

Schedule of Changes to SPD

Change No.	Response ID	Section/Para in draft SPD	Proposed Change
1	n/a	Preface	Delete Preface and replace with 'Foreword by Councillor Tutt (TBC)'
2	n/a	Para 1.1.1	Amend reference to 'The Eastbourne Plan (the Core Strategy)' to 'the Eastbourne Core Strategy Local Plan'.
3	n/a	Para 1.1.3	Amend reference to 'The Eastbourne Plan' to 'the Eastbourne Core Strategy Local Plan'.
4	n/a	Para 1.1.4	Delete paragraph and replace with: 'Supplementary Planning Documents are material planning considerations in the determination of planning applications and provide additional detailed guidance on matters contained within Local Plans. In respect of this SPD, the Local Plan is the Eastbourne Core Strategy Local Plan.'
5	n/a	Para 1.1.5	Amend reference to 'The Eastbourne Plan' to 'the Eastbourne Core Strategy Local Plan'.
6	GN-10 IN-6	Para 1.1.6	Amend the first sentence to read: 'In order to ensure the proposed community benefits are provided alongside any proposed residential and commercial development, proposals relating to the development of Sites referenced 1 to 8 in this SPD must be submitted together as part of a composite outline planning application.'
7	IN-7	Para 1.1.7	Delete paragraph and replace with: 'In addition, all applicants for proposed development relating to all of the sites and areas addressed within this SPD will be required to submit supporting documents and plans as part of their planning application, the full details of which are provided in Appendix 16.'
8	IN-8	Para 1.1.8	Delete paragraph and replace with: 'Finally, in order to secure the physical delivery of the community benefits and to confirm what is to be provided, where and when, any grant of permission would be subject to a Section 106 agreement and/or CIL as relevant and appropriate at the time of the consideration of their proposals and to planning conditions that the developers would be required to comply with'.

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9	GN-7	Para 1.1.8	Add after the final sentence: 'Any planning permission will be subject to a time limit commencement condition'.
10	IN-9	Para 1.1.9	Delete paragraph and replace with: 'Where an outline application has been submitted and approved for development on any part of Sovereign Harbour, the detailed design and layout proposals for each of the development sites would thereafter be the subject of 'reserved matters' applications.
11	n/a	Para 2.1.5	Amend reference to 'the 'Waterfront'' to "The Waterfront"'.
12	GN-11	Para 2.1.5	Add to end of final sentence: Sovereign Harbour Limited (SHL) is a subsidiary of Carillion.
13	n/a	Para 2.2.3	Amend reference to 'Core Strategy' to 'the Eastbourne Core Strategy Local Plan'.
14	n/a	Para 2.3.2	<p>Delete paragraph and replace with:</p> <p>'Policies in the Borough Plan will eventually be replaced by policies in emerging Local Plans. The Eastbourne Core Strategy Local Plan is a key policy document that sets out policies and broad locations for change in each of the town's 14 neighbourhoods. There are a number of saved policies in the Borough Plan that will still apply following the adoption of the Eastbourne Core Strategy Local Plan. The full list of Borough Plan policies that will still apply to Sovereign Harbour are as follows:</p> <ul style="list-style-type: none"> • NE1 Development outside the Built Up Area Boundary • NE16 Development within 250 metres of a former landfill site • NE20 Sites of Nature Conservation Importance • UHT8 Protection of Amenity Space • UHT17 Protection of Listed Buildings and their settings • HO2 Predominantly Residential Use • BI4 Retention of Employment Commitments • SH7 District, Local and Neighbourhood Centres • LCF18 Extension of Educational Establishments • US1 Hazardous Installations • US4 Flood Protection and Surface Water Disposal

Change No.	Response ID	Section/Para in draft SPD	Proposed Change
			<ul style="list-style-type: none"> US5 Tidal Flood Risk
15	n/a	Para 2.3.3	Delete paragraph
16	n/a	Para 2.3.4	Delete 'emerging' from first sentence
17	n/a	Para 2.3.4	Amend references to 'The Eastbourne Plan' to 'the Eastbourne Core Strategy Local Plan'.
18	n/a	Para 2.3.5	Amend reference to 'The Eastbourne Plan' to 'the Eastbourne Core Strategy Local Plan'.
19	CB-8	Para 2.3.7	Include '(September 2011)' following 'Sustainable Neighbourhood Assessment'.
20	n/a	Para 2.3.7	Amend reference to 'The Eastbourne Plan' to 'the Eastbourne Core Strategy Local Plan'.
21	CB-10	Para 2.4.2	Amend fourth bullet point to read: 'extension of the promenade to link it from Atlantic Drive to the harbour arm and the outer harbour promenade'.
22	n/a	Para 3.1.1	Amend reference to 'The Eastbourne Plan' to 'the Eastbourne Core Strategy Local Plan'.
23	n/a	Para 3.1.2	In second sentence, replace 'housing' with 'new dwellings'
24	n/a	Para 3.1.3	Amend reference to 'The Eastbourne Plan' to 'the Eastbourne Core Strategy Local Plan'.
25	KI-67	Para 3.1.4	Delete paragraph and replace with: 'If provision were to be made off-site, the amount of affordable housing provision would still be 40% of the total number of homes provided in Sovereign Harbour, which equates to 60 units, subject to viability testing'.
26	n/a	Para 3.1.5	Amend reference to 'The Eastbourne Plan' to 'the Eastbourne Core Strategy Local Plan'.
27	KI-4 KI-75 S6-1	Para 3.1.6	<p>Add new paragraph after para 3.1.6 to read:</p> <p>Policy D2 will be the subject of an early review and will eventually be replaced by an Employment Land Local Plan, which will be subject to examination and should be adopted by the end of 2014.</p>

