



PEACEHAVEN & TELSCOMBE

Design Code

Final Report

April 2021

Quality information

| Project role | Name | Position | Action summary | Signature | Date |
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CONTENTS

- 1. INTRODUCTION.....05
- 2. GENERAL DESIGN GUIDELINES09
- 3. CHARACTER AREAS..... 17
- 4. DESIGN CODES 41
- 5. STREET TYPOLOGIES & CAR PARKING.....87
- 6. BUILT FORM DESIGN CODES..... 97
- 7. ENVIRONMENT & ENERGY 103
- 8. DELIVERY..... 113





INTRODUCTION

01

1.0 INTRODUCTION

1.1. Introduction

Through the Ministry for Housing, Communities and Local Government's Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide support to Peacehaven and Telscombe Town Councils. The main objective is to provide a set of design codes which any future development should adhere to.

1.2. Objective of the study

The report ultimately aims to produce a set of design codes to inform future development within Peacehaven and Telscombe. This will be achieved by firstly setting out some general design principles for the towns based on national guidance. Secondly, different character areas will be defined and a brief character area assessment will be carried out. This will underpin the design codes that aim to offer contemporary solutions that respect and enhance the existing character. Furthermore, the design codes set out in this report will support policies within the Peacehaven and Telscombe Neighbourhood Plan. These objectives have been agreed with Peacehaven and Telscombe Town Councils at the outset of the project.

1.3. Structure of the study

The following steps were undertaken to produce this report:

- Initial meeting and site visit;
- Desktop research and general design principles;
- Character area analysis;
- Virtual character area workshop and follow up stakeholder event;

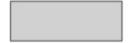
- Preparation of draft design codes;
- Preparation of draft report, subsequently revised in response to feedback provided by Peacehaven and Telscombe Town Councils;
- Submission of a final report.

1.4. Area of study

This report covers the Peacehaven and Telscombe Neighbourhood Plan area which consists of the two parishes Peacehaven and Telscombe, located in the district of Lewes and the county of East Sussex. Figure 1 shows that the study area is boarded by the South Downs National Park to the North and East, the Channel to the South and Brighton and Hove City to the West.

The Meridian Centre, which is the main retail centre for the two towns. Peacehaven Town has historic plotlands which forms a large part of the residential development. Telscombe Town, which lies to the west of Peacehaven contains within its boundary Telscombe Village, a conservation area with the oldest building having Norman origins and is also located within the South Downs National Park. The parish Telscombe Cliffs includes East Saltdean which is located to the west, adjacent to Saltdean which is located within the City and Brighton and Hove.

Key

| | |
|---|----------------------------|
|  | English Channel |
|  | South Downs National Park |
|  | Conservation Area |
|  | Buildings |
|  | Roads |
|  | Peacehaven Parish Boundary |
|  | Telscombe Parish Boundary |
|  | A295 |



South Downs National Park

Towards Brighton

Towards Newhaven



Figure 1. Peacehaven and Telscombe context map.





GENERAL DESIGN GUIDELINES

02

2.0 GENERAL DESIGN PRINCIPLES

2.1. INTRODUCTION

This section of the report will comprise of a set of general design principles which have been compiled based on national guidance, such as the National Design Guide from the Ministry of Housing, Communities and Local Government¹, Urban Design Compendium², Building for a Healthy Life³ and Manual for Streets⁴. These principles can be seen as the foundation for creating a successful and unique place, which is achieved by understanding the current urban form and responding positively. Each principle is accompanied by images demonstrating where the principle is already being applied in Peacehaven and Telscombe.



Figure 2. Telscombe Village has a strong character.



Figure 3. Plotlands street with a strong identity.

2.2. CONTEXT

The attributes of a places immediate, local and regional surroundings and how they relate to the proposed development (plot or larger site). Well thought out design will:

- Be based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point to inform the design;
- Be integrated into their surroundings so they relate well to them in terms of layout, landscape, massing, scale, building shapes and materials;
- Be a positive addition to the context; and
- Be responsive to local history, culture and heritage.

2.3. IDENTITY

The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine and how people experience them. A good design response to identity will:

- Have a positive and coherent identity that everyone can identify with, including residents and local communities;
- Have a character that suits the context, its history, whilst addressing how we live today and how we are likely to live in the future; and
- Are visually attractive, to delight their occupants and other users.

1. National Design Guide: <https://www.gov.uk/government/publications/national-design-guide>

2. Urban Design Compendium: <https://www.gov.uk/government/publications/urban-design-compendium>

3. Building for a Healthy Life: <https://www.udg.org.uk/publications/othermanuals/building-healthy-life>

4. Manual for Streets: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf



Figure 4. Built form in East Saltdean.



Figure 5. Historic wall detail.

2.4. BUILT FORM

Is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and identity. Design to achieve the following:

- Compact forms of development that are walkable, contributing positively to well-being and placemaking;
- Easy to reach and convenient local public transport, services and facilities, to ensure sustainable development (favouring active transport such as walking and cycling);
- Recognisable streets and other spaces with their edges defined by buildings, making it easy for anyone to find their way around, and promoting safety and accessibility;
- Memorable features or groupings of buildings, spaces, uses or activities that create a sense of place; and
- Intensify development in locations that benefit from good public transport accessibility, but with proposals for tall buildings (and other buildings with a significantly larger scale or bulk than their surroundings) special considerations and design scrutiny will be required to address their location and siting; relationship to context; impact on local character, views and sight lines and composition.

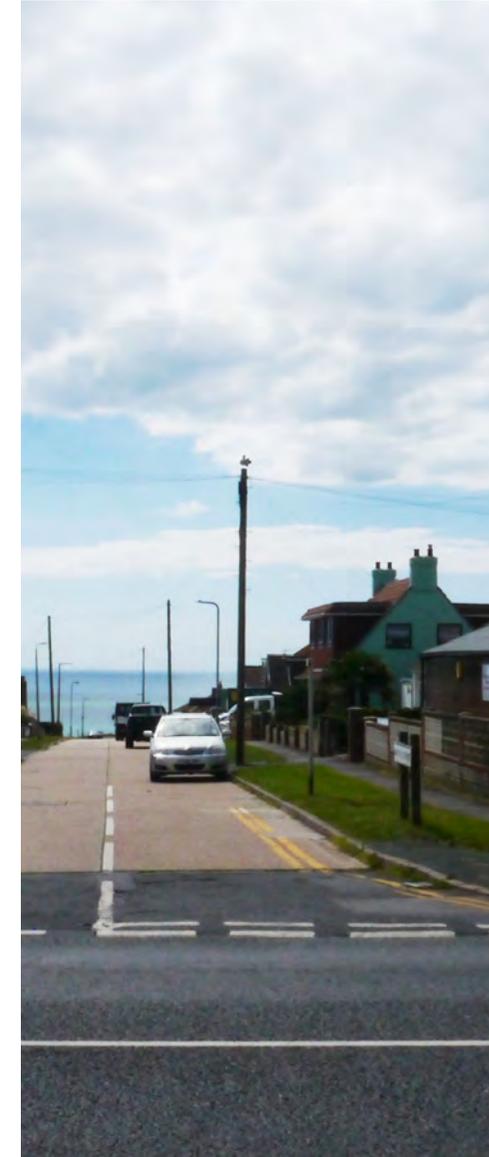


Figure 6. View from plotlands to the sea.



Figure 7. Footpaths connecting Peacehaven to the South Downs.



Figure 8. Pedestrian path to the Meridian Centre.



Figure 9. The beach and sea, Saltdean.

2.5. MOVEMENT

Being able to move in different ways (walking, cycling, car, public transport) and to meaningful destinations is crucial to well-designed places. The network of streets and paths contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place as well as how they function as movement corridors. A good design should strive to:

- Provide a clear hierarchy of streets safe and accessible for all, and connects meaningful places that people want to go to;
- Creates pleasant journeys;
- Functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;
- Limits the impacts of car use by prioritising and

encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;

- Incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity and;
- Provides parking of different types and in an amount balanced against the need to reduce car journeys.

2.6. NATURE

Contributes to the quality of a place, and to people's quality of life, and it is a critical component of good design. Natural features should form part of proposed developments. They include natural and designed landscapes, high quality public open spaces, street trees, and other trees, grass, planting and water. For individual buildings it may include green walls and water features. Well integrated nature in design should:

- Integrate existing, and incorporate new natural features into a multifunctional network that supports quality of place, biodiversity and water management, and addresses climate change mitigation and resilience;
- Prioritise nature so that diverse ecosystems can flourish to ensure a healthy natural environment that supports and enhances biodiversity; and
- Provide attractive open spaces in locations that are easy to access, with activities for all to enjoy, such as play, food production, recreation and sport, so as to encourage physical activity and promote health, well-being and social inclusion.



Figure 10. Large children's play area located in East Peacehaven.



Figure 11. Beach promenade, Saltdean.



Figure 12. Restaurant along the Coastal Road.

2.7. PUBLIC SPACES

The quality of the spaces between buildings is as important as the buildings themselves. Public spaces are streets, squares, and other spaces that are open to all. They are the setting for most movement. The design of a public space encompasses its siting and integration into the wider network of routes as well as its various elements. These include areas allocated to different users – cars, cyclists and pedestrians – for different purposes such as movement or parking, hard and soft surfaces, street furniture, lighting, signage and public art. The design of public space should:

- Include well-located public spaces that support active life, passive enjoyment, and encourage social interaction, to promote health, well-being, social and civic inclusion;
- Have a hierarchy of spaces that range from large and strategic to small and local spaces, including parks, squares, greens and pocket parks;

- Have public spaces that feel safe, secure and attractive for all to use;
- Have trees and other planting within public spaces for people to enjoy, whilst also providing shading, and air quality and climate change mitigation; and
- Provide places to sit and rest.

2.8. USES

Sustainable places include a mix of uses that support everyday activities, including to live, work and play. It is particularly important for sustainable neighbourhoods to include an integrated mix of tenures and housing types that reflect local housing need and market demand. They are designed to be inclusive and to meet the changing needs of people of different ages and abilities. Where local transport is accessible, mixed use in the form of facilities, community services, and shops is a welcomed form of land use. Places should be able to accommodate a variety of uses over time. A positive and well-designed strategy of land uses provides:

- A mix of uses including local services and facilities to support daily life in close proximity to public transport;
- An integrated mix of housing tenures and types to suit people at all stages of life; and
- Well-integrated housing and other facilities that are designed to be tenure neutral and socially inclusive.



Figure 13. Semi-detached housing, Eastbourne.



Figure 14. Low carbon development with central biomass heating, Derwenthorpe, York.



Figure 15. Historic barn conversion with a long lifespan, East Saltdean.

2.9. HOMES AND BUILDINGS

Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them. They meet the needs of a diverse range of users, considering factors such as the ageing population and cultural differences. They are adequate in size, fit for purpose and are adaptable to the changing needs of their occupants over time. Successful buildings also provide attractive, stimulating and positive places for all, whether for activity, interaction, retreat, or simply passing by. Good design of homes and buildings:

- Provide good quality internal and external environments for their users, promoting health and well-being;
- Relate positively to the private, shared and public spaces around them, contributing to social interaction and inclusion; and
- Resolve the details of operation and servicing so that they are unobtrusive and well-integrated into their neighbourhoods.

2.10. RESOURCES

Well-designed places and buildings conserve natural resources including land, water, energy and materials. Their design responds to the impacts of climate change. It identifies measures to achieve:

- Mitigation, primarily by reducing greenhouse gas emissions and minimising embodied energy; and adaptation to anticipated events, such as rising temperatures and the increasing risk of flooding.
- Have a layout, form and mix of uses that reduces their resource requirement, including for land, energy and water;
- Are fit for purpose and adaptable over time, reducing the need for redevelopment and unnecessary waste;
- Use materials and adopt technologies to minimise their environmental impact.

2.11. LIFESPAN

Good design ensures the appeal of places over the long term. They add to the quality of life of their users and as a result, people are more likely to care for them over their lifespan. They have an emphasis on quality and simplicity. A design favouring a long lifespan is:

- Designed and planned for long-term stewardship by landowners, communities and local authorities from the earliest stages;
- Robust, easy to use and look after, and enable their users to establish a sense of ownership and belonging, ensuring places and buildings age gracefully;
- Adaptable to their users' changing needs and evolving technologies; and
- Well-managed and maintained by their users, owners, landlords and public agencies.

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THANK YOU
NURSES
AND
KEY
WORKERS

WINDHOLE
CRESCENT

VE65 YZ5

A photograph of a residential street. On the left, a white hatchback car is parked. In the center, a dark SUV is parked. The houses are a mix of brick and white siding. The sky is blue with white clouds. The text 'CHARACTER AREA ANALYSIS' is overlaid in white, bold, sans-serif font across the middle of the image.

CHARACTER AREA ANALYSIS

03

3.0 CHARACTER AREAS

INTRODUCTION

The plan on the adjacent page shows the proposed character areas for Peacehaven and Telscombe. The character areas were initially identified through a site visit and desktop research. A virtual workshop was then held to discuss and make any modifications to the areas based on local knowledge.

The following pages analyse the 10 agreed character areas to further understand their specific attributes and what makes each area unique. For each character area layout, height, streets, plot and buildings have been looked at to recognise what is important and should be retained and enhanced as well as looking at what could change to contribute to the identity of the place.

This analysis will then be used as the starting point for the development of design codes specific to the different character areas.



PLOTLANDS

The Plotlands is one of the biggest character areas and covers areas in both Peacehaven and Telscombe. This area is one of the most distinctive due to its historical grid layout.



COASTAL PLOTLANDS

Similar to the Plotlands, the Coastal Plotlands have the distinctive grid layout. Additionally this area has long views towards the sea.



COASTAL ROAD

The Coastal Road consists of the A259 and the buildings that front onto this main road. This area was identified due to the mix of uses and as it is seen as one of the areas that could see significant development pressure, therefore will require specific design coding.



NORTH PEACEHAVEN AND TELSCOMBE

These areas consist of newer housing which is less likely to be redeveloped in the near future. Therefore, the design coding for this area will focus on modifications to existing streets and buildings.



EAST SALTDEAN

East Saltdean is located to the west of Telscombe Cliffs. The area is surrounded on three sides by the South Downs and has a distinctive layout with long curved streets. East Saltdean also has a sloping topography which informs the built environment.



TOWN CENTRE

The Town Centre currently consists of the Meridian shopping centre as well as other amenities and services. The shopping centre is likely to be redeveloped and has the potential to create a lively and inclusive centre with a mix of uses and public space.



EAST PEACEHAVEN

East Peacehaven consists of more contemporary housing developments which are unlikely to change much in the coming years.



TELSCOMBE VILLAGE

Telscombe Village is an isolated village located within the South Downs National Park. The village contains a lot of buildings with historic importance and is therefore located within a conservation area.



SOUTH DOWNS FRINGE

This character area marks the transition from the urban area to the South Downs. It consists of a few scattered houses along two roads with plenty of open space.



MOBILE HOMES

There are two sites to the East of Peacehaven which contain a number of mobile homes. These homes are all single storey and are mostly used seasonally.



Telscombe Parish Boundary

East Saltdean

Telscombe Village

South Downs Fringe

Telscombe & North Peacehaven

Peacehaven Parish Boundary

Plotlands

Coastal Road

Meridian Centre

East Peacehaven

Coastal Plotlands

Mobile Homes



3.01 PLOTLANDS

INTRODUCTION

The plotlands form a key part of Peacehaven and Telscombe's history with large self-built plots. This history can be seen throughout the plotlands character area within the morphology, which lends itself to a grid structure orientated parallel and to the coastline. Although there is a grid layout, many of the perimeter blocks do not provide a high level of connectivity for vehicles, as Figures 17 and 18 show how many of the roads end while pedestrian access continues.

Figure 22 shows how the streets have an open character due to the building height and street width ratio. Figure 24 shows that the green verges can be up to 2.5m wide, which is generally wider than elsewhere in the area.

