

**Peacehaven and Telscombe Neighbourhood Plan  
Steering Group Meeting  
9<sup>th</sup> September 2021 at 7pm via Zoom**

**IN ATTENDANCE:**

C Gallagher (CG)	Chairman
L O'Connor (LOC)	Vice Chair
C & P Bowman (C/PB)	Steering Group Committee
N Watts (NW)	Steering Group Committee
G White (GW)	Steering Group Committee
R White (RW)	Steering Group Committee
T Allen (TA)	Peacehaven Town Clerk
J Boot (JB)	Planning Consultant
M Edser (ME)	SPO Peacehaven Town Council
N Astley (NA)	Planning Consultant
M Gatti (MG)	Peacehaven Focus Group
S Newman (SN)	Telscombe Town Clerk
Dr M Berg (MB)	Ecologist and local resident

**1. Welcome, Introductions and apologies**

CG welcomed everyone to the meeting. Apologies received from Cllr Robinson, Cllr Sharkey, Cllr D Judd and M Hutley.

**2. Acceptance of minutes of meeting of 12<sup>th</sup> August 2021**

Notes of the last meeting had been circulated and agreed as a true record. Past meeting minutes are regularly uploaded to the website and available to the public.

**3. Chair's Update**

- **CG confirmed the NP was heading for a new phase: CG asked for views on making this meeting the last public meeting as public would now be involved through official public consultation and Town Councils would now be taking work in house. SG Committee role has been completed and work would continue behind the scene but once Draft NDP accepted by Town Council's SG role completed . Discussion followed with advice from JB and NA that the public should be invited to SG Meetings for October at least until Public Consultation documents are issued.**
  - **NA has completed a first draft of the NP (88 pages core document); input from various people awaited so not yet widely circulated. Will be taken to the next two Planning & Highways Committee meetings at both Councils and discussed in 2 sections, half at each meeting within the confidential matters. Meeting dates are:**
    - **TTC: 20 September/11 October (P&H) to full Council on 17 November.**
    - **PTC: 21 September/12 October (P&H) to full Council on 9 November.**
- LDC are also providing feedback. The NP will then be amended to incorporate comments.**

**4. Towards Regulation 14**

- a) JB applauded the excellent work done by NA on the draft NP – it was very comprehensive and captured all the various threads, reports and research carried out. The 88 pages were likely to increase with further input from Town Councils, LDC, SDNP and the UoB as well.
- b) The draft NP was nearly ready for Regulation 14 but both Councils must sign it off first. After that it will go out to public consultation for at least 6 weeks.**
- c) NA confirmed LDC have commented on the HNA which must go back to AECOM to be finalised and signed off. Environmental scoping report to be tested and other pieces of evidence, but most of the tweaking should be minor.
- d) JB gave a presentation summarising the key points to be included (using another town's NP which had just gone out to consultation - slides to be circulated by JB). **ACTION JB**
- e) Summary leaflet to go to every household explaining why the NP is needed and the difference between that and the (Lewes) Local Plan, promoting some local face to face**

consultation events. Suggested one via Zoom (which can be uploaded onto the website for anyone to view), followed up by an in-person event (held twice, once in each town).

- f) A survey then to be carried out from the website (with links on the leaflet) also a paper response form for those without digital access. Vision and objectives to be included together with maps showing 5/10 minute walking/cycling routes together with green spaces, areas for development etc. JB had a contact for this using mapping compatible with those of Planning authorities so they can be integrated into their development plans, using OS maps and Town Council licences.
- g) Experience from the Masterplan could be drawn on and JB proposed using the same person to analyse the responses to the survey as before, to provide a succinct summary to be included in the consultation statement.
- h) JB explained that Regulation 14 is the second formal part of the NP process and a consultation for 6 weeks is a requirement following sign off by both Town Councils.
- i) Discussion took place regarding a 'health check' – JB felt it would be useful to have this from Locality but at the next stage following feedback from planning policy teams (Regulation 15 and 16). NA agreed it made sense to do it afterwards.

#### Questions:

- NW asked about the Meridian Centre site? JB confirmed there was a section in the plan with detailed policies from the Masterplan work and consultation feedback, using some of the UoB studies which were summarised.
- **RW asked when the consultation would take place? JB advised that Town Councils will be asked to sign off the NP in November; following that - out to consultation. It that period covers Christmas, then the consultation should be 8 weeks.**
- **CG said the SG had been considering ways to capture the interest of Councils and the public – perhaps showing the journey to get to this point from the First Conversation.**
- **Timings and budgets: JB has submitted a 6-month budget for consideration.**
- LOC (as Vice Chair) to meet with CG to be updated with the content of e-mails he has not seen yet.

#### 5. Draft NDP and Consultation at Council Planning & Highways (NA)

CG confirmed SG members would receive the draft plan shortly. It would not be made public until Town Council procedures have been observed.

