is also a local centre for many activities, including wider benefits, such as adult education and the general use of school facilities for public use. The school can provide a cultural and community focus for Peacehaven.

13.57 The Secondary school has been provided through the Private Finance Initiative and is to admitted its first pupils in September 2001. The school has also been designed so that it can be easily extended and new housing in Peacehaven may result in an exceeding of the capacity of the Secondary School. If this is shown to be the case, developers will be expected to fund such further school places as are required as a result of their development.

## The Joff Youth Club

***PT11 Proposals for alternative uses for the strip of land between the school field and the Joff field, as shown on Inset Map No 3, will provide a main footpath/cycleway link to the school site.***

13.58 The Joff Youth Centre on Sutton Avenue caters for the youth of Peacehaven and Telscombe area. The Joff is also a valuable community resource for many different groups of all ages from the playgroup to the dance group for older members of the community. There may be a need in the future for some built expansion of The Joff premises.

13.59 The Joff field is a very important casual kick-about space for young people. The field is used for a number of organised events such as archery and football matches. It is also used for informal activities by multiple groups of young people. The playing field has been included in the calculation comparing the existing provision of outdoor playing space to the National Playing Field Association guidelines. The loss of this valuable playing field would exacerbate an already serious shortfall of playing fields and other outdoor playing space. The Joff is, therefore, one of the two central open spaces to be protected by Policy RE2.

## The Coast and Countryside

***PT12 The cliff top and foreshore between Longridge Avenue and Friars Bay (See Inset Map No 3) will be protected as a zone of public amenity value. In accordance with District-Wide Policy RE2, planning permission will not be granted for development which would mean irreversible loss of open land and public open space or damage to natural features of acknowledged value.***

***PT13 No development will be permitted which could prejudice public access to the cliff top.***

13.60 Although narrow, the undeveloped land remaining along the cliff top is of special amenity value to the whole built-up area. In a few places the undeveloped area widens out and extends back to the coast road giving important vistas out to sea from within the urban area. Significant areas are publicly owned and most of the remainder is accessible by public footpath. The entire area provides an important, informal recreational resource. The area is also very important in terms of nature conservation and is designated as a Site of Special Scientific Interest.

13.61 Whilst most of the cliff top land is either in public ownership or accessible by public footpath, there are some areas which fall into neither category. However, these areas are important as overall components of the cliff top strip and their open character still makes the land of public amenity value, principally in visual terms. Development of these areas would be undesirable and would erode the open character. It is in respect of covering these areas that this policy differs from Policy RE2 and is, therefore required to take account of these local circumstances.

13.62 The existing cliff top car parks at Fairlight Avenue, Roderick Avenue South and Steyning Avenue South are important facilities for people visiting the cliff top and the beach. These will be protected under District-wide Policy T13. Where appropriate, enhancement works will be undertaken.

## Allotments

***PT18 Land adjacent to the allotments at Cornwall Avenue (as defined on Inset Map No 3) will be safeguarded for an extension to the allotment use.***

13.73 There is a need for more allotments in the area. The allotments in east Peacehaven at Cornwall Avenue are popular and most allotment holders are allocated half a plot each.

13.74 More allotments would be beneficial and there is some benefit in expanding the existing site. The land is in private ownership (0.4ha), but there is vehicular and pedestrian access and the land is reasonably sheltered from sea winds. The use in this area is well established and the land quality is good.

## General Indoor Leisure Uses

13.75 Many of the younger residents of the area find it lacking in leisure uses, such as a cinema, tenpin bowling alley etc. Although large scale commercial uses are unlikely to materialise because of the economics of establishing such activity, smaller scale leisure uses could be accommodated within the Planning Boundary of Peacehaven and Telscombe. Planning applications would be considered under the appropriate District Wide policies in this plan.

13.76 Any such facility in the Peacehaven and Telscombe area, as well as providing indoor recreation for local people, could also help to attract visitors to the area with benefits to the local economy.

## The Valley Area

***PT19 Within the Valley area, Peacehaven, planning permission will not be granted for uses which detract from the immediate natural setting and character of routes (defined on Inset Map No 3) which are of value for walking and riding.***

13.77 The Valley Road area of Peacehaven lies to the north of Peacehaven and the eastern part of Telscombe. The area comprises a valley, with ridge lines to the north and south. The southern ridge follows the line of Telscombe Road. The northern ridge lies parallel to, but south of, The Lookout. The valley bottom generally follows Valley Road. The Valley sides are very steep in places, and form spur lines which are prominent in the landscape.

13.78 The area is an attractive and idiosyncratic mixture of land uses, that is predominantly green and wooded. Arable land, grassland and woodland use makes up a large proportion of the area. Much grassland is used for grazing horses and shelters are much in evidence. There is a scattering of individual houses on large plots, often with numerous small outbuildings. There are some informal businesses operating from the area, such as caravan open storage and landscaping operations.

13.79 The Valley provides a transition between the built-up area and the Sussex Downs Area of Outstanding Natural Beauty (AONB), the boundary of which is along the northern ridge. The area is an important informal recreation resource in an area of recreational deficit. The first Local Plan Inspector identified an area of the Valley as a candidate site for consideration for a limited amount of housing development, and whilst it did not satisfy the criteria in the assessment of sites for release between 2001 and 2006, it is contained in the pool of sites for consideration for the period 2006-2011 under para 5.7.

13.80 The area is currently covered by countryside policies, and in considering planning applications for development or uses that are acceptable under the policies, the Council will seek to safeguard several routes in the Valley into open countryside, that warrant special treatment. These are well used routes that are particularly attractive, and afford exceptional views of the Valley. They link areas of the town with the countryside, so that in walking, riding or cycling out of the town, an inviting green swathe of pathway leads through the Valley into the downland.

13.81 These ways, or views, are marked on the Proposals Map as routes. They should be kept predominantly green to enable the urban fringe semi-rural character to be retained, and to protect and enhance the recreational potential.

13.82 There are numerous concrete/chalk tracks, some private. The routes are prominent in the Valley and should remain as they are to complement the semi-rural nature of the vista.

### **Private Recreation Proposals**

***PT20 In the area between the Planning Boundary at the Valley, Peacehaven and the Sussex Downs AONB, planning permission will be granted for horsekeeping activities and leisure and recreational uses (Class D2 of the Town and Country Planning (Use Classes) Order), subject to the following criteria:-***

- (a) the proposal will be for development which is essentially outdoor and open in character***
- (b) there will be no adverse impact on the Sussex Downs AONB, the character of the Valley, the important wildlife habitats, the key landscape features and the existing informal recreation uses of the area***
- (c) the proposal normally will not involve the building of new structures. Proposals which use existing buildings will be preferred***
- (d) footpaths and bridleways will be maintained***
- (e) the traffic generated by the use will not adversely affect the character or key landscape features of the Valley area***
- (f) The proposals will not result in an unacceptable level of pollution, nuisance or other adverse impact to the amenities of neighbouring properties.***

***A temporary planning permission may be granted where a trial period is desirable in order to assess the effect of a proposal on the area.***

13.83 In the Valley, under the District Wide policies, some commercial recreation and leisure uses could be acceptable. The urban fringe character of the land, which is described above, is compatible in principle to low key outdoor recreation development, along the lines considered acceptable within a wider countryside context. The proposed policies can parallel those for recreation development in rural areas in general, with an emphasis on the unique character of the Valley in particular