

Lewes Town Council

Neighbourhood Plan 2015 — 2033

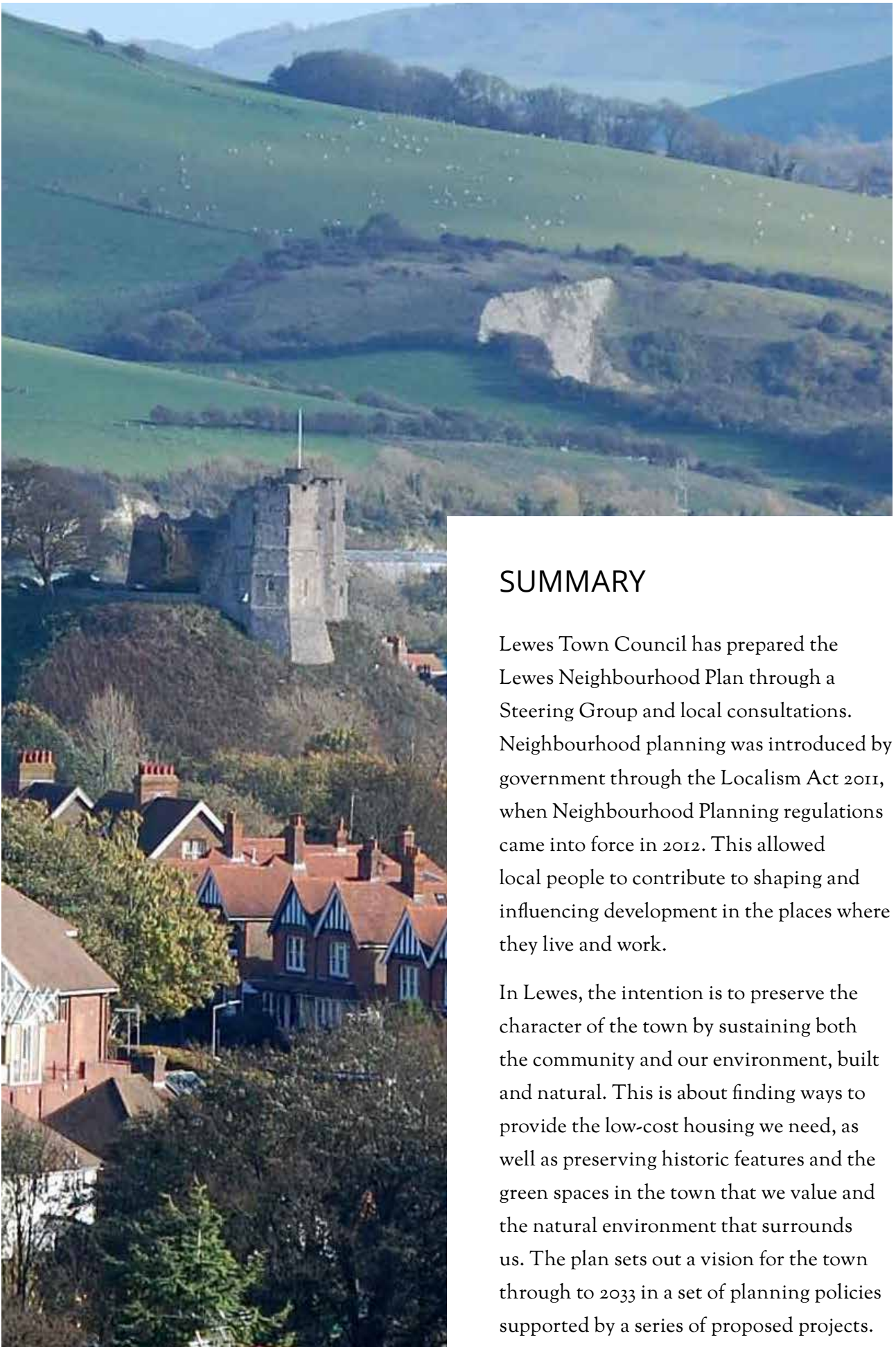
Made by the South Downs
National Park Authority on
11th April 2019



Lewes for all
Our Neighbourhood Plan



The Lewes Neighbourhood Plan
is dedicated to the memory
of Dr Colin Tingle, who put so
much of his knowledge and
experience into the ecosystems
and biodiversity sections



SUMMARY

Lewes Town Council has prepared the Lewes Neighbourhood Plan through a Steering Group and local consultations. Neighbourhood planning was introduced by government through the Localism Act 2011, when Neighbourhood Planning regulations came into force in 2012. This allowed local people to contribute to shaping and influencing 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 historic features and 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.



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

1.0 Introduction

1.1 Lewes Town Council has prepared this neighbourhood plan 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. The neighbourhood area was designated on 8th May 2014. It is shown on the map in Appendix 2.

1.2 This neighbourhood plan has been informed by the strategic policies in the Lewes District Local Plan Part 1 Joint Core Strategy 2010 — 2030, with which it needs to be in general conformity. Policies SD1 and SD2 of the Joint Core Strategy have been quashed insofar as they apply to the South Downs National Park. 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

1.3 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.

1.4 Neighbourhood plans are policy-based land use plans that need to be in general conformity with the local plan. Currently the Local Plan for Lewes is the Lewes District Plan Part 1: Joint Core Strategy (JCS) which was adopted by Lewes District Council in May 2016 and the SDNPA in June 2016. In time, the SDNPA will adopt a Local Plan for the entire National Park, at which point this will supersede the Joint Core Strategy.

1.5 The South Downs Local Plan was submitted to the Secretary of State for examination in April 2018. The Planning Inspector conducted the examination including public hearings on the South Downs Local Plan in November and December 2018. The Planning Inspector has since indicated that consultation on modifications to the South Downs Local Plan will be appropriate in late January or early February 2019. South Downs National Park Authority will therefore be conducting the consultation starting at that time and lasting for eight weeks. It is anticipated the South Downs Local Plan will be adopted in summer 2019.

1.6 A legal challenge was made by Wealden District Council, which resulted in the quashing of policies SP1 and SP2 of the Lewes Joint Core Strategy. Policy SP1 sets the overall development requirements for the district and

SP2 sets the housing requirement of individual settlements, with the figure of 835 new homes in Lewes. The judicial review centred on the methodology for the Habitat Regulations Assessment (HRA) in regard to measuring traffic movements through Ashdown Forest, which is a Special Area of Conservation (SAC). It was decided by the Secretary of State for Communities and Local Government and the SDNPA not to appeal the decision. It has also been decided by the SDNPA that the issue should not slow down the preparation of the South Downs Local Plan or any neighbourhood plans being prepared in Lewes District, including Lewes.

1.7 Given the strategic nature of traffic and air quality in combination, this issue is by definition, one that cannot be fully explored and resolved by an individual neighbourhood plan and is most appropriately addressed through the Local Plan.

1.8 The SDNPA has commissioned new work on air quality which was published as part of the Pre-Submission Consultation on the South Downs Local Plan in September 2017. The overarching HRA of the emerging South Downs Local Plan will address this matter and include any necessary measures as appropriate.

1.9 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 and 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 Lewes Joint Core Strategy and the South Downs Local Plan.

1.10 In Lewes, the work to prepare the neighbourhood plan was 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 to national and local policy, as required by the neighbourhood plan regulations.

Early Engagement Process

1.11 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 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.

Plan Preparation Process

1.12 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.

1.13 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.

1.14 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.

1.15 The pre-submission consultation ran between 8th May and 21st June 2017. Comments received during this time informed the creation of the submission version of the plan. The submission consultation ran from 11th June to 23rd July 2018. The independent examination followed in late 2018 and the examiner's report was received on 14th December 2018. The report recommended that, subject to a series of modifications set out in the report, that the Lewes Neighbourhood Plan meets all the necessary legal requirements and should proceed to referendum. It was recommended that the referendum should be held within the neighbourhood area.

General Conformity with Local Planning Policy

1.16 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. The development plan situation is complex. The adopted Lewes District Local Plan Part 1: Joint Core Strategy 2010–30 (JCS) is the key element of the existing development plan. It identifies that 875 homes should be delivered in Lewes. This consists of 415 houses at North Street Quarter, 240 at Old Mall Farm and 220 on other sites to be planned for housing growth. The quashing of Policies SP1 and SP2 of the JCS within the National Park area results in these numbers technically not applying to Lewes. Nevertheless, Policies SP3 and SP4 still apply for the two allocated sites. The emerging South Downs Local Plan includes a largely identical housing growth target within its own Plan

period. The proposed housing requirements for Lewes as expressed in the Lewes Joint Core Strategy and emerging South Downs Local Plan 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 220-240 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 70 — 71.

1.17 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.

Strategic Development Sites

1.18 The proposed development sites at North Street Quarter & Eastgate area and at Old Mall Farm are considered “strategic sites” by South Downs National Park Authority. They are handled directly by them, and are covered in more detail in the emerging SDNPA Local Plan. Concerns have been raised by Lewes residents (on topics of traffic, schooling, medical hub, etc) specific to these two sites during the Regulation 14 Public Consultation but, although the LNPSG shares some of these concerns, the Lewes Neighbourhood Plan does not address them for the above reason.

General Conformity with National Planning Policy

“Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood” — paragraph 183 of the National Planning Policy Framework, 2012.

1.19 Therefore, each stage of the Lewes Neighbourhood Plan process has sought to extend the amount of common ground between 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 objectives for the neighbourhood plan to be developed with a supporting vision statement.

Neighbourhood Plan Policy Structure

1.19 The consultation process has resulted in a 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)

1.20 The individual policies within each theme will need to be applied to the future decision-making process with regard to 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.

1.21 Lewes Town Council wishes to acknowledge the time and effort dedicated by volunteers and employees to completing this plan, and the assistance provided by Lewes District Council, East Sussex County Council, and in particular the South Downs National Park Authority.

Visions of Our Town

1.22 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. See also Appendix 5 — Views.



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



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.



Station Street 8.30am (top) and Station Street 3.30pm (above) by Julian Bell — The town's busy streets 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.

2.0 Lewes & Our History

2.1 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.

2.2 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.

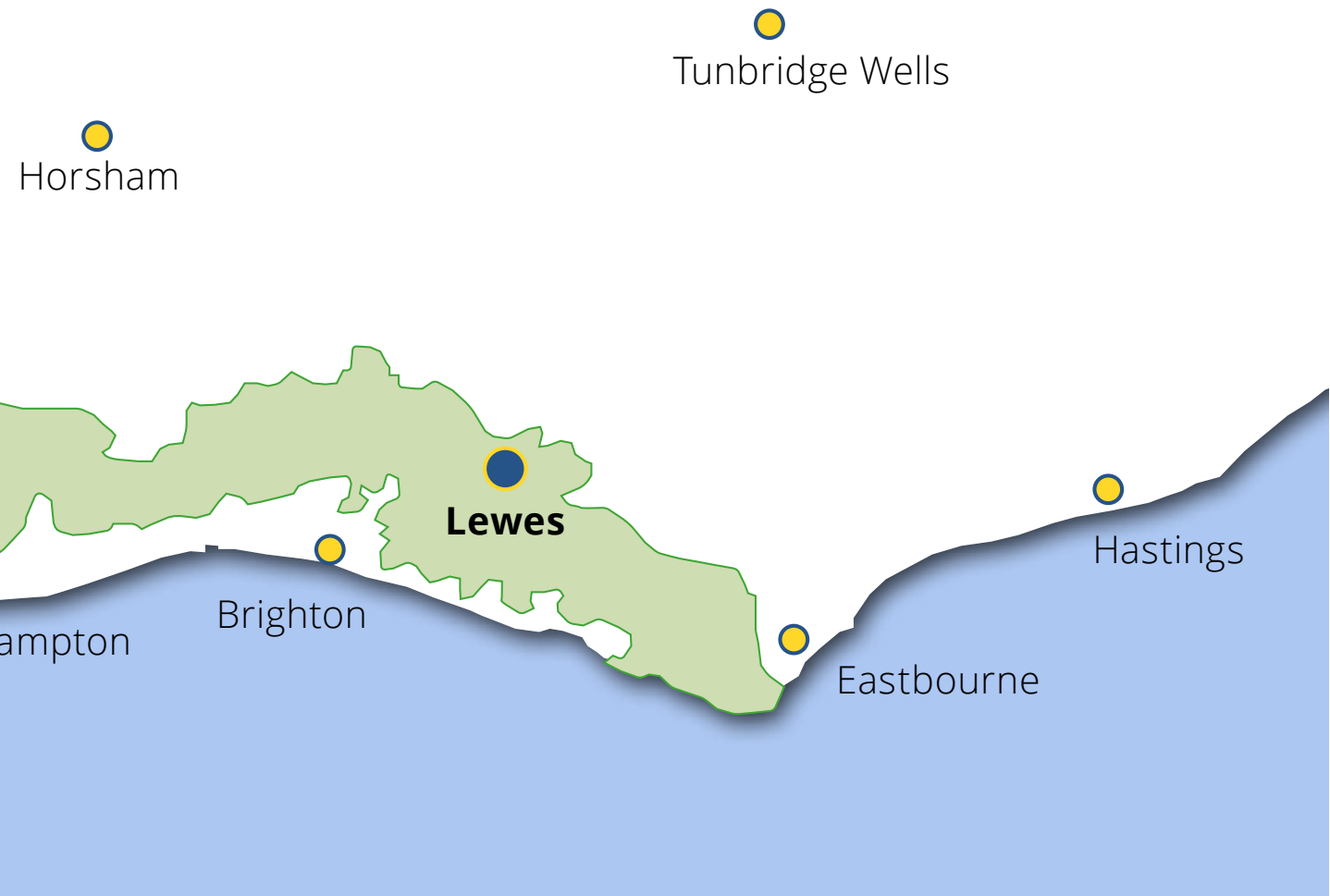


2.3 Lewes is the historic county town of East Sussex, approximately eleven kilometres (approx. 7 miles) north-east of Brighton. In 1965 the Council for British Archaeology classified Lewes as one of 51 historic towns in the British Isles which “... *are so splendid and precious that ultimate responsibility for them should be a national concern*”.

2.4 Once an active river 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 and is attractive to those working at

the University of Sussex situated at Falmer and University of Brighton. Lewes is just over one hour by rail from London, but this advantage, as in many towns in the South East, now raises local house prices beyond local incomes.

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





Independence



Geography



Creativity



Built Heritage

INDEPENDENCE — The Rights Of Man, the Lewes Pound and Bonfire. Both show that Lewes has a historical radical and independent streak which it maintains to this day.

CREATIVITY — Painting outside Harvey's Brewery. Making and creating is part of Lewes' history and future.

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

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

Independence

"We wunt be druv!"

2.6 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.

2.7 Tom Paine's Lewes residence, Bull House, was restored and given to the Sussex Archaeological Society by the iron founder 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.

Geography

2.8 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.

2.9 Lewes Priory was built adjacent to the Ouse valley floodplain. This location, between the downs and the floodplain, confines the town's development.

2.10 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.

2.11 The lower Ouse valley was drained, and the river was straightened from the middle ages to gain both farmland and to improve navigation. The railway came in the nineteenth century. 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. 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.

2.12 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.

2.13 This geographical context necessitates flexible and imaginative design approaches to future development.

Creativity

2.14 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.

2.15 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 neighbourhood plan seeks to ensure the necessary workspace for these to flourish in their turn.

2.16 Many small craft workers and artisans now work in the town, supplying modern needs as Every's did in its day. Modern high-tech businesses have also taken root in the town. The Bonfire Societies are also crafts people in their traditional costumes and tableaux.

2.17 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. The town is now home to high-tech businesses linked to the nearby universities.

2.18 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.

2.19 New traditions also develop: Patina's "Moving On" street parade, marking 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.

Built Heritage

2.20 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.

2.21 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.

2.22 Many backs of properties 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.

2.23 In 1881, Lewes became a borough and the Star Inn was remodelled as the Town Hall in 1890—93. 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.

2.24 There are now over 550 listed buildings in the town. 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

Features, Facilities & Boundary Lines

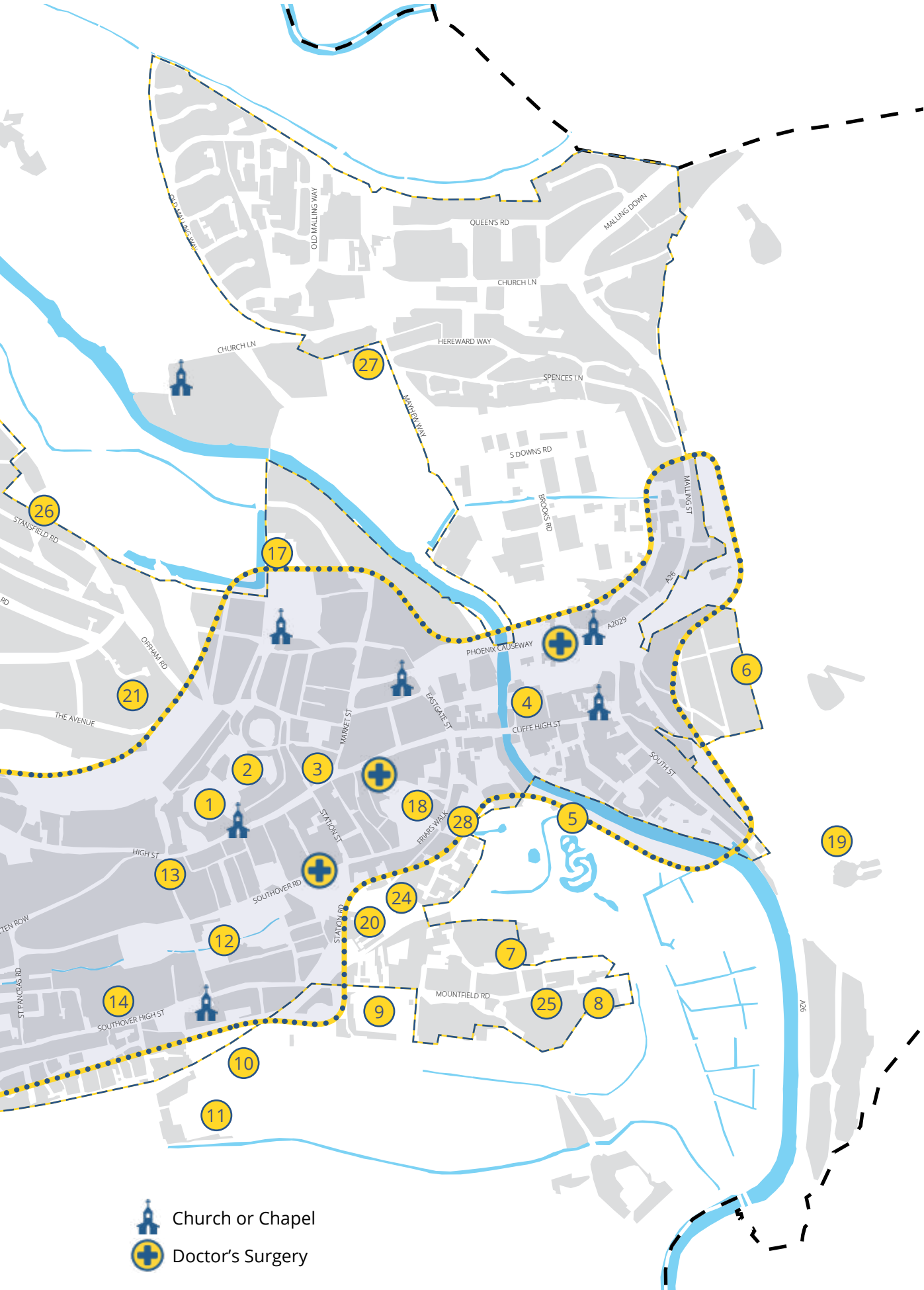
--- Neighbourhood Plan Area, see Appendix 2