#### Presentation from NA on creating 20-minute neighbourhoods. Key points:

- **The concept was explained covering the 3 main areas of health/wellbeing, environment/climate change and social/cultural wellbeing as everything is connected to the place people live.**
- The cities of Paris, Portland (USA) and Melbourne (Australia) started researching this in 2016; everyone around the world is suffering with similar barriers to change which were outlined. Local areas should compact and improve facilities - towns developed around the motor car were more expansive making roads busier. Hailsham's 10-minute Town was exemplified on how priorities in their NP incorporated all the required elements. The Town & Country Planning Association website has more information, also the Sustrans website features creating active neighbourhoods with videos.
- RW queried whether the timing of 10,15 or 20 minute towns/neighbourhoods was by foot, car or bus? NA stated the time was irrelevant – it was about compacting the distance between facilities to reduce travelling. The local area designation reflected retail policy in the Lewes Local Plan but this may change when the new one is published and LDC may have some input.
- NW suggested towns like Horsham with a bus station, pedestrianised centre, a stream with planters and good landscaping could be a model. NA responded that Horsham had a population closer to 90,000 with far more development. Pedestrianisation excludes cars and unless there is a bus link, that can create different issues - retail and industry should be closely accessible to reduce car journeys.
- **ME said policies and aspirations to improve towns were welcome but the A259 is a problem not easily solved as County Council are involved. The NP should maximise what was already in the town with sustainable links - Councillors must support the NP to**

feed into the new Lewes Local Plan and Bus Back Better strategy which provides evidence of what residents want in the town.

- TA observed there should be more cohesion within the Town Council – for example air quality covered several committees and Councillors appeared to be struggling to understand how the NP fits as it is additional to the usual Council orbit. NA's illustration showed that the key elements covered the fundamental areas of local living applying to all committees and everything the Council does - Town Clerks can help Councillors understand this is a PLAN not a WISH LIST.
- (The NDP is a Strategic plan which becomes part of the legal weight governing Planning law at with substantial financial beneficial impacts once adopted )

## 6. Next Steps

- TA proposed circulating the draft plan to Planning and Highways Councillors to give them time to read it. NA to send a covering e-mail requesting feedback on the policy boxes, remind them it was confidential. Also, point out it is only the first 40 pages, not the entire plan. **ACTION NA**
- TA asked whether other local authorities (Brighton & Hove, Newhaven and Lewes) should be part of the consultation – NA confirmed this was correct.
- NA said Town Clerks should be aware that much of the supporting evidence gave more up-to-date information than LDC could provide – for the first time there were specific reports for Telscombe and Peacehaven covering housing, transport, and environmental matters - it was important for Councillors to use that information as it was current.
- Dr Berg felt the NP would be instrumental in influencing Lewes' plans to ensure other space was protected, not just urbanised development. Using a more local approach was very timely as fewer people are now commuting and realising the value of their local community and facilities.
- GW reported that the green spaces story was used last month in Peacehaven Directory and the Focus Group (116 views on Facebook) so communications are continuing. He was also posting on Shoreliners about events and local issues. Need to plan the October communications.

## 7. Any Other Business

- a) ME was invited to update on the A259 and confirmed it is the responsibility of the County Council not Highways England. A study is commencing this autumn to review again but has been a long-standing problem and not easy to resolve. The local Council could put forward measures to include ped-cycle links and car club spaces; the NP would give the town a stronger voice.
- b) NW asked if there were plans to install electric charging points in Peacehaven car parks? ME said District and County Councils will have guidance promoting parking management which is being pushed at higher level and the NP supports it. LOC agreed to take this point forward to LDC as they own the 3 car parks. Steyning/Piddinghoe Avenue car parks are being resurfaced.
- c) PB was concerned any public feedback would focus on the A259 and the Meridian Centre so residents would be asking about more doctors and school places. NA responded the whole point of the NP was to encourage less car use and protect local facilities so people didn't need to travel, developing the coast road area so people don't use the A259 as much. **There was no promise to increase health facilities although more CIL money could be used on other projects to improve facilities. At present the town appears to be doing nothing and getting nowhere – with the NP there is a chance and other options could result as well as a greater proportion of CIL money.**
- d) JB added that 'infrastructure' was mentioned numerous times in the NP more than A259, therefore well covered within the scope of what can be done. Other infrastructure elements are the responsibility of County and District Councils. Policies and projects in the NP address most of the issues PB mentioned and emphasis could be made in the summary leaflet to anticipate those questions and address them.
- e) RW noted there is much evidence that in the local community, people are happier and healthier with less demand on GP services: empower people to create community and a place they want to be as illustrated by the 20-minute Neighbourhood. The Steering Group are trying to implement changes to make the area a better place. CG added the NP area

was the perfect environment to create a supportive community – many mental health issues can be addressed by creating such communities. The NP cannot stop creeping development or the use of pre-existing conditions –however it requires any development to conform to the NP conditions which is a positive move. ME cited a recent appeal decision where the Inspector had supported a NP, so it can help change decisions but not able to stop further building – need to work with developers.

- f) RW asked if LDC had health impact assessments for all new major developments? This could help with pressure on GP services (Brighton and Eastbourne have it). LOC said was not aware of that at Lewes, however it should be in the new NPPF as LOC is on the steering group.

As this was the last meeting attended by ME, CG thanked her for her help, support and input into the NP and was sorry to lose her; this was echoed by others.

**8. Next Steering Group meeting:**

Next meeting 14<sup>th</sup> October at 7pm

Meeting closed at 8.45pm.