

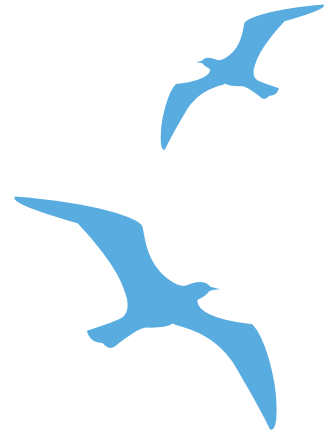
Newhaven

Neighbourhood Plan

2017–2030

Final Version





Foreword

To quote a well-known saying “the one thing we can be certain of is change” and Neighbourhood Planning gives a wonderful opportunity for local people to have a say about how their local area will change over the coming years, such as what special areas need protection, how employment opportunities can be ensured and where new homes can go.

Since 2014 we have been asking residents, businesses and organisations about what they think makes Newhaven special and what could be improved. Your feedback received from consultation events have where possible been incorporated into this Neighbourhood Plan to ensure it has been shaped by the local community, for the local community.

Producing a Neighbourhood Plan is not for the faint-hearted and requires real commitment from the Neighbourhood Plan Steering Group, which in Newhaven’s case has been made up of residents and Councillors who have given their time freely. They have met regularly over the production period, researching evidence and bringing together all the threads of information to help produce the Plan.

Earlier on in the Neighbourhood Plan process, a residents’ focus group met regularly to give us their ideas on what the major issues are in the town and what they felt the Neighbourhood

Plan needed to address. Their support (and invaluable local knowledge) has been a great help to us in seeking to produce a plan that fully reflects the aspirations of local people.

New housing is inevitable and important to ensure that everyone in our community has a place to live. The Neighbourhood Plan however, is about far more than just housing. It sets out how Newhaven can be the best it can be through the provision of employment, improvement of the town centre, better transport links, protected and improved recreation spaces, the protection of natural assets and creating an environment that supports healthy living and well-being.

By producing a Neighbourhood Plan, we are not only going to be able to influence how the town will grow and change over the coming years, but as a Town Council we also will receive enhanced Community Infrastructure Levy from future developments. This can then be invested into Newhaven, to improve and create community facilities that people tell us that they need.

This Plan is your Plan. It seeks to make your town a place where you can enjoy living, working, playing in and be proud of.

Newhaven Town Council



Contents

Section 1

Background to Neighbourhood Planning	01
Neighbourhood Planning - A Description	01
The Neighbourhood Plan in Context	02
Scope of Newhaven Neighbourhood Plan	03
Why Newhaven Needs a Neighbourhood Plan	05
Producing the Newhaven Neighbourhood Plan	06
Achieving Sustainable Development	07
Sustainability Appraisal (incorporating Strategic Environmental Assessment)	08
Habitat Regulations	09

Section 2

Consultation and Engagement Events	10
Regulation 14 Consultation	13

Section 3

Our Neighbourhood - A Sense of Place	14
Historical Perspective	15
Key Facts about Newhaven	18

Section 4

Vision and Objectives	22
Objectives	24

Section 5

Planning Policies	28
-------------------------	----

Section 6

The Town Centre	29
-----------------------	----

Section 7

Local Economy, Tourism and Employment	42
---	----

Section 8

Eastside	55
----------------	----

Section 9

Transport, Sustainable Movement and Access	67
--	----

Section 10

Public Open Space, Sports and Recreation Facilities	73
---	----

Section 11

Natural Environment and Biodiversity	81
--	----

Section 12

Good Quality Design and Image	88
-------------------------------------	----

Section 13

Housing	96
---------------	----

Section 14

Monitoring, Review and Implementation	119
---	-----

General Plans

General Plan 1 - Neighbourhood Plan Area	04
General Plan 2 - Areas of Archaeological Interest	16
General Plan 3 - Newhaven in Context	17
General Plan 4 - Extent of the Town Centre	29
General Plan 5 - Eastside and its land uses	56
General Plan 6 - Surface, fluvial and tidal flood risk	83

Proposal Plans

Proposal Plan 1 - Shopping Areas and Frontages	33
Proposal Plan 2 - Historic Plots	38
Proposal Plan 3 - Shop Front Components	39
Proposal Plan 4 - Land around Avis Way	46
Proposal Plan 5 - Denton Island	48
Proposal Plan 6 - Eastside and the Enterprise Zones	58
Proposal Plan 7 - Ouse Estuary Nature Reserve	64
Proposal Plan 8 - Formal and informal open space and local green spaces	76
Proposal Plan 9 - Lewes Road Recreation Ground	79
Proposal Plan 10 - Environmental Designations	85
Proposal Plan 11 - Town Centre Gateways	91
Proposal Plan 12 - Newhaven Development Boundary	102
Proposal Plan 13 - Newhaven's Former Police Station, South Road	107
Proposal Plan 14 - Housing Sites on Eastside	109
Proposal Plan 15 - Robinson Road Depot	112
Proposal Plan 16 - Housing Sites in Town Centre	114
Proposal Plan 17 - Former Lewes District Council Offices	116
Proposal Plan 19 - Old Conservative Club	118

Tables

Table 1 - Tasks in making a Neighbourhood Plan	06
Table 2 - Distribution of Planned Housing	99
Table 3 - Distribution of Development (housing and employment)	104
Table 4 - Projects financed through CIL/ Enterprise Zone Funding	121

Figures

Figure 1 - Gateway Feature	89
----------------------------------	----



1. Background to Neighbourhood Planning

Neighbourhood Planning - A Description

- 1.1 Neighbourhood Planning is a relatively new way of planning for local areas. It was established through the Localism Act 2011 and gives communities the right to decide how their local area is going to grow and change over the coming years.
- 1.2 The process helps manifest ‘placemaking’, a powerful idea that the places we live, work and play belong to us all and that local people must be involved in all aspects of shaping the communities in which they live.
- 1.3 Government states in the National Planning Policy Framework (NPPF) 2018 that a Neighbourhood Plan gives the community “power to develop a shared vision for their area” (NPPF para 29). Government acknowledges that local people are best placed to understand what the issues and challenges are in their local area and by producing a Neighbourhood Plan can set out how problems can be improved upon and needs met.
- 1.4 Neighbourhood Plans cannot be used as a tool to prevent development, but can shape, direct and help to deliver sustainable development by influencing local planning decisions helping to guide inevitable change.



The Neighbourhood Plan in Context

- 1.5 Neighbourhood Planning forms part of the planning system and it is required by law to fit into ‘higher level’ planning policy. In the case of Newhaven Neighbourhood Plan, the higher tier policies are to be found in the following documents:

National Planning Policy Framework (NPPF) 2012 (updated 2018)¹

- 1.6 This document sets out the Governments planning policies for England and how these should be applied. It provides the framework within which local authority prepared plans including Local Plans and Neighbourhood Plans can be produced. The Newhaven Neighbourhood Plan has been produced in the context of the 2012 document and this approach is supported by government advice. It has been considered appropriate however to also refer to the updated version of the NPPF in the Plan, given that it provides the latest government advice that will be applied locally, in tandem with the Neighbourhood Plan on its adoption.

Lewes District Local Plan Part 1: Joint Core Strategy 2016

- 1.7 This is the District Council’s primary planning document, which is a strategic level plan for the whole district. It allocates levels of housing growth to settlements in the district and it contains large scale site allocations. It was adopted by both the District Council and South Downs National Park Authority in 2016.



¹ This Plan has been produced in the context of the NPPF 2012 and accompanying Planning Practice Guidance. A revised NPPF was published on 24th July 2018. The transitional arrangements for Neighbourhood Plans state that policies in the previous framework will apply for the purpose for examining plans, where those plans are submitted to the Local Planning Authority under Regulation 15 on or before 24th January 2019.



Local Plan Part 2: Site allocation and Development Management Policies (Pre-Submission document) 2018

- 1.8 This is the second of the Local Plan documents and when adopted, will deliver the strategic objectives and spatial strategy of Local Plan Part 1 by allocating additional sites to meet development growth and setting detailed non-strategic development management policies to guide development. The stages remaining in Local Plan Part 2 preparation are:
- Formal Submission to the Secretary of State – January 2019
 - Examination in Public – Spring/Summer 2019
 - Adoption – Autumn 2019
- 1.9 Once the Newhaven Neighbourhood Plan is adopted, the policies it contains will take precedence over existing non-strategic policies in the District Council's Local Plan where they are in conflict, unless they are superseded by relevant strategic or non-strategic policies that are adopted subsequently.

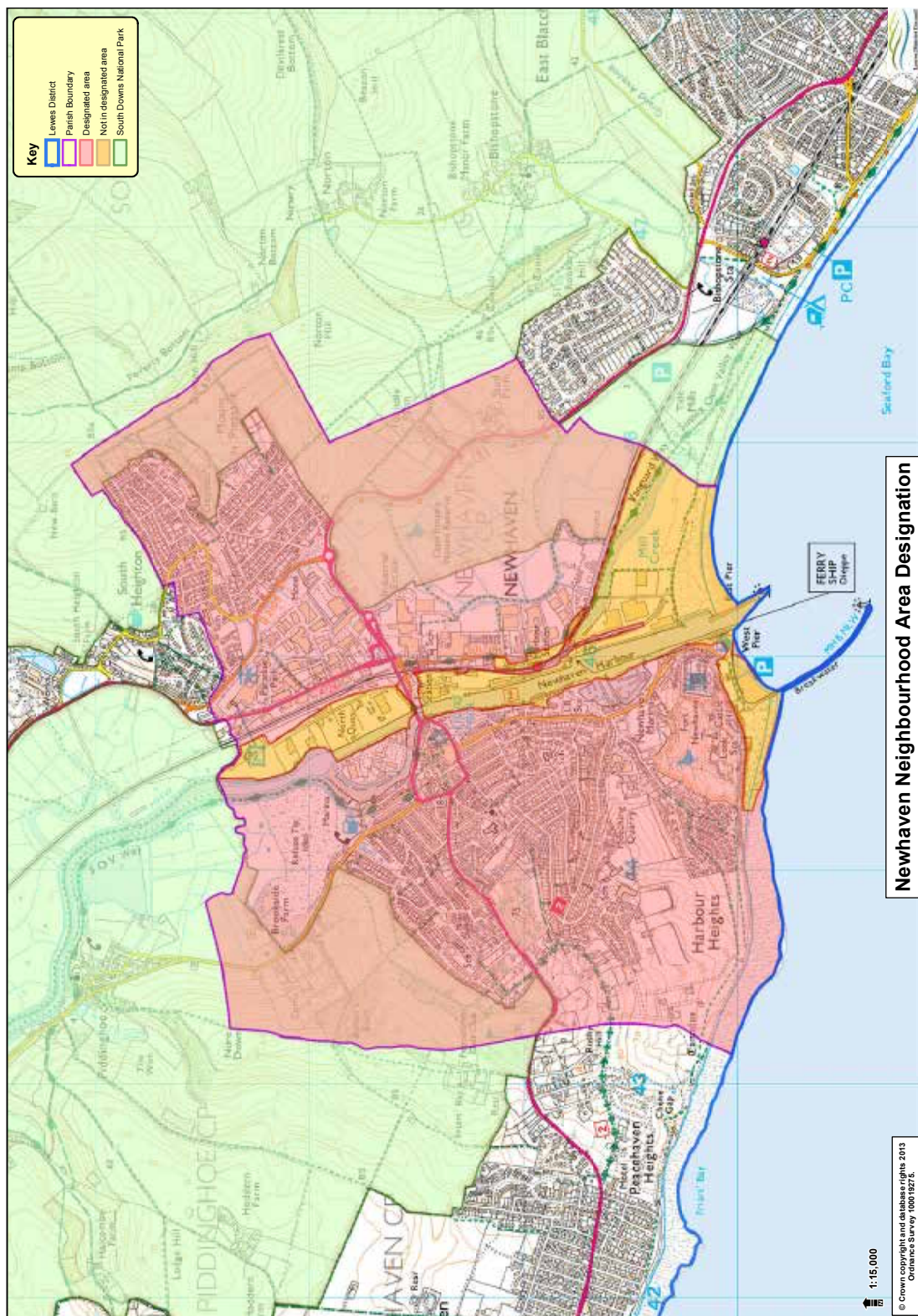
South Downs Local Plan 2019

- 1.10 Produced by the South Downs National Park Authority, the Local Plan sets the planning policies against which planning applications on land within the national park will be considered. Areas of undeveloped greenfield land on the periphery of the parish boundary lie within the national park, but the park designation does not include the countryside in the south-west corner at Harbour Heights.

Scope of Newhaven Neighbourhood Plan

- 1.11 On adoption, the Newhaven Neighbourhood Plan will become part of the Statutory Development Plan along with the Lewes District Local Plan Part 1: Joint Core Strategy 2010 - 2030, Local Plan Part 2 (when adopted) and the South Downs Local Plan and will guide development in Newhaven up to 2030. What this means is that Lewes District Council and the South Downs National Park Authority (SDNPA) will consult the plan and use the planning policies within it, to determine whether to grant planning permission for planning applications made within the Neighbourhood Plan Area.
- 1.12 The designation of the Neighbourhood Plan area was made on 8th July 2013. Following an objection, the District Council refused the initial application for the whole of the parish to be designated as a neighbourhood area but designated a smaller neighbourhood area excluding the area of the port, as shown at General Plan 1.





- 1.13 To help ensure that the Newhaven Neighbourhood Plan is made and attains the same legal status as the Local Plans produced by the District Council and the SDNPA, several basic conditions must be met when producing the plan. Newhaven Neighbourhood Plan must:
- have appropriate regard to national planning policy²
 - contribute to sustainable development³
 - be in general conformity with strategic policies in Lewes District Councils Local Plan Part 1 Joint Core Strategy and the emerging South Downs Local Plan; and
 - be compatible with EU obligations and human rights requirements.

Why Newhaven Needs a Neighbourhood Plan

- 1.14 Producing a Neighbourhood Plan is not compulsory and many areas have decided not to plan locally for their area, but rather leave it to the local planning authority to decide how their local areas are to grow and change.
- 1.15 One of the comments often made by local people is that over the years Newhaven has been forgotten and often had development forced upon it, to its detriment. Development that has come is of the kind that no other place would want (such as the incinerator and heavy industry). In addition, over the last few decades the town has suffered from a lack of investment, a loss of industry and negative impacts on the public realm, all of which have eroded community and wider perceptions on the value and opportunities of the area.
- 1.16 Change though is coming. We know that Newhaven is identified in the Lewes District Joint Core Strategy at Spatial Policy 2 to receive an additional 825 new homes. Spatial Policy 7 allocates 20 hectares of land at Harbour Heights for a mixed- use development, including employment units and a minimum of 400 dwellings⁴ although a developer has recently consulted on delivering some 600 units on the site
- 1.17 The remaining dwellings are being allocated through this Neighbourhood Plan. The District Council is supporting this approach and is not proposing to allocate any new sites for residential development in its Draft Local Plan Part 2, other than two retained 'saved' allocations from the 2003 Local Plan providing some 300 dwellings at Land at the Marina, West Quay and 24 dwellings on land south of Valley Road.

2 Set out in Department for Communities and Local Government (2012) National Planning Policy Framework (updated in July 2018) with Neighbourhood Plans submitted before 24th January being tested against the earlier document.

3 The NPPF 2012 at Paragraph 7 states there are three dimensions to sustainable development: economic, social and environmental. International and national bodies have set out broad principles of sustainable development. Resolution 42/187 of the United Nations Assembly defined sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

4 <https://www.lewes-eastbourne.gov.uk/resources/assets/inline/full/0/257159.pdf>



- 1.18 In addition to these ‘planned’ homes, planning permission has already been given for some 700 dwellings on large and small sites. These committed sites along with the availability of many underused and vacant brownfield sites, along with the designation of an Enterprise Zone have created a ‘once in a generation’ opportunity for regeneration, building on Newhaven’s maritime and manufacturing legacies to enhance this unique and charming town.
- 1.19 Investment has already been seen with new initiatives such as strengthened flood defences, the opening of a university technical college, extension to start up business centre and the investment by the Department of Transport and East Sussex County Council of road infrastructure to the port. All are a signal that change has begun.
- 1.20 The Neighbourhood Plan process has enabled local people to play a part in how Newhaven will change and evolve in the future by setting out their vision for the town and how it can best develop.

Producing the Newhaven Neighbourhood Plan

- 1.21 The Neighbourhood Plan has been produced by a Steering Group made up of local councillors and residents along with support from a Focus Group made up of residents, Action in Rural Sussex who provide Neighbourhood Plan services and Lewes District Council.
- 1.22 The Steering Group worked to a Terms of Reference with a mandate to drive the process of the Neighbourhood Plan, including looking at ways to involve the whole community to gather a wide range of views and opinions.
- 1.23 Producing a Neighbourhood Plan requires that several tasks are undertaken. These are set out below, with the plan’s current stage highlighted:

Task	Action completed/to be completed
1	Make application to Lewes District Council/SDNPA to define the Neighbourhood Plan Area – <i>Task Completed</i>
2	Gather evidence, facts and figures about the area – <i>Task Completed</i>
3	Develop vision and objectives and consult community – <i>Task Completed</i>
4	Develop plan with further pre-submission consultation and publicity (Regulation 14 Consultation) – <i>Task Completed</i>
5	Submit developed plan to the District Council and SDNPA. Local Authority carry out consultation (Regulation 16 Consultation) – <i>Task Completed</i>
6	Submit Neighbourhood Plan to examiner – <i>Task Completed</i>
7	Referendum – Local Community vote on Neighbourhood Plan
8	If majority support, Neighbourhood Plan made by Lewes District Council and SDNPA

Table 1 - Tasks in making a Neighbourhood Plan



- 1.24 The Neighbourhood Plan has been developed by taking into account community and stakeholder views, gathered from earlier consultation opportunities and events detailed in Section 2. The document ‘A Profile of Newhaven’ produced by the Town Council in 2014 and updated in 2017 set out evidence and information relating to the social, economic and environmental characteristics of Newhaven⁵. In addition independent studies carried out to inform Lewes District Council Local Plan Part 1 and Local Plan Part 2 Pre-Submission Document provided useful information regarding issues that impact on the town.
- 1.25 Respondents views from the consultation events are summarised under the relevant subject headings in the Plan and studies and documents that have influenced the policy approach, identified.

Achieving Sustainable Development

- 1.26 Achieving sustainable development is integral to plan making. Sustainable development is often described as “meeting the needs of the present, without compromising the ability of future generations to meet their own needs”⁶. Often it is associated with environmental limits and climate change impacts, but sustainability can be applied to social and economic impacts too, so that better decisions are made which have positive consequences for our lives.
- 1.27 It is also about meeting the diverse needs of people, promoting personal health and well-being, social cohesion, inclusion and creating equal opportunity. In other words, helping to create sustainable communities. Sustainable living is also an aspiration of Newhaven’s residents and highlighted through consultation and engagement processes as part of the plan making process with residents supporting ways to reduce, re-use and recycle products and resource.
- 1.28 Sustainable development is not a new concept and there have been decades of research and work at local, national and international level, developing strategies and action plans.
- 1.29 In an international context the 2030 Agenda for Sustainable Development adopted by all United Nations Member States (including the United Kingdom) in 2015, provided a blueprint for peace and prosperity for people and the planet now and in the future, with 17 Sustainable Development Goals⁷ which are an urgent call to action by all countries. These policies interlink with national policies on sustainability.
- 1.30 The Governments National Planning Policy Framework (NPPF) 2012 stated that the purpose of the planning system is to contribute to the achievement of sustainable development and that at the heart of the framework was a presumption of sustainable development, with the requirement that Plans have clear policies to guide how sustainability should be applied locally. One of the core planning principles of the NPPF, was to support the transition to a low carbon future in a changing climate.

5 This information is set out in the document ‘A Profile of Newhaven’
<https://www.newhaventowncouncil.gov.uk/planning/newhaven-neighbourhood-plan/>

6 Quoted definition from ‘Our Common Future’ also known as the Bruntland Report

7 <https://sustainabledevelopment.un.org/sdgs>



- 1.31 The revised NPPF (2018) retains the presumption in favour of sustainable development and incorporates the Brundtland definition of sustainable development quoted in paragraph 1.26. In addition, the Framework contains ambitious policies on providing resilience to climate change.
- 1.32 Locally, the ‘Coastal Futures Group’ in their document ‘Coastal Communities 2150’⁸ set out a local response to climate change and sea level rise, given that by 2150 sea levels locally could be 1.5 metres higher than today (and still rising).
- 1.33 Mindful of the need to integrate sustainability into policy making, the technical approach of ‘Sustainability Appraisal’⁹ has been used to assess the effects of delivering growth and change in Newhaven and consider options.

Sustainability Appraisal (incorporating Strategic Environmental Assessment)

- 1.34 A Sustainability Appraisal (SA) is an assessment tool used to appraise planning policy, to promote sustainable development. Neighbourhood Plans are also required to demonstrate that they are legally compliant and compatible with EU obligations (as incorporated into UK law).
- 1.35 An important component of this, is compliance with the Strategic Environmental Assessment Directive (transposed into English Law through the Strategic Environmental Assessment (SEA) Regulations that consider whether there are likely to be any significant environmental effects, as a result of implementing the plan.
- 1.36 The SA process can incorporate the requirements of the Strategic Environmental Assessment (SEA) Directive¹⁰, on the assessment of impacts on the environment. The Neighbourhood Plan Sustainability Appraisal (SA) is conducted in conformity with the SEA Directive, and for simplification this report is referred to as the Sustainability Appraisal (SA) throughout this document.
- 1.37 Whilst there is no specific legal requirement within the Neighbourhood Planning Regulations¹¹ for Neighbourhood Plans to be produced parallel with an SA, it was decided that this approach would provide a robust audit trail to indicate that sustainability had been incorporated into policy making, ensuring protection of the local environmental capital and securing the most sustainable social and economic development for the town.

8 Waking up to Tomorrow – The Coastal Futures Group vision and action plan 2014

9 Newhaven Neighbourhood Plan Regulation 16 Submission Sustainability Appraisal (including Strategic Environmental Assessment)

10 European Directive 2001/42/EC

11 The Neighbourhood Planning (General) Regulations 2012



- 1.38 It was also considered that producing an SA would help ensure that the Plan meets one of the basic conditions¹² required in the Neighbourhood Plan (General) Regulations.
- 1.39 Early consultation with statutory environmental bodies was carried out seeking their views on the approach of the sustainability appraisal and their recommendations were incorporated into the SA process.
- 1.40 The SA forms one of the background documents for the Neighbourhood Plan and has evolved as new policy approaches have been tested for their impacts on sustainability.

Habitat Regulations

- 1.41 Lewes District Council and the South Downs National Park Authority carried out a Habitat Regulations Assessment Report (HRA) which assessed the impacts of the Joint Core Strategy on protected European sites. This report determined that the Core Strategy allocations and quantum of development would not have significant effect on the Castle Hill SAC, the Lewes Downs SAC and the Pevensey Levels Ramsar site.
- 1.42 The report identified that the Joint Core Strategy could have a significant effect on the Ashdown Forest SPA/SAC but measures were agreed with Natural England to mitigate against the potential significant effects to offset impacts. Lewes District Council confirmed that the Neighbourhood Plan complies with the Habitat Regulations and would not require further assessment.



¹² Basic conditions are set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 (as applied by Section 38A of the Planning and Compulsory Purchase Act 2004)



2. Consultation and Engagement Events

2.1 The separate document 'Consultation Strategy and Statement 2018', provides in detail information on the events and activities carried out by the Town Council, to engage local people in the plan making process.

2.2 As an overview, before the Neighbourhood Plan process began in earnest in 2014, community consultation had taken place which sought resident's views and aspirations for Newhaven at the 'Big Planning Event' held in March 2012. The 'Peoples Report'¹³ gave a summary of the community's views on where the local people of Newhaven wanted their town to go, what they wanted to introduce and what they wanted to see more of. Feedback from the community reported in this document, helped form an early version of 'a vision' for the town that has since been built upon.

2.3 In June 2014, a Consultation Strategy¹⁴ for the preparation of the Newhaven Neighbourhood Plan was published. Its purpose was to set out the broad strategy the Town Council and its consultants would follow when consulting with the community in preparing the Neighbourhood Plan.

2.4 At this time Neighbourhood Plan 'Topic Papers' were published covering the following themes:

- Housing
- Facilities and Services
- Environment and Open Spaces
- Employment and Tourism Transport and Access



13 The Peoples Report
<https://www.newhaventowncouncil.gov.uk/planning/newhaven-neighbourhood-plan/>

14 Available to view on the Town Council's website
<http://www.newhaventowncouncil.gov.uk/>



- 2.5 At the beginning of July 2014, a questionnaire was distributed to each house in Newhaven asking for residents' views on the Topic Papers and a draft vision and objectives. An on-line survey was also available. At this time, five exhibitions were held throughout the town where people were given the opportunity to set out what things they thought were good about the town and what needed improving. Feedback from the questionnaire and the events helped form suggestions as to how the issues and challenges that the town faces could be improved upon.



- 2.6 In autumn 2014, six meetings for a Focus Group were held, where members discussed the themes identified in the Topic Papers.
- 2.7 In December 2014 a second consultation exercise took place regarding sites being suggested for development with a survey included in the Town Council's quarterly magazine delivered to every household in the Neighbourhood Plan area as well as an on-line survey.
- 2.8 In May 2015 specific consultation with residents on the Town Centre was undertaken, again sending out a questionnaire to all households within the Newhaven Matters magazine with an electronic link to the survey available on the Town Council's website.
- 2.9 Local businesses were surveyed in June 2015 to obtain traders views on the baseline of the town centre and identify positive actions to help improve the environment.
- 2.10 In January 2016 four public meetings were held to give residents the opportunity to view original and additional sites submitted for consideration for development. Information on the emerging Neighbourhood Plan and a questionnaire was also included in the winter edition of Newhaven Matters and available on-line.



2.11 Having reviewed the feedback from the consultation exercises, the Steering Group considered that young people needed to be given more of an opportunity to have their views heard. In June 2016, school assemblies were given to the four local primary schools where children were encouraged to enter a drawing competition to show what they would like to see in the town. Two assemblies for the different age groups at the secondary school were also given with an opportunity for the young people to have their say via an on-line survey, with random winners for two tickets to have free entry to Newhaven Fort.



2.12 In July 2016 a separate event was also held at the secondary school for GCSE students which provided a conference style programme and an additional opportunity for young adults to have their say.

2.13 Feedback on all the consultation events can be viewed on the Town Councils website or hard copies at the Town Council offices¹⁵.