Historically, bungalows have dominated the plotlands, however over time large plots have been subdivided to create more, but smaller bungalows, as well as more 2-storey housing which is mainly semi-detached or terrace housing.

Many of the buildings within this character area have pitched or hipped roofs, however gable ended pitched roofs are also

LAYOUT



Figure 16. Historical self-built plots were arranged in a grid structure which is still present today.



Figure 17. Plan showing roads that are closed at the end.



Figure 18. Example of road end with car parking.

HEIGHT



Figure 19. 2-storey semi-detached house.



Figure 20. Example of bungalow with converted roof.



Figure 21. Example of 3 storey flats within the Plotlands.

KEY CHARACTERISTICS

- The grid layout and open character of the streets differentiate this area from others in the town.
- The subdivided plots are a key characteristic as they dictate the type of housing that might go on a plot.
- There is a growing number of 2-storey houses and converted bungalows which are interspersed with older bungalows, creating a unique mixture of typologies, heights and massing.
- The materials used throughout the character area are highly varied.

STREET



Figure 22. Typical plotland street.



Figure 23. Roof line along a street within the plotlands.

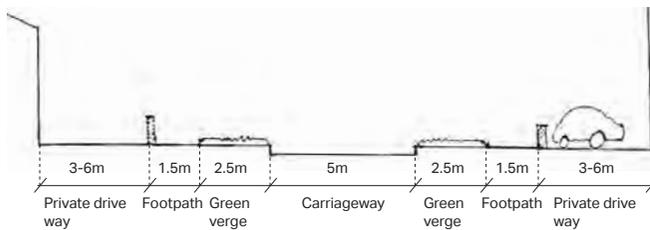


Figure 24. Typical section from the plotlands.

PLOT



Figure 25. Large plot split in two with semi-detached bungalows.



Figure 26. Plot subdivided to create 4 terrace houses.

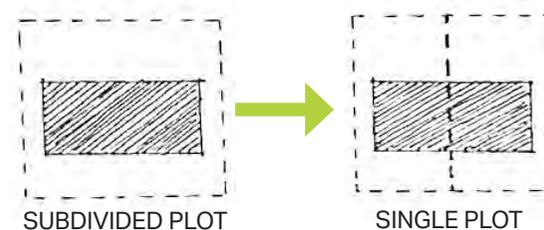


Figure 27. Diagram showing the subdivision of large plots.

BUILDING



Figure 28. Hipped roof with chimney.



Figure 29. Original style bungalow with gable ended pitched roof.



Figure 30. Example of poorly chosen materials that are easily weathered by the salt air.

3.02 COASTAL PLOTLANDS

INTRODUCTION

The coastal plotlands which make up the southern edge of the Peacehaven are located between the A259 and the cliff edge. The coastal plotlands share many characteristics with the plotlands character area (see p20), such as the grid layout shown in figure 31, the housing typologies with a mix of bungalows and 2-storey houses and the typical boundary treatment of a low wall.

Views to the sea are an important element of this character area. Figures 32 and 33 show long views down the street to the sea as well as more immediate views for dwellings fronting onto the sea. The houses that are orientated to face out to sea have large windows to make the most of the view, as shown in Figure 43. Furthermore, the gridded layout of streets creates long views towards the sea and into the town.

One common characteristic includes the roofscape, which mainly consists of hipped or pitched roofs. No particular style or material defines this character area as the buildings are varied.

LAYOUT

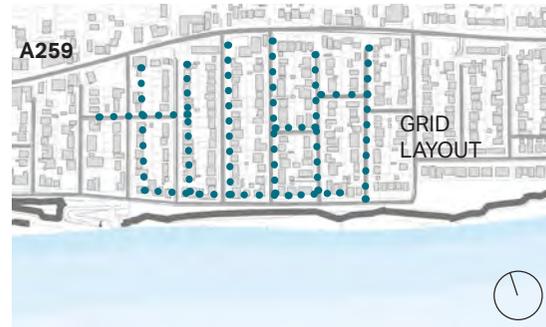


Figure 31. Plan showing the grid layout to the south of the A259.



Figure 32. Plan showing long views down the street to the sea.



Figure 33. Plan showing dwellings fronting onto the sea view.

HEIGHT



Figure 34. 2 storey dwelling adjacent to a bungalow.



Figure 35. Typical 1-storey bungalow in the Coastal Plotlands character area.



Figure 36. Tallest buildings within the Coastal Plotlands are 2.5 storeys.

KEY CHARACTERISTICS

- The streets have a strong relationship with the long views to the sea.
- The building line is broken along the street due to different plot shapes and building setbacks, however the typical low wall boundary treatment provides continuity.
- Most of the plots have a front garden with a parking space. Some front gardens have been paved to create extra parking spaces.
- 1-2 storey buildings fronting the street.

STREET



Figure 37. Typical street providing a sea view.



Figure 38. Roof line along a street within the plotlands.

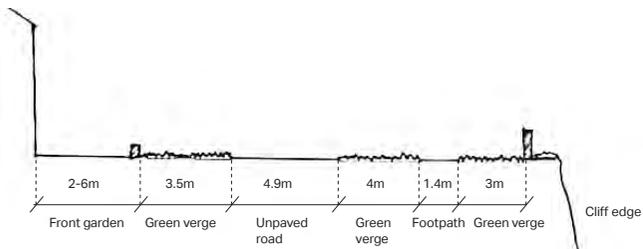


Figure 39. Section showing housing facing the cliffs and sea.

PLOT



Figure 40. Large setback from street with a low wall as a boundary treatment.



Figure 41. 2-Storey house with a small setback from the street.

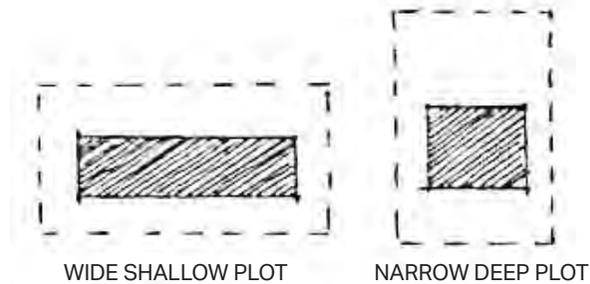


Figure 42. Diagram of plot shapes and orientation.

BUILDING



Figure 43. Seafront bungalows have large windows to make the most of the view.



Figure 44. Updated bungalow with additional dormer.



Figure 45. Bungalow with large bay windows equally spaced along facade.

3.03 COASTAL ROAD

INTRODUCTION

The coastal road character area is made up of the A259 that runs east-west along the coastline and the buildings that front onto the road. This character area has been identified due to its function as a through road to Brighton and Newhaven, giving it a busier atmosphere, as well as the potential for the plots to be subject to development pressures.

The coastal road has the highest concentration of taller, 3-4 storey buildings within the town, with a mixture of residential and retail, giving the area a more urban character. There are different types of enclosure along the main road. The taller buildings create a stronger sense of enclosure, whilst the bungalows are more open in character.

There is a variety of roofscapes, with the more modern buildings displaying a range of roof types on one building, as shown in Figures 59 and 60. Furthermore, many of the 3-4 storey buildings have flat roofs and are set back at the top floor.

KEY CHARACTERISTICS

- The coastal road has a more urban character than much of the rest of the town due to taller buildings and a busier atmosphere.
- The mix of uses along the main street has provided a variety of building typologies which each have a different relationship with the street in terms of frontages, setbacks and roofscapes.
- This character area offers a number of parking typologies from on-street parking to courtyards behind apartment buildings. The parking arrangements may become more important if this area was made more of a focal point within the town.

LAYOUT



Figure 46. Plan showing buildings fronting onto the A259.



Figure 47. Plan showing open spaces along A259.



Figure 48. Green space along the Coastal Road.

HEIGHT



Figure 49. 3-storey flats with the 3rd floor setback.



Figure 50. Example of a 3-storey building along the Coastal Road.



Figure 51. Example of single storey bungalows along the Coastal Road.

STREET



Figure 52. There are some on-street parking bays along the Coastal Road.



Figure 53. Some buildings are not ground level but are set below the road.

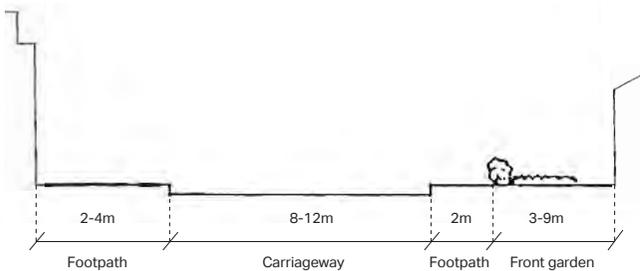


Figure 54. Section showing the A259 with varying carriageway and footpath widths along the road.

PLOT



Figure 55. Retail units are flush with the street and do not have a setback.



Figure 56. Residential buildings along the road have a setback.

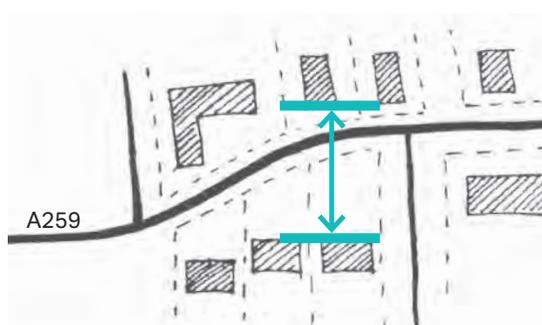


Figure 57. Buildings along the street are parallel to each other but shape of the plot follows the road line.

BUILDING



Figure 58. 4-storey flats with a setback at the top floor.



Figure 59. Modern 2-storey terrace housing with parking court.



Figure 60. Modern retirement homes with a view across the green space to the sea.

3.04 NORTH PEACEHAVEN & TELSCOMBE

INTRODUCTION

North Peacehaven and Telscombe is very different in character to the nearby plotlands in every aspect. The layout of this character area is formed of a few main arterial roads with many cul-de-sacs branching off. Figure 68 shows one of the main roads which is wide and has an open character, compared to the cul-de-sac shown in Figure 67 which is more enclosed. Figure 69 shows the width of the carriageway which is wide in order to cope with higher levels of vehicle movement.

The majority of buildings are 2-storeys with some 3 storey blocks of flats and some bungalows. The building typologies and styles vary within the area due to developments being built at different points in time. Some of the most recent built housing in this character area can be seen in Figures 64, 65 and 66. Figure 64 showcases a departure from a more traditional style and provides a modern approach to bungalows which could be used as an aspirational style to the town.

LAYOUT



Figure 61. North Peacehaven and Telscombe's has a series of cul-de-sacs off a spine road.

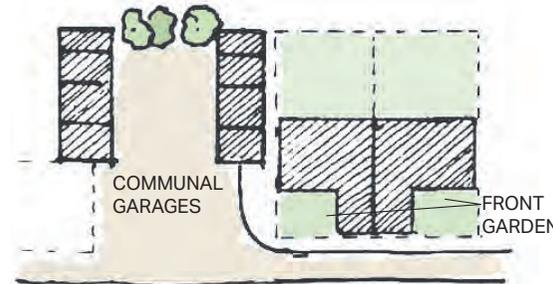


Figure 62. Houses with a front garden and a parking space with a garage in a courtyard.



Figure 63. Cul-de-sac arranged around a small green space.

HEIGHT



Figure 64. 2-storey terrace housing.



Figure 65. Typical 2-storey house within North Peacehaven and Telscombe.



Figure 66. 3 storey apartment block.

KEY CHARACTERISTICS

- North Peacehaven and Telscombe is a residential area with mostly 2-storey houses and some bungalows and 3-storey apartment blocks.
- The main spine road has a low level of natural surveillance due to the cul-de-sac layout meaning back fences front onto the main road.
- There is no one defining building style within this character area, therefore innovative, contemporary housing, such as the bungalows shown in Figure 73 can be used as precedent for new development.

STREET



Figure 67. View of cul-de-sac within Telscombe.



Figure 68. Main road with large green verge.

PLOT



Figure 70. Front gardens without a boundary treatment.



Figure 71. Low wall as boundary treatment.



Figure 72. Houses with back fences facing the main road.

BUILDING



Figure 73. Bungalow with extended roof and large windows creating a modern feel.



Figure 74. Modern detached houses with asymmetric roofs.



Figure 75. Roofscape of apartment building with varying heights.

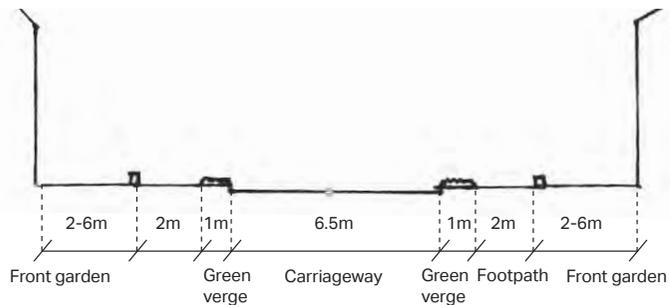


Figure 69. Section showing the dimensions of the spine road.

3.05 TOWN CENTRE

INTRODUCTION

The Town Centre character area consists of the Meridian Centre as well as the buildings surrounding it. The Meridian Centre is located centrally within the town and provides many amenities, such as a supermarket, post office, library and Peacehaven Town Council. The surrounding buildings include a school, leisure centre, and industrial estate.

The Meridian Centre is an out of date, low-rise building which is surrounded by large car parks. This area is designed for vehicles and is not very pedestrian friendly.

While the Meridian Centre is only 1-2 storeys some of the surrounding buildings are up to 4-storeys. The two green spaces nearby are important to the area.

There are proposals to transform the current Meridian Centre from an introverted shopping mall into a traditional town centre and hight street. This proposal retains all the core amenities plus the inclusion of residential units and public spaces.

LAYOUT

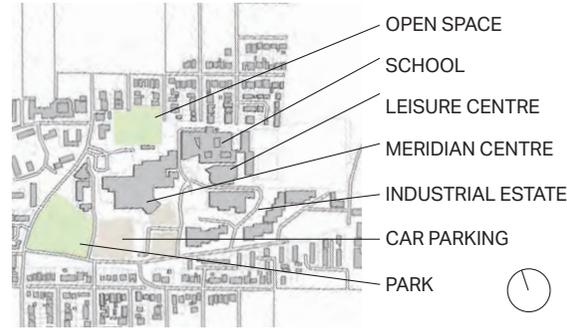


Figure 76. Meridian Centre surrounded by amenities and services.



Figure 77. Wide road surrounding the Meridian Centre.



Figure 78. Pedestrian crossing at the entrance to the Meridian Centre.

HEIGHT



Figure 79. 2-storey industrial building.



Figure 80. Meridian Centre building has varying heights, and is 2-storeys at its tallest point.



Figure 81. 3 storey building surrounding the Meridian Centre.

KEY CHARACTERISTICS

- Large low-rise building which is uninviting due to the inward looking nature of the building.
- Car parking dominates the landscape surrounding the Meridian Centre.
- Buildings of varying height surround the Meridian Centre, with up to 4-storeys.
- As well as car parking there are some key green spaces to the north and east which are important assets.

STREET



Figure 82. Large Meridian Centre car park.



Figure 83. Open space to the north of the Meridian Centre.



Figure 84. Park to the east of the Meridian Centre.

PLOT



Figure 85. Front gardens without a boundary treatment.



Figure 86. Low wall as boundary treatment.



Figure 87. Houses with back fences facing the main road.

BUILDING



Figure 88. View of the Meridian Centre.



Figure 89. Flats across the road from the Meridian Centre.



Figure 90. Entrance to the Meridian Centre.

3.06 EAST PEACEHAVEN

INTRODUCTION

East Peacehaven character area is located north of the plotlands and east of the Meridian Centre. To the north of East Peacehaven lies a park and open green space. This character area consists of mainly 2-storey houses, with one 3-storey retirement home and a few bungalows.