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	S6-3 S6-10 S7-3 S7-17		
28	KI-87	Para 3.1.7	Delete: 'are not necessarily always available' and 'at an affordable cost'.
29	n/a	Para 3.1.8	Amend reference to 'The Eastbourne Plan' to 'the Eastbourne Core Strategy Local Plan'.
30	KI-76	Para 3.1.9	Replace the fourth sentence with: 'The harbours provide an open space of leisure and recreation. They provide significant visual amenity and are a focus for walking and cycling activity.'
31	CB-6 RP-2	Para 3.1.12	Delete first sentence and replace with: 'The Sovereign Harbour Retail Park is a designated District Shopping Centre and provides the main retail facility for the neighbourhood.'
32	n/a	Para 3.1.14	Add sentence at end of paragraph: 'The Waterfront and Site 4 are located within the designated District Shopping Centre'
33	n/a	Para 3.1.14	Amend reference to 'The Eastbourne Plan' to 'the Eastbourne Core Strategy Local Plan'.
34	n/a	Para 3.1.14	Amend both references to 'the Waterfront' to 'The Waterfront'
35	KI-77	Para 3.1.15	Delete paragraph and replace with: 'There are five main car parks in Sovereign Harbour; the retail park car park, The Waterfront car park and the berth holder's car parks in Atlantic Drive, under Midway Quay and under Hamilton Quay. It is understood that The Waterfront car park has a legal requirement to retain a minimum number of spaces and this will be recognised in any future changes to the car parking levels.'
36	KI-2 KI-78	Para 3.1.16	Delete paragraph and replace with: 'Further development, especially commercial, retail, employment, leisure and tourism, will be required to provide additional car parking spaces in accordance with adopted parking standards, along with a holistic approach to transport planning'.

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	S8-5		
37	n/a	Figure 6	Amend Figure 6 to show a proposed pedestrian route along the front of Site 1, and a Proposed Pedestrian/Cycle Route along the residential development to the rear of Site 1
38	n/a	Para 3.1.20	Delete paragraph and replace with: 'Accessibility to Sovereign Harbour should also be improved by providing a pedestrian and cycle connection between the end of the promenade from the Langney Point Waste Water Treatment Works to join with the existing Harbour promenade that extends to the Lock Gates.'
39	n/a	Para 3.1.21	Delete paragraph and replace with: 'A pick up and drop off point for the Dotto Train, which runs along the Seafrost from Holywell to the Langney Point could be provided at the roundabout that serves the Waste Water Treatment Works to link in with the connection proposed in 3.1.21 above. However in the interests of residential amenity, the Dotto would not be permitted to travel along the Outer Harbour promenade.'
40	n/a	Para 3.1.22	Amend reference to 'the Waterfront' to 'The Waterfront'
42	n/a	Para 3.1.23	Amend reference to 'the Waterfront' to 'The Waterfront'
43	KI-61	Para 3.1.24	Delete paragraph and replace with: 'Transport modelling has been undertaken to assess the impacts of future development at Sovereign Harbour on the highway network. The analysis has indicated that the impact of development at Sovereign Harbour on the highway network is slight when compared to the impact of all development proposals in the Core Strategy. There is no clear indication that further mitigation is needed specifically to accommodate the marginal impacts of the Sovereign Harbour developments. However, all development in Eastbourne, including development at Sovereign Harbour, must contribute to delivery of the whole transport interventions package, the most important of which for Sovereign Harbour is the Seaside Quality Bus Corridor.'
44	KI-34 S3-1 S3-3	Para 3.1.26	Delete final sentence and replace with: 'In the event that Site 3 is proposed for either a commercial or residential development, arrangements to deal with the fishermen's needs should be put in place to provide for them to land their catch and store their equipment. Any residential development must be within the 150 limit.'

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	S3-12		
45	n/a	Para 3.1.27	Amend reference to 'the Waterfront' to 'The Waterfront'
46	n/a	Para 3.1.28	Amend references to 'Boat Yard' to 'boatyard'
47	GN-7	Para 3.2.1	Add sentence to end of paragraph: 'Options to improve the viability of development by assisting in funding the infrastructure requirements should be investigated.'
48	KI-68	Para 3.2.2	Delete paragraph and replace with: 'The provision of affordable housing, either on site or off-site or by a commuted sum, may also impact on the viability of development, as would compliance with the Code for Sustainable Homes Level 3 in respect of market and affordable housing. The minimum requirement for Code for Sustainable Homes is increasing to Level 4 from April 2013.'
49	KI-63	Para 3.2.3	Replace reference to 'Local Sustainable Accessibility Improvement Contributions' with 'Transport Contributions'.
50	n/a	Para 3.3.2	Replace reference to 'PPS 25' with 'the Technical Guidance to the National Planning Policy Framework'
51	GN-11	Para 3.3.3	Replace references to 'Carillion' with 'SHL'
52	KI-58 S1-13	Para 3.3.10	Delete sub-title 'Heritage Assets' and replace with 'History and Heritage Assets' Delete para 3.3.10 and replace with following paragraphs: 'Sovereign Harbour, or the 'Crumbles' as this area of Eastbourne was originally known, is steeped in history. Originally a shingle spit, the area is of archaeological interest and prior to the relatively recent development of the Harbour, the area had an interesting military and industrial past. In 1805 work began on a series of evenly spaced Martello Towers along the south and east coasts and by 1808, all the ones at Eastbourne and along the shore of the Crumbles were completed. The Towers were used by garrisons of soldiers for many years. However many of them fell prey to the sea and there are now only two which survive (Martello Towers 64 and 66). Martello Tower 65 was located on the beach off the Outer Harbour Peninsula but by 1938 it had collapsed due to coastal erosion. There was also a fort/battery