¹⁵ 18 Fort Road, Newhaven, BN9 9QE
<http://www.newhaventowncouncil.gov.uk/>



Regulation 14 Consultation

- 2.14 The Neighbourhood Planning (General) Regulations 2012 (at Regulation 14) require that draft Neighbourhood Plans be the subject of a pre-submission consultation, before being submitted to the local authority. This includes publishing the Plan in a manner that is likely to bring it to the attention of people who live, work or carry on businesses in the area.
- 2.15 Having considered the feedback received from previous consultation events listed above, the Draft Newhaven Neighbourhood Development Plan was published on 3rd May 2017 and was advertised as having a 6 week consultation period, to meet the requirements of the Neighbourhood Planning Regulations (Regulation 14).
- 2.16 Following suggestions by residents at the drop-in session on 27th May 2017, that the period of consultation should be extended to ensure all residents know about the proposals, it was decided to extend the consultation period by a further 5 and a half weeks finishing on Friday 21st July 2017.
- 2.17 Extending the consultation period was considered an appropriate action to take, as in the past residents of Newhaven have felt that they have had unpopular development (such as incinerators, poor road management and heavy industry) forced upon them and that their objections have not been heard.
- 2.18 During the consultation period there were four exhibition and drop-in sessions, providing nineteen and a half hours of direct contact time for the community to learn more about the Neighbourhood Plan.



3. Our Neighbourhood - A Sense of Place

- 3.1 Newhaven has a strong sense of identity which is enhanced by the background of the South Downs, the adjacent River Ouse and the coast. It is a medium sized town with a population of just under 13,000 and has a range of characteristics that are in parts urban, rural and coastal.



- 3.2 In recent years the town has experienced some regeneration, but like other areas has been the victim of the economic downturn, with investment reducing and previous industries falling out of favour. Consequently, many local people seek work out of Newhaven. It is recognised that Newhaven continues to need considerable investment, and regeneration of the town remains a priority at regional and local government level.
- 3.3 These issues along with the reduction in public spending and private investment have put a strain on the town and in certain areas, such as the town centre, this is particularly evident.
- 3.4 Despite these challenges, there remains a strong sense of optimism and this is for good reason. As well as its history and beautiful setting, Newhaven has redevelopment and regeneration opportunities. Key to change will be respecting the characteristics and qualities which give Newhaven its unique sense of place, whilst using opportunities created by development to strengthen and enhance its image.



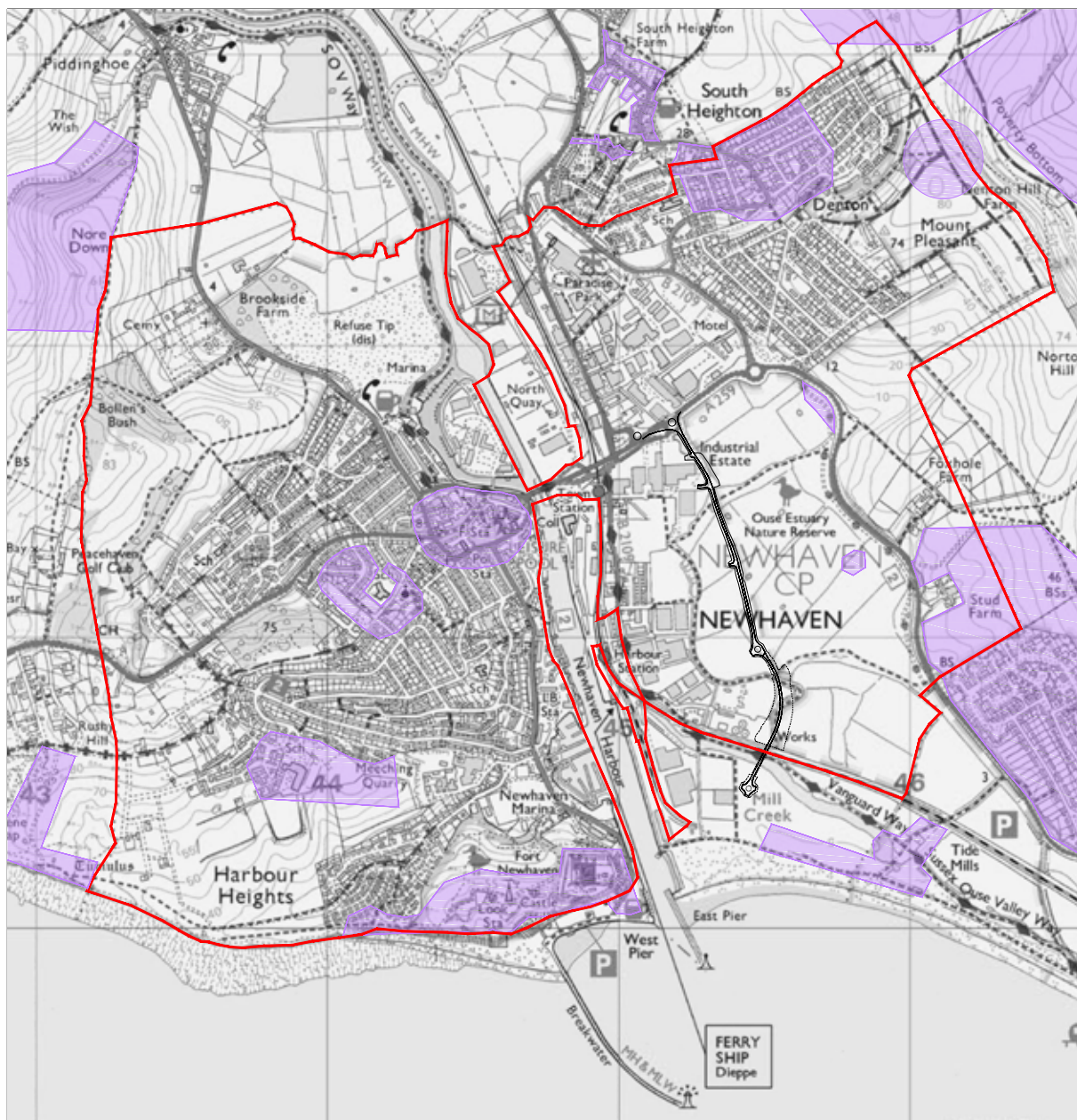


Historical Perspective


- 3.5 The modern parish of Newhaven has a wealth of evidence for past human activity for all periods from the 'Ice Age' to the present day. This is reflected in the fact that there are 2 scheduled monuments, 21 listed buildings and 2 conservation areas. The extensive archaeological interest of the parish is represented by 13 archaeological notification areas and 58 recorded archaeological surveys, watching briefs or archaeological excavations. General Plan 2 identifies the areas of archaeological interest in the town.
- 3.6 Collectively this data, provides an insight into the occupation of the area by people during the Ice Age inter-glacial periods and over the subsequent c.12,000 years. During this latter time period there is evidence for occupation by hunter-gatherers, then early farmers and monument buildings of the Neolithic, Bronze Age and Iron Age, Roman settlement with a possible villa site and subsequent medieval, post-medieval and modern development as the course of the Ouse and the surrounding landscape changed.



General Plan 2 - Areas of Archaeological Interest



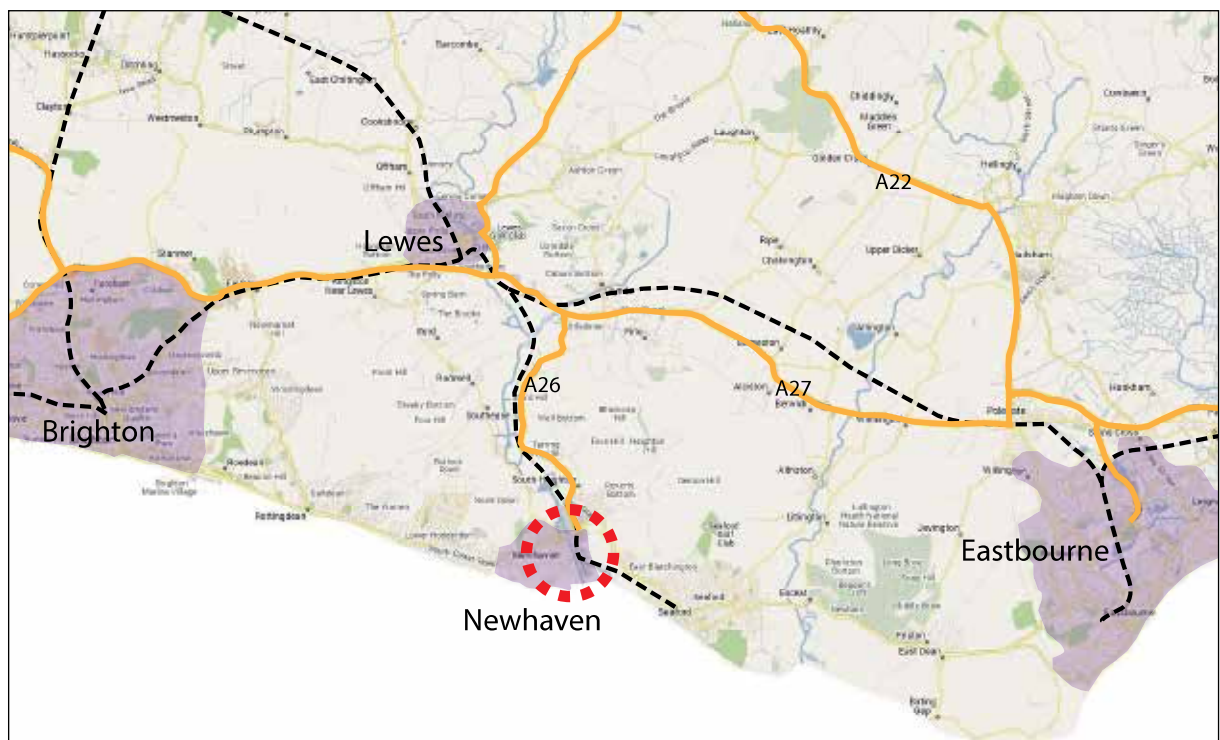
Key

 Sites of archaeological interest



- 3.7 The name 'Newhaven' is derived from the artificial creation of a new mouth for the River Ouse from the mid-16th Century and replaced the earlier name of 'Meeching' which is still referenced throughout the town today. Newhaven stayed little more than a village until the mid-19th Century when the opening of the London, Brighton and South Coast Railway line connected Newhaven to London. The railway company also built paddle steamers taking passengers to Dieppe. This had a long-lasting impact on the development of the port for trade and passengers.
- 3.8 Newhaven grew substantially in the late 19th Century and many of the buildings in the central area are from this period. So too are the Lunette Battery, built in 1855 located on the shore near the west pier and Newhaven Fort, commenced in 1862, both built to defend the port of Newhaven. Post war development on the fringes of the town and more recently waterfront development has added to the layers of Newhaven's history but still the town is dominated by its local geography and maritime and manufacturing past.
- 3.9 Today the people of Newhaven remain proud of the town's heritage which manifests most strongly in its culture. Newhaven is still an important gateway to Europe and has a key strategic location, placed within short distances of the City of Brighton, the County town of Lewes, the resort of Eastbourne and the South Downs National Park as shown on General Plan 3.

General Plan 3 - Newhaven in Context





Key Facts about Newhaven

3.10 The document ‘A Profile of Newhaven’¹⁶ brought together key facts and figures on the town and this evidence highlighted issues that the Neighbourhood Plan process needed to focus upon.

3.11 For context, core statistics in the Profile document include:

- Population: 12,232
- One-person households: 29.9%
- Age - Number of people 0 – 14yrs: 20.7%
- Age - Number of people 65+ yrs: 16.5%
- Average household size: 2.3 persons
- No car households: 25%
- Economically active people: 71.3%
- Unemployed people: 4.5%
- Persons with no qualifications: 25%
- Retired: 14.9%
- People with a long-term health problem: 18.9%

3.12 The document lists the key issues relating to Newhaven in social, environmental and economic categories to reflect the three dimensions to sustainable development as follows:

¹⁶ <https://www.newhaventowncouncil.gov.uk/planning/>



Key issues relating to the social profile of Newhaven

- By virtue of its employment base and location on important public transport routes, Newhaven is seen by the District Council as the most sustainable location for housing development and therefore the town will see a significant rise in population.
- Need to balance housing needs identified in the Joint Core Strategy with protection of urban, rural and coastal environments.
- Current housing stock shows relatively low number of flats whilst relatively high number of single households. Newhaven has a relatively high proportion of young people under the age of 29. These are people that will be looking for smaller type of accommodation in the future.
- Current higher evidence of single person households needs through Lewes District Council Housing needs survey.
- Relatively low choice of detached homes in the existing housing stock and therefore smaller choice of homes to aspire to.
- Pockets of poorer health which may generate the need for homes suitable for adaptation.
- Newhaven Valley ward data shows 9.2% claiming incapacity benefits with the average for the district at 5.4%.
- Higher incidences of long-term sickness.
- Lower percentage of people working from home.
- Higher incidence of people walking and cycling to work suggests local employment opportunities.
- Some predicted shortfall in early years, primary school and secondary school provision.
- Relatively poorer educational achievement.
- Undersupply of formal recreation provision and play space.
- Older parts of the town have little public amenity space.
- A259 which is a heavily congested urban road and to the trunk road network by the A26.



Key issues relating to the Economic Profile of Newhaven

- The gradual decline of the town's manufacturing and industrial base has compounded Newhaven's decline although a high proportion of jobs are still in manufacturing.
- Quantum of poor-quality industrial buildings.
- Fewer self-employed than the town of Lewes and East Sussex.
- Relatively higher unemployment with 13% claiming out of work benefits.
- Fewer retired.
- Higher rate of long-term unemployment (both male and female) including the 16-24 years age range.
- Significant number of contaminated sites which could impact on viability of sites for development.
- Economic activity growing.
- Impact of ring road on town centre.
- Decline of town centre with few multiples and a number of empty shop units.
- Shift of retail offer from west to east of the river.
- Lewes District Council has identified Newhaven as area to encourage green technology sector potentially creating new education, training and employment opportunities, with 'clean green and marine' focus.
- Future market prospects for increased visitor accommodation.
- Port activity influence on local job market.
- Poor image impact on Enterprise Zone success.



Key issues relating to the Environmental Profile of Newhaven

- Improvement needed to public realm within town centre for community and visitors.
- Strengthen connectivity of retail areas east and west of the river.
- Improvement to quality and signage of routeways within the town to join up different neighbourhoods.
- Severance impact of ring road on town centre.
- Severance impact of river between east and west sides of the town.
- Poor environmental quality to town centre gateways.
- Industrial 'clutter' on North Quay (outside Neighbourhood Plan scope as not within NP designated area).
- Visual impact of older industrial/employment areas.
- Stark contrast between urban and rural landscapes.
- Importance of urban and rural landscapes on tourism.
- Flood risk.
- Impacts of Climate Change i.e. rise in sea level.
- Poor air quality in congested parts of the town with air quality management plan in place.
- Noise impact of port activity on surrounding areas.
- Contamination of former industrial sites/port activity land.
- Impact of road traffic noise.
- High population density adjacent to areas with sensitive habitats of national and local importance.
- Loss of biodiversity due to contamination and human impacts.



4. Vision and Objectives

- 4.1 The vision statement sets out an aspirational description of Newhaven's characteristics at the end of the plan period (2030). It lies at the heart of the Neighbourhood Plan and helps provide the focus of what the Neighbourhood Plan must help deliver so that the vision can become reality.
- 4.2 A vision was first developed from the feedback from The Big Planning Event 2012, which gathered public views to find out how local people wanted their town to change. An earlier version of the vision below was shared with the community in summer 2014 in Topic Paper 2 and has since evolved and received strong support from the community.



Vision Statement for the Neighbourhood Plan

By 2030 Newhaven will be a charming, thriving harbour town, attracting and retaining residents and businesses, with the amenities, services and infrastructure to support a growing population.

Newhaven's townscape will be attractive and appealing and its natural environment respected. New developments will make the most of the town's heritage, of its landscape and coastal settings and be resilient to climate change.

Thanks to a healthy working relationship with the town, the port will be operationally successful, with a viable ferry service to France, an attractive and accessible waterfront, and improved protection from tidal and river flooding and pollution.

New housing will make the best use of land, meeting local need and attracting new people to the town, with a mix of housing types, including affordable housing, essential for a sustainable community.

Newhaven will offer residents a good quality of life with access to leisure and recreational facilities including open spaces, footpaths and cycleways linking to the adjoining coast and countryside.

The town will have a strong and diverse economic base which meets the employment needs of the local community and beyond, with an established reputation as a hub for 'clean and green' technologies and businesses.

The town centre will be revitalised as a focus for community life, with a well-maintained public realm and a greater range of community services, shops and amenities. The historic character of the old town and its links to retail areas west and east of the river will have been enhanced.

Road traffic will be managed to reduce its intrusion into the townscape and minimise its air quality and noise impacts. Sustainable transport will be encouraged with improved accessibility by walking and cycling and a comprehensive and integrated network of public transport will serve the town itself and provide good connections to the wider region.

Newhaven's schools and colleges will not only serve the local community but with their further and higher education partners in the wider area will also earn a reputation for academic and technical training that meets the skills demands of a thriving economy.

The communities of Newhaven will be proud to welcome visitors drawn to the town as a destination, and as the continental gateway to the National Park and beyond.



Objectives

- 4.3 The following objectives support the delivery of the overall vision and they address each area of focus.
- 4.4 The Topic Papers published in 2014 identified five key areas of focus; Housing, Facilities and Services, Environment and Open Space, Employment and Tourism and Transport and Access. The draft objectives covering these themes were consulted upon in Topic Paper 2.
- 4.5 Residents supported all approaches except for the objectives for Housing which included supporting the District Council with an allocation on land at Harbour Heights. Since this time the Joint Core Strategy has allocated land at Harbour Heights for development so this objective has been superseded. Additional themes of the 'Town Centre' and 'Good Quality Design and Image' were added, as these were areas of specific concern raised in the early consultation process.
- 4.6 Residents views helped further develop the objectives and provided a steer towards the development of planning policies set out later in the document at Section 5.

Objective 1: The town centre (i.e. land within the ring road)

The plan will seek ways to improve the vibrancy and viability of the town centre by:

- encouraging a diversity of uses, including residential, business, retail and community facilities, in an attractive pedestrian-friendly setting.
- strengthening the identity of the 'Old Town' by protecting and enhancing buildings of character and historic value in areas of the High Street and Bridge Street.
- ensuring new development complements the valued elements of the current townscape and adds to the interest and attractiveness of the street scene.
- supporting high density town centre residential development for households less likely to own or use cars.
- encouraging a greener town centre by introducing more planting/trees/shrubs and grassed areas.
- supporting business and retail uses by facilitating access into the town centre on foot, by bike and bus as well as by car.



Objective 2: Transport and access

The Plan will support better movement and access in and around Newhaven by:

- improving the safety and attraction of walking and cycling by creating a network of pedestrian and cycle routes which are accessible for the disabled and reducing traffic volumes and speeds.
- ensuring that the traffic impacts of new developments are contained and appropriately managed.
- supporting measures to reduce the environmental, air quality and severance impact of the A259 through Newhaven.
- ensuring measures to improve traffic flow give priority to sustainable modes (walking, cycling and buses) and local traffic.
- supporting improvements to public transport links, including for rail, such as connectivity along the East Coastway and to London.

Objective 3: Economy and employment

The plan will help businesses create jobs by:

- ensuring that existing employment sites are retained for employment use where viable.
- supporting refurbishment, adaptation and environmental improvements to attract new employment uses in suitable locations including new mixed-use development.
- realising Newhaven's potential as a 'green technology hub' by supporting appropriate development to attract and accommodate businesses in the environment and energy sectors including those within the Greater Brighton Economic Area.
- supporting and developing existing cluster of marine and manufacturing businesses and encouraging spill over media and creative clusters.
- supporting special designations that help Newhaven's industrial areas to attract new investment.
- supporting development or uses that enhance the visitor experience including recreational and leisure uses.
- improving the town's attraction for tourism, arts and culture.



Objective 4: Open space, health and well-being

The Plan will protect the facilities and services considered important for a vibrant community and support the development of new amenities for the benefit of local people and visitors by encouraging:

- the development of new facilities for families, the elderly, young people and children.
- the provision of a new multi-function community meeting space, and other additional indoor recreational facilities.
- the protection and improvement of existing open spaces and outdoor recreational facilities and the provision of substantial new public open space.
- the protection of allotments.
- the protection and creation of existing and new multi-functional green infrastructure and identification of opportunities for the creation of green and blue recreational corridors to link these areas.

Objective 5: Natural environment and biodiversity

The Plan will seek protection and enhancement of the natural environment and biodiversity and encourage new ways of reducing flood risk and water pollution by:

- protecting and enhancing existing wildlife habitats and providing wildlife corridors and habitats in new developments.
- conserving and enhancing the natural beauty, wildlife and cultural heritage of the South Downs National Park.
- requiring developments, through their design and drainage systems, to be sustainable.





Objective 6: Sustainable development, good quality design and image

All future development will be well designed and will aim to enhance the image of the town by:

- respecting the scale, style and setting of the site with special reference to historic and maritime townscapes and infrastructure.
- using materials which respect context, setting and local character.
- using energy saving technologies, and seeking alternative heat and energy infrastructure.
- encouraging innovative and exemplary design in new build such as smart technology and vertical horticulture.
- providing additional areas of green space within new developments to meet the needs of new residents.
- creating attractive public space and linkages between neighbourhoods and developed areas, closing gaps in existing networks with new rights of way where possible.
- encouraging new development to make contributions towards new and/or enhanced multi-functional green infrastructure.

Objective 7: Housing

To meet the requirements of the Lewes District Proposed Submission Core Strategy, the Neighbourhood Plan will need to identify sites to deliver a minimum of 425 new homes for Newhaven. Housing development will:

- support the redevelopment of brownfield sites to housing where appropriate with due regard to ensuring the availability and viability of employment.
- ensure that developments include a suitable mix of housing to meet local needs and provide a range of dwelling sizes to help foster a balanced community with homes in all sections of the market.



5. Planning Policies

Introduction

- 5.1 The following sections of the Neighbourhood Plan set out planning policies which will assist in managing the way new development takes place in Newhaven,
- 5.2 The policies deal with topics and are set out under separate sections:
- Section 6 – The Town Centre
 - Section 7 – Local Economy, Tourism and Employment
 - Section 8 – Eastside
 - Section 9 – Transport, Sustainable Movement and Access
 - Section 10 – Public Open Space, Sports and Recreation Facilities
 - Section 11 – Natural Environment and Bio-diversity
 - Section 12 – Good Quality Design and Image
 - Section 13 – Housing
 - Section 14 – Monitoring, Implementation and Review
- 5.3 An introduction with background information on the topic area is set out in each section, with an overview of the key issues and challenges and what people told us at the consultation events about each topic. Documents that provided key evidence are also listed and links to these can be found on the website www.newhaventowncouncil.gov.uk.
- 5.4 Each policy is accompanied by a justification as to why such a policy approach has been chosen, along with a list of relevant documental evidence. Maps and plans accompany some policies to provide clarity.
- 5.5 Planning policies are one of the ways in which the vision and objectives for Newhaven can become reality. Other approaches can also be successful in shaping a place to make it a good area to live, work and visit. Throughout the various consultation and engagement events many suggestions were made by residents as to how they thought Newhaven could positively change.
- 5.6 Many of these ideas do not need a land use policy to be implemented, but may need financial, stakeholder or community backing to enable them to happen. Community Infrastructure Levy (CIL) is a planning charge, a percentage of which will be payable to the Town Council when open market homes are built in Newhaven and could help finance some of the quick win projects. Those activities that could be implemented through CIL, are listed in Section 14 – Monitoring, Review and Implementation.

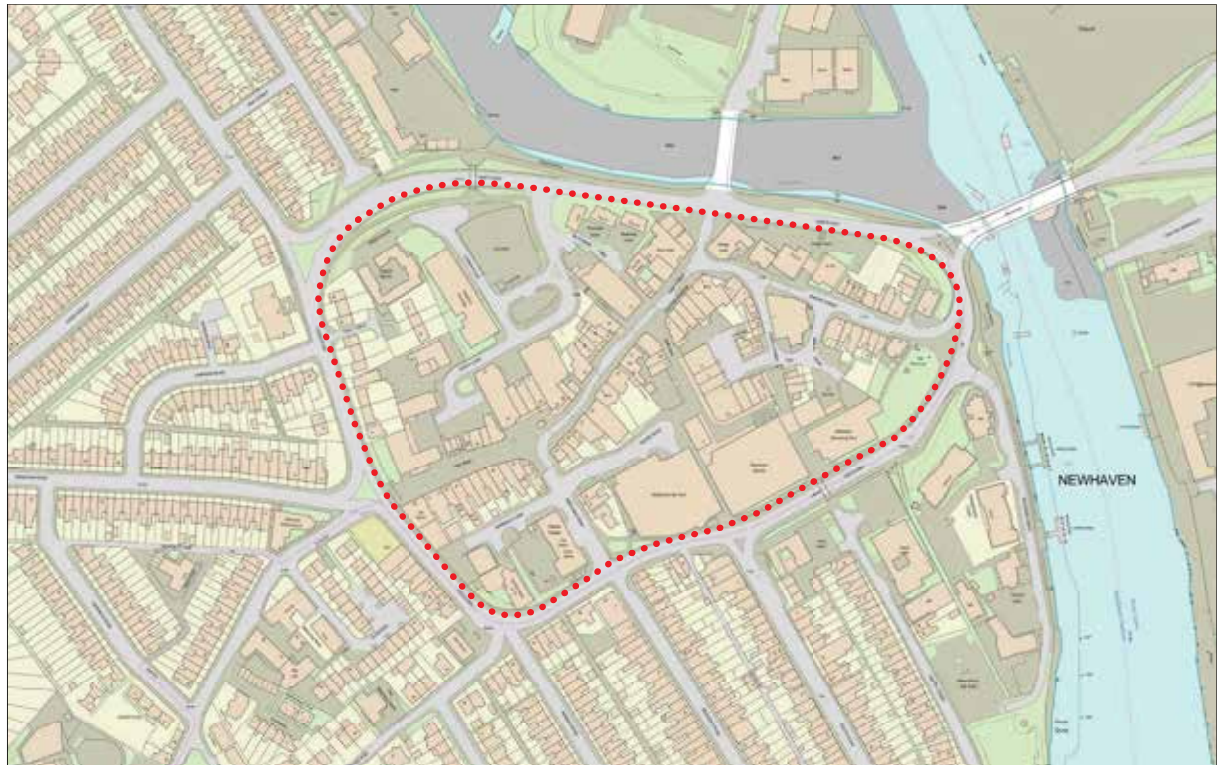


6. The Town Centre

Introduction

- 6.1 The town centre is taken as the whole area within the A259 ring road west of the River Ouse, as shown at General Plan 4.

General Plan 4 - Extent of the Town Centre



- 6.2 Government planning approaches in the National Planning Policy Framework 2018, state that planning policies should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth.
- 6.3 They also state that town centres be allowed to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, by allowing a suitable mix of uses (including housing) whilst reflecting their distinctive characters.
- 6.4 Town Centres need such a dynamic approach, as in recent years due to the change in shopping habits the vitality of many town centres has been declining. In the case of Newhaven however, the decline has been for decades and been more enduring. Structural changes in the setting of the centre by the creation of a ring road in the late 1970's was the catalyst for the downward spiral of the town centre's fortunes.