--- Settlement Boundary

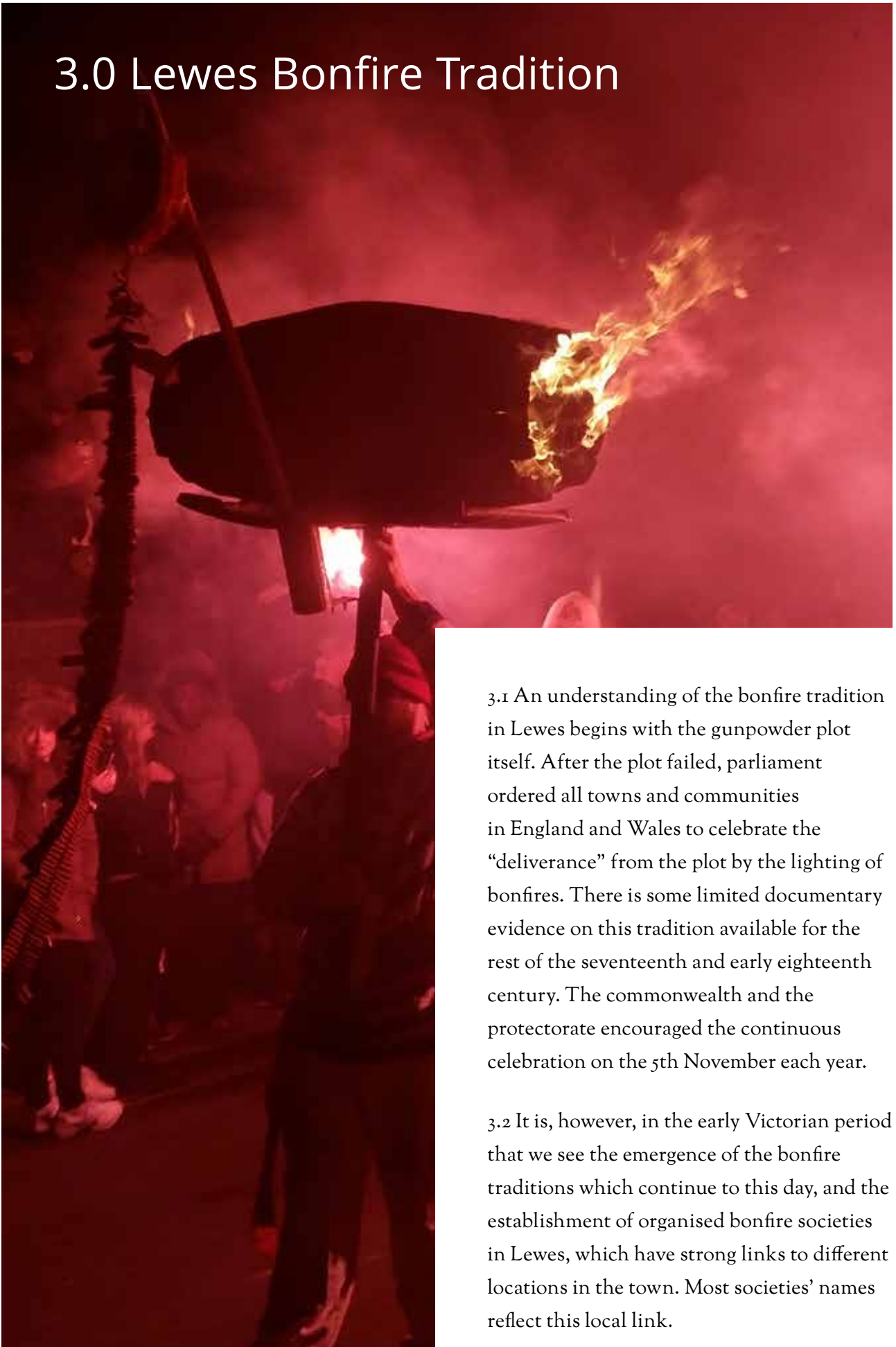
Historic Core as defined by the Edwards 1799 Lewes Town Plan, see Appendix 4

- 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 Southdown 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
- 21 Victoria Hospital
- 22 HM Prison
- 23 St Mary's Social Centre
- 24 The Depot Cinema
- 25 Priory School
- 26 Landport Community Hub
- 27 Malling Community Centre
- 28 All Saints Community & Youth Centre





3.0 Lewes Bonfire Tradition



3.1 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.

3.2 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.

3.3 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.

3.4 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.

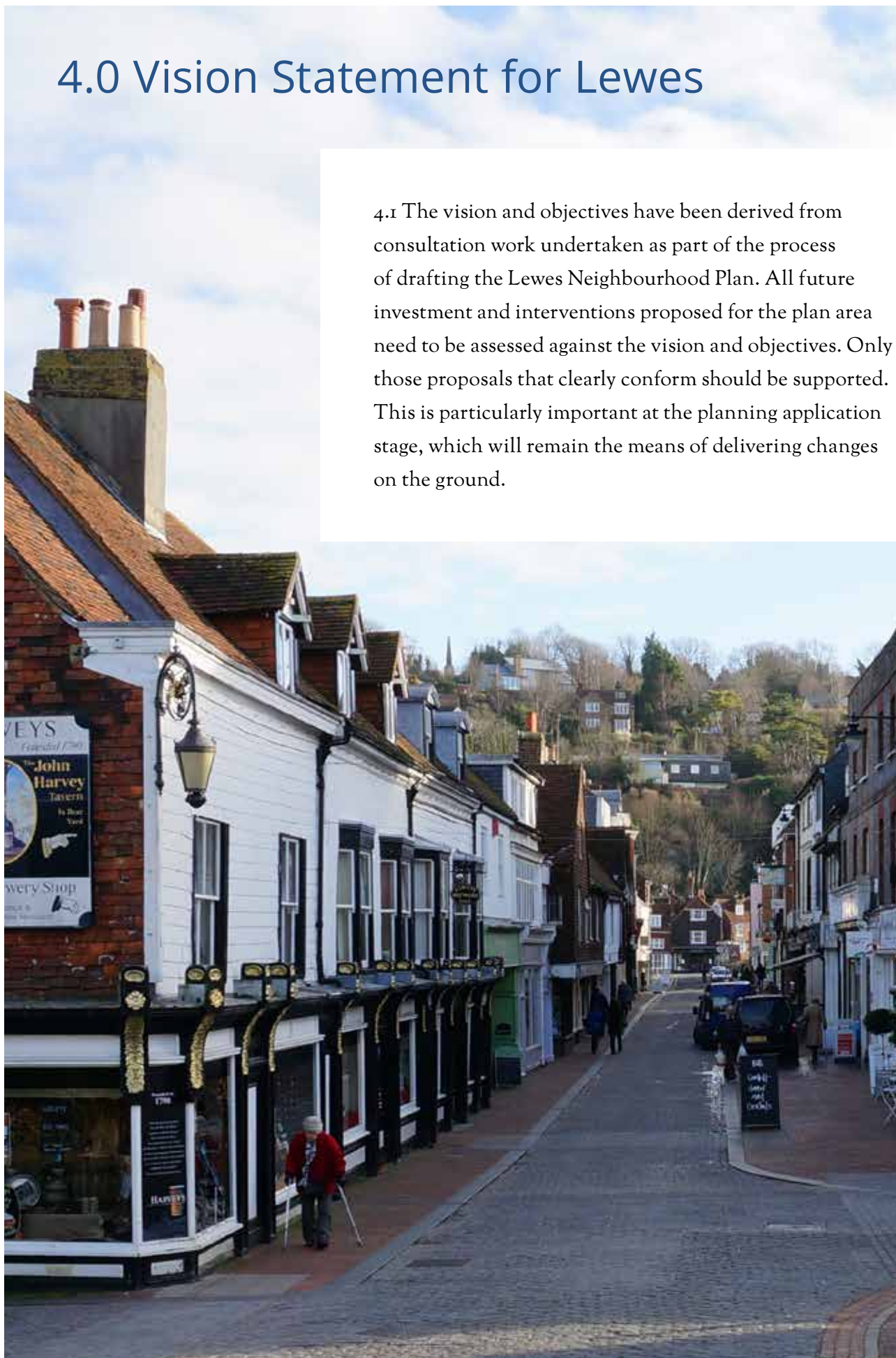
Bonfire Societies & Fire Sites

- 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) Convent Field
- South Street Bonfire Society (est. 1913) Railway Land
- Waterloo Bonfire Society (reformed 1964) Malling Brooks



4.0 Vision Statement for Lewes

4.1 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.



“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”

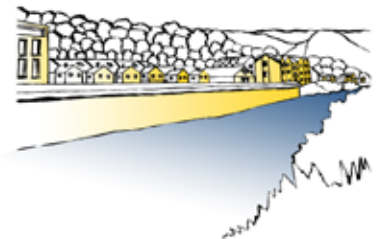
— Vision Statement for the Lewes Neighbourhood Plan



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..."

... celebrates its rich and particular historical, geographical and cultural heritage"

4.2 The Lewes Neighbourhood Plan acknowledges the part that the historic and environmental setting of Lewes has played in shaping our town. The neighbourhood plan seeks imaginative ways to ensure that Lewes sustains its character and remains flexible and resilient enough to continue to provide for the needs of all its people in the future.

4.3 The diverse built environment of Lewes will be maintained and enhanced to support a thriving, welcoming and self-sustaining living and working town. Providing sufficient new housing to meet the needs of local people of all generations is an important aim here and a good mix of genuinely affordable homes, related to average wages, is essential.

.... looks to the future by ensuring new development reflects local heritage and maintains a thriving town where business and the arts flourish"

4.4 Lewes will seek to create sustainable communities, providing a wide range of housing and workspace for people from all ages, backgrounds, and incomes, including

those with disabilities or who are less mobile. The policies seek to benefit both people and the environment and so contribute to the economic vitality and the social and cultural life of the town.

4.5 Provision will continue to be made for creative studios, light industrial space and work space for the new digital economy. Lewes will continue to welcome visitors and encourage a vibrant tourist economy.

... meets the demands of climate change and the need to create sustainable communities with resilience and imagination"

4.6 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 the best principles of robustness and resilience. This design response includes flood resilience, such as water storage, and the enhancement of biodiversity as well as renewable energy initiatives.

4.7 All new developments should adhere to the principles of reduce, reuse, recycle. Imaginative redevelopment of previously developed land and existing buildings will reduce the resources used and avoid the need to build outside the present footprint of the town.

4.8 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 will be protected. New developments in the town should not add to the pollution problem.

... ensures the quality of people's lives matter most as we engage with future development"

4.9 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 such as building above car parks, temporary use of modular buildings and making streets more pedestrian friendly.

4.10 The neighbourhood plan aims to support the improvement of access to and from the town for outlying areas and for nearby villages, as well as within the town centre, for the convenience and the health and well-being of residents and visitors. The development of routes for walking, cycling and public transport, including the opening of new routes will be encouraged.

... will house its residents and their children at a cost affordable on local average incomes"

4.11 Lewes will look for development that sustains the community and puts people first by responding to the need of local people for homes and workspaces to rent or buy that are affordable on local incomes. The concept of Lewes Low Cost Housing (LLCH) is designed to answer this need.

5.0 Neighbourhood Plan Objectives

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

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

5.3 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.

5.4 All twelve objectives are of equal importance.

5.5 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

5.6 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

5.7 Provide a substantial increase in genuinely affordable housing for sale and rent. The Lewes District Plan Part 1: Joint Core Strategy requires all developers to meet a target of 40% affordable housing on sites of 11 or more dwellings. The South Downs Local Plan requires 50% affordable housing on sites of 11 or more and on a sliding scale for smaller sites. 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

5.8 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 and high-tech start-ups.

5.9 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

5.10 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.

5.11 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

5.12 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.

5.13 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

5.14 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.

5.15 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

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

5.17 The Lewes Neighbourhood Plan will seek to ensure there are appropriate opportunities for renewable energy generation and energy storage 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, and cutting air and noise pollution.

8 Built and Natural Environment, Green Spaces & Biodiversity

5.18 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. Measures should be taken where necessary to prevent a decline in biodiversity and provide robust habitats and ecosystems for future generations.

5.19 The neighbourhood plan will safeguard and celebrate the rich built heritage of the neighbourhood area. The character and appearance of its conservation areas will be protected through the delivery of the planning process in accordance with national and local policies. The longer-term integrity and effective use of the many listed buildings in the town is a key principle of this Plan. The Plan also recognises that opportunities for sustainable and sensitive economic development and tourism naturally arise from the built heritage of the town.

9 Climate Change

5.20 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. The chalk aquifer which provides Lewes's drinking water must be preserved from pollution and water levels maintained. Green spaces, Sustainable Urban Drainage Systems (SUDS), materials and surfaces will help to tackle flood risks by slowing rainwater absorption rates.

10 Village & Town Connections

5.21 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.

5.22 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

5.23 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, a shared cycle path linking Lewes and Newhaven port via Ouse valley villages.

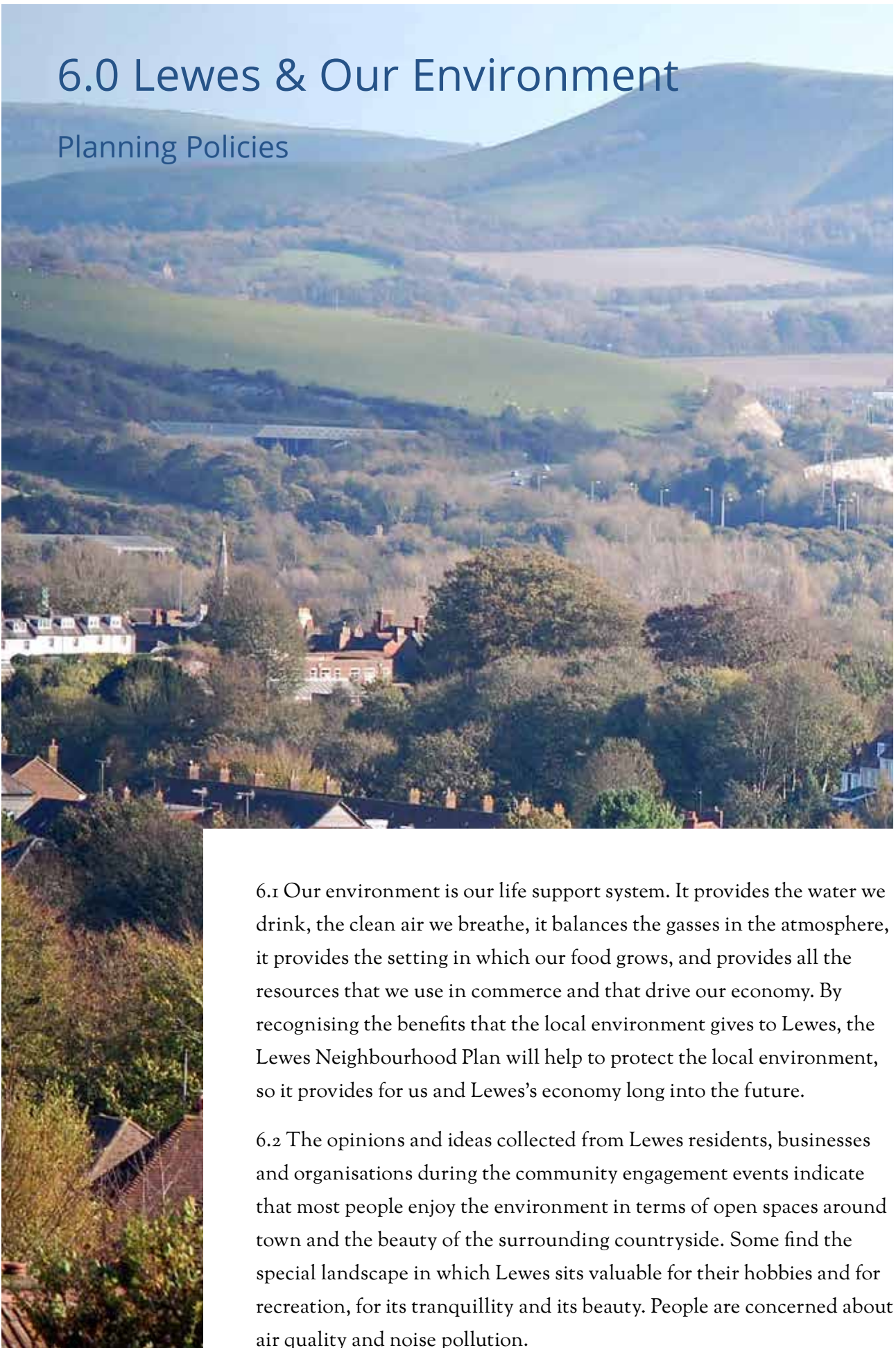
12 Flexible Housing for All Generations and Incomes

5.24 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.

5.25 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.

6.0 Lewes & Our Environment

Planning Policies



6.1 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.

6.2 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. People are concerned about air quality and noise pollution.

6.3 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, Landport Bottom, and Kingston Road. It is stored as groundwater in aquifers 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.

6.4 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 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 types
- 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

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 natural capital and the scope to provide a net gain in natural capital.

2) Where appropriate to the site concerned, the ecosystem services provided by the development should enhance those that the site already contains. Planning proposals should explain the extent of each benefit.

3) Support will be given to proposals that demonstrate a net gain in the existing natural capital.

Policy Supporting Text

6.5 The Lewes Neighbourhood Plan must be in general conformity with the National Planning Policy Framework (NPPF) and also have regard for the Lewes Joint Core Strategy and the 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.”

6.6 It is considered the plan is in general conformity with the NPPF as it helps to guide developers to consider the benefits a site provides to Lewes’s people, community environment and economy, and to enhance these benefits on site or elsewhere across the town as part of any development proposal. 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 brownfield sites, natural capital 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.

Policy LE1 takes an innovative approach to this important matter. Landowners and applicants would be well-advised to refer to the advice in the SDNPA’s Ecosystems Services and Householder Planning Applications and the Ecosystem Services (non-householder) Technical Advice Notes.

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
- Trees lock in carbon dioxide as they grow, which helps to slow climate change.
- 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 richest most 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.

Policy LE2

Biodiversity

1) Development proposals will be expected to demonstrate how they will provide a net gain in biodiversity, habitats and species on the site, over and above the existing biodiversity situation.

2) The following hierarchy of designation will apply in the consideration of development proposals:

a) International sites (the Lewes Downs SAC — see map on page 41).

Development proposals with the potential to impact this international site will be subject to a Habitats Regulations Assessment to determine the potential for likely significant effects. Where likely significant effects may occur, the development proposals concerned will be subject to Appropriate Assessment. Development proposals that will result in adverse effect on the integrity of any international site will not be supported unless it can be demonstrated that: there are no alternatives to the proposal; there are imperative reasons of overriding public interest why the proposal should nonetheless proceed; and adequate compensatory provision is secured.

b) National sites (Southerham Works Pit SSSI, Lewes Downs SSSI, Offham Marshes SSSI, and Lewes Brooks SSSI — see map on page 42).

