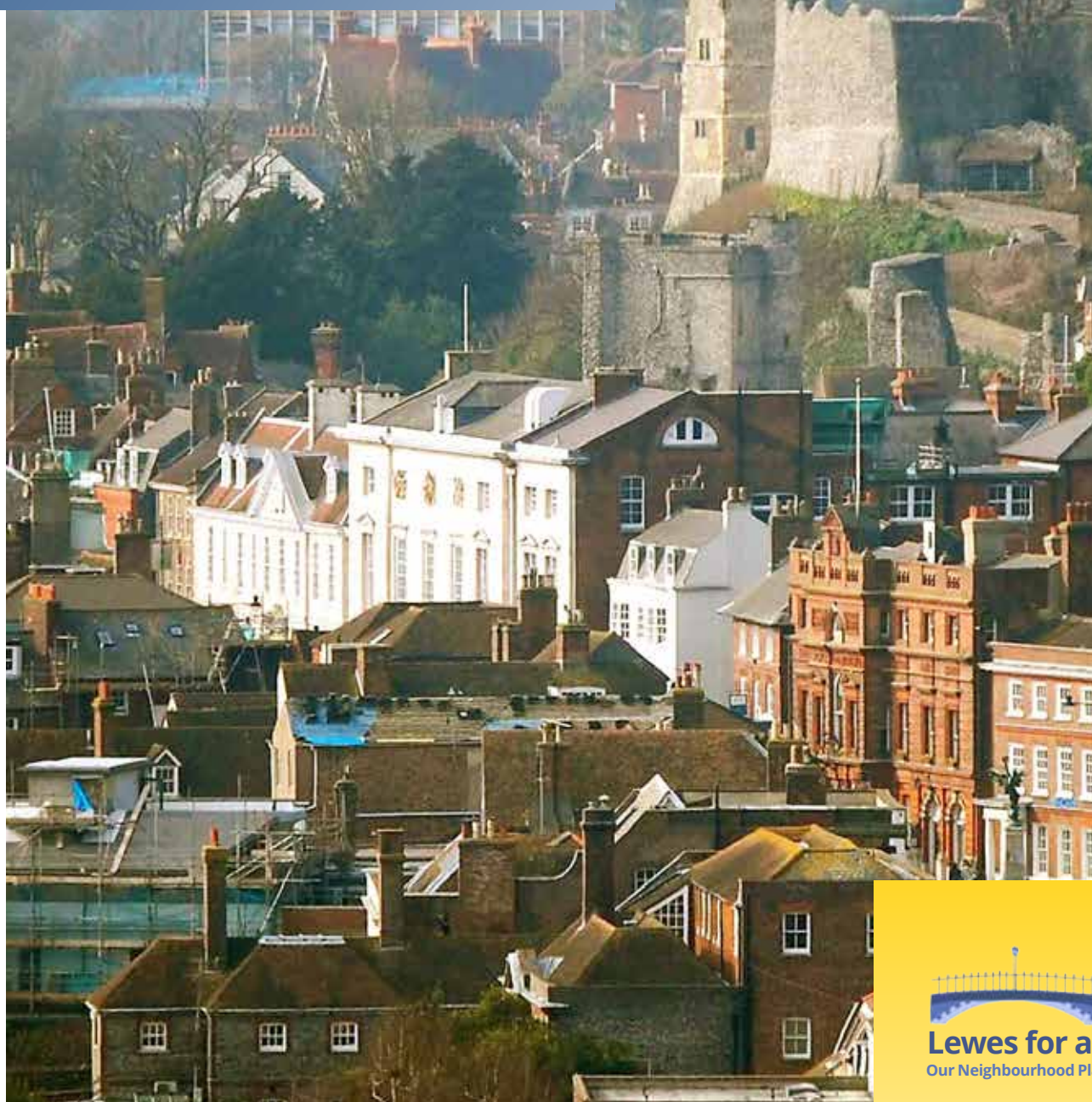


Lewes Town Council

Neighbourhood Plan 2015 — 2033

Pre-Submission Draft
May 2017




Lewes for all
Our Neighbourhood Plan

Please send your comments on this draft neighbourhood plan by Wednesday 21st June 2017 in the following ways:

/ email info@lewes-tc.gov.uk

/ web www.lewes4all.uk and go to the online survey

/ post Town Clerk, Lewes Town Council, Town Hall,
High Street, Lewes, East Sussex, BN7 2QS.

Thank you.



SUMMARY

This pre-submission draft of the Lewes Neighbourhood Plan has been prepared by Lewes Town Council through a steering group and local consultations.

Neighbourhood planning was introduced by government in 2012 to allow local people to shape and influence development in the places where they live and work.

In Lewes, the intention is to preserve the character of the town by sustaining both the community and our environment, built and natural. This is about finding ways to provide the low-cost housing we need, as well as preserving the green spaces in the town that we value and the natural environment that surrounds us. The plan sets out a vision for the town through to 2033 in a set of planning policies supported by a series of proposed projects.



This draft of the Lewes Neighbourhood Plan has been prepared by Lewes Town Council, the qualifying body responsible for plan preparation. Contact for further information:

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Please note copies of this plan and other supporting material can be found at www.lewes4all.uk

Introduction

This pre-submission consultation plan has been prepared by Lewes Town Council on behalf of those who live and work within the town of Lewes. The plan sets out a vision for the town through to 2033 and is supported by a set of planning policies and a series of specific projects.

This neighbourhood plan has been informed by the strategic policies in the South Downs National Park Joint Core Strategy, against which it needs to be in general conformity. It has also been informed by the emerging South Downs Local Plan. In accordance with the neighbourhood planning regulations, this plan has been prepared through extensive community consultation.



About this plan

The Government introduced the opportunity for local communities to prepare neighbourhood plans through amendments to the Town and Country Planning Act 1990 and the Localism Act 2011, and through the Neighbourhood Planning (General) Regulations 2012, which set out the requirements for neighbourhood plans.

Neighbourhood plans are policy-based land use plans that need to be in general conformity with the local plan. In this case, the local plan is prepared by the South Downs National Park Authority (SDNPA). Neighbourhood plans are produced by community forum groups or parish or town councils.

Neighbourhood plans can influence or allocate new housing; produce design policies for allocated sites or for general design policies; protect or identify new community facilities; and identify green spaces to be protected from any future development proposals and more. The allocation of employment land in Lewes remains with the SDNPA Local Plan.

In Lewes, the work to prepare the neighbourhood plan is being led by the Lewes Neighbourhood Plan Steering Group (LNPSG) of Lewes Town Council. There is also an ongoing dialogue between Lewes Town Council and South Downs National Park Authority (SDNPA) to ensure the policies conform with national and local policy, as required by the neighbourhood plan regulations.

Consultation process

Work on the Lewes Neighbourhood Plan began in early 2014 when the designated boundary for the Lewes Neighbourhood Plan was approved by the SDNPA. Since early 2015, Lewes Town Council and the LNPSG has been assisted in its work by FERIA Urbanism, an urban design and planning practice based in Bournemouth.

The team organised and ran several key events to engage the community:

- 1 / An interactive workshop event for members of the LNPSG on 26th March 2015 to share their own thoughts and ideas on a range of topics.
- 2 / A visioning event for the public held on 4th June 2015 event examined the critical issues in some detail.
- 3 / Three-Day Design Forum for the public held on 30th June, 1st and 2nd July 2015. This examined how change can be accommodated, designed and planned in Lewes.
- 4 / A 100+ page Interim Report was produced in July 2015, based on the work during the first half of the year. This was subject to an online questionnaire over the summer months.
- 5 / A poster exhibition held on 8th and 9th October 2015 to inform local residents of the questionnaire responses and to gather further responses and reactions.
- 6 / A further poster exhibition was held on 19th and 20th November 2015, sharing the evolving ideas with the public and setting out a series of draft planning policies. There was particular involvement from the students of Priory School at this event.

This 2015 consultation series was summarised by FERIA Urbanism and presented to the LNPSG in February 2016. This summary work then informed the LNPSG's first draft of the Vision Statement and Planning Policies within the draft plan.

Plan preparation process

The work in 2015 was very much focused around the need to gather a range of views on the future of Lewes through a consultation process. The events in March, June, July, October and November 2015 were designed to understand community opinions and refine them into a workable set of plan ingredients.

In the first half of 2016, work was undertaken to refine the ingredients and begin developing more fully-formed planning policies. In parallel, work was undertaken by the LNPSG to identify land for housing that could successfully be allocated in the neighbourhood plan. While the search for housing land was an integral part of the process in 2015, it had not been able to identify land suitable for allocation in the draft plan.

The LNPSG met in September 2016 and prioritised identification of housing sites to meet the numbers required, following identification of the strategic sites in the Joint Core Strategy. This work was concluded in March 2017.

A Sustainability Appraisal of the draft plan was undertaken between January 2017 and April 2017. This has further informed the vision, objectives and planning policies.

General conformity with local planning policy

The neighbourhood planning system has been designed to allow local communities to allocate additional land for non-strategic scale housing. This housing will be in addition to the larger, strategic allocations being made at local plan level. In the case of Lewes, the local plan currently comprises the Joint Core Strategy which covers Lewes District. This will soon be replaced by the South Downs Local Plan.

The Joint Core Strategy was prepared by Lewes District Council and the South Downs National Park Authority and provides the strategic planning context for Lewes. This was approved by the inspector in March 2016, subject to modifications. The proposed housing requirements for Lewes as expressed in the Joint Core Strategy is as follows:

- 835 new homes to be provided over the plan period of 2015 to 2033.
- Of these new homes, 415 will be at North Street (Spatial Policy 3) once flood protection has been implemented.
- Another 200 new homes will be at Old Mall Farm (Spatial Policy 4).
- This leaves a balance of 220 (+10%) new homes to be planned through the Lewes Neighbourhood Plan. These sites are set out on pages 58 — 82.

It is for this reason that the Lewes Neighbourhood Plan needs to allocate land for new homes, together with a set of policies that can help implement the right balance between change and preservation.

General conformity with national planning policy

“Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood” (para. 183 of the National Planning Policy Framework).

Therefore, each stage of the Lewes Neighbourhood Plan process has sought to extend the amount of common ground between local residents, business groups and other stakeholders, narrowing down various options through a transparent and open process. At all stages, the neighbourhood planning process has allowed room for dissent and minority views but the overall aim of the process has been to build a broad-based consensus around the policies and projects.

This process has allowed a set of draft objectives for the neighbourhood plan to be developed with a supporting draft six-point vision statement. Both the objectives and the vision statement are not yet fixed and the views of the community are now being sought to ensure these are appropriate for Lewes.

Neighbourhood plan policy structure

The consultation process resulted in the draft set of planning policy themes, a vision statement and a set of neighbourhood plan objectives. The planning policy themes are as follows:

- Lewes & Our Environment (LE)
- Heritage & Community (HC)
- Good Places for Living [Housing] (PL)
- Access & Movement (AM)
- Streets & Spaces (SS)

The individual policies within each theme will need to be applied to the future decision-making process with regard for the vision statement and the twelve neighbourhood plan objectives. This will ensure that they are complementary and will be effective at delivering the right balance between change and preservation across Lewes. Through the pre-submission consultation process, the views of the community are now being sought on the draft plan to ensure that it is appropriate for Lewes and its community.



Lewes Regional Context Map



South Downs National Park

Lewes & Our History

The distinctive character of Lewes is important in determining the overall vision of the neighbourhood plan. The plan objectives and the individual projects and policies are designed to sustain this character.

Lewes is the historic market town of East Sussex situated within the South Downs National Park, approximately eleven kilometres (approx. 7 miles) north-east of Brighton. Once an active port with thriving iron, brewing and ship-building industries, the town now has a range of contemporary businesses and strong economic links with Brighton and London. The tourism industry plays a large part in the local economy, due to the town's many cultural assets.

The following four characteristics are considered critical to understanding what makes Lewes special. These have been used to underpin the policies within the plan.



The Right's Of Man and the Lewes Pound — Both show that Lewes has a historical radical and independent streak which it maintains to this day.

Independence

"We will not be druv!"

The Battle of Lewes between King Henry III and the barons forms part of the town's proud story of its role in the development of democracy. After the dissolution of the Priory there was no dominant parish church in the town and in the seventeenth century Lewes was both largely Nonconformist and Parliamentary.

Tom Paine's Lewes residence, Bull House, was restored and given to the Sussex Archaeological Society by the ironfounder John Henry Every. A history of democracy appears in a display in the Town Hall. This tradition of independence should be celebrated and nurtured through the plan, assisting local people and supplying their housing needs.



The view of Lewes from the South Downs — the town has three key aspects: 1) a county town serving a rural area; 2) a manufacturing town serving both seaside towns and farming communities; 3) a town situated in a national park with a strong recreational appeal.

Geography

Lewes was settled along a defensible chalk spur overlooking a bridge point over the River Ouse where it cuts through the downs on its way to the sea at Newhaven. The town was a fortified settlement in King Alfred's time and the Normans built their castle on the spur where it commanded views up and down the Ouse and controlled the river crossing.

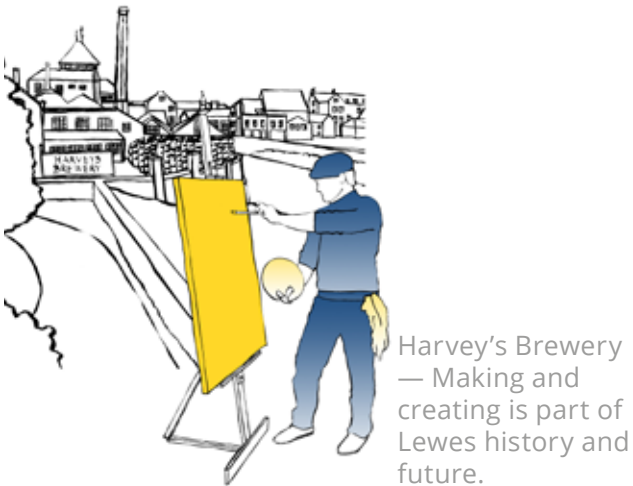
Lewes Priory was built adjacent to the Ouse valley floodplain. This location, between the downs and the floodplain, confines the town's development. Lewes, together with Cliffe, which was originally a separate parish and settlement, has been a river port for seagoing ships which were built in the town and for barges to and from Newhaven.

The lower Ouse valley was drained and the river was straightened from the middle ages to both gain farmland and improve navigation. Now the Hastings to London and the Brighton to Ashford railway lines meet at Lewes.

Lewes therefore has strong economic links with London and Brighton and is attractive to those working at the University of Sussex and University of Brighton, situated at Falmer.

By the end of the nineteenth century, the population of Lewes was 11,000. Unusually, due to the town's natural constraints of the downs and the River Ouse flood plain, it has since then only grown to a population of around 17,000. Thus a large proportion of the residents have long family histories in the town.

Lewes now sits within the protected area of the South Downs National Park. The setting within the National Park and landscape views offered by it being a "gap town" need to be acknowledged by new development proposals. Lewes is also the largest town in any National Park in England. All new development needs to have regard to this setting and the views which would be created from the surrounding hills. This geographical context necessitates flexible and imaginative design approaches to future development.



Creativity

Lewes has long been a town of manufacturing and making of all kinds. As an industrial town, Lewes developed in the nineteenth century, providing work in heavy industry. Lewes had a paper mill, sawmills, cement works, breweries and iron foundries, producing high quality cast iron for railways and seaside towns.

The Phoenix Ironworks was founded in 1835 by the Unitarian John Every. The Every's works was an innovative manufacturers and engineers plant, producing a range of products from agricultural equipment to prototype diesel locomotives. Most notably, Every's produced steel-framed buildings in response to structural steel replacing cast iron.

In the mid-twentieth century the East Sussex Engineering Company succeeded Every's. As in other towns, the end of this industry left behind unemployment. Harvey's Brewery remains in the town.

Lewes was also a centre for printing, publishing and photography. For example, George Baxter's collectable colour prints, patented in 1835. Industry innovations contributed to the final closure of the firm in 2001, however the same innovations have also contributed to the development of new businesses in Lewes and the plan seeks to ensure the necessary workspace for these to flourish in their turn.

Many small craft workers and artisans now work in the town, supplying modern needs as Every's did in its day, with some, until recently, occupying the buildings of the old Phoenix. The Bonfire Societies are also crafts people in their traditional costumes and tableaux.

New developments must encourage this mix of living and working and consider in general the needs of modern crafts and manufacturing so that the town may continue to offer work for its citizens. Many residents worked at, or are descendants of those who worked at, the Phoenix.

Lewes has one of the most impressive Guy Fawkes Bonfire events in the country. The Bonfire Societies are founded on long established family traditions and are also craftspeople who make their costumes and complex tableaux. New traditions also develop: the "Moving On" street parade, a children's passage from primary to secondary school; the annual Artwave festival; Lewes Live; the Linklater Pavilion, hosting a variety of events exploring ecological issues; Charleston Farmhouse; Monk's House; and Glyndebourne Opera draws musicians to live here as well as visitors to the town.



Keere Street — There is a strong link between the built heritage and the wider landscape.

Built Heritage

Lewes was the county town of all Sussex until the division into East and West in 1889. Colin Brent in his ‘Georgian Lewes 1714 — 1830’ describes the town in its prosperous ‘heyday’ as a market and county town.

Jeremy Goring in his ‘Burn, Holy Fire’ also notes ‘the population rising from about 2,500 in 1760 to over 8,500 in 1831’ and that this period of prosperity resulted in ‘the remodelling of many of the old timber-framed houses in the High Street. These were re-fronted with bricks, or mathematical tiles’ in the neo-classical style, which were designed to look like bricks.

Many backs and roof pitches have remained medieval, contributing to the mixed character of building that is typical of Lewes. With no obvious single local material, a mix of timber frames, tile hanging, brick, flintwork and shiplap weather boarding are all found here.

In 1881, Lewes became a borough and the Star Inn was remodelled as the Town Hall in 1893. The town’s dominance of the county was overtaken by the nineteenth century development of the seaside towns of Brighton and Eastbourne. However, the Lewes Phoenix Ironworks expanded, making cast iron and steelwork for piers and promenades and the railways that served them. The old town centre with its castle is now a great attraction to tourists who are in turn important to the town’s economy, helping to support the variety of independent local shops.

The range of local construction materials and the changing historical functions of the settlement — as a market town, the county town and an industrial town — have encouraged this rich mix of diverse architecture. Lewes therefore welcomes new development that engages with this heritage in a contemporary manner.

Visions of Our Town

Local artists Peter Messer and Julian Bell have painted Lewes often. They have given permission for some of their pictures to be used here to illustrate the themes and policies in the neighbourhood plan.



The Old House Dreams it is Still There by Peter Messer — The neighbourhood plan has identified several places for redevelopment where houses once stood.



Station Street 8.30am (top) and Station Street 3.30pm (above) by Julian Bell — Our busy streets successfully mix pedestrians, cyclists and cars and support social and economic activity. The neighbourhood plan contains a range of policies to keep the public streets and spaces lively and safe for all to use.



The Town of Lewes by Julian Bell — The surrounding downland frames the town and the winding River Ouse shapes and informs the settlement pattern.



The Caburn by Julian Bell — Lewes gains from the natural landscape that surrounds it and this has informed the policies on natural capital, biodiversity and ecosystem services.






Photographing Ghosts by Peter Messer — Lewes has a network of historic lanes, known locally as twittens. These will be protected and enhanced through the implementation of policies in this plan.



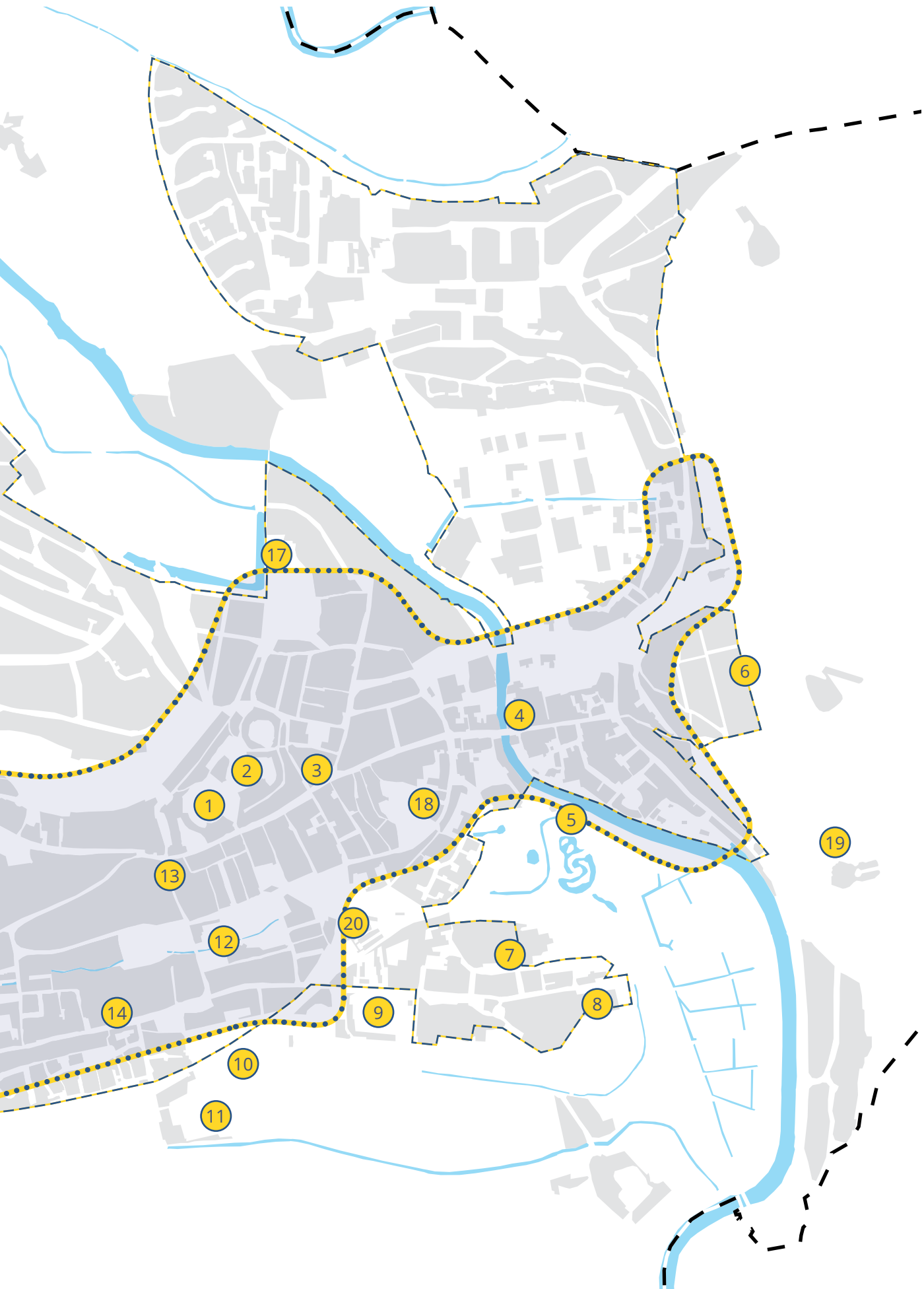
Mind the Gap by Peter Messer —The cast iron columns at Lewes station were made at Every's Ironworks and the town is seeking to fill the gap left by old industries with modern manufacturing space.

Features, Facilities & Boundary Lines

-  Neighbourhood Plan Area, see Appendix 1
-  Settlement Boundary
-  Historic Core as defined by the Edwards' 1799 Lewes Town Plan, see Appendix 3

-  1 Castle & Barbican House
-  2 Bowling Green
-  3 Tourist Information & Town Hall
-  4 Harvey's Brewery & Cliffe Bridge
-  5 Linklater Pavilion
-  6 Martyr's Memorial
-  7 College
-  8 Leisure Centre
-  9 Football Ground
-  10 Lewes Priory Ruins
-  11 Sports Club
-  12 Southover Grange & Gardens
-  13 Keere Street
-  14 Anne of Cleves' House
-  15 Stanley Turner Sports Park
-  16 Battle of Lewes Site
-  17 Pells Pool
-  18 Library
-  19 Golf Course
-  20 Train Station





Lewes Bonfire Tradition



An understanding of the bonfire tradition in Lewes begins with the gunpowder plot itself. After the plot failed, parliament ordered all towns and communities in England and Wales to celebrate the “deliverance” from the plot by the lighting of bonfires. There is some limited documentary evidence on this tradition available for the rest of the seventeenth and early eighteenth century. The commonwealth and the protectorate encouraged the continuous celebration on the 5th November each year.