Background

- 6.5 Whilst the town centre has experienced decline of its retail provision and public realm, the retail provision of the larger out of town stores on the eastern side of the River Ouse have increased.
- 6.6 Many town centre units have been left empty (often by absent landlords) and this has led to fewer people visiting the high street, creating a negative impact on traders that remain. The lack of businesses that come to life in the evening reduces footfall even more at this time, so visiting the town centre at this time can give rise to feelings of vulnerability and concern over safety.
- 6.7 Newhaven has the additional negative factor of the ring road (A259) physically cutting off the shopping area from the rest of the town. The road is one of the key east to west transport corridors in the area and so pedestrian access to the 'shopping island' requires negotiating a constantly busy road, noisy traffic environment and poor air quality.
- 6.8 Vehicles are a problem within the town centre too. Currently the High Street does not allow for a flow of traffic through the centre unless to service the commercial units within. Some local businesses however take advantage of this and park on the pavement for long periods of time, impacting on the street scene and pedestrian movements. The reluctance to pay for off street parking to visit a handful of shops, exacerbates the problem, and adds to pavement parking.
- 6.9 In terms of drawing people from outside the town centre in, the design of the buildings particularly on the southern edge of the centre, tend to have their frontages facing inward, so it is possible to circumnavigate the town centre without being aware that retail and other uses lie within.
- 6.10 The Joint Core Strategy plans for particularly intensive housing development in Newhaven over the next few years. This provides an opportunity for a suitably revitalised town centre, but unless positive actions are taken to improve the environment and offer of the area, commercial benefits from the housing will be reaped by other local towns, or out of town developments which add little to the vision for the town centre set out below.

Key Issues and Challenges for the Town Centre

- 6.11 These have been identified from feedback from the community and background documents and studies.
- Visually unattractive access points to the town centre
 - Unattractive building facades
 - Poor public realm with outdated street furniture, signage and shop fronts
 - On street (unauthorised) car parking
 - Poor pedestrian experience due to traffic and underpasses
 - Sub-utilised residual spaces and blank walls creating an unsafe and unwelcoming feeling
 - Introverted building layout





Enterprise Zone

- 6.12 The town centre is one of the eight sites that make up the Enterprise Zone designation for Newhaven. The town centre will need to contribute to the overall aims and objectives of the Enterprise Zone in terms of creating new commercial floorspace and jobs. Subject to competing needs for investment, longer term financial benefits from future business rates growth could be used for funding town centre improvements or redevelopment.

Additional Relevant Evidence

- 6.13 In addition, Lewes District Council has shown their commitment to helping the town centre be revitalised with it's recent acquisition of Newhaven Square and the starting of phased refurbishment works. Opportunities are also being considered for ways to maximise the potential of the Newhaven Square area through various ways including redevelopment.
- 6.14 Neighbourhood Plan Consultation exercises revealed that residents feel that the historic characteristics of the High Street in the Town Centre should be reinforced. Residents seem to resonate with the idea of having a theme to the town centre and from this developed the idea to 'brand' the High Street area as 'Old Town' to help re-establish its identity. Suggestions for environmental improvements were made, such as improved shop fronts and signs, more trees and landscaping, improved public realm and more attention being paid to the cleanliness and presentation of the area generally.
- 6.15 Encouraging a variety of uses in the town centre was supported including retail, cultural, community facilities, services and café uses.
- 6.16 The opening up of the High Street to one-way traffic received just over half of the respondents support with more people not supporting a fully pedestrianised High Street. Allowing community buses through the High Street had a slight majority of support.
- 6.17 Comments were also made about improving the visitor experience of the town centre.



POLICIES FOR THE TOWN CENTRE

6.18 The following sets out the neighbourhood plan policies. The supporting text gives a justification to the policy approach and a summary of the key evidence base documents underpinning the policy.

Policy TC1 - Regeneration of the Town Centre

1. A diverse range of retail and other uses within Newhaven Town Centre will be supported (those falling within retail use classes A1 A5, D1 non-residential institutions, D2 assembly and leisure and C1 hotels, boarding and guesthouses) and encouraged in order to support the retail, community and health hub functions of the area.
2. Changes of use to residential and new residential development will be supported, except at street level in Primary and Secondary Frontages on Proposal Plan 1 in order to support the vibrancy and vitality and increase footfall in the town centre.
3. Applications for redevelopment within the town centre will be granted where proposals apply the following approaches:
 - a) Any redevelopment of the town centre will need to have regard to the massing and character of buildings in the immediate vicinity and have regard to the design criteria as set out at Policy D1 (Chapter 7). Redevelopment of sites facing the A259 with residential, commercial, business and community use should contribute to an outward looking town centre environment by having visible active ground floor frontages.
 - b) Employment floorspace should form part of any development proposals which require the loss of existing employment provision in the primary and secondary shopping areas as identified at Proposal Plan 1, aiming for the desired uses identified in supporting the Strategic Framework for the Enterprise Zone or range of uses appropriate for a retail and community hub.
 - c) An appropriate level of car parking will need to be incorporated into any scheme that includes the removal of the existing multi-story car park in Dacre Road, to generate the same level of existing provision. Any loss of car parking will need to be justified through a car parking study.
4. Proposals that seek to improve the public realm of the town centre such as new seating, signage, planting, new pavements and lighting will be supported. Measures to reduce the risk of surface water flooding will also be supported.



OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Town Centre Policy TC3
- Housing Policy H5
- Promoting Good Design Policy D1
- Transport policies T1 and T2

Proposal Plan 1 - Shopping Areas and Frontages



Key

-  Primary Shopping Area
-  Primary Shopping Frontage
-  Secondary Shopping Frontage



Justification

- 6.19 Lewes District Joint Core Strategy identifies Newhaven Town Centre within the ‘District’ Centre category, where normally the predominance of retail units will be retained within the defined Primary Shopping Area and Primary Shopping Frontages.
- 6.20 A slightly different approach is reserved for Newhaven’s Primary Shopping Area in the Joint Core Strategy, in that a more diverse range of retail and other uses such as cafes, restaurants, financial and professional services, employment, arts cultural and community facilities will be encouraged in order to support the retail function. Also change of use to residential is supported in the town centre, except at street level in the primary shopping area. A Lewes District Shopping and Town Centres Study was carried out in 2012, which informed the policy direction in the Core Strategy.
- 6.21 Since this time a new library and shops have occupied space in the town and natural desire lines have extended westwards along the High Street. Shops formally identified as a secondary shopping frontage now attract activity as much as the primary shopping frontages opposite. Their loss to residential under the current ‘secondary shopping’ designation in the Joint Core Strategy is possible, but this would be to the serious detriment of the town centre. Including the parade of High Street shops which include the library and post office buildings within an extended primary shopping frontage, will strengthen and support the vitality of the High Street.
- 6.22 Existing shops at the eastern most part of the High Street and parts of Chapel Street and Bridge Street have no retail designation in the Joint Core Strategy but provide a retail and community hub function and generate activity adding to the vibrancy of the area. In addition, Bridge Street and Chapel Street form a linkage between the out of town shopping area and the Town Centre and retaining retail and community uses along this route will contribute to the connectivity of these two discrete areas.
- 6.23 Designating these areas acknowledges the contribution that these shops and commercial uses make to town centre activity, and will ensure appropriate uses are encouraged and protected in this town centre area. A Primary Shopping Area is where there is a high concentration of retail uses, a Primary Shopping Frontage is a key area in a Primary Shopping Area where a high proportion of retail uses are located and will generally be retained in preference to other uses. Finally a Secondary Shopping Frontage is generally adjacent to Primary Shopping Areas where retail uses are present, together with a range of other town centre uses such as cafés, financial and professional services, leisure, cultural and community facilities.
- 6.24 The positive contribution that residential development can make to town centres is often overlooked. Residents can be frequent shoppers, the night time economy can be supported and sustainability goals are more achievable with less reliance on the car.
- 6.25 Buildings in the town centre signify the different phases of growth that have occurred, from the Victorian and Edwardian buildings in the High Street to the more contemporary buildings of Newhaven Square, the Leisure Centre and Multi story car park. Certain areas of the town centre are sub-utilised and buildings no longer used to their full potential, so present opportunities for redevelopment to make more effective use of land.



- 6.26 Regeneration including new commercial floorspace would respond positively to the aims and objectives of the recent Enterprise Zone designation, while residential development will increase footfall in the town centre contributing to its vibrancy and vitality, a desired outcome of the Joint Core Strategy and the Neighbourhood Plan vision and objectives.
- 6.27 The Aecom Town Centre concept Masterplan and Options Study 2016 identified various options for redevelopment of existing buildings and spaces, with much of the regeneration focused within or adjacent to Newhaven Square. Two sites within the same ownership, the old Co-op building and Lower Place Car Park have been identified in Chapter 13 Housing, as allocations for residential development, in view of their availability within the Plan period (up to 2030).

Key Evidence

Lewes District Joint Core Strategy 2016 (inc Map of Newhaven Primary Shopping Area and Frontage)
 Lewes District Local Plan Part 2, 2018 (Pre-Submission Document)
 Lewes District Shopping and Retail Study 2012
 Newhaven Enterprise Zone Strategic Framework
 Aecom Town Centre Concept Masterplan and Options Study 2016
 Newhaven Town Council Town Centre Survey Results - May 2015
 The Big Planning Event The People's Report 2012
 Neighbourhood Plan Topic Paper 2 – 2014

Policy TC2 – Leisure Centre Provision

1. Planning applications will be supported for the refurbishment or redevelopment of Seahaven Leisure Centre on the same site with any structural alterations or redevelopment featuring an outward facing active frontage onto the A259 ring road.
2. The replacement leisure facilities to be provided should not equate to any net loss of leisure facility floorspace compared to the existing facilities nor any reduction in the quality and range of facilities and the replacement facilities should be available for use prior to the closure of the existing facilities.

OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy TC1 – Regeneration of the Town Centre
- Policy D1 – Promoting Good Design
- Policy D2 – Design and Climate Change



Justification

- 6.28 Seahaven Swim and Fitness Centre is in the town centre area within the Ring Road. It provides a 25 Metre Pool, gym, toddler/teaching pool and sunbed. The community considers this facility to be a real asset and the Joint Core Strategy at Core Policy 7 states that any proposal involving the loss of sites or premises used for the provision of community facilities will be resisted unless several criteria are met.
- 6.29 The Town Council will encourage full consultation regarding proposals with the local community.
- 6.30 The refurbishment or redevelopment of Seahaven Leisure Centre under Policy TC2 will also need to be in conformity with Policy H5 which allocates the site for new housing as part of a mixed use development.
- 6.31 Key evidence identifies pockets of poorer health, long-term sickness and undersupply of formal recreation provision, so facilities that support health and well-being have an important contribution to make.
- 6.32 Given the value of the facility to the community it is considered important to reinforce and strengthen the District Council's policy approach, especially in view of the regeneration interest of the town centre.

Key Evidence

Lewes District Joint Core Strategy 2016 (inc Map of Newhaven Primary Shopping Area and Frontage)

Lewes District Local Plan Part 2 2018 – Pre-Submission Document

Enterprise Zone Strategic Framework

Aecom Town Centre Concept Masterplan and Options Study 2016

Newhaven Town Council Town Centre Survey Results - May 2015

The Big Planning Event The People's Report 2012

Neighbourhood Plan Topic Paper 2 – 2014

Enterprise Zone Strategic Framework



Policy TC3 – High Street Design and Shop Fronts

1. The historic plot widths evident in the High Street, from its junction with Bridge Street at its eastern end, to South Way at its western end as indicated on Proposal Plan 2, should be replicated in any design approach for redevelopment of areas in the High Street. Where two shops or more become one, the design should include a representation of the original shop divisions.
2. Proposals for the alteration or construction of shop fronts in the High Street will be permitted, provided that the shop front is well proportioned and suited to the character of the building in which it is situated, through the use of appropriate materials, style, openings and size of windows and fascias and having regard to basic shop front components identified at Proposal Plan 3.

OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy TC1 – Regeneration of the Town Centre
- Policy D1 – Promoting Good Design
- D2 – Design and Climate Change



Proposal Plan 2 - Historic Plots



Key



Historic Plots

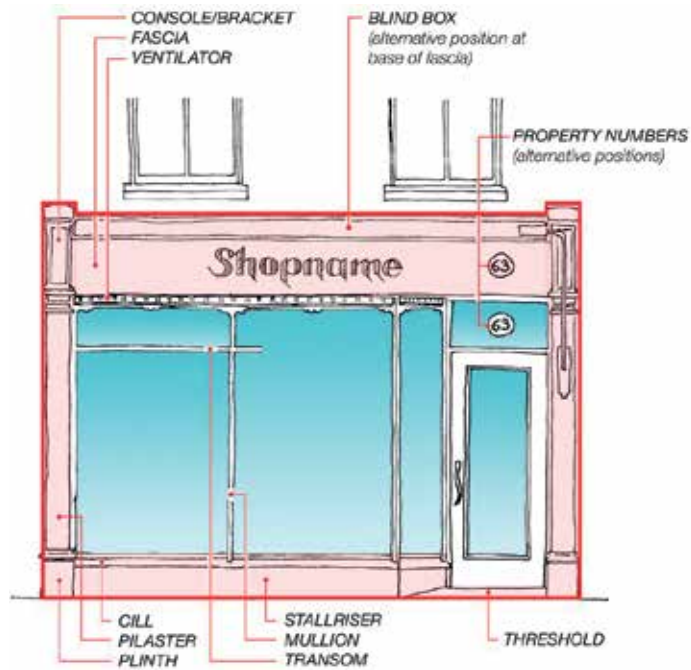


Grade II Listed Buildings

1. 19 High Street
2. National Westminster Bank
3. The Bridge Hotel
4. 1-3 Chapel Street
5. 5 Chapel Street



Proposal Plan 3 - Shop Front Components



Justification

- 6.33 The historic shop-fronts on many of the shops in the High Street remain, and these were elements that residents in the consultation exercises felt were important and should be retained, as they contribute positively to the character of the old High Street. Refurbishment provides the opportunity to improve on more recent poorer designs and secure high standards based on traditional principles for new shop fronts.
- 6.34 The shop fronts also contribute to the 'finer grain' character of the buildings in the High Street which form part of the historic context and these smaller shops function well for the multiple independent uses encouraged in the Joint Core Strategy and Neighbourhood Plan.
- 6.35 There are three Grade 2 listed buildings located in the High Street.
- 6.36 Differentiating between the original town centre and the out of town centre is also seen as important and the historic shopfronts contribute to the positive framing of the town centre as 'Old Town'.



Key Evidence

Lewes District Local Plan Part 1: Joint Core Strategy 2010 - 2030
Lewes District Pre-Submission Local Plan Part 2 2018
Lewes District Shopping and Retail Study 2012
Aecom Town Centre Concept Masterplan and Options Study 2016
Newhaven Town Council Town Centre Survey Results - May 2015
The Big Planning Event The People's Report 2012
Neighbourhood Plan Topic Paper 2 – 2014

Potential Quick Wins

- Investigate with Lewes District Council cost/benefits of town centre manager/curator.
- Improve legibility within town centre such as incorporating a distinctive public realm, views to landmarks and provision of signage.
- Seek funding to provide improved public realm such as provision of sculptures/installations, water feature, community art, seating, hard and soft landscaping.
- Work with the local police, ESCC and LDC to investigate potential positive impacts of opening High Street east of Meeching road junction to one-way traffic, reduce parking on pavements by providing designated short stay free parking spaces to support local businesses and install street furniture to prevent encroachment.
- Work with the Chamber of Commerce to develop a strategy for the future of a market with potential alternative market traders.
- Develop a Shop Frontage Improvement Programme.
- Work with LDC to investigate potentials to provide information point for visitors.
- Improve pedestrian links between Town Centre, West Quay and the Port.
- Seek funding for shop-front improvements in keeping with historical character and public realm improvements.
- Seek funding opportunities to finance re-painting of shops and business in the High Street where appropriate.
- Seek opportunities for the general 'greening' of the town centre.



Public Realm Improvement ideas



Seating with integrated planters



Play and interact with water



Coloured walls to improve the façade



Greening of street scene and reduction of clutter



7. Local Economy, Tourism and Employment

Introduction

- 7.1 The policies within this section seek to retain the range of existing commercial and employment premises within Newhaven, as well as supporting an improvement in the quality of the employment space and encourage new businesses to locate to the town. This section concentrates on key commercial areas located outside of Eastside as well as tourism policies and clusters/key sectors. The specific area of Eastside (including the Enterprise Zones within Eastside are set out in Section 8).

Background

- 7.2 Newhaven is located in a strategically important position on the south coast at the mouth of the River Ouse. It is a port town which still has an active industrial and commercial river frontage. This includes a harbour with a cross-channel ferry service to Dieppe, fishing fleet, boat building and repair, marina and chandlery.
- 7.3 Newhaven has benefited from significant regeneration in recent years including the thriving Enterprise Centre for new and small businesses. However, there are more challenges to be addressed in the ongoing regeneration of Newhaven and the town has been badly affected by the recession and more than one in eight (13%) of its adult residents are claiming out of work benefits.
- 7.4 There are a considerable number of derelict and under-utilised sites within Newhaven that offer significant opportunities for regeneration. The town has a concentration of industry and a range of facilities involved in waste management and this has led to contaminated sites. The retail offer within the town centre is declining with several vacant units. Most of the retail development in recent years has occurred on former industrial land on the east of the river. A high proportion of jobs in the town (31%) are still in manufacturing, which is significantly above the regional and national averages.
- 7.5 Commercial land costs to purchase or rent are relatively low, and it is perceived that there are opportunities to capture overspill from Brighton, including in (but not confined to) the new media cluster.



- 7.6 Enterprise Zones (EZ) are a central pillar of the Government’s long-term plan to rebalance the economy. In total, the Government is investing £330 million to support Enterprise Zones to realise their potential as engine rooms of local economies. In the Chancellor’s Autumn Statement (25 November 2015), Newhaven was one of 18 new locations awarded Enterprise Zone status. Unlike the majority of Enterprise Zones, however, Newhaven faces unique challenges as it comprises 8 strategic but non-contiguous, primarily brownfield and privately-owned sites although significant proportions of both the Town Centre and Avis Way sites are in Lewes District Council’s ownership:
- i. East Quay (19 ha) - not within neighbourhood plan boundary
 - ii. Eastside North (5.2 ha)
 - iii. Eastside South (2.2 ha)
 - iv. North Quay (13.4 ha) not within neighbourhood plan boundary
 - v. Railway Quay (4.6 ha) not within neighbourhood plan boundary
 - vi. Bevan Funnell (2.4 ha)
 - vii. Town Centre (5.9 ha)
 - viii. Avis Way Industrial Estate (26.7 ha)
- 7.7 Lewes District Council has undertaken a detailed analysis of the potential benefits of the Enterprise Zone for Newhaven. This estimates that, commencing in April 2017, EZ status will directly lead to the creation of around 55,000m² of new commercial floor space, refurbish a further 15,000m² of commercial floor space and create and sustain around 2,000 jobs over the Zone’s 25-year lifespan. Alongside the other Newhaven-focused regeneration activity, the Enterprise Zone therefore has the potential to have a significant positive impact on local residents, businesses and economic growth. Enterprise Zone status also places a strong emphasis on the commercial proposition ensuring effective place-making and the need for a mix of residential, commercial and industrial development across the eight key strategic sites identified.
- 7.8 To support the purpose of the Enterprise Zone to deliver economic growth and protect existing and future economic space from being converted to residential development, Lewes District Council has withdrawn permitted development rights for changes of use from office to residential and light industrial to residential areas in commercial areas in Newhaven through an Article 4 Direction. This will enable the District Council to retain greater control over the planning process with applicants seeking such changes needing to apply for a change of use through the regular planning application process.
- 7.9 Some local employment is in connection with the town’s proximity to the sea and a review was undertaken by the Town Council of the contributions made by the Marine Cluster within Newhaven in 2015. Whilst this is not a public document, it provided a useful overview of this industry within the town. The overwhelming proportion of enterprises are involved in fishing with 32 vessels operating out of Newhaven.



7.10 There exists a considerable number of other enterprises supporting them and the wider Port and Marina operations. This is a long-lived, vibrant and expanding cluster within Newhaven with many of the businesses operating for over 40 years. Unlike Newhaven's manufacturing sector where many of the employees commute into Newhaven from Brighton and elsewhere, most of the Marine Cluster's workforce is resident locally, reflecting the central role which the Cluster plays in the Newhaven economy.

Key Issues and Challenges

7.11 'A Profile of Newhaven' document identified a number of key issues and challenges for the town in respect of employment and tourism as follows:

- The gradual decline of the town's manufacturing and industrial base has compounded Newhaven's decline although a high proportion of jobs are still in manufacturing.
- Fewer self-employed than the town of Lewes and East Sussex.
- Relatively higher unemployment with 13% claiming out of work benefits.
- As a proportion fewer retired people than other areas in the Lewes District.
- Higher rate of long-term unemployment (both male and female) including the 16-24 years age range.
- Higher long-term sickness.
- Significant number of contaminated sites which could impact on viability of sites for development.
- Consistent high occupation of businesses within the Enterprise centre.
- Impact of ring road on town centre.
- Decline of town centre with few multiples and a number of empty shop units.
- Shift of retail offer from west to east of the river.
- Town centre would benefit from for visual enhancement of public realm.
- Lewes District Council has identified Newhaven as area to encourage green technology sector potentially creating new education, training and employment opportunities, with 'clean green and marine' focus.
- Future market prospects for increased visitor accommodation.
- Port activity will influence local job market.
- Business 'move on' space is needed within the town.

7.12 **Feedback from Neighbourhood Plan Consultation** highlighted concerns with the physical appearance of Newhaven, with impacts of poor quality industrial building and impacts of heavy goods traffic. Many of the suggestions for policies have related to creating a town that is attractive for visitors. This has included converting buildings into cultural heritage sites, art galleries and building riverside cafes and attractive waterfront areas.



POLICIES FOR LOCAL ECONOMY, TOURISM AND EMPLOYMENT

7.13 The following sets out the neighbourhood plan policies relating to this topic. The supporting text gives a justification to the policy approach and a summary of the key evidence base documents underpinning the policy.

Policy E1 – Land around Avis Way

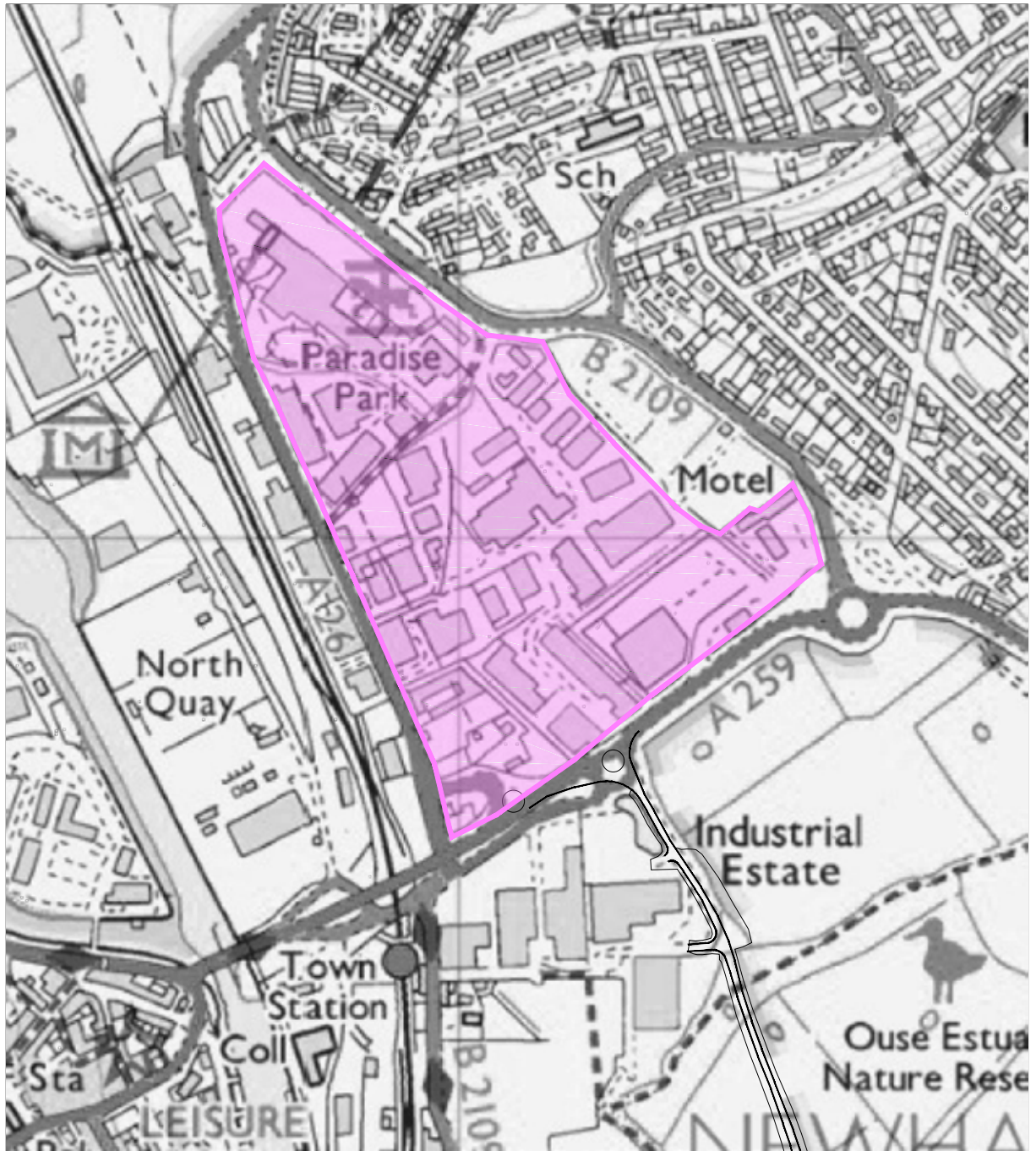
1. The land around Avis Way as shown on Proposal Plan 4 is allocated as a prime location for new and improved employment floor space.
2. The land around Avis Way will be protected for a range of employment uses falling within Use Classes B1, B2 and B8. Planning applications will be supported for a mix of employment floorspace including the provision of small and medium sized, flexible floorspace, start-up business space to support the town's key employment sectors and retail.
3. Proposals to upgrade and refurbish existing office accommodation so that they meet modern standards required by business, are more resource efficient and improve the environment and townscape of the site or premises will be supported.
4. All development proposals should include a site Flood Risk Assessment and consider the Neighbourhood Plan sequential test.

OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy ES2 – New development for Eastside and the Enterprise Zones
- Policy D1 – Promoting Good Design
- Policy D2 – Design and Climate Change



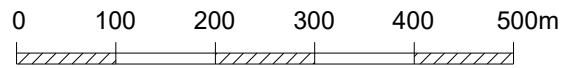
Proposal Plan 4 - Land around Avis Way



Key



Avis Way Industrial Estate



Justification

- 7.14 Retaining and improving key employment sites is a priority for the Neighbourhood Plan and reflects the Enterprise Zone designation. Avis Way is an Enterprise Zone site mostly with Local authority ownership. It is the largest of the major employment sites within Newhaven. The A26 traverses the west of the site while a good internal road network is suitable for heavy goods vehicles without any congestion. A railway station and bus stops are located within 300 metres. There are low vacancy rates and the area provides suitable space for a range of businesses, however this leads to limited opportunities to intensify existing uses.
- 7.15 A number of sites provide a retail offer, though these tend to be on the periphery of the estate. Most, although not all of the retail uses, require bigger premises available on the estate and tend to be comparison goods.

Key Evidence

Strategic Housing and Economic Land Availability Assessment (SHELAA) October 2015

Newhaven Enterprise Zone Strategic Framework

Topic Paper 6 Employment and Tourism 2014

Lewes District Local Plan Part 1: Joint Core Strategy 2010 - 2030

Newhaven Eastside Masterplan 2006

Employment and Economic Land Assessment 2010



Policy E2 – Denton Island

Planning applications for development on Denton Island will be supported which:

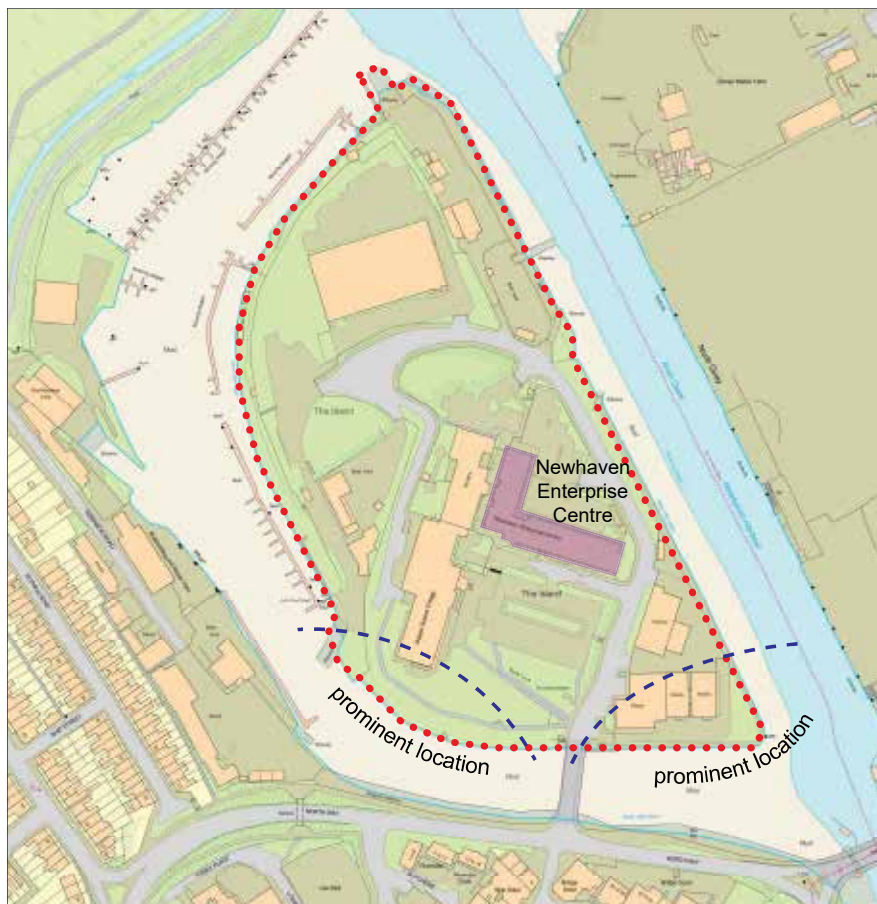
- retain Newhaven Enterprise Centre;
- provide residential and enhanced business space at the prominent locations identified in Proposal Plan 5;
- provide for new planting, boundaries and other landscaping, including provision of a circular path around the Island; and/or
- address a legacy of contaminated land.

All development proposals should include a site Flood Risk Assessment and consider the Neighbourhood Plan sequential test.

OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy E3 – The Visitor Economy
- E1 – Biodiversity protection and Enhancement
- Policy D1 – Promoting Good Design
- Policy D2 – Design and Climate Change

Proposal Plan 5 - Denton Island



Justification

- 7.16 Denton Island (5.9 ha) is located on the opposite side of the river to the town centre and is connected to the Newhaven mainland by a vehicular bridge which joins North Way on the Newhaven town centre ring road. The island is a prominent and unique feature in the town, but some of the buildings do not make a positive contribution to the townscape, are utilitarian in character and lack imagination, which can have a negative impact on the town's image from key transport routes.
- 7.17 Businesses and premises on the island include Sussex Downs College, a bowls club, Denton Island Community Centre, retail units, a boat yard and modern small workshop/incubator units, office space and general industrial uses in the Newhaven Enterprise Centre. Here vacancy levels are relatively low and until very recently there was a waiting list. This is a high-profile location which is constrained for further development by a lack of vacant land.
- 7.18 Recently in order to improve connectivity to the Island and strengthen its contribution to the core of the town centre in accordance with priorities suggested in the Lewes District Public Realm Framework, a bandstand has been constructed on the islands public open space.

Key Evidence

Lewes District Local Plan Part 1: Joint Core Strategy 2010 - 2030
Lewes District Public Realm Framework 2013
Strategic Housing and Economic Land Availability Assessment (SHELAA) October 2015
Enterprise Zone background information
Topic Paper 6 Employment and Tourism 2014
Employment and Economic Land Assessment 2010



Policy E3 – The Visitor Economy

Planning applications will be supported for the implementation of schemes that encourage tourism activity within Newhaven including:

- a) Café facilities
- b) Bike Hire Facilities
- c) Beach Huts for leisure and business use
- d) New multi-purpose community centre
- e) Arts and Cultural centre
- f) Artisans workshops
- g) Clubhouse facilities for water craft by the river
- h) Interpretation and visitor facilities
- i) Hotels and holiday rental accommodation

OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy R2 – Lewes District Recreation Ground
- Policy D1 – Promoting Good Design
- Policy D2 – Design and Climate Change

Justification

- 7.19 Newhaven is a gateway into the region from the continent and a gateway into the South Downs National Park. There are other visitor attractions such as Newhaven Fort, (the biggest defence structure in Sussex), Paradise Park visitor centre and Newhaven Museum. Natural elements of the sea, river and local nature reserves provide destinations for visitors too. Improving the visitor offer will bring financial benefits to this important sector in the local economy. In the south-east (excluding London) tourism provides 12% direct employment¹⁷.
- 7.20 Currently visitors arriving by boat tend to use Newhaven to pass through, rather than stay. Locally Newhaven also must compete with the more well-known resorts of Eastbourne and Brighton or the more historic attraction of Lewes.
- 7.21 Newhaven however does have a part to play in entertaining visitors with its local attractions and maritime setting. Facilities that could be provided which would enhance the visitor experience could include an exemplary design café, Arts Centre and fish restaurants.

¹⁷ www.tourismalliance.com (assessed February 2017)



- 7.22 Newhaven has a rich history of inspiring artists such as Ravilious and Bawden, while the Bloomsbury authors and artists lived nearby at Charleston. Providing a venue which celebrates the life of these and others in the creative fields that used Newhaven as a source of their work, would build on the cultural offer and tap into the creative cluster that exists in Newhaven.
- 7.23 The South Downs National Park and developing Egrets Way multi user path that will connect Newhaven to the county town of Lewes will encourage cyclists and walkers to the town. Providing facilities for bike hire, eating and resting will support the pursuit of more sustainable forms of tourism.
- 7.24 Currently the river is not capitalised upon and could provide an important highway for leisure trips and craft with riverside facilities to support such ventures. Leisure facilities by the sea are no longer available on land north of West Beach Car Park and reinstating café facilities and low-key entertainments in this location would draw people to this beautiful part of the town. This area could also be used for artist workshops housed in beach huts or similar structures creating a cluster for the creative sector. This area also forms part of the outer boundary of The Fort so drawing on the historical relevance of this area, would also be important.
- 7.25 Although most of the land in this area is outside of the Neighbourhood Plan boundary, a small area under the cliffs lies within. The Port Masterplan also recognises the contribution that the West Beach Area can make to leisure and recreation provision stating that “the area outside of the breakwater including the old sheds will be tidied up. This will include improved access and parking facilities and provide facilities for leisure and recreation, including a small kiosk during the summer period”¹⁸. The Neighbourhood Plan approach would therefore complement the Port Authorities masterplanning of the adjacent area.
- 7.26 It should be noted that West Beach supports coastal vegetated shingle which is a Habitat of Principal Importance under Section 41 of the Natural Environment and Rural Communities Act 2006. Any development, including facilities for leisure and recreation, must ensure no net loss of habitat.



¹⁸ http://www.newhavenportauthority.co.uk/images/documents/pmp_final_jan2012_part2.pdf
(assessed February 2017)





Example - Exemplary design at East Beach Café, Littlehampton



Example - Arts centre such as the Jerwood Art Gallery Hastings

Key Evidence

Hotel Futures Study 2009

Lewes District Local Plan Part 1: Joint Core Strategy 2010 - 2030

Newhaven Enterprise Zone Strategic Framework

Topic Paper 6 Employment and Tourism 2014

Strategic Tourism Vision and Action Plan 2015 2018

Physical Development Vision for Newhaven 2010



Policy E4 – Employment clusters

Planning applications will be supported that:

- a) Retain and/or protect land and premises used by the marine sector;
- b) Take account of the needs and operations of the marine sector when developing sites adjacent to marine uses; and/or
- c) Provide for development within Use Class B1 that accelerates Newhaven's transition to a new and higher value economic role including: high end manufacturing encompassing the 'clean, green and marine'; creative and digital; advanced engineering; environmental technology and services; and healthcare and biologics sectors.

OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy E3 – Visitor Economy
- Policy ES2 – New Development for Eastside and the Enterprise Zones
- Policy D1 – Promoting Good Design
- Policy D2 – Design and Climate Change

Justification

- 7.27 The Newhaven cluster of marine businesses has been a key part of the town's economy since Newhaven established itself as a port. The marine sector is largely based at West Quay, land east of Robinson Road and Denton Island.
- 7.28 A recent survey of marine businesses showed that the overwhelming proportion of enterprises are involved with fishing, with 32 vessels operating out of Newhaven. There are a wide variety of firms involved with the industry from boat building, engineers, surveyors, chandlers and diving. The Marine Cluster reflects a diverse range of marine related businesses.
- 7.29 Over recent years the emphasis on regeneration and housing delivery has compromised marine infrastructure with the loss of slipways and maintenance yards. If this continues businesses will be lost and operating costs will increase. Newhaven is the only true deep-water port between Dover and Portsmouth.



- 7.30 Lewes District Council set out its strategy for regenerating Newhaven in its publication 'Building a Brighter Future'. This included its vision that Newhaven become a centre for green industries and innovation, building on the infrastructure of the energy recovery facility, and Rampion off-shore wind farm.
- 7.31 In addition, the Lewes District Council Enterprise Zone Strategy sets out a focus and set of principles for development in the area, based on quality, inclusive and sustainable growth priorities. These include collaboration with sub-regional clusters and centres of excellence, bringing together businesses for sub-regional gains.

Key Evidence

Lewes District Local Plan Part 1: Joint Core Strategy 2010 - 2030
 Lewes District Council - Building a Brighter Future. A Regeneration Strategy
 Lewes District Economic Land Review 2010 and update 2012
 Newhaven Enterprise Zone Strategic Framework

Potential Quick Wins

- Seek funding opportunities to develop the understanding and knowledge of Newhaven's historical, cultural and artistic heritage.
- Seek opportunities for redundant buildings to be reimagined for arts and cultural use.
- Reach out to the community and wider audience to build on the cultural identity of Newhaven to support economic growth.
- Strengthen cultural capital and nascent synergies between local productive economy and creative/productive sector.
- Continue with expanding the circular path around the Denton island.
- Improve connections to Denton Island and strengthen its contribution to the core of the Town Centre.
- Coastal community team to broker synergies with construction companies to encourage apprenticeships for local people.
- Provide a listing of businesses within the parish to improve business networking and support a 'shop local' campaign.



8. Eastside

Introduction

- 8.1 The policies within this chapter consider the area known as Eastside which is located on the east bank of the River Ouse and includes; the established industrial area, the retail park and the residential neighbourhood. The area also includes sites within the Newhaven Enterprise Zone. Some parts of Eastside lie outside of the Neighbourhood Plan area, as it forms land in the ownership of the Port Authority. General Plan 5 illustrates the extent of the Eastside area, and its land uses.

Background

- 8.2 For clarity, Eastside includes several distinct areas:

The Retail Park

Situated to the north of Eastside and accessed from the A259, the retail park contains several large food and non-food retail occupiers including KFC, The Factory Shop and Lidl.

Residential Areas

Eastside contains mainly older residential streets, especially around Norton Terrace, Norton Road and Transit Road although there is a small amount of residential infill also in these areas. The residential areas are set to increase with planning consent granted for 369 dwellings on redundant employment and greenfield sites as at December 2018.

Commercial Areas

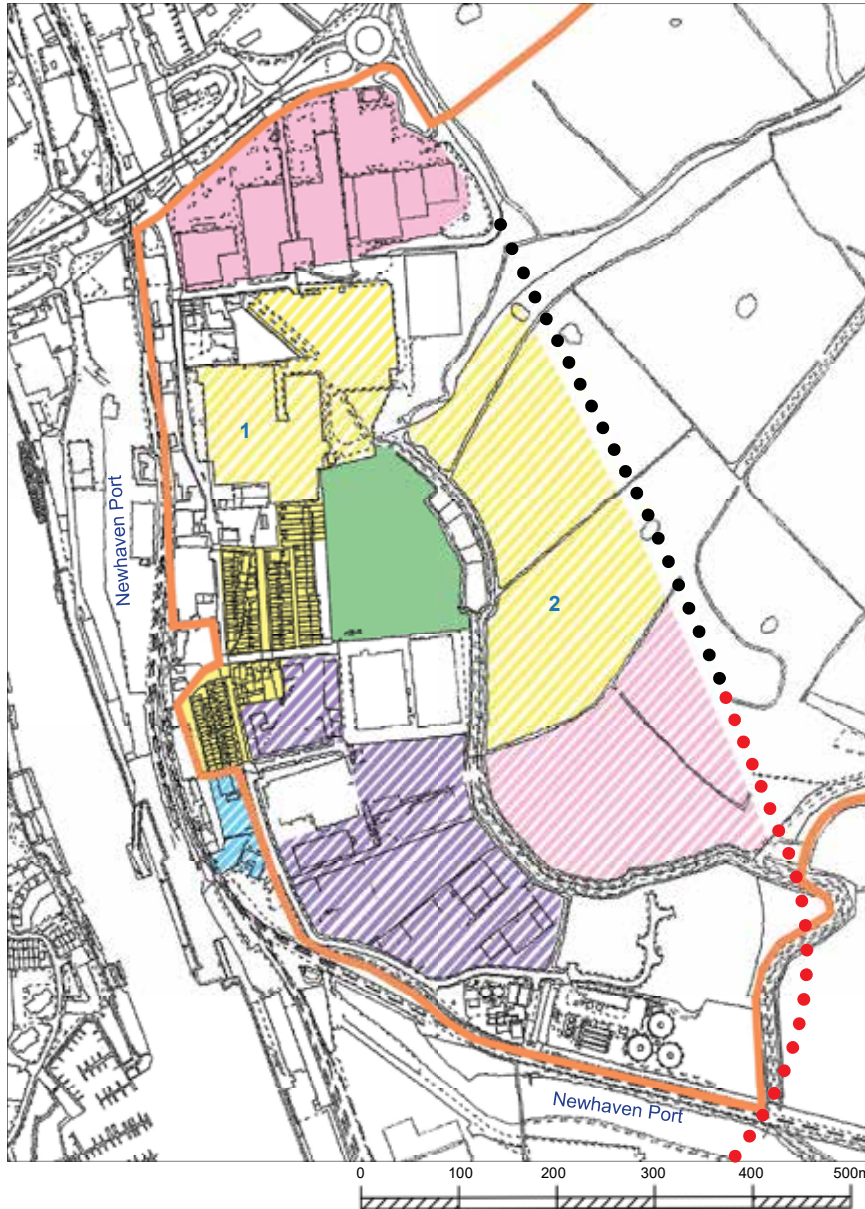
Eastside contains several pockets of commercial and employment buildings but the key larger areas are contained around Norton Road (Brightwell Estate) and the south end of Beach Road and these are mostly lower grade buildings and surroundings but still provide low cost commercial space for many small businesses. New commercial buildings are being constructed with a hotel and B1 industrial use at Transit Road and new employment sites being delivered at the southern end of Beach road and replacement industrial buildings on the Brightwells estate. Areas that are located within the Enterprise Zones are outlined below. A sewage works is located at the southern end of Eastside.

Open Space









Eastside Recreation Ground occupies a central location within Eastside and offers an attractive open space and a focal point for local residents. Beyond this is the partially constructed Port Access Road and the Ouse Estuary Nature Reserve beyond.



General Plan 5 - Eastside and its land uses



Key

- | | | | | | |
|---|--|---|--|---|---|
|  | Eastside area |  | Industrial development under construction |  | Existing retail park |
|  | Existing road (Phase 1 Port Access Road) |  | Existing residential area |  | Planning permission granted for retail use |
|  | Proposed Port Access Road |  | Planning permission granted for residential development (100%) |  | Planning permission granted for mixed use development subject to completion of legal agreement (hotel, residential, commercial and parking) |
|  | Existing open space (Village Green) | | 1. Parker Pen site consent for 145 dwellings | | |
| | | | 2. Site Eastside consent for 190 dwellings | | |



Access and Transport

- 8.3 Eastside includes Newhaven town railway station and although this is located outside of the neighbourhood plan area, it is of great importance to the wider town in terms of connecting people for business, education, leisure and social purposes. The station is accessed from the A259. In terms of bus services, there are frequent buses to Brighton and Eastbourne and a less frequent service to Lewes.
- 8.4 Eastside has been the focus of a number of strategies, policies and growth plans over a number of years with some key sites coming forward for development. These have included:
- Parker Pen site - 145 dwellings
 - East of recreation ground - 190 dwellings
 - Port Access Road Phase 1 built, Phase 2 under construction
 - The University Technical College - Built and operational
 - Transit Road – 80 bedroomed hotel, 34 dwellings and B1 Commercial use
- 8.5 Eastside includes four Enterprise Zone sites. Several fall outside of the neighbourhood plan area. Those within the Plan area are:
- Eastside North (5.2 ha)
 - Eastside South (2.2 ha)
 - 2 sites at Bevan Funnell (covering 2.4 ha)
- 8.6 Two other Enterprise Zone sites are located in the Eastside area but are outside of the Neighbourhood Plan Area.
- 8.7 Further information on the Enterprise Zones is set out in Section 7 - Employment and Economy. The Enterprise Zones have the potential to create significant positive impacts on local residents, businesses and economic growth. Enterprise Zone status also places a strong emphasis on the commercial proposition ensuring effective place-making and the need for a mix of residential, commercial and industrial development across the eight key strategic sites identified.



POLICIES FOR EASTSIDE

- 8.8 The following sets out the neighbourhood plan policies. The supporting text gives a justification to the policy approach and a summary of the key evidence base documents underpinning the policy. Whilst there are pockets of residential development within Eastside, the general image of the area is one of commercial and industrial use. The neighbourhood plan seeks to improve the local environment of the area in order that it becomes a high-quality sustainable place for living, working and leisure.

Policy ES1 – The Regeneration of Eastside

Planning applications for development in Eastside (Proposal Plan 6) should take into account:

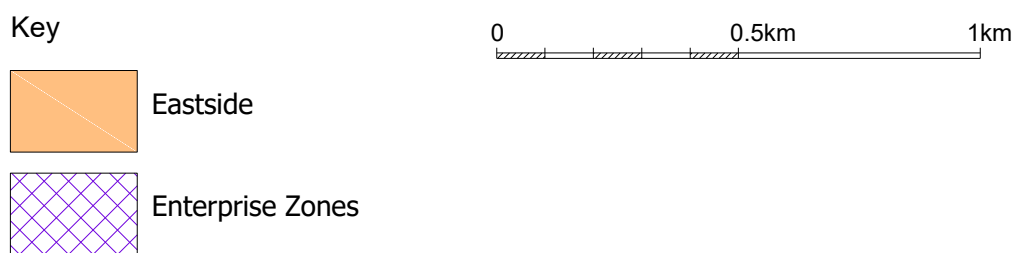
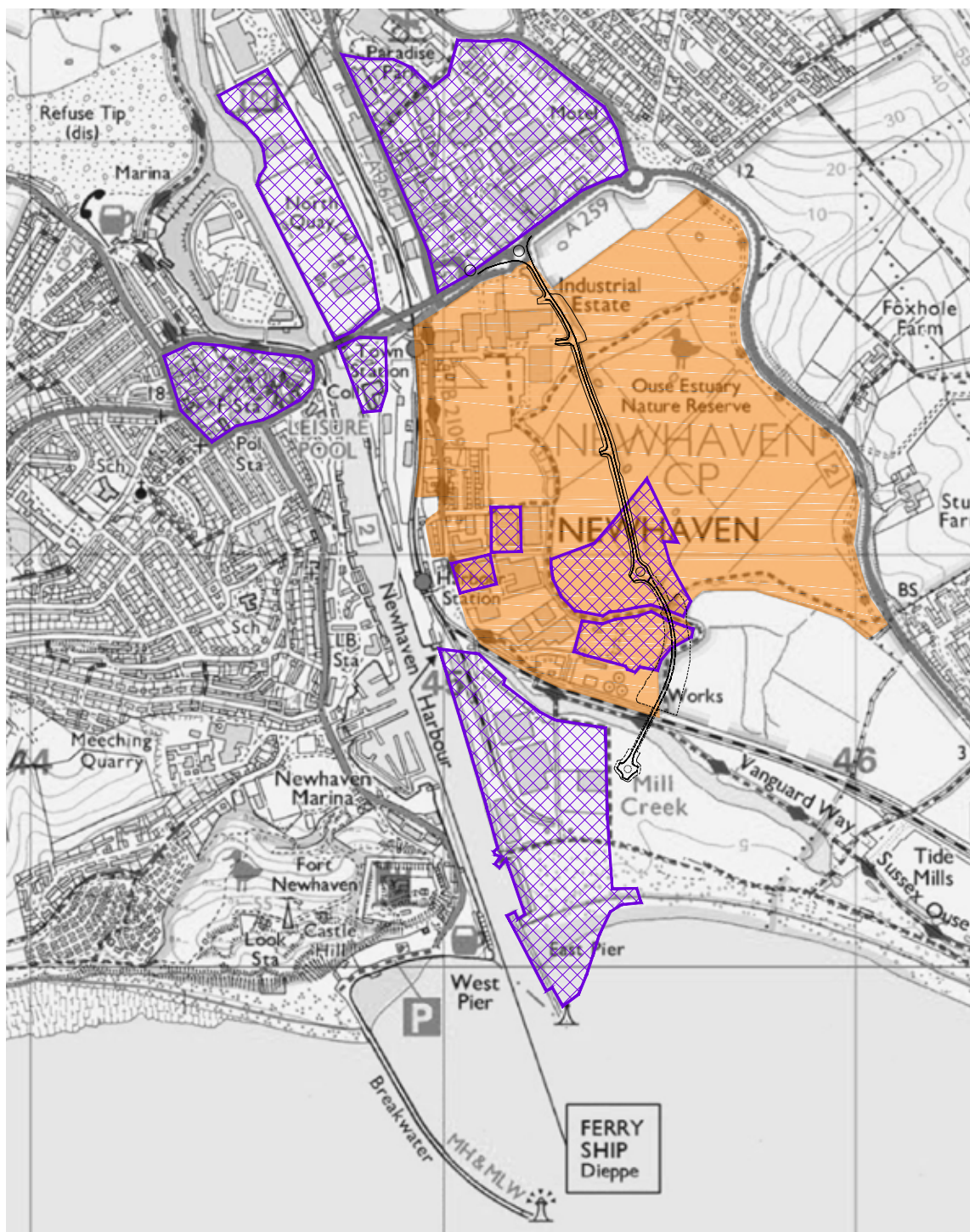
1. Opportunities to enhance sense of place and provide high quality design.
2. Impacts on neighbouring uses as well as levels of parking and commercial traffic within residential areas.
3. New planting and landscaping as part of redevelopment and new development schemes especially along frontage areas where there is public access.
4. New footpaths and links to bus stops and the railway station where possible to allow pedestrians safe and pleasurable access to transport nodes.
5. Environmental quality and amenity with opportunities sought to enhance open spaces and landscape.
6. The maintenance and improvement of existing surface water systems/drainage ditches.
7. The location and design of residential development in regard to any noise or air quality issues from neighbouring port activity/industrial areas.

OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy E3 – Visitor Economy
- Policy E4 – Employment Clusters
- Policy D1 – Promoting Good Design
- Policy D2 – Design and climate change



Proposal Plan 6 - Eastside and the Enterprise Zones



Justification

- 8.9 Eastside as shown on Proposals Plan 6 is located to the east of the town as the name suggests. The decline in the town's manufacturing industry and industrial base has led to developer interest in developing employment land for residential and there are a number of planning consents granted for large scale residential development which have yet to be built.
- 8.10 There are many empty and derelict employment sites in Newhaven particularly at Eastside and it has been identified by Lewes District Council's Employment Land Review that there is a need to improve the quality of existing employment buildings/sites. Despite the decline in manufacturing, Eastside contains a number of key employment sites in sustainable locations close to the railway station and road network.
- 8.11 The Neighbourhood Plan supports the regeneration of this part of the town to create a range of development set within a high-quality environment. Seeking an overall uplift in the quality of development and public areas within Eastside will positively strengthen the character of the area and enhance the sense of place to the benefit of residents, businesses and wider area.
- 8.12 Eastside has been the subject of a number of regeneration masterplans and vision documents. These have provided guidance on the overall improvement of the area and they underpin the regeneration policies within this chapter. The Physical Development Vision for Newhaven by BBP Regeneration 2010 refers to a new East Bank Quarter which involves the creation of a truly sustainable and mixed-use community where people can live, work and play.
- 8.13 This would entail the promotion of a range of new employment opportunities for local people, alongside a variety of housing types and tenures, education and leisure uses set within a high quality environment. Although outside of the Neighbourhood Plan area the development of water frontage sites could create a mix of waterside commercial space including niche retailing, food and drink operators and studio or small business space for companies in some of the key sectors, alongside new housing development.
- 8.14 The neighbourhood plan strongly supports the overall regeneration of Eastside to provide a sustainable mix of uses that complement each other and for employment and residential to be at the heart of any scheme. Through new development, the general up-lift of the area is expected and improvements to the public realm will follow. The neighbourhood plan supports the 'greening' of Eastside with new planting and landscaping being brought forward as part of site redevelopment proposals together with new planting along public highways and footpaths. Development proposals in Eastside will also need to address Policy ES3 relating to its natural environment.