Development proposals with the potential to impact on one or more of the national sites will be required to assess that impact by way of an Environmental Impact Assessment. Development proposals where any adverse effect on the site's notified special interest features is likely and cannot be either avoided or adequately mitigated will not be supported unless the benefits of the development clearly outweigh the likely impact to the notified features of the site and any broader impacts on the network of nationally protected sites.

c) Local sites (Disused Railway Line South Malling, Lewes Racecourse, Lewes Cemetery, Cockshut Down, Lewes Railway Land, Lewes Railway Land Meadows, Cuilfail Down & Southerham Farm, and the Railway Land — see maps on page 43).

Development proposals with the potential to impact on one or more of the local sites will be required to assess that impact by way of an Ecological Impact Assessment. Development proposals that will result in any adverse effect on the integrity of any local site which cannot be either avoided or adequately mitigated will not be supported unless exceptional circumstances outweighing the adverse effects are clearly demonstrated'

3) Support will be given to development proposals that can demonstrate a net gain in biodiversity.

Policy Supporting Text

6.7 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.*”

6.8 Policy LE2 provides a policy context within which development proposals can be assessed in terms of their impact on sites of ecological and biodiversity significance. It follows the hierarchical approach required by Section 11 of the NPPF (2012). The approach taken overlaps with that in the emerging South Downs Local Plan. Lewes is in the Brighton and Lewes Downs UNESCO World Biosphere Region which recognises a balanced relationship of people and nature in our world-class environment.

6.9 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, such as the chalk grassland at Malling Down where the Adonis Blue butterfly and glow worms are found, 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. For example the Lewes Railway Lands are a particularly biodiverse rich habitat.

6.10 The Lewes Neighbourhood Plan area contains a number of statutorily protected wildlife sites which receive protection under European and National law due to the quality of the habitats and species they contain:

Special Areas of Conservation (map page 41)
— Lewes Downs SAC

Sites of Special Scientific Interest (map page 42)
— Southerham Works Pit SSSI
— Lewes Downs SSSI
— Offham Marshes SSSI
— Lewes Brooks SSSI

Local Wildlife Sites (map page 43)
— Disused Railway Line, South Malling
— Lewes Racecourse
— Lewes Cemetery
— Cockshut Down
— Lewes Railway Land
— Lewes Railway Land Meadows
— Cuilfail Down & Southerham Farm

Local Nature Reserves (map page 43)
— Railway Land

6.11 The ecology of all these parts of the local environment need help to continue to flourish and provide robust habitats and ecosystems into the future. By planning for more wildlife areas, better connections across the town can be secured, through which important wildlife can move and travel.

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 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 ultimately damages 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 must 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.

6.12 The SDNPA's project to improve the flow of the Winterbourne Stream would bring greater biodiversity and a wildlife corridor to the heart of the town. Lewes is rich in trees which are significant for our sense of place and for biodiversity, many veteran and notable trees are recorded in the Natural England record¹ and the Friends of Lewes Urban Arboretum² and Tree Preservation Orders.

6.13 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. Species diversity of appropriate provenance should be maximised in planting schemes and linkages between habitats should be created. Trees should be incorporated into developments as much as possible to enhance biodiversity and the setting of Lewes; choice of tree species to be based on a thorough understanding of the specific biodiversity needs of each site, and of well-considered provenance.

6.14 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.

6.15 By allowing for a net gain in biodiversity across the neighbourhood plan area where it cannot 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.

6.16 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. Wildlife experts with local knowledge may be consulted to identify opportunities to incorporate simple design features which will increase biodiversity. This approach will help determine the scale, form and type of development appropriate for each specific site identified.

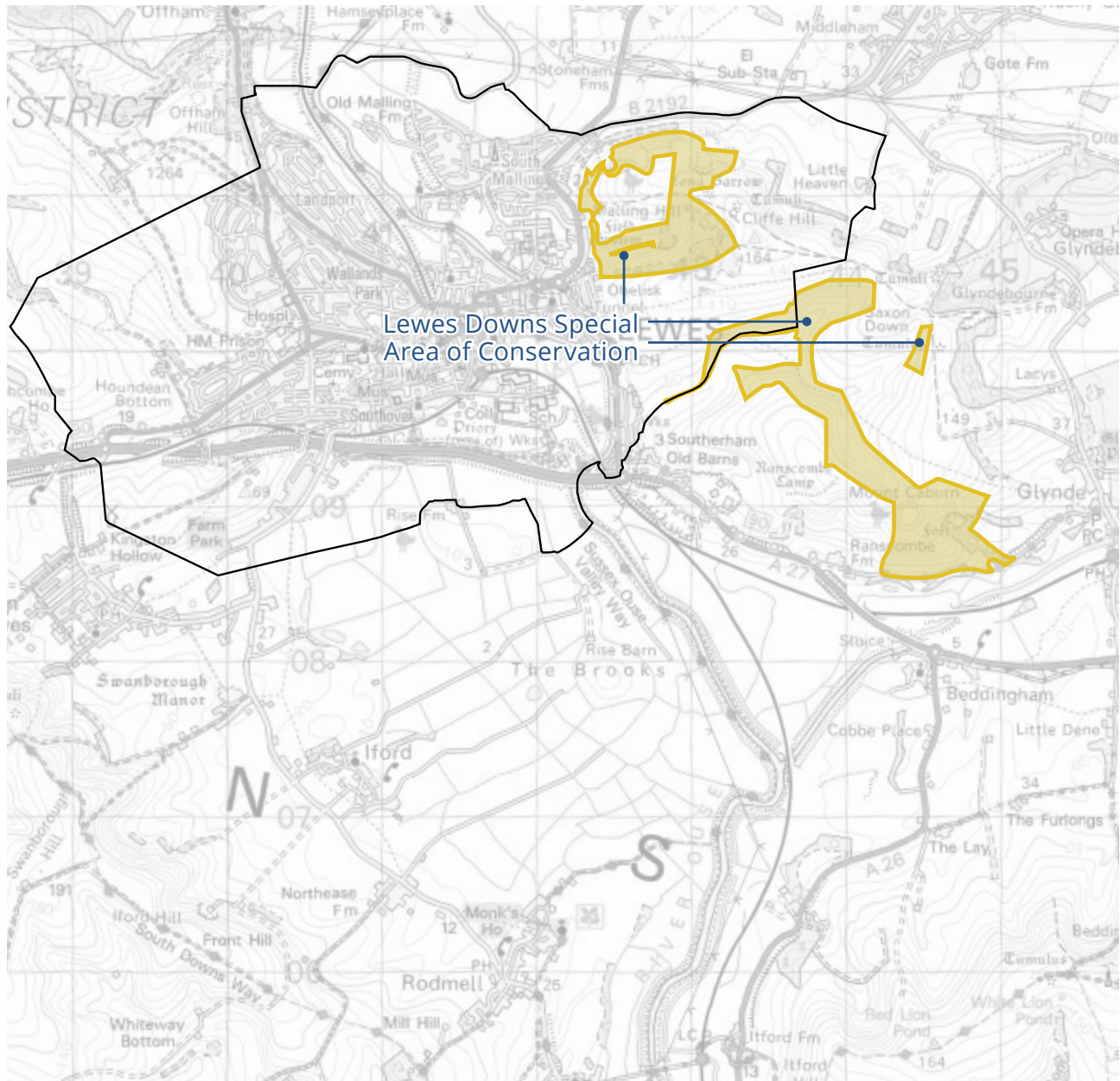
6.17 On brownfield and agricultural sites, where biodiversity is currently limited, it is relatively straightforward and inexpensive to enhance biodiversity with green spaces, tree-planting and appropriate local vegetation.

1 www.ancient-tree-hunt.org.uk

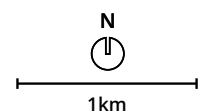
2 <https://friends-of-lewes.org.uk>

International Sites

In support of Policy LE2 Biodiversity



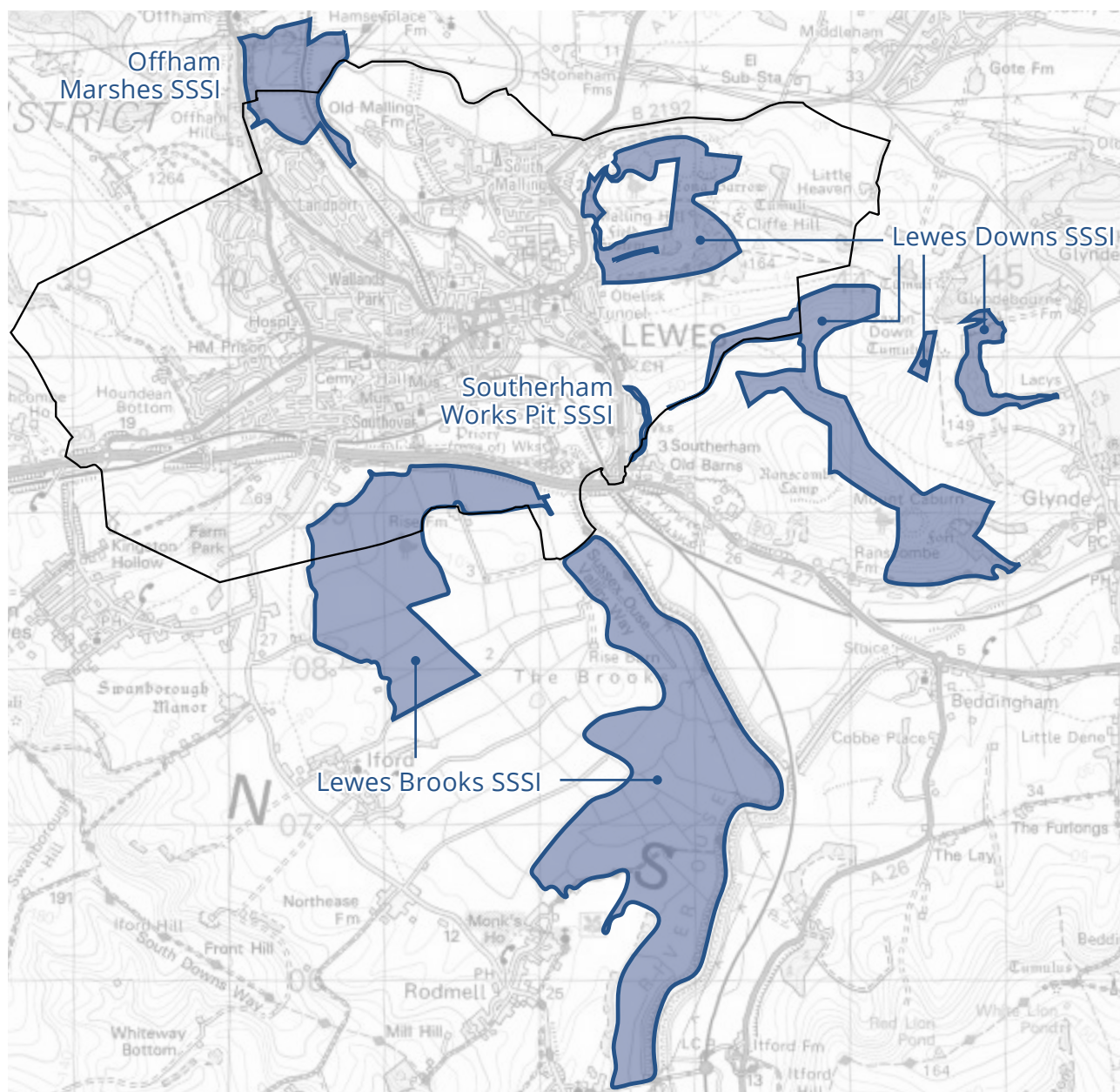
Special Areas of Conservation



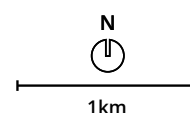
— neighbourhood plan boundary

National Sites

In support of Policy LE2 Biodiversity



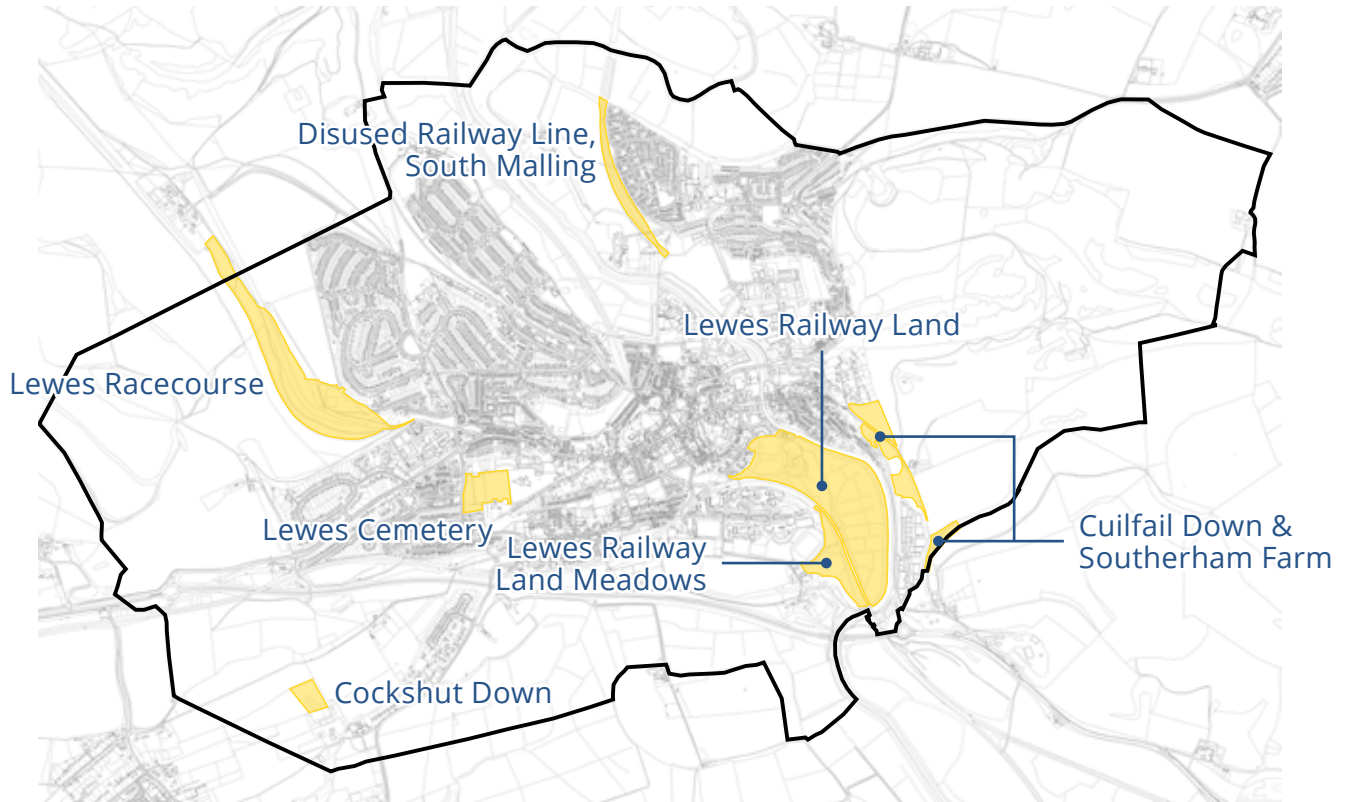
Sites of Special Scientific Interest



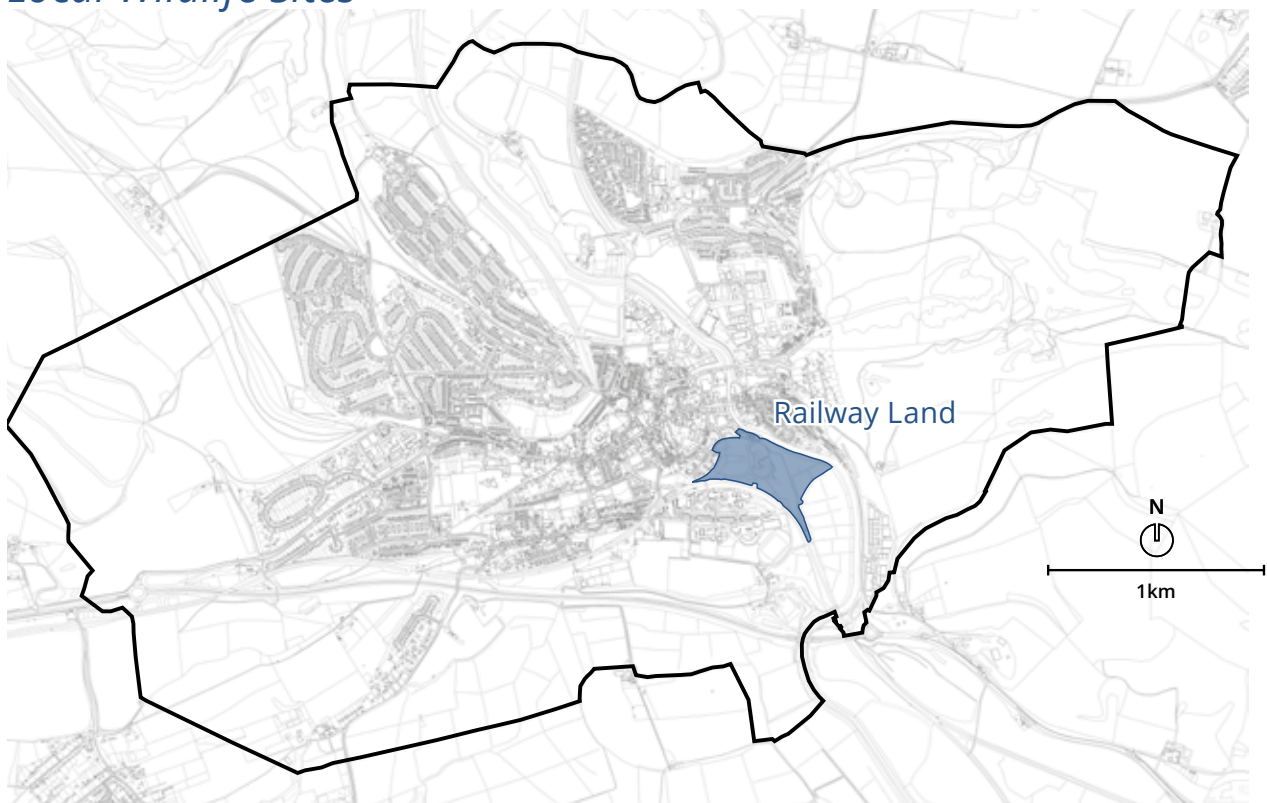
—— neighbourhood plan boundary

Local Sites

In support of Policy LE2 Biodiversity



Local Wildlife Sites



Local Nature Reserve

—— neighbourhood plan boundary

7.0 Heritage & Community

Planning Policies



7.1 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.

Policy HC1

Protection of Existing & New Community Infrastructure

1) Existing community infrastructure, and ancillary facilities across the plan area, will be protected and enhanced. Change of use applications to remove community uses will not be supported other than where they meet the requirements of the remaining part of this policy.

Proposals that would result in the loss of a community facility should be accompanied by evidence demonstrating that the site is not viable and that an appropriate alternate site will be provided elsewhere. When seeking a change of use from retail to other uses, applicants will have to submit a rigorous and independent evaluation of why the premises is not viable or suitable for retail use.