It is, however, in the early Victorian period that we see the emergence of the bonfire traditions which continue to this day, and the establishment of organised bonfire societies in Lewes, which have strong links to different locations in the town. Most societies’ names reflect this local link.

The number of societies has varied over time, but it is from the Victorian era that parades throughout the streets, complete with blazing tar barrels, banners and fireworks were established. In addition, bonfires were lit in the streets. The early bonfire societies were frequently in conflict with the civic authorities. In 1906, the authorities banned street bonfires. This led to the need for individual bonfire sites on the edge of town.

Since the early twentieth century the popularity of bonfire has grown so significantly that the number of people visiting the town can be up to four times the town's population. In an age which recognises the importance of public safety and the need for safe routes for the emergency services, the retention of secure bonfire sites is crucial for the ongoing success and survival of this long-standing Lewes tradition.

Bonfire Societies & Fire Sites

- Borough Bonfire Society (est. 1853) Motor Road off Nevill Road
- Cliffe Bonfire Society (est. 1853) Ham Lane
- Commercial Square Bonfire Society (est. 1855) Landport Recreation Ground
- Nevill Juvenile Bonfire Society (est. 1967) Motor Road off Nevill Road
- Southover Bonfire Society (reformed 2005) Stanley Turner Ground
- South Street Bonfire Society (est. 1913) Railway Land
- Waterloo Bonfire Society (reformed 1964) Malling Brooks



Vision Statement for Lewes



The vision and objectives have been derived from consultation work undertaken as part of the process of drafting the Lewes Neighbourhood Plan. All future investment and interventions proposed for the plan area need to be assessed against the vision and objectives. Only those proposals that clearly conform should be supported. This is particularly important at the planning application stage, which will remain the means of delivering changes on the ground. Planning applications will be assessed against the vision and objectives.



“Lewes has a rich and unique historical, geographical and cultural heritage.

Development in the town will look to the future by reflecting this heritage and maintaining a thriving town where business and the arts flourish, and where the challenges of climate change and the need to create sustainable communities will be met with resilience and imagination.

The town will house its residents and their children at an affordable cost for local average incomes.

Lewes will be a place where the quality of people’s lives matters most as we engage with future development”

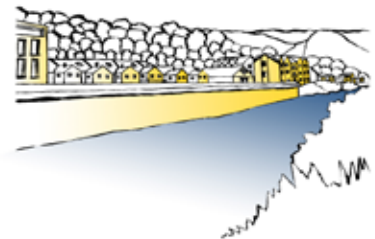
— Vision Statement for the Lewes Neighbourhood Plan



The High Street



The Paddock Pavilion



River Ouse corridor



Design workshops



House extension in Lewes



Cliffe Bridge

"Vision for Lewes: Lewes will be a place that..."

... puts people first and embraces new development opportunities to provide genuinely affordable housing"

Lewes will look for development that puts people first by responding to the needs of local people for affordable homes and workspaces. All new developments should adhere to the principles of reduce, reuse, recycle, and thus cut down resource use and the impetus to build outside the footprint of the town.

Brownfield sites should be developed to avoid greenfield development especially on downland. There will be a drive for imaginative redevelopment of previously developed land and all new buildings should be designed at maximum efficiency to ensure that there is a reduced demand for energy. Providing sufficient new housing to meet the real needs of local people is an important aim.

.... looks to the future"

Acknowledging the part that the historic and environmental setting of Lewes has played in shaping our town and continuing the search for imaginative ways to ensure that Lewes remains flexible and resilient enough to provide for the real needs of people of all generations in the future. A balance will be sought with policies that benefit both people and the environment.

... supports a living and working town"

Future development proposals will provide a wide range of housing and work space options for the community. These options must be varied and interesting and suitable for people of all incomes, levels of vulnerability and backgrounds, and contribute to the economic vitality and social and cultural life of Lewes.

This mix of options for living and working will reduce the need to commute out of the town and will help support the town's local economy.

...uses effective community planning techniques for flexibility and resilience"

The Lewes Neighbourhood Plan takes a town-wide approach, recognising the need for community involvement in planning for a more flexible approach to land use. It takes imaginative design decisions with innovative solutions, e.g. building above car parks, temporary use of modular buildings and making streets more pedestrian-friendly.

... responds to a changing climate"

Future developments will be resilient to the effects of local and national climate change. The planning and design of new developments will anticipate the effects of climate change and be built according to best principles of robustness and resilience. This design response includes flood protection, water storage and renewable energy initiatives.

The use of local and sustainably-sourced construction materials will be promoted with the express ambition to achieve a zero-carbon local economy for Lewes. Allotments and food growing areas should be protected.

.... that improves access to the town and countryside"

The Lewes Neighbourhood Plan aims to encourage the improvement of access to the town, particularly for pedestrians in the central area, and the development of routes for walking, cycling and public transport to service outlying areas and to connect with the town centre. The neighbourhood plan will also encourage new routes to be opened up for the health and well-being of residents and visitors, including those that link to nearby villages.

...nurtures sustainable communities"

Lewes will seek to create sustainable communities, inclusive of people from all ages and all backgrounds, including those with disabilities or who are less mobile. The diverse built environment in Lewes will be maintained and enhanced to support a thriving, welcoming and self-sustaining living and working town. Provision will continue to be made for creative studios, light industrial and work space for the new digital economy.

A good mix of genuinely affordable homes, related to average wages is essential and Lewes will continue to welcome visitors and encourage a vibrant tourist economy.

Neighbourhood Plan Objectives

The public consultation process has revealed a series of issues that are of concern to local residents and businesses.

The same process also identified the features and characteristics of the town about which people are proud and wish to see protected or enhanced.

Together, these results have been used to generate the twelve objectives of the Lewes Neighbourhood Plan. These are the guiding principles of the plan and are designed to strike the right balance between protection and enhancement.

All twelve objectives are of equal importance.

The range of planning policies are written in such a way as to help the plan meet these objectives. In Appendix I, each policy is referenced against the key objectives that are of greatest relevance. The twelve objectives will also serve as useful monitoring of the plan moving forward.

Summary of the twelve neighbourhood plan objectives

1. Sustainable Communities
2. Locally Affordable Housing
3. Locally Affordable Workspace
4. Efficient Use of Land
5. Environmental Design
6. Easily Moving Around
7. Reduced Energy Demand
8. Natural Environment, Green Spaces & Biodiversity
9. Climate Change
10. Village & Town Connections
11. Tourism
12. Flexible Housing for All Generations & Incomes

1 Sustainable Communities

Coordinate all new development so that it provides excellent, genuinely affordable housing and work spaces that contribute to the creation of safe, sustainable and mixed communities that can progress into the future with good access to local jobs and essential services for everybody who lives and works in the town, reducing the need for commuting and car travel.

Local community assets will be protected and encouraged to thrive. Bonfire Society fire sites will be designated Local Green Spaces within the plan and be protected from development.

2 Locally Affordable Housing

Provide a substantial increase in genuinely affordable housing for sale and rent. The South Downs National Park Local Plan requires all developers to meet a target of 40% affordable housing on sites of 11 or more dwellings and some to be provided on all but the smallest housing developments. Affordable is here defined according to the present government definition of 80% market value.

In addition, the Lewes Neighbourhood Plan will seek a provision of locally affordable housing (Lewes Low Cost Housing) that is available for rent or purchase at the median local income (currently £23,000 per person or £30,000 per household). Specific sites will be designated to deliver a variety of dwelling sizes and tenures, and developments will include innovative financing and designs to provide low cost home ownership and rent, including shared ownership.

3 Locally Affordable Workspace

Ensure there is sufficient provision of appropriate work spaces both for light industry and for small modern businesses providing local jobs, including those in the digital economy, small, creative businesses and local start-ups.

Provide opportunities so that fewer residents will have to commute to work, therefore improving quality of life. For example, increase numbers of smaller scale working spaces as required by creative small businesses and provide more live/work spaces that will encourage home-working. Development that allows a mix of living and working space will be encouraged.

4 Efficient Use of Land

Ensure the quality of new development through the best appropriate use of brown-field land and the application of good quality durable materials. To meet the demand for new housing and benefit the local economy, new developments will provide imaginative multi-functional solutions, e.g. flats built above car parks whose roofs will capture rainwater and reduce flash-flooding.

Sensitive development of individual sites will include increasing density where appropriate, locating housing near services, and providing shared green spaces for play space and allotments, in small housing developments. Conversion of large houses and the temporary use of modular buildings, particularly on sites awaiting development, will be encouraged.

5 Environmental Design

Encourage development that is well-designed and environmentally sensitive, protects the historic fabric and views to and from the town for future generations and respects its immediate landscape setting within the South Downs National Park.

High quality design, landscaping, architecture, and materials should also embrace the principles of reduce, reuse, recycle. Layouts and designs should ensure efficiency of water use and avoidance of light pollution.

6 Easily Moving Around

Create positive and convenient alternatives to private, motorised transport by maximising opportunities for walking and cycling. Protect and enhance the historic street patterns including the Twittens, which provide convenient and direct pedestrian routes around town.

All new developments will support safe walking and cycling routes within, into and out of Lewes. New developments will have particular regard for the access and safety needs of the young, the elderly and less able. New routes will be opened up for the health and well-being of residents and visitors, including those that link to nearby villages and give access to the countryside.

7 Reduced Energy Demand

New buildings that are built to carbon neutral standards and oriented to provide optimum benefit (e.g. from passive solar heating) will be supported.

The Lewes Neighbourhood Plan will seek to ensure there are suitable and appropriate opportunities for renewable energy generation in new and existing developments. Demand for energy will also be reduced by using land efficiently and imaginatively so new developments are close to services and open spaces, reducing the need for car use and car parking.

8 Natural Environment, Green Spaces & Biodiversity

Development that encourages biodiversity, promotes the importance of green areas as breathing spaces within the town and provides green corridors that connect to the surrounding countryside will be actively sought.

The quality and character of the natural environment will be protected and enhanced, to benefit the health, well-being and long-term economic interests of all in the community. New developments will include safe green open spaces, and where possible green infrastructure such as green roofs, planting, trees and Sustainable Urban Drainage Systems (SUDS).

Biodiversity enhancement will be encouraged through connections linking the town and the wider natural environment. Practical measures will include urban wildflowers and trees linking to meadows and woodlands on the edge of town.

9 Climate Change

All new development will be resilient to climate change and extreme weather such as flooding, high winds, drought and heat waves. New development will manage flood risks from the river, ground water, and flash flooding.

Green spaces and Sustainable Urban Drainage Systems (SUDS) will reduce run-off by absorbing rain. Materials and surfaces will help to tackle flood risks by allowing rainwater to be absorbed slowly.

10 Village & Town Connections

Lewes will be better connected to its local environment, enabling people to enjoy the surrounding countryside and landscape. The town will have an improved transport hub, bus station and a variety of good quality transport connections to improve access to and from surrounding villages and towns.

Lewes will be accessible and user-friendly to all who live, work in or visit the town, for example through community transport services, further development of the Egrets Way riverside route, and other path links to local villages and towns.

11 Tourism

Tourism is important to the Lewes economy. Tourism will be supported by good public transport and active travel networks, better sign-posting, and facilities for coaches and taxis. Paths along the banks of the river will open up attractive, accessible spaces for enjoyment of the town and surrounding countryside and via the Egrets Way link to Newhaven port.

12 Flexible Housing for All Generations and Incomes

New housing will be flexible and provide a good quality of life, now and in the future, for people of all ages. Down-sizing will be encouraged by providing attractive smaller town centre homes.

Shared inter-generational households and co-living can be accommodated through modular housing designs and imaginative, flexible layouts. Genuinely affordable housing will meet the needs of families and young people. We will create lively mixed-use community areas and work / living spaces.

Lewes & Our Environment

Draft Policies

Our environment is our life support system. It provides the water we drink, the clean air we breathe, it balances the gasses in the atmosphere, it provides the setting in which our food grows, and provides all the resources that we use in commerce and that drive our economy. By recognising the benefits that the local environment gives to Lewes, the Lewes Neighbourhood Plan will help to protect the local environment so it provides for us and Lewes's economy long into the future.

The opinions and ideas collected from Lewes residents, businesses and organisations during the community engagement events indicate that most people enjoy the environment in terms of open spaces around town and the beauty of the surrounding countryside. Some find the special landscape in which Lewes sits valuable for their hobbies and for recreation, for its tranquillity and its beauty.



The environment around Lewes also provides the town with the following benefits and ecosystem services:

— Our water supply comes from the river and rain falling on the chalk downland, including Malling Down and Landport Bottom. It is stored as groundwater under the chalk hills that surround the town. It is also the source of the spring water for beer brewed by Harvey's Brewery in the heart of the town.

— The water meadows of the Ouse reduce the risk of flooding from the river, flash flooding from heavy rain and, in rarer cases, from ground water.

— The iconic views of Lewes from the Downs, and views out to the surrounding landscape.

— Shade, comfort and reduced air pollution thanks to our trees.

— Countryside walks and recreation, for health and enjoyment.

— A beautiful landscape that residents value and tourists want to visit.

— Food produced on local farms and used by many local businesses, benefiting local farms, allotments and gardens and thus the local economy.

The totality of effects from all planning policies needs to be considered the 'big picture' within and beyond the plan. Coordination on some plan aspects may be required with the neighbouring areas. Similarly, coordination to ensure that policies take full account of their implications for the long-term future, in unpredictable and changing times.

What is Natural Capital?

All of us and our communities get many benefits from natural capital – food, clean water, clean air and many others we do not see (see Ecosystem Services). Natural capital is what makes our lives possible and worth living. It is also the basis for our economy.

Natural capital is derived from the basic elements that make up our environment:

- The rock type
- The soil
- Water, its location and the way it flows
- Type of vegetation such as trees, grasses, flowers
- Extent of vegetation such as woodland, grassland and wetland
- Microbes, plants and animals that live on the vegetation
- The relationship between all these and the activities that connect them

Draft Policy LE1

Natural Capital

- 1) For larger sites (i.e. sites of 5 houses or more) development proposals should include a detailed assessment of the existing and natural capital.
- 2) The ecosystem services provided by the proposed design of the development should enhance those provided by the site prior to development, in terms of the number of benefits from nature provided and planning proposals should explain wherever possible the extent of each benefit.
- 3) The granting of planning permission will favour those schemes that demonstrate a net gain in the existing natural capital.

Policy supporting text

The Lewes Neighbourhood Plan must be in general conformity with the National Planning Policy Framework (NPPF) and also have regard for the emerging South Downs National Park Local Plan. The NPPF states in paragraph 109 that, "... the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils; recognising the wider benefits of ecosystem services, and; remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate."

The emerging South Downs Local Plan Core Policy SD2: Ecosystems Services states that, "... development proposals should have an overall positive impact on the ability of the natural environment to contribute goods and services, through the use of high quality design".

It provides eleven mechanisms (a-k) by which this can be achieved. It is considered that Policy LE1 in this neighbourhood plan is in general conformity with the NPPF paragraph 109, as it helps to guide potential developers to consider what any potential development site provides to Lewes's people, community and economy, and to design improvements to these benefits at this or other sites across the town as part of any development proposal.

Policy LE1 is also in general conformity with emerging policy SDNPA Local Plan SD2 points for specific sites in Lewes. Policy LE1 helps to inform the scale, form and type of development appropriate for each specific site identified, as potential developers would have to consider the underlying geology, the soil type and health, the existing vegetation and wildlife, water capture and flow on the site.

On existing brownfield sites, the natural capital is low, and can be improved through good design. For example, by increasing the area of soil, water capture, by introducing new vegetation, the inclusion of rain gardens and green roofs into the architecture, all of which can help to improve natural capital. Improved natural capital will provide more ecosystem services.

What are Ecosystem Services?

These are the benefits that people receive from natural capital (see Natural Capital), that make life possible, provide livelihoods and are the basis for local economies. Many benefits come for free from our natural surroundings, some we have engineered and pay for, some have entered the market. A few examples:

- Fresh water
- Food e.g. crops, fruit, fish
- Fibre and fuel e.g. timber, wool
- Water purification and waste treatment
- Air quality and production of atmospheric oxygen from photosynthesis
- Water regulation e.g. flood protection, timing and scale of run-off
- Natural beauty
- Spiritual and religious value
- Creative inspiration - art, folklore, architecture
- Soil formation and nutrient cycling

Source: Table A1.1 The Millennium Ecosystem Assessment: classification of ecosystem services

How do we build Natural Capital & Ecosystem Services?

If we want the most rich, fulfilling lives we can have and security over our future, we need to allow nature to work for us, and for free – we need strong Natural Capital.

To build Natural Capital we need to increase biodiversity and look after the basics on which plants and animals thrive. We need healthy soils that can keep themselves alive and working without artificial input from people. We need places that can capture water, hold it or let it flow according to natural cycles. The soil and water provide a suitable growing environment for plants and animals to occupy and interact.

The bigger, better and more connected these 'healthy' places are, the more Natural Capital will be built and the more benefits people will get from it. We will have more in our natural bank account and our lives and livelihoods will be more stable.

Draft Policy LE2

Biodiversity

- 1) Development proposals will be expected to demonstrate how they will provide a net gain in biodiversity on the site, over and above the existing biodiversity situation. Where this is impractical due to the nature of the site, proposals will be expected to demonstrate how there will be a net gain across the plan area.
- 2) The granting of planning permission will favour schemes that can demonstrate a net gain in biodiversity.

Policy supporting text

The National Planning Policy Framework states in paragraph 109 that the planning system should contribute to and enhance the natural and local environment by “... minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government’s commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.”

Meanwhile, in the emerging South Downs National Park Local Plan Policy SD12 on Biodiversity and Geodiversity applies a hierarchy of designation of sites that excludes certain sites from consideration of development proposals. Outside of designated sites, that include habitats listed in the Biodiversity 2020, protected species and priority species, and habitats list, it states that “... development proposals will be required to contribute to the protection, management and enhancement of biodiversity and geodiversity, for example by enhancing Biodiversity Opportunity Areas, delivering Biodiversity Action Plan targets and delivering green infrastructure.”

It also states that “... development proposals will be permitted where they conserve and enhance biodiversity and geodiversity, giving particular regard to ecological networks and areas with high potential for priority habitat restoration or creation” and should “identify and incorporate opportunities for net gains in biodiversity.”

Different types of landscape provide a different range of benefits to the people of Lewes and to its local economy. The Chalk Downs host a particularly rich diversity of plants and animals, but there are only small areas of this

landscape left in the UK. Our wetlands and river are valuable because of the different and special wildlife they contain, but again the area of these is very small and the same is true for woodlands which occur in small fragments within the Lewes Neighbourhood Plan area. We need to help the ecology of all these parts of our local environment to continue to flourish, by planning for more wildlife areas and better connections across the town itself through which important wildlife can move and travel.

Policy LE2 sets out a process to ensure the conservation and enhancement of biodiversity across the Lewes Neighbourhood Plan Area, therefore meeting NPPF and SDNP criteria by guiding developers to enrich biodiversity either on each site or, where this is not possible, across the town as a whole.

It will follow the hierarchy of designated sites as set out in the emerging South Downs National Park Local Plan Strategic Policy SD12, but sets parameters for undesignated sites where development is proposed. This policy will also assist in delivering an ecosystems approach in accordance with the emerging Local Plan, by conserving and enhancing the biodiversity of the natural environment which underpins or directly provides a range of valued ecosystem services.

By allowing for a net gain in biodiversity across the neighbourhood plan area where it can not be achieved on site, conservation and enhancement will be encouraged as part of development proposals, by planning at landscape-scale and taking opportunities to improve connections between habitats and designated sites.

All applications for development will need to ensure that sufficient information is provided regarding the wildlife species of sites that may be affected by a proposal.

This approach will help determine the scale, form and type of development appropriate for each specific site identified.

On brownfield and agricultural sites, where biodiversity is currently limited, it is relatively straightforward and inexpensive to enhance biodiversity with green spaces, tree-planting and appropriate local vegetation.

What is Biodiversity?

Biodiversity is short for biological diversity. The more living things there are in a place the more biodiversity it has.

The longer things have lived somewhere, the richer variety of biodiversity; the larger the area, the more biodiversity it can hold.

Biodiversity provides the basis for our life support system, both in Lewes and all over planet earth. Biodiversity represents the number and variety of living things – microbes, fungi, plants, animals. It also covers the range of places they live (their habitats – woodland, wetlands, grasslands, seas, mountains, deserts, ice-caps). These populations and habitats form ecosystems.

Interactions between all these living things and their homes are what keep ecosystems alive and working. Without healthy, biodiverse ecosystems, we lose natural capital and ecosystem services, which limits and ultimately destroys our livelihoods and economic options.

How do we build Biodiversity?

To build biodiversity, we need more living things in a particular area, and they need to be able to live there long-term.

The variety of living things will increase if there are more natural places which are big enough to be a viable home for populations of the animals and plants on which others depend.

We cannot exist in isolation in Lewes – we need to connect with the wider world for so much that we need. Living things also have to be able to network. To thrive in a changing world, living things need to be able to move and travel from one habitat to another, be free from artificial harm (e.g. pollutants) and to interact and support each other.

Heritage & Community

Draft Policies



The issues of heritage, living traditions and community infrastructure are intertwined in Lewes. The historic fabric of the town has long supported a vibrant and active community. Protecting one supports the other.

Community infrastructure is defined here as the supporting services that create the quality of life the town's residents and businesses require. Residents have expressed concerns about a sense of erosion to the type, range and variety of shops, services and other facilities across the town. This policy theme has therefore been generated as a means of protecting the key services that remain and to help develop new services to meet identified demand. This will ensure that the heritage of the town as a good place to live, work and enjoy will continue into the future.

Draft Policy HC1

Protection of Existing Community Infrastructure

1) Existing community infrastructure, and ancillary facilities across the plan area, will be protected and enhanced during the neighbourhood plan period.

2) Change of use applications to remove community uses will be resisted.

3) Any loss of community facilities is to be evidenced by a clear demonstration that the site is not currently viable and that an alternate site can be provided elsewhere.

4) When seeking a change of use from retail to other uses, applicants will have to submit a rigorous and independent evaluation of the premises's suitability for retail use, not the business currently occupying them.

Applicants will have to demonstrate that they have been vigorously advertising for a period of one year, including signage on the shop throughout the period and adverts in the local press, and availability through local estate agents at a retail value before any further change of use can be considered.

Policy supporting text

This policy seeks to retain and protect key community facilities. If their replacement is necessary then it must be replaced to serve the same part of Lewes. Lewes-wide facilities will only serve Lewes if they remain in the town. During the public consultation, it was clear that residents valued the existing community facilities very highly and the Lewes Neighbourhood Plan will seek to protect and enhance these facilities.

Specific examples include the retention of the very well used St Mary's Community Centre on Christie Road that particularly serves the Nevill and Wallands area, but also wider Lewes through the local radio (Rocket FM), the Cottage Play Group, the traditional pantomime (the only one in Lewes).

The policy intention is to retain the local Waste Recycling Centre within Lewes and it will support an improvement to access by the highway authority. Currently it offers poor access along a narrow unadopted lane with no pavements or lighting for safe pedestrian, cycle or disabled access. It is unsuitable for the HGV traffic used to remove the waste and recyclables along the same unadopted lane that is used for public access.

The plan seeks to retain the remaining WC provision in Lewes. As a tourist destination, there is a need for WCs to serve all the access routes and tourist destinations as well as the town centre. In particular, the Western Road WC was closed and then reopened with a limited unisex and disabled WC with the loss of the separate male and female WCs and baby changing facilities. This WC serves walkers coming from the Downs, the church congregation and the parents using the local nursery for changing children. There is also a need to replace the public WC closed at the Dripping Pan to serve the tourist destination of the Priory Ruins which have been restored by the Priory Trust. Such a WC could also serve walkers and cyclists who will be reaching the Egret's Way.