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			<p>close to Tower 66, rifle butts and a coast guard station at the Crumbles. In addition, the area used to have its own railway line, which was in use for some seventy years. The shingle bank of the Crumbles provided a source of ballast that was essential to the developing railway networks.</p> <p>In 1895, an Isolation Hospital was built at Langney Point, where patients infected by smallpox, scarlet fever and diphtheria could be isolated. The hospital closed in 1940 and was later demolished after the Second World War.</p> <p>In 1911, the Eastbourne Aviation Company was formed at the Crumbles. The Company not only taught people how to fly, but it also built planes and was particularly successful during the First World War. However work ceased in the factory in 1924 and after the sheds had remained unused for a number of years, they were demolished in 1940.</p> <p>The Historic Environment Record (HER) contains a range of information about the history and archaeology of Sovereign Harbour and it is considered that as part of any development proposed on the remaining sites, regard should be given to the HER in order to fully assess the potential impacts of future development. The HER also provides information for local residents about the history of the area and could help develop proposals for the future design and setting of surviving heritage assets. Having regard to Section 169 of the National Planning Policy Framework (NPPF), it is considered that proposals for development should include an understanding of the historic land use, so that it can be used to help consider future design options and opportunities for enhancing the historic environment.</p> <p>The Martello Towers 64 and 66 referred to above are Listed Buildings and Scheduled Monuments. They are both currently in a poor condition and are on English Heritage's Buildings at Risk Register. They will therefore need to be protected from development that would adversely affect their setting, and from additions and alterations that would adversely affect their character. The setting of Martello Tower 66 in particular, contributes to its heritage significance. Aspects of this setting include the open surroundings which make it easier to appreciate the original intention to make the building defensible against incoming artillery or infantry.</p> <p>The views to and from Tower 66 and other Towers in the chain demonstrate the purpose of the Tower as a link in a defensive chain and the intention to create continuous fields of fire that would deny safe landing places to enemy boats. The sea views demonstrate the purpose of the Tower as a place for watching for and firing on enemy shipping. The Tower's isolation on the headland make it a visually prominent focal point in</p>

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			<p>views from the beach to the east and west, which evokes its historic situation. In addition, the wildness of the beach (though now much degraded) creates a sense of the landscape character of the Tower during its military use. This is both an aesthetic value (the visual isolation within a typical Sussex beachscape, which many would consider iconic and locally distinctive) and an historical value (the historical narrative that can be told about the purpose of the Tower and the urgent local need for military defence against invasion at the time when the Towers were built).</p> <p>As part of any proposals for development on Site 1 it will be essential to ensure that this setting is protected. It will also be necessary to retain views between Towers 64 and 66. In addition, views of the two Towers from the beach on Site 1, in which Tower 66 is a prominent focal point, must be safeguarded.</p> <p>Any development proposals for Site 1 should therefore seek to retain or enhance the existing sense of isolation of Tower 66 to help promote an appreciation of the importance of this open setting to defensibility.</p> <p>It is also considered that any proposed landscaping should not reduce the natural character of the site. In particular, great care should be taken to ensure that the treatment of the open space around the Tower retains a naturalistic beachscape character, that hard landscaping is minimised, that planting maintains a shingle beach character and that any topographic profiling to create public spaces does not substantially change the open shingle beach character. This is not to say that any development within the setting of the Tower is impossible, on the contrary, development that enhances the setting should be positively encouraged. This means that development should certainly not undermine appreciation of the heritage significance of the Tower and should preferably do something to reveal that significance. It will be clear that having a clear appreciation of what the heritage significance of the Tower is, and how the setting contributes to this, will be an essential pre-requisite of any assessment.</p> <p>Having regard to possible new uses for Tower 66, the key criterion will be whether the heritage significance of the place will be protected and preferably revealed or enhanced. It is anticipated that such a use will have a low intensity such as a community, arts or heritage use, but commercial uses, such as a cafe could also be feasible if they protect and reveal the heritage significance of the place’.</p>
53	KI-83	Para 3.3.15	Delete ‘and that a third of the new jobs would be secured direct from the unemployment register.’
54	n/a	Para 3.3.16	Amend reference to ‘The Eastbourne Plan’ to ‘the Eastbourne Core Strategy Local Plan’.

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55	n/a	Para 3.3.17	Delete paragraph
56	KI-84	Para 3.3.18	Add after final sentence: 'In addition, it is considered that the acceptability of the public slipway on Site 1 should be dependent upon its impact on the setting of the Martello Tower, the shingle beach and sea defences and the compatibility of a slipway with any playspace or other managed open space zones across the beach.'
57	GN-11	Para 3.3.19	Replace reference to 'Carillion' with 'SHL'
58	n/a	Figure 9	Replace reference to 'Carillion' with 'SHL'
59	S1-27	Section 4.1	Add Vision Statement for Site 1: 'The setting, character and heritage of Site 1 provide an opportunity for a unique and high quality architectural response. Currently, the site is characterised by an unfinished domestic edge that fails to mark out this gateway to the Harbour or provide a suitable destination at the eastern end of the Eastbourne seafront. The development of this site offers the opportunity to address this by finishing this edge with built form of an appropriate scale and character, to provide an entrance to the Harbour and a backdrop to both the Martello Tower and a new public open space. As part of the development of this site it will be necessary to provide a new public open space using the area of shingle that has been shaped by the sea defence works and is also the setting for Martello Tower 66. The provision of a public open space in this setting will have to meet the challenges of the exposed coastal location and climate, as well as being sympathetic and appropriate to the setting of the Martello Tower. There is an opportunity to use the character and ecology of the indigenous Sussex vegetated shingle habitat to achieve this and create a space that is rich in biodiversity and a positive addition to the Eastbourne seafront. Public access will be maintained along the frontage of the site. It is envisaged that this access way will not form a traditional hard surface but will still allow full access to the beach for the public and vehicles for sea defence replenishment works. In addition, a formal pedestrian/cycleway should be provided through the residential development. The design proposals for Site 1 should be treated as a 'set piece' with the architectural and landscape elements treated as one part of an integrated design approach, that focuses on 'place-making' to ensure that all facets of the design are complimentary in their function and contribution to the setting of the Martello Tower, the creation of a Harbour gateway and the provision of a new public open space.'
60	GN-11	Para 4.1.4	Replace reference to 'Carillion' with 'SHL'