2) Change of use applications for local food shops outside the town centre will not be supported. All applications submitted will have to include an independent evaluation of the premises' suitability and viability for retention as a local food shop to demonstrate that it can no longer be retained, before any change of use can be considered.

3) Proposals which would sustain or extend the current medical services being delivered at the Victoria Hospital will be supported.

Policy Supporting Text

7.2 This policy seeks to retain and protect key community facilities. If their replacement is necessary over the plan period, then they 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.

7.3 A specific example is 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, and the traditional annual pantomime (the only one in Lewes).

7.4 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.

7.5 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 Egrets Way.

7.6 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 uphill 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.

7.7 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.

7.8 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 Lewes Victoria Hospital). The long-

term future delivery of clinical services from the Hospital is not directly a land use issue. Nevertheless, Policy HC1 provides a supporting context within which clinical services could be consolidated and extended on the existing site in the event that a decision is taken to retain the Hospital in the town.

7.9 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.

Key Projects & Actions

- Improvements to public WCs in the town
- Improvement to access to the Waste Recycling Centre in Ham Lane. Lewes Town Council to work with ESCC Highways to achieve this.

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) Proposals for new and improved utility infrastructure will be supported where they meet the identified needs of the community.

Policy Supporting Text

7.10 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 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.

7.11 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. In relation to both elements of the policy, proposals should be designed and located to have regard to the location of the neighbourhood area within the South Downs National Park.

7.13 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. The plan supports new provision of health care facilities additional to those already available at the Victoria Hospital.

7.15 Where flood protection is required some residential development will be permitted as part of the provision of new community facilities or services.

Key Projects & Actions

- 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.

Policy HC3 A

Heritage Protection of Landscape and Townscape

1) Development proposals that obscure or result in the loss of the positive characteristics of significant views of and within the town as shown in Appendix 5 will not be supported. When considering planning applications that could affect one or more of these views, priority will be given to sustaining:

- The visual significance 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 Areas
- The roofscape of the Conservation Areas from within the town and in the countryside setting.

2) New development that contributes to the preservation or enhancement of the conservation areas of Lewes, including the distinctive townscape of the historic core of Lewes, Cliffe and Old Malling (defined on the Town Plan) will be supported. Developments that include the palette of materials identified in the relevant Conservation Area Appraisal will be supported.

3) Development proposals that have an overbearing impact on the network of twittens that typifies the historic core of Lewes and/or causes harm to the contribution they make to the appreciation of the town's medieval settlement pattern will not be supported.

4) Development proposals that cause harm to historic flint walls in the town will not be supported.

5) The prominence and form of the chalk ridge is identified as a distinctive positive feature of the Conservation Areas as well as being a particularly important element of the town's local character. Development proposals that detract 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 supported 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.

6) The low-lying and low-rise character of existing historic development is identified as a distinctive positive feature of the Conservation Areas as well as being a particularly important element of the town's local distinctiveness. Development that would rise above the general roof line of existing development in these areas, or contrast negatively with the positive character of the existing roofscape, will not be supported 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.

Policy HC3 B

Planning Application Requirements and Heritage Issues

1) Proposals for development will be supported where they demonstrate that the choice of design and use has sought to avoid or minimise harm to the significance of heritage assets. Archaeological or historic assets below or above ground, should be conserved in a manner appropriate to their significance.

2) Proposals for the demolition and replacement of buildings in the conservation areas will only be supported where the existing structures do not make a positive contribution to the area's character appearance or significance. This approach does not extend to buildings which are neglected and/or which have not been properly maintained.

3) Contemporary design and materials will be supported in larger developments, 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.

Policy Supporting Text

7.16 In addition to the general controls provided by the Conservation Area designations (see plan, page 132) 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.

7.17 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. Policy HC3 A sets out specific requirements for planning applications insofar as they affect heritage issues. Sections 3 and 4 refer to the network of twittens and historic flint walls in particular. They set out to ensure that these important features are properly safeguarded. Nevertheless, in certain cases there may be

a need to consider the wider public benefits which may arise from such proposals.

7.18 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 in Appendix 3).

7.19 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.

7.20 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.

7.21 Lewes also has two Conservation Areas, the first to be designated being the Lewes Conservation Area (ESCC January 1970). And subsequently the Malling Deanery Conservation Area (LDC November 1974). 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. 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. Developers intending to submit proposals affecting historic assets are strongly advised to seek advice from local conservation bodies and relevant statutory bodies. Local groups include Friends of Lewes, the Conservation Area Advisory Group, the Lewes History Group, the South Downs Society, the Sussex Industrial Archaeology Society, and others as may be advised by the Local Planning Authority. Plainly this approach will be a useful supplement to any pre-application discussions that take place with the South Downs National Park Authority.

7.22 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.

7.23 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.

Key Projects & 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 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 and buildings at risk should be prepared and appropriate action, including seeking funding, 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.
- Museum storage for archaeological discoveries should be provided to facilitate the presentation of the town's history to residents and visitors.

Policy HC4

The Working Town

1) Existing employment uses and premises (Use Class B1, B2 and B8) across the plan area will be protected and enhanced.

2) Any loss of employment uses, or premises will not be supported unless it is accompanied by clear evidence demonstrating that the site or premises is not currently viable and that an appropriate alternative site or premises can be identified within the Lewes settlement boundary (see plan page 20 — 21). The evidence required will be determined by the existing use and its site. They will include:

— a demonstrated lack of tenant/occupier interest;

— a demonstrated lack of developer interest;

— serious adverse environmental impacts from existing operations;

— where the site is otherwise unlikely to perform an employment role in the future; and

— where the loss of some space would facilitate further/improved employment floorspace provision.

3) Insofar as planning permission is required, development proposals that provide working spaces which encourage homeworking and creative small businesses will be supported. In new residential developments, including the allocations within this Plan, the incorporation of studios and workshops will be supported.

4) Development proposals will be supported where they protect and enhance the opportunities for light industrial use.

5) Proposals that would provide enhancements to heritage assets and associated contributions to the local economy and tourism will be supported.

Policy justification

7.24 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 to residential uses, until the areas where they are located have been fully protected from flood.

7.25 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.

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

Key Projects & Actions

- An Article 4 Direction Order will be sought to protect office buildings and other work spaces in order to retain employment.
- 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.
- 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 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 vice versa.

- Make the best use of old buildings through imaginative rehabilitation including “meanwhile” employment uses.
- Ensure there is sufficient provision of appropriate work spaces, both for industry and for small modern businesses (e.g. those working in the digital economy) providing local jobs.

Policy HC5

Sustainable Tourism

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

2) Proposals for the development of a set down/ pick up point for tourist buses, both left and right-hand drive vehicles, will be supported.

3) Insofar as planning permission is required, proposals for the protection and signposting of pedestrian and cycle routes within the town will be supported. Proposals that would facilitate better connections between the town, the South Downs and the railway station will be particularly encouraged.

4) A well-screened seasonal campsite will be supported, provided it has no adverse impact on the countryside, supports the local economy and includes measures to encourage sustainable means of travel to the town. The campsite will require a sustainable travel plan to avoid increasing private vehicle trips into the town centre.

5) Large-scale tourism developments, such as accommodation or visitor attractions, will be supported where they comply with other policies in the development plan and the design of their access and other associated arrangements are in accordance with a travel plan which would facilitate visitors to travel by sustainable means.

Policy justification

7.27 Tourism is important to the town's economy. As stated in the supporting text to Policy HC3 A and HC3 B, the physical appearance of the town is one of the reasons it was included in the National Park and for visitors to come to the town. The neighbourhood plan seeks to encourage this further and address the lack of infrastructure and visitor accommodation that is needed to support tourism in the town.

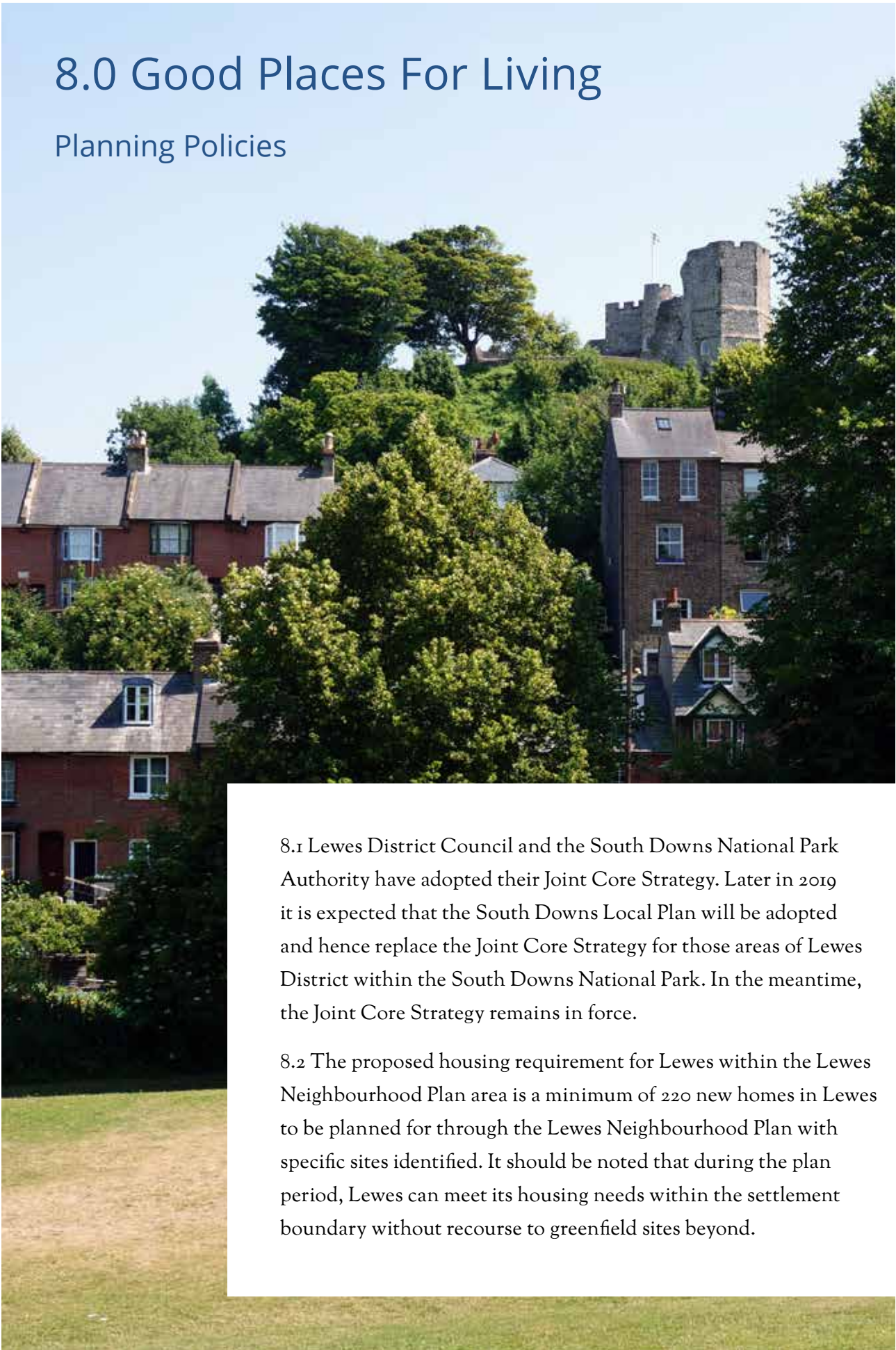
7.28 There are many key attractions in Lewes such as the Castle, Anne of Cleves House, timber framed buildings (some hung with mathematical tiles), churches, pubs and locally important food and drink such as Harveys beer. However, the infrastructure supporting tourism needs to be developed. Facilities 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.

Key Projects & Actions

- Work with the South Downs National Park Authority and East Sussex County Council to ensure countryside trails and footpaths are accessible, have the appropriate byelaws, are clearly defined, and are safe.
- Create direct link from the town to the South Downs Way.
- Improve signage for walking and cycle paths throughout the town, but not conflict with the historic character of the town and the desire to de-clutter street furniture.
- Consider installing blue plaques from the heritage fund on historical and popular buildings, in addition to grey plaques.
- Promote greater awareness of the Lewes Battlefield site, as outlined by Historic England.
- Design historically-related tours. Increase access to the Town Hall for regular tours.
- Create signposted nature walks through the railway land and via the Egrets Way.
- Work with the relevant authorities and tourism providers to identify a site and operator for more affordable and accessible visitor accommodation such as 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.
- Consideration should be given for sustainable tourism accreditation schemes (e.g Green Globe 21) across all tourism destinations in the Lewes Neighbourhood Plan area.
- Improve poorer visual aspects of the town, and public toilets
- Ensure any bus or coach pick-up or set-down point should be outside the Air Quality Management Area and avoid congestion.

8.0 Good Places For Living

Planning Policies



8.1 Lewes District Council and the South Downs National Park Authority have adopted their Joint Core Strategy. Later in 2019 it is expected that the South Downs Local Plan will be adopted and hence replace the Joint Core Strategy for those areas of Lewes District within the South Downs National Park. In the meantime, the Joint Core Strategy remains in force.

8.2 The proposed housing requirement for Lewes within the Lewes Neighbourhood Plan area is a minimum of 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.

Policy PL1 A

General Housing Strategy

1) Proposals for the residential development of the allocated infill sites in Policy PL1 B and of any additional unidentified brownfield sites within the settlement boundary will be supported subject to the following criteria:

- they meet local housing need;
- they respect the character and appearance of their immediate locality;
- where appropriate, they meet development plan requirements for the provision of affordable housing to include maximising the amount of Lewes Low Cost Housing unless Lewes Low Cost Housing is proven to be undeliverable; and

— in the case of unidentified sites do not involve the loss of identified employment land and premises in active employment use.

2) Elsewhere in the neighbourhood area, residential development will be restricted to that which is otherwise allocated for residential development in the development plan or which meets the criteria for a rural exception site as outlined in national planning policy.

3) New residential development should comply with the development plan requirement for affordable housing. This shall include maximising the amount of Lewes Low Cost Housing¹ to meet local housing need, unless proven to be undeliverable².

4) On certain sites which are not sensitive to landscape or heritage considerations, support will be given to making best use of evolving and innovative solutions such as modular housing.

¹ 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.

² In cases where viability is a genuine barrier to delivery of Lewes Low Cost Housing, the applicant will be required to demonstrate this by submitting a robust viability appraisal. The viability appraisal must be done on an independent and open book process and must be undertaken by a professionally qualified Member of the Royal Institute of Chartered Surveyors (RICS).

5) The splitting of larger homes into self-contained units will be supported. Where the subdivision proposed could affect the significance of a listed building or the character or appearance of a conservation area the application should demonstrate that the scheme includes measures to avoid or minimise harm to the heritage asset concerned. These details should include, but not be restricted to, the provision of waste and bicycle storage, routing of waste water pipes and any additional extraction vents or flues.

6) Innovative, well-designed higher-density housing will be supported in the town centre where it respects the character or appearance of its immediate locality and sensitively addresses any amenity issues. Roof gardens will be supported where there are no privacy or overlooking issues and

conventional gardens are not possible.

7) Community-led housing projects including self-build and cooperative housing will be supported.

Policy Supporting Text

8.3 The Lewes Neighbourhood Plan must find sites for a minimum target of 220 houses within the plan period, 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 a minimum of 242 houses, preferably in small groups to fit within the scale and townscape of Lewes. The criteria for infill site selection have been based primarily upon accessibility to services and community infrastructure. Policy PL1 A sets out the plan's approach to new housing development. It supplements the proposals already safeguarded in the adopted development plan and identified in the emerging Local Plan. The first paragraph of the policy refers both to sites allocated in Policy PL1 B and to unidentified sites. In relation to the latter, the criteria in relation to employment land should be considered in parallel with those in Policy HC4 (Working Town) of this Plan.

8.4 Introducing much more genuinely 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.

The plan identifies small sites within the settlement boundary as suitable to the character of the town, which has developed as a piecemeal jigsaw.

8.5 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 using limited budgets. The Sussex Community Housing Hub, in partnership with LDC and other Councils, has government funding to assist community led housing projects such as the Community Land Trust, Co-Housing, Cooperative Housing and self-build to meet local housing need.

8.6 Introducing 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. 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 which should aim for the highest sustainability levels in accordance with current building regulations.

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

8.8 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.

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

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

Affordable housing

8.11 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 local housing need. East Sussex County Council has also released land in public ownership.

8.12 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 influence of the London market that it is impossible to build so many houses that the

price falls without harming the townscape and landscape of the South Downs National Park.

8.13 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.

8.14 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 possibly 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 more than £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.

“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” 2017.

8.15 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 and what can be afforded is unbridgeable.

8.16 Therefore, for those on average or below household average income, especially for first time buyers, the only way forward is to rent, or part own a housing association dwelling. The assessment of the type of housing needed is based on the South Downs National Park low-cost housing for sale to people on low incomes.

8.17 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

8.18 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 at market rates/values could be provided.

8.19 Affordable Housing and Lewes Low Cost Housing will be allocated through Lewes District Council as the local housing authority, using its Housing Allocations Policy. A Local Allocations policy will be formulated to ensure that Affordable Housing and LLCH where rented will remain in perpetuity solely for the use of those with a local connection to Lewes town, as opposed to a local connection to Lewes District. Maximising the provision of

Lewes Low Cost Housing to meet local housing need where deliverable, will be sought on all sites¹ proposed for housing development.

8.20 The change in 2010 of the Government's definition of "affordable" from one based on income levels to a percentage of the market price has adversely impacted on Lewesians living in a housing market that is so close to London but with East Sussex income levels.

8.21 The Lewes Joint Core Strategy and SDNPA seek a percentage of dwellings on all sites to be affordable. In this neighbourhood plan, the government's definition of "up to 80% of market price" as being affordable simply is not the case on local Lewes 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 non-Housing Revenue Account sites which must be developed to meet local housing need.

1 All garage sites offered for development by Lewes District Council belong to the Housing Revenue Account, and therefore must be used for the provision of social housing unless disposal is agreed with the Secretary of State. Social housing/rent cannot be redefined as LLCH.

Note on delivery of affordable housing units to date

8.22 Referring to the table (page 65), only eight dwellings have so far been put forward for sites with planning permission — five on Land at South Downs Road and three at Land at Magistrates Court Car Park, Court Road. This is just eight homes within 119 housing units, so only 6.7% of the approved stock.

8.23 While these housing units are defined as affordable they may not be genuinely affordable housing for Lewes residents i.e. for social rent, shared ownership or for first time buyers on local salaries or wages.

Affordable Housing

The National Planning Policy Framework defines affordable housing as:

“Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined regarding local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.”

The definition of intermediate housing includes shared equity (shared ownership and equity loans), other low-cost homes for sale and intermediate rent, but not affordable rented housing. Homes that do not meet the above definition of affordable housing, such as “low-cost housing”, may not be considered as affordable housing for planning purposes. Meanwhile, Lewes Low Cost Housing is defined as the maximum cost affordable on the average Lewes salary whether for sale or rent.