Key Evidence

Strategic Housing and Economic Land Availability Assessment (SHELAA) October 2015

Enterprise Zone Strategic Framework

Newhaven Neighbourhood Plan Sustainability Appraisal

Lewes District Local Plan Part 1: Joint Core Strategy 2010 - 2030

Newhaven Eastside Masterplan 2006

The Physical Development Vision for Newhaven 2010

Lewes District Employment Land Review 2010 Update 2012

Neighbourhood Plan Topic Paper 2 - 2014



Policy ES2 – New development for Eastside and the Enterprise Zones

Planning applications for development in Eastside will be supported which provide:

1. a variety of new and improved employment floorspace (Use Classes B1-B8), including the provision of small and medium sized, flexible floorspace, move-on space for growing businesses and start up business space;
2. upgraded and refurbished office accommodation which is more resource efficient and safeguards or improves the environment and townscape;
3. hotel facilities;
4. leisure and recreation facilities where they do not negatively impact the operational uses of the Enterprise Zones;
5. food and drink uses (Use Class A3);
6. residential development in accordance with Policy H3; and/or
7. residential development as part of mixed-used schemes outside the Enterprise Zones.

All development proposals should include a site Flood Risk Assessment and consider the Neighbourhood Plan sequential test.

OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy ES1 – Regeneration of Eastside
- Policy D1 – Promoting Good Design
- Policy D2 – Design and Climate Change
- Policy H3 – Housing sites on Eastside



Justification

- 8.15 Whilst EZ sites are to be retained and improved as commercial/employment sites, a proportion of the sites can be redeveloped for residential provided this use is shown to be an 'enabler' through the submission of a viability/feasibility assessment report with any planning application. This supports the current transition of Eastside becoming a sustainable mixed-use community.
- 8.16 Flood risk has meant that parts of Eastside have historically not been developable for housing. The Environment Agency's Flood Alleviation Scheme is due to be completed in 2018 and will provide a greater level of flood protection. This may allow some sites to be developed for housing, however, this will need to be demonstrated through a site-specific Flood Risk Assessment.

Key Evidence

Lewes District Local Plan Part 1: Joint Core Strategy 2010 - 2030
Lewes District Pre-Submission Local Plan Part 2
Strategic Housing and Economic Land Availability Assessment (SHELAA) October 2015
Lewes District Council Enterprise Zone Strategy 2018

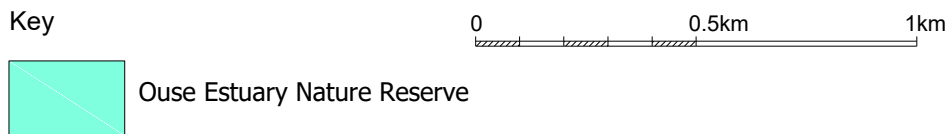
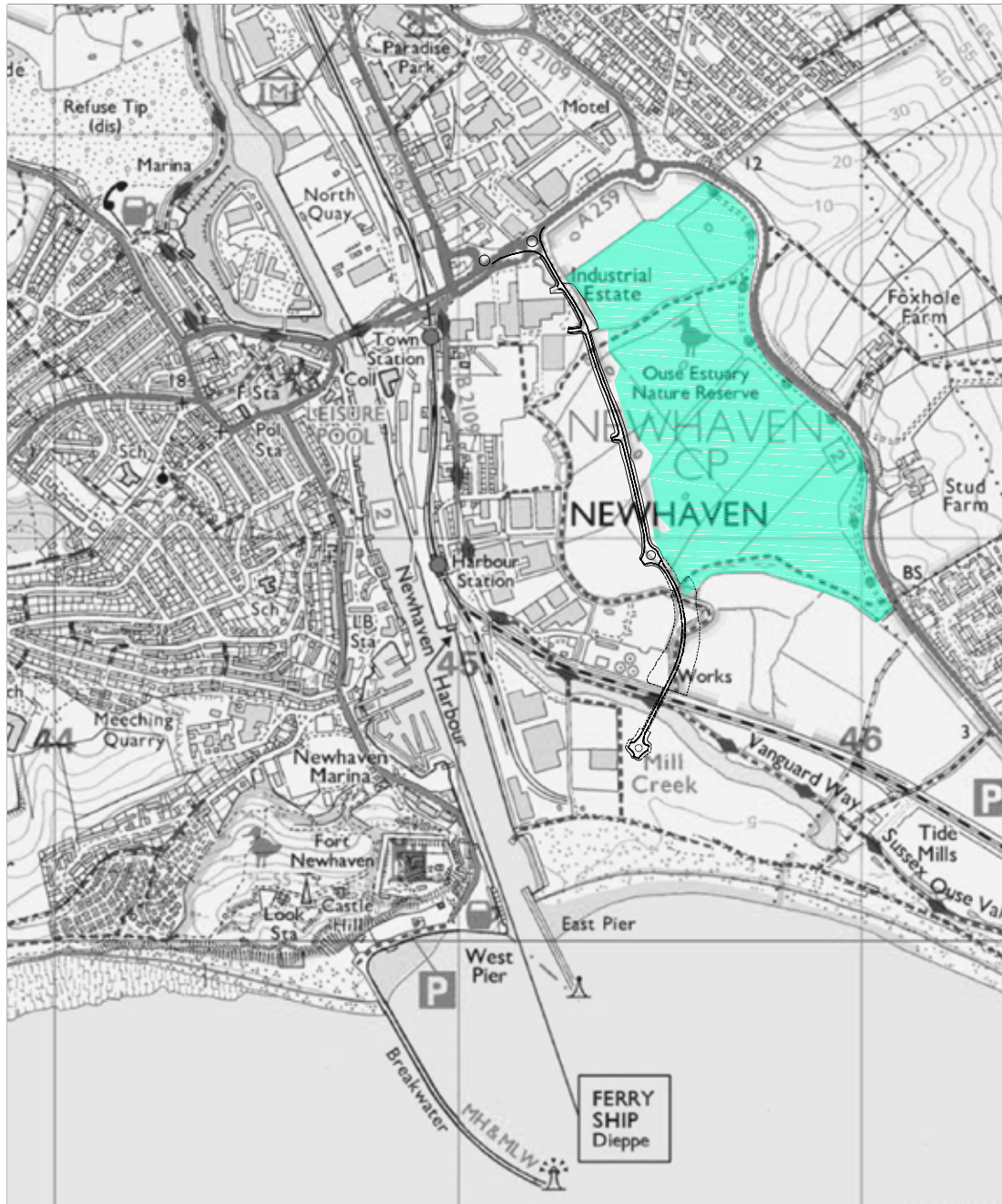
Policy ES3 – Eastside's Natural Environment

The natural environment of Eastside, including landscape assets, biodiversity, priority habitats and species and locally designated sites, will be conserved and enhanced by ensuring that development proposals consider the impact on the natural environment. In particular, the Ouse Estuary Nature Reserve identified at Proposal Plan 7 is to be protected from development and public access retained and enhanced where possible. New development within this area will need to consider the potential ecological impacts and will need to secure appropriate mitigation, compensation and enhancement.

OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy R1 – Recreation, Leisure and Local Green Spaces
- Policy E1 – Biodiversity protection and enhancement





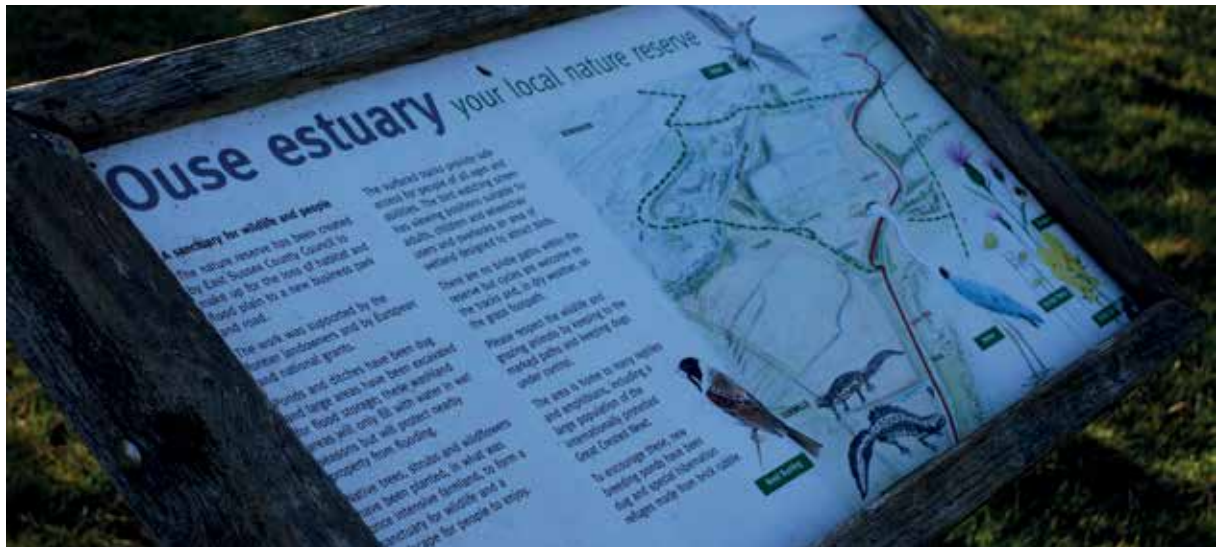
Justification

- 8.17 The Ouse Estuary was formed thousands of years ago by the meandering of the River Ouse between the chalk downs near Newhaven. It was drained for farming in medieval times but remained damp despite being intensively farmed and now supports a rich variety of wildlife.



- 8.18 The open fields, shingle and reed beds were designated as a Site of Natural Scientific Interest in 1993 (such sites recently renamed as Local Wildlife Sites). It is home to a wide variety of birds, plants and amphibians including the internationally protected Great Crested Newt.
- 8.19 The Ouse Estuary Nature Reserve was created to conserve the wildlife and provide flood management when a new business park and road were built in 2003. More than a hundred types of bird have been recorded.
- 8.20 Currently, poor management practices of some of the industrial sites have created severe contamination and pollution impacts, impacting on wildlife and amenity benefits. In addition proposed housing sites that have either been granted planning permission or allocated for development in the Plan will bring forward some 600 dwellings in the Eastside area, which will impact on the Nature Reserve through additional footfall.
- 8.21 There are two public footpaths crossing the reserve and a new cycle track which is part of National Cycle Route 2. The land is owned and managed by East Sussex County Council.

Key Evidence
<p>Lewes District Local Plan Part 1: Joint Core Strategy 2010 - 2030</p> <p>Newhaven Town Council Biodiversity Study 2016</p> <p>Neighbourhood Plan Topic Paper 2 – 2014</p> <p>ESCC Ouse Valley Nature Reserve – Overview of the Reserve and its management</p>



Potential Quick Wins

- Request that applications for land south of the A259 adjacent to the river at Eastside incorporate a public boardwalk within the any scheme to enhance public access.
- Contact businesses adjacent to contaminated sites to encourage improved working practices to protect biodiversity.
- Seek funding from new development for nature conservation projects and enhanced landscaping.
- Support the development of Eastside's 'sense of place' through improvements to signage, the public realm and community spaces and buildings.
- New and/or improved community buildings.
- Improved facilities within existing public open spaces.
- New and improved footpaths linking existing routes across the town and providing accessible routes to the town centre/National Park and transport nodes and key employment areas.
- New cycle lanes.
- Improved street lighting to provide safety for pedestrians and other road users.



9. Transport, Sustainable Movement and Access

Introduction

- 9.1 Government recognises the importance of transport in facilitating sustainable development and that it contributes to wider sustainability and health. It encourages plans to exploit opportunities for the use of sustainable transport modes for movement of goods or people and suggests that priority should be given to pedestrian and cycle movements.
- 9.2 In addition, solutions that support the reduction of greenhouse gases and reduce congestion should be encouraged.
- 9.3 Government also suggests that development which generates significant amounts of movement should provide a travel plan to ensure that safe, healthy and sustainable travel options form part of any new development.

Background

- 9.4 Newhaven experiences transport challenges, particularly around severance and congestion, both along the A259 which runs east to west through the town, and the town centre ring road.
- 9.5 East Sussex County Council as Highway Authority has identified the traffic challenges for Newhaven in its transport advice¹⁹ for the Joint Core Strategy which highlighted that capacity issues on the ring-road would heavily influence the amount of new development acceptable for the town. Mitigation suggestions include; junction improvements at South Road/South Way, bus service enhancements and sustainable accessibility of new development.
- 9.6 A commitment in ESCC Local Transport Plan (LTP) 2011 2026 outlined that the ring road in Newhaven would be reviewed due to the impact it has on the town centre, particularly inhibiting access from the south. Consultants have been commissioned to undertake modelling for options for improvements and this included reviewing the option of returning the ring road to two-way traffic. This scenario was not supported due to overcapacity issues. Further consideration is being given to junction improvements and mitigation suggestions include; junction improvements at South Road/South Way, bus service enhancements and sustainable accessibility of new development.
- 9.7 Apart from congestion, the level of traffic has had negative impacts on air quality at the pedestrian crossing points on the ring road resulting in an Air Quality Management Plan for the town. The Plan suggests actions to improve air quality including the delivery of walking and cycling infrastructure and infrastructure for low emission vehicles. A county wide Cycling & Walking Investment Plan produced by East Sussex County Council identifies future investment opportunities which could help to satisfy the desire for improved walking and cycling routes within the town.

¹⁹ ESCC Transport Advice September 2012
http://www.lewes.gov.uk/Files/plan_TransportAdvice_2012.pdf



9.8 The town has two railway stations (the Town Station and the Harbour station) on the eastern side of the River Ouse which give access to Seaford and Lewes and onward journeys to Brighton and London. The Town Station is mostly used by passengers due to its proximity to the town centre and residential areas. There is also good access to bus services with a high frequency route to Brighton and Eastbourne. In addition, the National Cycle Route 2 passes through Newhaven and forms part of the 'Avenue Verte' London to Paris cycle route. Sustainable transport links therefore are reasonable but could be improved upon to encourage usage.

Key Issues and Challenges

9.9 These have been identified from feedback from the community and background documents and studies.

- Swing bridge opening creates congestion on A259
- General heavy congestion on A259 as major east/west route
- Congestion impacts on air quality and area now part of an Air Quality Action Plan
- Poor pedestrian linkages throughout town
- Relative high percentage of people walk or cycle to work

9.10 **Feedback from Neighbourhood Plan Public Consultation** exercises revealed the view that the capacity of the A259 is a major issue including the impact that the swing bridge opening has on the flow of traffic. Even the Young Peoples Survey revealed a common concern about the impact of traffic. A new pedestrian bridge was suggested to improve the crossing of the river for pedestrians. It was also suggested that cycle and pedestrian routes should be improved generally with a proper cycle path made available to Peacehaven. There was also an emphasis on measures to improve safety. Air Quality as a result of traffic was also raised as an important issue.



POLICIES FOR TRANSPORT, SUSTAINABLE MOVEMENT AND ACCESS

9.11 The following sets out the neighbourhood plan policies. The supporting text gives a justification to the policy approach and a summary of the key evidence base documents underpinning the policy.

Policy T 1 – Congestion mitigation and sustainable movement

1. Planning applications will be supported which improve sustainable movement throughout the plan area to reduce traffic impacts and improve air quality.
2. Planning applications for new development which seek to minimise traffic impacts on the environment and improve air quality, including the provision of cycle storage, car sharing, and electric car charging points will be supported.
3. Where possible, new development should encourage walking and cycling by the inclusion of pedestrian and cycle links to existing access network and areas of public access.
4. New development should, where appropriate contribute towards the provision or improvement of cycle and pedestrian routes throughout and connections with the town to include links to the South Downs National Park, railway stations, bus stops and subway enhancements to encourage their use and improve cross town links.
5. Proposals which will lead to significant increased traffic flows or congestion should take proportionate steps through legal agreements to mitigate traffic impacts. Mitigation may include a range of approaches such as:
 - a) Upgrading pedestrian crossing equipment including phasing
 - b) Pedestrian and traffic signal enhancements (linking)
 - c) Junction improvements
6. To improve sustainable movement between the east and west sides of the town, a new moving pedestrian/cycle bridge over the River Ouse of exemplary design will be supported.

OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy T2 – Accessibility to and within the Town Centre
- Policy R2 – Lewes Road Recreation Ground



Justification

- 9.12 The problem of traffic congestion on the A259 in Newhaven is well known and whilst congestion is an issue on the road beyond the confines of the town, the build-up of traffic within Newhaven is exacerbated by:
- The opening of the swing bridge over the river stops traffic on the A259 for some 20 minutes.
 - The need for drivers to frequently stop at pedestrian crossings to allow pedestrian access to the town centre.
 - The filtering of traffic leaving the A26 joining the A259 at the western end of the flyover.
 - The concentration of industrial, aggregate and waste businesses and edge of town retail offer in the area generating access requirements for heavy goods vehicles, waste vehicles and wide range of visitor vehicles.
- 9.13 East Sussex County Council recognises the need for improvements to the A259 in Newhaven and has raised concerns about the ability of the road to accommodate demand increases, particularly those arising from new development.
- 9.14 Consequently, pedestrian and cyclist movements in the centre of Newhaven are notoriously hazardous. Also the heavy congestion of the main road allied with narrow pavements, particularly on the bridge over the river brings pedestrians, cyclists and vehicles into very close proximity. Not only is this dangerous but it is detrimental to pedestrian and cyclist's experiences of the town. The town lies on the Avenue Verte cycle route from London to Paris and on a National Cycle Route.
- 9.15 Improving connectivity for pedestrians between existing and proposed developments in and around the town is important for safety and will encourage the use of sustainable forms of transport.
- 9.16 Linking the town centre with committed development at Eastside and transport hub with a new pedestrian and cycle bridge will provide a safer and more attractive crossing of the river for pedestrians. The bridge will emphasise the connectivity between the east and west retail areas attracting shoppers from the out of town retail area to the west of the river to the 'Old Town' smaller independent shops and community facilities.
- 9.17 It would also provide a way to cross the river when the swing bridge is open and could be an opportunity to create an exemplary architectural feature, attracting visitors. The new bridge will need to be able to move to allow continuing unhindered access by marine traffic using the river to access sites further upstream, depending on its location.



Key Evidence

Lewes District Local Plan Part 1: Joint Core Strategy 2010 - 2030
Newhaven Traffic Measures A259 Corridor: Movement & Access Strategy 2016
Physical Development Vision for Newhaven 2010
Lewes District Newhaven Air Quality Action Plan June 2016
Newhaven Town Council Neighbourhood Plan Topic Paper 7 2014
East Sussex Local Transport Plan 2011 -2026
The East Sussex Local Transport Plan Implementation Plan 2016 2021,
East Sussex Cycling & Walking Investment Plan
Newhaven Air Quality Action Plan
Sussex Air Quality and Mitigation Emissions Guidance 2013

Policy T2 – Accessibility to and within the Town Centre

Proposals within the town centre which seek to improve accessibility and movement will be supported. All redevelopment will be expected to provide for or contribute towards:

- a) Improved accessibility and parking for the disabled and wheelchair and mobility scooter users.
- b) Improvements to the legibility and treatment of vehicle, pedestrian and cycle routes within the centre, including improved surfaces and signposting.
- c) Improvements to pedestrian and cycle linkages across the A259 into the predominantly residential areas to the south, west and north and towards the railway stations.

OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy TC1 – Regeneration of the Town Centre
- Policy T1 – Congestion mitigation and sustainable movement, including integrated footpaths and cycle-ways.



Justification

- 9.18 Objectives for the town centre include improving the safety and attraction of walking and cycling by providing a network of routes that are usable by all.
- 9.19 As well as the approaches to the town centre being unclear and unattractive, within the town centre the sub-utilised space, numerous blank walls and pavement parking exacerbate the poor legibility and unpleasant pedestrian experience.
- 9.20 Improving accessibility and linkages will take advantage of the existing town pattern and concentration of mixed uses helping to create a safer and inviting pedestrian experience and encourage a positive, lively and vibrant community hub.

Key Evidence

Lewes District Local Plan Part 1: Joint Core Strategy 2010 - 2030
Newhaven Town Council Town Centre Survey 2015
The Big Planning Event The People's Report 2012
Newhaven Town Council Neighbourhood Plan Topic Paper 7 2014
East Sussex Local Transport Plan 2011 -2026
The East Sussex Local Transport Plan Implementation Plan 2016 2021
East Sussex Cycling & Walking Investment Plan

Potential Quick Wins

- Work in partnership with relevant organisations to improve legibility for pedestrians to access the surrounding South Downs National Park.
- Encourage ESCC to implement new traffic management to reduce emissions in locations within the Air Quality Management Area.
- Work with LDC and ESCC to improve pavement surfaces and way finding within the town.
- Encourage ESCC to provide 'anti-idling' signage at relevant hot spots to help improve air quality and promote eco-driving.
- Work with Sussex Community Rail Partnership to help maintain and improve image of stations.



10. Public Open Space, Sports and Recreation Facilities

Introduction

- 10.1 This chapter sets out a number of policies to support the provision of open spaces and recreation facilities for the health and wellbeing of Newhaven residents and visitors. Green space is also important for wildlife and this is dealt with separately in Section 11 Natural Environment and Biodiversity.
- 10.2 The link between planning, recreation and health is long established and government states that open space should be taken into account in planning for new development and considering proposals that may affect existing open space.
- 10.3 Open space includes all open space of public value and can take many forms, from formal sports pitches to open areas within a development, linear corridors and country parks²⁰. It is an important component to achieving sustainable development.
- 10.4 Government also suggests Neighbourhood Plans should be able to identify for special protection green areas of local importance, which will enable communities to rule out new development other than in special circumstances.

Background Information

- 10.5 The availability of recreation facilities in Newhaven is a topic of concern, where demands are already outpacing provision. Lewes District Council's Infrastructure Delivery Plan, which sets out the key strategic infrastructure needed to meet the demands of new development identified for Newhaven, recognises the need for additional outdoor sports facilities and equipped and informal children's playing space.
- 10.6 Newhaven currently has the lowest provision of equipped play space in the District. It is forecast that the proposed new homes in Newhaven will generate the need for additional outdoor playing space in the order of 4-5 hectares of sports facilities for youth and adult use and 1.5 2 hectares of children's play space, depending on the type and size of the dwellings²¹.
- 10.7 Although the surroundings of Newhaven provide interesting informal recreation space with the river, downs and the sea, these attributes are beyond the confines of the town and access to downland is not obvious from the built-up area, particularly to visitors. Improved linkages and signage to enable easier access to this resource would benefit all. In addition, open spaces and recreation areas can aid management of surface water and ground water flooding without impacting on the area.

20 Government guidance - Open Space, sports and Recreation facilities, public rights of way and local green space. <https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space> (accessed February 2017)

21 Lewes District Local Plan Part 2: Site Allocations and Development Management Policies, Issues and Options Topic Paper 4 - Infrastructure Site Allocations



- 10.8 Office for National Statistics evidence shows that Newhaven has higher incidences of some of the wider determinants of poor health such as deprivation, child poverty, long term unemployment, crime, homelessness and fuel poverty. Statistically the population of Newhaven has less good health than other parts of the District, County and Country as a whole with data on General Health in 2011, indicating that Newhaven had one of the lowest percentage scores of people who felt that they had very good health and one of the highest percentage scores for people who considered that they had bad, or very bad health.

Key Issues and Challenges

- 10.9 'A Profile of Newhaven' document²² identified key issues and challenges for the town in respect of recreation facilities, health and wellbeing and these were also highlighted in Topic Papers 4 (Facilities and Services) and Topic Paper 5 (Environment and Open Spaces) for the Neighbourhood Plan as follows:
- Undersupply of formal recreation provision and play space.
 - There are pockets of poorer health in Newhaven, and life expectancy is 5.2 years lower for men in the most deprived areas of the district compared with the least deprived areas in the District.
 - Higher long term sickness.
 - Poor air quality in congested parts of the town.
 - Older parts of the town have little public amenity space.
 - A259 which is a heavily congested urban road and to the trunk road network by the A26.
 - Undersupply of allotments.
 - Poor legibility to countryside and National Park.
- 10.10 **Feedback from Neighbourhood Plan Consultation** exercises revealed the concern that development might occur on open grass land and that open spaces should be cherished. Public open space in the town was sold in 2013, for development of a water park. This project never proceeded but the concern is a legacy from this time.
- 10.11 The Young People's Survey results²³ revealed that young people felt that Newhaven's parks and views were one of the things that they liked best about the town. The park areas appeared to be important as other public areas such as the town centre and beach were either not inviting or accessible.

22 A Profile of Newhaven 2014, Newhaven Town Council
<http://www.newhaventowncouncil.gov.uk/assets/news/Profile%20of%20Newhaven%20Part1.pdf>

23 See Young Peoples Survey Feedback
<http://www.newhaventowncouncil.gov.uk>



POLICIES FOR AREAS OF PUBLIC OPEN SPACE, SPORTS AND RECREATION FACILITIES

10.12 The following sets out the neighbourhood plan policies relating to this topic. The supporting text gives a justification to the policy approach and a summary of the key evidence base documents underpinning the policy.

Policy R1 – Recreation, Leisure and Local Green Spaces

1. New and improved quality formal and informal areas for recreation will be supported.
2. Development proposals should take every opportunity to contribute to a connected recreational green network and provision of new open spaces/playing fields.
3. Development which would result in the loss of existing areas of formal and informal recreation such as playing fields, amenity open spaces and allotments as listed below and identified on Proposal Plan 8 should:
 - a) Provide an assessment has been undertaken which shows the facility to be surplus to the requirements of Newhaven residents; and
 - b) Make alternative provision elsewhere within the parish area that is at least equivalent in terms of size and amount of facilities offered or would result in a net improvement in the quality of the facilities.