The policy also seeks to retain the scattered neighbourhood shops that serve local communities and the remaining shops in the High Street and Western Road. Currently all the main food supermarkets are on the unprotected flood plain, in the Ouse Valley. Any shopping trip involves carrying goods up hill to the remoter neighbourhoods, only some of which are served by regular public transport. Planning legislation does not protect food shops from a change of use, but if policy prevents a change of use to residential purposes in the areas that are not on the functional flood plain or are at a distance from the main supermarkets, then there is a good possibility that these food shops will remain or there will be the option to sell food from protected retained premises in the future.

Shops in the High Street are often owned by developers rather than retailers, who have a vested interest in seeking a best return which in the current environment is housing. Shops in the flood plain cannot have residential use at ground floor level and are thus protected from a change of use to residential.

The Victoria Hospital serves the whole community with a walk-in minor injuries unit, x-ray facilities, intermediate care beds and day surgery. This valuable local facility has been generously supported by the local community (Friends of the Victoria Hospital). Changes in the NHS may threaten its future, so the policy seeks to protect it in its present location.

The existing bus station serves the centre of Lewes very well and will be retained until a suitable alternative town centre site can be found offering the same or better undercover waiting facilities.

Draft Policy HC2

New Services & Facilities

- 1) New community services will be supported within the settlement boundary in areas of the town where a need has been identified.
- 2) If an opportunity emerges during the plan period to reconsider the North Street development, new plans should conform to the policies of the neighbourhood plan. The former Phoenix buildings should be retained to regain the creative and workshop spaces which have not been provided elsewhere within the Lewes Settlement Boundary and where they are accessible to all.
- 3) Residential development will be permitted provided it enables development for the necessary flood protection works.

Policy supporting text

Public consultation supported a greater emphasis on expanding the local economy with new opportunities for local food shops, new health services, provision for creative services and concert venues. It is necessary to ensure that not all new facilities are in the unprotected flood zones or concentrated in the town centre in order to prevent unnecessary travel and ensure that all areas retain a vibrant atmosphere. People should have facilities that allow them to get to know their neighbours and feel at home in their own locality within the town.

To enable the construction of necessary flood protection works, some residential uses may be permitted in applications for new services and facilities.

New development should seek to design and create lively and diverse mixed use community areas adaptable for both young and older people, with workspace where appropriate. There was very strong local community support for retaining the Phoenix complex which offered such a space. If for some reason the current development proposal does not proceed and the planning application (ref. SDNP 15/O1146) granted by the SDNPA expires, the opportunity should be taken for re-examining the existing consent and readapting it to better suit the needs of the community.

Given the current loss of facilities at the Phoenix, a replacement area is needed for open plan performance, exhibition and art gallery space to replace the Foundry Gallery (in the former Phoenix Iron Works complex). The Plan will support proposals for the wider use of Lewes Town Hall for a diversity of groups, art exhibitions, craft fairs and the investment in improved entertainment facilities, e.g. acoustic improvements for concerts and musical events.

We support new provision of health care facilities additional to those already available at the Victoria Hospital. New facilities must be readily accessible. Synchronising health and social care on the new site from 2021 may enable better health outcomes for local people, but it must be readily accessible to the frail, elderly and disabled without access to cars.

Key projects and actions

— There should be a greater emphasis on an expanding local economy with local food shops, health services, creative services and concert venues introduced to the North Street area.

— Smart development is needed to ensure that not everything is located in the town centre, preventing unnecessary travel and ensuring that all areas retain a vibrant atmosphere where people can get to know their neighbours and feel at home in their own distinct locality within the town.

— Design and create and lively and diverse mixed-use community areas for old and young, with workspace where appropriate.

— Encourage wider use of the Lewes Town Hall for a diversity of groups, art exhibitions, craft fairs, concerts and similar. Invest in improved entertainment facilities, including an acoustic ceiling.

— Establish a new open plan performance, exhibition and/or art gallery space to replace the Foundry Gallery.

Draft Policy HC3

Heritage Protection

1) Proposals for development should include sufficient information to demonstrate that the choice of design and use has sought to avoid or minimise harm to the conservation of heritage assets that could be affected, in a manner appropriate to their significance, including both direct and indirect effects.

2) Where unavoidable harm to heritage assets would result from development proposals, the harm to the heritage asset, including the loss of the benefits that its conservation and sensitive inclusion within development could provide, will be weighed against the community benefits (e.g. low cost housing) that the proposal would deliver.

3) Development proposals that obscure or result in loss of the positive characteristics of key views within the town (as shown in Appendix 5) will be resisted. When considering planning applications that could affect one or more of these views, priority will be given to sustaining:

- The visual prominence of Lewes Castle
- The visibility of the open countryside setting from within the built-up area
- The historic character and form of streetscape within the Conservation Area
- The roofscape of the Conservation Areas from within the town and in the countryside setting.

4) New development that contributes to the conservation of Lewes, including the townscape of the historic core of Lewes, Cliffe and Old Malling defined on the Town Plan will be supported.

5) The network of twittens that typifies the historic core of Lewes is identified as an area of particular sensitivity to change, due to its distinctive local character and appreciation of the town's medieval settlement pattern. Development that has an overbearing effect on the twittens, that harms their contribution to the Conservation Area's character or appearance, or results in loss of part of this network will not be permitted unless it can be demonstrated that it will deliver substantial community benefits.

6) The prominence and form of the chalk ridge is identified as a distinctive positive feature of the Conservation Area as well as being particularly important element of the town's local character. Development that detracts from the distinctive form of the chalk ridge, including obscuring its outline in views from south, east and north of the town, will not be permitted unless it can be demonstrate that it is the only means to deliver substantial public benefit and all means to mitigate harm through design have been taken.

7) The low rise character of existing historic development at the Cliffe is identified as a distinctive positive feature of the Conservation Area as well as being a particularly important element of the town's local distinctiveness. Development that would rise above the general roofline of existing development in this area, or contrast negatively with the positive character of the existing roofscape, will not be permitted unless it can be demonstrated that it is the only means to deliver substantial public benefit and all means to mitigate harm through design have been taken.

8) In the historic core (defined on the plan on page 18), there will be support for the use of traditional building materials, roof coverings and roof forms.

9) In the Conservation Areas, new development should respects its context and use the pallet of materials that has been defined in the Conservation Area Appraisal.

10) The demolition and reconstruction of buildings in the Conservation Areas will only be permitted where the existing premises have a harmful impact on the townscape. This provision does not include buildings which are neglected or not properly maintained.

11) Novel design and materials will be supported in the larger strategic development, provided they protect views of the historic core, are durable for the projected life of the buildings and include built in energy saving measures and water conservation in their design and execution.

12) Developers intending to make proposals affecting historic assets should be required to seek advice from local conservation bodies as listed by Lewes District Council.

Policy supporting text

In addition to the general controls provided by the Conservation Area designation (see plan, page 102) and supporting documentation via the adopted Conservation Area Appraisals, these features of the area's special interest and character or appearance were identified as particularly sensitive to change during the preparation of the neighbourhood plan.

As such, it is considered necessary to provide specific policy guidance through the neighbourhood plan to ensure that development is guided to minimise or avoid harm to the conservation of the area, as a means of implementing national and local policy at the neighbourhood scale.

The purpose of the policy is to especially protect the Medieval and Georgian historic core from redevelopment that fails to respect its scale, height and built-form and would harm the small-scale detail of the earlier buildings. It will also assist in the retention of the townscape form of the "historic core", as defined on the neighbourhood plan with reference to Edwards town map of 1799 (see plan on page 18 and Appendix 3).

Considerable work has been carried out on the Conservation Areas appraisals. These form a useful guide to what will and will not be supported by the way of new development, but have been largely overlooked when considering mostly residential development including the extension of existing housing.

Lewes has been described as one of the most visually important towns in the country because of its setting as a gap town in the South Downs and the uniqueness of the historical features within it. As a result, it receives many visitors throughout the year which benefits its economy. Because of these landscape and cultural heritage aspects, the whole town is included within the South Downs National Park.

It also has two Conservation Areas, the first to be designated being the Malling Deanery Conservation Area and subsequently the main Lewes Conservation Area. In both cases the South Downs National Park Authority have adopted appraisals and management plans for them. In addition, many individual buildings, both inside and outside the Conservation Areas, are included in Historic England's listed buildings of historic merit and building.

Other historic features include scheduled ancient monuments, archaeology, currently unidentified heritage assets and parks, and gardens of historic interest. Whilst these designations and other planning advice notes provide much protection for these historic assets, there remains a need to add to this protection.

As the Historic England scoping report on the sustainability appraisal for the neighbourhood plan pointed out, a key area of Lewes's heritage that has been eroded is its industrial history. The Lewes Historic Character Assessment Report (March 2005) categorised the industrial area by the river (Historic Urban Character Area 19) as 20th Century development and low vulnerability. Thus the 19th century Phoenix Ironworks building, the floor foundry building being noted as of regional significance, are

ignored, as is the possibility of medieval remains of wharves on the site of the old Wenban Smith timber yard, which is one of the development sites (see Policy PL1 (13)).

Key projects and actions

— A local list should be established and maintained of buildings that have not been designated by Historic England but which nevertheless deserve special consideration. Similarly the list of parks and gardens of local historic interest should be reviewed and as updated as necessary.

— The enhancement of heritage assets such as museum improvements, signage, provision of information for visitors or facilitation and promotion of customs and local events.

— A list of heritage assets at risk should be prepared and appropriate action taken to endeavour to remedy the problems identified.

— Opportunities should be promoted for the public to understand and enjoy the special qualities of the heritage assets, without detracting from the condition of any of them.

— The potential need for heritage assets to adapt to the effects of climate change such as increased heavy rainfall and flooding, should be assessed.

Draft Policy HC4

The Working Town

1) The existing employment uses and premises across the plan area will be protected and enhanced during the neighbourhood plan period.

2) Change of use applications to remove employment uses will be resisted.

3) Any loss of employment uses or premises should be supported by a clear demonstration that the site or premises is not currently viable and that an alternative site or premises can be identified within the Lewes settlement boundary (see plan page 18).

4) Living and working spaces to encourage homeworking and creative small businesses will be encouraged. In larger-scale developments, some housing units should include studios and workshops.

5) Modern office developments built after 1990 will be protected from conversion to residential use.

6) An Article 4 Direction Order will be sought to protect modern office buildings in order to retain employment in the town.

7) Development proposals will be supported where they protect and enhance the historic industrial heritage.

7) The enhancement of heritage assets for economic purposes will be supported. This could include contributions to museum improvements, signage, provision of information for visitors, or facilitation and promotion of customs and local events.

Policy justification

There is strong support for Lewes to maintain its distinctive identity and for the town to avoid becoming a clone of many other historic towns across the nation without a manufacturing base. Lewes should create spaces for the future economy and lead the way in supporting applications for new start-up businesses and retaining existing small businesses throughout the town. The preservation of modern offices will also prevent the conversion of all ground floor office premises in the unprotected floodplain from conversion to residential uses, until the areas where they are located have been fully protected from flood.

In this instance, flood risk areas are defined as the extent of the 2000 inundation or Flood Zones 2 and 3.

The neighbourhood plan seeks to support work opportunities within the neighbourhood plan area so that fewer residents will have to commute to work, therefore improving quality of life. For example, increase numbers of smaller scale working spaces as required by creative small businesses and provide more live/work spaces that will encourage home-working. The need to retain offices and a range of high quality employment premises in Lewes District has been identified in the “Step Ahead” report for Lewes District Council, 2005 (An Analysis of Business Growth Potential in the Lewes District). The development of modern employment space, whether new build or refurbished, will be supported.

Key projects and actions

— Protect and support development of new and flexible space for business and enterprise. Remain open to new approaches based on the new digital economy whilst valuing traditional making and industry. Encourage innovative thinking and small businesses to provide future employment for local people.

— Low cost, open plan, flexible buildings will allow local business to adapt and grow. Space with short, flexible leases to encourage risk taking and enterprise.

— Creating development opportunities for imaginative combinations of social and business enterprises is especially Lewesian.

— Establish a new “Making Space/Skills Exchange” space to encourage sharing of expertise across generations, develop an active community of makers, value those with traditional skills, nurture new knowledge and the enthusiasm of young creative people.

— Establish of a “Skill Shed/Fab Lab” alongside more traditional engineering machinery, as a meeting place for old and young to encourage the transfer of their skills from young to old and visa versa.

— Make the best use of old buildings through imaginative rehabilitation and reuse for the community, including “meanwhile” employment solutions.

— Ensure there is sufficient provision of appropriate work spaces, both for light industry and for small modern businesses (e.g. those working in the digital economy) providing local jobs.

Draft Policy HC5

Sustainable Tourism

1) Development proposals that can demonstrate a positive impact on tourism in the town will be supported and encouraged.

2) A set down/pick up point will be provided for tourist buses: both left and right hand drive vehicles.

3) Pedestrian and cycle routes to the Downs will be protected and signposted from the railway and bus station.

4) A well-screened seasonal campsite will be supported, provided it has no adverse impact on the countryside and supports the local economy.

5) The campsite will require a sustainable travel plan to avoid increasing private vehicle trips into the town centre.

6) All large scale tourism developments, such as accommodation or visitor attractions, to submit a travel plan and encourage visitors to travel by sustainable means.

Policy justification

Tourism is important to the town's economy. As stated in the supporting text to Policy HC3, the physical appearance of the town is the reason why it was included in the National Park and the main reason visitors come to the town.

However the infrastructure supporting tourism needs to be developed. In particular, facilities that support access for those not arriving by private car. Low cost hostel accommodation is not available, so any development proposals to provide a campsite for hill walkers and others will be supported provided it causes no harm to the protected landscape and townscape that cannot be addressed by landscaping.

An opportunity to provide a car parking site outside the town centre that is connected to an existing bus route will be sought, in order to reduce traffic in the town and enhance its attraction for those who wish to stroll around the town.

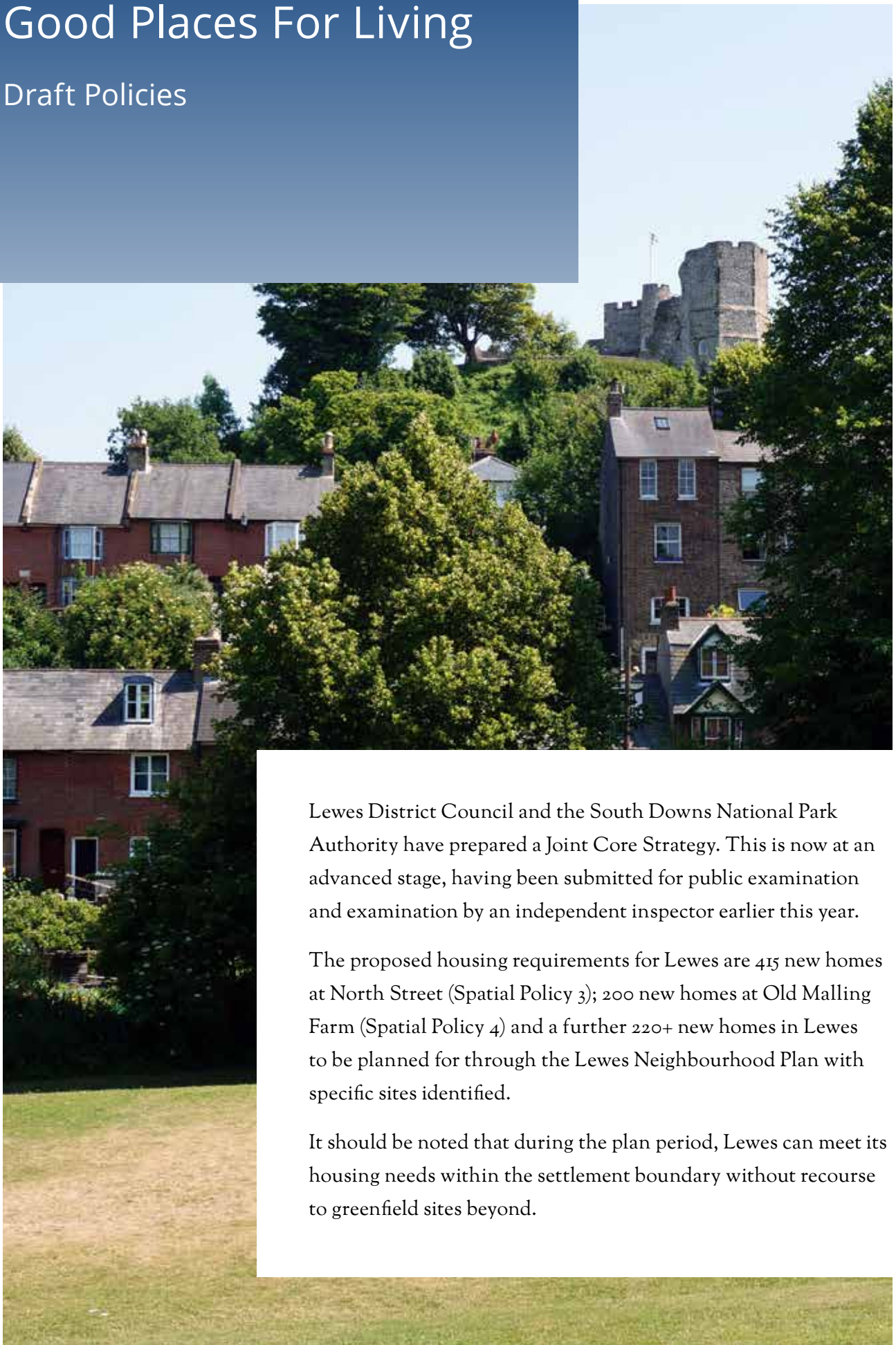


Key projects and actions

- Countryside trails to be accessible, legislated and defined, and the rights of way to have assurance of safety.
- Develop cultural tourism. Install more blue plaques from the heritage fund on historical and popular buildings, in addition to grey plaques.
- Design historically related tours and trails. Increase access to the Town Hall for regular tours.
- Design signposted nature walks through the railway land and continuing via the Egrets Way
- More affordable and accessible visitor accommodation e.g. a youth hostel within walking distance of the town centre and a campsite, touring caravan or cabin park. Such facilities are commonplace in other parts of Europe and Lewes is a possible destination town for visitors who cross the channel at Newhaven.
- Promote greater awareness of the town's position both within the South Downs National Park and UNESCO Biosphere, a protected World Heritage site.
- Consideration should be given for sustainable tourism accreditation schemes (e.g. Green Globe 21) across all tourism destinations in the Lewes Neighbourhood Plan area.

Good Places For Living

Draft Policies



Lewes District Council and the South Downs National Park Authority have prepared a Joint Core Strategy. This is now at an advanced stage, having been submitted for public examination and examination by an independent inspector earlier this year.

The proposed housing requirements for Lewes are 415 new homes at North Street (Spatial Policy 3); 200 new homes at Old Malling Farm (Spatial Policy 4) and a further 220+ new homes in Lewes to be planned for through the Lewes Neighbourhood Plan with specific sites identified.

It should be noted that during the plan period, Lewes can meet its housing needs within the settlement boundary without recourse to greenfield sites beyond.

Draft Policy PL1

General Housing Strategy

1) Development of small infill sites within the settlement boundary and within walking distance of shops and amenities will be encouraged. These infill sites are to be developed to meet local housing need and to be in sympathy with the surrounding buildings.

2) No greenfield sites outside the settlement boundary should be developed within the plan period (other than the strategic site already identified by the Planning Inspectorate at Malling Old Farm). Sites for the additional requirement of 220 houses plus 10% can be met within the settlement boundary.

3) All strategic and infill sites should meet the SDNPA requirement for genuinely affordable housing for residents and as Lewes Low Cost Housing.

4) Additional unidentified brownfield sites that come forward for housing use up to 2033, will be supported, provided that they include an element of Lewes Low Cost Housing and they do not involve the loss of identified employment land and premises in active employment use.

5) The Town Council will work with the Local Housing Authority to identify a site or premises for emergency housing for vulnerable people or flood victims unable to compete in the open market. This will replace Saxonbury House.

6) Self-build and custom build using local builders will be supported. The plan prefers small development sites as suitable to the character of the town, which has developed as a piecemeal jigsaw. Small sites also suit small, local builders whose knowledge of local materials is a valuable asset to the town that we wish to preserve. There are recent initiatives that assist those wishing to self or custom build on limited budgets.

What is Lewes Low Cost Housing?

Lewes Low Cost Housing is here defined as the maximum cost affordable on the average Lewes salary whether for sale or rent. The Government's definition of 80% of market value is not "affordable" on the average Lewes income of £23,000 or household income of less than £30,000, and for that reason will not address the community's housing need.

Policy supporting text

The Lewes Neighbourhood Plan has to find sites for a minimum target of 220 houses up to 2033, and it has been advised that current practice seeks an additional 10% of housing to allow for some sites not coming forward. The Plan therefore identifies sites for 242 houses, preferably in small groups to fit within the scale and townscape of Lewes. The criteria for infill site selection has been based primarily upon accessibility to services and community infrastructure.

Introducing much more affordable housing into Lewes is crucial and this should be spread evenly throughout the town. There should also be space created for workshops close to residential areas. It is vital that consideration

of ease of access is incorporated into the site selection process.

Introducing much more Lewes Low Cost Housing for sale or rent that is affordable on local average incomes is crucial to meet the housing needs of residents on average or below average wages in Lewes. This housing should be spread evenly through the town as far as possible and there should be employment space/workshops close to residential areas to reduce the need to travel by car within the town. It is vital that consideration of ease of access for future residents is incorporated into the site selection process.

It is essential that the large strategic sites are developed to meet the housing needs of Lewes Residents and are affordable by them whether for rent or sale. Applications that include a mixture of housing tenures, built-in energy and water saving methods will be welcomed. Preference will be given to smaller houses, 1, 2 and 3 bed dwellings. Eco build level 4 should be the target.

The smaller sites chosen in the Lewes Plan particularly suit the piecemeal nature of the town's growth as well as being particularly suitable to be developed as self-build or by small local builders, whose knowledge of traditional methods is invaluable in preserving the texture of the local built environment.

Key projects and actions

— The redevelopment or reuse of vacant and/or derelict buildings and surface car parks should also be encouraged; an audit of empty properties and their land ownership will be required.

— Make best use of evolving and innovative solutions such as modular housing.

— Small-scale environmentally sensitive development of individual sites will be promoted to make a significant contribution towards satisfying the demand for new housing, rather than relying on a few large sites with single developers. This will deliver widespread development throughout Lewes, create work for local builders, increase local employment and have greater benefits to the local economy. It would also help to avoid the need to build on greenfield sites.

— Small-scale developments in accessible gardens will be supported where this can be demonstrated as having no adverse effects on the environment or local neighbourhoods.

— Flexible, modular housing will be encouraged along with garden studios and cabins, and workshops to allow for affordable extended family living.

— The splitting of larger homes into multiple units will be encouraged.

— Innovative well-designed higher-density housing will be considered where appropriate in the town centre. Green spaces will be preserved where possible, with the alternative of introducing roof gardens where conventional gardens are not possible.

— Ensure the provision of emergency housing for vulnerable people. Space to be allocated for use as emergency temporary accommodation.

— The neighbourhood plan will support the use of evolving and innovative housing solutions, such as modular housing / temporary housing on development sites where this is comparable with the surrounding townscape.

Allocated Housing Sites

Overview of the site selection

Meeting the housing requirements

The housing allocations sites shown here provide enough land to meet the requirement of a minimum of 220 new homes over the plan period.

Use of previously developed land

The allocated sites are all within the urban area and lie within the settlement boundary of Lewes. All sites use previously developed land (i.e. brownfield sites) and so avoid the need for an incursion into green field sites around the edge of the town. Use of previously developed land can help repair gaps in the townscape and bring back into productive use sites that have lain dormant or are currently under-utilised.