Ref	Site Description	Number of Units
PL1 B (site 2)	Land at Astley House & Police Garage	25
PL1 B (site 3)	Land at the Auction Rooms	11
PL1 B (site 8)	Land at Buckwell Court, Garage Site	6
PL1 B (site 21)	Land at Kingsley Road Garage Site	6
PL1 B (site 26) *	Land at South Downs Road	101
PL1 B (site 34)	Land at Little East Street Car Park, Corner of North Street & East Street	11
PL1 B (site 35)	Land at The Lynchets Garage Site	6
PL1 B (site 36) *	Land at Magistrates Court Car Park, Court Road	9
PL1 B (site 39)	Land at Former Petrol Filling Station, Malling Street	5
PL1 B (site 44)	Land at Princes Charles Road Garage Site	6
PL1 B (site 46)	Land at Queens Road Garage Site	6
PL1 B (site 48) *	Land at Former Ambulance Headquarters, Friars Walk	24
PL1 B (site 52)	Land at St Anne's Crescent	12
PL1 B (site 53)	Former St Anne's School Site	35
PL1 B (site 57)	Lewes Railway Station Car Park	20
TOTAL		283

* denotes planning permission already granted — see subsequent pages for details

Policy PL1 B

Housing Allocations

1) The following sites as shown on the plan (pages 70 and 71) are allocated for residential development:

- Land at Astley House and Police Garage (Site 2)
- Land at the Auction Rooms (Site 3)
- Land at Buckwell Court Garage Site (Site 8)
- Land at Kingsley Road Garage Site (Site 21)
- Land at South Downs Road (Site 26)
- Land at Little East Street Car Park, Corner of North Street and East Street (Site 34)
- Land at the Lynchets Garage Site (Site 35)
- Land at Magistrates Court Car Park, Court Road (Site 36)

- Land at Former Petrol Filling Station, Malling Street (Site 39)
- Land at Princes Charles Road Garage Site (Site 44)
- Land at Queens Road Garage Site (Site 46)
- Land at Former Ambulance Headquarters, Friars Walk (Site 48)
- Land at St Anne's Crescent (Site 52)
- Former St Anne's School Site (Site 53)
- Land at Lewes Railway Station Car Park (Site 57)

2) Residential development proposals will be supported on the various sites subject to the following criteria:

- they would result in high quality development which accords with Policy PL2 of this plan

- their layout, massing, access arrangements and the height of the individual properties respect the amenities of existing residential properties in the immediate locality
- they have appropriate regard to any heritage assets in their immediate vicinity
- they can safely be incorporated into the surrounding local highway network
- they provide car parking to development plan standards
- where necessary they are informed by the findings of an appropriate scheme of archaeological investigation
- where relevant, proposals should demonstrate that their design and layout preserve archaeological remains in situ where possible and give the greatest priority to any remains of national importance
- where necessary they are informed by the findings of an appropriate scheme of ecological investigation. Where relevant proposals should demonstrate that their design and layout take account of the findings of the investigations
- where necessary their design and layout would ensure the appropriate protection of groundwater on the site
- they meet the requirements set out in site specific development profiles.

Policy Supporting Text

The housing site search

8.24 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). In a National Park, the protection of the landscape is the highest priority. Sufficient housing must be provided to help meet local needs, but not at the expense of the townscape or Lewes's landscape setting.

8.25 The number of dwellings required has a start date of 1st April 2015 and finishes on 1st April 2033. Any planning permissions granted for dwellings after the start 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 101 houses has all open market dwellings apart from five “affordable” units. Some smaller sites were granted permission after 1st April 2014, thus greatly reducing the total of dwellings for which sites had to be found. However, these delivered only one commuted payment towards providing housing that is locally affordable for first time buyers on local average salaries.

8.26 Two “calls 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. In addition, Lewes Town Council has approached local authorities with potential development land within the Lewes settlement boundary such as Lewes District Council, East Sussex County Council and the Police Authority, etc.

8.27 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 allocated can deliver at approximately 283 units in total which is above the Neighbourhood Plan housing requirement but allows for an element of contingency in delivery.

8.28 The sites selected are all brownfield sites, all lie within the settlement boundary and all are available for development over the plan period. They have been subject to the Flood Risk Sequential Test utilising the information in the South Downs National Park Level 1 Update and Level 2 Strategic Flood Risk Assessment 2017. This document provides flood screening assessments for potential allocation sites and site specific recommendations.

8.29 Where sites have needed to be allocated in areas at higher risk of flooding this is because there were no alternative sites available that could deliver the Neighbourhood Plan objectives. Specific policy criteria have been included for sites at risk from potential flooding to ensure that they are developed with flood resilience measures, and do not cause flooding elsewhere.

Meeting the housing requirements

8.30 The housing allocations sites shown on pages 70 — 71 provide enough land to meet the requirement of a minimum of 220 new homes over the plan period.

Use of previously developed land

8.31 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 greenfield 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

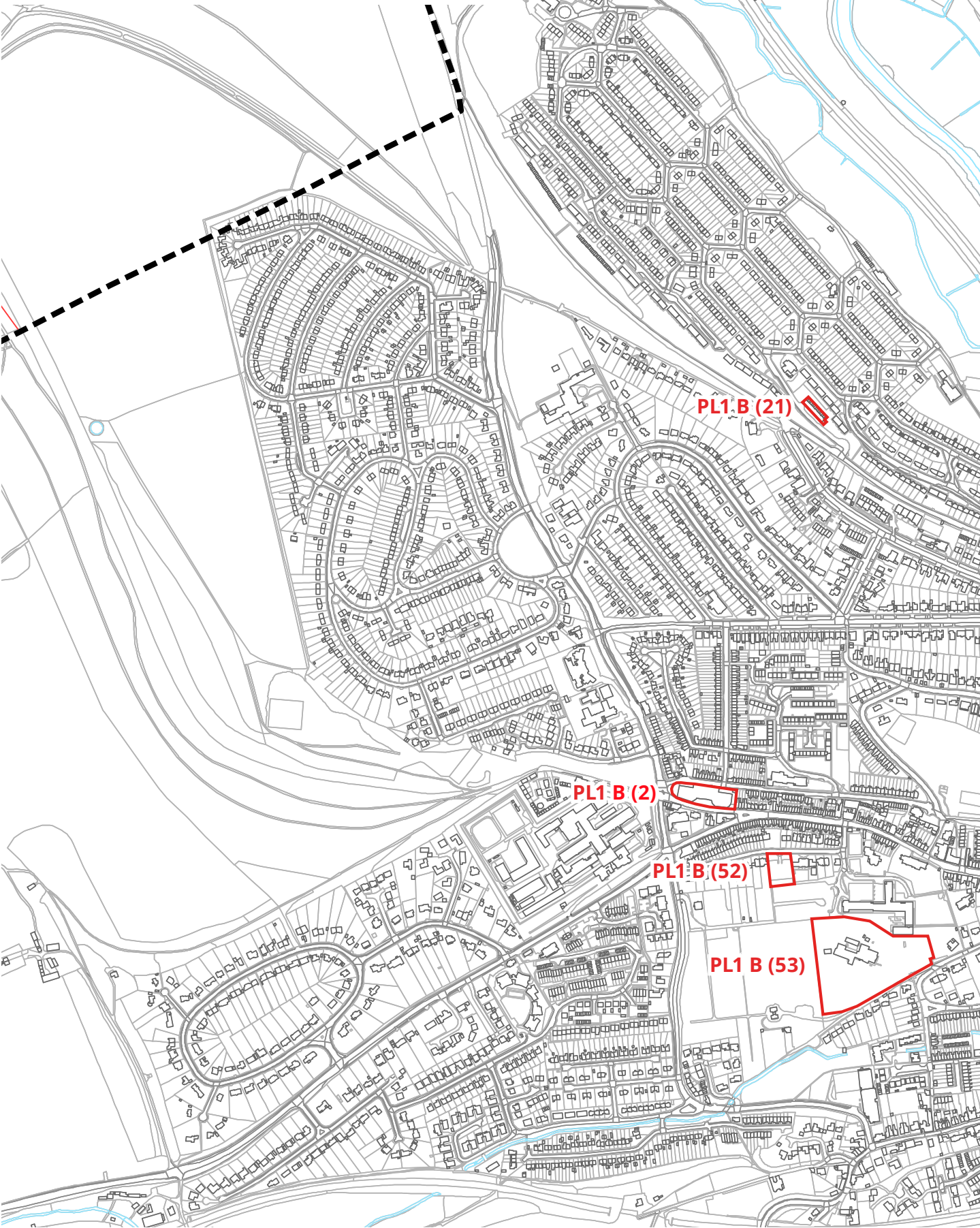
8.32 The sites are evenly distributed across the town, with no one neighbourhood or area taking the bulk of new development. The neighbourhood plan therefore actively encourages the provision of incremental yet high-quality development on a wide distribution of infill sites.

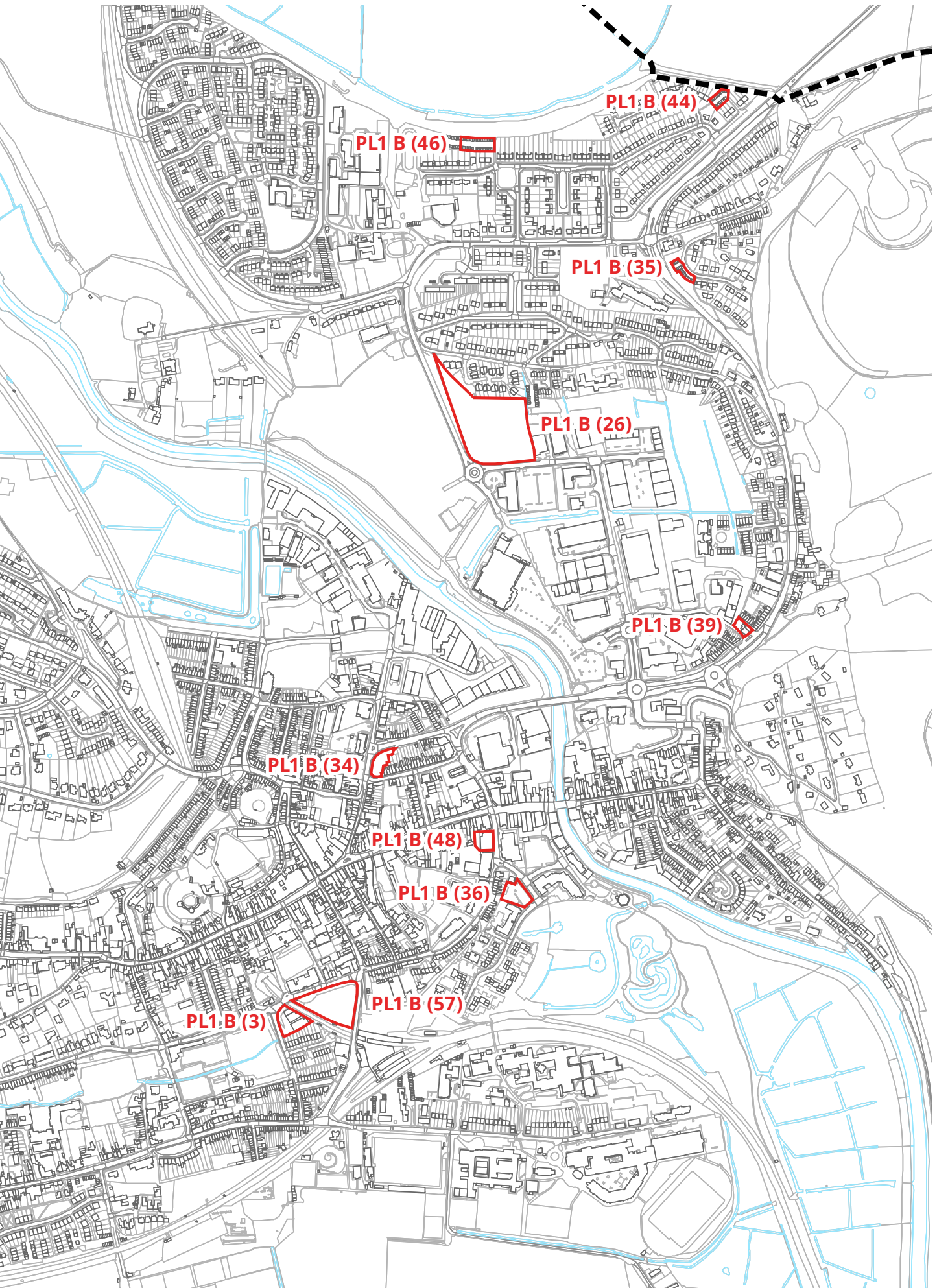
Scale & size

8.33 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.

Allocated Housing Sites

Overview of the site selection





Land at Astley House and Police Garage (Site 2)

This site-specific development profile supplements Policy PL1 B of the plan. Development proposals should comply both with the general criteria in that policy and the site-specific criteria listed in this profile.

1) Site development should maximise the opportunity to provide townscape improvement to Spital Road and De Montfort Road. The existing height envelope should not be exceeded to prevent overshadowing and loss of privacy.

2) Site has good access to local facilities and services and provision should be made for easy access from the site on foot, by bicycle and public transport to

these areas

3) Key water infrastructure runs through the site and needs to be accommodated. Development proposals should ensure future access to the existing sewerage and water supply infra-structure for maintenance and upsizing purposes.

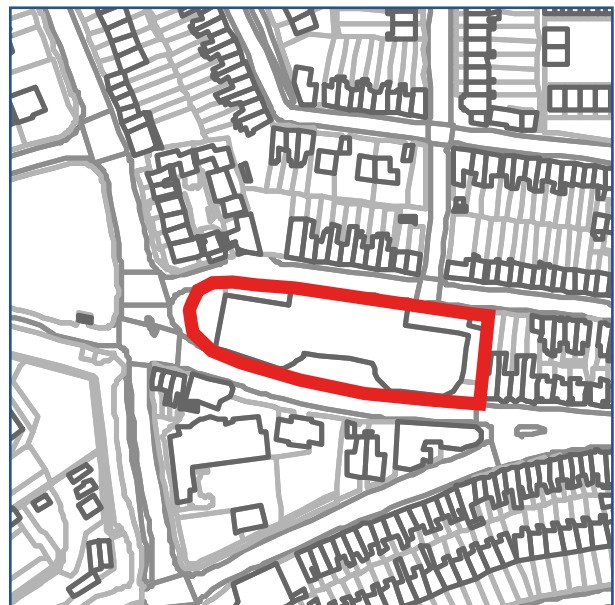
4) The development should ensure that groundwater sources are protected, to the satisfaction of the Environment Agency.

5) Boundary treatment (curtilage walls, etc.) on the south side of the site should reflect the character of Spital Road.

6) Site will require a SuDS plan, a contaminated land assessment and traffic noise assessment, and be developed in accordance with the findings of these reports.



Aerial Photo



Site Plan

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.

Flood zone

Source Protection Zone 2, a sensitive groundwater protection area. This designation should be considered further at the planning application stage.

Land at the Auction Rooms (Site 3)

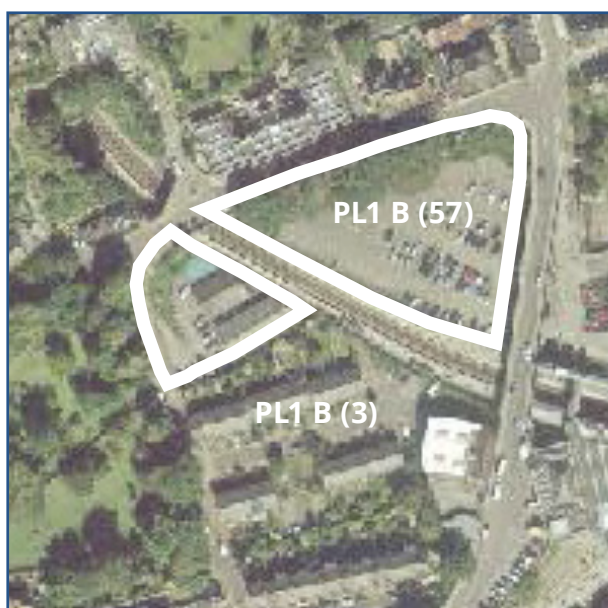
This site-specific development profile supplements Policy PL1 B of the plan. Development proposals should comply both with the general criteria in that policy and the site-specific criteria listed in this profile.

This site has the potential to be developed in a related and/or complementary fashion to Land at Lewes Railway Station Car Park (Site 57).

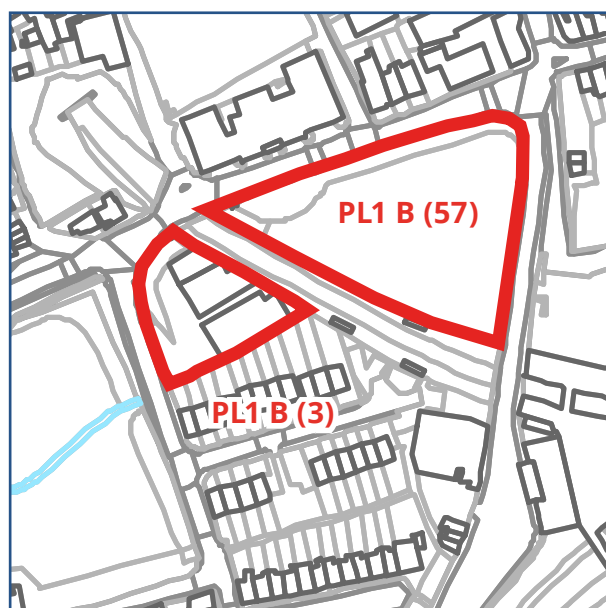
1) Site development should maximise the opportunity to improve townscape to Garden Street and Southover Road, particularly the frontage. Any development should not adversely impact on Grange Gardens, the existing housing in Southover Road, or the northern side of Tanners Brook. The design of the site should consider its potential relationship to Site 57.

2) Massing of the development should not disrupt views out toward the chalk ridge on the other side of town beyond the Ouse river.

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.



Aerial Photo



Site Plan

4) The site has been identified as one that is vulnerable to flood, therefore a flood resilient design will be required in response to the sequential test for flooding, with living accommodation above flood levels. The allocation of dwellings will require a site-specific flood risk assessment that demonstrates that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, wherever possible, reduce flood risk overall.

5) Noise assessment and mitigation will be required to address potential noise impact from adjacent railway line. Contaminated land and air quality assessments will also be required.

6) The existing vehicular and pedestrian accesses should be redesigned to respond effectively to the proposed development on the site.

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.

Flood zone

SPZ2. The majority of the site is in Flood Zone 2 and a very small part in Flood Zone 3. This designation should be considered further at the planning application stage.

Land at Buckwell Court Garage Site (Site 8)

This site-specific development profile supplements Policy PL1 B of the plan. Development proposals should comply both with the general criteria in that policy and the site-specific criteria listed in this profile.

- 1) Site development should maximise the opportunity to provide townscape and landscape improvement to Kingsley Road.
- 2) A single shared access should be provided, with pedestrian improvements to link to bus stops and the pavement opposite. Access design to be appropriate for a 20mph zone.
- 3) The impact on views across the Ouse Valley to Malling Down should be minimised.



Aerial Photo



Site Plan

Gross site area

0.05 hectares approx.

Site address

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

Current land use

Garages

Site conditions

Brownfield. Note — LDC has offered this garage site for redevelopment through the neighbourhood plan due to pressing local housing need and low take up of garages for car parking.

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.

Flood zone

If access is taken from the south along Landport Farm Road, groundwater emergence at the edge of floodplain could be an issue. Flood risk assessment may therefore be required as part of any application for planning permission.