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61	n/a	Para 4.1.7	Delete 'As detailed in paragraph 3.3.10 above,' and replace with 'As detailed in paragraphs 3.3.15 to 3.3.20 above,'
62	n/a	Para 4.1.13	Delete paragraph and replace with: 'To reduce impacts on the setting of the Martello Tower, it is considered that vehicle access and parking should be screened behind the existing beach level. Houses should be a maximum of three storeys in height and any apartment buildings, should range in height from between three and six storeys.'
63	S1-13	Para 4.1.15	Replace final sentence with: 'However, this must avoid adverse effects on the setting of the Martello Tower'.
64	KI-56 S1-23	Para 4.1.16	Delete paragraph and replace with: 'As part of any development on this site, it will be essential to provide a significant area of public open space (approximately two thirds of the site), which could be planted with appropriate species to restore the naturally occurring habitat along the beach frontage and must incorporate children's play space. The exposure and coastal location may limit the choice of hard and soft landscape finishes. There is however an opportunity to provide a unique space designed to reflect the maritime location.'
65	n/a	Para 4.1.17	Delete paragraph and replace with: 'Development of the site will also require public access to be maintained along the frontage of the site. It is envisaged that this access way will not form a traditional hard surface but will still allow full access to the beach for the public and vehicles for sea defence replenishment works. In addition, a formal pedestrian/cycle way should be provided through the residential development.'
66	n/a	Para 4.1.18	Delete 'the promenade' and replace with 'this connection'
67	S1-18	Para 4.1.18	Add after final sentence: 'if the area is not to be adopted by the Highway Authority'.
68	S1-13	Para 4.1.20	Delete paragraph and replace with: 'As detailed in Paragraph 4.1.7 above, it will be essential to ensure the setting of Martello Tower 66 is maintained, but it should also be enhanced to reveal the heritage significance of the Tower. With the proposed extension to the promenade and extensive area of open space, it is considered that the site will become an important destination and the Martello Tower could be converted to a new use. It could for example become a café, with an external seating area, where customers could take advantage of the long range views out to sea. However such a proposal would need to be discussed in detail with English Heritage, and the key criterion should be whether the heritage significance of the place will be

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			protected and preferably revealed or enhanced. Care should be taken to ensure that the treatment of the open space around the Tower retains a naturalistic beachscape character, and in particular that any hard landscaping is minimised. Planting should maintain a shingle beach character and any topographic profiling to create public spaces should not substantially change the open shingle beach character.'
69	n/a	Para 4.1.23	Delete paragraph and replace with: 'As detailed above, as part of any development on Site 1, it will be necessary to maintain access for the Environment Agency to move shingle from the site to the other side of the Harbour in order to maintain the sea defences. This will involve the movement of heavy construction plant and lorries. Access should be from the existing roundabout access that is shared with the Water Treatment Works and surface treatments within the open shingle area to accommodate the Environment Agency operations should be low key and in keeping with the shingle character so as to protect the setting of the Martello Tower. Any additional requirements such as signage should be minimised for the same purpose and where required, temporary solutions should be considered first.'
70	n/a	Para 4.1.24	Delete paragraph and replace with: There may also be the opportunity to provide a slipway into the sea from Site 1, as there has been some support for such a facility. However this would require further discussions with Premier Marinas and would need to take account of both the setting of the Martello Tower and on the general amenity and other users of the space.
71	n/a	Para 4.1.26	At the end of final sentence, replace 'an extended promenade' with 'a pedestrian and cycle link between the promenade and the Harbour'
72	S1-25	Para 4.1.26	Add after final sentence: 'There is a need to protect the setting of the Tower and there are opportunities for new uses to be accommodated within or directly alongside it, so long as these are sympathetic to the structure of the Tower and to the function of the proposed public open space.'
73	S2-7	Section 4.2	Add Vision Statement for Site 2: 'In terms of place-making and connectivity, there is the opportunity to improve the streetscape along Atlantic Drive through the development of Site 2, by filling the gap in the frontages to complete the street. Built development of this site could also be used to improve oversight and surveillance of the pavement, footpath and cycle link that connect northwards to the retail area and Harbour Quay. Built development of this site will need to consider the relationship to scale and layout of the adjacent dwellings to ensure adequate levels of privacy are safeguarded. Any development of this site

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			should also take into consideration the long term uses of the open spaces to the north of the site, including the areas occupied by utility companies, as part of the wider streetscape context.'
74	GN-11 S2-6	Para 4.2.3	Amend first sentence to read: 'The site, which is owned by SHL, is currently leased to Premier Marinas and there is an agreement that up to 50 spaces should be available for berth holder parking.'
75	GN-11	Para 4.2.4	Replace reference to 'Carillion' with 'SHL'
76	n/a	Para 4.2.10	Amend reference to 'Boat Yard' to 'boatyard'
77	S2-4	Para 4.2.10	Add after final sentence: 'This would be subject to agreeing and securing a safe method of operation with the Highway Authority.'
78	n/a	Para 4.2.12	Delete 'at least 50% of the existing' and replace with 'up to 50'
79	n/a	Para 4.2.13	Delete 'around 37' and replace with 'up to 50'.
80	n/a	Para 4.2.13	Add after final sentence: 'Any residential development must be within the 150 limit.'
81	S2-8	Para 4.2.15	Add new paragraph after para 4.2.15: 'There is a 450mm diameter rising main close to the boundary of Site 2. This will constrain the layout of the site. Easement strips must be left to allow access for maintenance'.
82	S3-17	Section 4.3	Add Vision Statement for Site 3: 'There is an opportunity to provide enhanced, permanent facilities for the fishermen on this site with appropriate storage. In addition, the provision of a new pedestrian link between The Waterfront and Atlantic Drive, via a new harbour walkway is likely to result in the site becoming more of a destination. It is therefore envisaged that alongside the fishermen, other ancillary and associated uses, such as a fresh fish shop could be provided, to the benefit of residents, visitors and Eastbourne's fishing community'.
83	n/a	Para 4.3.1	Amend reference to 'the Waterfront' to 'The Waterfront'

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84	GN-11	Para 4.3.3	Replace reference to 'Carillion' with 'SHL'
85	n/a	Para 4.3.4	Amend reference to 'west channel' to 'West Channel'
86	n/a	Para 4.3.4	Amend reference to 'the Waterfront' to 'The Waterfront'
87	n/a	Para 4.3.5	Amend reference to 'the Waterfront' to 'The Waterfront'
88	S3-13	Para 4.3.5	Add new paragraph after 4.3.5 to read: 'Pedestrian linkage from The Waterfront is currently constrained by the existing layout around the West Harbour Bridge with a reduced width, changes in level and a lack of clear line of sight. However the provision of the proposed cinema entrance at the Sovereign Harbour Retail Park will make it a major destination which will result in increased footfall and is also likely to raise the commercial value of the site, particularly having regard to the waterfront setting'.
89	n/a	4.3.6	Amend reference to 'the Waterfront' to 'The Waterfront'
90	KI-34 S3-1 S3-3 S3-12	4.3.6	After final sentence, add: In addition, the West Channel is one of only two places in the Harbour (the other being adjacent to Site 4) that has deep water and can allow large fishing vessels to pull up against the Harbour walls.
91	KI-34 S3-1 S3-3 S3-12	4.3.7	Delete paragraph.
92	KI-34 S3-1	4.3.9	Add new paragraph after 4.3.9: 'The preferred option for Site 3 is to provide a permanent home for the fishermen to enable them to land their catch and to store their equipment. In addition, it is considered the site would also be suitable for associated and ancillary uses such as net shops'.