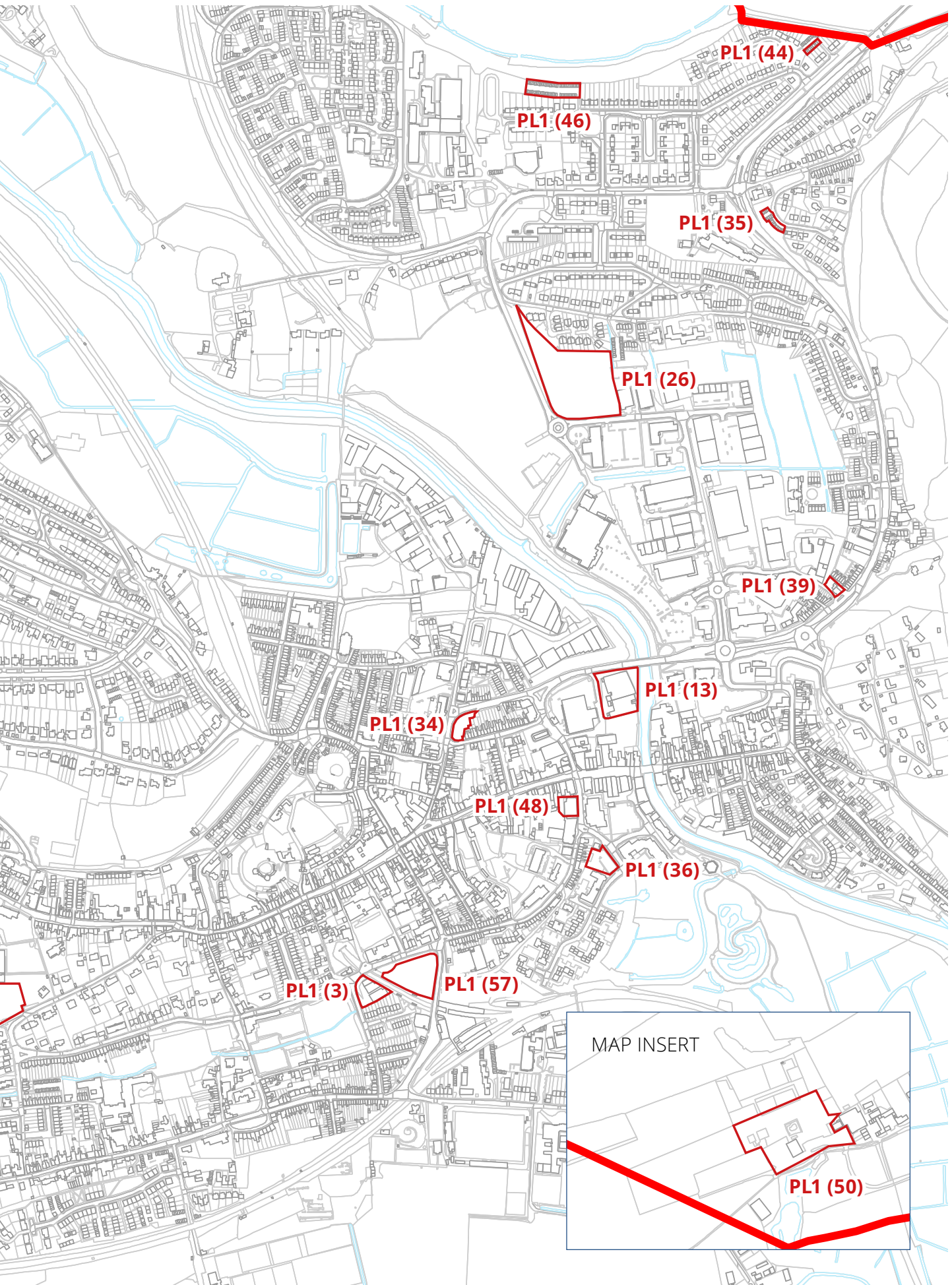
Equitable distribution

The sites happen to be evenly distributed across the town, with no one neighbourhood or area taking the bulk of new development. The neighbourhood plan therefore actively encourages the provision of incremental yet high-quality development on a wide distribution of infill sites.

Scale & size

The size and scale of the site allocations are ideally suited to a range of contemporary architectural solutions that can delivery high-density infill schemes. These can add to the existing rich mix of Lewes's built heritage.





The Housing Site Search

The number of dwellings for which the Lewes Neighbourhood Plan must identify sites is a minimum of 220 (plus a margin in case some sites do not come forward within the plan period). The total number required for this part of the national park is dictated by central government and is not for local determination.

In a National Park, the protection of the landscape is the highest priority. Sufficient housing must be provided for growth, but not at the expense of the townscape or Lewes's landscape setting.

The number of dwellings required has a start date of 1st April 2015. Any planning permissions granted for dwellings after that date reduces the specified minimum of 220 and are counted as part of the total number needed for the plan period. In Lewes, one very large site of 79 houses — all open market houses apart from 5 “affordable” units — and some smaller sites were granted permission after 1st April 2015, thus greatly reducing the total of dwellings for which sites had to be found. However, these deliver very little housing that is locally affordable for first time buyers on local average salaries.

A “call for sites” made by Lewes Town Council elicited little response — a tract of wood and open downland outside the settlement boundary to the west of the town were suggested, plus some small brownfield sites within the built-up area.

After listing all the land available for housing, more land was identified than is currently needed to meet the housing requirement during the plan period. Therefore, the site reference numbers do not run sequentially. The sites selected, apart from some of those already granted planning permission, are above the year 2000 flood levels, or it is believed they can be developed with flood resilience measures. They are all brownfield sites, they all lie within the settlement boundary, and are available for development over the plan period.

Affordable Housing For Lewes

To have the opportunity of building housing for economic rent or building houses that can be bought on average or below East Sussex incomes, the search concentrated on land already publicly owned. Lewes District Council (LDC), has released some publicly owned land in its control, primarily for rented housing. East Sussex County Council has also released land in public ownership.

This land release by LDC acknowledges that local people are being priced out of their community because of the desirability of living in the South Downs National Park, or the attractiveness of Lewes with its usually good communications to London. Such is the size of the London market that it is impossible to build so many houses that the price falls without harming the townscape and landscape.

The greatest element in the cost of new housing is the land on which to build. In an area with little land and a high demand, this makes housing expensive.

A two or three bedroom house can be built for approximately £1,100 per square metre or about £110,000 per house using, conventional brick construction, and less where prefabricated or off-site construction methods are used, if the land costs and professional fees are excluded.

However, the current average cost of an existing two bed family house in Lewes is twice or three times that cost, with the smallest two bed houses now in excess of £250,000. There is no prospect of a substantial price fall in the value of land so close to London, that would address the gap between house prices and local incomes. According to Land Registry data:

“Last year most property sales in Lewes involved terraced properties which sold for on average £460,010. Flats sold for an average price of £284,583, while semi-detached properties fetched £498,586. Lewes, with an overall average price of £476,116 was more expensive than nearby Ringmer (£341,894); Woodingdean, Brighton (£347,928); and Saltdean, Brighton (£339,520). During the last year, sold prices in Lewes were 18% up on the previous year and 29% up on 2014 when the average house price was £370,259.” — source “Right Move”.

The average Lewes household income is just under £30,000. Building societies recommend that the maximum that people should borrow is five times their total household income, making £150,000 the upper limit on a household income of £30,000. It is clear that the gap between house prices what can be afforded is unbridgeable. Therefore, for those on average or below household average income, the only way forward is to rent or part own a housing association dwelling.

The type of housing needed is based on the South Downs National Park and the Lewes District Council’s survey of need. It also includes those on the waiting list for council houses, single people in need of accommodation and the need for open market housing.

In order to serve the people of Lewes on average or below average incomes. The land search concentrated on publicly owned land bought by the public purse or donated in the past on the basis that it could be made available for public use, i.e. housing for rent or genuinely low cost housing.

Lewes District Council has some limited access to funds for building council houses and has jointly examined its land holdings and identified many small sites that could be used to meet local housing need. Some of the sites are larger and a mixed tenure of rent, part ownership or private sale could be provided.

The SDNPA seeks 50% of dwellings on all sites to be affordable. In this neighbourhood plan, the government’s definition of “80% of market price” as being affordable simply is not the case on local salaries. This plan therefore proposes that what is affordable on median salaries is defined as “Lewes Low Cost Housing” and this is what will be sought on all publicly owned land, in public ownership at the time the plan was published for its pre-submission consultation on 8th May 2017.

Policy Code	Site Description	Number of Units
PLI (2)	Land at Astley House & Police Garage	25
PLI (3)	Land at the Auction Rooms	11
PLI (4)	Land at Blois Road, Garage Site North	6
PLI (5)	Land at Blois Road, Garage Site South	6
PLI (8)	Land at Buckwell Court, Garage Site	6
PLI (13)	Land at the Former Wenban Smith Site	11
PLI (21)	Land at Kingsley Road Garage Site	6
PLI (26)	Land at Southdowns Road	79
PLI (30)	Land at Landport Road Garage Site	6
PLI (34)	Land at Little East Street Car Park, Corner of North Street & East Street	11
PLI (35)	Land at The Lynchets Garage Site	6
PLI (36)	Land at Magistrates Court Car Park, Court Road	9
PLI (39)	Land at Former Petrol Filling Station, Malling Street	5
PLI (44)	Land at Princes Charles Road Garage Site	6
PLI (46)	Land at Queens Road Garage Site	10
PLI (48)	Land at Former Ambulance Headquarters, Friars Walk	18
PLI (50)	Land at Spring Barn Farm, Kingston Road	5
PLI (52)	Land at St Anne's Crescent	12
PLI (53)	Former St Anne's School Site	26
PLI (57)	Lewes Railway Station Car Park	20
TOTAL		284

Draft Policy PL1 (2) — Land at Astley House & Police Garage

- 1) Redevelopment of land for approx. 25 housing units will be supported.
- 2) Site development should maximise the opportunity to provide townscape improvement to Spital Road and De Montfort Road.
- 3) Site development should deliver 50% LLCH housing.
- 4) Site has good access to local facilities and services and provision should be made for easy access from the site on foot and by bicycle to these areas.
- 5) Car parking provision limited to one space per household in order to reduce risk of increasing air pollution.

Gross site area

0.28 hectares approx.

Site Address

Astley House & Police Garage, Spital Road, Lewes, BN7 1PW

Current land use

Police garage & storage

Site conditions

Brownfield

Expected no. of dwellings

25

Other land uses to be included

None

Ecosystem design response

This site offers great potential to improve ecosystem services and green infrastructure through including trees, small gardens, green walls or roofs, pollinator-friendly planting, water butts and SUDS.



Aerial Photo



Site Plan

Draft Policy PL1 (3) — Land at the Auction Rooms

- 1) Redevelopment of land for approx. 11 housing units will be supported.
- 2) Site development should maximise the opportunity to improve townscape to Garden Street and Southover Road.
- 3) Site development should deliver 50% affordable housing as defined by SDNPA.
- 4) Site has good access to local facilities and services and provision should be made for easy access from the site on foot and by bicycle to these areas.
- 5) Car parking provision limited to one space per household in order to reduce risk of increasing air pollution.
- 6) Flood mitigation is required through sequential test and details to be submitted at planning application stage.
- 7) Noise assessment and mitigation required to address potential noise impact from adjacent railway line.

Gross site area

0.15 hectares approx.

Site Address

Auction Rooms, Garden Street, Lewes, BN7 1TJ

Current land use

Auction rooms

Site conditions

Brownfield

Expected no. of dwellings

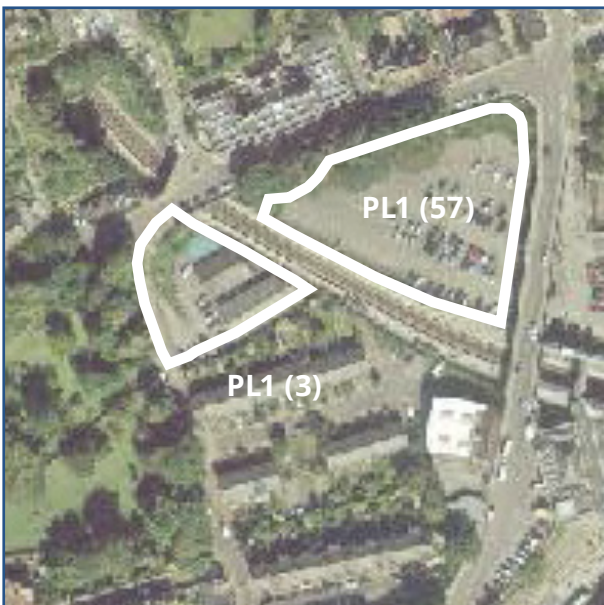
11

Other land uses to be included

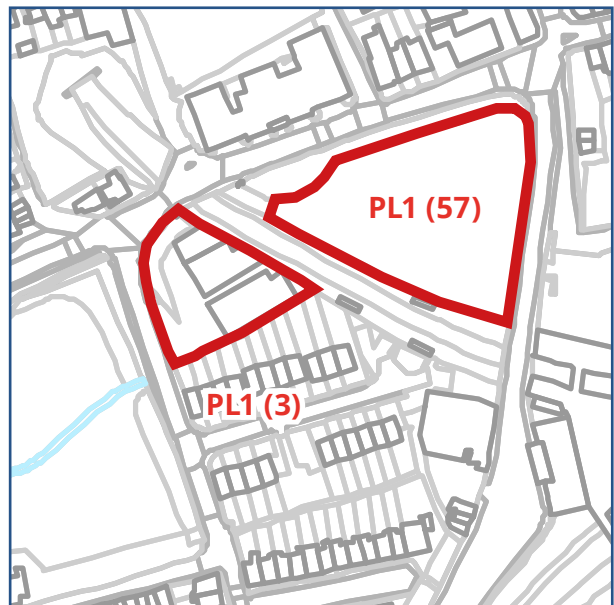
None

Ecosystem design response

This site offers potential to extend the green corridor between Southover Grange Gardens and railway embankment through roof gardens, trees, green walls, pollinator-friendly planting and water butts.



Aerial Photo



Site Plan

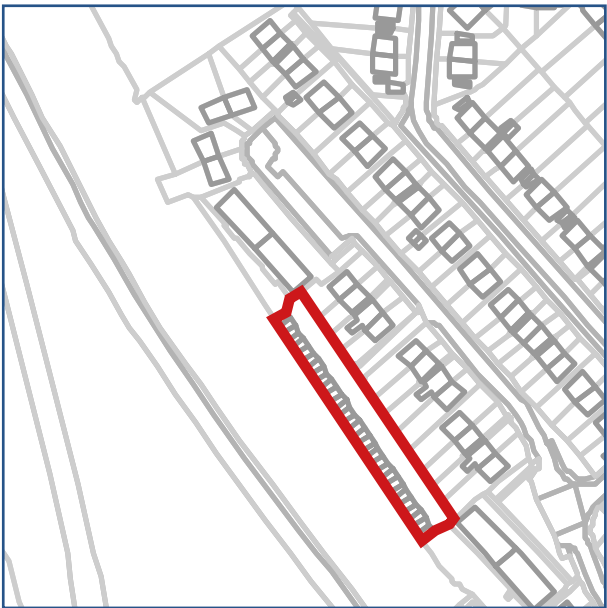
Draft Policy PL1 (4) — Land at Blois Road, Garage Site North

- 1) Redevelopment of land for approx. 6 housing units.
- 2) Site development should maximise the opportunity to provide townscape improvement to Blois Road.
- 3) Site development should deliver 100% affordable housing in the form of Lewes Low Cost Homes.

Gross site area
0.07 hectares approx.
Site Address
Blois Road Garage Site North, Blois Road, Lewes, BN7 2TT
Current land use
Garage block
Site conditions
Brownfield
Expected no. of dwellings
6
Other land uses to be included
None
Ecosystem design response
Potential for improvement in provision of food (e.g. fruit trees) small gardens, community food growing, green walls or roofs, water regulation through water butts and SUDs.



Aerial Photo



Site Plan

Draft Policy PL1 (5) — Land at Blois Road, Garage Site South

- 1) Redevelopment of land for approx. 6 housing units.
- 2) Site development should maximise the opportunity to provide townscape improvement to Blois Road.
- 3) Site development should deliver 100% affordable housing in the form of Lewes Low Cost Homes.

Gross site area

0.07 hectares approx.

Site Address

Blois Road Garage Site North, Blois Road, Lewes, BN7 2TT

Current land use

Garage block

Site conditions

Brownfield

Expected no. of dwellings

6

Other land uses to be included

None

Ecosystem design response

Potential for improvement in provision of food (e.g. fruit trees) small gardens, community food growing, green walls or roofs, water regulation through water butts and SUDs.



Aerial Photo



Site Plan

Draft Policy PL1 (8) — Land at Buckwell Court, Garage Site

- 1) Redevelopment of land for approx. 6 housing units will be supported.
- 2) Site development should maximise the opportunity to provide townscape improvement to Buckwell Court.
- 3) Site development should deliver 100% affordable housing in the form of Lewes Low Cost Homes.
- 4) Noise assessment and mitigation required to address potential noise impact from adjacent railway line.
- 5) Assessment and mitigation required to address the potential impact the development would have on the landscape character of the floodplain character area.
- 6) Ecological assessment and mitigation would be needed for potential impact on habitats and species.
- 7) Archaeological assessment and mitigation required prior to development.

Gross site area

0.05 hectares approx.

Site Address

Buckwell Court Garage Site, Buckwell Court, Lewes, BN7 2UE

Current land use

Garage block

Site conditions

Brownfield

Expected no. of dwellings

6

Other land uses to be included

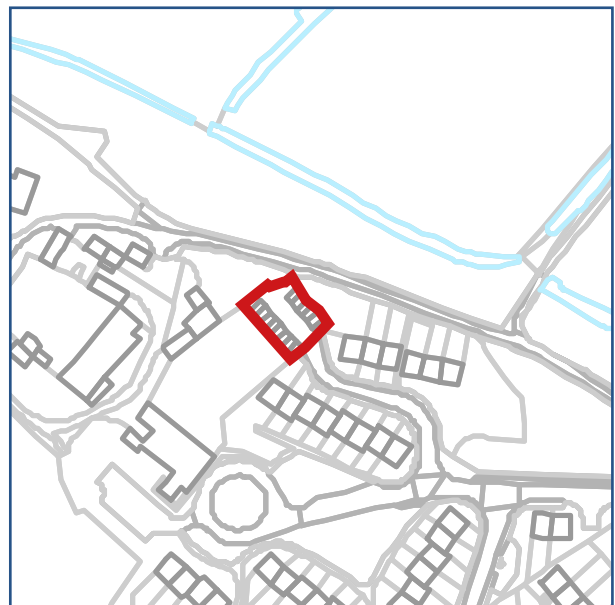
None

Ecosystem design response

Potential for improvement in provision of food (e.g. fruit trees) small gardens, community food growing, green walls or roofs, water regulation through water butts and SUDs.



Aerial Photo



Site Plan

Draft Policy PL1 (13) — Land at the Former Wenban Smith Site

- 1) Redevelopment of land for approx. 11 housing units on upper floors together with commercial space at ground floor.
- 2) Site development should maximise the opportunity to open the currently private riverfront for public access.
- 3) Site development should deliver 50% affordable housing as defined by SDNPA.
- 4) The site lies in the medieval core so archaeological assessment and mitigation may be required.
- 5) Car parking provision limited to one space per household in order to reduce risk of increasing air pollution.
- 6) Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site.

Gross site area

0.4 hectares approx.

Site Address

Former Wenban Smith Building,
Lewes, BN7 2XX

Current land use

Industrial

Site conditions

Brownfield

Expected no. of dwellings

11

Other land uses to be included

Commercial including work space and market space at ground floor

Ecosystem design response

The site offers great potential to improve green and blue infrastructure through trees, green walls, roofs and swales, pollinator-friendly planting, water butts. Potential for restoring small area of wetland habitats.



Aerial Photo



Site Plan

Draft Policy PL1 (21) — Land at Kingsley Road Garage Site

- 1) Redevelopment of land for approx. 6 housing units will be supported.
- 2) Site development should maximise the opportunity to provide townscape improvement to Buckwell Court.
- 3) Site development should deliver 100% affordable housing in the form of Lewes Low Cost Homes.

Gross site area

0.03 hectares approx.

Site Address

Kingsley Road Garage Site, Kingsley Road, Lewes, BN7 2TN

Current land use

Garage block

Site conditions

Brownfield

Expected no. of dwellings

6

Other land uses to be included

None

Ecosystem design response

Potential for improvement in provision of food (e.g. fruit trees) small gardens, community food growing, green walls or roofs, water regulation through water butts and SUDs.



Aerial Photo



Site Plan

Draft Policy PL1 (26) — Land at Southdowns Road

- 1) Development of land for approx. 79 housing units together with commercial uses including work space and employment uses will be supported.
- 2) Site development should maximise the opportunity to improve the frontage to Southdowns Way.
- 4) Development should maximise the potential for provision of wildlife areas and extending green corridor from watercourse.
- 5) Noise assessment and mitigation required to address potential noise impact from Malling Industrial Estate.
- 6) Assessment and mitigation may be needed to address the potential risk posed on water resources.
- 7) Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site.
- 8) Ecological assessment and mitigation required prior to development.



Aerial Photo

Gross site area

1.2 hectares approx.

Site Address

Land at Southdowns Road, Lewes, BN7

Current land use

Unused scrubland

Site conditions

Brownfield

Expected no. of dwellings

79

Other land uses to be included

Commercial including some work space and employment uses

Ecosystem design response

This site offers potential to improve ecosystem services and green infrastructure through including swales, trees, small gardens, green walls, green roofs and water butts.



Site Plan

Draft Policy PL1 (30) — Land at Landport Road Garage Site

- 1) Redevelopment of land for approx. 6 housing units will be supported.
- 2) Site development should maximise the opportunity to provide townscape improvement to Landport Road.
- 3) Site development should deliver 100% affordable housing in the form of Lewes Low Cost Homes.
- 4) Flood risk will need to be mitigated. Design detail can be used to address this at planning application stage.
- 5) Noise assessment and mitigation required to address potential noise impact from adjacent railway line.
- 6) Car parking provision limited to one space per household in order to reduce risk of increasing air pollution.
- 7) Assessment and mitigation required to address potential impact the development would have on the landscape character of the Lewes floodplain.
- 8) Ecological assessment and mitigation required to address the potential impact the development would pose to the sensitive coastal and floodplain grazing marsh habitat.



Aerial Photo

Gross site area

0.06 hectares approx.

Site Address

Landport Road Garage Site, Landport Road, Lewes, BN7 2SU

Current land use

Garage block

Site conditions

Brownfield

Expected no. of dwellings

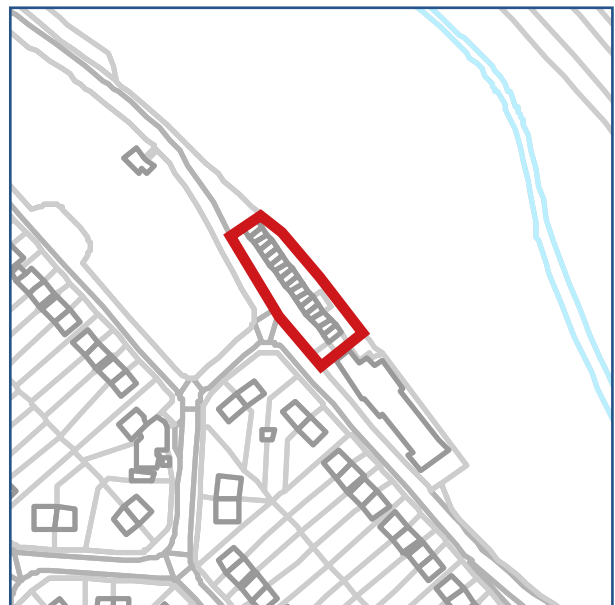
6

Other land uses to be included

None

Ecosystem design response

Potential for improvement in provision of food (e.g. fruit trees) small gardens, community food growing, green walls or roofs, water regulation through water butts and SUDs.



Site Plan

Draft Policy PL1 (34) — Land at Little East Street Car Park, Corner of North Street & East Street

- 1) Development of land for approx. 11 housing units land currently used as surface car park.
- 2) Site development should maximise the opportunity to improve the frontage to North Street, East Street and Little East Street.
- 3) Site development should deliver 50% affordable housing in the form of Lewes Low Cost Homes.
- 4) Site has good access to local facilities and services and provision should be made for easy access from the site on foot and by bicycle to these areas.
- 5) Car parking provision limited to one space per household in order to reduce risk of increasing air pollution.