Figure 91 shows that the area's layout consists of cul-de-sacs branching from a few main roads. Furthermore, this character area has a lot of recent housing developments, which have a similar form and massing. Many of the houses have a minimal setback from the road and most do not have any form of boundary treatment to clearly define public and private space.

Terrace housing is more prevalent here than in the other character areas, although there is still a mix of semi-detached and detached housing. The roofscape predominately consists of pitched roofs but hipped roofs are also present.

At the development edge the front of the houses are generally facing out to the open countryside, as shown in Figure 92.

LAYOUT



Figure 91. Plan showing cul-de-sacs branching from the main road.

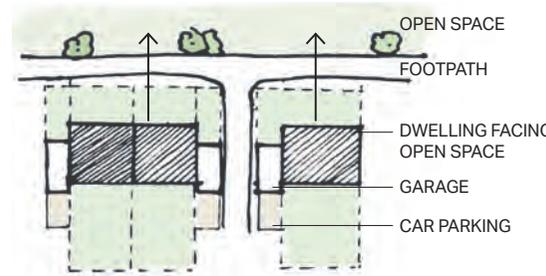


Figure 92. Housing at the development edge looking onto open space, with parking to the rear.



Figure 93. Example of dwellings facing the development edge and parking to the rear.

HEIGHT



Figure 94. 3-storey residential building.



Figure 95. 2 storey terrace housing within East Peacehaven.



Figure 96. East Peacehaven has some 1 storey bungalows.

KEY CHARACTERISTICS

- East Peacehaven can be characterised by much of the recent development that has taken place in the area.
- The buildings often only have a small setback from the road and parking either to the side or in a courtyard.
- Brick is the most prevalent material used in this area, however many different coloured bricks can be seen.
- The majority of roofs in this area are pitched with some gable ends facing the street.

STREET



Figure 97. On-street parking along road.



Figure 98. Strong sense of enclosure created with the ratio between the street width and building heights.



Figure 99. Dwellings along unmade road looking out over alloments.

PLOT



Figure 100. Many of the houses do not have a boundary treatment.



Figure 101. Houses with a small setback from the street.



Figure 102. Housing arranged around a central green space.

BUILDING



Figure 103. Terrace housing is common in this character area.



Figure 104. House with additional large dormer.



Figure 105. Corner building providing natural surveillance to both streets it looks onto.

3.07 EAST SALTDEAN

INTRODUCTION

East Saltdean is located to the east of Peacehaven and Telscombe and is bordered on three sides by the South Downs National Park. While the area is not laid out in a grid formation, perimeter blocks are still present, however the layout responds largely to the topography. The street dimensions are similar to that of the Plotland character area, with wide green verges.

At the development edge, rear gardens back onto the South Downs. The houses are designed with gaps to filter views between houses, so every house on the other side of the road has distant views of the Downs. Furthermore, bungalows are set down on the site and have low level roof tops to allow for a better view to the downs, as shown in Figure 114. Some of the plots are organised around long thin central green spaces.

The housing is varied, with a mix of bungalows and 2-storey houses. The roofscape consists of mainly pitched and hipped roofs.

LAYOUT



Figure 106. East Saltdean has a mixture of long perimeter blocks and some cul-de-sacs.

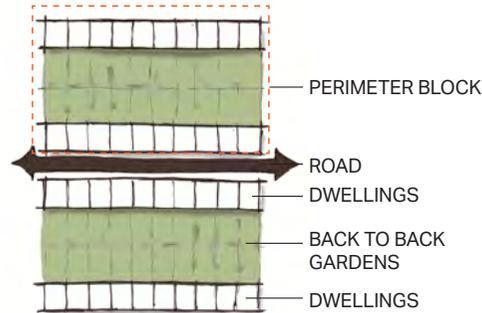


Figure 107. Diagram showing perimeter block layout.



Figure 108. Curved street with a sloping topography and views to the South Downs.

HEIGHT



Figure 109. 2-storey dwelling.



Figure 110. 2-storey house next to a bungalow in East Saltdean.



Figure 111. 3 storey dwellings with garages at the ground floor.

KEY CHARACTERISTICS

- East Saltdean is a residential area with a mix of 2-storey houses and bungalows.
- The layout can be defined by long perimeter blocks and cul-de-sacs.
- At the development edge rear gardens back onto the South Downs.
- The buildings have a generous setback from the road and mostly have low walls as a boundary treatment, however the walls vary in material.
- Topography and position of buildings allow for views onto the seaside.

STREET



Figure 112. Typical plotlands style street.



Figure 113. Street at the development edge looking out to the countryside.



Figure 114. Filtered view to the South Downs.

PLOT



Figure 115. Plan showing back gardens bordering the South Downs National Park.



Figure 116. View to the South Downs from the end of a road, with a footpath to the South Downs.



Figure 117. Plots arranged around a central green space.

BUILDING



Figure 118. Recently built house in Art Deco style.



Figure 119. Roofline stepping down in line with the topography.



Figure 120. Historical farm barn converted to a house with traditional materials.

3.08 TELSCOMBE VILLAGE

INTRODUCTION

Telscombe Village is tucked away in the South Downs National Park and only accessible via a winding dead end road. The village consists of a group of buildings spread along one road, including a church. As the oldest part of Telscombe and Peacehaven, Telscombe Village is home to many historic buildings which feature traditional materials.

Figure 130 shows that some building lines are not setback from the road providing the street with a strong sense of enclosure. Due to the historic nature of many of the buildings they do not have off-street parking, therefore cars are parked along one side of the road, as shown in Figure 127. Where the buildings are setback from the road there is a boundary wall, as shown in Figure 132.

LAYOUT



Figure 121. One road in and out of the village, with houses spread along the road.



Figure 122. The village sits in a valley sloping up on both sides.



Figure 123. View to the South Downs from the church.

HEIGHT



Figure 124. 2-storey building.



Figure 125. 2-storey house within Telscombe Village.



Figure 126. Telscombe Village Hall

KEY CHARACTERISTICS

- Telscombe Village has a rural atmosphere with views and walking routes to the South Downs.
- The greenery surrounding the street and buildings contributes to the rural atmosphere.
- The sense of enclosure provided by the buildings and greenery either side of the street is stronger than in any other character area.
- The traditional buildings and materials are unique to this character area.

STREET



Figure 127. Road into the village, with no pavement.



Figure 128. Unmade footpath leading to views of the South Downs National Park.



Figure 129. Street with arching trees and no footpath.

PLOT



Figure 130. Buildings with doors leading to the street, with no setback.



Figure 131. Footpath leading to terrace housing.



Figure 132. Stone and flint boundary wall.

BUILDING



Figure 133. M shaped and pitched roofs are common in this character area.



Figure 134. Dormer that is in proportion to the building.



Figure 135. Old barn style building.

3.09 SOUTH DOWNS FRINGE

INTRODUCTION

This character area is located on the northern edge of Peacehaven and acts as a transition from the town to the South Downs National Park. This area has a small number of houses which are scattered along two country roads. Figure 147 shows that the plots are generally long, providing large gardens. Furthermore, many of the houses are hidden from view due to large setbacks and high-reaching boundary treatments, as shown in Figure 146. These characteristics give the road an isolated feel, however glimpses of the countryside can also be seen giving a sense of openness.

Most of the buildings in this area are detached houses, however they vary greatly in massing and style. Some of the dwellings have separate garage buildings, as shown in Figure 150, which are located either in front or to the side of the main building.

LAYOUT



Figure 136. Scattered dwellings along two parallel roads.



Figure 137. Road leading towards the centre of Peacehaven.



Figure 138. View towards the South Downs.

HEIGHT



Figure 139. Bungalow surrounded by open space.



Figure 140. 2-storey dwelling.



Figure 141. Bungalow within the South Downs Fringe.

KEY CHARACTERISTICS

- This character area has a rural quality due to the location on the periphery of the town and its proximity to the South Downs National Park.
- Unmade roads with large hedgerows contribute to the rural character.
- Long, thin plots are unique to this character area and are much larger than in other parts of Peacehaven and Telscombe.
- The buildings vary in shape and style, however most are detached and 2-storeys and have a large setback from the road.

STREET



Figure 142. Country lane with large hedges and no footpaths.



Figure 143. End of country lane.



Figure 144. View along country lane.

PLOT



Figure 145. Dwellings have a large setback from the road.



Figure 146. Many houses have tall hedges and trees as a boundary treatment.

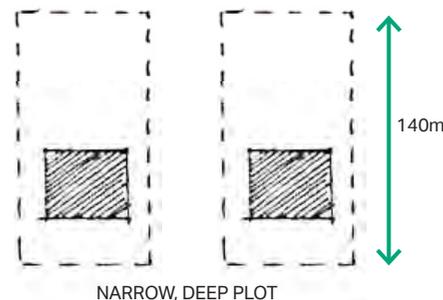


Figure 147. Typical plot shape and length within this character area.

BUILDING



Figure 148. Dwelling with multiple pitched roofs.



Figure 149. House with large dormer.



Figure 150. Separate garage building in front of the house.

3.10 MOBILE HOMES

INTRODUCTION

There are two mobile home parks on the eastern edge of Peacehaven, Rushey Hill and Tutor Rose Park. This document seeks to acknowledge that these sites have a different character to the rest of Peacehaven and Telscombe but will not aim to provide design guidance for this character area.

All of the buildings in this character area are 1-storey mobile homes, with shallow pitched roofs and a raised outside decking area. There is one entrance to each of the two sites which leads to internal streets with a shared surface for slow vehicles and pedestrians.

The orientation of the buildings varies, however on the Rushey Hill site many of the buildings are orientated at an angle to the road in order to provide a sea view. The topography also slopes down towards the coastline allowing more of the houses a view out to sea.

LAYOUT



Figure 151. One entrance along the main road to the mobile home park.



Figure 152. Entrance to the mobile home site.



Figure 153. Road at the edge of the mobile home site.

HEIGHT



Figure 154. 2-storey house adjacent to the mobile homes.



Figure 155. Typical 1-storey mobile home.



Figure 156. View across the mobile homes.

KEY CHARACTERISTICS

- This character area is highly distinctive because the housing all has a similar height and massing giving a more uniform feel than elsewhere within Peacehaven and Telscombe.
- This uniformity can also be seen in the roofscape, with shallow, pitched roofs and within the materials and colour palette. This area is dominated by shades of white and cream which stand out from colours used elsewhere in the town.

STREET



Figure 157. Entrance road to mobile home park.



Figure 158. Communal parking bays provided along the road.



Figure 159. Car parking to the rear of the mobile homes.

PLOT



Figure 160. Buildings with doors leading to the street, with no setback.



Figure 161. Dwelling adjacent to the mobile home site.

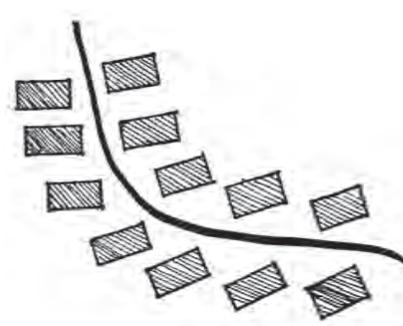


Figure 162. Diagram showing the buildings are orientated at an angle to the road.

BUILDING



Figure 163. Typical mobile home building.



Figure 164. The buildings have a shallow pitched roof.



Figure 165. The mobile homes all have a decking area.



CLOSE

GV61 NWK



DESIGN CODES

04

4.0 DESIGN CODES

4.1. COASTAL PLOTLANDS AND PLOTLANDS



Figure 166. Existing Plotlands character.

Existing Characteristics:

- Streets laid out in a grid structure, with views to the sea.
- Large plots that have been sub-divided.
- Large green verges.
- Filtered views between the dwellings.
- Predominantly detached or semi-detached single-storey bungalows.
- Mixture of roof types including pitched and hipped roofs.
- On-plot car parking either in front of the house or to the side. Some dwellings also have a garage.

Proposed Character:

- Retain the history of the plotlands which provides a unique character to this area through the layout.
- A greater connection to nature by retaining views to the sea as well as enhancing the streets with more greenery.
- Buildings that respond to the existing bungalows but offer a more contemporary approach for the height, form and massing. The materials and finishes of the buildings should also be to a high standard.



Figure 167. Typical existing street within the Coastal Plotlands and Plotlands character area.

COASTAL PLOTLAND AND PLOTLAND STREET CODES



Figure 168. Sketch showing proposed Plotlands character.

PS1. Retain permeable grid layout.

PS2. Retain existing green verges.

PS3. Introduce landscaping along the green verges (see p.44 for detail on types of landscaping).

PS4. Retain linearity of the streets and views towards the sea.

PS5. In instances where the street is closed, a pocket park can be introduced (see p.45).

*Note: All necessary surveys and safeguards must be taken when proposals come forward for the Coastal Plotlands to account for erosion of the chalk cliff.



Figure 169. Proposed street transformation of Coastal Plotlands and Plotlands character area.

COASTAL PLOTLAND AND PLOTLAND BUILDING CODES



Figure 170. Contemporary dwelling with flexible ground floor for adaptable living.

PB1. Building Line
Buildings should be setback between 3-6m from the edge of the plot.

PB2. Roof Types
The acceptable roof types include gable, hip, M-shaped, saltbox, Jerkinhead (Dutch gable, Clerestory. Pitched roof dormers are acceptable, however square dormers should be avoided.

PB3. Corners
Corner buildings should address at least two principle façades; if there is any other publicly visible facade, this will also be treated as a principle facade in terms of quality and appearance.

PB4. Grouping
No more than two units should be attached to retain filter views between houses.

PB5. Heights
The maximum height for buildings is 2-2.5 storeys (indicative 6-7.5m at eaves).

PB6. Boundary Treatment
A low wall (max height 1.2m) using brick, flint or render, vegetation, ironmongery or a mix of these. Wood panel fencing should be avoided.

PB7. Car Parking
On-plot parking should be within curtilage. The parking space can be to the side or in front of the building, however a maximum of one space should be in front and should be accompanied by landscaping.

PB8. Frontage Treatment
Principle windows and access doors should be located at the front of the building.



Figure 171. Proposed building transformation of Coastal Plotlands and Plotlands character area.

COASTAL PLOTLAND AND PLOTLAND SECTIONS



Figure 172. Section showing a typical existing street within the Coastal Plotlands and Plotland character areas.

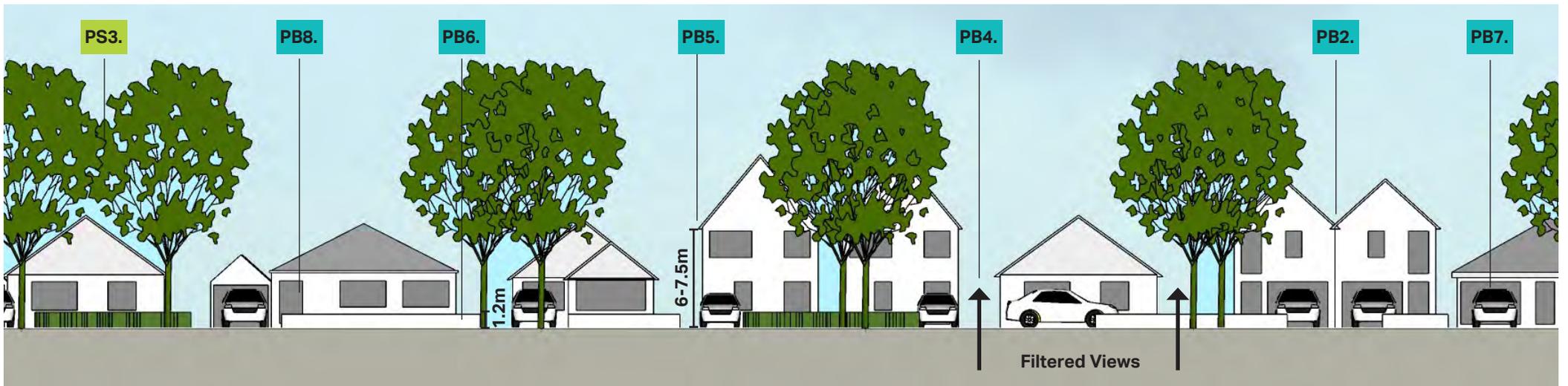


Figure 173. Section showing proposed transformation for the Coastal Plotlands and Plotland character areas.