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	S3-3 S3-12		
93	KI-34 S3-1 S3-3 S3-12	4.3.11	Delete paragraph and replace with: 'However, should the site not become the permanent home of the fishermen and if it is demonstrated that the site would not be commercially viable to provide an extension to The Waterfront, it is considered that the site would be suitable for a residential development as this would be in keeping with the development on the opposite side of the West Channel. As part of any application for planning permission for residential development on this site it, would therefore be necessary to confirm that the site is no longer needed for the fishermen as well as providing information to confirm that the provision of additional retail, and food and drink uses, is not commercially viable. Any residential development must be within the 150 limit.'
94	KI-34 S3-1 S3-3 S3-12	4.3.15	Delete paragraph and replace with: 'In the event that an extension to The Waterfront or a residential development is proposed for Site 3, arrangements to deal with the fishermen's needs will need to be put in place to provide for them to land their catch and to store their equipment'.
95	S4-16	Section 4.4	Add Vision Statement for Site 4: 'Site 4 occupies an important part of the Harbour where a number of existing and proposed routes, activities and connections come together. These include the existing links from the retail park, car parks and Waterfront and the proposed new bus link, retail park link and Harbour walkway. As such it is at the centre of the Harbour making it well suited for a public open space that could be used for a variety of events and activities. In addition to the creation of a new public space, of appropriate size for the proposed community activities, the development of this site will also need to provide built form of an appropriate scale and uses to create a backdrop to the public space, add vitality and contain the Harbour edge. The layout of the built form will need to balance a number of design issues including; its function as a place of arrival and public activity, the approach from, and connection to The Waterfront, access to and views of the Harbour and the management of traffic and servicing. The character of any development on this site, both the built form and public realm should seek to reinforce the Harbour identity and create a positive relationship to the waterfront for the benefit of residents and visitors and to make it more commercially attractive.'

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96	n/a	Para 4.4.1	Amend reference to 'the Waterfront' to 'The Waterfront'
97	n/a	Para 4.4.3	Add after final sentence: 'Both The Waterfront and Site 4 are located within the designated District Shopping Centre.'
98	GN-11	Para 4.4.4	Replace reference to 'Carillion' with 'SHL'
99	S4-12	Para 4.4.4	Add 'temporary' before 'dry boat storage'
100	S4-13	Para 4.4.10	Amend first sentence to read: 'It is considered that Site 4 should comprise a mixed use development incorporating bars, restaurants and retail units on the ground and first floor with potential for some B1 office space or other appropriate employment generating uses above.'
101	n/a	Para 4.4.10	Amend reference to 'the Waterfront' to 'The Waterfront'
102	S4-3	Para 4.4.10	Add sentence after third sentence to state: 'As it is proposed that this will be a mixed use commercial development, it is considered inappropriate to include any residential units on this site'.
103	n/a	Para 4.4.11	Amend reference to 'the Waterfront' to 'The Waterfront'
104	n/a	Para 4.4.16	Amend reference to 'Boat Yard' to 'boatyard'
105	n/a	Para 4.4.17	Delete 'Sovereign Retail Park' and replace with 'Sovereign Harbour Retail Park'.
106	n/a	Section 4.5	Add Introductory Vision Statement for Site 5: 'Site 5 occupies that a central position within Sovereign Harbour which makes it an ideal location for a community centre to serve the whole neighbourhood. The site is highly accessible and abuts The Waterfront car park, and it may be necessary to reconfigure the parking arrangements but without losing any parking spaces. A community centre with a footprint of at least 750 m ² will be required to meet the needs of the community, although the ground conditions mean that the community centre building will have to be single storey. The facility must be built as a priority in the phasing of the overall development of the Harbour and should therefore be provided prior to commencement of

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			development on any of the remaining residential development sites’.
107	GN-11	Para 4.5.2	Replace reference to ‘Carillion’ with ‘SHL’
108	GN-11	Para 4.5.3	Replace reference to ‘Carillion’ with ‘SHL’
109	n/a	Para 4.5.4	Amend reference to ‘the Waterfront’ to ‘The Waterfront’
110	n/a	Para 4.5.6	Amend reference to ‘the Waterfront’ to ‘The Waterfront’
111	n/a	Para 4.5.8	Delete second sentence of paragraph
113	n/a	Para 4.5.9	Amend reference to ‘the Waterfront’ to ‘The Waterfront’
114	S5-3	Para 4.5.9	Add after final sentence: ‘However, this must not result in the overall loss of car parking spaces’.
115	n/a	Para 4.5.11	Amend final sentence to read: ‘In addition, if space allows, an area shall be set aside for a possible future extension or children’s play space’.
116	n/a	Para 4.5.12	Amend reference to ‘the Waterfront’ to ‘The Waterfront’
117	S5-10	Para 4.5.12	Add after final sentence: ‘As a community facility proposed to meet the needs of the Sovereign Harbour community and in view of the central location of the site within the Harbour, dedicated car parking for the community centre will be restricted to meeting essential operational requirements only. The facility will also be subjected to a bespoke Travel Plan that will set out how non car access for the employees and users of the community centre will be promoted, achieved and maintained. The design of the building will additionally need to satisfy the requirements of the Sustainable Building Design SPD’.
118	n/a	Para 4.5.13	Delete ‘through accommodation in a new Community Centre, or’
119	n/a	Para 4.5.13	Amend reference to ‘the Waterfront’ to ‘The Waterfront’