Sites

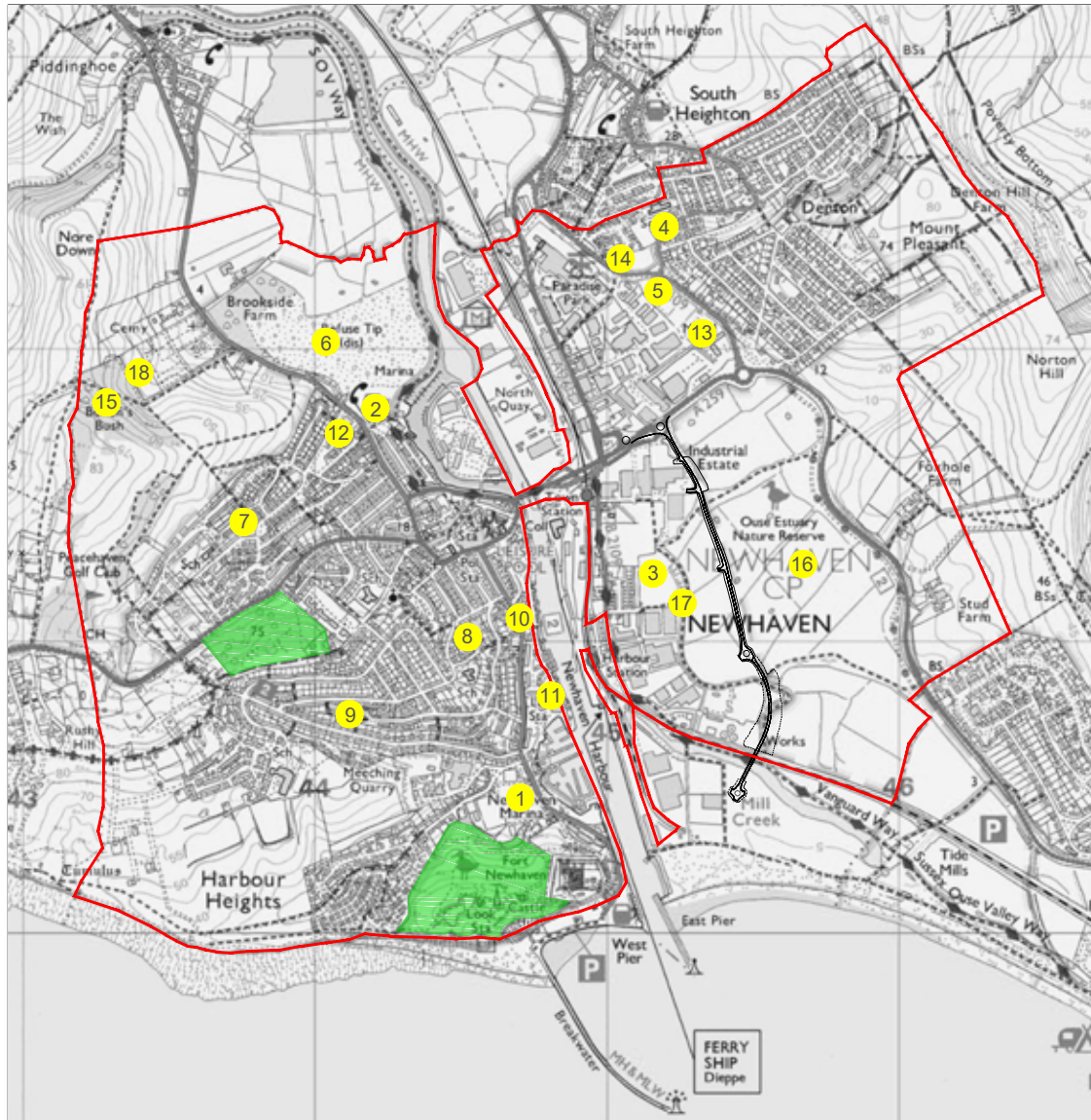
- | | |
|---------------------------------|---------------------------------|
| 1. Fort Road Recreation Ground | 10. Huggetts Green |
| 2. Lewes Road Recreation Ground | 11. West Quay Open Space |
| 3. Eastside Recreation Ground | 12. Valley Ponds |
| 4. Denton Recreation Ground | 13. Drove Park |
| 5. Denton Cricket Ground | 14. Avis Road Open Space |
| 6. Riverside Park | 15. Bollens Bush |
| 7. Valley Road Play Area | 16. Ouse Estuary Nature Reserve |
| 8. Bay Vue Amenity Area | 17. Eastside Allotments |
| 9. Western Road Amenity Area | 18. Lewes Road Allotments |
4. New allotments will be supported within or adjacent to the development boundary defined on Proposal Plan 12 (see Section 13), or near that area and be managed by a body such as the Town Council. Proposed land should be accessible by vehicles, have adequate off-street parking and have access to a water supply.
 5. The Neighbourhood Plan designates the following sites identified on the Proposal Plan 8 as Local Green Spaces.
 - Meeching Down (The Union), off Brighton Road
 - Castle Hill Nature Reserve



OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy H1 – A Spatial Strategy for Newhaven

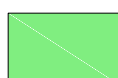
Proposal Plan 8 - Formal and informal open space and local green spaces



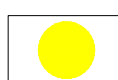
Key



Newhaven Neighbourhood Plan boundary



Local Green Space



Formal and Informal Open Space
(For detailed plan of extent of Open Space refer to Newhaven Town Council Local Green Spaces Report 2017)

0 0.5km 1km



Justification

- 10.13 Evidence has been growing in recent years that health can reflect the differing social and economic conditions of local communities and data collected has shown that some Newhaven residents have less good health compared with other people in parts of the District, whilst also having less access to informal and formal recreation facilities.
- 10.14 This situation will be compounded when committed and planned homes are built. The Lewes District Draft Site Allocations and Development Management Document confirmed that the committed and allocated residential units are likely to demand 4 - 5 ha of sports facilities for youth and adult use and 1.5 - 2 ha of children's play space.
- 10.15 Providing for the protection for existing areas for recreation is considered vital to support health and wellbeing and to ensure that the town provides adequate recreation facilities to meet the needs of the existing and future populations.
- 10.16 The NPPF 2012 and updated version acknowledge the value of open spaces on the health and well-being of communities. Planning policies should be based on robust and up-to date assessments. In addition, Local Green Space designations allow communities to identify and protect green areas of importance to them.
- 10.17 Recent Neighbourhood Plan examinations have reaffirmed the “restrictive and significant policy designation” of ‘Local Green Spaces’ in that they are viewed to have equivalent protection to Green Belt designation. This reaffirms that designation of such sites must be used sparingly and sites allocated must have accompanied robust and compelling evidence.
- 10.18 As part of the background evidence work, a Local Green Spaces Report was carried out where twenty-one open spaces were appraised as to their suitability for Local Green Space allocation.
- 10.19 Although many of the sites met much or all the criteria set out in the NPPF, two sites stood out as having all the elements associated with land as sacrosanct as Green Belt land and local policy for managing development within a Local Green Space should be consistent with policy for Green Belt. In addition, both Castle Hill Nature Reserve and Meeching Down are demonstrably special to the local community and offer sanctuary away from the built-up areas to which they are adjacent.



Key Evidence

Lewes District Local Plan Part 1: Joint Core Strategy 2010 - 2030
Lewes District Council Community Infrastructure Levy Regulation 123 List
Lewes District Council Site Allocations and Development Management Policies (Topic Paper 4)
Lewes District Infrastructure Delivery Plan
Lewes District Outdoor Playing Space Review- October 2004
Lewes District Informal Recreational Space Study 2005
Newhaven Air Quality Action Plan 2016
Newhaven Town Council Business Plan 2015 2017
The Land Trust The Hidden Value of our Green Spaces
Newhaven Town Council Local Green Spaces Report 2017
Neighbourhood Plan Topic Papers 4 and 5 - 2014

Policy R2 – Lewes Road Recreation Ground

1. Development proposals will be supported for a new community/visitor centre on land at Lewes Road Recreation Ground as shown on Proposal Plan 9, provided:
 - a) The design of the facility provides flexible space to enable multi-purpose use if required to include bike/ hire, café, educational space and community use to serve the local community and visitors to riverside park area.
 - b) Construction methods minimise energy and water use and the design promotes decentralised energy sources.
 - c) The development can achieve satisfactory road access from Lewes Road and associated car and cycle parking.
 - d) There is no significant harm to the countryside setting; and
 - e) development proposals include a site Flood Risk Assessment and consider the Neighbourhood Plan sequential test.
2. Improvements to 'green' linkages from Lewes Road recreation ground to the town centre and surrounding countryside will be supported to encourage residents and visitors walking and cycling to any new facility.



OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy T2 – Accessibility to and within the Town Centre
- Policy E1 – Biodiversity and Protection and Enhancement
- Policy D1 – Promoting Good Design
- Policy D2 – Design and Climate Change

Proposal Plan 9 - Lewes Road Recreation Ground



Justification

- 10.20 Providing a new multi-purpose community hall in Newhaven has been a long-held aspiration of various organisations in the town and is proposed in the Town Council's Business Plan. Current community buildings are all considerably old and do not lend themselves to the range of uses required to meet some current needs, as well as those that will emerge as a result of the considerable residential development committed and being planned for.
- 10.21 Other lead organisations in the town have recently made unsuccessful funding applications to provide community spaces for a range of uses including visitor centre, healthy living centre, educational use, bike hire and café. The need for this form of facility is widely recognised.
- 10.22 Lewes Road recreation ground lies at the southern end of the developing Egrets Way cycle path which is partially built but when complete, will link the two towns of Lewes and Newhaven. The path will run the length of the beautiful Ouse Valley and the South Downs National Park: View characterisation and Analysis²⁴ identifies parts of the route to have some of the most outstanding and representative views within the National Park View (View 43-Iford Hill).
- 10.23 Providing a community/visitor facility at the southern end of the Egrets way will provide a leisure asset to the community and meet an identified need.

Key Evidence

Lewes District Local Plan Part 1: Joint Core Strategy 2010 - 2030
Newhaven Town Council Business Plan 2015 2017
Neighbourhood Plan Topic Paper 2 - 2014

Potential Quick Wins

- Use of Community Infrastructure Levy to contribute to improved recreational facilities.
- Work in partnership with relevant organisations to increase walking, cycling and public access to the countryside.
- Seek funding to deliver community hall.
- Seek funding to support cultural, community and historic organisations to work together, to build on the historic and cultural narrative of Newhaven to help develop civic pride.
- Seek funding to finance additional street tree planting.
- Promote links and awareness of access to Ouse Valley Nature Reserve, Tidemills and the beach from Eastside.

²⁴ <https://www.southdowns.gov.uk/wp-content/uploads/2015/10/Viewshed-Study-Report.pdf>



11. Natural Environment and Biodiversity

Introduction

- 11.1 This chapter sets out a policy which seeks to support the environment and protect and enhance biodiversity.
- 11.2 Government policy²⁵ recognises that there is an environmental aspect to sustainable development and that the planning system can contribute to protecting and enhancing the natural environment through improvements to biodiversity and mitigation and adaptation to climate change.
- 11.3 Neighbourhood Plans are a great opportunity to help improve the local environment including protecting and enhancing existing assets and ensuring that new development plans space for nature. Wildlife and green space in and around our towns, add to the quality of life. Opportunities for new wildlife areas should be sought where possible and should take account of Biodiversity Opportunity Areas²⁶.

Background

- 11.4 Newhaven is situated adjacent to the sea and the town straddles the River Ouse. The South Downs National Park lies within parts of the parish boundary and surrounds the town like an amphitheatre. Stunning views of hills and sea can be glimpsed from many locations within the urban area as well as its undeveloped fringes.
- 11.5 The surrounding nationally recognised landscape provides a sharp contrast to the highly industrialised landscape on the eastern side of the town and the relative high-density development of many homes built either side of the river.
- 11.6 Proposal Plan 10 shows environmental designations within the Neighbourhood Plan area, including national and locally recognised areas of nature conservation importance such as a Site of Special Scientific Interest and Sites of Nature Conservation Importance. The Brighton and Lewes Downs Biosphere Region identifies Newhaven as one of the ‘transition’ areas representing a test bed for sustainable development, where development could include wildlife rich housing estates, parks and open spaces, healthy local food production and greener built development for example.

²⁵ National Planning Policy Framework 2012 - Paragraph 7

²⁶ Further information available at <http://sussexlnp.org.uk/boas.php> and the East Sussex GI Study <http://sussexlnp.org.uk/projects.php>



- 11.7 The Environment Agency is currently implementing a flood defence scheme, which is designed to provide at least a 1 in a 200 year standard of protection (in any year there will be a 0.5% chance of flooding from the sea or River Ouse), taking into account the effects of climate change. The Flood Alleviation Scheme is soon to be completed and will provide a greater level of flood protection. This may allow some sites to be developed for housing, however, this will need to be demonstrated through a site-specific Flood Risk Assessment.
- 11.8 Out of the valley floor the town rises steeply on its west and eastern fringes and the valley sides are flanked by development accessed by steep streets. The roads and covered surfaces create run-off flows in rainfall, which can create localised flooding.
- 11.9 Lewes District Joint Core Strategy at Core Policy 12 seeks to reduce the impact and extent of flooding from coastal and fluvial flooding and surface water run-off. Planning proposals will need to be mindful of this policy as well as advice given by the Environment Agency and East Sussex County Council on flood risks. General Plan 6 shows the surface, fluvial and tidal flood risk in Newhaven.
- 11.10 There is no definitive evidence in terms of levels of contamination at sites in Newhaven, but there are several existing and current contaminative uses and recent visits to watercourses and open spaces near these industries, revealed high levels of pollution and contamination which will inevitably have a severe negative impact on biodiversity in these areas.

Key Issues and Challenges

- 11.11 The 'A profile of Newhaven' document identified several key issues and challenges for the town in respect of the environment, biodiversity, flood risk and water quality. These are as follows:
- Strategic housing development allocated on open cliff top locations
 - South Downs National Park designation surrounds the town
 - High density population adjacent to areas with sensitive habitats of national and local importance
 - Loss of biodiversity due to contamination and human impacts
 - Potential loss of wildlife corridors and habitat fragmentation
 - Flood risk identified to areas within the town
 - Unprotected cliffs
 - Potential impacts of climate change
 - Poor air quality in congested parts of the town

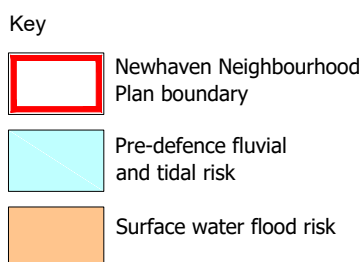
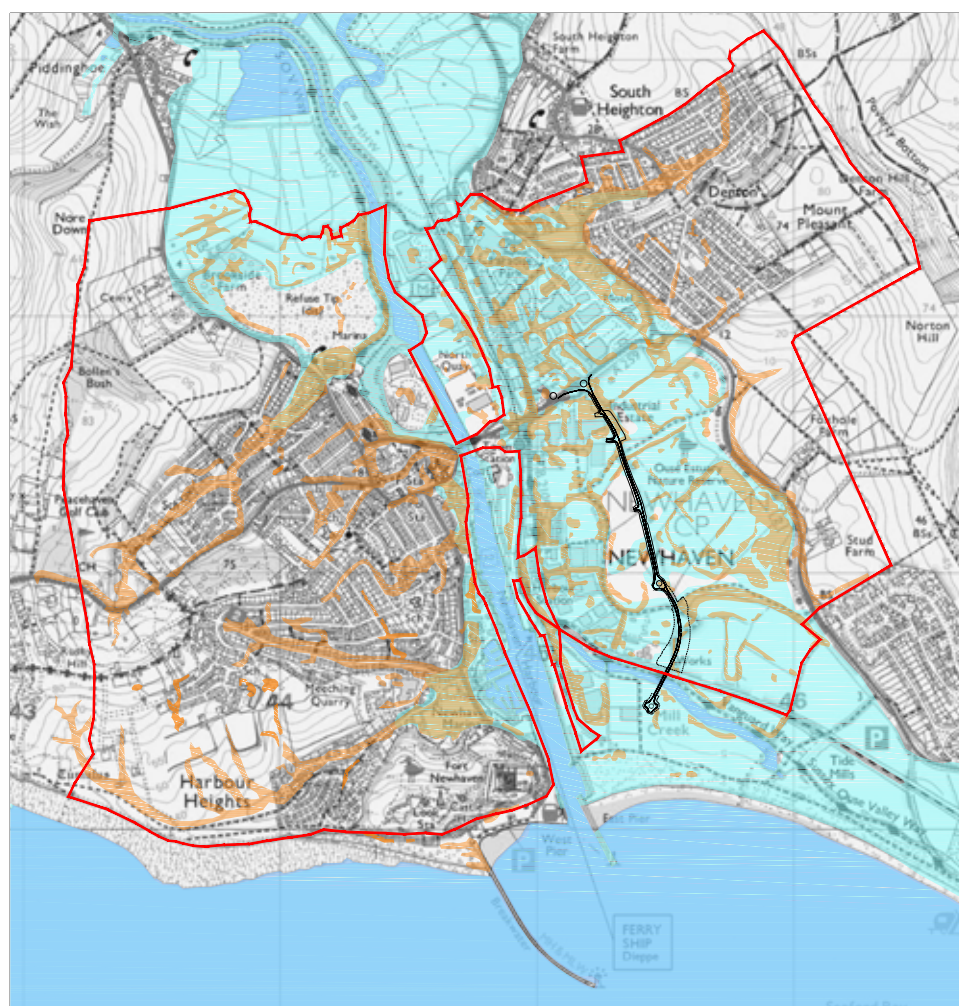
Additional Evidence

- 11.12 Local volunteers with expertise in ecology carried out a biodiversity asset check to audit existing biodiversity. Habitats for field work included grasslands, woodland and ponds. Site isolation and fragmentation issues were identified in urban greenspaces exacerbated by committed sites and greenfield sites, allocated for development in the Joint Core Strategy. The asset check can be viewed on the Town Councils website newhaventowncouncil.gov.uk/planning/newhaven-neighbourhood-plan/.



- 11.13 The volunteer work provided evidence for the Biodiversity policy in particular relating to wildlife corridors and evidence of Biodiversity Action Plan Species.
- 11.14 Feedback from Neighbourhood Plan Consultation exercises revealed that development on open grass land was a threat and people thought that open spaces should be cherished. It was suggested that more could be made of the unique location of the town's location between the sea and the Downs.
- 11.15 There were views that Newhaven does not have much public open space and additional use by increased population from new housing, will have a detrimental impact on the nature reserve and SSSI.
- 11.16 Concerns were raised about the impact of increased surface water run-off and drainage impacts which could increase local incidents of flooding. Examples were given of such incidences occurring.

General Plan 6 - Surface, fluvial and tidal flood risk



POLICIES FOR NATURAL ENVIRONMENT AND BIODIVERSITY

11.17 The following sets out the neighbourhood plan policies relating to this topic. The supporting text gives a justification to the policy approach and a summary of the key evidence base documents underpinning the policy.

Policy NE1 – Biodiversity protection and enhancement

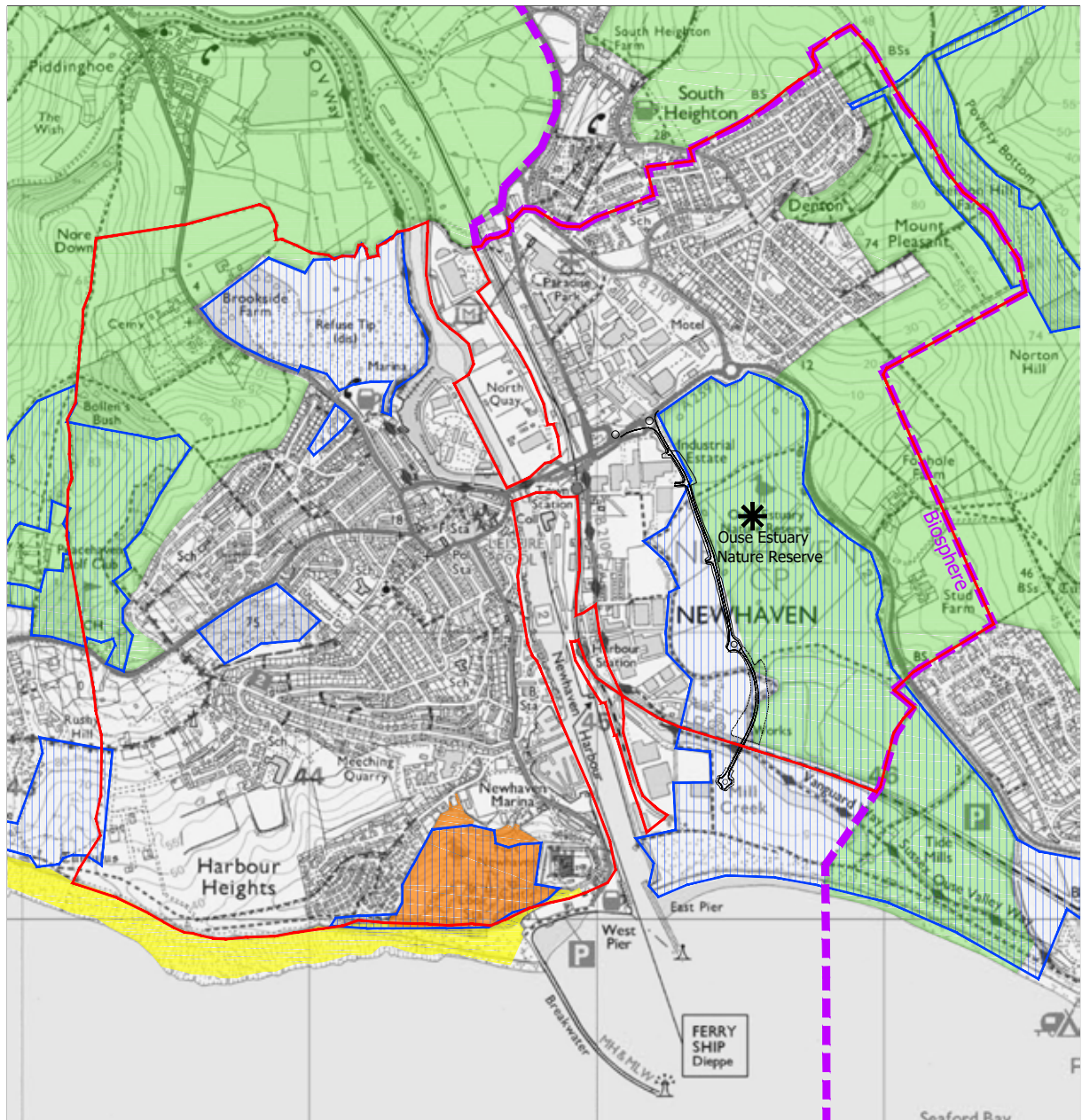
1. New development should protect existing biodiversity assets from any negative impacts including the Lewes Brooks and the Ouse Valley Biodiversity Opportunity Area in the Biodiversity Action Plan, notably: coastal and floodplain grazing marsh, lowland calcareous grassland, maritime cliff and slope, coastal vegetated shingle, deciduous woodland, coastal saltmarsh and mudflats, as well as statutory and non-statutory designations as identified on the biodiversity asset map at Proposal Plan 10.
2. Proposals that are likely to have a negative impact on biodiversity and habitats and species of principal importance identified in the Lewes Brooks and the Ouse Valley Biodiversity Opportunity Area should demonstrate how appropriate mitigation measures will be provided to rebalance any loss.
3. Proposals should also include actions that seek to enhance the ecological value of development sites by:
 - a) the inclusion of enhanced or new biodiversity habitats, new green corridors, trees and hedges to allow the connectivity, passage and refuge of wildlife and the migration and transit of flora and fauna.
 - b) planting species appropriate to the seaside and urban location and avoiding non-invasive species.
 - c) the use of green (biodiverse) roofs should be promoted and chalk grassland roofs are recommended.
 - d) where appropriate by including ponds and wetland areas suitable for nature conservation and biodiversity enhancement, including as part of Sustainable Urban Drainage Systems.

OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN


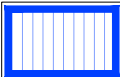
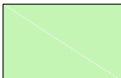
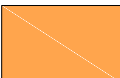
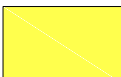
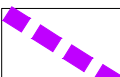
- Policy ES3 – Nature Conservation



Proposal Plan 10 - Environmental Designations



Key

- | | | | |
|---|--|---|---|
|  | Newhaven Neighbourhood Plan boundary |  | Sites of Nature Conservation Importance (SNCIs) |
|  | South Downs National Park |  | Local Nature Reserves (LNRs) |
|  | Sites of Special Scientific Interest (SSSIs) |  | Brighton & Lewes Downs Biosphere |



Justification

- 11.18 Newhaven has nationally and locally recognised areas of nature conservation importance. The cliffs at Castle Hill form part of the Brighton and Lewes Downs Biosphere, are a Special Scientific Interest (SSSI) as well as a Site of Nature Conservation Importance (SNCI) and a Local Nature Reserve (LNR). Meeching Down, Bollen's Bush and the Ouse Estuary are SNCI's.
- 11.19 The study of the biodiversity of these and other sites, show Newhaven to have a richness of bio-diversity which is in stark contrast to the heavily contaminated manufacturing, aggregate and waste sites that also form part of the local landscape. Habitats and biodiversity in these areas are vulnerable and with the focus on Newhaven for regeneration including economic development, sites will remain at risk.
- 11.20 Biodiversity opportunity areas have been identified as those sites that present the best opportunity for enhancing biodiversity, such as the Lewes Brooks and the Ouse Valley Biodiversity area (sussexlnp.org.uk). The Sussex Biodiversity record centre provides information on species data inventories and action plans.
- 11.21 The levels of housing growth proposed will create higher footfall and therefore greater negative impacts on sites of nature conservation importance are likely. Enhancement of habitats will help build resilience to biodiversity impacts.
- 11.22 Applicants are reminded to consult the biodiversity checklist on the Lewes District Council website before submitting a planning application for new development. Applicants will be encouraged to submit an Ecological Impact Assessment with their application.

Key Evidence

Natural England Designated Sites
SNCI Listing
ESCC Local Nature Reserve listing
Sussex Biodiversity Action Plan
Newhaven Town Council Biodiversity Study 2016
Neighbourhood Plan Topic Paper 5 2014
Sussex Biodiversity Record Centre.



Potential Quick Wins

- Work with other organisations to contribute to biodiversity improvements within the Brighton and Lewes Downs Biosphere Project area and other national and locally designated areas of biodiversity interest.
- Liaise with business owners/Environment Agency to seek improved site management at areas of employment to reduce incidences of contamination.
- Work with Town Council Tree Wardens/working group, to plan and implement a tree planting programme to green town centre and support urban wildlife.
- Support Castle Hill Conservation Group and develop additional biodiversity working groups where needed.
- Liaise with Community Ranger to help with practical nature conservation tasks.
- Improved management of existing Local Wildlife Sites (formerly SNCIs).



12. Good Quality Design and Image

Introduction

- 12.1 This Chapter sets out policies on achieving good design and image to support sustainable growth in Newhaven. The Government attaches great importance to the design of the built environment, recognising that it can contribute positively to making places better for people.
- 12.2 Although this chapter focuses on design and image, other chapters in the Neighbourhood Plan have included good design in policies which require an individual approach.

Background

- 12.3 Newhaven is a town with a strong sense of identity which is enhanced by the backdrop of the South Downs National Park but there are several vacant, underused and poor-quality sites and premises industrial in character, which have a negative impact on the overall image of the town. The severing impact of the busy A259 and the lack of green areas within the urban fabric of the town also contribute to this negative image.
- 12.4 There are also old and new built elements which contribute positively to the character of the town. Terraced late Victorian and Edwardian houses which have a sense of order and rhythm, line streets surrounding the town centre. Some of their overall integrity has been diluted due to modern additions such as satellite dishes, but they provide a characterful context to the town core and are part of the story of Newhaven and its historical expansion around the railway and the Port.
- 12.5 Relatively recent residential development at West Quay comprises of high-density apartments adjacent to the marina designed with a nautical theme. Attention has been paid to landscaping and walkways and the overall image of this development is very pleasing.
- 12.6 Recognising the positive design elements in Newhaven and extending them to new developments as well as seeking exemplary design particularly along the main A259 where available sites for development do feature, is considered to be an important step towards improving the town's attractiveness. An improved image would help on so many levels:
- It would create a new narrative for Newhaven, attracting new residents and visitors
 - It would build businesses confidence and investment
 - It would be another reason for local people to be proud about where they live
- 12.7 A recent study on the town centre carried out by Aecom on behalf of the Town Council identified ways that the public realm could be improved. Suggestions included ideas to improve gateway and entry points adjacent to the town centre, including the idea of developing themes to reflect the wide range of Newhaven's identity.
- 12.8 One of the suggestions for a gateway feature was to install a curved feature wall with fabricated key words representing the town as illustrated at Figure 1.