Land at Kingsley Road Garage Site (Site 21)

This site-specific development profile supplements Policy PL1 B of the plan. Development proposals should comply both with the general criteria in that policy and the site-specific criteria listed in this profile.

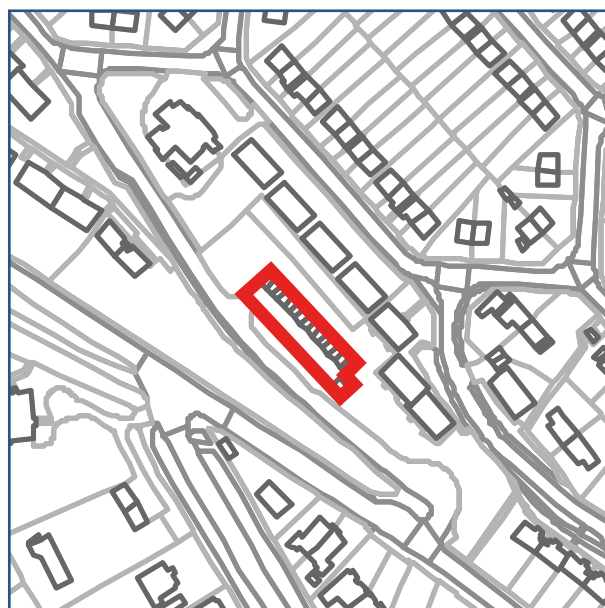
1) Site development should maximise the opportunity to provide townscape and landscape improvement to Kingsley Road, as it is the main access road to Landport.

2) A single shared access should be provided, with pedestrian improvements to link to bus stops and the pavement opposite. Access design to be appropriate for a 20mph zone.

3) The impact on views across the Ouse Valley to Malling Down should be minimised.



Aerial Photo



Site Plan

Gross site area

0.03 hectares approx.

Site address

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

Current land use

Garages

Site conditions

Brownfield. Note — LDC has offered this garage site for redevelopment through the neighbourhood plan due to pressing local housing need and low take up of garages for car parking.

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.

Flood zone

The site is in a Source Protection Zone SPZ3. This designation should be considered further at the planning application stage.

Land at South Downs Road (Site 26)

This site-specific development profile supplements Policy PL1 B of the plan. Development proposals should comply both with the general criteria in that policy and the site-specific criteria listed in this profile.

- 1) Site development should maximise the opportunity to improve the frontage to Southdowns Way.
- 2) Development should maximise the potential for provision of wildlife areas and extending green corridor from watercourse.

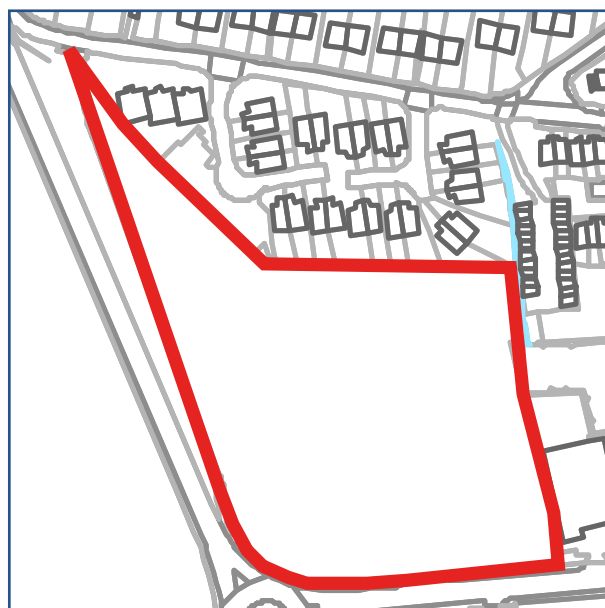
3) Development proposals should be accompanied by a noise assessment in relation to the potential impact on the development of the site from the existing Malling Industrial Estate. The development should incorporate the findings of the assessment.

4) Assessment and mitigation may be needed to address the potential risk posed on water resources.

5) The site has been identified as one that is vulnerable to flooding, therefore a flood resilient design will be required in response to the sequential test for flooding, with living accommodation above flood levels. The allocation of dwellings will require a site-specific flood risk assessment that demonstrates that the development will be safe for its



Aerial Photo



Site Plan

lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, wherever possible, reduce flood risk overall.

6) Development proposals should ensure future access to the existing sewerage and water supply infrastructure for maintenance and upsizing purposes.

Gross site area

1.2 hectares approx.

Site address

Land at South Downs Road, Lewes, BN7

Current land use

Unused scrubland

Site conditions

Brownfield, former waste disposal site

Expected no. of dwellings

101

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 by including swales, trees, small gardens, green walls, green roofs and water butts.

Flood zone

This site is in Flood Zones 2 and 3. The site is on a historic landfill – we recommend consultation with the local authority. A flood risk assessment will be required to support any planning application.

Need to assess the land contamination and landfill gases from a former landfill site. The existing venting trench on the northern boundary needs to be maintained and or improved. An air quality assessment or mitigations would need to be delivered.

The layout and use of the site needs to reflect the proximity of existing commercial activities several of which work in the evenings and over-night.

Land at Little East Street Car Park, Corner of North Street and East Street (Site 34)

This site-specific development profile supplements Policy PL1 B of the plan. Development proposals should comply both with the general criteria in that policy and the site-specific criteria listed in this profile.

1) This is a visually prominent site and redevelopment should maximise the opportunity to improve the frontage to North Street, East Street and Little East Street.

2) The opportunity should be taken to continue the height of existing development in North Street and turn the corner with a stepped reduction in height to create an appropriate step down in height to the houses in Little East Street.

3) Site has good access to local facilities and services and provision should be made for easy access from the site on foot, by bicycle and by public transport to these areas.

4) Vehicle access arrangements will need to consider changes to the circulation system resulting from planning permission granted to the North Street Quarter development.



Aerial Photo



Site Plan

5) Development proposals should address the relationship between new residential on the site and retained car parking. Any proposals for undercroft car parking will be considered against their impacts on the archaeological importance of the site.

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

Car parking to be retained below the housing, where possible.

Ecosystem design response

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

Flood zone

This site is within Source Protection Zones 2 and 3. This designation will need to be considered at the planning application stage.

Land at the Lynchets Garage Site (Site 35)

This site-specific development profile supplements Policy PL1 B of the plan. Development proposals should comply both with the general criteria in that policy and the site-specific criteria listed in this profile.

1) Site development should maximise the opportunity to provide townscape improvement to The Lynchets.

2) The design of new housing should complement the existing close and not overshadow or impact adversely on the existing nearby housing.

3) Development should protect the open green space adjacent to the site for children's informal play, which should be fenced off from the road for safety.

4) Views of the castle should be preserved.

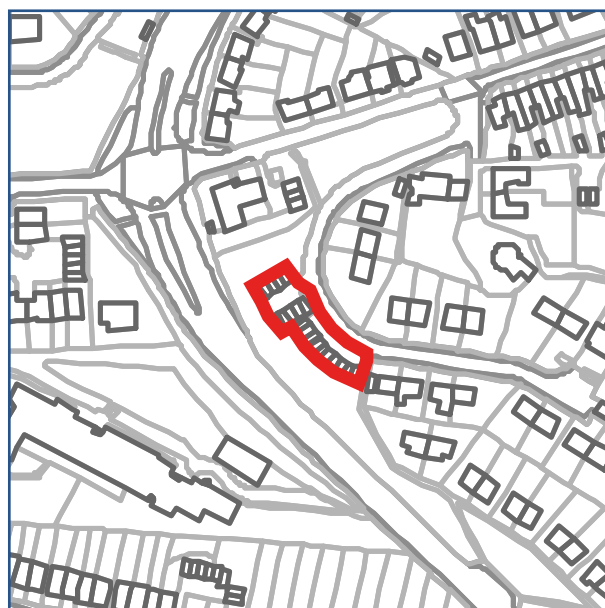
5) Noise assessment and mitigation required to address potential noise impact from adjacent A26 road.

6) Suitable access appropriate to the prevailing speed limit should be provided.

7) Footway across the site frontage is required together with consideration for links to other footways.



Aerial Photo



Site Plan

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. Note — LDC has offered this garage site for redevelopment through the neighbourhood plan due to pressing local housing need and low take up of garages for car parking.

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.

Flood zone

There is low risk of surface water flooding at this location which would need to be assessed as part of any application for planning permission.

Land at Magistrates Court Car Park, Court Road (Site 36)

This site-specific development profile supplements Policy PL1 B of the plan. Development proposals should comply both with the general criteria in that policy and the site-specific criteria listed in this profile.

1) 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.

2) 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.

3) The site has been identified as one that is vulnerable to flooding, therefore a flood resilient design will be required in response to the sequential test for flooding, with living accommodation above flood levels. The allocation of dwellings will require a site-specific flood risk assessment that demonstrates that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, wherever possible, reduce flood risk overall.



Aerial Photo



Site Plan

Gross site area

0.12 hectares approx.

Site address

Former Magistrates Court Car Park, Court Road, Lewes, BN7

Current land use

Former 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.

Flood zone

This site is within Flood Zone 2 and Source Protection Zone 2. Flood risk assessment is required as part of any application for planning permission.

This site is adjacent and above the Lewes Combined Sewer Overflow and therefore any development at this location would need to have regard to odour, noise, ground borne noise and vibration from the operations of this facility. This may be achieved by ensuring that there is undercroft car parking at this site and careful design of the building. For more information on the CSO Southern water Services should be contacted.

Land at Former Petrol Filling Station, Malling Street (Site 39)

This site-specific development profile supplements Policy PL1 B of the plan. Development proposals should comply both with the general criteria in that policy and the site-specific criteria listed in this profile.

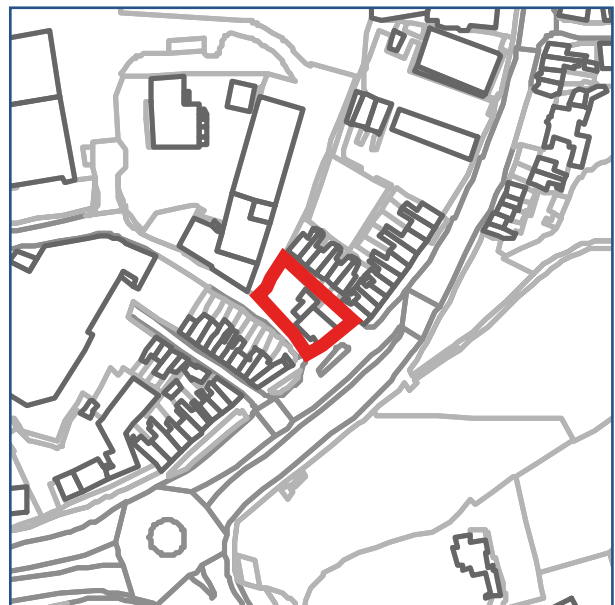
1) Site development should identify how it has assessed and taken the opportunity to improve the frontage to Malling Street and Daveys Lane.

2) The development of the site should incorporate appropriate remediation measures associated with its former use as a petrol filling station.

3) The site has been identified as one that is vulnerable to flooding, therefore a flood resilient design will be required in response to the sequential test for flooding, with living accommodation above flood levels. The allocation of dwellings will require a site-specific flood risk assessment that demonstrates that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, wherever possible, reduce flood risk overall.



Aerial Photo



Site Plan

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 & offices

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.

Flood zone

This site is in Flood Zones 2 and 3. The site is in Source Protection Zone 2. Flood risk assessment is required as part of any application for planning permission.

A noise and air quality assessment will also be required at this location.

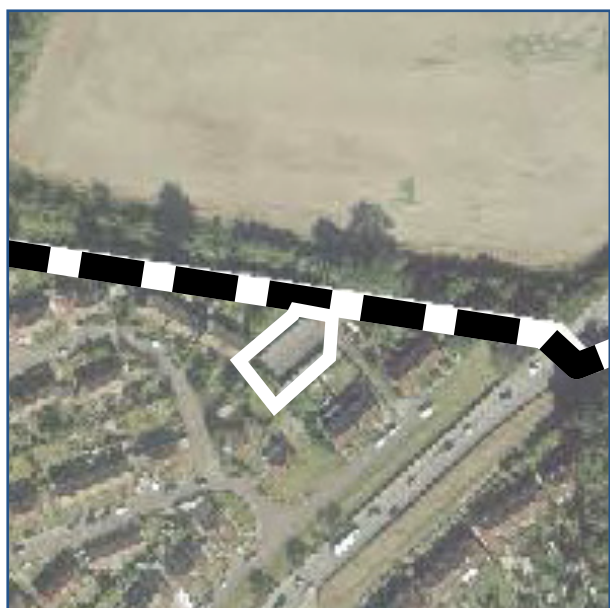
Land at Princes Charles Road Garage Site (Site 44)

This site-specific development profile supplements Policy PL1 B of the plan. Development proposals should comply both with the general criteria in that policy and the site-specific criteria listed in this profile.

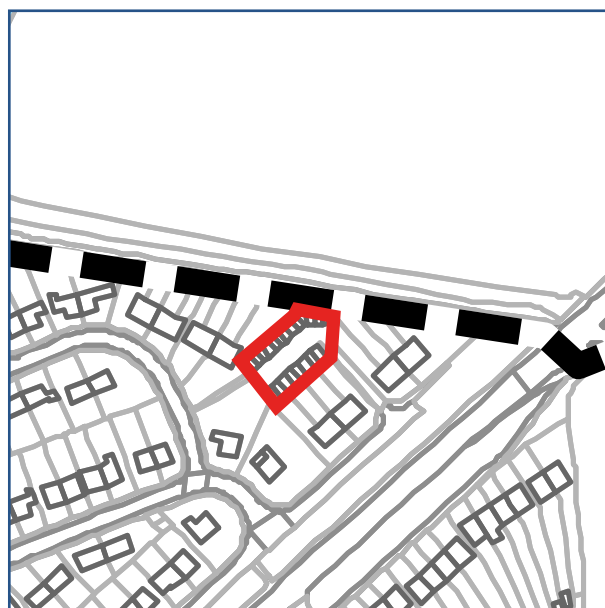
1) Site development should identify how it has assessed and taken the opportunity to provide townscape improvement to Prince Charles Road, and not adversely impact on adjacent housing nor impinge on the tree belt on either side of the sunken lane

2) Archaeological assessment and mitigation required prior to development.

3) The access is narrow, and safe pedestrian access should be incorporated into the development of the site.



Aerial Photo



Site Plan

Gross site area

0.05 hectares approx.

Site address

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

Current land use

Garages

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 by including swales, trees, small gardens, green walls, green roofs and water butts.

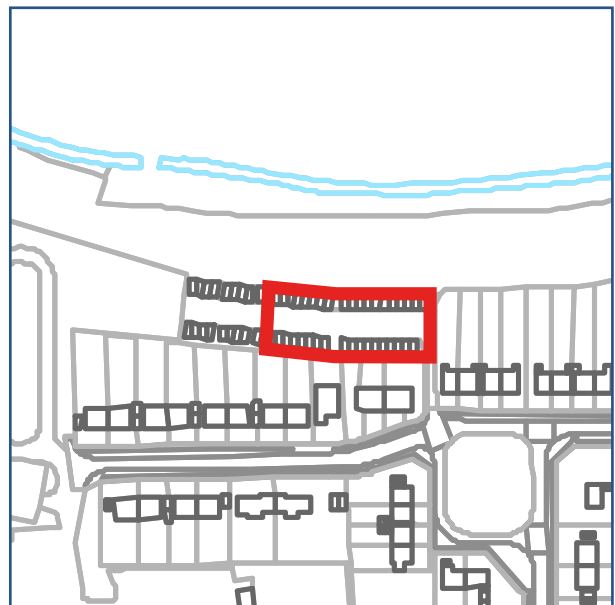
Land at Queens Road Garage Site (Site 46)

This site-specific development profile supplements Policy PL1 B of the plan. Development proposals should comply both with the general criteria in that policy and the site-specific criteria listed in this profile.

- 1) Site development should not adversely impact on adjacent housing nor impinge on the tree belt on either side.
- 2) Access improvements for vehicles and pedestrians will be required. Access to be appropriate to the prevailing speed limit.
- 3) Access to the privately-owned garages at the western end should be retained.



Aerial Photo



Site Plan

Gross site area

0.25 hectares approx.

Site address

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

Current land use

Garages

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.

Land at Former Ambulance Headquarters, Friars Walk (Site 48)

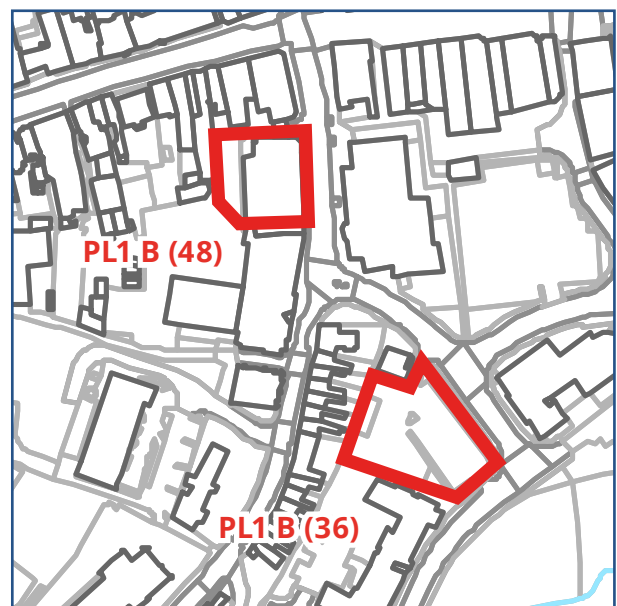
This site-specific development profile supplements Policy PL1 B of the plan. Development proposals should comply both with the general criteria in that policy and the site-specific criteria listed in this profile.

1) Site development should identify how it has assessed and taken the opportunity to provide townscape improvement to Friars Walk.

2) 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.



Aerial Photo



Site Plan

Gross site area

0.06 hectares approx.

Site address

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

Current land use

Offices

Site conditions

Office buildings

Expected no. of dwellings

24

Other land uses to be included

None

Ecosystem design response

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

Flood zone

This site is within Flood Zone 2 and within Source Protection Zone 2. Flood risk assessment is required as part of any application for planning permission.

Land at St Anne's Crescent (Site 52)

This site-specific development profile supplements Policy PL1 B of the plan. Development proposals should comply both with the general criteria in that policy and the site-specific criteria listed in this profile.

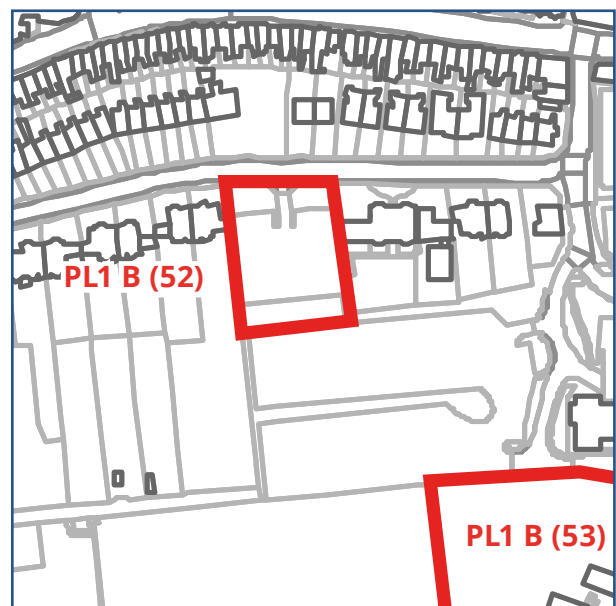
1) Site has good access to local facilities and services and provision should be made for easy access from the site on foot and by bicycle to these areas. A single improved site access should be required with modelling of vehicle movements.