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120	S6-13	Section 4.6	Add Vision Statement for Site 6: 'Site 6, along with Site 7, forms the northern edge of Sovereign Harbour adjacent to the A259 Pevensey Bay Road and is a significant part of an important public frontage and entrance to the Harbour. As such it provides an opportunity to improve the presence and access to the Harbour. It also has a role to play in creating a gateway to Eastbourne. Development proposals for this site therefore need to be part of an integrated design that includes Site 7, linkages south to the retail park and Waterfront, and their combined gateway function. Sitting between the Pevensey Bay Road and the shingle mound and separated from the housing to the north, Site 6 is less sensitive in terms of the proximity to residential development. This may make it more suitable for larger scale buildings. The southern end of Site 6 overlooks the Harbour Entrance roundabout and the retail park, forming part of the main Harbour entrance. There is scope for a larger scale building here sufficient to anchor the site and define the entrance. At the northern end of Site 6, built form needs to provide a similar gateway function, although here it will need to be considered alongside proposals for the southern part of Site 7 opposite, and the same scale may not be required to establish presence. Landscape should form an integrated part of any design proposals for Sites 6 and 7 to create a setting along the Pevensey Bay Road as part of the Harbour character and gateway to Eastbourne. This could include use of the existing tree belt on Site 6 and views across the Pevensey Levels to the north.'
121	GN-11	Para 4.6.3	Replace reference to 'Carillion' with 'SHL'
122	n/a	Para 4.6.6	Add at end of final sentence: '(SNCI)'.
123	S6-15	Para 4.6.6	Add new paragraph after para 4.6.6: 'Site 6 has been the subject of historic landfilling activities and it is possible that contamination may still be present either as impacted soils and groundwater or unidentified landfilling.'
124	S6-15	Para 4.6.9	Add new paragraph after para 4.6.9: 'Having regard to the fact that Site 6 has been subject of historic landfilling activities, any proposed development would need a thorough investigation to ensure that the site had been fully assessed'.
125	S6-15	Para 4.6.10	Delete paragraph and replace with: 'In addition, the poor ground conditions on the site may require piling or raft foundations. The surrounding shingle mound and tree belt provide shelter for the site'.

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126	S6-8	Para 4.6.12	Amend first sentence to read: 'As a gateway site into the town, the site should be landscaped in order to improve the attractiveness of the site and any development will be required not to have an impact on the adjacent Langney Sewer SNCI'.
127	S6-8	Para 4.6.12	Amend final sentence to read: 'There should also be high quality soft landscaping within the site, which should have regard to the underlying geology and prevailing conditions.'
128	n/a	Para 4.6.14	Amend reference to 'the Retail Park' to 'the retail park'.
129	n/a	Para 4.6.14	Amend references to 'the Waterfront' to 'The Waterfront'
130	S6-9	Para 4.6.14	Amend the final sentence to read: 'Adequate car and secure cycle parking to serve the development should also be provided on site.'
131	S7-19	Section 4.7	Add Vision Statement for Site 7: 'Site 7 will provide a mix of uses including employment, residential and public open space. Along with Site 6, it forms the northern edge of Sovereign Harbour adjacent to the A259 Pevensey Bay Road and is a significant part of an important public frontage and entrance to the Harbour. As such it provides an opportunity to improve the presence and access to the Harbour. It also has a role to play in creating a gateway to Eastbourne. Development proposals for this site therefore need to be part of an integrated design that includes Site 6, their links ultimately with the retail park and The Waterfront, and their combined gateway function. Site 7 has a closer relationship with the existing residential development to the south along Pacific Drive and layout and scale should reflect this. In practice this may mean larger scale buildings located on the Pevensey Bay Road side of the site to help create presence, with smaller scale buildings on the Pacific Drive side of the site to blend with the domestic scale. Buildings should also be planned along the Pacific Drive edge to provide active frontages and surveillance to the street. Built form on the southern end of Site 7 needs to be considered alongside proposals for the northern part of Site 6 opposite to establish presence and a gateway. Residential development on the northern part of the site will need to be considered as part of the wider masterplan and its contribution to achieving a coordinated design approach along the Pevensey Bay Road. Proposals are to include a public open space which should be accessible and designed to provide recreation for a range of ages. The function of this space as part of a wider green infrastructure including pedestrian and cycle linkages, and an ecological resource will also need

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			to be considered as part of the overall design. Landscape should form an integrated part of any design proposals for Sites 6 and 7 to create a setting along the Pevensey Bay Road as part of the Harbour character and gateway to Eastbourne.'
132	GN-11	Para 4.7.3	Replace reference to 'Carillion' with 'SHL'
133	S7-20	Para 4.7.7	Add new paragraph after para 4.7.7: 'There is a 350mm diameter rising main close to the boundary of Site 7. This will constrain the layout of the site. Easement strips must be left to allow access for maintenance'.
134	S7-14	Para 4.7.10	Amend paragraph 4.7.10 to read: 'The site is accessible by road and public transport, and within walking distance for the residents of Sovereign Harbour. Vehicle access to the employment land on Site 7 will need careful consideration and the potential for an alternative access should be investigated and, if required should be subject to agreement with East Sussex County Council as Highway Authority. This would also need to be supported by a Transport Assessment. In addition, there should be adequate parking provided to serve the development. It is also important that pedestrian and cycle links through the site are provided to connect to the retail park, the community centre on Site 5 and the Waterfront.'
135	S7-16	Para 4.7.14	Amend first sentence to read: 'It is also considered that there is the opportunity to provide some sheltered or assisted living/extra care (C3 residential) accommodation on this site and perhaps a limited amount of care home accommodation (C2)'.
136	S7-18	Para 4.7.15	Amend second sentence to read: 'Landscaping should be used to integrate the development within the proposed open space and to create an appropriate setting to Pevensey Bay Road as part of the gateway to the town'.
138	n/a	Para 4.7.15	Amend reference to 'the Waterfront' to 'The Waterfront'
139	S8-21	Section 4.8	Add Vision Statement for Site 8: 'Site 8 occupies an important position at the head of the North Harbour where a combination of built form and public open space should be used to create a focal point that completes the Harbour edge. 50% of the site should remain as public open space and there is an opportunity for a range of spaces with different hard and soft landscape characters to take advantage of the harbour side location and views. Apart from creating a setting for an attractive public open space, the scale and