LANDSCAPING

Greening the streets of the Coastal Plotlands and the Plotlands can bring environmental benefits as well as health and well being benefits for residents. The existing green verges can be enhanced using a variety of landscaping options. Where appropriate trees can be planted to line the streets, however the verges may not be suitable for trees due to possible existing services and utilities running under the green verges. Therefore, the necessary surveys should be undertaken prior to proposing trees on verges.

Other landscaping options include long grasses, plantation such as wild flowers or flowers. These options will not impact the existing piping and infrastructure under the verges and allows the long views to the sea to be retained. Landscaping such as long grass or wild flowers require less maintenance and can aid biodiversity.



Figure 174. Long grass and planting along verge.



Figure 175. Wild flowers used along a verge.



Figure 176. Planted verge as part of a rain garden scheme.



Figure 177. Verge with flowers and trees.

POCKET PARKS

Pocket parks can help communities turn underused, unloved or derelict areas into new green spaces. Pocket parks should be openly accessible to the public and offer opportunities for people to connect with nature as well as potentially offering habitat opportunities.

Pocket parks can be designed for a variety of uses and activities depending on the areas needed. For example, the park can focus on providing plants that bring biodiversity or space for the community to grow food. Another approach could be to provide interesting and attractive seating areas to promote social contact and community activity.

The closed roads in the Plotlands character area provide a good location for pocket parks, however they can be introduced in other character areas where suitable locations can be identified.



Figure 180. Location of pocket park at the end of a closed street.



Figure 178. Pocket park with greenery and seating.



Figure 179. Pocket allotment growing fruit and vegetables, Tritton Vale Pocket Garden.



Figure 181. Ebenezer pocket park, Bristol with storytelling



Figure 182. Pocket park with seating and planting.

BUILT EXAMPLES, ROOF & MATERIALS

The following pages show examples of the types of housing and materials that are appropriate for the Plotlands and Coastal Plotlands character areas. Any design should offer a more contemporary style using high-quality materials but should also respect and reference the historical built features of the Plotlands.



Figure 183. Low energy bungalows, Bristol.



Figure 184. Scandinavian style dwelling, Peacehaven.



Figure 185. Semi-detached houses, Sheffield.



Figure 186. 1.5 storey houses, Devon.



Figure 187. Gable ended pitched roof.



Figure 188. Hipped roof with central dormer.

FACADE



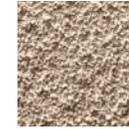
Red Brick



Yellow Brick



Brown Brick



Render



Weatherboard

ROOF



Slate Tile

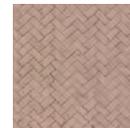


Clay Tile

GROUND



Concrete



Brick

COLOUR



White



Yellow



Red



Brown



Grey

Figure 189. Materials and colour palette for the Plotlands and Coastal Plotlands.

4.2. COASTAL ROAD



Figure 190. Existing Coastal Road character.

Existing Characteristics:

- Traffic along the main road.
- Very little greenery along the street.
- Mixture of retail and residential units.
- Mixture of building heights, ranging from bungalows to 4-storey buildings.
- The retail units have little setback from the street making them more visible than the houses with a larger setback.
- Some on-street parking bays as well as on-plot car parking to the side and in front of the building.

Proposed Character:

- A street environment that prioritises pedestrians and cyclists by providing a more active and safe street.
- Provide more spaces for people to interact, including outdoor seating areas for cafes as well as more street furniture along the whole of the Coastal Road, creating a more lively street.
- A street with good levels of activity provided by a mix of uses and more active frontages.
- Moving car parking to the rear of buildings, where possible can help to declutter the streetscene.

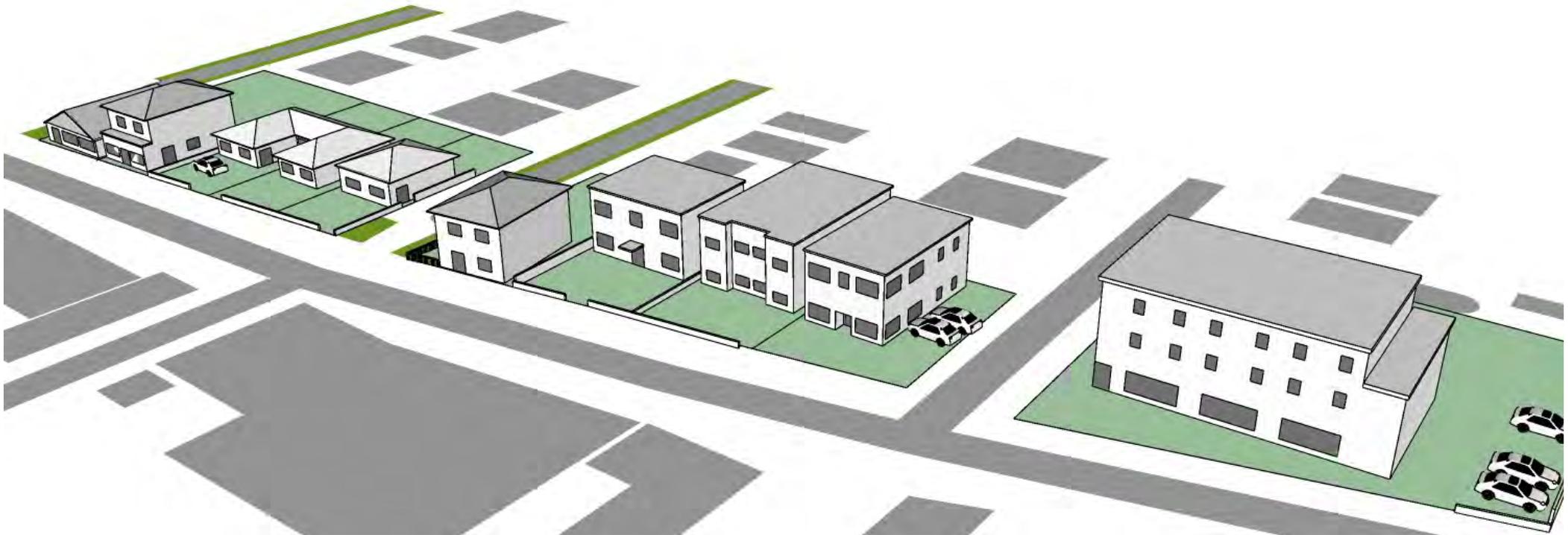


Figure 191. Typical section of the Coastal Road character area.

COASTAL ROAD STREET CODES



Figure 192. Sketch showing proposed Coastal Road character.

CS1. In instances where the street is closed, a pocket park can be introduced.

CS5. Provide raised table crossings to provide linkages to the retail hub.

CS2. Bay car parking can be retained along the road.

CS6. The existing street should be de-cluttered of unused street furniture and redundant signage (See p53).

CS3. Street furniture, such as benches should have the same style along the whole length of the street.

CS7. Dedicated cycle lanes can be added alongside the pavement.

CS4. Introduce new planting and street trees, where possible, along the whole street.

CS8. At certain points along the street the pavement can be widened and the traffic slowed down.



Figure 193. Proposed street transformation of the Coastal Road character area.

COASTAL ROAD BUILDING CODES



Figure 194. Example of housing with direct access to the street, Seaford.

CB1. Building Line
Residential units should be setback between 3-6m from the edge of the plot. Retail units can have little or no setback from the plot edge.

CB2. Heights
Commercial units with residential above can be a maximum height of 4 storeys. 4 storey buildings should be setback from the edge of the building. Residential houses can be a maximum of 3 storeys.

CB3. Car Parking
Commercial and apartment buildings should have parking to the rear of the building. Houses can have on-plot parking either in front or to the side of the building.

CB4. Corners
Corner buildings should address the two principle façades that are publicly visible.

CB5. Roofs
Most roof types would be acceptable, including flat roofs for taller buildings.

CB6. Outside Seating
Cafes and restaurants can have a larger setback from the plot edge to accommodate an outside seating area.

CB7. Landscaping
Apartment buildings and individual houses that have a setback from the street should have landscaping or planting.

CB8. Frontage Treatment
Principle windows and access doors should be located at the front of the building.



Figure 195. Proposed building transformation of the Coastal Road character area.

COASTAL ROAD SECTIONS



Figure 196. Section showing a typical existing layout on the Coastal Road.



Figure 197. Section showing proposed transformation for the Coastal Road character areas.

COASTAL ROAD SHOP FRONT CODES

This section provides additional codes relating to shop fronts as well as signage and advertising along the Coastal Road. New shop fronts should respect the context and should not undermine the uniformity of a group composition. Furthermore, the proportions, detailing, colours and materials used can all add the quality of a building and the streetscape.

- CF1.** Pilasters provide clear definition between adjacent shop fronts and allows them to create individual identities. Traditional pilasters should be retained.
- CF2.** Fascias should be in scale with the overall building. Adjacent shops should have fascias that are the same size and are aligned with one another to provide uniformity. Deep fascias that are internally illuminated should be avoided.
- CF3.** The signage and lettering on the Fascia should be clear and well spaced to make it easy to read. A hierarchy of lettering can enhance the readability of the signage.
- CF4.** Shop windows should be proportionate to the building. Glazing may be extended up to but not over the pilaster. A view into the shop should be visible through the shop window. Covering up the shop window with advertising should be avoided.
- CF5.** Stallrisers frame the shop window and can help in bringing proportion to the building.
- CF6.** The materials and colours used should be generally in keeping with the surroundings and be appropriate for the area. Signage colours should be complimentary to the facade materials and should not create a harsh contrast.
- CF7.** Projecting signage on shop fronts should be sensitively attached to the facade, usually at the high of the fascias and should not negatively effect any important architectural features. Generally, there should be a maximum of one projecting sign per shop.



Figure 198. Shop front design with good proportions and clear signage.



Figure 199. Well design shop front, Lewes.



Figure 200. Uniform fascias.



Figure 201. Well-lit shop signage. AECOM

COASTAL ROAD STREET SIGNAGE CODES

- CF8.** Street signage should be rationalised to avoid the use of multiple poles and declutter the streetscene.
- CF9.** Road signage that is out of scale should be removed and only replaced if absolutely necessary at an appropriate scale for the street.
- CF10.** Lighting columns should be an appropriate scale for street and pedestrian use rather than road use.
- CF11.** Signage illumination should be indirect, integrated and sensitively designed so the streetscape is not negatively effected. Self lit signage in shops should be avoided.



Figure 202. Distinctive entrance sign, Brighton. AECOM



Figure 203. Advertising on building facade.



Figure 204. Clear signage for cyclists.



Figure 205. Street with central signage and street furniture.



Figure 206. Combine lighting and signage solution.



Figure 207. Distinctive wayfinding signage.

BUILT EXAMPLES, ROOF & MATERIALS

The following pages show examples of the types of housing and materials that are appropriate for the Coastal Road character area. Proposals should use high-quality materials to create contemporary designs that respect the existing built environment but offer a modern identity.



Figure 208. Corner retail unit with residential above.



Figure 209. Retail units with residential above.



Figure 210. Diagram showing a corner building with two primary façades with windows looking out over the street.



Figure 211. Terrace housing.



Figure 212. Flat roof with the top floor set back.



Figure 213. Example of a saltbox roof.

FACADE



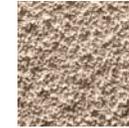
Red Brick



Yellow Brick



Brown Brick



Render



Weatherboard

ROOF



Slate Tile

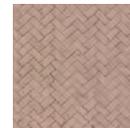


Clay Tile

GROUND



Concrete



Brick

COLOUR



White



Yellow



Red



Brown



Grey

Figure 214. Materials and colour palette for the Coastal Road.

4.3. NORTH PEACEHAVEN AND TELSCOMBE



Figure 215. Existing character in North Peacehaven and Telscombe

Existing Characteristics:

- Residential area consisting of a mixture of bungalows and 2 storey houses and flats.
- The buildings have been built over a long period of time, therefore there is a variety of styles.
- The streets are not very well overlooked as many of the dwellings rear garden fences face onto the street.
- Most of the streets have a green verge which varies in width.

Proposed Character:

- A friendly and attractive environment with buildings overlooking the streets to provide natural surveillance.
- Provide more greenery for the streets.
- Create clear boundaries between public and private space using boundary treatments such as low walls and hedges.
- New buildings and extensions that are innovative and sustainable as well as in keeping with the existing character.



Figure 216. Typical existing street within the North Peacehaven and Telscombe character area.

NORTH PEACEHAVEN & TELSCOMBE STREET CODES



Figure 217. Sketch showing proposed North Peacehaven & Telscombe character.

NS1. Introduce new planting and street trees, where possible.

NS2. On-street bay parking to prevent cars parking on the curb.

NS3. Retain existing green verges.

NS4. Housing should face onto the street, rear fences facing the street should be avoided.

NS5. Enhance pedestrian permeability where possible.



Figure 218. Proposed street transformation for the North Peacehaven and Telscombe character area.

NORTH PEACEHAVEN & TELSCOMBE BUILDING CODES



Figure 219. Example of semi-detached housing, Newhaven.

NB1. Building Line
Buildings should be setback between 3-6m from the edge of the plot.

NB2. Grouping
Up to three units can be attached creating short rows of terrace housing interspersed between the semi-detached and detached housing.

NB3. Extensions
Extensions to the back or side of a dwelling are acceptable, however they should be secondary to the original building in terms of height and size. The roof should compliment the original building, flat roofs should be avoided.

NB4. Dormers
Dormer windows should be sympathetic to original building style and should not dominate the roof space.

NB5. Front Gardens
Front gardens with grass and vegetation should be provided where possible. Paving over existing front gardens should be avoided.

NB6. Heights
The maximum height for buildings is 2-2.5 storeys (indicative 6-7.5m at eaves).

NB7. Boundary Treatment
A low wall (max height 1.2m) using brick, flint or render, vegetation, ironmongery or a mix of these. Wood panel fencing should be avoided.

NB8. Car Parking
On-plot parking should be within curtilage. The parking space can be to the side or in front of the building, however a maximum of one space should be in front and should be accompanied by landscaping.

NB9. Frontage Treatment
Principle windows and access doors should be located at the front of the building.



Figure 220. Proposed building transformation of the North Peacehaven and Telscombe character area.

NORTH PEACEHAVEN & TELSCOMBE SECTIONS



Figure 221. Section showing a typical existing street within North Peacehaven and Telscombe.



Figure 222. Section showing proposed transformation for North Peacehaven and Telscombe.

CHATSWORTH PARK

Chatsworth Park is located within North Peacehaven and Telscombe character area and is adjacent to the Plotlands. Chatsworth Park is an important green space for Peacehaven and Telscombe as it provides a range of open spaces including woodland areas, open grassland, two children’s play areas and a memory garden.

The park provides both north south and east west links that connect the two character areas. One of the key links is the east west link connecting the plotlands to Telscombe Cliffs Primary School to the west of the park.

The images on the following page indicate the positive elements of the park which should be retained and enhanced where possible. Furthermore, the park should remain open and accessible to everyone.

- Key
-  Chatsworth Park Boundary
 -  North Peacehaven & Telscombe
 -  Plotlands
 -  Wooded Area (white)
 -  Desire Line
 -  Memory Garden
 -  Children’s Play Area
 -  Primary School



Figure 223. Plan of Chatsworth Park showing key features.



Figure 224. Dwellings overlooking children's play area.



Figure 225. East west footpath through the park.



Figure 226. Memory garden in Chatsworth Park.



Figure 227. Wooded area next to open grassland, Chatsworth Park.



Figure 228. Chatsworth Park north playground.



Figure 229. Chatsworth Park south playground.

BUILT EXAMPLES, ROOF & MATERIALS

The following pages show examples of the types of housing and materials that are appropriate for North Peacehaven and Telscombe. The design of new housing should use high-quality materials that compliment the existing buildings and create a more modern style. Extensions should also compliment the main building using similar materials in a contemporary way.