MARITIME PORT HARBOUR WELCOME



Figure 1 - Gateway Feature

- 12.9 The benefits of such an approach would be; a strong access statement, a change of perception of the road and the screening of unattractive backs of buildings while creating a sound and sight barrier for residential properties behind.

Key issues and challenges

- 12.10 'A Profile of Newhaven' document identified several key issues and challenges for the town in respect of design and image. These include:
- Poor environmental quality of commercial areas
 - No defining or positive gateways to Newhaven
 - Industrial 'clutter'
 - Negative visual and fragmenting impact of A259
 - Stark contrast between urban and rural landscapes
- 12.11 **Feedback from Neighbourhood Plan Consultation** exercises revealed that residents considered that the 'run down' impression of the town needs to be reversed and that new development was a way of achieving this.
- 12.12 Suggestion was made that more flint should be used as it is a local material used in historic buildings and features locally also that development should create a village atmosphere. It was suggested that houses are often too small, with little space and garden area. Newhaven should have more quality buildings and that homes should be energy efficient and 'eco-friendly'.



POLICIES FOR GOOD QUALITY DESIGN AND IMAGE

12.13 The following sets out the neighbourhood plan policies. The supporting text to each policy provides an introduction and a summary of the key evidence base documents underpinning the policy.

Policy D1 – Promoting Good Design

1. The development of sites or redevelopment of buildings fronting the A259 corridor in Newhaven should be of the highest quality design and construction quality, appropriate to its form and function. Higher residential densities in these locations are also supported.
2. Commercial premises adjacent to the ring road should have active frontages onto the road to signal the town centre location.
3. Sculpture, installations and/or high-quality contemporary architecture innovative in design that is sustainable in its construction and operation will be encouraged at town centre gateways as shown on Proposal Plan 11 and other prominent locations.
4. Development proposals should respond to the local surroundings, landscape and context as well as the built environment through:
 - a) Making best use of the site;
 - b) creation of a strong sense of place that relates well to surrounding development;
 - c) Using good quality materials that complement the existing palette of materials used within the area;
 - d) Using appropriate planting for highway boundaries wherever possible and in keeping with the existing streetscape;
 - e) Ensuring safe access for pedestrians, cyclists and motorists;
 - f) Providing adequate refuse and recycling storage incorporated into the scheme to minimise visual impact on the street scene;
 - g) Ensuring that the design is compatible with deterring crime, including maximising opportunities for natural surveillance of public areas;
 - h) Ensuring that the design of new residential development takes account of outside noise sources and mitigates against any material impacts of sound through building and layout orientation, provision of barriers and insulation;
 - i) Providing a strong landscape framework, making the best use of existing trees and landscape features and providing soft and hard landscaping to enhance new development; and/or
 - j) Provision of green roofs on new commercial development where feasible to reduce the impact of large buildings when viewed from the surrounding National Park.



OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy TC1 – Regeneration of the Town Centre
- Policy E1 – Avis Way Industrial Estate
- Policy E2 – Denton Island
- Policy E3 – Visitor Economy
- Policy E4 – Employment Cluster
- Policy ES1 – Regeneration of Eastside
- Policy ES2 – New Development for Eastside and the Enterprise Zone
- Housing Policies H2, H3, H4, H5, H6, H8

Proposal Plan 11 - Town Centre Gateways



Justification

- 12.14 New development provides an opportunity for the character of Newhaven's urban environment to be maintained and enhanced. Despite the negative imagery of parts of the town blighted by the A259 and poor-quality industrial areas, there are parts of the town which contribute positively to the town's character and identity. Victorian and Edwardian terraced villas create areas of character and new developments adjacent to the river relate well to the marine environment with a nautical theme and reference to their setting. Reinforcing these positive elements by ensuring that new development responds to its setting will support the image and identity of the town.
- 12.15 Like many port towns Newhaven has heavy industrial uses on the river such as the storage and movement by boat of aggregates and scrap metal. The incinerator too is highly visible from within the town as are other heavy industrial uses and redundant or poor-quality manufacturing sites. In addition, blind frontages of commercial/leisure buildings within the town centre create a blank and hard canvas of brick, that give no indication of the uses that lie within. Collectively these form powerful negative imagery that Newhaven has become known for, both locally and more widely.
- 12.16 In order to create a balance in the visual character of the town and improve its image, steps can be taken to improve the qualitative character of new buildings, encourage landmark buildings and facilitate permeability to town centre buildings to encourage usage and enhance sense of place.
- 12.17 New development which has regard to the 'Green, clean and Marine' narrative for Newhaven will strengthen its image. A Town Centre Concept Masterplan Study in 2016 provided suggestions as to how by implementing design approaches, the public realm of Newhaven could be improved upon.

Key Evidence

Lewes District Local Plan Part 1: Joint Core Strategy 2010 – 2030 and Appendix 5 - Energy Opportunities Map.
Lewes District Public Realm Framework 2013
Newhaven Town Council Energy Masterplan 2016
Physical Development Vision for Newhaven 2010
Newhaven Character Assessment Report 2004
Neighbourhood Plan Topic Paper 2 - 2014
Aecom Town Centre Concept Masterplan and Options Study 2016



Policy D2 – Design and Climate Change

1. All new development within Newhaven should seek to achieve high standards of sustainable development and where appropriate demonstrate in proposals how design, construction and operation has sought to:
 - Reduce the use of fossil fuels.
 - Promote the use of natural resources, the re-use and recycling of resources and the production and consumption of renewable energy.
 - Adopt and facilitate the flexible development of low and zero carbon energy through a range of technologies.
 - Support sustainable urban drainage, including the use of sustainable drainage systems where appropriate; and/or
 - Link the provision of low and zero carbon energy/heat infrastructure in new developments and where possible, to existing buildings.
2. Residential, retail and employment development should provide accessible electric vehicle charging points (EVCP) in accordance with Lewes District Council's EVCP Technical Guidance Note (or its successor).
3. Development will be expected to demonstrate how it is resilient to longer term impacts of climate change where appropriate.

OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy TC1 – Regeneration of the Town Centre
- Policy E1 – Avis Way Industrial Estate
- Policy E2 – Denton Island
- Policy E3 – Visitor Economy
- Policy E4 – Employment Cluster
- Policy ES1 – Regeneration of Eastside
- Policy ES2 – New Development for Eastside and the Enterprise Zone
- Housing Policies H2, H3, H4, H5, H6, H8



Justification

- 12.18 Tackling climate change can be addressed through creating sustainable places. It was noted in a Design Council's briefing that 'construction and use of built environment accounted for around half of national carbon emissions'²⁷. The Department for Business, Innovation and Skills report on carbon dioxide emissions in the construction industry in 2010 stated that the real scope for the sector is through the impact that design makes on in-use emissions, e.g. passive/active ventilation and solar gain.
- 12.19 The most recently published National Planning Policy Framework 2018 states that Plans should take a proactive approach to mitigating and adapting to climate change²⁸. New development should avoid increased vulnerability to the range of impacts arising from climate change and where necessary ensure that risks are managed through design, adaptation and promotion of green infrastructure. Increasing the use and supply of renewable and low carbon energy and heat through positive strategy is also encouraged.
- 12.20 At County and District level it has been propositioned that Newhaven become a centre for green industries and innovation. Recently the town has become the operations and maintenance base for the Rampion Offshore Windfarm. The strapline 'Green, Clean and Marine' is often used to describe Newhaven's narrative.
- 12.21 Encouraging innovative design and using green technology for new development would support and strengthen this 'branding' and approach for Newhaven, further establishing the town as a centre of excellence in renewable energy and energy efficiency. Also requiring development to maximise gains from renewable energy will also build on design excellence.
- 12.22 In recognition of the need to promote decentralised energy and co-locating potential heat customer and suppliers, Newhaven Town Council have successfully bid for funding from the Department for Business, Energy and Industrial Strategy (BEIS) to explore the technical and commercial feasibility of the Newhaven Energy Recovery Facility, to supply heat within Newhaven. An earlier funding application enabled a high-level Energy Masterplan to be commissioned which identified heat network opportunities and suggested that opportunities should be cross referenced into policy to raise awareness of potential infrastructure proposals²⁹.
- 12.23 In order to encourage the use of electric vehicles, Lewes District Council have published a Technical Guidance Note to provide developers and the public with guidance on how Electric Vehicle Charging Points (EVCP) infrastructure should be provided³⁰.

27 CABE Sustainable design, climate change and the built environment 2007

28 In line with the objectives and provisions of the Climate Change Act 2008

29 Newhaven Town Council Energy Masterplan 2016

30 <https://www.lewes-eastbourne.gov.uk/resources/assets/inline/full/0/275421.pdf>



Potential Quick Wins

- The town council will continue to support the annual event programme and seek funding to promote further cultural events and festivals that have a positive contribution to the community and visitor experience.
- Work with others to develop a strategy to improve connectivity such as sign posting between the shopping areas, east and west of the river and visitor attractions.
- Providing themed gateways to assist in orientation.
- Strengthening the link between the Town Centre, Bridge Street and West Quay amenity area through bringing the character of the port through to the centre by careful detailed design and use of materials.
- Liaise with Lewes District Council to consider supporting designation of special character areas as Conservation Areas.
- Support applications which provide public access to the waterfront on the east side of the river south of the A259.
- Seek opportunities for street tree planting and establish a tree planting campaign.
- Seek funding to provide features and installations at key entry points along the A259 to strengthen Newhaven's narrative and image.
- Seek opportunities with Coastal Community Team to optimise on Newhaven's heritage, maritime and military legacies. Improve local character of urban area by strengthening links to downland paths and reflecting old flinty character of the area back into local detailing.
- Continue to explore potential opportunities for District Heating generation.
- Work in partnership with the Port Authority to improve the character of the Port as the gateway to and from Europe.



13. Housing

Introduction

- 13.1 The policies in this chapter set out where new housing in Newhaven will be located and what type of housing needs to be delivered. The Government requires that local authorities should meet their objectively assessed housing needs for market and affordable housing. Lewes District Council has set out their over-arching approach to the distribution of housing to meet that need in their Joint Core Strategy (Local Plan Part 1).
- 13.2 The Joint Core Strategy states that out of the 6,900 homes to be delivered in the Lewes District, a minimum of 825 homes are to be delivered in Newhaven. At Spatial Policy 2, a minimum of 400 net additional units are allocated at Harbour Heights, a large greenfield site adjacent to the cliffs in the south western corner of the town. Recently 107 dwellings have been granted planning consent at Grays School and the land east of Reprodux House, which were sites identified in earlier iterations of the Neighbourhood Plan. Given the Harbour Heights allocation and recent approved planning permissions, the Neighbourhood Plan meets the Strategic Housing requirement for Newhaven with the allocation of 358 homes.
- 13.3 The need for ‘affordable’ housing is recognised nationally and especially in the South-East, where loan to income ratios are higher than in other parts of the county. Since the adoption of the Joint Core Strategy, the Government has published an update to the Planning Practise Guidance which concerns thresholds for all housing provision. In any scheme of 11 or more residential units, 40% affordable housing will be sought across the whole scheme.
- 13.4 Lewes District Council have recently published an Affordable Housing Supplementary Planning Document 2018³¹ clarifying the Councils position on affordable housing delivery and updating the Joint Core Strategy Core Policy 1, requiring a target of 40% affordable housing for developments of 11 or more dwelling units. Any changes in national policy for affordable housing will supersede the Core Policy, where necessary.
- 13.5 The Joint Core Strategy at Core Policy 2 – Housing Type, Mix and Density sets out the expectations for the range of dwelling types and sizes to help deliver sustainable, mixed and balanced communities and suggests a density of 47 – 57 dwellings per hectare in towns, dependent on character of the locality. This figure has been exceeded in some existing developments in Newhaven and suitable sites allocated in the Plan could benefit from higher density development through the making of high-quality landmark buildings, which delivers the local need for housing sustainably.

Background Information

- 13.6 Newhaven has the smallest population of the four towns in the Lewes District, but is identified as delivering the most homes in the Joint Core Strategy. Housing is seen as key to helping the regeneration of Newhaven by encouraging additional investment, improving infrastructure and increasing the population base to support local businesses.

³¹ Lewes District Council AFFORDABLE HOUSING Supplementary Planning Document, Adopted 16th July 2018



- 13.7 West of the river is where most of the existing homes in the town are located, along with three primary schools and the main secondary school. To the east of the river lay the residential areas of Denton and Mount Pleasant which are located on the exposed slopes of rising ground of the chalk downs. There is currently a scattering of homes within the Eastside industrial area, however large-scale residential development has been approved and so the industrial character of the area is set to be diluted to more of a mixed use. Also, east of the river is one primary school and the new University Technical College which takes young people from the age of fourteen.
- 13.8 Beyond all the residential areas lies the South Downs National Park to the west, east and north, and to the south the sea, elements which give the town its unique and beautiful setting, whilst creating barriers to large scale development.
- 13.9 The exception to this is a large swathe of land at Harbour Heights that has been allocated as a strategic site for mixed use with a minimum of 400 homes in the Joint Core Strategy. This land is located on an exposed cliff top location but lies outside of the South Downs National Park.
- 13.10 Some low-lying parts of the town near the river are within Environment Agency Flood Zone 3B and have been unsuitable for development, however, flood defence work to protect the town has commenced and these areas will soon be complete.
- 13.11 Areas beyond the built form of the town have been assessed in the Neighbourhood Plan process, but due to environmental considerations and in some cases isolation, were not found to be sustainable locations for development. For reasons of sustainability, along with the emphasis for the regeneration of Newhaven, the guidance of the National Planning Policy Framework to encourage the effective use of land and to respond to community opinion, sites allocated in the Neighbourhood Plan are all brownfield sites.

Committed Residential Sites in Newhaven

- 13.12 Newhaven has sites already committed for residential development and made up of; large sites with planning permission, small sites with planning permission, sites allocated in the Pre-Submission Local Plan Part 2 and sites with approval subject to a Section 106 legal agreement.
- 13.13 As expected in a port town with a history of manufacturing which has been in decline, the focus of some of the larger scale residential development approvals have been on former employment sites.

Site Selection Criteria

- 13.14 Sites considered in the Neighbourhood Plan process were identified through; the Lewes District Strategic Housing and Economic Land Availability Assessment, project work carried out by the Neighbourhood Plan Steering Group and Focus Group and a Neighbourhood Plan 'Call for Sites' where landowners were invited to submit sites for consideration. Residents were also asked at the consultation exercises if they were aware of any available sites.



- 13.15 Sites identified through these approaches were then assessed against a number of criteria to consider their suitability, availability and achievability for development³² so that a judgement could be made as to whether sites were deliverable (i.e. there is a reasonable prospect that housing will be delivered in the plan period) and developable (that the site is in an appropriate location for development and available).
- 13.16 Following the assessment of whether sites were deliverable and developable, all the sites were assessed through a Sustainability Appraisal³³ as to the contribution they would make towards sustainable development. Sites were assessed against a range of sustainability objectives which showed which site options would bring the most positive benefits to social, economic and environmental indicators.
- 13.17 The Sustainability Appraisal also assessed the most sustainable policy approach to the distribution of development (housing and employment), with the process highlighting that the most sustainable approach being that the plan focus development within broad locations and/or specific sites, but all within the built up area/urban area of Newhaven.

Brownfield Land Register (Housing and Planning Act 2016)

- 13.18 The government has set out its commitment to provide one million more homes and grant planning permission on 90% of suitable brownfield sites for housing by 2020.
- 13.19 To achieve this aim, a new duty has been placed on local planning authorities through the Housing and Planning Act 2016 to prepare, maintain and publish a register of brownfield land³⁴ (also known as previously developed land), which the council has assessed as being potentially suitable for residential development. The Lewes Brownfield register 2017 published by the District Council includes sites in Newhaven that have been identified for development in the Neighbourhood Plan³⁵.

Meeting the planned level of housing growth

- 13.20 Neighbourhood Plans should not promote less development than set out in the relevant Local Plan. Given the requirement for an additional 425 net additional dwellings to be planned for Newhaven, Table 2 below shows the number and location of the new dwellings, allocated by policies in this section.

³² See site assessments <http://www.newhaventowncouncil.gov.uk/>

³³ Newhaven Neighbourhood Plan Regulation 16 Draft Sustainability Appraisal including Strategic Environmental Assessment August 2018

³⁴ From NPPF 2018 – Land which or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure

³⁵ www.lewes-eastbourne.gov.uk/planning-policy/brownfield-land-register/ (accessed December 10th 2018)



- 13.21 These site below have been subject to; rigorous site appraisal, Sustainability Appraisal, Strategic Environmental Assessment, Sequential Flood Risk Assessment and have been widely consulted upon to gauge community support.

Location	Minimum Number of Dwellings
Former Police Station, South Road	18
Sites within Eastside	170
Robinson Road Depot, Robinson Road	40
Sites within the Town Centre	110
Former Lewes District Council Offices	8
Old Conservative Club	12
Total number of homes allocated in Neighbourhood Plan	358

Table 2 - Distribution of Planned Housing

Justification

- 13.22 In terms of location, all the sites allocated for residential development are brownfield sites. The updated National Planning Policy Framework 2018 strengthens the government's stance on making effective use of land, stating at paragraph 118 (c) that substantial weight should be given to using brownfield land.
- 13.23 Derelict sites and buildings, contaminated land, low skilled jobs and poor-quality housing are key factors that contribute to area-based deprivation and these are all in evidence in Newhaven. Regeneration will tackle these issues and deliver sustainable growth. Allocating new residential development on central and brownfield sites is seen as integral to delivering combined physical, economic and social regeneration approaches.
- 13.24 Two sites identified in the Regulation 14 consultation have been granted planning consent namely Grays School and a Bevan Funnel which is within the overall number for Eastside. They continue to be identified in the Neighbourhood Plan as these sites contribute to the total of dwellings identified through the Neighbourhood Plan process, and were not registered as commitments within the Joint Core Strategy figures for Newhaven.



- 13.25 An additional 40 homes will be delivered through the Neighbourhood Plan than are required by the Joint Core Strategy. In addition, information received through recent public consultation and discussions with developers has provided robust evidence that sites allocated in the Joint Core Strategy and/or granted planning permission, will yield considerably more dwellings than first thought.
- 13.26 The availability of previously developed land will also inevitably bring forward a considerable number of windfall sites. An example of this would be the redevelopment of Railway Quay, a central site but not identified for any residential development in this document, as the site is outside the Neighbourhood Plan Area.
- 13.27 Residential development in Newhaven, is very likely to exceed the 825 homes identified in Spatial Policy 2 of the Joint Core Strategy. Implications on infrastructure can be assumed and some of these impacts can be ameliorated through developer contributions through legal agreements and Community Infrastructure Levy payment. There will however be further pressures on highways, health and education which will need to be tackled from other providers with those responsibilities. Infrastructure impacts on additional dwellings will be considered through monitoring activities set out in Section 14 of this Plan.

Key Issues and Challenges

- 13.28 'A Profile of Newhaven' document identified several key issues and challenges for the town in respect of housing. These are summarised in Topic Paper 3: Housing for the Neighbourhood Plan along with additional evidence gathered as follows:
- Newhaven has a relatively high proportion of young people up to the age of 29. These are people that may be looking for smaller type of accommodation in the future
 - Identified need for more family homes
 - Relatively low choice of detached homes in the existing housing stock and therefore smaller choice of homes to aspire to
 - Pockets of poorer health which may generate the need for homes suitable for adaptation
 - Need to balance housing needs in Core Strategy with protection of urban, rural and coastal environments
 - The need to provide housing for older people given the projected increase in the number of households aged 65 and over, accounts for over half of the new households³⁶. Newhaven has no private sheltered housing in the town centre area.
 - Significant amount of housing stock built late 19th and early 20th century with no off street parking
- 13.29 **Feedback from public consultation** exercises highlighted views on the need for affordable housing, concern on the impact of increased population on infrastructure and the need for flats and smaller units. As to be expected, brownfield sites had most support for new housing with greenfield sites having least support. More aspirational homes were also suggested as well as homes for older people.

36 Department for Communities and Local Government Household Projections 2013



POLICIES FOR HOUSING DELIVERY

- 13.30 The Neighbourhood Plan allocates a minimum of 465 residential units in the Neighbourhood Area, in accordance with the planned level of housing growth for Newhaven in the Joint Core Strategy.
- 13.31 The following policies relate to the spatial approach to development and the allocation of specific sites. Each policy is accompanied by the justification to the policy approach and reference to the background documents that underpin the policy.

Policy H1 – A Spatial Strategy for Newhaven

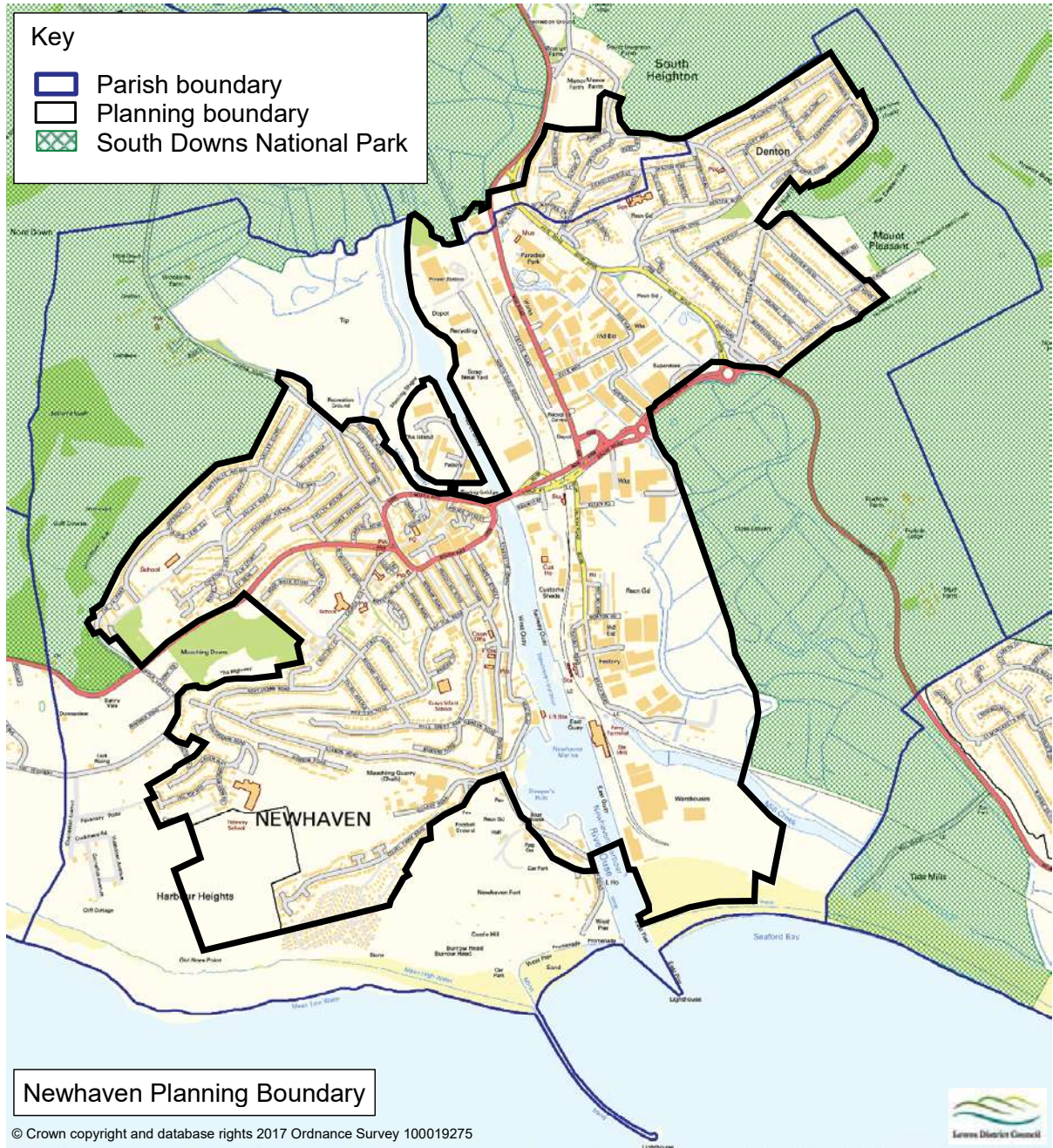
1. Planning applications within the development boundary shown on Proposals Plan 12 will be supported as meeting the spatial strategy to focus development within the existing built-up area.
2. Outside of the development boundary, priority should be given to protecting the countryside from development unless the proposal is essential to meet a necessary local-community facility need. Any such development should:
 - a) Have no adverse impact on the rural character and natural beauty of the area, including the South Downs National Park.
 - b) Have no adverse impact on biodiversity and wildlife habitats; and/or
 - c) Support in sustainable building techniques.

OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy R2 – Lewes Road Recreation Area
- Policy D1 – Promoting Good Design
- Policy D2 – Design and Climate Change



Proposal Plan 12 - Newhaven Development Boundary



Justification

- 13.32 Policy H1 sets out the spatial approach to new development which meets regeneration and sustainability objectives. For clarity the extent of the built form within which there is a presumption in favour of development is identified by a development boundary for the town.
- 13.33 The current urban form of Newhaven has developed in response to environmental constraints and context of the high quality environment of the South Downs National Park (as evidenced by the Lewes District Landscape Capacity Study³⁷). The opportunity for the regeneration of Newhaven by redevelopment of derelict and under-utilised sites is well documented by the adopted Local Plan and recent area focused studies.
- 13.34 The Lewes District Local Plan 2003 identified a development boundary for Newhaven within which the principal of development was accepted. Development boundaries are a useful tool for guiding, controlling and identifying limits of development around an existing built form and have been used for decades in a planning context.
- 13.35 The NPPF states that outside of the strategic elements of a Local Plan, Neighbourhood Plans can shape and direct sustainable development in their area. A development boundary in the Neighbourhood Plan will provide clarity to developers and landowners where in principle development will be supported.
- 13.36 The Neighbourhood Plan Sustainability Appraisal assessed three options for the distribution of development as listed below.
- *Option A* - considered whether the Plan should not allocate specific sites or broad locations for development,
 - *Option B* - considered whether the plan should focus development within broad locations and/or specific sites but all within the built-up area of Newhaven (as per the development boundary of the 2003 Local Plan); and
 - *Option C* - looked at focussing development on specific sites within and outside of the development boundary.

Option B received the highest scoring, indicating that this was the most sustainable approach to deliver new development.