Gross site area

0.12 hectares approx.

Site Address

Little East Street Car Park, Corner of North Street & East Street, Lewes, BN7

Current land use

Car park

Site conditions

Brownfield

Expected no. of dwellings

11

Other land uses to be included

None

Ecosystem design response

This site offers potential to improve ecosystem services and green infrastructure through including swales, trees, small gardens, green walls, green roofs and water butts.



Aerial Photo



Site Plan

Draft Policy PL1 (35) — Land at The Lynchets Garage Site

- 1) Redevelopment of land for approx. 6 housing units will be supported.
- 2) Site development should maximise the opportunity to provide townscape improvement to The Lynchets.
- 3) Site development should deliver 100% affordable housing in the form of Lewes Low Cost Home.
- 4) Noise assessment and mitigation required to address potential noise impact from adjacent A26 road.
- 5) Ecological assessment required to ascertain potential for protected species.
- 6) Archaeological assessment and mitigation required prior to development.

Gross site area

0.05 hectares approx.

Site Address

Lynchets Garage Site, The Lynchets,
 Lewes, BN7 2BL

Current land use

Garage block

Site conditions

Brownfield

Expected no. of dwellings

6

Other land uses to be included

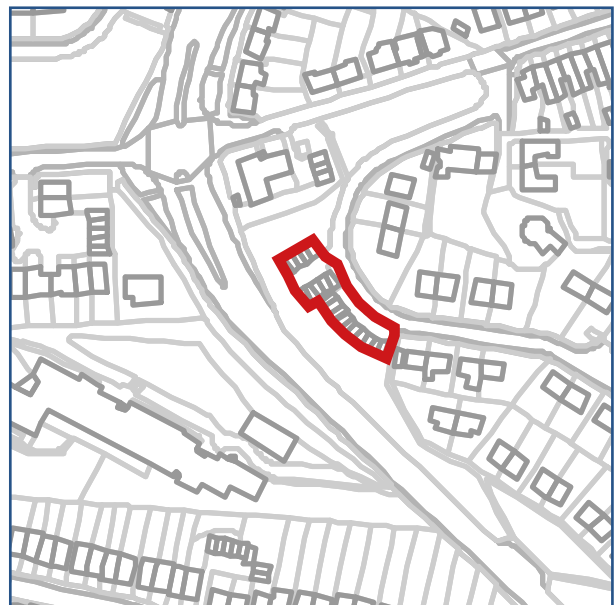
None

Ecosystem design response

Potential for improvement in provision of food (e.g. fruit trees) small gardens, community food growing, green walls or roofs, water regulation through water butts and SUDs.



Aerial Photo



Site Plan

Draft Policy PL1 (36) — Land at Magistrates Court Car Park, Court Road

- 1) Development of land for approx. 9 housing units land currently used as surface car park.
- 2) Site development should maximise the opportunity to improve the frontage to Court Road and provide positive interface with woodland to south east of the site.
- 3) Site has good access to local facilities and services and provision should be made for easy access from the site on foot and by bicycle to these areas.
- 4) Car parking provision limited to one space per household in order to reduce risk of increasing air pollution.
- 5) Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site.

Gross site area

0.12 hectares approx.

Site Address

Magistrates Court Car Park, Court Road, Lewes, BN7

Current land use

Car park

Site conditions

Brownfield

Expected no. of dwellings

9

Other land uses to be included

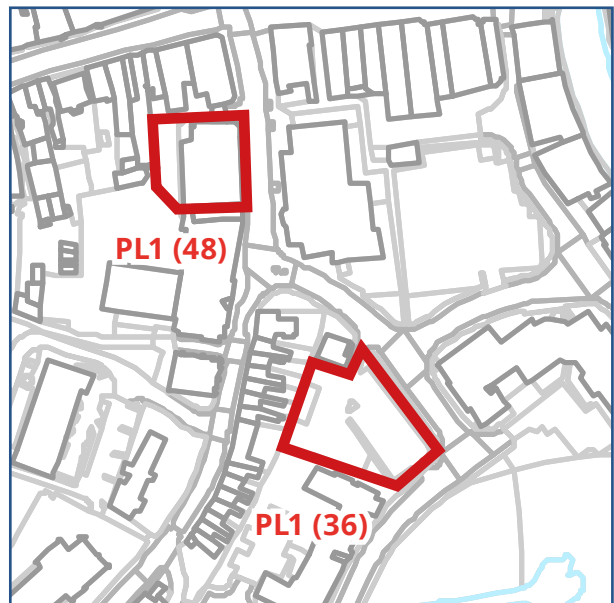
None

Ecosystem design response

This site offers potential to improve ecosystem services and green infrastructure through including swales, trees, small gardens, green walls, green roofs and water butts.



Aerial Photo



Site Plan

Draft Policy PL1 (39) — Land at Former Petrol Filling Station, Malling Street

- 1) Redevelopment of land for approx. 5 housing units will be supported.
- 2) Site development should maximise the opportunity to improve the frontage to Malling Street and Daveys Lane.
- 3) Flood risk will need to be mitigated through sequential test and exception test. Design detail can be used to address this at planning application stage.
- 4) Redevelopment process should remediate the site from any contamination that was the result of earlier land uses.
- 5) Flood risk assessment required and mitigation needed prior to development.
- 6) Ecological assessment required to ascertain potential for protected species.

Gross site area

0.04 hectares approx.

Site Address

Former Petrol Filling Station, Malling Street, 68-74 Malling Street, Lewes, BN7 2RJ

Current land use

Car sales & office block

Site conditions

Brownfield

Expected no. of dwellings

5

Other land uses to be included

None

Ecosystem design response

Potential for improvement in provision of food (e.g. fruit trees) small gardens, community food growing, green walls or roofs, water regulation through water butts and SUDs.



Aerial Photo



Site Plan

Draft Policy PL1 (44) — Land at Princes Charles Road Garage Site

- 1) Development of land for approx. 6 housing units will be supported.
- 2) Site development should maximise the opportunity to provide townscape improvement to Prince Charles Road.
- 3) Site development should deliver 100% affordable housing in the form of Lewes Low Cost Homes.
- 4) Archaeological assessment and mitigation required prior to development.
- 5) Ecological assessment required to ascertain potential for protected species.

Gross site area

0.05 hectares approx.

Site Address

Princes Charles Road Garage Site,
Prince Charles Road, Lewes, BN7

Current land use

Garage block

Site conditions

Brownfield

Expected no. of dwellings

6

Other land uses to be included

None

Ecosystem design response

This site offers potential to improve ecosystem services and green infrastructure through including swales, trees, small gardens, green walls, green roofs and water butts.



Aerial Photo



Site Plan

Draft Policy PL1 (46) — Land at Queens Road Garage Site

- 1) Redevelopment of land for approx. 10 housing units will be supported.
- 2) Site development should maximise the opportunity to provide views northwards over open countryside.
- 3) Site development should deliver 100% affordable housing in the form of Lewes Low Cost Homes.
- 4) Archaeological assessment and mitigation required prior to development.
- 5) Ecological assessment required to ascertain potential for protected species.

Gross site area

0.25 hectares approx.

Site Address

Queens Road Garage Site, Queens Road, Lewes, BN7 2JG

Current land use

Garage block

Site conditions

Brownfield

Expected no. of dwellings

10

Other land uses to be included

None

Ecosystem design response

Potential for improvement in provision of food (e.g. fruit trees) small gardens, community food growing, green walls or roofs, water regulation through water butts and SUDs.



Aerial Photo



Site Plan

Draft Policy PL1 (48) — Land at Former Ambulance Headquarters, Friars Walk

- 1) Development of land for approx. 18 housing units will be supported.
- 2) Site development should maximise the opportunity to provide townscape improvement to Friars Walk.
- 3) Site has good access to local facilities and services and provision should be made for easy access from the site on foot and by bicycle to these areas.
- 4) Flood risk assessment required and mitigation needed prior to development.
- 5) Car parking provision limited to one space per household in order to reduce risk of increasing air pollution.

Gross site area

0.06 hectares approx.

Site Address

SECAMB Ambulance HQ, 40-42 Friars Walk, Lewes, BN7 2XW

Current land use

Garage block

Site conditions

Brownfield

Expected no. of dwellings

18

Other land uses to be included

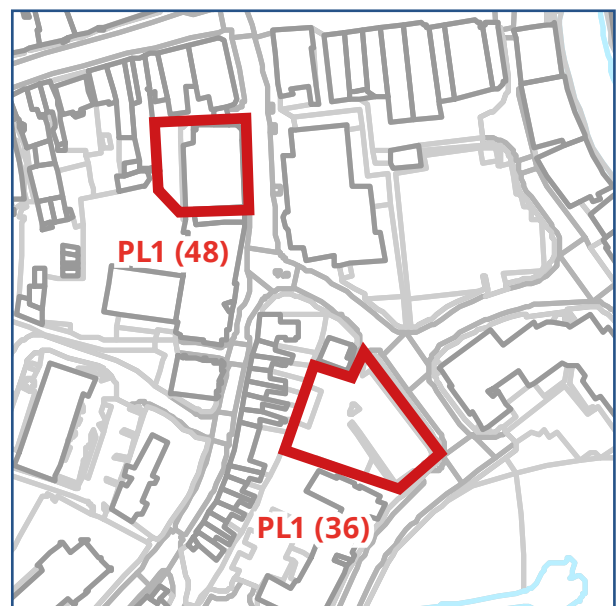
None

Ecosystem design response

This site offers potential to improve ecosystem services and green infrastructure through including swales, trees, small gardens, green walls, green roofs and water butts.



Aerial Photo



Site Plan

Draft Policy PL1 (50) — Land at Spring Barn Farm, Kingston Road

- 1) Redevelopment of land for approx. 5 housing units will be supported.
- 2) Development will need to be designed to mitigate any landscape and visual impact on receptors outside the settlement boundary.
- 3) Assessment and mitigation required to address the potential impact of negative effects on nearby waterways with regards to water quality.
- 4) Ecological assessment and mitigation required for potential effects on habitats and species on site and to address the potential effect of the development on the sensitive habitats within the Lewes Brooks SSSI.

Gross site area

0.25 hectares approx.

Site Address

Spring Barn Farm, Spring Barn Farm Park, Kingston Road, Lewes, BN7 3ND

Current land use

Farm park

Site conditions

Brownfield

Expected no. of dwellings

5

Other land uses to be included

None

Ecosystem design response

Development will require extremely careful design in order to even maintain current ecosystem services. The site offers limited potential to improve ecosystem services. The less desirable option of off-site compensation will be considered.



Aerial Photo



Site Plan

Draft Policy PL1 (52) — Land at St Anne's Crescent

- 1) Development of land for approx. 12 housing units will be supported.
- 2) Site development should maximise the opportunity to provide townscape improvement to St Anne's Crescent.
- 3) Site has good access to local facilities and services and provision should be made for easy access from the site on foot and by bicycle to these areas.
- 4) An important view through the site is identified in the Conservation Area Appraisal, making a sensitive design response to this particular issue a requirement of the development proposal.

Gross site area

1.7 hectares approx.

Site Address

St Anne's Crescent, Lewes, BN7 1SB

Current land use

Car park

Site conditions

Brownfield

Expected no. of dwellings

12

Other land uses to be included

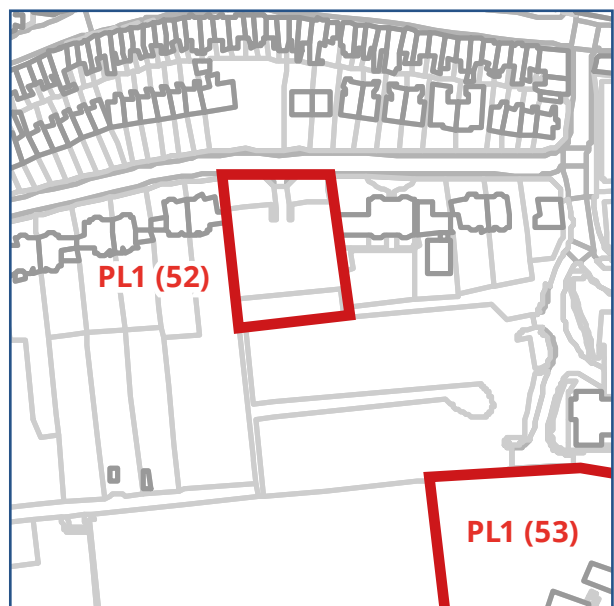
None

Ecosystem design response

This site offers potential to improve ecosystem services and green infrastructure through including swales, trees, small gardens, green walls, green roofs and water butts.



Aerial Photo



Site Plan

Draft Policy PL1 (53) — Former St Anne’s School Site

- 1) Redevelopment of land for approx. 26 housing units will be supported.
- 2) Restoration and reuse of the existing school house on site will be sought as part of a wider redevelopment.
- 3) Site development should deliver 50% affordable housing in the form of Lewes Low Cost Homes.
- 4) Opportunity to regenerate a disused site with excellent potential to improve townscape including restoration of flint wall to the south of the site.
- 5) Site has good access to local facilities and services and provision should be made for easy access from the site on foot and by bicycle to these areas.

Gross site area

1.6 hectares approx.

Site Address

St Anne’s School, Rotten Row, Lewes, BN7 1LJ

Current land use

Former school site

Site conditions

Brownfield

Expected no. of dwellings

26

Other land uses to be included

Community uses

Ecosystem design response

Development will require extremely careful design in order to even maintain current ecosystem services. The site offers limited potential to improve ecosystem services. The less desirable option of off-site compensation will be considered.



Aerial Photo



Site Plan

Draft Policy PL1 (57) — Lewes Railway Station Car Park

- 1) Development of land for approx. 20 housing units over a decked car park beneath will be supported.
- 2) Site development should maximise the opportunity to improve townscape to Southover Road and Station Road.
- 3) Retention of mature trees on Southover Road required.
- 4) Site development should deliver 50% affordable housing as defined by SDNPA.
- 5) Site has good access to local facilities and provision should be made for easy access on foot and by bicycle.
- 6) Car parking provision limited to one space per household in order to reduce risk of increasing air pollution.
- 7) Noise assessment and mitigation required to address potential noise impact from adjacent railway line.
- 8) Flood risk assessment required as a part of planning permission and mitigation put in place to manage drainage on site.



Aerial Photo

Gross site area

0.46 hectares approx.

Site Address

St Anne's Crescent, Lewes, BN7 1SB

Current land use

Car park

Site conditions

Brownfield

Expected no. of dwellings

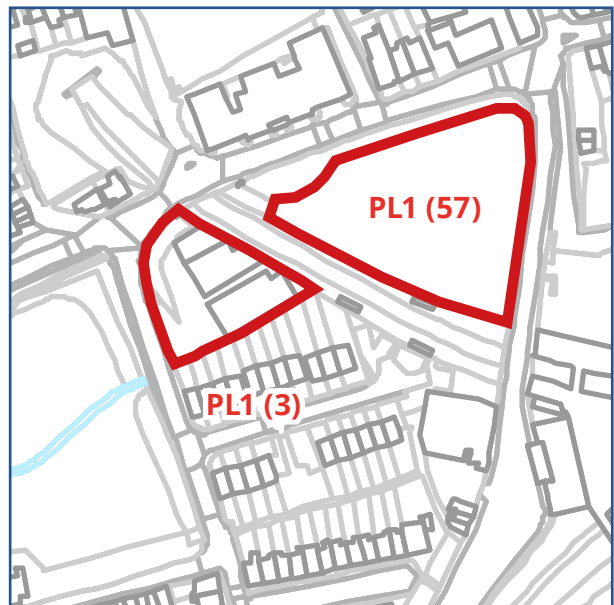
20

Other land uses to be included

None

Ecosystem design response

This site offers potential to improve ecosystem services and green infrastructure through including swales, trees, small gardens, green walls, green roofs and water butts.



Site Plan

Draft Policy PL2

Architecture & Design

1) All new developments should be built to a high standard of design and improve and enhance the Lewesian built environment.

2) Support will be given for proposals that balance environmental sensitivity and a respect for traditional scale and materials, especially in the historic core and Conservation Areas where regard must be paid to the guidance set out in the Conservation Management Plans for Lewes and Malling.

3) Modern construction techniques and the use of durable and attractive materials will be supported outside the historic core.

4) Proposals that demonstrate an imaginative sense of context and place, respecting and not overpowering the surrounding buildings, landscape and townscape will be supported.

5) New housing development should meet the space standards set out in Technical Housing Standards (2015). Where possible, conversions should also seek to meet this standard.

6) Where possible all dwellings should meet the Rowntree standards for disabled living or be capable of being readily adapted.

7) Flat roofs on industrial and commercial buildings should be green and/ or support solar power generation, where possible, provided the panels are non-reflective and will not harm views of Lewes from the surrounding Downland.

8) Roofs of all new buildings should be of a design and use materials that will enhance and not harm views of Lewes from the surrounding Downland.

9) All new developments should have regard to the design guidance — see pages 88 and 89.

10) The historic core is the extent of medieval Lewes, Cliffe and Malling — see plan on page 18.

Policy supporting text

Lewes has a unique position in the South Downs National Park because of its attractive Medieval and Georgian central area and largely unaltered Victorian and Edwardian residential streets. New designs need to take heed of the reason why Lewes was included in the South Downs National Park and respect and protect the appearance and form of existing neighbourhoods, reserving novel architecture of a high standard to the new developments in strategic development sites.

Any new housing development must be shaped and influenced by the traditional character and style of the town. The Lewes Neighbourhood Plan requires all new developments to reference the local context and demonstrate the use of high quality materials and styles appropriate to the place.

For example, any small-scale infill and extensions to existing properties that may come forward within the historic core need to respect the urban and historic context, by reflecting the character of housing in the immediate proximity. Exceptional high quality infill design will be encouraged in less sensitive areas. Larger areas of new housing may develop their own character to add to the overall variety and mix in Lewes, but still need to respect the height of adjacent development and not obscure key views.

Development on unidentified greenfield sites within the settlement will only be considered in exceptional cases, once appropriate brownfield sites have been exhausted and where this does not adversely affect biodiversity or the natural environment.

The residents of Lewes are generally agreed that they desire any development of their town to be of a high design standard. They are also keen to see new developments improve their environment rather than downgrade it. They are proud of Lewesian history and culture and want to protect and enhance this legacy into the future.

Lewes needs to promote good architecture through better definition of what is considered to be good quality design. The transitional spaces between private and public space are critical and parameters need to be set to guide development. There should be a consideration of the massing and height of new buildings, with detailed design from the street and eye level upwards to the skyline, especially where new development occurs along the slopes of the chalk ridge where development should echo the form of the landscape and step down slope.

Local designers and construction companies should combine with local labour and material supplies. This will provide positive ecological and economic impacts and help the local community have a greater say in the future of the town. Smaller, more affordable homes need to be introduced and energy efficiencies and alternatives should be introduced at the earliest design stage.

It is important for new developments to reflect the historic and unique values that have contributed to Lewes's character and identity whilst still looking to the future through modern designs.

Key projects and actions

Leaving a Legacy

The aim for all new developments is to leave a positive architectural legacy, to be sensitive to their local context and environment and add to the positive character of the Lewes. This policy will not exclude innovation or modern and contemporary architecture, but it must respect the massing, scale and design of its neighbours.

Such designs are encouraged across the town, outside the historic core, on individual sites as exemplar projects. Where appropriate, architects and designers are encouraged to create new designs that reflect both the local context and the current technology and materials of the era within which they will be built.

Space Standards

The size of new homes often falls short of existing space standards. The now defunct "Parker-Morris" space standards created more spacious buildings than those often being built today. All new developments are therefore to have space standards in accordance with the Technical Housing Standards, the nationally described space standard (March 2015). This standard deals with internal space within new dwellings and is suitable for application across all tenures.

It sets out requirements for the gross internal floor area of new dwellings at a defined level of occupancy, as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling heights.

Affordability

The greatest cost of housing is not the cost of construction but land costs and expectation of profit. Modest family accommodation can be built for £50,000-£60,000 which would be affordable to many local families, but the expectation of high returns from land distorts the market. Borrowing costs have never been lower than they have been over the past few years but any downward pressure on house prices, is counteracted by the proximity of Lewes to London's inflated housing market.

To provide for people on local salaries where in Lewes the average household income is less than £30,000, social housing or self-build housing for rent is needed. Recently the "market" housing that has been built is not only expensive but also very large. Smaller family houses are needed to house and retain young families in Lewes.

Most new housing will have to be socially rented to meet local housing need. The neighbourhood plan therefore has sought out land long held in public ownership with the intention that it will be released to provide land for socially rented housing.

Homes for Modern Living

— The neighbourhood plan and the town council seeks the building of a proportion of homes according to the Rowntree standard for disabled living, to cater for the increasing number of disabled and older people envisaged to be living in Lewes over the coming years.

— The plan intends to ensure provision of sufficient affordable self-contained dwellings for single people. Old, young, divorced and widowed single households are growing rapidly due to demographic change.

— Encourage flexible multi-generational homes and co-living solutions combining independent and communal space for all ages.

Self-Build, Local Materials & Modular Construction

— Support independent self-build and community self-build as a way of encouraging local building of genuinely affordable homes.

— Support temporary "meanwhile" use of brownfield development sites and small individual sites to create flexible living and working space, making use of modular buildings to ensure that these are affordable.

— Encourage the building of low cost eco-homes, of which there are now many examples, to ensure low running costs.

— The neighbourhood plan will support self-build schemes and modular housing as a way of providing housing at a low-cost for rent and locally affordable homes in perpetuity.

— Use local materials where possible, appropriate to the housing style.

— Support down-sizing to free up larger homes for families in Lewes and the surrounding villages.

— Ensure that sufficient smaller dwellings are built to enable those who work in Lewes to live here.

— Ensure that new housing is flexible enough to adapt to economic and social changes over time.

Reduced Energy Demand

— Renewable energy solutions are to be encouraged in new and existing developments.

— Orientate buildings to benefit from passive solar heating.

— The planning and design of new developments will anticipate the effects of climate change and be built according to best principles of robustness and resilience, including flood protection and water storage.

— Demand for energy will be also be reduced by using land efficiently and imaginatively, so that new developments are close to services and open spaces.

— Design and build energy efficient, flexible, future proof buildings and infrastructure to provide for the evolving needs of all generations.

Design Guidance

Topics to be addressed by planning applications for new developments within the neighbourhood plan area. All housing allocation sites in the neighbourhood plan should comply with these requirements.

INTEGRATE — New buildings should be well-integrated into the site, neighbourhood and the wider town and become part of a unified interrelated composition. Site layouts should be well-connected, permeable, safe and secure.

LOCALE — New housing design are to be based on local needs, use local construction materials in the historic centre and reflect local building traditions. Materials to be obtained from local sustainable sources via local suppliers and works to be carried out by local trades people wherever possible.

TRADITION — Traditions already found in the Lewes will be preferred. In the historic centre they will be required. High quality contemporary and innovative design encouraged elsewhere if sensitive to its neighbours.

AMENITY — Green spaces of appropriate scale and quality within new developments will be encouraged. All new houses to have private amenity space and/or gardens, at the front, back or side of the property, as appropriate. Roof terraces to also be considered.

EVOLVE — Lewes should evolve gradually in a planned way and not experience rapid large-scale development.

DOMESTIC — The scale of new homes to be of a small or domestic scale suitable for a compact urban environment and to meet housing need.

DISCREET — Car parking provided as part of all new developments is to be unobtrusive, with a careful mix of on and off road parking as appropriate.

EXTEND — House extensions to existing properties are to be sympathetic with the existing style of the host property and use similar materials.

GATEWAY — Development on gateway sites (e.g. prominent corners or edge locations) that fail to take advantage of opportunities to improve the entrance points into Lewes will be refused.

SKYLINE — New development must maintain and enhance the positive character of Lewes and reinforce the relationship between the town and wider countryside.

LIGHTING — Lighting designs and lighting fixtures should limit light pollution and conserve and enhance dark night skies, in accordance with the SDNPA Dark Skies Initiative.

WORK SPACE — Developments need to consider the provision of affordable work space that supports the existing employment base in the town, with particular regard for the manufacturing heritage and creative industry and culture found within Lewes.