Figure 230. Detached house, Cornwall.



Figure 231. Terrace housing with concealed bin storage.



Figure 232. Modern rear extension using the same brick colour as the main building.



Figure 233. Modern side and rear extension with black detailing contrasting the red brick.



Figure 234. M shaped roof.



Figure 235. Pitched roof.

FACADE



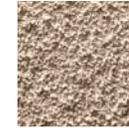
Red Brick



Yellow Brick



Brown Brick



Render



Weatherboard

ROOF



Slate Tile

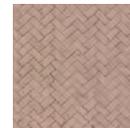


Clay Tile

GROUND



Concrete



Brick

COLOUR



White



Yellow



Red



Brown



Grey

Figure 236. Material and colour palette for North Peacehaven and Telscombe.

4.4. EAST SALTDEAN



Figure 237. Existing character in East Saltdean.

Existing Characteristics:

- Long curved streets, with a sloping topography.
- Views to the South Downs from the end of the streets and filtered views between the gaps of buildings.
- The houses are a mixture of bungalows, 2 storey houses and some flats, up to 3 storeys.
- Green verges line the streets.
- Majority of the dwellings have some form of boundary treatment and a front garden.

Proposed Character:

- Tranquil residential streets that offer greenery along the streets and direct routes to the South Downs beyond.
- Maintain the connect to the Downs by retaining the long and filtered views.
- A mixture of houses and flats with form and massing that compliments the sloping topography.
- The style of the buildings can be individual but contemporary.



Figure 238. Typical existing street within the East Saltdean character area.

EAST SALTDEAN STREET CODES



Figure 239. Sketch showing proposed East Saltdean character.



SS1. Retain curved streets with sloping topography.

SS2. Retain existing green verges.

SS3. Introduce new planting and street trees, where possible.

SS4. Retain long views from the street to the South Downs.

SS5. Retain filtered views to the South Downs by limiting the number of houses grouped together to 2 or 3.

Figure 240. Proposed street transformation for the East Saltdean character area.

EAST SALTDEAN BUILDING CODES



Figure 241. Example of flats, Newhaven.

SB6. Boundary Treatment

A low wall (max height 1.2m) using brick, flint or render, vegetation, ironmongery or a mix of these. Wood panel fencing should be avoided.

SB7. Car Parking

On-plot parking should be within curtilage. The parking space can be to the side or in front of the building, however a maximum of one space should be in front and should be accompanied by landscaping.

SB8. Frontage Treatment

Principle windows and access doors should be located at the front of the building.

SB1. Building Line

Buildings should be setback between 3-6m from the edge of the plot.

SB2. Roof Types

The acceptable roof types include gable, hip, M-shaped, saltbox, Jerkinhead (Dutch gable, Clerestory. Pitched roof dormers are acceptable, however square dormers should be avoided.

SB4. Front Gardens

Front gardens with grass and vegetation should be provided where possible. Paving over existing front gardens should be avoided.

SB3. Extensions

Extensions to the back or side of a dwelling are acceptable, however they should be secondary to the original building in terms of height and size. The roof should compliment the original building, flat roofs should be avoided.

SB5. Heights

The maximum height for buildings is 3 storeys (indicative 9-12m at eaves).



Figure 242. Proposed building transformation of the East Saltdean character area.

EAST SALTDEAN SECTIONS



Figure 243. Section showing a typical existing street within East Saltdean.



Figure 244. Section showing proposed transformation for East Saltdean.

BUILT EXAMPLES, ROOF & MATERIALS

The following pages show examples of the types of housing and materials that are appropriate for East Saltdean. New proposals should, where possible, reflect the materiality and proportions of the historically preserved buildings in the area, such as in Figure 219.

The design of new housing should use high-quality materials that compliment the existing buildings but have a modern finish. Apartment buildings should be an appropriate scale and have a sympathetic form.



Figure 245. Existing historical building using flint in East Saltdean.



Figure 246. Gaps between the houses allow filtered views of the countryside beyond.



Figure 247. Modern flats in a traditional style.



Figure 248. Contemporary terrace housing on a sloping topography.



Figure 249. Example of multiple pitched roofs.



Figure 250. Example of a saltbox roof.

FACADE



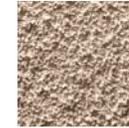
Red Brick



Yellow Brick



Brown Brick



Render



Flint

ROOF



Slate Tile

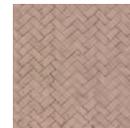


Clay Tile

GROUND



Concrete



Brick

COLOUR



White



Yellow



Red



Brown



Grey

Figure 251. Materials and colour palette for East Saltdean.

4.5. SOUTH DOWNS FRINGE



Figure 252. Existing character in the South Downs Fringe.

Existing Characteristics:

- An area with a rural quality, acting as a transition from the urban area to the South Downs National Park.
- Scattered housing on long, thin plots with a large setback from the road in keeping with the rural character.
- The housing varies greatly in massing and style however they are all 2-storeys or less.
- The two roads running east to west are like country lanes that are fairly narrow with no footpath on either side.
- Uninterrupted views to the South Downs.

Proposed Character:

- A residential development which respects and responds to its location surrounded by the South Downs, offering a soft edge to the development.
- Development offering plenty of greenery along the streets as well as pockets of green space for residents to enjoy and to enhance biodiversity.
- Long views to the South Downs from the streets to allow a connection to the landscape.
- New and enhanced foot and cycle paths that create a strong connection from the South Downs to the new development and the town beyond.



Figure 253. Typical existing street within the South Downs Fringe character area.

SOUTH DOWNS FRINGE STREET CODES



Figure 254. Sketch showing proposed South Downs Fringe character.

DS1. Introduce green verges with planting and street trees.

*See Roads in the South Downs document for more information: <https://www.southdowns.gov.uk/wp-content/uploads/2015/09/Roads-in-the-South-Downs.pdf>

DS2. On-street inset bay parking can be provided.

DS5. At the development edge dwellings should be orientated to face the South Downs (see edge lanes, p84)

DS3. Retain mature trees and hedgerows, where possible.

DS6. Street layout that provides long views to the South Downs.

DS4. Street layout that responds to the topography of the landscape.

DS7. Street lighting should be designed to avoid negatively impacting on dark night skies.



Figure 255. Proposed street transformation for the South Downs Fringe character area.

SOUTH DOWNS FRINGE BUILDING CODES

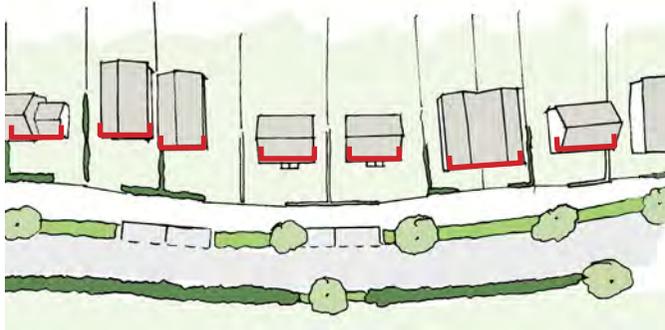


Figure 256. Plan showing building orientation responding to the landscape.

DB7. Boundary Treatment
Where possible native hedges should be retained as a boundary treatment. New hedges can be introduced (max height 1.2m).

DB8. Car Parking
On-plot parking should be within curtilage. The parking space can be to the side or in front of the building, however a maximum of one space should be in front and should be accompanied by landscaping.

DB9. Frontage Treatment
Principle windows and access doors should be located at the front of the building.

DB1. Building Line
Buildings should be setback 6m from the plot boundary. The building line should follow the curve of the street, Figure 230.

DB2. Roof Types
The acceptable roof types include gable, hip, M-shaped, saltbox, Jerkinhead (Dutch gable, Clerestory. Pitched roof dormers are acceptable, however square dormers should be avoided.

DB4. Front Gardens
Front gardens with grass and vegetation should be provided where possible. Paving over existing front gardens should be avoided.

DB3. Grouping
Housing can be more spread out with bigger gaps in-between houses.

DB5. Heights
The maximum height for buildings is 2.5 storeys (indicative 9-12m at eaves).

DB6. Self Build Plots
Some plots can be allocated for self build houses to link back to the history of Peacehaven & Telscombe as well as provide variety in the built environment.

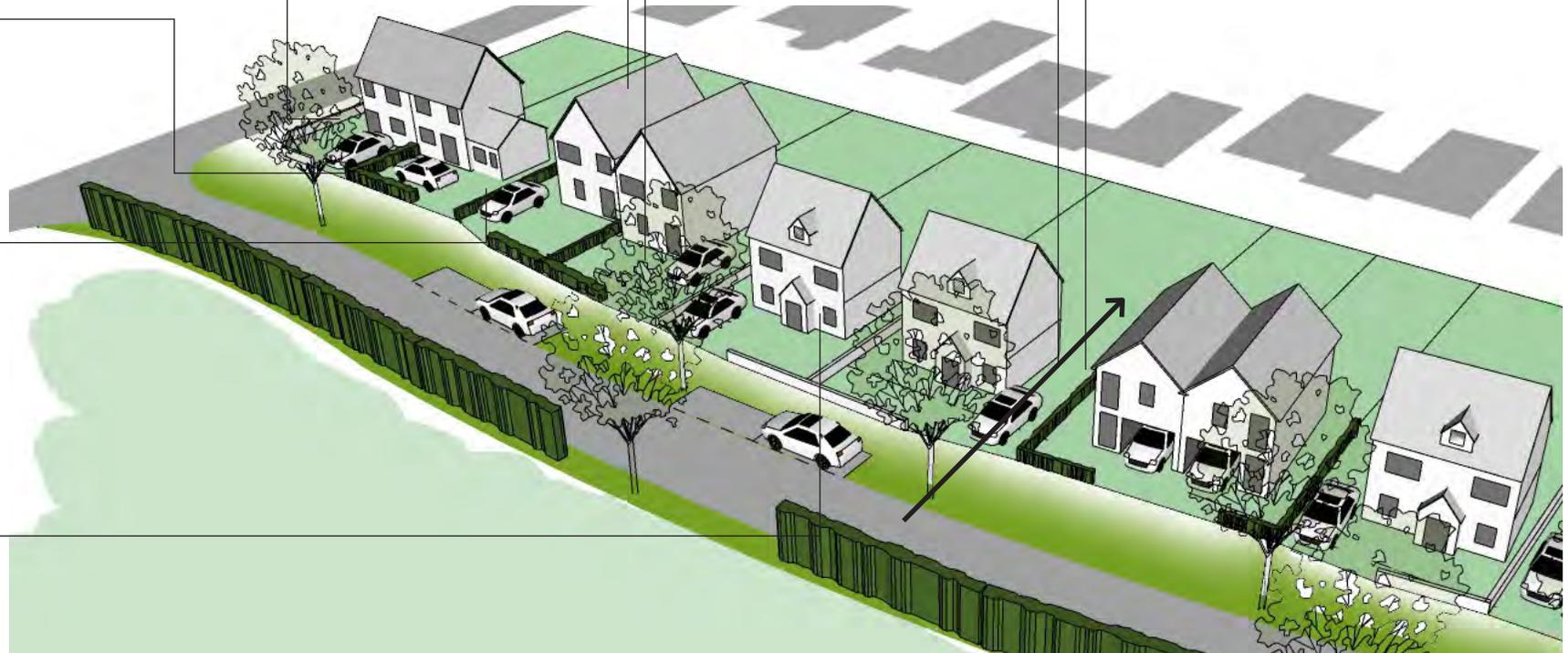


Figure 257. Proposed building transformation of the South Downs Fringe character area.

SOUTH DOWN FRINGE SECTIONS

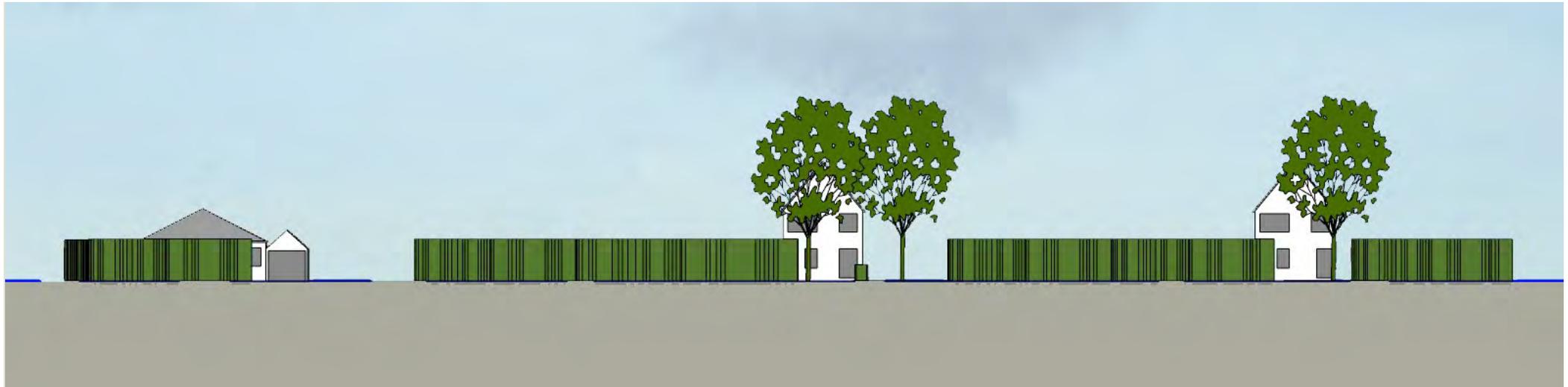


Figure 258. Section showing a typical existing street within the South Downs Fringe.

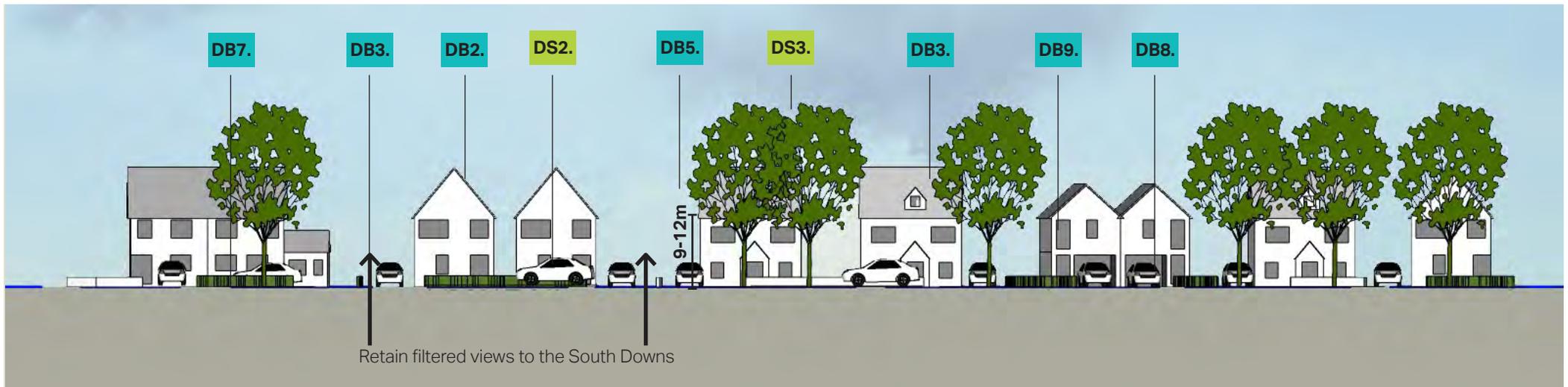


Figure 259. Section showing proposed transformation for the South Downs Fringe.

BUILT EXAMPLES, ROOF & MATERIALS

The following pages show examples of the types of housing and materials that are appropriate for the South Downs Fringe. As this area is largely not built up there is an opportunity to provide high quality and innovative homes in terms of design and sustainability. Furthermore, it should draw on the best of the built form and materiality seen throughout Peacehaven and Telscombe to ensure new development is coherent with the rest of the town.