³⁷ <http://www.lewes.gov.uk/planning/backgroundreps.asp#landscape>



13.37 Table 3 below is an excerpt from the Sustainability Appraisal and shows the scoring process.

Policy Approaches	Sustainability Objectives											Comment
	1	2	3	4	5	6	7	8	9	10	11	
A – The Plan does not allocate specific sites or broad locations for development.	??	??	?	-	?	??	?	??	-	-	-	This option considers that no sites or locations for development are allocated. Whilst this is similar to some of the options in Tables 1 and 2 – it is to be assessed against other distribution of development options below. This scores greater negative impacts against SO1, 2, 6 and 7. This is because the option will not enable new housing, sites for new community facilities, employment sites or the re-use of brownfield land.
B – The Plan focusses development within broad locations and/or specific sites but all within the built up area/urban area of Newhaven ²¹ .	++	+	+	+	+	++	-	++	++	+	-	This option is to focus development on sites and locations solely within the urban area. It scores a greater positive impact on SO1, 6, 8 and 9. This is the opposite of the above option apart from SO9 which relates to protecting the rural hinterland. Whilst the option doesn't outline specific protection proposals – it nevertheless offers protection from new development. Preferred option.
C – The Plan focusses on and allocates specific sites that will be within and outside the built up area/urban area of Newhaven.	++	+	+	+	+	++	-	+	?	?	-	This option considers development both within the urban area and outside. It therefore has a slightly negative impact on SO9 which seeks to protect the rural areas. It hasn't been scored as a greater negative impact as the selection of actual sites has not taken place and many will have no detrimental impact on protected areas. It also has a slight native impact on sustainable transport as some sites that are outside the urban area are located quite a distance away from central services.

Table 3 - Distribution of Development (housing and employment)



- 13.38 An exception to this approach is the provision of community facilities where they cannot be located within the development boundary due to land constraints and costly decontamination, provided there are no adverse impacts on the rural character, natural beauty and biodiversity of the area. This approach will benefit residents and visitors whilst still being mindful of countryside protection.
- 13.39 The development boundary for the Neighbourhood Plan has been identified by considering the original development boundary in the 2003 Local Plan, subsequent planning approvals for development and strategic allocations in the Joint Core Strategy.

Key Evidence

Strategic Housing and Economic Land Availability Assessment (SHELAA) October 2015

Newhaven Neighbourhood Plan Sustainability Appraisal

Newhaven Neighbourhood Plan Site assessments 2016

Newhaven Neighbourhood Plan Topic Paper 3

Lewes District Local Plan Part 1: Joint Core Strategy 2010 – 2030

Lewes District Local Plan Part 2: Site Allocations and Development Management Policies

Lewes District and South Downs National Park Authority Landscape Capacity Assessment 2012



Policy H2 – Newhaven’s Former Police Station, South Road

Land at Newhaven’s former police station as defined by Proposal Plan 13 is allocated for a minimum of 18 dwellings, subject to:

- a) the following sites specific requirements;
 - the form, height and massing of any part of the development fronting South Road should reflect those of residential properties adjacent. A 2 or 3 storey building may be acceptable.
 - the residential units on this prominent site positively contributing to the street scene, creating interest and variety through a positive street frontage, distinctive massing and soft landscaping.
 - provision being made for the storage of cycles and bins for use by occupiers of the residential units; and/or
 - Car parking for the residential development needs to be provided in accordance with East Sussex County Council parking standards. Where reduced car parking is sought, developer contributions are required for appropriate measures such as car club infrastructure, including parking bays, and/or other car club enabling measures, such as membership subsidy.
- b) Development of this site for sheltered housing is supported.

OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy T1 – Congestion Mitigation and Sustainable Movement
- Policy R1 – Recreation, Leisure and Local Green Spaces
- Policy E1 – Biodiversity Protection and Improvement
- Policy D1 – Promoting Good Design
- Policy D2 – Design and Climate Change





Justification

- 13.40 The former police station is in a very prominent location at the junction of South Way and South Road in the centre of the town. It comprises of a 3-storey office building taking up approximately a third of the site, with the remaining land having been used as a car park for the building, with access from Chapel Street. The site is highly sustainable being adjacent to the 'Old Town' retail area and on bus routes to Brighton, Lewes and Eastbourne and within 500 metres of the railway station. There are TPO's adjacent to the site which would need protecting as part of any redevelopment proposal.
- 13.41 The location of the site on a street corner and fronting the A259 provides an opportunity to provide a landmark and distinctive building. Residential development on this site could be car light or car free, owing to the site's proximity to day to day facilities.
- 13.42 Accommodation where car ownership is less likely, such as warden assisted/sheltered housing would be appropriate here as residents could use local facilities encouraging footfall in the town centre. Affordable housing should be provided in accordance with Lewes District Councils Affordable Housing Supplementary Planning Document July 2018.
- 13.43 Discussions with site owners and survey material suggest that the site could yield a minimum of 18 units, although the site size and key positioning that could encourage a higher density through building height and massing, could yield more. Proposals should have regard to Joint Core Strategy Core Policy 2 - Housing Type Mix and Density.



Policy H3 – Housing sites on Eastside

The neighbourhood plan supports new housing as part of mixed-use developments on Eastside defined by Proposal Plan 14. This area can accommodate a minimum of 170 new dwellings. The following sites are allocated for new housing:

- A. Seahaven Caravans (minimum 22 dwellings)
- B. Bevan Funnell site (minimum 60 dwellings)
- C. Beach Road (minimum 60 dwellings)
- D. Land at Clinton Road, west of Railway Road (minimum 28 dwellings)

Proposed development for each site needs to take the following into account:

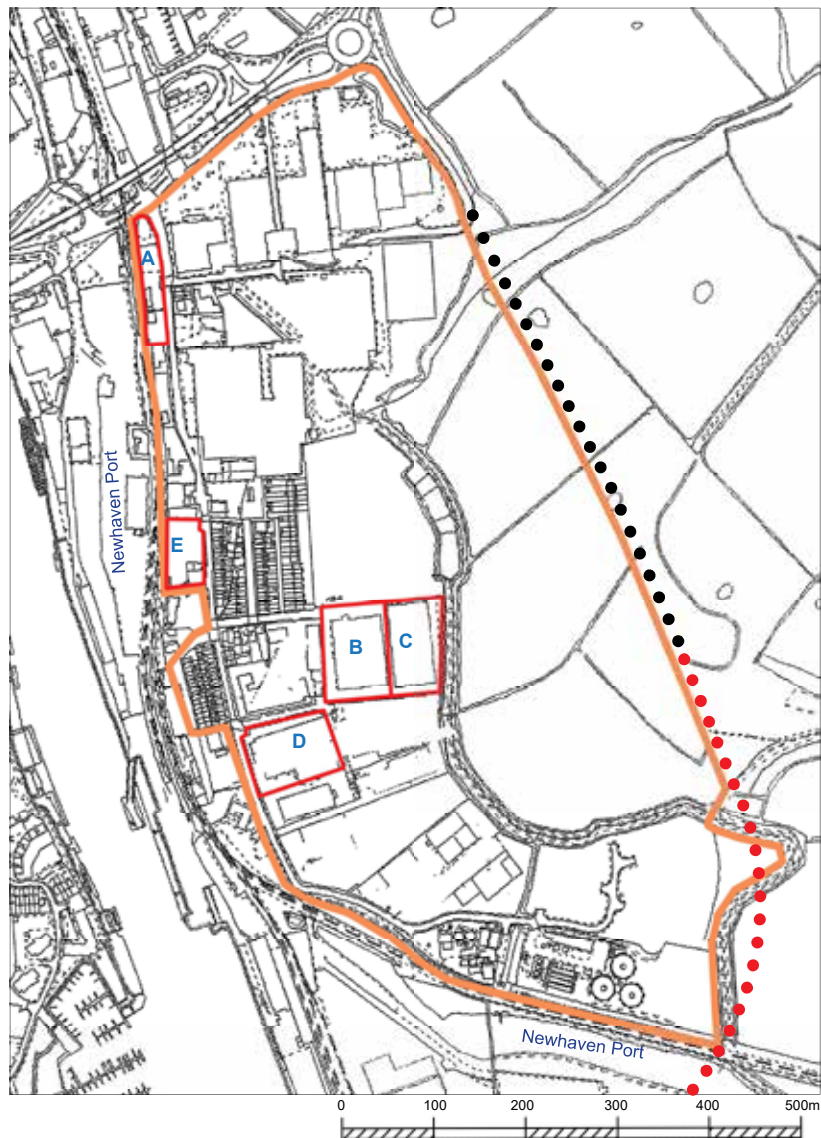
1. The need to avoid a negative impact on the operational uses of the Enterprise Zones.
2. Employment uses (class B1/B2/B8) are to be retained and/or new space provided on all sites apart from Seahaven Caravans.
3. The design of new residential units are to be orientated within each site in order that future residents are protected from excessive noise and pollution from existing neighbouring businesses.
4. Parking is to be provided within the site boundary in accordance with East Sussex County Council parking standards. Where reduced car parking is sought, developer contributions are required appropriate measures such as car club infrastructure, including parking bays, and/or other car club enabling measures, such as membership subsidy.
5. The residential units positively contribute to the street scene using height and interest such as including elements of soft landscaping, integrated with the residential building/s.
6. Any proposal should make provision for the storage of cycles and bins for use by occupiers of the residential units.
7. Details setting out a landscaping scheme (to include hard and soft landscaping) should be submitted should each planning application.
8. Any site within existing Flood Zone 2 and 3 shall include a site Flood Risk assessment with each planning application and consider the Neighbourhood Plan sequential test.
9. New footpaths/pedestrian and cycle routes linking the site to existing footpaths or routes to the town centre and/or National park will be encouraged; and/or
10. Where relevant, any application should include a land contamination report.







OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy T1 – Congestion Mitigation and Sustainable Movement
- Policy R1 – Recreation, Leisure and Local Green Spaces
- Policy E1 – Biodiversity Protection and Improvement
- Policy D1 – Promoting Good Design
- Policy D2 – Design and Climate Change

Proposal Plan 14 - Housing Sites on Eastside



Key

-  Eastside area
-  Eastside sites
-  Existing road (Phase 1 Port Access Road)
-  Proposed Port Access Road



Justification

- 13.44 Eastside is an area of mixed-use developments including industrial, office, storage, retail and residential. There are also elements of community infrastructure such as a recreation ground, harbour station; nursery and pub. The Ouse Valley Nature Reserve and Tide Mills Local Wildlife Site lay adjacent to the site at its eastern boundary and provide high quality informal recreation space and areas of significant biodiversity interest.
- 13.45 Most of the buildings in industrial use were identified as being of poor quality in the Lewes District Councils Employment Land Review.
- 13.46 Large scale residential development has in recent years been granted planning approval, on both existing employment and greenfield sites. These developments along with the allocations in the Neighbourhood Plan have the potential to improve the character of the area and strengthen the sense of place.
- 13.47 Given the dilution of the manufacturing emphasis of employment at Eastside over recent years and the increase in residential permissions, a more balanced combination of uses including residential use is appropriate, where it can contribute to new and fit for purpose commercial buildings. Affordable housing should be provided in accordance with Lewes District Councils Affordable Housing Supplementary Planning Document July 2018. Housing Type Mix and Density should be guided by the Joint Core Strategy Core Policy 2.
- 13.48 Sites at Eastside are currently located within Flood Zone 3b.



Policy H4 – Robinson Road Depot, Robinson Road

Land as defined by Proposal Plan 15 is allocated for mixed use to provide a minimum of 40 residential units and 600m² of employment floor space falling within Class B1, subject to the following site-specific requirements;

- Occupation of development to be phased to align with the delivery of sewerage network reinforcement.
- The removal of all existing buildings and restoration of all contaminated areas.
- The units respond to the riverside setting and prominent location through exemplary design, the use of balconies or terraces to break up any massing to support delivery of a landmark building and key focal point.
- Provision being made for the storage of cycles and bins for use by occupiers of the residential units.
- Development integrating a pedestrian/cycle path linking Robinson Road to North Way to encourage access to the countryside and accessibility to town centre.
- A site-specific Flood Risk Assessment to be submitted with any planning application with attention to floor levels, access, egress, safe refuge and flood protection scheme.
- A transport statement to be submitted with any planning application; and/or
- Parking is to be provided within the site boundary in accordance with East Sussex County Council parking standards. Where reduced car parking is sought, developer contributions are required for appropriate measures such as car club infrastructure, including parking bays, and/or other car club enabling measures, such as membership subsidy.

OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy T1 – Congestion Mitigation and Sustainable Movement
- Policy R1 – Recreation, Leisure and Local Green Spaces
- Policy E1 – Biodiversity Protection and Improvement
- Policy D1 – Promoting Good Design
- Policy D2 – Design and Climate Change





Justification

- 13.49 This site is located on the western side of the river, north of the ring road. Access to the site is via Robinson Road a narrow and partly tarmacked road which feeds into the light industrial area used largely by marine associated commercial premises. The current use of the site is for the parking of the District Council's refuse lorries.
- 13.50 Robinson Road is an unadopted public highway and thus not maintained by the County Council. Any application should be supported by a Transport Statement that includes an assessment of the trips generated by existing and proposed uses, and assessment of the Robinson Road/Elphick Road, and Elphick Road/Lewes Road/C7 junctions and the site's access onto Robinson Road. Improved visibility splays at the access onto Robinson Road and an improvement to the Lewes Road/Elphick Road junction are likely to be required.
- 13.51 Given the existing parking issues in Robinson Road it is imperative that sufficient on-site parking is provided. Robinson Road is likely to require a new 2m wide footway, road widening to cater for a two-way flow of traffic along its length and the provision of a turning head at the end.
- 13.52 The Lewes District Council Local Plan SHELAA identified this land and the boat yard to the north for possible residential use for approximately 80 units. The document also recognised potential costs of developing this site due to flood defences and land contamination which could make bringing this site forward problematic if seeking a full quantum of affordable housing.



- 13.53 Redevelopment of this site would be an opportunity to deliver a distinctive development including affordable housing that relates and responds to the riverside setting and its key location would provide the context to create a landmark building. In addition, some employment space could be retained by the inclusion of small units of workshop space which could lend themselves to be ‘makers space’ accessible by the public, building the arts and creative narrative for Newhaven. Affordable housing should be provided in accordance with Lewes District Councils Affordable Housing Supplementary Planning Document July 2018. Proposals should have regard to Joint Core Strategy Core Policy 2 - Housing Type, Mix and Density.
- 13.54 Redevelopment would provide the opportunity for public access along this part of the river linking the town centre to Riverside Park and the Egrets Way, taking pedestrians and cyclists away from the busy C7 Lewes Road.

Policy H5 – Housing Sites in the Town Centre (land within the ring road)

1. The Neighbourhood Plan supports new housing as part of mixed-use redevelopment schemes within the town centre as defined by Proposal Plan 16. In total the following sites can accommodate a minimum of 110 new dwellings at the following locations:
 - A) Lower Place Car Park, North Lane
 - B) Multi-Storey Car Park, Dacre Road
 - C) Co-op Building, Newhaven Square
 - D) Seahaven Swimming Pool
2. Development for residential development within the town centre needs to integrate the following approaches:
 - i. New buildings respond to the prominent location of these sites on the A259 through exemplary design including welcoming pedestrian gateways and landmark architecture to help deliver a positive image of the town centre.
 - ii. Redevelopment to take advantage of improving the public realm and green infrastructure, through the provision of green spaces, seating and an attractive mix of hard and soft landscaping including vertical horticulture and roof top gardens.
 - iii. Provision is made for the storage of cycles and bins for use by occupiers of the residential units.
 - iv. Car parking for the residential development needs to be provided in accordance with East Sussex County Council parking standards. Where reduced car parking is sought developer contributions are required for appropriate measures such as car club infrastructure, including parking bays, and/or other car club enabling measures, such as membership subsidy; and/or
 - v. Occupation of development to be phased to align with the delivery of sewerage network reinforcement.
3. Development of sheltered housing is supported within the town centre.



OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy T1 – Congestion Mitigation and Sustainable Movement
- Policy R1 – Recreation, Leisure and Local Green Spaces
- Policy E1 – Biodiversity Protection and Improvement
- Policy D1 – Promoting Good Design
- Policy D2 – Design and Climate Change

Proposal Plan 16 - Housing Sites in Town Centre



Key

- Edge of Town Centre
- A Lower Place Car Park, North Lane
- B Multi-storey Car Park, Dacre Road
- C Co-op Building, Newhaven Square
- D Seahaven Swimming Pool



Justification

- 13.56 Town centres are more than just retail uses. They are places at the heart of communities where people can live, work and play. Policy T1 in Section 6 of this Plan sets out policy which supports the regeneration of the centre with a range of uses. Residential use brings increased vitality and viability to town centres, through increased footfall and spend which supports local businesses. Other positive consequences include, natural surveillance and pride of place.
- 13.57 The town centre already has homes at its periphery, and flats at first floor level in more central locations. Policy T1 confirms that the principle of residential use in the town, except at street level in the Primary and Secondary Shopping Areas and any development on Site D would need to be consistent with Policy T2 - Leisure Centre Provision.
- 13.58 The original and revised NPPF's recognise that residential development on appropriate sites, can play an important role in ensuring the vitality of town centres.
- 13.59 In terms of accessibility, residential units within the town centre would be suitable for households that have less reliance on the car (such as sheltered housing), with retail, community and leisure uses adjacent and easy access to the bus station and short walk to the train station. Affordable housing should be provided in accordance with Lewes District Councils Affordable Housing Supplementary Planning Document July 2018 and schemes should have regard to Joint Core Strategy Core Policy 2 - Housing Type Mix and Density.
- 13.60 Lewes District Council are considering redevelopment opportunities for the town centre as well as delivering schemes to help deliver the aims of the Enterprise Zone. These schemes are evolving and include the four sites identified in this policy. To facilitate the development of options, a prescriptive number of homes has not been identified for each site, but an overall number to be distributed within the sites listed.

Policy H6 – Former Lewes District Council Offices, Fort Road

Land as defined by Proposal Plan 17 is allocated for a minimum of 8 residential units, subject to the following site-specific requirements;

- Redevelopment of the site should respect the surrounding scale and be of fine grain massing, to ensure compatibility with the existing street character.



OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy T1 – Congestion Mitigation and Sustainable Movement
- Policy R1 – Recreation, Leisure and Local Green Spaces
- Policy E1 – Biodiversity Protection and Improvement
- Policy D1 – Promoting Good Design
- Policy D2 – Design and Climate Change

Proposal Plan 17 - Former Lewes District Council Offices



Justification

- 13.61 These former District Council offices constitute a characterful building with detailing and interest, situated on the western side of Fort Road close to its junction with Chapel Road and some 300 metres from the town centre. Car parking is available at the rear of the building.
- 13.62 The buildings solid construction through its design and materials may lend itself to conversion rather than rebuilding due to cost implications of demolition. It is estimated that the building could be converted to provide 8 units with car parking space available at the rear.
- 13.63 Properties in this area are fine grain with narrow frontages so any redevelopment would need to be mindful of this scaling. Affordable housing should be provided in accordance with Lewes District Councils Affordable Housing Supplementary Planning Document July 2018. Proposals should have regard to Joint Core Strategy Core Policy 2 - Housing Type, Mix and Density.



Policy H7 – Old Conservative Club, South Way

Land as defined by Proposal Plan 19 is allocated for a minimum of 12 residential units, subject to the following site-specific requirements;

- development in this location should make a positive impact on the A259 in terms of good design, be of appropriate scale and massing, and create a positive gateway building.
- Due to restrictions in gaining access to the site, the type of unit and tenure would need careful consideration to allow for a reduction in the parking requirement.
- Developer contributions are required for appropriate measures such as car club infrastructure, including parking bays, and/or other car club enabling measures, such as membership subsidy.
- Provision is made for the storage of cycles and bins for use by occupiers of the residential units.

OTHER RELEVANT POLICIES IN NEIGHBOURHOOD PLAN

- Policy T1 – Congestion Mitigation and Sustainable Movement
- Policy R1 – Recreation, Leisure and Local Green Spaces
- Policy E1 – Biodiversity Protection and Improvement
- Policy D1 – Promoting Good Design
- Policy D2 – Design and Climate Change





Justification

- 13.64 The former Conservative Club was destroyed by fire and the site has since been levelled. It is located at the western side of the A259 Ring Road at its junction with Brighton Road and traffic dominates the site.
- 13.65 The site is in a prominent location and high density residential and commercial buildings surround the area. Development here would have the opportunity to make a positive impact to the street scene in terms of good design and interest, such as a gateway feature building. Affordable housing should be provided in accordance with the Lewes District Councils Affordable Housing Supplementary Planning document July 2018. Proposals should have regard to Joint Core Strategy Core Policy 2 - Housing Type, Mix and Density.
- 13.66 The proximity of this site to high frequency public transports and the town centre make this a sustainable location for car free or car light residential development. This approach will support best practice initiatives for the improvement of health and air quality, core principles in Government policy and identified in Newhaven Air Quality Action Plan.
- 13.67 To encourage a modal shift to more sustainable transport use, developer contributions to help finance car club infrastructure is a reasonable and mitigating measure to address the lack of car parking and transport impacts of development.



14. Monitoring, Review and Implementation

Monitoring

- 14.1 'Plan, monitor and manage' is embedded in spatial planning and enables the assessment of policies to establish their success rate and continued relevance. Regular monitoring alerts plan makers where adjustments and revisions to documents are necessary.
- 14.2 Newhaven Town Council will keep listings of Neighbourhood Plan policies used in the determination of planning applications by Lewes District Council in conditioning approvals or reasons for refusal.
- 14.3 This information will be included in a monitoring assessment that will be published annually starting a whole year after the adoption of the Plan and will identify the number of dwellings delivered on sites whether completed or under construction. Newhaven Town Council will work in partnership with Lewes District Council to share monitoring information.
- 14.4 Newhaven Town Council will carry out a review of the Neighbourhood Plan at 4-year intervals, using the SMART³⁸ model, which will comprise of:
- Update statistics in the 'Profile of Newhaven'
 - Assessment of whether the Neighbourhood Plan objectives are being achieved
 - Assessment as to whether local guidance or studies would support delivery of plans or projects
 - A review of the policy framework given any change in circumstances
- 14.5 Subject to review and external influences (including a change in Local Plan policy, planning legislation and national policy), circumstances may indicate the need to update the Neighbourhood Plan through minor updates or the more formal process depending on the modifications proposed.

Delivery and Implementation

- 14.6 Producing the Newhaven Neighbourhood Plan to adoption is only the beginning of supporting Newhaven to be the best it can be over the coming years. The Plan will need custodians over the coming years to help plans and projects come to fruition, from partnership working with landowners, businesses, service and utility providers to initiating projects to help deliver proposals in the plan. The Neighbourhood Plan Steering Group can develop as a monitoring group with a revision to its term of reference to deliver this work.

38 SMART model comprising Specific, Measurable, Achievable, Realistic and Time-related targets



Working in Partnership

- 14.7 Partnership and joint working will be key elements in the successful implementation of the plan. The main organisations and the roles that they can play are summarised below:

Lewes District Council (LDC) – Planning Policy, Development Management, Housing Management and Improvement, Regeneration and Economic Development, Open Spaces, Recreation and Community Facilities

East Sussex County Council (ESCC) – Drainage, Highways and Transport, Education, Archaeology, Landscape and Social Services.

Newhaven Enterprise Zone Board (EZ) – Collaboration of Local Enterprise Partnership and LDC, will play critical role in regeneration and improving economic productivity and public realm improvements. Funding and implementation synergies.

Seaford, Peacehaven, South Heighton and Piddinghoe Parish Councils – Assessing impact of large-scale planning applications.

South East Local Enterprise Partnership (LEP) – This organisation is a partner for joint working, funding and implementation activities.

Environment Agency – Are a key stakeholder and will be involved in the planning, design and delivery of new development to take account flood risk management, water quality and water resources. Although not directly reactive to the Neighbourhood Plan their involvement is relevant towards waste management, land contamination, environmental permitting and other regulations that impact on the industries in the town.

Funding and Implementation Mechanisms

- 14.8 Through the District Council, financial contributions will be sought through either Community Infrastructure Levy (CIL) to a level that adequately mitigates any impact on existing infrastructure and contributes towards new local facilities where need is generated, or S106 Agreements (developer contributions).
- 14.9 Newhaven Town Council will also work independently and in partnership to develop funding bids to help to achieve Neighbourhood Plan policies, objectives and ‘quick wins’. This may, but not exclusively include: Lottery; UK Government programmes, South Downs National Park Authority support, EZ funding; and LEP programmes.
- 14.10 In addition, the Town Council will seek to influence annual and other budget decisions by the District and County Councils on regeneration, transport, housing, open space/ recreation, economic development, community facilities and public realm work.
- 14.11 A rolling programme of infrastructure projects will be identified annually by the Town Council prior to budget setting, to deliver ‘quick wins’ within the neighbourhood plan and reflect local priorities and opportunities. This will inform the spending of the neighbourhood portion of CIL, the negotiation of Section 106 agreements and priorities attached to relevant spending programmes and external funding bids.



14.12 For clarity the following projects listed at Table 4 have been identified in the Neighbourhood Plan as ‘quick wins’ that could be financed through CIL contributions or Enterprise Zone Funding.

Quick Wins	CIL	EZ
Town Centre manager/curator	Yes	Subject to EZ Board support
Town Centre street furniture/planters/sculptures/water features	Yes	
Town Centre Shop Frontage improvements programme		Subject to EZ Board support
Town Centre Information point for visitors	Yes	Subject to EZ Board support
Improved pedestrian links	Yes	
Circular path around Denton Island	Yes	
Apprenticeships for local people		Subject to EZ Board support
Projects to develop the understanding and knowledge of military, maritime and cultural heritage	Yes	
Projects to re-use redundant buildings for arts and cultural purposes	Yes	Subject to EZ Board support
Boardwalk/riverside walkway on east side of river	Yes	Subject to EZ Board support
Projects to enhance biodiversity, nature conservation or landscaping	Yes	
Improved signage	Yes	
New or improved community buildings	Yes	
Improved facilities within public open spaces	Yes	
Improved cycle links/new cycle lanes	Yes	
Improved street lighting	Yes	
Improved pavement surfaces	Yes	
Improvements to bus stops for example by providing bus shelters or seating to encourage use of public transport	Yes	
Support for community transport schemes or shared car use schemes to help reduce traffic and improve air quality		Subject to EZ Board support
Anti-idling signs to improve air quality	Yes	
Projects to improve image of stations and transport interchange	Yes	
Improved recreational facilities	Yes	
Tree planting	Yes	
Support for community groups such as Castle Hill Group, Friends of Riverside Park	Yes	
Introduce new events including cultural events and festivals	Yes	Subject to EZ Board support
Creation of themed gateways to the town	Yes	
Installation of features along A259 to strengthen town’s image	Yes	Subject to EZ Board support

Table 4 - Projects financed through CIL/
Enterprise Zone Funding



*“It’s Placemaking, not placemade.
It’s a process. You are never finished”.*

Anon