AFFORDABLE — All developments of fewer than four houses must have a minimum of 50% properties at socially affordable prices, with contracts specifying no re-sale value above socially affordable prices. Houses built for socially affordable rent will remain in the rental sector in perpetuity.

BIODIVERSE — All development proposals will need to include an assessment of biodiversity prior to development and then provide evidence to demonstrate that the proposed development will not lead to a loss of biodiversity. All large developments should be secure wildlife corridors and priority habitats for the benefit of residents, visitors and the local economy.

NATURAL CAPITAL — All large developments should be planned and placed so as to maintain and enhance the natural capital of the town and its surroundings for the benefit of residents, visitors and the local economy.

ENERGY CONSERVATION — All new buildings should take into account the changing climate and preference will be shown for schemes which incorporate energy conservation above and beyond building regulation guidance.

SOLAR ENERGY — Sympathetically designed solar energy which fits into the townscape will be looked at favourably and will be expected to be incorporated into the designs of all new development proposals.

WATER EFFICIENCY— New development proposals should take into account water run-off and include natural measures to slow the drainage process and reuse water where possible. For example, the use of permeable paving, green roofs, rain gardens, soakaways and water butts. Large areas of hard paving for car parking will be refused planning permission.

FLEXIBLE — Modular buildings, as a flexible and speedy way of creating genuinely affordable local homes, will be supported, subject to good design. Independent self-build and community self-build will be supported as a way of encouraging the local construction of genuinely affordable homes.

RETAIL — Shopfronts are an important part of the street scene in the centre of Lewes, both individually and collectively. The design of shopfronts can present many problems and there are invariably many conflicting requirements to take into account. Development that affects retail premises must have regard to the guidance contained in Planning Advice Note "Shopfronts in Lewes" prepared by Friends of Lewes.

REVIEW — All major developments should be referred at pre-application stage to a the SDNPA Design Review Panel for further design and planning advice and guidance.

Draft Policy PL3

Flood Resilience

1) All development proposals should adequately address potential flood risk resulting from the River Ouse, rising sea levels, groundwater and rainwater run-off.

2) Development proposals including roads and pathways must increase flood resilience throughout and around the town and surrounding communities. The use of permeable surfacing material for parking areas, hardstanding areas and paths will be required.

3) Development proposals should not increase the flood risk on adjacent areas of the town or up or down stream.

4) Sustainable Urban Drainage Systems (SUDS) should be incorporated into all new development and into any public realm improvements.

Policy supporting text

In Lewes, the River Ouse floodplain up and down stream is one of the most important factors protecting Lewes against flood risk, and opportunities it presents for natural flood management should be protected.

However, pressure for development in the town means that some new development is planned to be on the flood plain – for example North Street, Phoenix Place. Therefore, it is vital that new development should assess and mitigate flooding and any increase in flood risk brought about by this development.

Key principles in this assessment and mitigation include the following points:

- Protection from flooding in one development should not increase flood risk elsewhere in the town or up or down stream to other communities on the River Ouse.

- Where possible, the principles of Sustainable Urban Drainage Systems (SUDS) and other flood protection measures, such as green roofs and permeable paths and drives, should contribute to the green infrastructure network. This will ensure that run-off is held and absorbed without overloading storm water drain capacity.

- Adaptation of designs and proposals to a changing climate improves the ability of the drainage system to reduce its vulnerability and therefore lessen any potential damage.

Key projects and actions

- Where applicable, site specific Flood Risk Assessments should be used to demonstrate that the development will be safe, including access, without increasing flood risk elsewhere and reduce flood risk overall.
- Permeable surfacing material for parking areas and paths will help to tackle flood risks by allowing rainwater to be stored and absorbed or released slowly.
- Other mitigating design features include water butts, swales, green roofs and walls, open green spaces, and street trees. These will be sought by developers as part of new proposals.
- Development proposals must demonstrate that they have a neutral or beneficial impact on surface water run-off.
- The dynamic nature of the river Ouse means that flood resilience issues for Lewes Neighbourhood Plan cannot be limited to the Lewes town boundary, although it is acknowledged that the implementation of the neighbourhood plan policies is limited to the designated neighbourhood area. Links with the Sussex Flow Initiative on natural flood management of the River Ouse are important to increasing Lewes's flood resilience and cooperation is encouraged.

Draft Policy PL4

Renewable Energy and Resource and Energy Efficiency of Buildings

1) Developments of new and existing buildings should demonstrate practical features that increase energy efficiency. Proposals seeking to achieve carbon neutral standards will be supported.

2) Support will be given to development proposals that incorporate appropriate low carbon on-site power generation.

3) The design of new buildings and the redesign of existing buildings should actively promote water efficiency measures to reduce water use. There needs to be particular regard to the specification of fixtures and fittings and how these will affect water efficiency.

4) The reuse of materials and the use of local and sustainably sourced construction materials will be supported in working towards achieving a carbon-neutral local economy.

Policy supporting text

All energy and carbon reduction targets for the built environment are now embodied within the building regulations system, rather than through the planning system. However, the Lewes Neighbourhood Plan wishes to reiterate the need for energy and resource efficiency to be embedded in all new developments and redevelopments.

Key actions

Energy efficiency in redevelopments

Where an existing building is extended or refurbished, or there is a change of use, where technically feasible the redeveloped part of the building should address the following issues:

- Where an extension increases the property footprint by more than 30%, on-site energy generation from renewable sources should be incorporated into the development, where feasible and appropriate.
- Use of high quality, thermally efficient building materials will be encouraged as part of the redevelopment.

— Use of thermal-glazing will be encouraged when windows are replaced in an older dwelling or an older dwelling is extended (including in the Conservation Area). The windows may be thermal-glazed with frames in keeping with the style of the original windows.

— Installation of cavity wall and loft insulation will be required, where relevant and appropriate.

— In all cases, consideration should be given to upgrading the whole property to meet higher energy efficiency standards, such as improving the dwelling's SAP rating by a grade (e.g. from E to D).

Energy generating infrastructure

Proposals for energy generating infrastructure using renewable or low-carbon energy sources to serve properties and other developments will be supported provided that:

— The energy generating infrastructure is located as close as practicable and is in proportion to the scale of the buildings it is intended to serve.

— The siting, scale, design and impact on heritage assets, landscape, views and wildlife of the energy generating infrastructure is minimised, does not compromise public safety and allows continued safe use of public rights of way.

— Adjoining uses are not adversely impacted in terms of noise, vibration, or electromagnetic interference.

— The energy generating infrastructure and its installation complies with the Microgeneration Certification Scheme or equivalent standard.

— Proposals for energy generating infrastructure on land in agricultural production or on Grade 1 or 2 agricultural land will be examined on a case by case basis, but should aim to allow energy generation and food production simultaneously.

— Ensure integrated solar panels that are included in new buildings are non-reflective. Use should be made of garages, sheds, carports, industrial buildings to mount photovoltaic panels. Avoid aesthetically damaging street facing roof structures within the historic core of the town.

— There may be restrictions on the installation of renewable energy generation in the Conservation Areas of the town, in order to ensure suitable visual compatibility with the heritage townscape.

Access & Movement

Draft Policies



A quality pedestrian environment is at the heart of this policy theme, along with a determination to create a pedestrian priority town centre with strong walking links to outlying areas. Design and planning principles must inform this ambition and should be incorporated into every planned development.

When considering the users of streets and paths in Lewes, the following hierarchy of needs should be observed so that a balanced and sustainable approach can be developed, safe for all. All new development should provide for access by emergency and service vehicles (waste and recycling), disabled access, child pedestrians, pedestrians, cyclists, users of public transport (inc. buses and taxis), and finally other motor traffic. This hierarchy will help to ensure that the correct priority is given during the formulation, planning, design, and construction phases.

Draft Policy AM1

Active Travel Networks

1) All new development will be expected to prioritise and support existing safe, direct, walking and cycling routes, car-free where possible and including safe routes to schools. Particular attention will be paid to supporting the independent movement of the young, the elderly and people with mobility difficulties.

2) Existing walking and cycling networks across the plan area should be protected and improved.

3) Developer contributions should be sought from major developments (i.e. the strategic housing sites), to enhance movement throughout the town for the incoming residents to reach schools, health facilities, shops and public transport and to provide additional cycle parking and taxi-ranks where there is an identified need.

Policy supporting text

The public consultation events in 2015 revealed support to encourage Lewes town centre to be as car-free as possible, whilst maintaining and improving the current public transport services that are available. Public footpaths and street crossings should be greatly enhanced, and clearer cycle routes should be implemented throughout the centre of the town. The town should begin to move towards greater pedestrian and cyclist priority, and reduce the negative impact of cars in the central area.

Better pedestrian connections need to be made between the neighbourhoods in Lewes. On-road vehicular routes need to better accommodate cycle-specific infrastructure, e.g. introducing cycle lanes and advanced stop boxes at junctions.

These cycle routes should then lead to rural open spaces where the bicycle can continue to be used alongside the river and then out into the surrounding landscape.

All new development will support safe walking and cycling routes, shared where appropriate, with safe routes to schools within, into and out of Lewes. Particular attention will be paid to the needs of the young, the elderly and people who are less mobile or who have additional needs. Lewes will be better connected by these means.

Ensure good, safe, easily accessible connections from the town to the local countryside and local towns and villages for business and leisure; for residents, visitors, and those living in the villages for whom Lewes town centre supplies many major services.

Key projects and actions

— Consultation responses have indicated that signs and access infrastructure across Lewes need improving. The system could begin with small-scale intervention through integrated signage that is easily found and understood, and superfluous signage removed.

— The redesign of the Nevill Road to slow traffic and create more room to walk and cycle has been suggested through the consultation work. Further investigation of this is required.

— Design and build improved walking connections to outlying areas of town to better integrate areas of Lewes where people can feel isolated, e.g. Landport and Clevedown where a pedestrian crossing is urgently needed

— Countryside trails to be accessible, legislated and defined, the rights of way to have assurance of safety. Lewes will be better connected to its local environment, enabling people to get out and enjoy the surrounding countryside and landscape

— The town could also implement cycle schemes that assist cyclists whilst they move around the town, i.e. by providing more bicycle parking spaces in popular locations.

Draft Policy AM2

Public Transport Strategy

- 1) Existing public transport networks across the plan area will be protected and improved.
- 2) New strategic routes that can expand and enhance the public transport network will be supported.
- 3) New developments across the plan area will be expected to contribute to the delivery of projects that help implement this policy.
- 4) A bus station with public facilities must continue to be provided in a central location.

Policy supporting text

Good public transport is key to the aim of reducing car use and enabling easier travel for residents and visitors to the town and the countryside of the wider National Park.

Public transport should provide greater choice and ease of access as the town develops. Car-share incentives and bicycle schemes could help with the change in movement, alongside improved bus and rail services. These improvements could be implemented through a greater choice of destination, night-time availability and encouragement of park and ride schemes.

Lewes could move to a more sustainable environment by encouraging electric “hop-on/hop-off” buses that run throughout the town and to the outlying areas.

This plan should be used as the basis for Lewes Town Council to engage with SDNPA and Lewes District Council (LDC), along with bus services providers, to determine exactly what support the neighbourhood plan can give to an enhanced service.

Key projects and actions

— To maintain the existence of a bus station and a variety of transport connections to surrounding villages and towns, to keep Lewes accessible and user-friendly to all who live, work in or visit the town.

— It is the ambition of Lewes Town Council to encourage the operators to build a well-designed transport hub at the railway station which offers an integrated service to meet the needs of local people and visitors. This should

be a good safe space for pedestrians with sufficient turning space for cars and waiting space for taxis. The lower station car park might be altered to service taxis better, with low-emission electric vehicle charging points.

— To protect, improve and expand existing public transport routes and infrastructure by making provision for future access by community transport, Public Service Vehicles (PSVs) etc.

— To look for appropriate sites for the provision of more taxi ranks.

Draft Policy AM3

Car Parking Strategy

1) Rationalisation of surface car parks across the town will be sought to create a easy to understand system for residents and visitors.

2) To improve air quality, reduce congestion and support the future greater use of electric vehicles, more charging points of established regular standard are needed for residents and visitors and to support the Car Club network. Developers will be expected to contribute to this provision.

3) The plan will support the development of park and ride car park on an existing bus route on the outskirts to reduce the number of cars entering the town, subject to viability and feasibility assessments, and with the support of the highway authorities.

Policy supporting text

An aspiration of the Lewes Neighbourhood Plan is to reduce the need for car use where possible. Whilst there will still be provision for vehicles, alternate methods of transport such as cycling and walking will be further encouraged to further reduce the demand for car parking.

The town needs to provide parking for visitors. The location of these car parks needs to be carefully considered. It is possible that fewer or more car parking spaces may be required in the future and information received on need should be carefully considered when making planning decisions about car parks.

Key projects and actions

— To thoroughly survey and note the capacity and usage levels of surface car parks in the town as part of a strategic review.

— Building above car parks while retaining the parking spaces below will be considered. Decking over existing car parks with flood-resilient ground floor parking and living accommodation above may be possible, subject to townscape impacts.

— To consider building above local retail car parks and industrial developments, above Lewes District Council garages, above station car park and above the East Sussex County Council main car park (in discussion with the landowners), as a possibility to improve the efficient use of this land.

Streets & Spaces

Draft Policies



Sustainable street networks come in many shapes and forms, each influenced by a specific geography, history and urban context. However, all the best networks shape and respond to the natural and built environment by respecting and enhancing a town's natural features and ecological systems. They also maximise the social, cultural and economic activity while balancing the needs of the local and regional economy with the needs of the town's immediate environment.

Draft Policy SS1

Historic Streets

1) The network of historic streets and twittens (passageways) across Lewes will be protected and enhanced with particular regard to the historic core of the town.

2) An agreed palette of heritage materials to ensure local distinctiveness in key areas (e.g. Sussex twittens and encouraging the replacement of granite kerbs) will be used.

3) New developments across the plan area will be expected to contribute to the delivery of projects that help implement this policy.

Policy supporting text

Lewes has a wide range of different outdoor activities and events happening at any one time. It is therefore important for the town to maintain and enhance this vitality through the protection of its public realm.

Pedestrian routes need to be improved both in accessibility and safety. Any new development should encourage this and make footpaths wide enough for people to pass each other safely, where feasible.

Introducing more seating throughout the town and achieving the correct balance between historic street surfaces and accessibility needs will help residents and visitors to further discover and enjoy heritage of Lewes.

Key projects and actions

— An audit of extraneous street furniture and clutter followed by removal and rationalisation.

— New tree planting in streets and spaces deemed most suitable and appropriate.

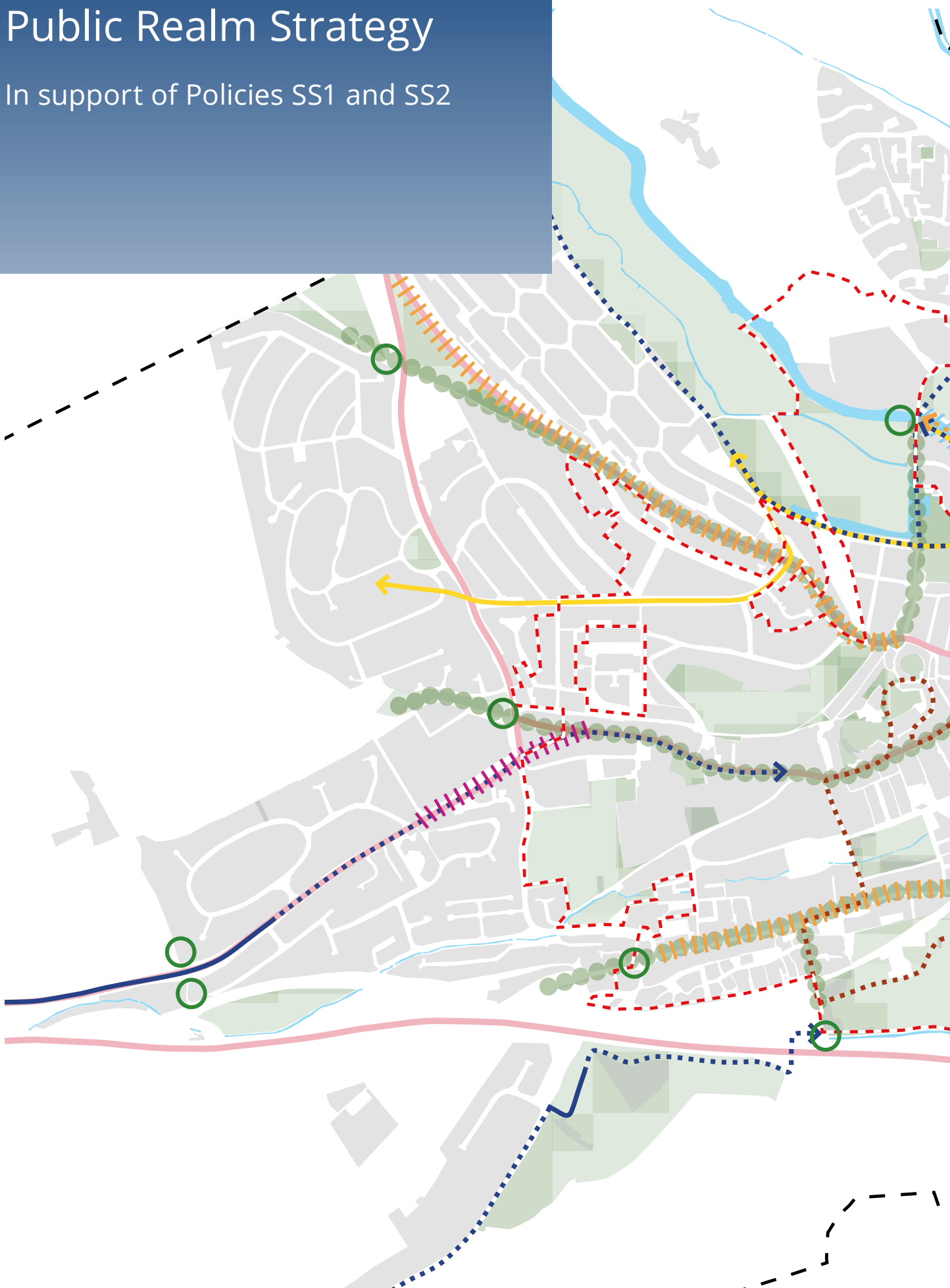
— Support a balanced policy regarding surface materials, encouraging granite kerbs and gutters and brick pavers in the historic centre but also allowing for easy accessibility.

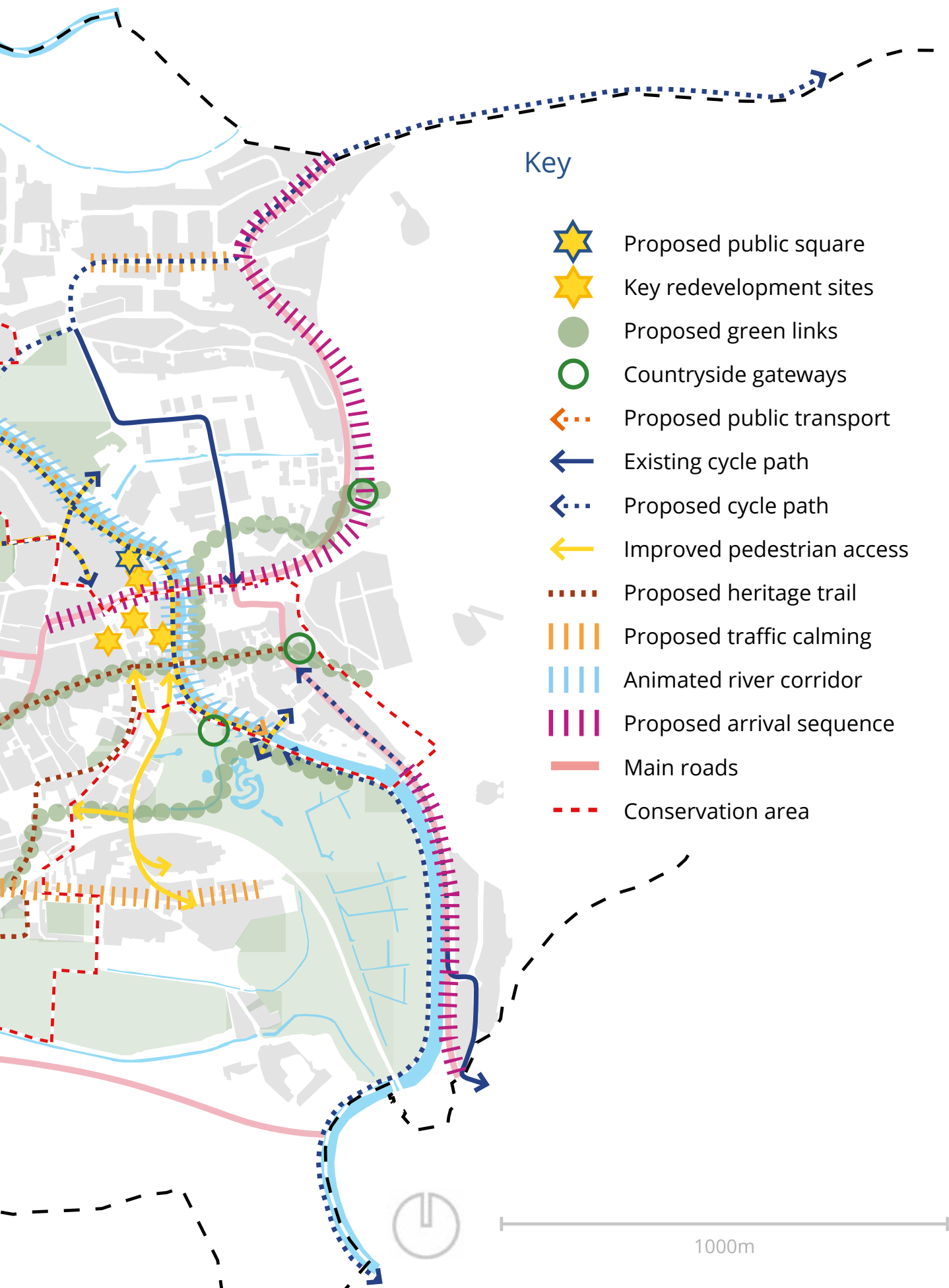
— The use of “temporary” tarmac repairs and mismatched paving will not be acceptable.

— Lewes Town Council will support the implementation of the LDC “Public Realm Framework”, July 2013. See also plan on page

102 — 103.

In support of Policies SS1 and SS2





Draft Policy SS2

Social & Civic Spaces

1) New developments should provide for a clear network of well-designed social and civic spaces that can help support the cultural and economic life of the town.

2) Lewes Town Council will support the implementation of the Lewes District Council “Public Realm Framework”, July 2013.

Policy supporting text

Lewes already has a good network of social and civic spaces, but new development should be used to help enhance and expand this network. The evolution of Lewes has led to there being no formal town square. Therefore, a strong network of civic spaces that encourage social interactions is very important to the town.

For those travelling in and out of Lewes, the transport hubs at the bus and railway stations need to become more engaging and enjoyable public spaces, supporting activities and events and providing a better welcome. Improved signage and maps with directions to the cultural and heritage sites of Lewes and the tourist information office are encouraged.

The areas of green space that lie on the edge of the urban area and that are regularly used for

sport and recreation should not be lost.

Equally, the green spaces that are enclosed in the centre of Lewes are vital “breathing spaces” for the town and unique to the character of Lewes. These have been designated as Local Green Spaces through the neighbourhood plan to ensure their long term protection.

Key projects and actions

Lewes Town Council will seek funds from developers and others to:

- Strengthen and simplify connections from the college to the centre of the town and improve awareness of poorly promoted sites of interest and “hidden stories” across Lewes.
- Define clear, logical connections from key transport hubs to the town and beyond.
- Increase the awareness of Lewes’ industrial heritage through public realm works.
- Encourage the design and allow space for a public square or market square, possibly by the river next to the Wenban Smith site with views over the river to Harvey’s Brewery. Alternatively use temporary road closures to enable occasional markets, e.g. on Market Street.
- The transport hubs at the bus and railway stations need to become more enjoyable public spaces, supporting activities and events and providing a better welcome.
- Commission local artists to design suitable seating spaces and increase the number of benches along the High Street and in other pedestrian areas.