2) 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. The existing public footpath (Lewes 44) across the site will be protected or rerouted.

3) A public footpath runs through the site which will need to be incorporated in any development proposals.



Aerial Photo



Site Plan

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

Car parking below the housing, where appropriate.

Ecosystem design response

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

Flood zone

SPZ1. This site needs to be considered with regard to the emerging Lewes Surface Water Management Plan so that existing surface water issues in this area of Lewes are not exacerbated but mitigated by development.

Former St Anne's School Site (Site 53)

This site-specific development profile supplements Policy PL1 B of the plan. Development proposals should comply both with the general criteria in that policy and the site-specific criteria listed in this profile.

- 1) The restoration and reuse of the former rectory on the site will be supported. The extent to which the rectory can be incorporated into the wider development of the site should be identified in the first planning application on the site for its redevelopment.
- 2) The redevelopment of the site should incorporate the retention and the reinstatement of the flint wall to the south 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) Development proposals must ensure future access to the existing sewerage and water supply infrastructure for maintenance and upsizing purposes.

5) The development must ensure that groundwater sources are protected, to the satisfaction of the Environment Agency.

6) The development should sit within the woodland and be low rise. Mature trees, some with Tree Protection Orders, should be protected.

7) The site has been identified as one that may be vulnerable to



Aerial Photo



Site Plan

flooding. Therefore, housing to be located outside localised areas of potential surface water or groundwater flood risk. Access to site and internal site access roads to be designed to be compatible with potential surface water or groundwater flood risk.

8) The development of the site should be accompanied by a transport assessment addressing both the wider capacity of the highway network and the layout and design of the selected access point(s) into and out of the site.

9) Parking spaces will be calculated using the ESCC Highways Parking Guidance & Calculator.

10) A Design Brief should be prepared for this site and any development proposal should accord with the Brief. The Development Brief should cover key principles of development, layout and design, access, landscape, biodiversity and open space, views from the south as well as other issues relevant to the site such as community use and heritage enhancements.

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

35 per ESCC Option 1

Other land uses to be included

Community uses

Ecosystem design response

Development will require extremely careful design in order to maintain

current ecosystem services. The site offers limited potential to improve ecosystem services. The less desirable option of off-site compensation will be considered. This site needs to be considered with regard to the emerging Lewes Surface Water Management Plan so that existing surface water issues in this area of Lewes are not exacerbated but mitigated by development.

Flood zone

The site is within Source Protection Zone 1. However, there does appear to be a surface runoff pathway in the west of the site, The potential site access is also at risk of surface water flooding. Climate change may increase this risk over the lifetime of the development . Flood risk assessment is required as part of any application for planning permission.

Land at Lewes Railway Station Car Park (Site 57)

This site-specific development profile supplements Policy PL1 B of the plan. Development proposals should comply both with the general criteria in that policy and the site-specific criteria listed in this profile.

The site has the potential to be developed in a related and/or complementary fashion to Land at the Auction Rooms (Site 3).

- 1) Existing bicycle storage and access should be retained and enhanced.
- 2) Site development should identify how it has assessed and taken the opportunity to enhance the townscape to Southover Road and Station Road.

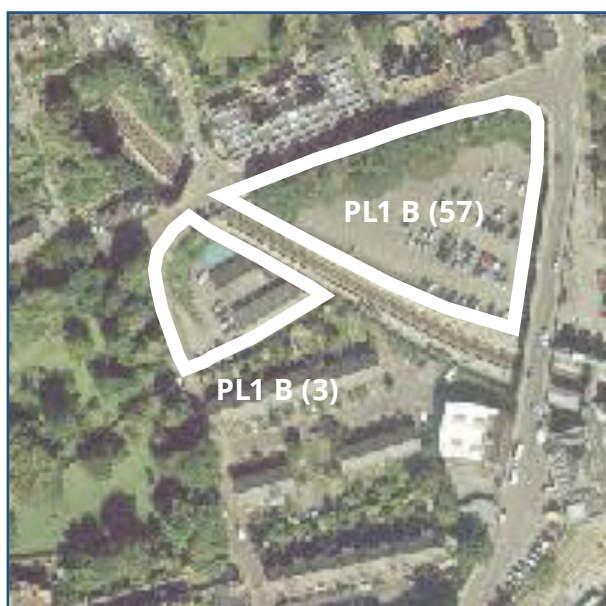
3) Pinwell Road¹ junction with Station Road will require redesigning.

4) Retention of the protected mature trees on the Southover Road bank should be incorporated into development proposals.

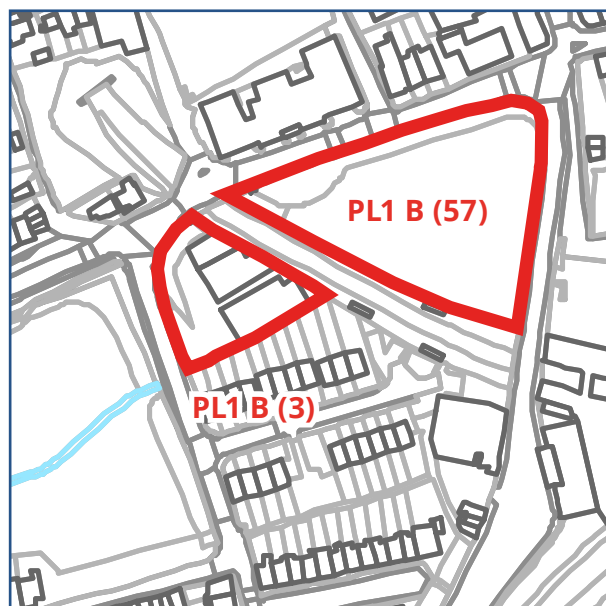
5) Site has good access to local facilities and provision should be made for easy access on foot and by bicycle.

6) The site has been identified as one that is vulnerable to flooding, therefore a flood resilient design will be required in response to the sequential test for flooding, with living accommodation above flood levels.

¹ Pinwell Road does not form part of the adopted highway. A new access for pedestrians, cyclists and vehicles will be required, most likely from Southover Road.



Aerial Photo



Site Plan

The allocation of dwellings will require a site-specific flood risk assessment that demonstrates that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, wherever possible, reduce flood risk.

7) Development proposals should be accompanied by a noise assessment in relation to the potential impact on the development of the site from the existing railway line. The development should incorporate the findings of the assessment.

8) Retail uses within the railway arches will be supported where they complement other uses within the redevelopment of the site.

9) Development proposals must ensure future access to the existing sewerage and water supply infrastructure for maintenance and upsizing purposes. The development must ensure that groundwater sources are protected to the satisfaction of the Environmental Agency.

Gross site area

0.46 hectares approx.

Site address

Station Street, Lewes, BN7 2UP

Current land use

Car park, cycle storage and protected trees.

Site conditions

Currently in use as car park.

Expected no. of dwellings

20

Other land uses to be included

Car park and cycle storage below housing. Potential retail uses within the railway arches.

Ecosystem design response

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

This site will require contaminated land, air quality and noise assessments.

Flood zone

The majority of the site is within Flood Zone 2 and the site is in Source Protection Zone 2. Flood risk assessment is required as part of any application for planning permission.

Policy PL2

Architecture & Design

1) All new developments should be built to a high standard of design, having regard to the design principles set out in the Design Guidance Principles Inset Box (pages 106 — 107) and improve and enhance the built environment of the neighbourhood area.

2) Support will be given for proposals that balance environmental considerations with a respect for traditional scale and materials, in the Lewes Conservation Area and in the Malling Deanery Conservation Area. Development proposals in the conservation areas should have regard to the relevant Character Appraisal and Management Plan.

3) Modern construction techniques and the use of durable and attractive materials will

be supported outside the Lewes Conservation Area and the Malling Deanery Conservation Area, where they result in good design which respects the Design Guidance as referenced in the first paragraph of this policy.

4) Where appropriate, buildings should be orientated 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. Retrofitting will be supported in existing developments.

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

6) New housing development should meet the Nationally Described Space Standards set out in the Technical Housing Standards (2015) or any revisions of this guidance. Where possible, conversions should also seek to meet this standard.

7) Where feasible, all new dwellings should meet the Building Regulations Part M4 (2) Accessible and Adaptable Buildings standards and at least a proportion of larger developments should meet the Part M4 (3) Wheelchair User Dwellings for disabled living, or be capable of being readily adapted to residents' changing circumstances.

8) 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. 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.

Policy Supporting Text

8.34 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 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.

8.35 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.

8.36 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. 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.

8.37 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.

8.38 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 the slope.

8.39 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.

8.40 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 & Actions

Leaving a Legacy

8.41 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.

8.42 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 local context and current technology of the era within which they are built.

Space Standards

8.43 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.

8.44 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.

Homes for Modern Living

8.45 Paragraphs 6 and 7 of Policy PL2 set out how the neighbourhood plan responds to the Nationally Described Space Standards. In particular, paragraph 7 of the policy highlights the importance of complying to building regulations standards for adaptable homes (which have now replaced the former Lifetime Homes standards). In this regard the policy seeks to cater for the anticipated increased number of local residents who would benefit from such dwellings within the neighbourhood plan period.

8.46 The plan intends to ensure the provision of sufficient affordable self-contained dwellings for single person households that are growing rapidly due to demographic change. The plan also supports the creation of flexible multi-generational homes and shared living solutions combining independent and communal space for all ages.

Self-Build, Local Materials & Modular Construction

8.47 The Lewes Neighbourhood Plan supports:

- independent self-build and community self-build as a way of encouraging local building of genuinely affordable homes e.g. as supported by the Sussex Community Housing Hub.
- 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, and subject to appropriate controls.

- the building of low cost eco-homes, of which there are now many examples, to ensure low running costs.
- self-build schemes and modular housing as a way of providing housing at a low-cost for rent and locally affordable homes in perpetuity.
- the use of local materials where possible, appropriate to the housing style.
- new housing that is flexible enough in design to adapt to economic and social changes over time.
- the provision of suitable accommodation including co-housing for those wishing to downsize and free up larger houses for families.

Reduced Energy Demand

8.48 The Lewes Neighbourhood Plan supports:

- renewable energy solutions in new buildings and retrofitting of them in existing developments.
- a reduction in demand for energy by using land efficiently and imaginatively, so that new developments are close to services and open spaces.
- new buildings that are energy efficient, flexible, and future-proof and provide the infrastructure necessary for the evolving needs of all generations.
- buildings that are orientated to benefit from passive solar heating, that will anticipate the effects of climate change, and are built according to best principles of robustness and resilience, including flood protection and water storage.

Design Guidance Principles

8.49 Topics to be addressed by planning applications for all new developments within the neighbourhood plan area. All housing 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.

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

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

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

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 should be provided as part of all new developments and 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) must improve the entrance points into Lewes. Development that fails to do so 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 and not break the skyline in a manner that harms key views.

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. Only historic buildings should be floodlit. Internally lit shop signs and the excessive use of lighting are not acceptable.

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.

STORAGE — Secure storage will be provided in new developments for everyday items (e.g. bicycles, push chairs, mobility scooters) and for waste and recycling wheelie bins.

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 help to 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.

RENEWABLE ENERGY — Sympathetically designed renewable 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.

SURFACE WATER MANAGEMENT — New development proposals should consider 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. Reference should be made to the ESCC Sustainable Urban Drainage Tool as a part of the planning application validation process. 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 SDNPA Design Review Panel for further design and planning advice and guidance.

Note: There are planning advice notes available, for instances for shop fronts, garden rooms and dormer windows.

Policy PL3

Flood Resilience

1) New or additional residential, commercial or other development which would materially add to water discharge generally in the neighbourhood area, and into the River Ouse in particular, should address any or all of the following matters which are relevant to its location and the particular proposal:

- potential flood risk from the River Ouse; and/or
- rising sea levels; and/or
- groundwater levels; and/or
- surface water run off.

2) Development proposals including roads and pathways should increase flood resilience throughout and around the town and surrounding communities. Wherever possible, development proposals should use permeable surfacing materials for parking areas, hardstanding areas and pathways.

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 new development proposals as described in the first paragraph of this policy and into any public realm improvements.

Policy Supporting Text

8.50 In Lewes, the River Ouse flood plain up and down stream is one of the most important factors protecting Lewes against flood risk, and the opportunities it presents for natural flood management should be protected. There was serious flooding in the town as recently as 2000, and some alleviation measures have been put in place since then. Policy PL₃ (1) sets out the importance of maintaining flood resilience in the neighbourhood area. Plainly the policy cannot address the details of all potential developments that will arise within the neighbourhood plan period. In these circumstances it adopts a general approach, which will need to be applied by developers to the circumstances of both the site and the emerging proposal. In particular, it identifies four important factors which should be considered in the design of new development. Clearly different proposals will impact differently on any or all of the factors included in the policy.

8.51 Policy PL₃ (1) has been designed to address larger scale development and/or development that would materially add to discharge generally and into the River Ouse in particular. However, numerous small developments can have, over time, a cumulative impact on urban drainage and increase the risk of surface water flooding. The Environment Agency's Flood Strategy for Lewes, the EA River Ouse Catchment Flood Management Plan and the emerging Lewes Surface Water Management Plan should be referred to.

8.52 On larger sites, the planning application must be supported by a Sustainable Urban Drainage Plan, which is assessed by the lead local flood authority, East Sussex County Council.

8.53 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.

8.54 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.

8.55 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.

8.56 The second part of the policy promotes the use of permeable paving materials. There may be circumstances where this cannot be achieved and/or there may be other means of flood mitigation and water attenuation.

Key Projects & Actions

- Where applicable, site specific Flood Risk Assessments are expected to be used to demonstrate that the development will be safe, including access, without increasing flood risk elsewhere and should reduce flood risk overall.
- Ensure permeable surfacing material for parking areas and paths is used as this will help to tackle flood risks by allowing rainwater to be stored and absorbed or released slowly.
- Encourage mitigating design features to include water butts, swales, green roofs and walls, open green spaces, and street trees as part of new development proposals.
- 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.

Policy PL4

Renewable Energy and the Resource and Energy Efficiency of New Buildings

1) Developments of new and existing buildings will be supported where they incorporate 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, subject to the resulting proposals demonstrating good standards of urban design and compliance with other development plan policies.

3) The design of new buildings and the redesign of existing buildings that actively promote water efficiency measures to reduce water use will be supported. There needs to be particular regard to the

specification of fixtures and fittings and how these will affect water efficiency. New and converted buildings should not exceed predicted internal mains consumption levels above 105 litres/person/day.

4) Proposals which incorporate 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

8.57 The Plan has an aspiration that energy and resource efficiencies are incorporated into new development where it is both appropriate to do so and technically feasible. Policy PL4 seeks to provide an appropriate balance between the national application of the Building Regulations and the opportunity for a local planning authority to have particular targets.

Key Projects & Actions

Energy efficiency in redevelopments

8.58 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 supported as part of the redevelopment, insofar as that approach is compatible with heritage assets in general, and any relevant Article Four directions in particular.
- Use of double-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 double-glazed with frames in keeping with the style of the original windows. Secondary-glazing is also encouraged if double-glazing is not practical due to heritage constraints.

- Installation of cavity wall and loft insulation will be required, where relevant and appropriate.
- In all cases, consideration may 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).

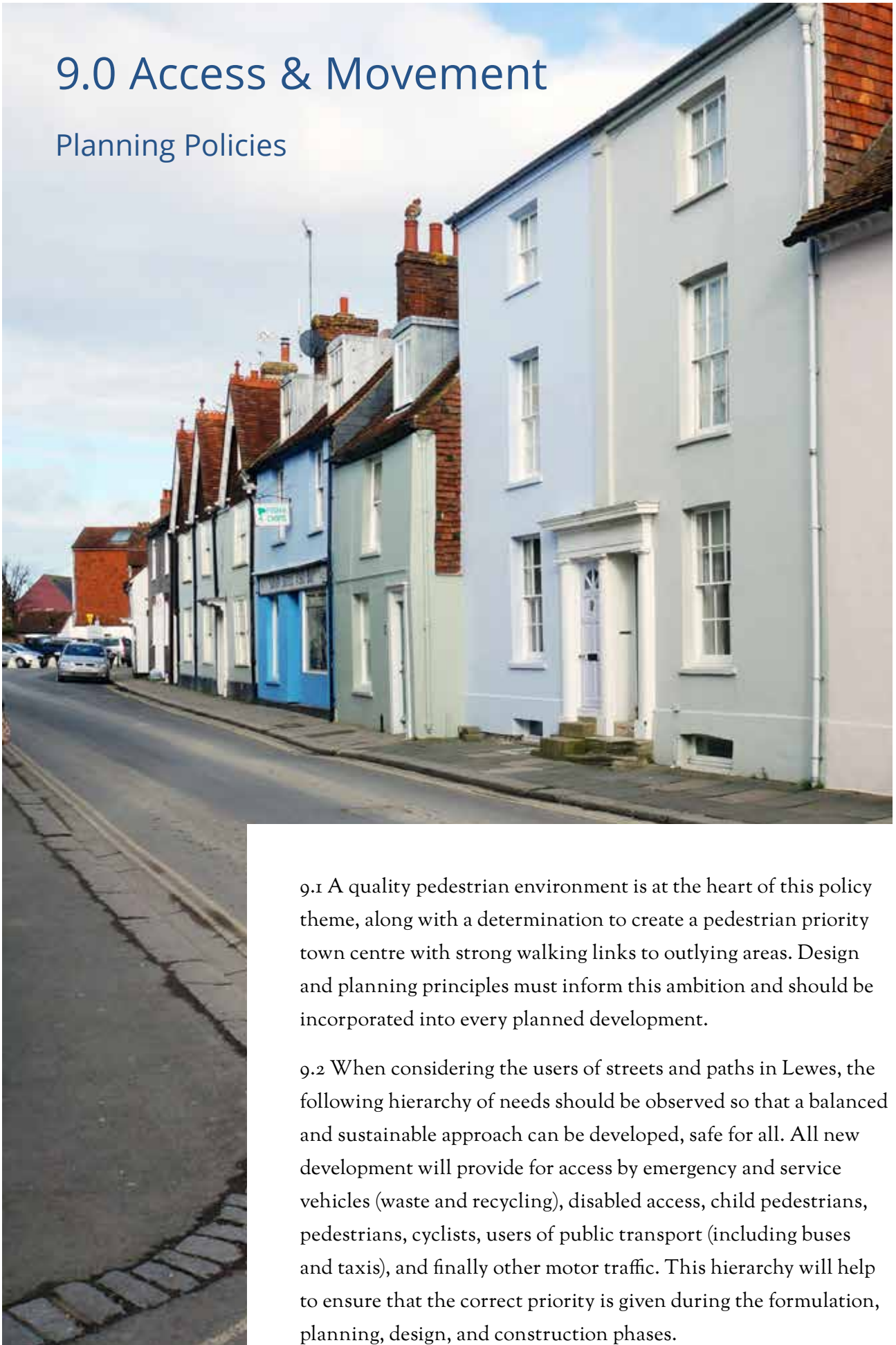
Energy generating infrastructure

8.59 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 or vibration.
- 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 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, to ensure suitable visual compatibility with the heritage townscape.