New development should be sensitive in height and massing to the nearby South Downs. Furthermore, the materials used on the main elevation and roof should not negatively impact the South Downs.



Figure 260. Building massing that is sensitive to its surroundings, Lincoln.



Figure 261. Detached double storey houses, Lincoln.



Figure 262. Edge street with housing looking out to the countryside.



Figure 263. Double storey houses using brick and painted wood panels.



Figure 264. Modern 1.5 storey buildings using white render and wood.



Figure 265. Example of a green roof to blend in with the surrounding greenery.



Figure 266. Example of dark skies lighting.

FACADE



Red Brick



Yellow Brick



Brown Brick



Timber Cladding
or Natural Timber



Flint

ROOF



Natural Slate Tile

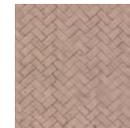


Clay Tile

GROUND



Concrete



Brick

COLOUR



White



Yellow



Red



Brown



Grey

Figure 267. Materials and colour palette for South Downs Fringe.

4.6. TOWN CENTRE

The design codes described for the Town Centre character area draw on previous work carried out by AECOM looking at the Meridian Centre site and its surroundings to produce a masterplan and provide general design principles for the site relating to layout, use and connections. The masterplan tested different massing and height options and the preferred option has been used here to showcase the more in depth design codes relating to this character area.

Existing Characteristics:

- Single-storey, underused shopping centre, with many blank outer facades.
- The shopping centre contains a supermarket, library as well as other amenities.
- The shopping centre is surrounded by car parking space, interspersed with mature trees.
- There is a lack of public space and a lack of connections to the wider town.
- Surrounding the Meridian Centre is an industrial park, a secondary school and leisure centre.

Proposed Character:

- A lively, inclusive town centre for all, with a variety of spaces for people to enjoy and relax.
- Provide connections to the wider town, promoting sustainable travel, such as walking and cycling.
- Streets that prioritise pedestrians and cyclists over vehicles creating an attractive streetscape.
- Provide public spaces that are flexible and can be used for multiple activities at different times.
- Provide enough car parking for both residents and visitors without it dominating the streetscape.



Figure 268. Meridian Centre entrance with blank facades.

78



Figure 269. Meridian Centre car park with mature trees.



Figure 270. Existing road surrounding the Meridian Centre.

AECOM

TOWN CENTRE CODES

TS1. Retain existing mature trees and introduce new planting and street trees, where possible.

TS2. Create an extension to the town park with a flexible space.

TS3. Create strong north-south and east-west links through the town centre to connect green spaces and amenities.

TS4. Pedestrianised central street, with vehicles allowed at certain times of day.

TS5. Car parking for visitors should be located away from the pedestrianised street.

TS8. Create attractive and flexible public spaces for multiple uses. Street furniture should be provided.

TS6. Retain and enhance existing green spaces.

TS9. Surrounding streets should have sufficient soft traffic calming measures.

TS7. Create new public realm which fronts onto the school, leisure centre and industrial estate.



Figure 271. Proposed street transformation for the Town Centre character area.

TOWN CENTRE BUILDING CODES



Figure 272. Example of contemporary terrace housing.

TB7. Car Parking

On-plot parking should be within curtilage. The parking space can be to the side or in front of the building, however a maximum of one space should be in front and should be accompanied by landscaping. Parking to the rear of the back garden may also be acceptable when the area is well overlooked.

TB8. Visitor Car Parking

Ground floor level car parking should be provided for visitors to the town centre and supermarket.

TB1. House Types

The housing typologies that should be applied within the town centre are terrace and mews housing as well as flats above the retail units.

TB4. Boundary Treatment

A low wall (max height 1.2m) using brick, flint or render, vegetation, ironmongery or a mix of these.

TB2. Roof Types

The acceptable roof types include gable, hip, M-shaped, saltbox, Jerkinhead (Dutch gable, Clerestory. Flat roofs are also acceptable and where possible green roofs are encouraged.

TB5. Heights

The maximum height for buildings is 3 storeys (indicative 9-12m at eaves).

TB3. Building Line

Retail units should have little or no setback from the street. Dwellings should be setback between 3-6m from the edge of the plot.

TB6. Frontage Treatment

Principle windows and access doors should be located at the front of the building.



Figure 273. Proposed building transformation of the Town Centre character area.

TOWN CENTRE SECTIONS

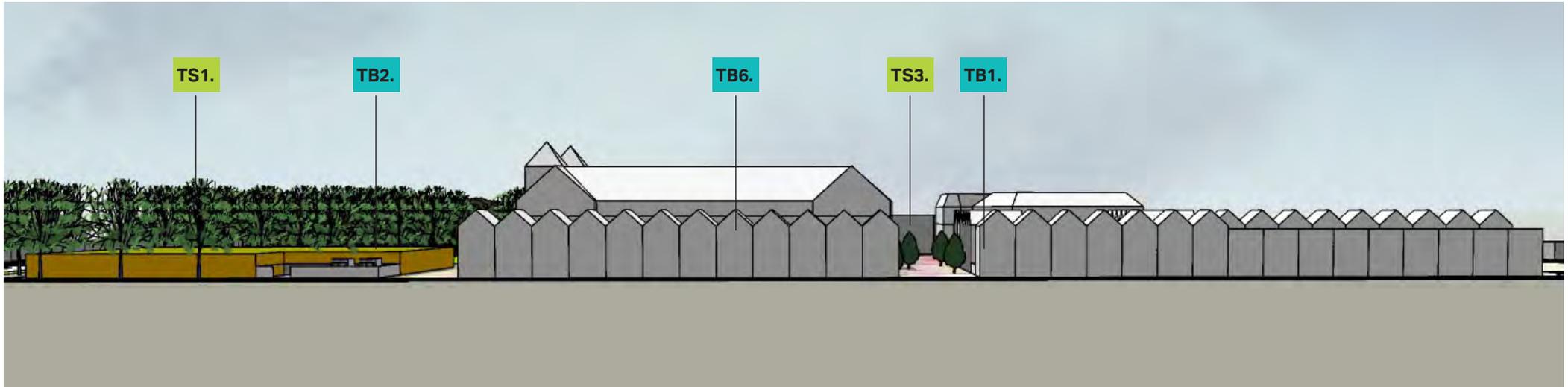


Figure 274. Section showing the supermarket and housing at the eastern edge of the development.

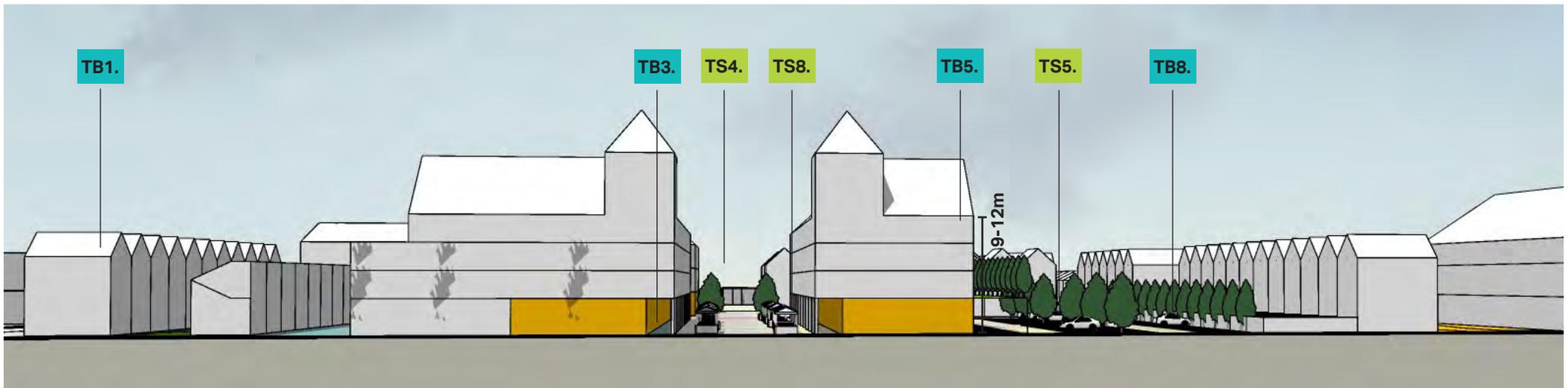


Figure 275. Section through the middle of the site looking north, showing the central pedestrian route as well as terrace and mews housing.

BUILT EXAMPLES, ROOF & MATERIALS

The following pages show examples of the types of housing and materials that are appropriate for the Town Centre. The design of new housing should use high-quality materials that compliment the existing buildings and create a vibrant town centre.



Figure 276. Mew style housing.



Figure 277. Seafront apartment building.



Figure 278. Terrace housing.



Figure 279. Modern apartment building with street trees.



Figure 280. Example of a green roof.



Figure 281. Example of a flat roof for an apartment building.

FACADE



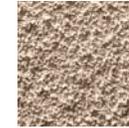
Red Brick



Yellow Brick



Brown Brick



Render



Weatherboard

ROOF



Slate Tile

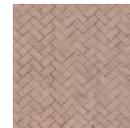


Clay Tile

GROUND



Concrete



Brick

COLOUR



White



Yellow



Red



Brown



Grey

Figure 282. Material and colour palette for the Town Centre.



Figure 283. Telscombe Village church.



Figure 284. Mobile homes.

4.7. TELSCOMBE VILLAGE

Telscombe Village lies within a conservation area, therefore modifications to the built and natural environment are restricted to that which will preserve or enhance the special character or appearance of the village, as defined by the Telscombe Conservation Area Appraisal¹. The objective of the conservation area is to preserve buildings of historical importance, ensure the use of materials that are sympathetic to the area and to protect important vegetation and spaces. Due to the additional regulations already present for Telscombe Village, this document will not seek to add any further design codes to this character area. The South Downs National Park Authority also have an adopted Sustainable Construction SPD² which should be consulted prior to any development.

¹Conservation Area Appraisal: <https://www.lewes-eastbourne.gov.uk/resources/assets/inline/full/0/259020.pdf>

²Sustainable Construction SPD: <https://www.southdowns.gov.uk/wp-content/uploads/2020/08/Sustainable-Construction-SPD-FINAL-25-Aug-2020.pdf>

4.8. MOBILE HOMES

The Mobile Homes are clustered in two sites to the east of Peacehaven. These areas should be retained for the mobile homes and remain unchanged.

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A photograph of a residential street. On the left, there are houses with brick walls and white trim, some with trees and bushes in front. A street lamp stands on the sidewalk. The road is paved and has several cars parked along the right side. The sky is blue with large white clouds. The text "STREET TYPOLOGIES & CAR PARKING" is overlaid in white, bold, sans-serif font across the middle of the image.

STREET TYPOLOGIES & CAR PARKING

05

5.0 STREET TYPOLOGIES & CAR PARKING

5.1. MAIN ACCESS STREET

- The main access streets are the widest neighbourhood roads and constitute the main access into the town, connecting the different neighbourhoods. They are also the main routes used by utility and emergency vehicles, as well as for any bus services.
- The design and character of primary streets must strike an optimum balance between their place-making role at the heart of a community and their role supporting through routes.
- Cycleways segregated from higher speed traffic is recommended, for instance in the form of greenways shared with pedestrians.



Figure 285. Axometric drawing showing a main access street.



Figure 286. Street with a dedicated two way cycle lane.

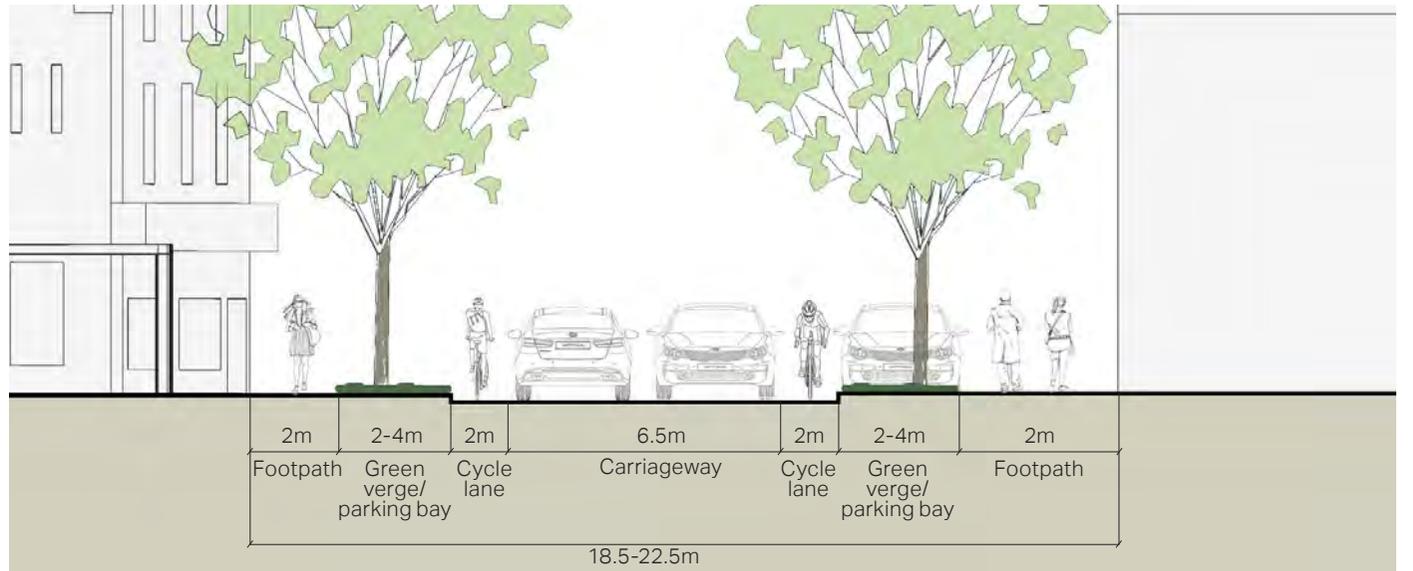


Figure 287. Section showing dimensions for the main access street.

5.2. GENERAL STREETS

- General streets provide access through the neighbourhoods within the town. They must emphasise the human scale and be designed for lower traffic volumes compared to the main access streets.
- General streets must accommodate carriageways wide enough for two-way traffic and on-street parallel car parking bays. On-street parking may consist either in marked bays or spaces inset into green verges.
- Carriageways must be designed to be shared between vehicles and cyclists. Vertical traffic calming features such as raised tables may be introduced at key locations like junctions and pedestrian crossings.



Figure 288. Axometric drawing showing a general street.



Figure 289. Example of a general street in Peacehaven.

AECOM

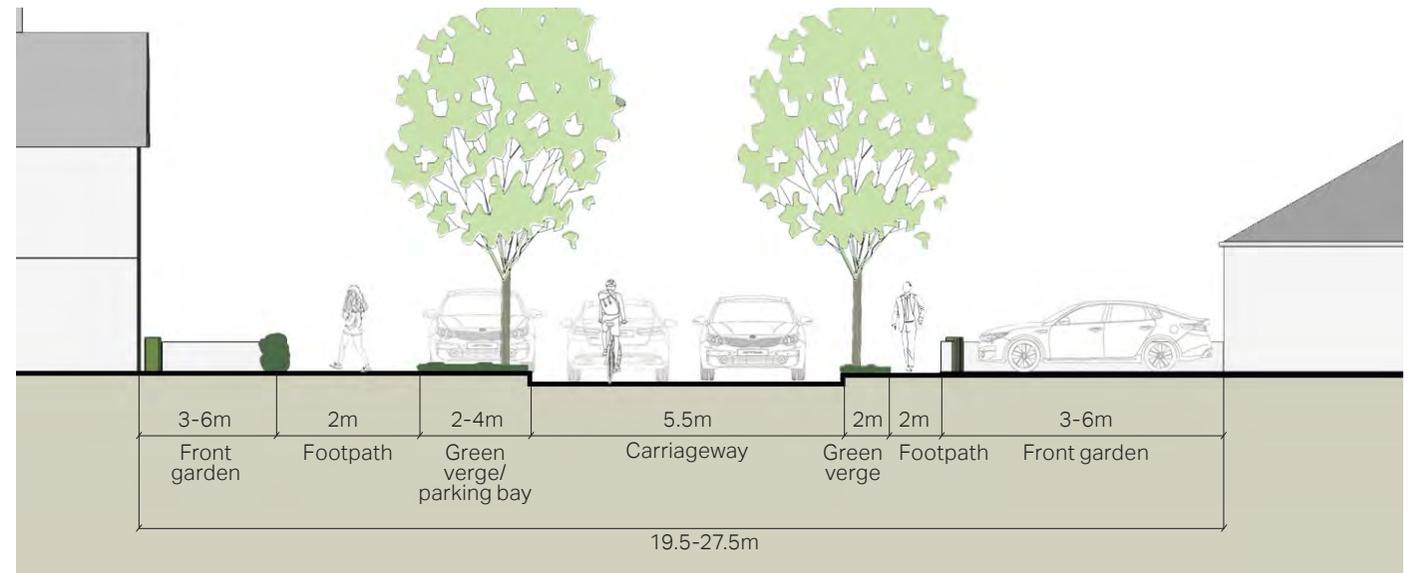


Figure 290. Section showing the dimensions for a general street.