Draft Policy SS3

Protection & Enhancement of Green Spaces

1) Green spaces in Lewes will be protected from built development unless identified for other uses in this plan.

2) New development proposals that detract from the landscape, archaeological, ecological or historic value of local designated green spaces will not be supported.

3) New green infrastructure corridors will be sought, to assist with flood protection to add to public enjoyment and health and to create corridors for wildlife. Roadside verges can be important for native wildflowers and need appropriate management and protection.

4) Proposals for new housing development should include good quality outdoor space, both private and community gardens, and contribute to providing tree cover and improving biodiversity.

5) New development that affects the setting of the town within its environment must respect iconic views from the town to the countryside, and of the town from the surrounding Downland. The sensitivity of the landscape quality should be recognised and enhanced.

6) Wildlife corridors and priority habitats will be recognised and protected from development proposals that would result in their loss or harm to their character, setting, accessibility, appearance, quality, or amenity value. If necessary, rerouting of corridors or off-site compensation can be considered.

7) Support will be given for the promotion of initiatives that benefit community food production, such as allotments and community orchards.

See map on pages 108 — 109 for the list of the designated green spaces. These have been considered worthy for inclusion due to their value to Lewes based on the following five criteria:

Beauty

— A place of aesthetic beauty that adds to the visual qualities of the town.

History

— A place with significant historical importance for the town.

Recreation

— A place which offers formal or informal recreation and sporting opportunities for residents and visitors.

Tranquillity

— A place that offers an escape from everyday urban noise and activity.

Wildlife

— A place that provides a haven for wildlife, both animals and plants.

Note: These criteria correspond with the letter code as appears at the top of the table on page 109.

Policy supporting text

The SDNPA Local Plan invites neighbourhood plans to designate important local green spaces, stating that:

“Local green spaces are green spaces that are demonstrably special to a local community. The preparation of local and neighbourhood development plans offers the opportunity to designate local green spaces and provide extra protection to them that rules out new development other than in very special circumstances”

In response to this invitation, the Lewes Neighbourhood Plan has identified a network of green infrastructure and open spaces through the town, linked to the surrounding countryside, that the community use for enjoyment and have a wildlife benefit and value. These green spaces, enclosed as they are within the urban centre of Lewes, are vital breathing spaces for the town and unique to the local character. They are afforded Local Green Space designation here to protect them into the future.

Green spaces provide recreational opportunities, health benefits, sustainable transport options, biodiversity, ecosystem services and assist with climate change adaptation. New housing development gives the opportunity to create new green space for the benefit of new and existing residents. The fact that water is likely to become increasingly scarce in Lewes during the summer months, with south east England tending towards semi-arid climate, should be taken into account when designing new planting schemes, so that species are selected appropriately.

Streets, Spaces & Climate Change

Green infrastructure within the town centre is an essential part of mitigating the impact of climate change. It can act as a carbon sink, removing CO₂ from the atmosphere. It also increases the capacity of the environment to adapt to the consequences of climate change, such as flooding and warmer weather.

The town's formal and informal green spaces, including the parks and gardens, are essential for promoting a healthy lifestyle by increasing access to fitness, leisure facilities or choice to travel to work or school, sustainably. Green infrastructure in Lewes can therefore contribute to a reduction in traffic emissions and improved air quality. New development which links to existing green infrastructure or creates new green corridors will be encouraged.

Adaptation improves the ability of the system to adjust to climate change and reduces environmental vulnerability to potential damage. Anticipating these consequences, the town will expect that principles of Sustainable Urban Drainage Systems (SUDS) are incorporated into new development and particularly into any public realm improvements. This will ensure that run-off is held and absorbed without overloading storm water drain capacity.

Street Trees

Street trees and appropriate planting schemes absorb CO₂, create shade and increase biodiversity. Well-designed urban landscapes create a pleasant environment either to meet and greet or sit and stay, and the presence of street trees and planting has been shown to encourage walking.

Streets, Spaces & Biodiversity

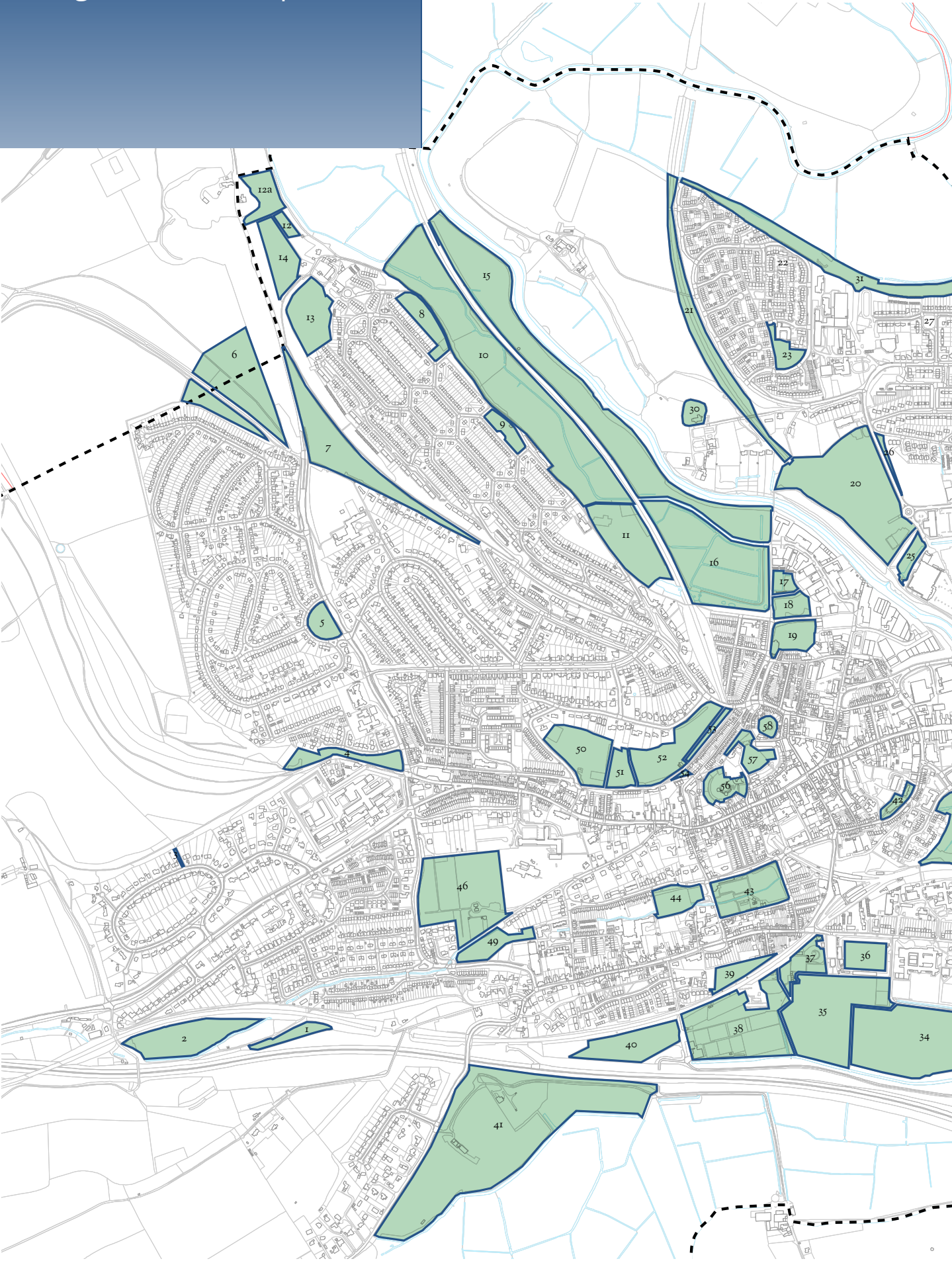
Similarly, planted front gardens to dwellings or other buildings can increase social interaction and should be considered where possible. Including new seating areas can also create spaces where people feel comfortable and increase opportunities for social interaction.

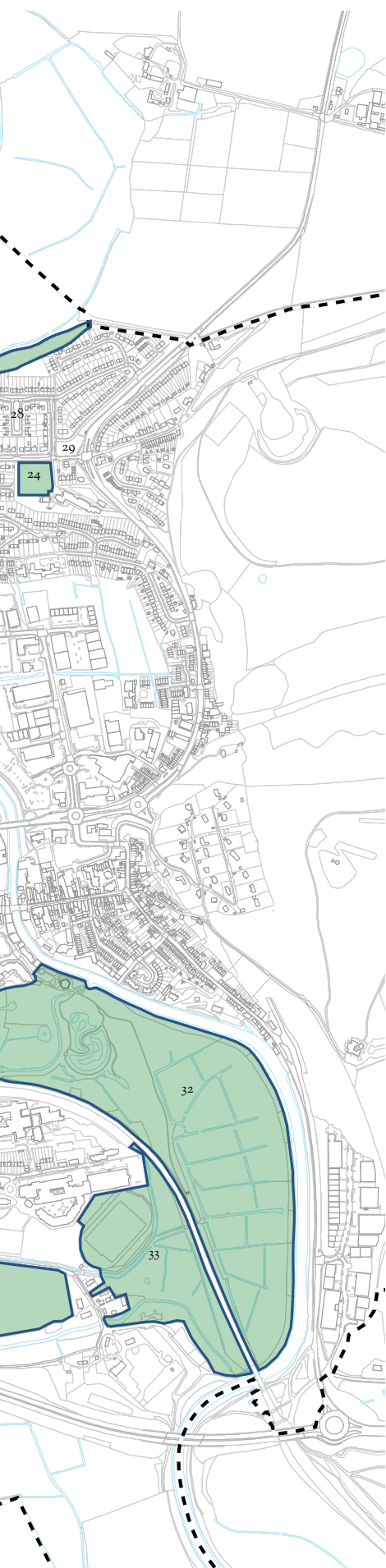
The presence of biodiversity within the parks and streets of Lewes will enhance residents' and visitors' experience of the town. Improving habitats increases biodiversity and also helps ensure greater resilience to climate change. Reducing water resources should be taken into account when designing new planting schemes.

Rural Urban Fringes

The areas of green space that lie on the edge of the urban area and that are regularly used for sport and recreation, such as Stanley Turner Ground with facilities for rugby, cricket and hockey, and allotments, will be protected.

Designated Green Spaces





Site Name & Reference		B	H	R	T	W
1	Love Lane					
2	Montacute Road Allotments					
3	Houndean Rise (access to Houndean Bottom)					
4	Spital Road					
5	Neville Crescent Green					
6	Landport Bottom					
7	Hill Road / Piggy Steps / Offham Road					
7a	Wallands School Playing Fields					
8	Landport Allotments					
9	Eridge Green					
10	Landport Flood Plain					
11	Landport Recreation Ground					
12a	Landport to Offham Bridleway					
12	Landport to Offham Woodland					
13	Landport Farm Field No. 1					
14	Landport Farm Field No. 2					
15	Pells Floodplain & Riverside Walk					
16	Pells Pond					
17	Pells Pool					
18	Pells Playground					
19	St John's Sub Castro Churchyard					
20	Malling Recreation Ground					
21	Malling Old Railway Line					
23	Old Malling Way Green					
24	South Malling School Playing Field					
25	Wetlands behind Tesco					
26	Footpath parallel to Mayhew Way					
30	Trinity Church Churchyard					
31	Malling to Earwig Corner Boundary					
32	Railway Land					
33	Cliffe Bonfire Society Site					
34	Priory School Playing Fields					
35	Convent Field					
36	Dripping Pan					
37	The Mound					
38	Priory Park					
39	Land Behind Priory Crescent					
40	Cockshut Road Field					
41	Stanley Turner Recreation Ground					
42	All Saints Churchyard					
43	The Grange					
44	Southover & Western Road Primary School Fields					
46	Cemetery					
49	Bell Lane Recreation Ground					
50	Baxters Field					
51	Land between Paddock & Baxters Fields					
52	The Paddock					
53	Paddock Allotments					
54	Westgate Street / New Road / Paddock Lane					
56	Lewes Castle					
57	Castle Gate Bowling Green					
58	Brack Mount					

Draft Policy SS4

River Corridor Strategy

1) In all development proposals for riverside sites both east and west sides of the Ouse, land will be reserved for a pathway next to the river, wide enough for shared use by pedestrians and cyclists.

3) Links should be provided to the river corridor from new developments alongside the river. Existing links should be protected that lead to the wider residential areas, the surrounding countryside, neighbouring villages and in particular to the Egrets Way.

4) Development proposals immediately adjacent to the river should include design features that will help animate public space, such as cafes, pubs or other social activities that will enhance enjoyment of the riverside.

5) Development proposals should open up new views to the river and access to the riverside.

6) Proposals for transport on the river and for public transport access alongside the river will be supported.

7) Applications for moorings, especially outside the settlement boundary, that will inhibit the implementation of this policy will not be supported.

Policy supporting text

The River Ouse is a defining feature of Lewes's history and geography. The iconic views of Cliffe Bridge are the logo of the Lewes Neighbourhood Plan. To the south, riverside walks on the Railway Land and to Hamsey to the north, are much loved and well-used by Lewesians. The shared path around Harvey's Brewery and on to Malling Recreation Ground links the town centre with residential areas and sports facilities.

Yet as the river flows through the town, much of it is closed to public access. Lewes's only riverside pub, the John Harvey Tavern, faces a car park.

Views of the impressive Harvey's Brewery backed by Malling Down are only to be seen by standing in a car park. An electricity substation and new development at Chandlers Wharf block riverside access to the south. The route from the town centre to the northern riverside walk is difficult to navigate.

There is the potential to open up a shared riverside path along the western side of the river, from Cliffe Bridge along the North Street Quarter to the Pells and then out to open countryside.

Approved plans for the North Street Quarter will achieve part of this, including a riverside walk, town square and a new pedestrian bridge near the Tesco foodstore. A series of sites on the western side of the river between Phoenix Causeway and Cliffe Bridge (e.g. Wenban Smith, car park, Waitrose, bus station) will be due for redevelopment at some stage.

Here, the Lewes District Local Plan and the SDNPA Local Plan envisage:

"... a riverside pedestrian route along the western bank of the River Ouse... to extend the town's riverside focus and contribute to its character and quality"

The SDNPA Local Plan expects this area to be developed for retail and business, including a large food store. The Lewes Neighbourhood Plan supports these general redevelopment aims, but wishes to see a finer grain of mixed-use development on these sites, with residential use above small-scale ground floor retail and businesses.

There is great potential for the underdeveloped land alongside the river to be used by cafes, pubs and crafts workshops for the public to engage with and enjoy. The river could be positively exploited much further as a key social element of the town.

Introducing new housing and animated edges to the workspaces along the river could help create the active riverside edge that is required and could help to fund other aspects of this river corridor strategy. To further encourage an active river frontage, the existing railway land and nature reserve could increase its provision of educational opportunities and activities linked to the River Ouse.

As a natural feature, the River Ouse is dynamic and is not constrained by the neighbourhood plan boundary. Therefore, any river corridor strategy requires communication between nearby communities along the river to coordinate actions.

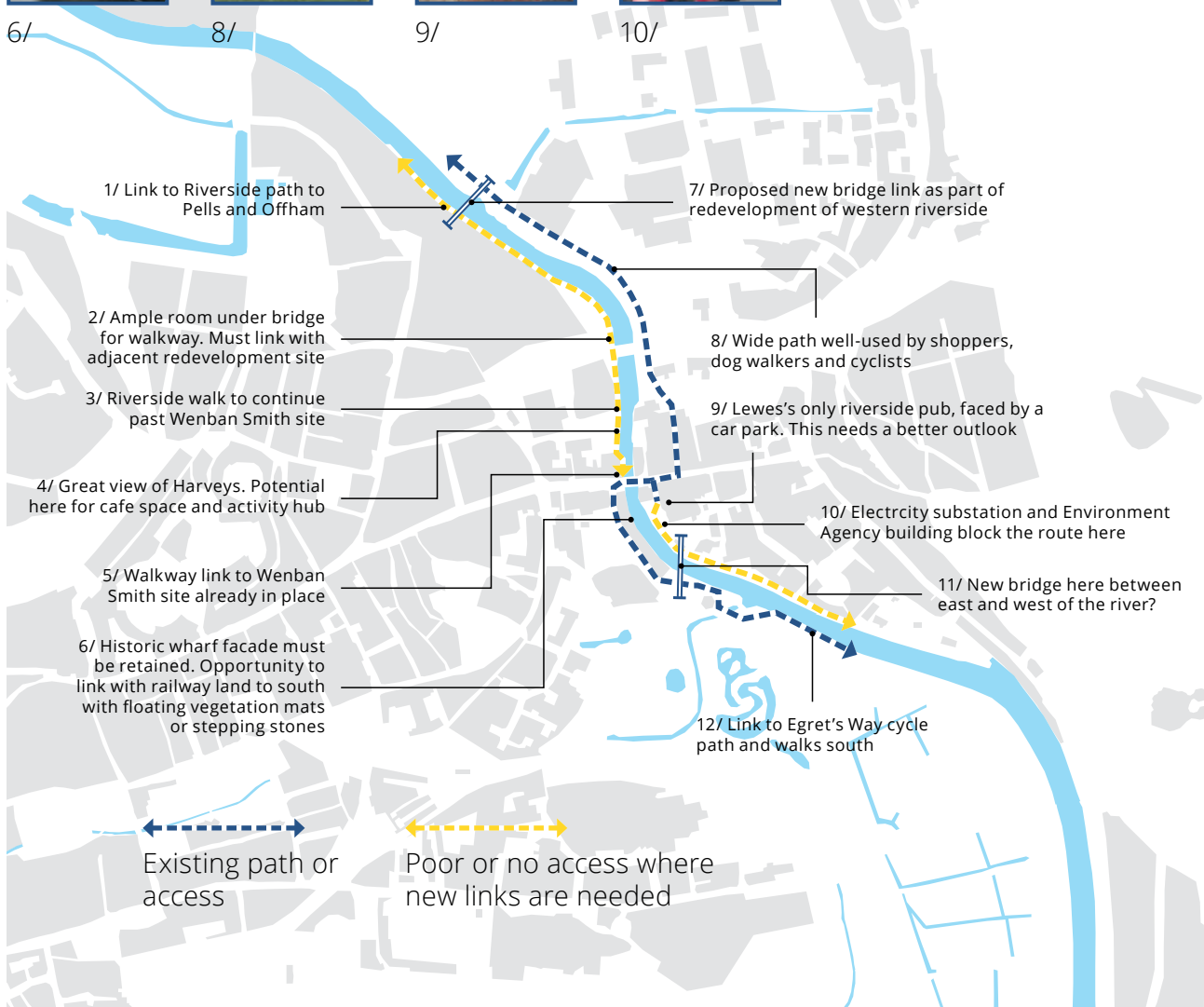
Key projects and actions

- Ensuring that the existing green infrastructure associated with the River Ouse as it runs through the Lewes Neighbourhood Plan area is maintained and enhanced for benefit of people and nature.
- Enabling access for all abilities and modes of active transport along the river, such as walkers, cyclists, horse-riders and low- carbon marine/river craft.
- Exploring the possibility of public transport on the river.
- New development adjacent to the river will need ground floor designs and details that will make the building resilient to flooding.
- Implementing new pedestrian and cycle bridges to the north and south of the town centre would enable better connections between residential areas without the need to pass through the town centre.
- See action plan diagram, opposite page.

River Corridor Action Plan

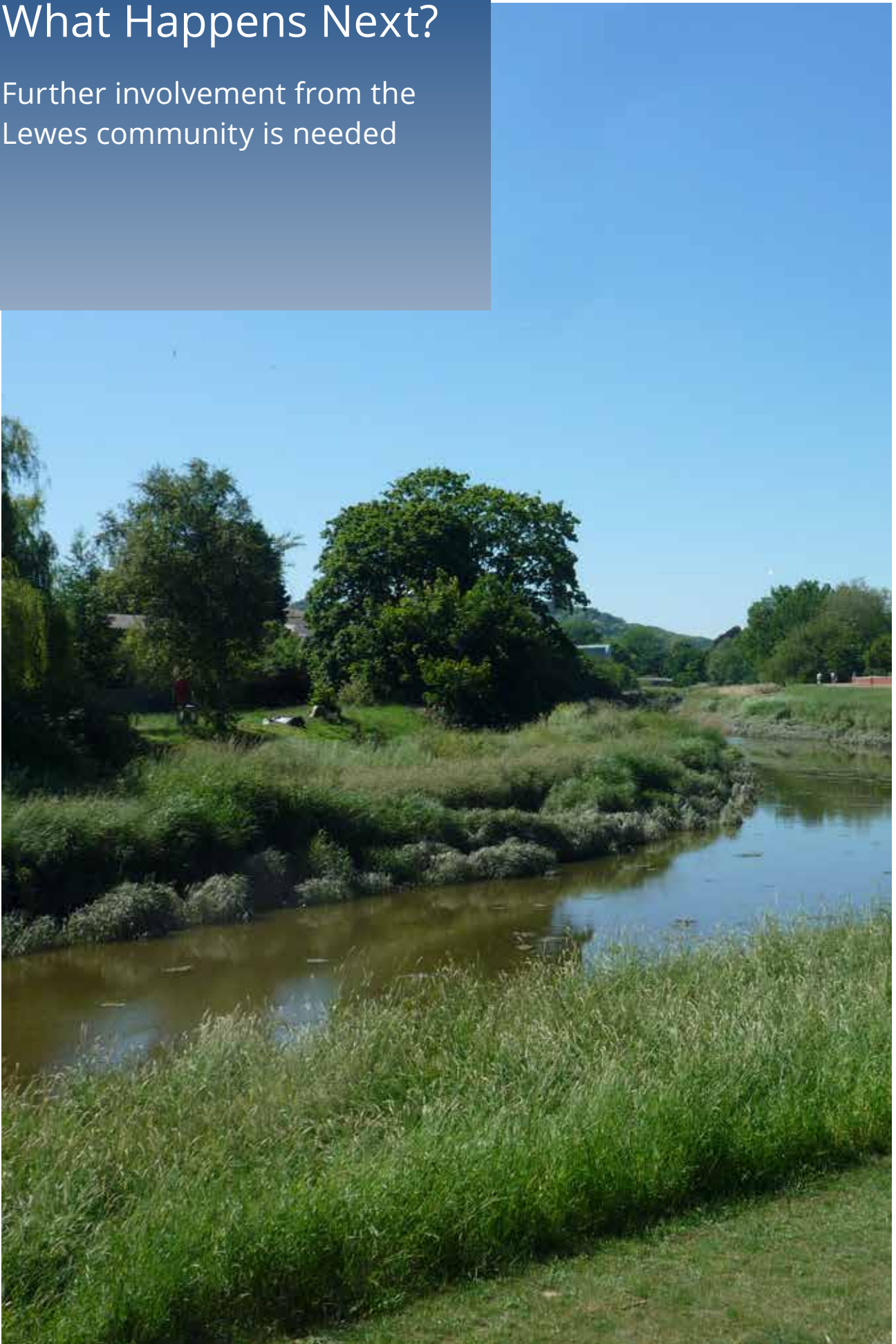


This plan shows the key issues and challenges facing the successful implementation of the river corridor policy (SS4). While parts of the river are currently accessible much is still out of reach. The photographs (left) correspond with the action points show in the plan, below.



What Happens Next?

Further involvement from the Lewes community is needed



Pre-submission consultation

This is the Regulation 14 pre-submission consultation draft of the neighbourhood plan, Lewes Town Council wants to know the views of the people who live, work or carry on business in the parish.

The statutory six-week pre-submission consultation period runs from Monday 8th May 2017 until Wednesday 21st June 2017, inclusive.

Please send your answers, views and opinions to the town council before the end of the six week consultation period, as detailed inside the front cover and on the outside of the back cover of this document.

Revisions to the draft plan

Once the Regulation 14 consultation period is closed, the town council will gather together all the comments received and produce an official Consultation Statement, listing all the views and opinions and how the plan is to be amended, if appropriate, as a result.