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			character of buildings will need to respond sympathetically to the existing residential development and create a positive focal point for the North Harbour.'
140	GN-11	Para 4.8.3	Replace reference to 'Carillion' with 'SHL'
141	S8-1 S8-12	Para 4.8.8	Delete paragraph and replace with: 'It is considered that the site could accommodate a maximum of 8 homes and these should be houses rather than flats. The units should range in height from between two storeys fronting Pacific Drive and up to four storeys adjacent to the waterfront.'
142	S8-1 S8-5	Para 4.8.11	Delete: 'and in order to limit the amount of hardsurfacing, it is considered that undercroft parking should be provided'.
143	S8-22	Para 4.8.11	Add sentence at end of paragraph: 'Site layout should ensure that no habitable rooms are located fewer than 15 metres from the pumping station boundaries'
144	n/a	Section 4.9	Add Introductory Vision Statement for Sovereign Harbour Retail Park: 'Sovereign Harbour Retail Park currently provides a range of shopping facilities for Sovereign Harbour and the town as a whole, and improvements to the leisure and retail offer will be supported, providing future development proposals do not affect the vitality and viability of the Town Centre. Development proposals will also need to include provision of a bus link between the North and South Harbours to improve the bus service in Sovereign Harbour. There should also be good pedestrian integration between the retail park and the complementary uses at The Waterfront as well as the proposals for Site 4'.
145	CB-6 RP-2	Para 4.9.1	Delete first sentence and replace with: 'The Sovereign Harbour Retail Park is designated as a District Shopping Centre in the Eastbourne Core Strategy Local Plan. It was opened in 1989 and comprises the ASDA superstore, seven other retail units, a cinema, a vacant health and fitness centre, a restaurant, a petrol filling station, car wash and extensive areas of car parking.'
146	n/a	Para 4.9.2	Amend reference to 'the Waterfront' to 'The Waterfront'
147	RP-11	Para 4.9.3	Delete paragraph and replace with: 'At the time of writing this document, the Council has resolved to grant planning permission for the demolition of the existing health and fitness building, and the erection of

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			commercial units with a replacement cinema above. The proposals include a change of use of the existing cinema to Class A1 retail use, and the extension of existing units for retail purposes and improvements to the pedestrian and parking facilities. As part of the application, provision will be made for bus access from Atlantic Drive and Harbour Quay to facilitate public transport connections between the North and South Harbour, as well as improvements to pedestrian/cycle links.'
150	RP-5 RP-10	Para 4.9.6	Amend second sentence to read: 'It is also important to ensure good pedestrian and cycle integration between the retail park and the existing complementary uses at The Waterfront and to ensure that any future development at the Sovereign Harbour Retail Park provides adequate on site car and cycle parking and good pedestrian/cycle links.'
151	n/a	Para 4.9.7	Amend reference to 'Sovereign Retail Park' to 'Sovereign Harbour Retail Park'.
152	n/a	Para 4.9.7	Add 'is' after 'it'
153	n/a	Section 4.10	Amend reference to 'Boat Yard' to 'Boatyard'
154	n/a	Section 4.10	Add Introductory Vision Statement for Boatyard: 'The Boatyard, located in a prominent position close to the retail park and adjacent to The Waterfront, is not ideally sited. However there are currently no opportunities to provide an alternative site that has easy access to the water. The Boatyard is considered essential for the maintenance of a fully serviced marina operation and the site has the potential to provide additional boat storage'.
155	n/a	Para 4.10.1	Amend reference to 'boat yard' to 'Boatyard'
156	n/a	Para 4.10.1	Amend reference to 'the Waterfront' to 'The Waterfront'
157	n/a	Para 4.10.3	Amend reference to 'Boat Yard' to 'boatyard'
158	n/a	Para 4.10.7	Amend reference to 'Boat Yard' to 'boatyard'
159	n/a	Para 4.10.8	Amend reference to 'boat yard' to 'boatyard'

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160	GN-13 S2-10	Para 4.10.9	Add new paragraph after para 4.10.9: 'There may be potential for the Boatyard to provide additional boat storage'.
161	BY-3	Para 4.10.9	Add new paragraph after new paragraph after para 4.10.9: 'There is a 450mm diameter sewer and a 350mm diameter rising main close to the northern boundary of the Boatyard site. This will constrain the layout of any future development of the site. Easement strips must be left to allow access for maintenance'.
162	n/a	Section 4.11	Add Introductory Vision Statement for Shingle Bank: 'The Shingle Bank is a former landfill site that has been capped and covered with shingle, with part of the site being scrub, located to the south of Site 6. Whilst there are currently no opportunities to develop this site as the costs of removing the landfill material would be prohibitive, the site should be enhanced as an open space including the provision of informal paths to increase the importance of the shingle bank as a secondary open space used by residents for activities such as walking dogs'.
163	GN-11	Para 4.11.2	Replace reference to 'Carillion' with 'SHL'
164	KI-56 SB-3 SB-6	Para 4.11.6	Add after final sentence: 'Appropriate restoration and sympathetic landscaping using native shingle species appropriate to the area would provide an attractive 'green space' within Sovereign Harbour and be of significant benefit to wildlife by restoring the naturally occurring habitat along the Shingle Bank'.
165	n/a	Section 4.12	Add Introductory Vision Statement for Outer Harbour Peninsula: 'The Outer Harbour Peninsula occupies a prominent location at the entrance to the Harbour. It is surrounded by water on three of its sides and forms a raised shingle area protected by large rocks on the seaward side. As the Outer Harbour Peninsula is unlikely to be able to accommodate the fishermen as originally envisaged, the site will remain as public amenity space and enhanced facilities for pedestrians, such as seating and paths will be provided, with opportunities to revert to a shingle habitat being explored'.
166	n/a	Para 4.12.7	Delete final sentence of para 4.12.7
167	n/a	Para 4.12.8	In final sentence, replace 'on' with 'to'