5.3. EDGE STREETS

- Edge streets are low-speed and low-traffic roads that front houses that look out over open space. Carriageways typically consist of a single lane of traffic in either direction and are shared with cyclists.
- The street width can vary to discourage speeding and introduce a more informal and intimate character. Variations in paving materials and textures can be used instead of kerbs or road markings.



Figure 291. Axometric drawing showing an edge street.



Figure 292. Edge street with views to the South Downs.

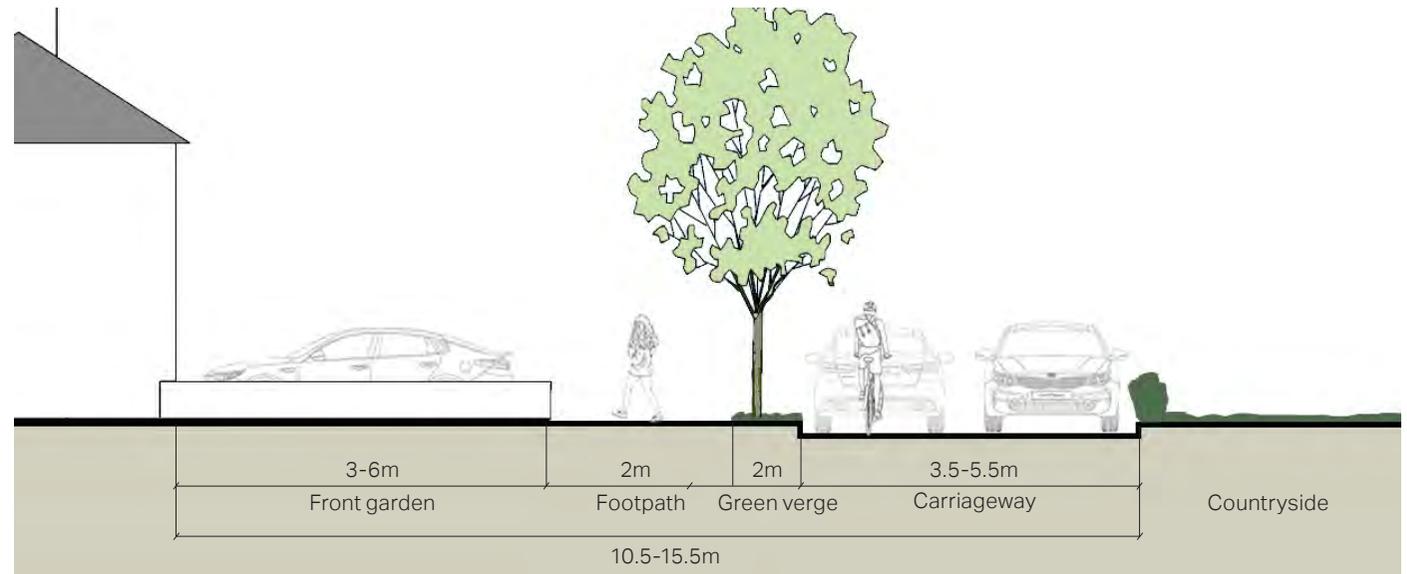


Figure 293. Section showing dimensions for an edge street.

5.4. ON-PLOT PARKING

- On-plot parking can be located either to the front or the side of the main building and can be a covered or open car port.
- High-quality and well-designed soft landscaping should be used to increase the visual attractiveness of the parking.
- Boundary treatments such as hedges, trees, flowerbeds and low walls also increase attractiveness and provide a clear distinction between public and private space.
- Hard standing and driveways must be constructed from porous materials to minimise surface water run-off.

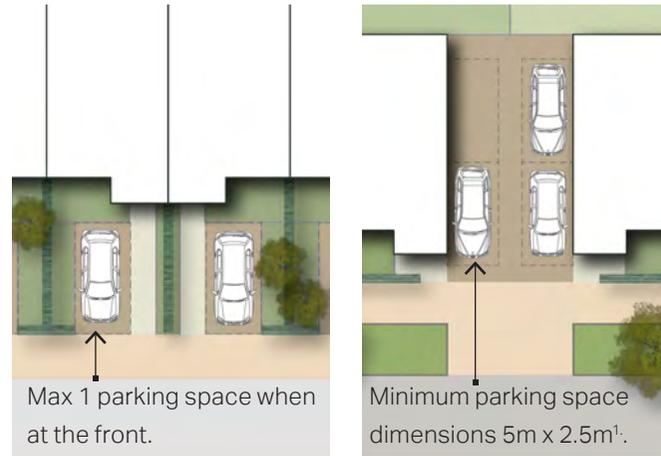


Figure 294. Diagram showing on-plot front and side parking.



Figure 295. On-plot car parking in front of dwelling.

5.5. ON-PLOT GARAGE

- Garages can be designed as a free standing structure or form part of the main building. They can also be used as a design element to create a link between buildings, ensuring continuity of the building line.
- Garages should reflect the architectural style of the main building, looking an integral part of it rather than a mismatched unit. They should not be the dominant feature over the original building.
- Garages must have the minimum dimensions of 6m x 3m or 7m x 3m if to be used for cycle parking. Any garage must be set back a minimum of 6m from the highway¹.
- Garages that meet the minimum dimensions will only count as 1/3 of a space, e.g. every 3 garages counts as 1 parking space¹.

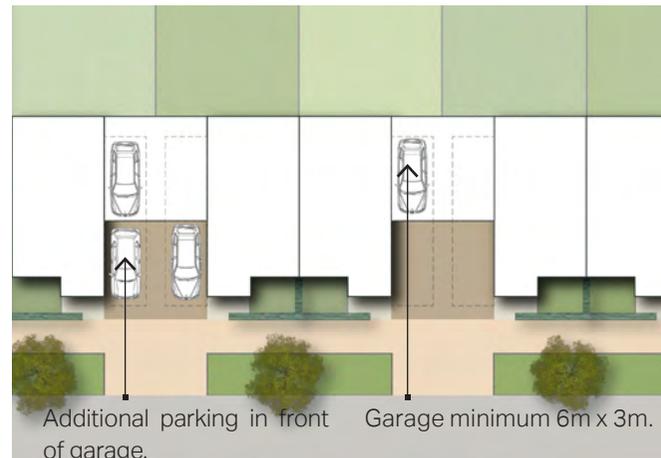


Figure 296. Diagram showing on-plot garages with parking in front.



Figure 297. Example of an on-plot garage.

5.6. ON-STREET PARKING

- On-street parking should primarily be used in denser locations in the two towns but can also be used to provide visitor parking within residential areas.
- Potential negative impacts on the streetscene can be mitigated by the use of recessed parking bays with planting in between.

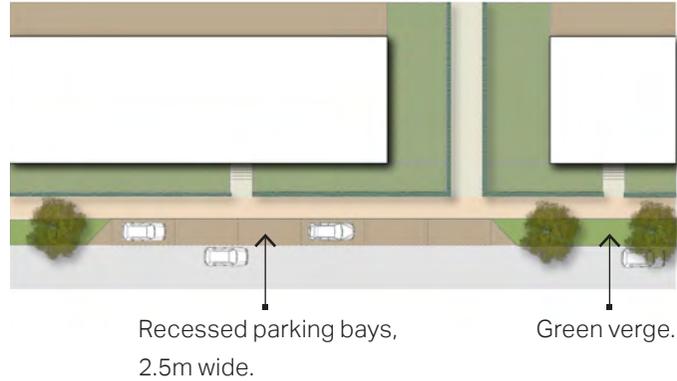


Figure 298. Diagram showing on-street parking.



Figure 299. Example of on-street parking along the A295.

5.7. REAR PARKING COURT

- This type of parking solution can be appropriate for a wide range of land uses. It is especially suitable for apartments and townhouses fronting busier roads, where it is not possible to provide direct access to individual parking spaces.
- Parking courts should benefit from natural surveillance and be well lit at night.
- Parking courts should be an integral part of the public realm, hence it is important that high quality design and materials, both for hard and soft landscaping elements are used.

* For all parking typologies the driveway should never be the whole width of the house, driveways should only be wide enough for single or double vehicle access.

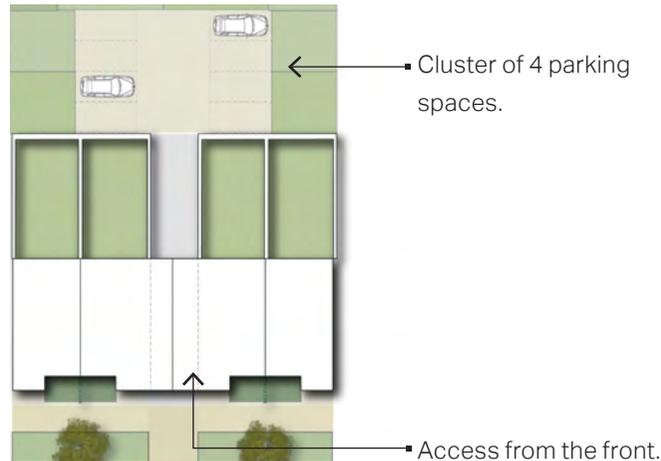


Figure 300. Diagram showing a rear parking court.



Figure 301. Parking court overlooked by dwellings with soft landscaping.

5.8. LEGIBILITY & WAYFINDING

To make walking and cycling a more attractive option, routes should be direct and memorable. This can be achieved by using wayfinding principles, such as including clear signage at key nodes. Places should have a clear identity with local landmarks, such as buildings or public art that will help people understand and navigate the built environment.



Figure 302. Signage can be used for wayfinding.



Figure 303. Distinctive public art can aid legibility.

5.9. STREET TREES

Providing street trees in urban areas can bring many benefits. Firstly, they are aesthetically pleasing and create variation and interest along the street. Furthermore, they can add to the identity of a place and act as a traffic calming measure. They also can improve people's physical and mental health.



Figure 304. Urban street trees.



Figure 305. Mature residential street trees.

5.10. LIGHTING

- For maximum benefit artificial light should be designed to allow light in the right places at the right time. The following guidelines should be considered at the design stage:
- Ensure lighting schemes will not cause unacceptable levels of light pollution, particularly in areas where dark skies are enjoyed like the countryside.
- Consider lighting schemes that can be turned off when they are not needed.
- The design of the lighting should consider the impact on sensitive wildlife throughout the year and at particular times, such as during migration.
- The needs of certain groups, such as the elderly or the visually impaired should be considered as they may require higher levels of light and enhanced contrast.

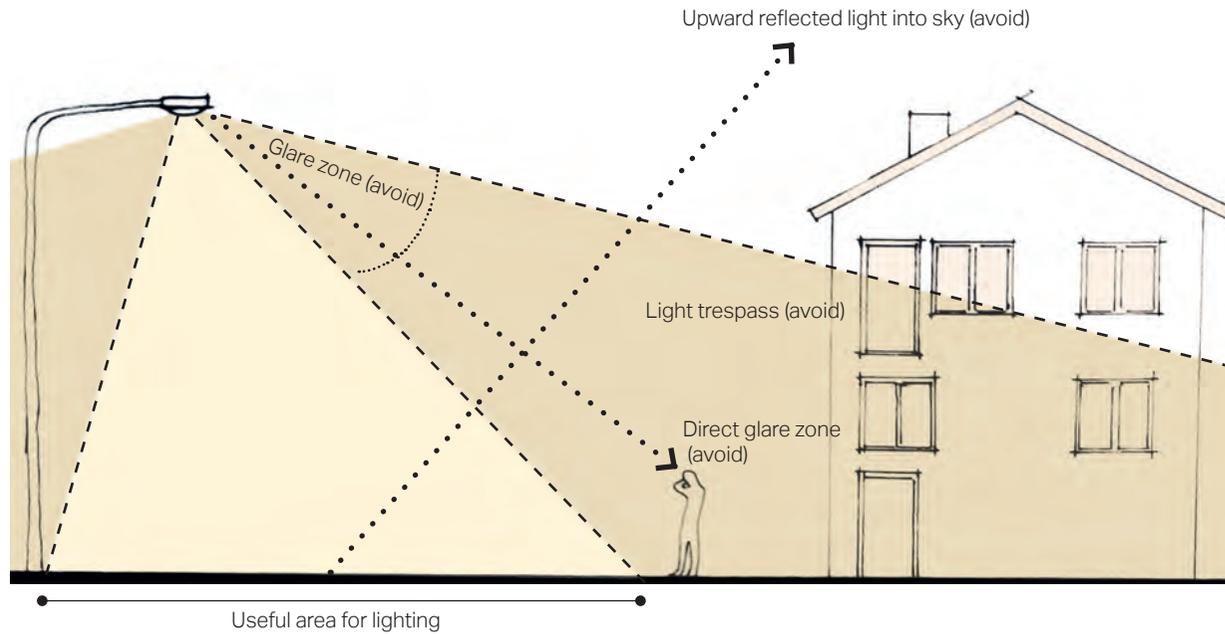


Figure 306. Diagram showing lighting considerations.

5.11. STREET FURNITURE

- Street furniture can make a place more attractive to pedestrians and encourage them to stay in one location longer by providing seating. This is particularly important for elderly residents as they may need to stop more often.
- Attractive and distinctive street furniture can also help improve legibility and wayfinding.



Figure 307. Community bench, Seaford.



Figure 308. Curved bench, Seaford.

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STUD FARM
NO PARKING
FARM ACCESS IN USE





BUILT FORM DESIGN CODES

06

6.0 BUILT FORM DESIGN CODES

6.1. OVERLOOKING PUBLIC SPACE

Buildings should have windows that look out over the streets and public spaces. This provides eyes on the street, acting as natural surveillance to enhance the perception of safety along the streets and within public spaces.



Figure 309. Diagram showing buildings overlooking streets and public space.



Figure 310. Dwellings overlooking public space.

6.2. CORNER BUILDINGS

Corner buildings should positively address both streets that it is facing. Therefore, the two street facing facades should have windows or doors looking out over the street to provide natural surveillance and the facades should have a high quality finish.



Figure 311. Diagram showing a corner building with two primary facades with windows looking out over the street.



Figure 312. Corner building in Peacehaven.

6.3. BUILDING LINE

In order to create a coherent landscape a consistent building line should be utilised. This means that the buildings along a street should be aligned with each other. This helps create a sense of enclosure and contributes to the character of an area.



Figure 313. Diagram showing a consistent building line.



Figure 314. Buildings with a consistent building line.

6.4. BOUNDARY TREATMENT

A boundary treatment refers to how a plot addresses the street and helps to define public and private spaces. Within Peacehaven and Telscombe dwellings should use a low wall or hedge as a boundary treatment with a maximum height of 1.2m.