Submission to the South Downs National Park Authority

The revised neighbourhood plan, together with the Consultation Statement, a statement of the Basic Conditions and an environmental statement (if required) will then be formally submitted to the South Downs National Park Authority, the local planning authority.

Independent examination

The plan will then be published for a further six week period of consultation, after which an independent planning inspector will be appointed to examine the plan in a series of public meetings. Should the independent planning inspector find the neighbourhood plan to be in conformity with the basic conditions, then it will go forward to be the subject of a referendum, to be voted upon by the residents of the parish.

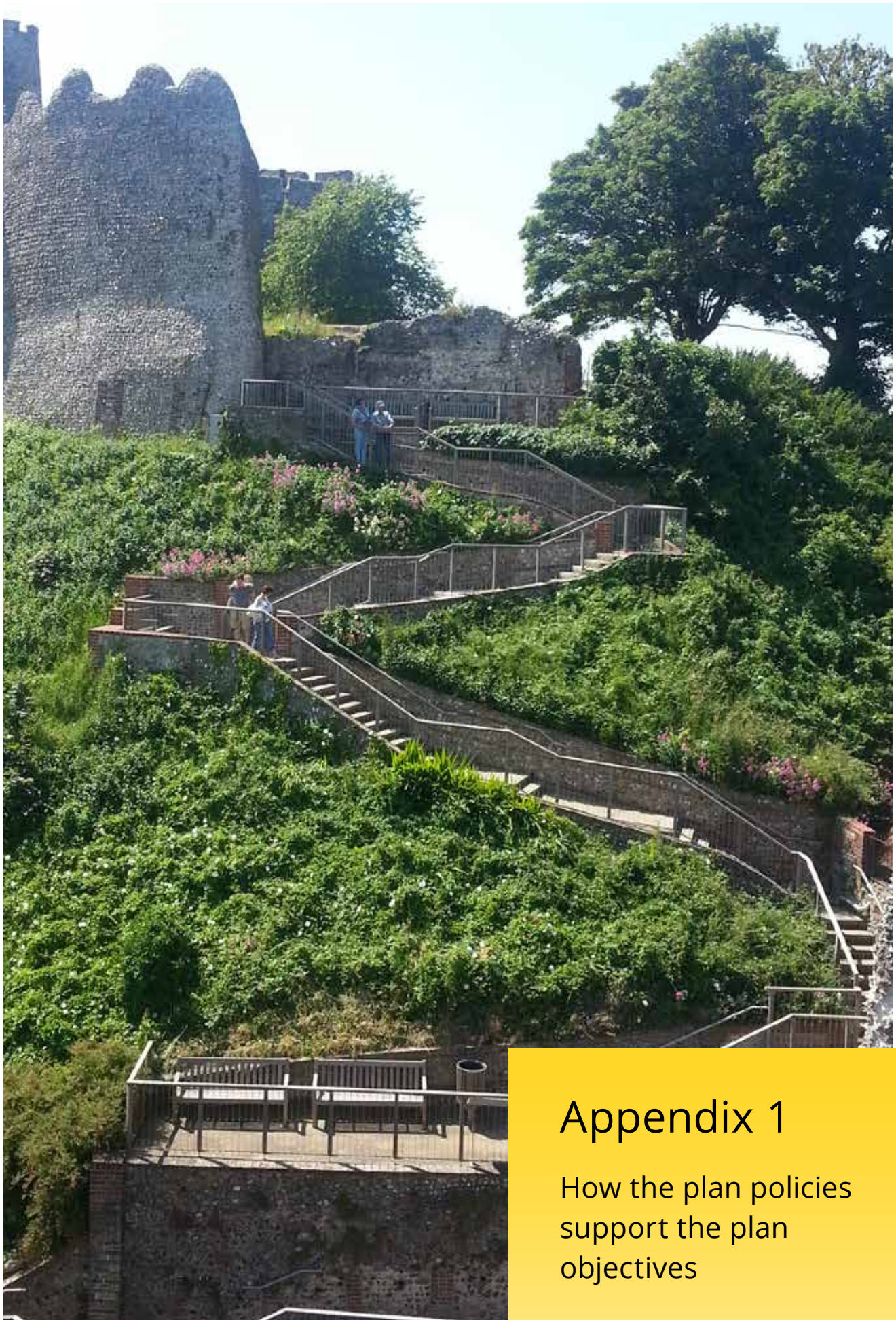
Further information

Town council contact for further information:

The Town Clerk
Lewes Town Council
Town Hall
High Street, Lewes
East Sussex, BN7 2QS

— 01273 471469
— info@lewes-tc.gov.uk
— www.lewes-tc.gov.uk
— www.lewes4all.uk





Appendix 1

How the plan policies
support the plan
objectives

How the plan policies support the plan objectives

This table demonstrates how each of the policy themes and the individual policies will help deliver the twelve plan objectives. This mapping of the policies against the plan objectives will be important to ensure effective plan monitoring.

Planning Policies		Plan Objectives
LE1	Natural Capital	1. Sustainable Communities 4. Efficient Use of Land 5. Environmental Design 7. Reduced Energy Demand 8. Natural Environment, Green Spaces & Biodiversity 9. Climate Change 11. Tourism
LE2	Biodiversity	1. Sustainable Communities 4. Efficient Use of Land 5. Environmental Design 7. Reduced Energy Demand 8. Natural Environment, Green Spaces & Biodiversity 9. Climate Change 11. Tourism
HC1	Protection of Existing Community Facilities	1. Sustainable Communities 3. Locally Affordable Workspace 4. Efficient Use of Land 5. Environmental Design 8. Natural Environment, Green Spaces & Biodiversity 9. Climate Change 10. Village & Town Connections 11. Tourism

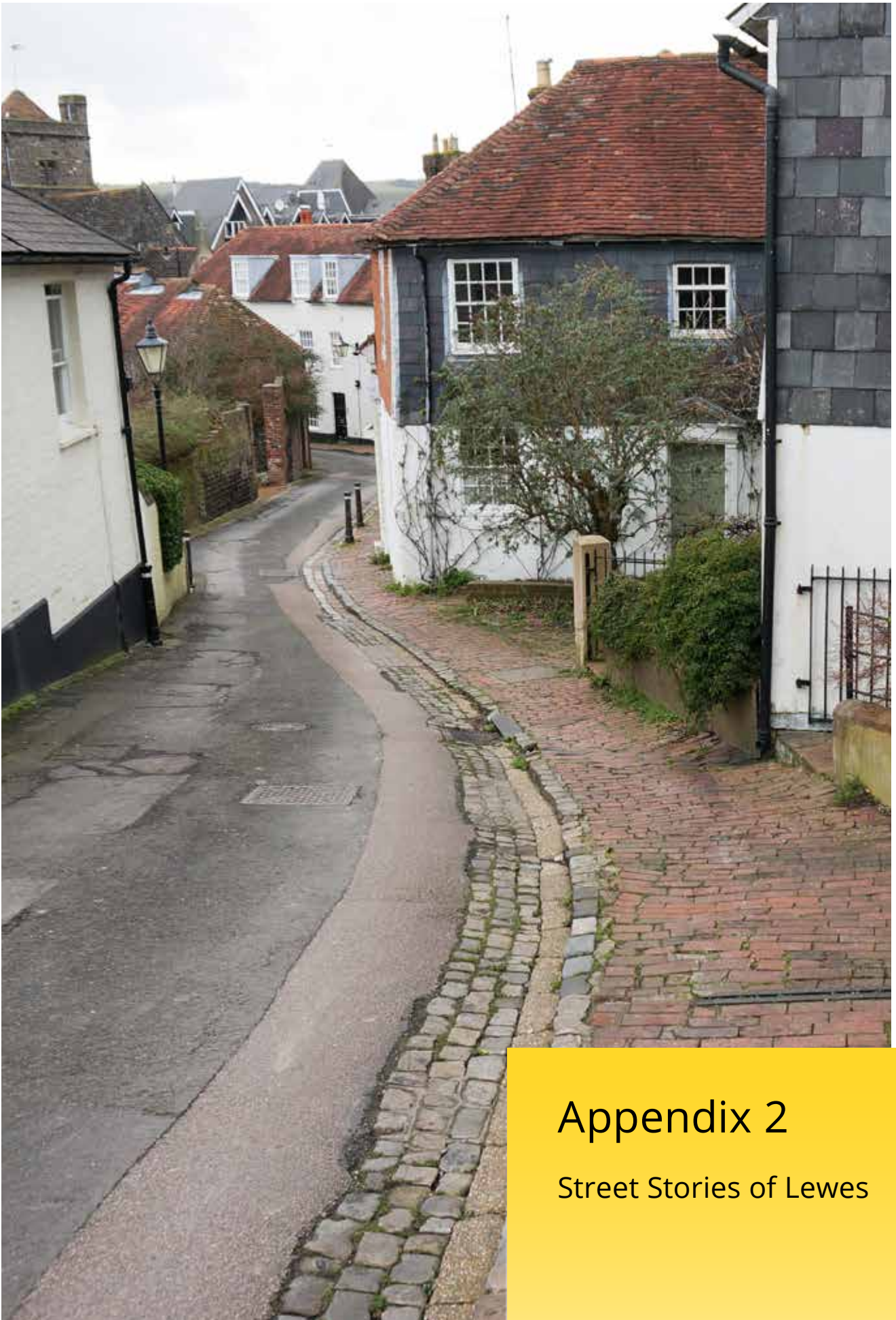
Planning Policies		Plan Objectives
HC2	New Services & Facilities	<ul style="list-style-type: none"> 1. Sustainable Communities 3. Locally Affordable Workspace 4. Efficient Use of Land 5. Environmental Design 8. Natural Environment, Green Spaces & Biodiversity 9. Climate Change 10. Village & Town Connections 11. Tourism
HC3	Heritage Protection	<ul style="list-style-type: none"> 1. Sustainable Communities 4. Active Travel 5. Reduced Energy Demand 9. Greater Biodiversity 11. Tourism
HC4	The Working Town	<ul style="list-style-type: none"> 1. Sustainable Communities 3. Locally Affordable Workspace 4. Efficient Use of Land 5. Environmental Design 8. Natural Environment, Green Spaces & Biodiversity 9. Climate Change 10. Village & Town Connections 11. Tourism 12. Flexible Housing for All Generations & Incomes
HC5	Sustainable Tourism	<ul style="list-style-type: none"> 1. Sustainable Communities 4. Efficient Use of Land 5. Environmental Design 6. Easily Moving Around 7. Reduced Energy Demand 8. Natural Environment, Green Spaces & Biodiversity 9. Climate Change 10. Village & Town Connections 11. Tourism

Planning Policies		Plan Objectives
PL1	Housing Allocations NOTE : Sub-policies exist for each specific housing allocation site e.g. PL1 (1), PL1 (2), PL1 (3) etc.	<ul style="list-style-type: none"> 1. Sustainable Communities 2. Locally Affordable Housing 3. Locally Affordable Workspace 4. Efficient Use of Land 5. Environmental Design 6. Easily Moving Around 7. Reduced Energy Demand 8. Natural Environment, Green Spaces & Biodiversity 9. Climate Change 11. Tourism 12. Flexible Housing for All Generations & Incomes
PL2	Architecture & Design	<ul style="list-style-type: none"> 1. Sustainable Communities 2. Locally Affordable Housing 3. Locally Affordable Workspace 4. Efficient Use of Land 5. Environmental Design 7. Reduced Energy Demand 9. Climate Change 11. Tourism 12. Flexible Housing for All Generations & Incomes
PL3	Flood Resilience	<ul style="list-style-type: none"> 1. Sustainable Communities 4. Efficient Use of Land 5. Environmental Design 6. Easily Moving Around 7. Reduced Energy Demand 8. Natural Environment, Green Spaces & Biodiversity 9. Climate Change 11. Tourism
PL4	Renewable Energy	<ul style="list-style-type: none"> 1. Sustainable Communities 2. Locally Affordable Housing 3. Locally Affordable Workspace 5. Environmental Design 7. Reduced Energy Demand 9. Climate Change 12. Flexible Housing for All Generations & Incomes

Planning Policies		Plan Objectives
AM1	Active Travel Networks	<ul style="list-style-type: none"> 1. Sustainable Communities 3. Locally Affordable Workspace 4. Efficient Use of Land 5. Environmental Design 6. Easily Moving Around 7. Reduced Energy Demand 8. Natural Environment, Green Spaces & Biodiversity 9. Climate Change 10. Village & Town Connections 11. Tourism
AM2	Public Transport Strategy	<ul style="list-style-type: none"> 1. Sustainable Communities 3. Locally Affordable Workspace 4. Efficient Use of Land 5. Environmental Design 6. Easily Moving Around 7. Reduced Energy Demand 8. Natural Environment, Green Spaces & Biodiversity 9. Climate Change 10. Village & Town Connections 11. Tourism
AM3	Car Parking Strategy	<ul style="list-style-type: none"> 1. Sustainable Communities 4. Efficient Use of Land 5. Environmental Design 6. Easily Moving Around 8. Natural Environment, Green Spaces & Biodiversity 9. Climate Change 10. Village & Town Connections 11. Tourism

Planning Policies		Plan Objectives
SS1	Historic Streets	<ul style="list-style-type: none"> 1. Sustainable Communities 2. Locally Affordable Housing 3. Locally Affordable Workspace 4. Efficient Use of Land 5. Environmental Design 6. Easily Moving Around 9. Climate Change 11. Tourism 12. Flexible Housing for All Generations & Incomes
SS2	Social & Civic Spaces	<ul style="list-style-type: none"> 1. Sustainable Communities 2. Locally Affordable Housing 3. Locally Affordable Workspace 4. Efficient Use of Land 5. Environmental Design 6. Easily Moving Around 8. Natural Environment, Green Spaces & Biodiversity 10. Village & Town Connections 11. Tourism
SS3	Designated Local Green Spaces	<ul style="list-style-type: none"> 1. Sustainable Communities 4. Efficient Use of Land 5. Environmental Design 6. Easily Moving Around 8. Natural Environment, Green Spaces & Biodiversity 9. Climate Change 10. Village & Town Connections 11. Tourism
SS4	River Corridor Strategy	<ul style="list-style-type: none"> 1. Sustainable Communities 4. Efficient Use of Land 5. Environmental Design 6. Easily Moving Around 8. Natural Environment, Green Spaces & Biodiversity 9. Climate Change 10. Village & Town Connections 11. Tourism





Appendix 2

Street Stories of Lewes

The History of the Development of Lewes in the Street Stories project of the Lewes History Group

The character of Lewes can be read in the Street Stories project of the Lewes History Group, both in the history they uncover and in the collaborative work of uncovering it.

A number of groups are working on different streets and exhibitions have been shown on the work on South Street and Grange Road and the first publication, *The Sun Street Story* by Brian Cheesmur, Rosemary Page, Frances Stenlake and Susan Weeks came out in 2016. The project demonstrates the concern Lewes residents have for the history of their town and the people who made it.

Sun Street

As their introduction explains the Sun Street team aimed ‘to engage with local residents’ and many people connected with the street ‘became enthusiastic contributors’. The land had belonged to Thomas Kemp, whose son was involved in building Kemptown in Brighton. Kemp sold it ‘in plots – singly, in pairs and in larger blocks — from 1807 onwards. Each plot had a frontage of 11’ 6” and a depth of 60”.

This piecemeal sale of the plots led to a great variety of building, typical of streets in the older town. The study includes a detailed study of the variety of building materials in the street: brick, flint, weatherboarding, mathematical tiles all ‘typical of the region and the period’. An argument given for improving the early narrow pavements was that the street offered a more sheltered walk to the

local church, ‘especially in rough weather’ reminding us that as a hill town we are exposed to more wind and weather, and our buildings must withstand it. This may account for the popularity of tile hanging on the more exposed walls.

The story of this street is of the less prosperous Lewes, but one where in 1827 in a street of around 50 houses there were 19 businesses. This was typical of the town. When modern residents ‘work from home’ they are in part reviving a tradition.

In 1857 two men who lodged at one of the number of ‘beer shops’ in the street were prosecuted for ‘stealing turnip greens’ from a nearby farm, and in 1866 a boy from no 18 received a month’s hard labour and four years in a reformatory for stealing biscuits from a shop, though it was agreed that he was neglected and hungry. The last business to close was the Fruiterers Arms which lasted into the 1990s and was in their day a favourite of the Phoenix Foundry workers.

The researchers have found an letter from ‘A ratepayer’ in 1859 demanding that the ‘narrow and very inconvenient footpaths’ be improved which notes that the needs of the ratepayers of the street are ignored ‘being of the number of’ those ‘unrepresented’ at the ‘meetings of commissioners’, which decided these matters, due to their ‘holding property of less value, or paying less rent than £20’. The needs of the less prosperous citizens, as well as for safe pedestrian pathways, continue to be significant issues in the town.

South Street

The history of South Street reminds us of the strongly industrial history of the town. This project is ongoing. Heather Downie of the South Street team summarises what has been established so far.

South Street was not a home for the gentry but a working place, with timber yards, river wharfs, boat yards and chalk pits. A House of Industry (a workhouse) was built at the East end of the street in 1797 and in the 19th century there was a small school preparing girls for domestic service.

By the 20th century there were coal wharfs, gas works and gas holders, a car service station replaced the blacksmith and the chalk pit became a cement works, spreading white dust over the street. By the 1950s heavy traffic in the narrow road (the main route between Brighton and Eastbourne) meant severe congestion and in the late 1960s the Council proposed demolishing the houses on the south (river) side of the street to widen it. Local residents protested with vigour and the scheme was eventually dropped and a tunnel built (1980) which allowed the street to become the pleasant residential cul de sac it is today.

There has been almost continual development of housing, often replacements for earlier buildings, right up to the present with the Grand Designs Rusty House finished in 2015. The earliest houses are at the Cliffe end, clearly seen on a map of 1620, and, although there are later facades, the houses have internal features showing their origins. Rows of good Victorian cottages were interspersed with pubs and beerhouses and some of which were described as disorderly, leading to closure. Only the

Snowdrop Inn remains, this having been built on the site of Britain's worst avalanche (27th December 1836) which demolished a row of cottages and resulted in 8 deaths. A variety of shops traded on the street but all have now closed.

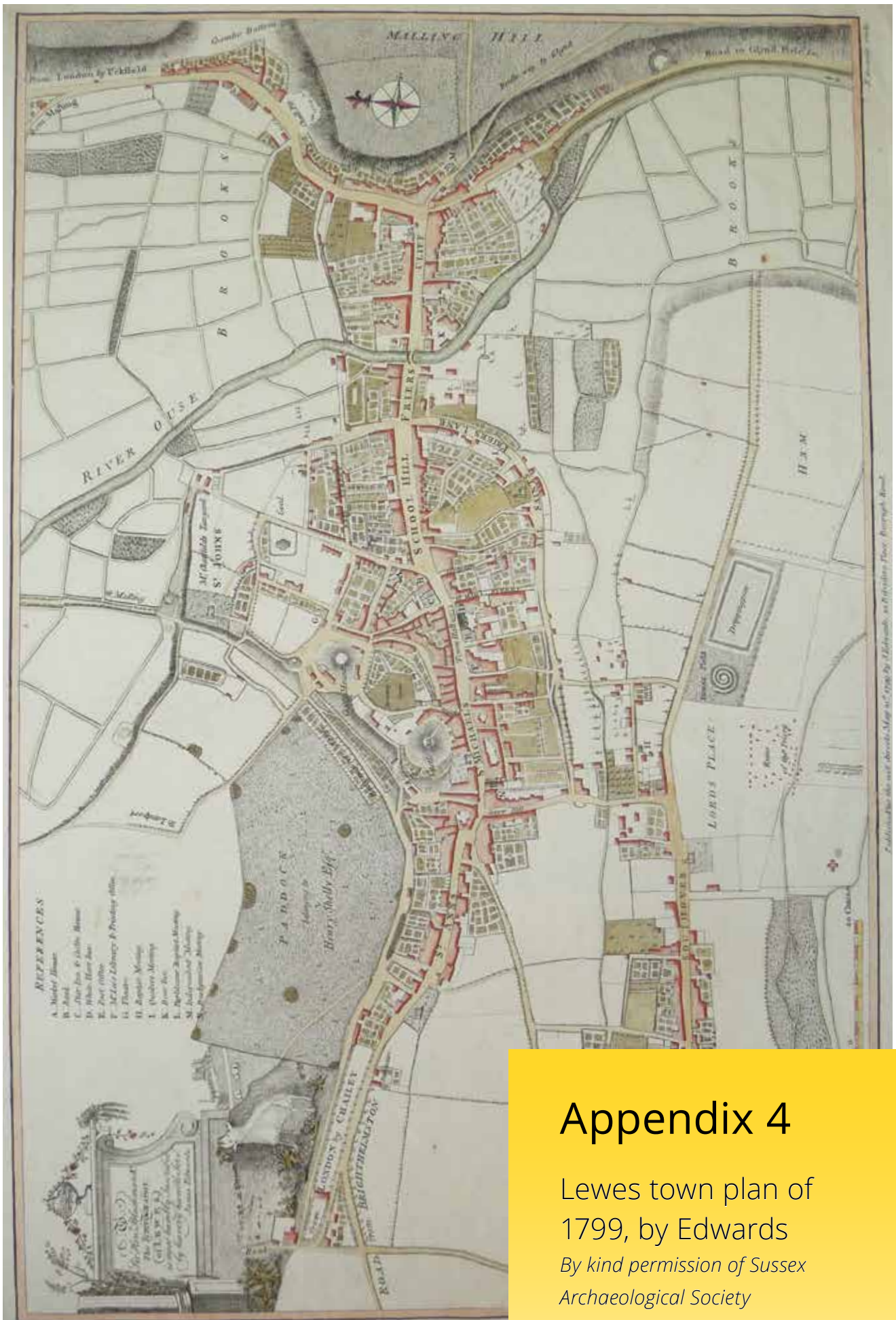
Social activity in South Street included the Boat Club, the Bonfire society and there were sports days run by the various pubs, all of which have contributed to the friendly atmosphere which exists in South Street today.

The strength of the work of the members of the Lewes History Group can be seen on their website www.leweshistory.org.uk They also have a Facebook page www.facebook.com/LewesHistory and a Twitter page at www.twitter.com/LewesHistory

Appendix 3

Boundary Line for the
Lewes Neighbourhood
Plan





Appendix 4

Lewes town plan of
1799, by Edwards

*By kind permission of Sussex
Archaeological Society*



Appendix 5

Key views to be
protected



View 01 (previous page) — From outside the Law Courts; View 02 (above) — Down School Hill



View 03 — The War Memorial



View 04 — Brewery from Cliffe High Street



View 05 — Harvey's Brewery



View 06 — From the railway bridge



View 07 — Cliffe Bridge



View 08 — From the paddock to the prison



View 09 — High Street with town clock



View 10 — From St Swithuns Terrace towards Newhaven



View 11 — From Grange Gardens



View 12 — Across North Street from Malling Hill

Barons Down Housing Association
Clevedown Residents
Cliffe Residents Association
Cycle Lewes / Egrets Way
Digital Citizen Project, University of Brighton
Diversity Lewes
Friends of Lewes
Grange Road Residents Association
Houndean Residents Association
Kingston Road & Cranedown Residents Association
Lewes Chamber of Commerce
Lewes Community Land Trust
Lewes Conservation Area Advisory Group
Lewes Living Wage
Lewes Local CIC
Lewes & Ouse Valley Economics
Lewes Phoenix Rising
Lewes Seniors Forum

Lewes Town Partnership
Lewes Town Taxi Group
Lewes Travel Man / Travelog
Making Lewes
Malling Tenants & Residents Association
Nevill Residents Association
Paddock Road Tenants Association
Residents Against Inappropriate Development (RAID)
Transition Town Lewes
Sussex Downs Society
Sussex Wildlife Trust
Western Road Residents Association

Appendix 6

Community organisations that have contributed to the draft neighbourhood plan





Please send your comments on this draft neighbourhood plan by Wednesday 21st June 2017 in the following ways:

/ email info@lewes-tc.gov.uk

/ web www.lewes4all.uk and go to the online survey

/ post Town Clerk, Lewes Town Council, Town Hall,
High Street, Lewes, East Sussex, BN7 2QS.

Thank you.