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168	OP-4 OP-5	Para 4.12.9	Add after final sentence: 'In addition, opportunities for the Outer Harbour Peninsula to revert to a shingle habitat should be explored'.
169	n/a	Section 4.13	Add Introductory Vision Statement for Land adj Lock Gates: 'The Land adjacent to the Lock Gates is currently used as a car park with the surface of the site unfinished, being predominantly rough shingle. The car park should be formally laid out for public use and the site should be extensively landscaped. A section of promenade should also be constructed adjacent to the Outer Harbour'.
170	n/a	Section 4.14	Add Introductory Vision Statement for Martello Tower 64: 'Martello Tower 64 is a Grade II Listed Building and a Scheduled Monument. The building is currently in a poor state of repair and is on the Buildings at Risk Register. As a building of historic interest and as it is one of a number of Towers that were built to protect the coastline in the early nineteenth century, it is important to secure the long term repair and maintenance of the Tower. The conversion of the Martello Tower to an alternative use would be supported in principle, subject to discussions with English Heritage'.
171	GN-11	Para 4.14.2	Replace reference to 'Carillion' with 'SHL'
172	n/a	Para 4.14.5	Replace reference to 'towers' with 'Towers'
173	n/a	Section 4.15	Add Introductory Vision Statement for Haven School: 'The Haven School is a primary school that caters for approximately 210 pupils and includes a purpose-built nursery. The school is scheduled to be extended to increase capacity to 420 pupils by September 2013. There are car parking issues associated with the Haven School but these should be alleviated following the implementation of a School Travel Plan to reduce congestion around the school by encouraging non car modes of transport. The school is well established and now that the nursery building has been provided and once the planned extensions are built there will be little land remaining for further development'.
174	n/a	Para 4.15.3	Delete the word 'building' after 'nursery'
175	HS-5	Para 4.15.7	After the final sentence, add: 'The School's Travel Plan will be updated before the extension opens, which may well increase the use of the berth holders car park by parents and should reduce congestion around the

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			school by encouraging non car modes of transport. However this arrangement would be affected by any future plans for Site 2'.
176	GN-11	Appendix 1	Replace reference to 'Carillion' with 'SHL'
177	n/a	Appendix 1	Amend bullet under Development Opportunities to 'Residential development – 50-80 homes on approx. one third of the site (max. 3 storey houses and max. 6 storey apartments)'
178	n/a	Appendix 1	Amend route of pedestrian/cycle link to show this route running from the roundabout, along Martinique Way and then along the edge of the site to connect with the Harbour promenade.
179	GN-11	Appendix 2	Replace reference to 'Carillion' with 'SHL'
180	S2-8	Appendix 2	Include reference to easement strips.
181	S3-16	Appendix 2	Identify the location of the bus link.
182	GN-11	Appendix 3	Replace reference to 'Carillion' with 'SHL'
183	KI-34 S3-1 S3-3 S3-12	Appendix 3	Replace 'Arrangements to deal with fishermen's needs to be put in place for landing of catch and storage of equipment' and replace with: 'Provision of enhanced, permanent facilities for the fishermen with appropriate storage alongside other ancillary and associated uses, such as a fresh fish shop'
184	GN-11	Appendix 4	Replace reference to 'Carillion' with 'SHL'
185	GN-11	Appendix 5	Replace reference to 'Carillion' with 'SHL'
186	S5-11	Appendix 5	Increase the boundary circle to include the area to the rear of the car park.
187	n/a	Appendix 5	Replace 'possible children's play area' with 'Area set aside for future extension/children's play area'

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188	GN-11	Appendix 6	Replace reference to 'Carillion' with 'SHL'
189	S6-12	Appendix 6	Show gateway locations
190	GN-11	Appendix 7	Replace reference to 'Carillion' with 'SHL'
191	n/a	Appendix 7	Show gateway location
192	S7-20	Appendix 7	Include reference to easement strips.
193	S7-14	Appendix 7	Amend Appendix 7 to include the following text: Further details of possible access to the employment land on Site 7 to be agreed with the Highway Authority.
194	GN-11	Appendix 8	Replace reference to 'Carillion' with 'SHL'
195	S8-1 S8-12	Appendix 8	Replace 'Residential development of 20-26 homes (2 storey adjacent to Pacific Drive, rising to 4 storey adjacent to the waterfront' with 'Residential development of 8 houses (2 storey adjacent to Pacific Drive, rising to 4 storey adjacent to the waterfront'
196	S8-1 S8-5	Appendix 8	Delete 'Undercroft parking'
197	S8-14	Appendix 8	Remove arrow representing the vista
198	S8-14	Appendix 8	Delete 'Vista of Waterfront' and replace with 'Views of the waterfront'
199	n/a	Appendix 8	Change location of green and brown blobs representing open space and built area
200	n/a	Appendix 10	Amend reference to 'Boat Yard' to 'boatyard'
201	BY-3	Appendix 10	Include reference to easement strips.

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202	GN-13	Appendix 10	Add 'Space for Boat Storage' to Site Characteristics
203	GN-11	Appendix 11	Replace reference to 'Carillion' with 'SHL'
204	GN-11	Appendix 14	Replace reference to 'Carillion' with 'SHL'
205	n/a	Appendix 14	Add 'Pedestrian' before 'access via Carolyn Way'
206	n/a	Appendix 14	Add 'Vehicular access via Beach Road controlled by the Environment Agency'
207	AP-1	Appendix 16	Add a footnote relating to 'Biodiversity Survey and Report' to read: 'This should include data from the Sussex Biodiversity Record Centre'
208	AP-2	Appendix 16	Amend sixth bullet of list of mandatory documents to read: Parking provision (car and cycle).
209	AP-2	Appendix 16	Amend eleventh bullet of additional document to be submitted to read: 'Transport Assessment/Transport Statement/Transport Report'
210	AP-2	Appendix 16	Amend twelfth bullet of additional document to be submitted to read: 'Travel Plan/Travel Plan Statement'