To create a strong identity within Peacehaven and Telscombe a variety of high-quality materials should be used for the boundary treatments. Acceptable materials include brick, flint or render, vegetation, ironmongery or a mix of these. Wood panel fencing should be avoided.

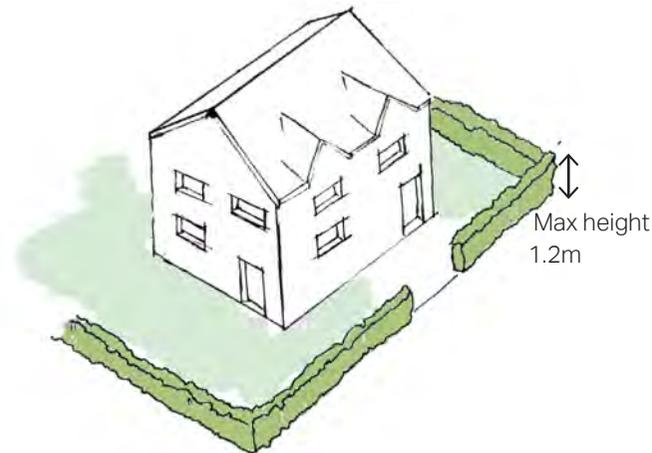


Figure 315. Diagram showing a low hedge as a boundary treatment and dimensions.



Figure 316. Low wall used as a boundary treatment.

6.5. LONG VIEWS

Views can provide framed moments within the built environment which can showcase unique features of the built or natural landscape. Long views can be created with a straight road that has buildings, trees or hedges either side to frame the view. Both built and natural landmarks can be used as a focal point at the end of an important view. Within Peacehaven and Telscombe long views to the sea and to the South Downs National Park are an important characteristic which enables people to orientate themselves and provides legibility.

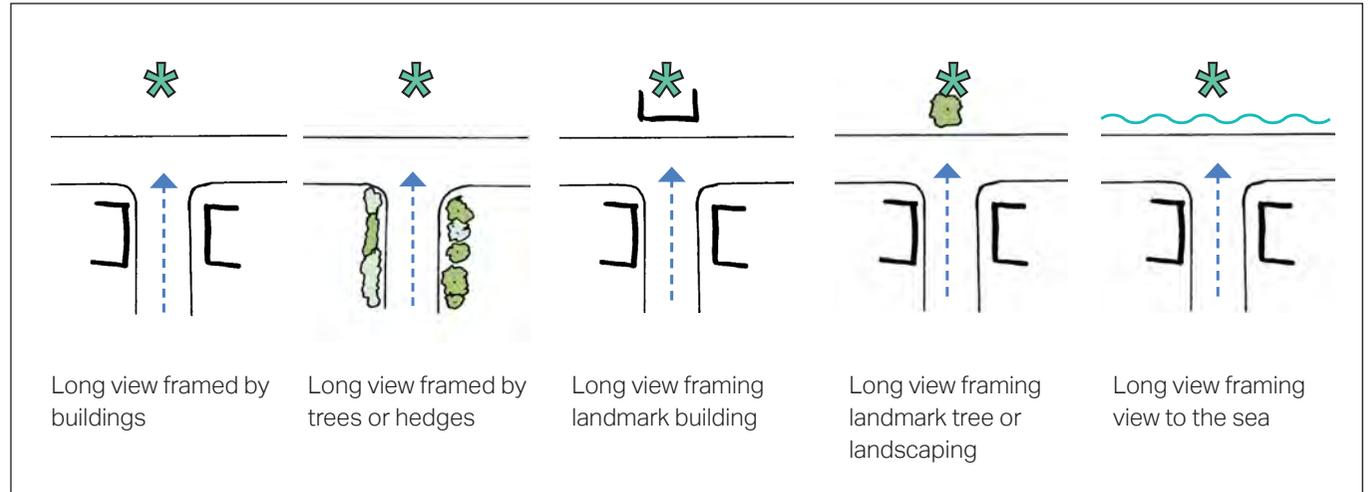


Figure 317. Diagram demonstrating long views framed by the built environment and landmarks.



Figure 318. Long view to the sea.

6.6. FILTERED VIEWS

Gaps in between buildings can create filtered views to the landscape beyond. Having regular gaps between the buildings also creates regularity and rhythm along the street. These filtered views are a particular characteristic of the Plotlands and East Saltdean and therefore should be retained in these areas as they contribute to their character.

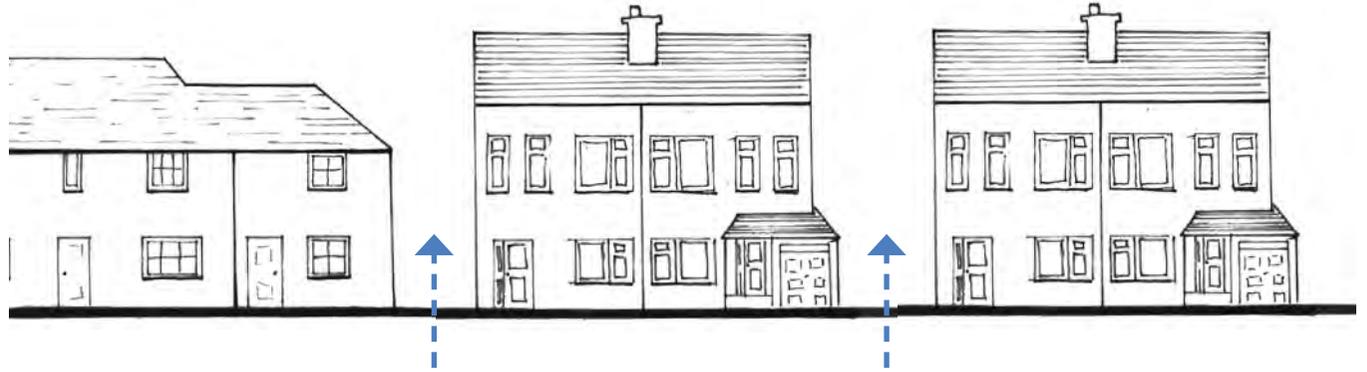


Figure 319. Diagram showing gaps between buildings and filtered views.



Figure 320. Example of gaps between buildings.



A photograph of a wooden gate with a yellow metal door. The gate is flanked by two large, weathered wooden posts, each carved with a stylized, swirling face. The gate is set in a park-like area with a gravel path leading to it. In the background, there is a town with houses and a playground. The sky is blue with white clouds.

ENVIRONMENT FRIENDLY FEATURES

07

7.0 ENVIRONMENT FRIENDLY FEATURES

7.1. RAINWATER HARVESTING

Rainwater harvesting is a system for capturing and storing rainwater as well as enabling the reuse of in-situ grey water. These systems should be integral to the design vision to avoid unsightly pipes and storage systems being visible. Some design considerations include:

- Concealing tanks with complementary cladding.
- Use attractive materials or finishing for pipes.
- Combine landscape or planters with water capture systems.
- Use underground tanks.



Figure 321. Water tank cladded with a complementary material.



Figure 322. Concealed tanks integrated with the design.

7.2. SOLAR ROOF PANELS

Solar panels on roofs should be designed to reduce their visual impact. On new buildings, they should be incorporated from the start, forming part of the design concept. Some attractive options are solar shingles and photovoltaic slates or tiles. In this way the solar panels can be used as a roofing material in their own right.

For retrofits the proportions of the existing building and roof surface should be considered to identify the best location and sizing of the panels. Any wiring and other necessary installations should be concealed. In order to integrate the solar panels, tiles or slates of different colours could be added to the roof.



Figure 323. Solar panels integrated sympathetically with a traditional building.



Figure 324. Solar panels integrated with a contemporary design.

7.3. GREEN ROOFS

Green roofs can be used to improve drainage and add to biodiversity, as well as adding attractiveness. Whether the roof is partially or completely covered with vegetation, their design should follow some design principles, such as:

- Planned for from the start and integrated into the design.
- Easy to reach in order for maintenance.
- It should complement the surrounding landscape.
- When in a sensitive location, should help to integrate the building with the countryside.
- Should be designed comprehensively with other eco-design solutions.

7.4. PERMEABLE PAVEMENT

Pavements add to the composition of the building. Thus permeable pavements should not only perform their primary function which is to let water filter through but also:

- Respect the material palette.
- Help to frame the building.
- Create an arrival statement.
- Be in harmony with the landscape treatment of the property.
- Help define the property boundary.



Figure 325. Modern building design with a green roof.



Figure 326. Green roof used to integrate the building with the countryside.

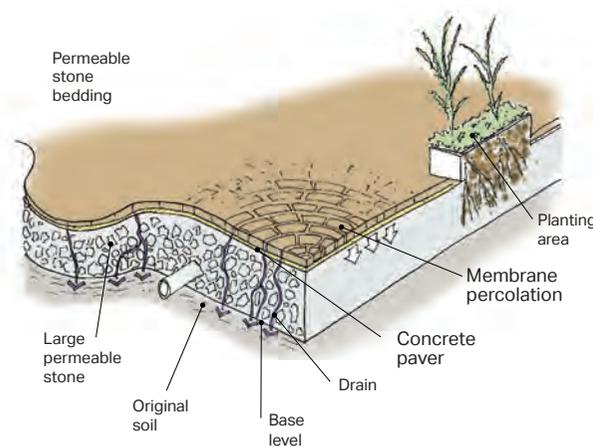


Figure 327. Diagram showing a section through permeable paving.



Figure 328. Examples of permeable paving materials.

7.5. FRONT & BACK GARDENS

It is important that front and back gardens have a good amount of grass as this aids water infiltration. Paving over grass areas should be avoided. Furthermore, gardens can be used to enhance biodiversity within the area by providing specific plants or habitats for different species.



Figure 329. Rain garden with permeable surface to allow water infiltration.



Figure 330. Left is a fully paved garden, right is a biodiverse garden.

7.6. SUDS

Sustainable drainage systems (SuDS) can be used to reduce flood risk, improve water quality and provide amenity benefits. SuDS work best when integrated within a comprehensive strategy for a large area. Therefore, SuDS should be explored when there is a large development or if a town wide strategy is put in place for Peacehaven and Telscombe.



Figure 331. SuDS within a housing development.



Figure 332. SuDS within the public realm.

7.7. WASTE STORAGE & SERVICING

Modern requirements for waste separation and recycling has meant an increasing number of bins are needed for each household, however if not stored properly bins can clutter the appearance of the public realm. Waste storage should be considered throughout the design process with the following recommendations:

- Create a specific enclosure of a sufficient size for all the necessary bins.
- Unattractive and unsafe rear alleyways between back garden fences must be avoided.



Figure 333. Modern bin storage.



Figure 334. Waste storage being used as a boundary treatment.

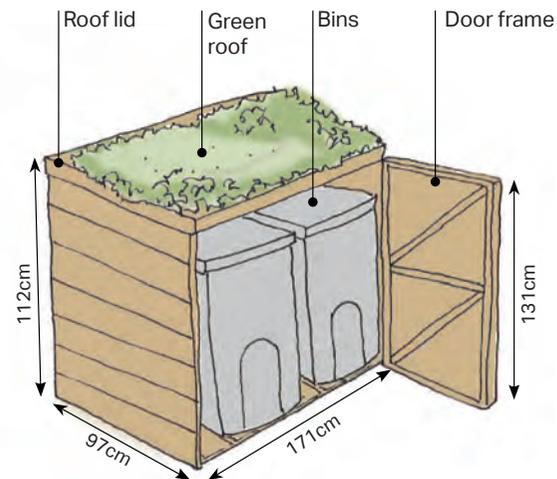


Figure 335. Waste storage diagram with dimensions.

7.8. CYCLE STORAGE

Cycling should be encouraged within Peacehaven and Telscombe to support sustainable travel aspirations. The easiest way to do this is to provide safe and convenient routes along with adequate bicycle parking and storage, for both residential units and within the public realm. The following recommendations for cycle parking and storage should be considered:

- For residential units with no on-plot garage, a secured covered cycle enclosure should be provided.
- Ensure a sufficient level of security if the storage is accessible from a public street, for example by providing locks.
- Both covered and open cycle storage should be located so that retrieval and manoeuvring is easy.
- The design of the storage should be well-integrated into the street space and can be used as part of the boundary treatment.
- Consider combining with waste storage.
- The storage structure can be either standalone or part of the main building.



Figure 336. Example of enclosed cycle storage.

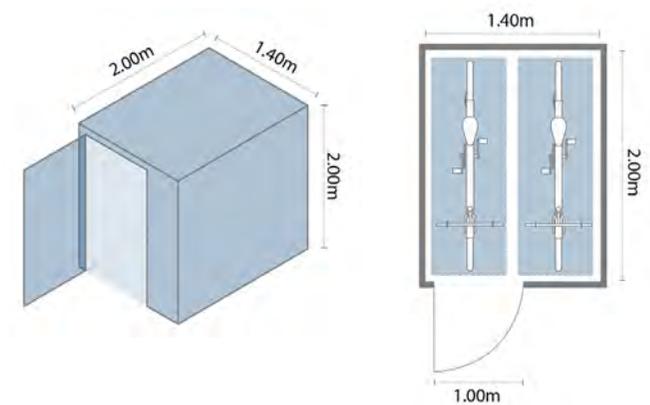


Figure 337. Diagram showing cycle storage dimensions.



Figure 338. Diagram showing combined cycle and bin storage location and access from the rear.

7.9. WILDLIFE FRIENDLY

The built environment should be made as wildlife friendly as possible to allow flora and fauna to thrive. There are many way in which towns can become more wildlife friendly and some considerations are listed below:

- Front and back gardens play an important role as biodiversity corridors, connecting wildlife that would otherwise be separated by human activity. Front and back gardens should be encouraged to enhance the existing wildlife.
- Bird and bat boxes can be easily installed in existing developments to encourage these animals to live and breed in the area.
- Lighting schemes should be bat-friendly, this includes only having lighting in areas where it is essential as well as having the lighting as low as permitted by guidelines. Where lighting is needed there should be periods of time when the lights are switched off to provide some dark periods.
- Hollow bricks within building design can be used to encourage Swifts as well as other birds to live and breed in the area. Swift bricks should not be placed in direct sunlight, however they can be sheltered under the eaves.



Figure 339. Hole in fence for hedgehog movement.



Figure 340. Bat box mounted on a wall.



Figure 341. Bat-friendly LED lighting.



Figure 342. Swift brick under an eave.

7.10. ELECTRIC CAR CHARGING POINTS

To ensure Peacehaven and Telscombe is future ready additional measures should be taken to enhance sustainability. Electric car charging points should be included in the design for new developments. Ideally, every house would have the provisions for an electric charging point. Within the wider town electric car charging points can also be retrofitted in public areas to make it more convenient, encouraging residents to switch to electric vehicles.



Figure 343. Residential electric car charging point.



Figure 344. Public car charging point incorporated into the street design.

7.11. POST BOXES AND DELIVERIES

All dwellings should provide individual, lockable post boxes as well as a secure place to deposit parcel deliveries. Individual homes should have a post box that can be recessed or added on. It must compliment the aesthetics of the existing building. Parcel boxes should be designed into the scheme from an early stage to avoid cluttering the streetscape. They must be placed discretely away from elevations.



Figure 345. Post box within the wall, Telscombe Village.



Figure 346. Parcel delivery box solution.

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DELIVERY

08

8.0 DELIVERY

This Design Code will be a valuable tool when securing context-driven, high-quality development within Peacehaven and Telscombe. The design codes will be used in different ways by different actors in the planning and development process, as summarised in the table.

| Stakeholders | How to use these codes |
|------------------------------------|--|
| Applicants, developers, landowners | As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty- they will be expected to follow the guidelines as planning consent is sought. |
| Local Planning Authority | As a reference point embedded in policy, against which to assess planning applications. |
| Town Council | As a guide when commenting on planning applications, ensuring that the Design Guidelines are complied with and for use in developing Neighbourhood Plan policies. |
| Community organisations | As a tool to promote community-backed development and to inform comments on planning applications. |
| Statutory consultees | As a reference point when commenting on planning applications. |