9.0 Access & Movement

Planning Policies



9.1 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.

9.2 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 will provide for access by emergency and service vehicles (waste and recycling), disabled access, child pedestrians, pedestrians, cyclists, users of public transport (including 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.

Policy AM1

Active Travel Networks

1) New development should 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) Proposals which safeguard and expand walking and cycling networks will be supported.

Policy Supporting Text

9.3 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.

9.4 Better pedestrian and cycle routes 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 where possible. 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, e.g., via a good connection to Egrets Way.

9.5 All new development will support safe walking and cycling routes, shared where appropriate (but with safe separation of cyclists and pedestrians), and with safe routes to schools within, into and out of Lewes.

9.6 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. See Public Realm map after Policy SS1.

9.7 New development needs to ensure good, safe, easily accessible cycle 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. Where such a request accords with published standards, developer contributions will be sought from major developments to enhance movement throughout the town for the new 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.

9.8 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.

Key Projects & 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 Nevill Road and Brighton 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.
- Bottlenecks where motor traffic, bicycles and pedestrians converge should be made safer (e.g. the prison traffic light area).

Policy AM2

Public Transport Strategy

1) New developments across the plan area will be supported where they have regard to and safeguard strategic transport projects in the neighbourhood area.

This policy will particularly apply to:

- protecting and improving existing public transport networks across the plan area;**
- supporting new strategic routes that can expand and enhance the public transport network, and**
- ensuring a bus station with public facilities continues to be provided in a central location.**

Policy Supporting Text

9.9 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.

9.10 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 (should suitable car parking sites become available).

9.11 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.

9.12 This plan should be used as the basis for Lewes Town Council to engage with SDNPA, ESCC 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 & Actions

- 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.
- The railway station 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.
- Protect, improve and expand existing public transport routes and infrastructure by making provision for future access by community transport, Public Service Vehicles (PSVs) etc.
- Look for appropriate sites for the provision of more taxi ranks.

Policy AM3

Car Parking Strategy

1) New developments across the plan area will be supported where they have regard to and safeguard strategic car parking projects in the neighbourhood area.

This policy will particularly apply to:

- the rationalisation of surface car parks across the town to create an easy to understand system for residents and visitors
- improvements to air quality and reducing congestion
- supporting greater use of electric vehicles, more charging points of established regular standards for residents and visitors
- giving support to the Car Club network

Policy Supporting Text

9.13 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.

9.14 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 & Actions

- To thoroughly survey and note the capacity and usage levels of surface car parks in the town as part of a strategic review.
- Improve access and egress to the railway station car park.

10.0 Streets & Spaces

Planning Policies



10.1 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.

Policy SS1

Historic Streets

1) The network of historic streets and twittens (passageways) across the two conservation areas will be protected and enhanced. Development proposals that would have an unacceptable detrimental impact on the existing historic network will not be supported.

2) Development proposals will be supported which use the palette of heritage materials agreed in the Conservation Management Plans for Lewes (including Malling Deanery). The reinstatement of granite kerbs, gutters and brick pavers will be sought.

3) Where appropriate, new developments across the plan area should contribute to the delivery of projects that help implement this policy.

Policy Supporting Text

10.2 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. Policy SS1 sets out the Plan's approach to this important matter. The policy applies within the two designated conservation areas.

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

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

Key Projects & 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.
- Replacement of street trees lost through damage, age and disease.
- Support a balanced policy regarding surface materials, encouraging granite kerbs and gutters and brick pavers in the historic centre, while allowing for easy accessibility.
- Lewes Town Council will support the implementation of the LDC “Public Realm Framework”, July 2013. See pages 124 — 132.
- See also Appendix 3 Street Stories of Lewes.

Policy SS2

Social & Civic Spaces

1) Where appropriate, new developments will be supported where they provide for a clear network of well-designed social and civic spaces that can help support the cultural and economic life of the town.

Policy Supporting Text

10.5 Lewes already has a good network of social and civic spaces, but new development should 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.

10.6 Policy SS2 has been included to address this important matter. The policy will apply to large residential and commercial proposals which will be developed over the neighbourhood plan period. Such proposals will present appropriate opportunities to incorporate social and civic spaces within their layouts. Within this context, the neighbourhood plan supports proposals which would help to implement the Lewes District Council Public Realm Framework (July 2013). The key action points of the public realm strategy are on pages 124 — 132 of this plan.

10.7 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.

10.8 The areas of green space that lie on the edge of the urban area and 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 local character. These have been designated as Local Green Spaces to ensure their long-term protection.

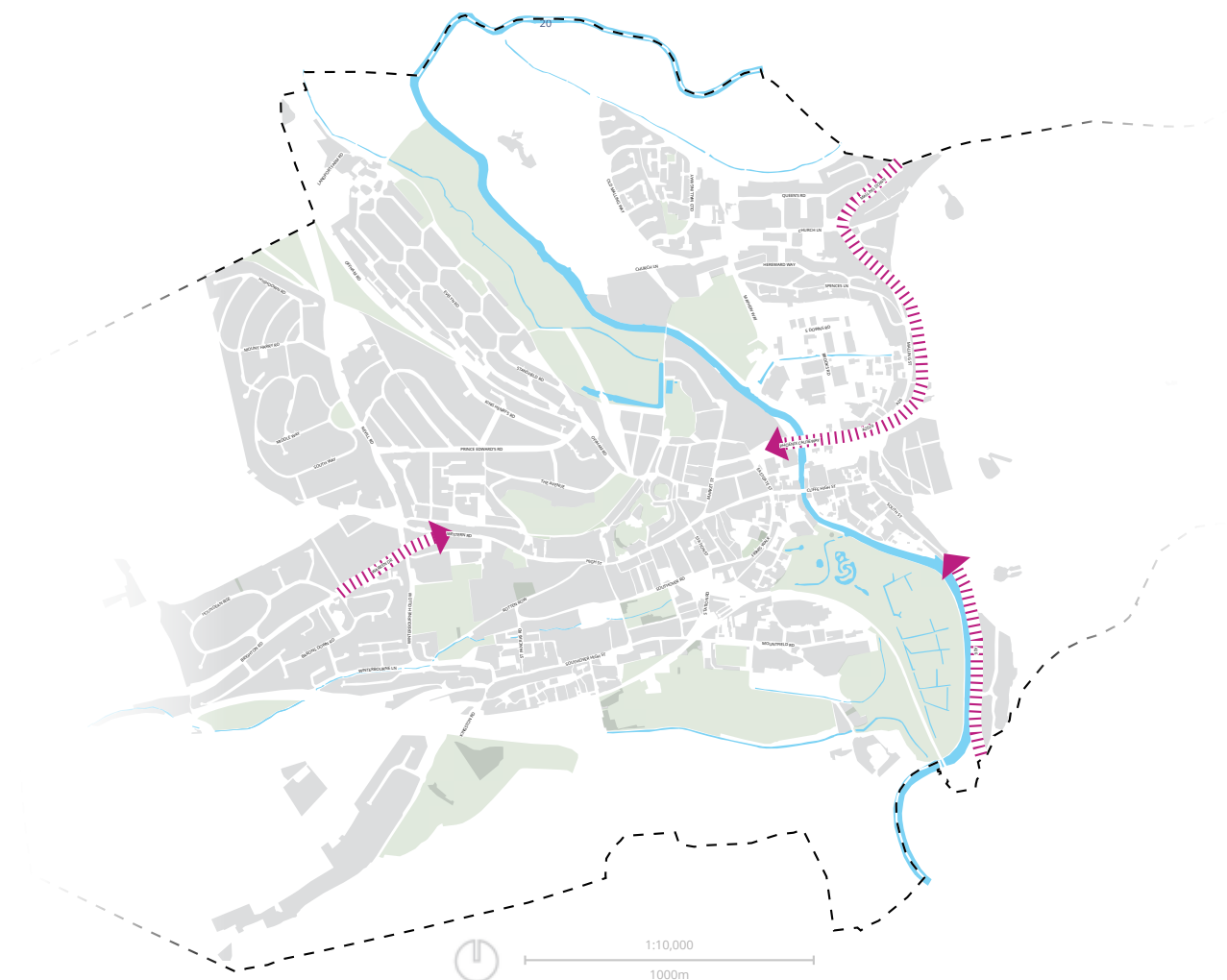
Key Projects & Actions

10.9 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.
- 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. The opening of The Depot is a good example. However, a decision on the future of bus station provision in the town is awaited, so wishes for it to become an enjoyable space must at present remain aspirational.
- Commission local artists to design suitable seating spaces and increase the number of benches along the High Street and in other pedestrian areas.

Public Realm Strategies

In support of Policies SS1 and SS2

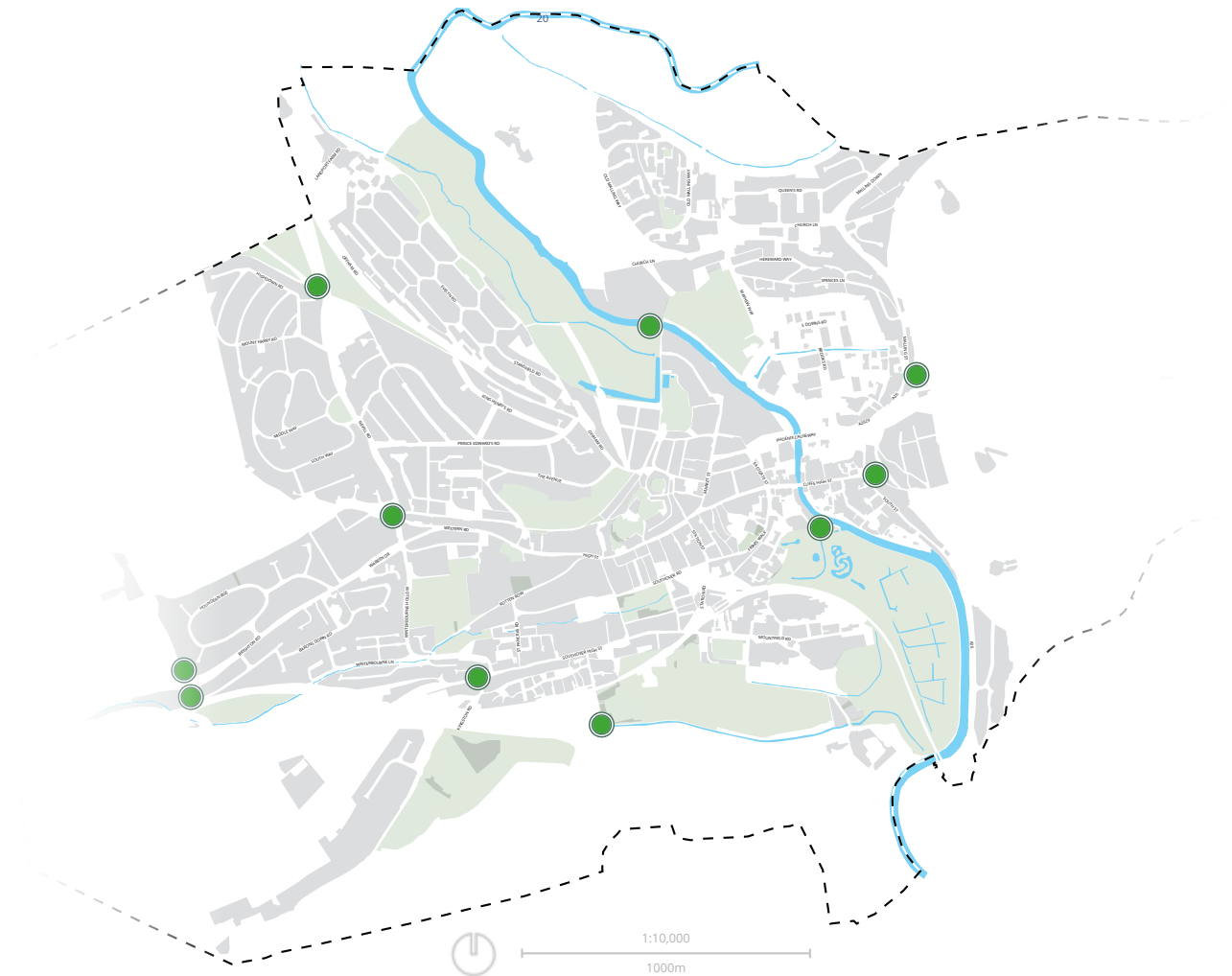


Arrival Streets

10.10 There are three key arrival sequences into Lewes, all of which require enhancement to improve visitors' first impressions of the town. The north-eastern route begins at Malling Down, leading onto Malling Street and Phoenix Causeway, arriving in the town centre at East Street. The western route takes place along Brighton Road into Western Road, and the south-eastern route follows the river from the A26. Improving these arrival streets will allow visitors to appreciate the quality and character of Lewes, as well as assisting with orientation and wayfinding.

Public Realm Strategies

In support of Policies SS1 and SS2

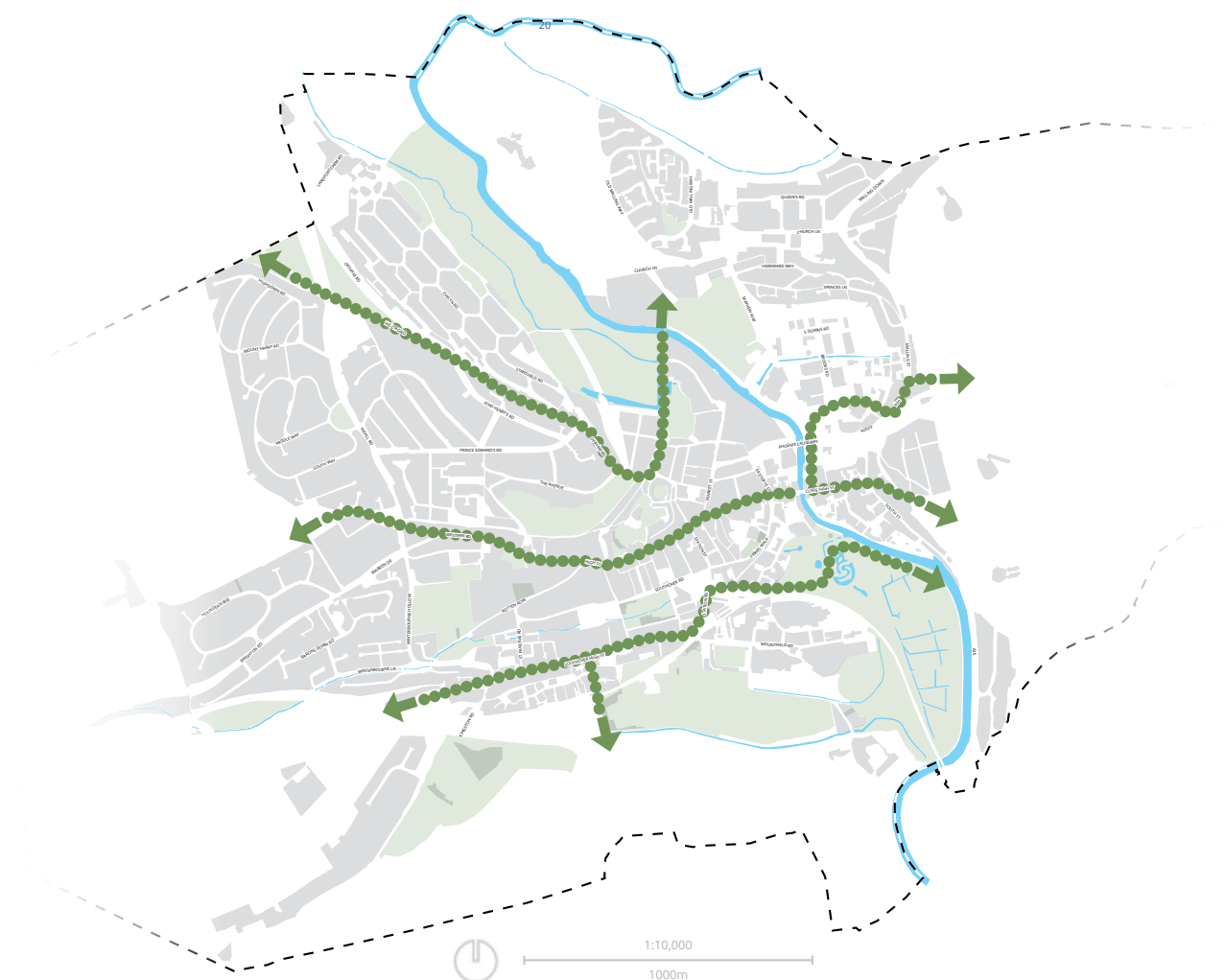


Countryside Gateways

10.11 Ten gateways to the countryside have been identified. Enhanced gateways will create a legible and coherent set of experiences as one travels through Lewes, by announcing the point of arrival. Highlighting the proximity of the countryside at various points in the town will allow residents and visitors to feel more connected to it, thus leading to more exploration. Entry to the South Downs National Park is particularly important, to celebrate the beauty of the setting and to promote its influence on the character of the district.

Public Realm Strategies

In support of Policies SS1 and SS2



Green Links

10.12 The following identified routes are proposed as enhanced green links: along Hill Road and towards Church Lane; from Western Road to Cliffe High Street and the A26; and from Southover High Street to the open green spaces to the south and southeast of the town. Establishing enjoyable walking and cycling routes through tree planting and connections to the countryside will enhance the environment and encourage people to engage with their natural surroundings.

Public Realm Strategies

In support of Policies SS1 and SS2



Traffic-Calmed Streets

10.13 Three routes within the town have been identified as in need of traffic calming: Church Lane, Offham Road, and Southover High Street to Mountfield Road. A pleasant pedestrian and cyclist experience is crucial to the overall quality of Lewes, and this requires vehicular traffic to adapt accordingly. A more balanced relationship between all modes of transport is essential to achieving high quality public realm. Traffic calming in these areas will help redress this balance.

Public Realm Strategies

In support of Policies SS1 and SS2



Improved Cycle Network

10.14 The identified routes are proposed for enhancement to cycling provision. Accommodating this sustainable method of transport is an important feature of high quality public realm. Cycling beside open green spaces and the River Ouse, as well as within the built environment, will create a pleasant experience for both leisure and the daily commute. These routes will then continue outside of the town, connecting to the wider countryside and the regional network.

Public Realm Strategies

In support of Policies SS1 and SS2



Improved Pedestrian Routes

10.15 A fundamental characteristic of Lewes is its network of streets and twittens. These unique local features have endured centuries and provide enjoyable walks across the town. The proposal is to build upon this history of movement by establishing cohesive pedestrian links within the areas that are currently lacking. An enhanced pedestrian environment will encourage people to choose walking as their method of transport, thus contributing to health benefits, a reduction in vehicular congestion and pollution, and a more attractive setting overall.

Public Realm Strategies

In support of Policies SS1 and SS2



Animated River Corridor

10.16 The River Ouse provides a fantastic opportunity for high quality public realm. This natural asset contributes to the unique identifiable town character and should be harnessed and improved, as riverside leisure is often a well-loved quality of many towns and cities. The proposal is to strengthen the sense of engagement with the river, using pub and café spill out spaces, passive recreation opportunities, and general activity. A vibrant river corridor will become a valuable attraction for both local residents and visitors.

Public Realm Strategies

In support of Policies SS1 and SS2

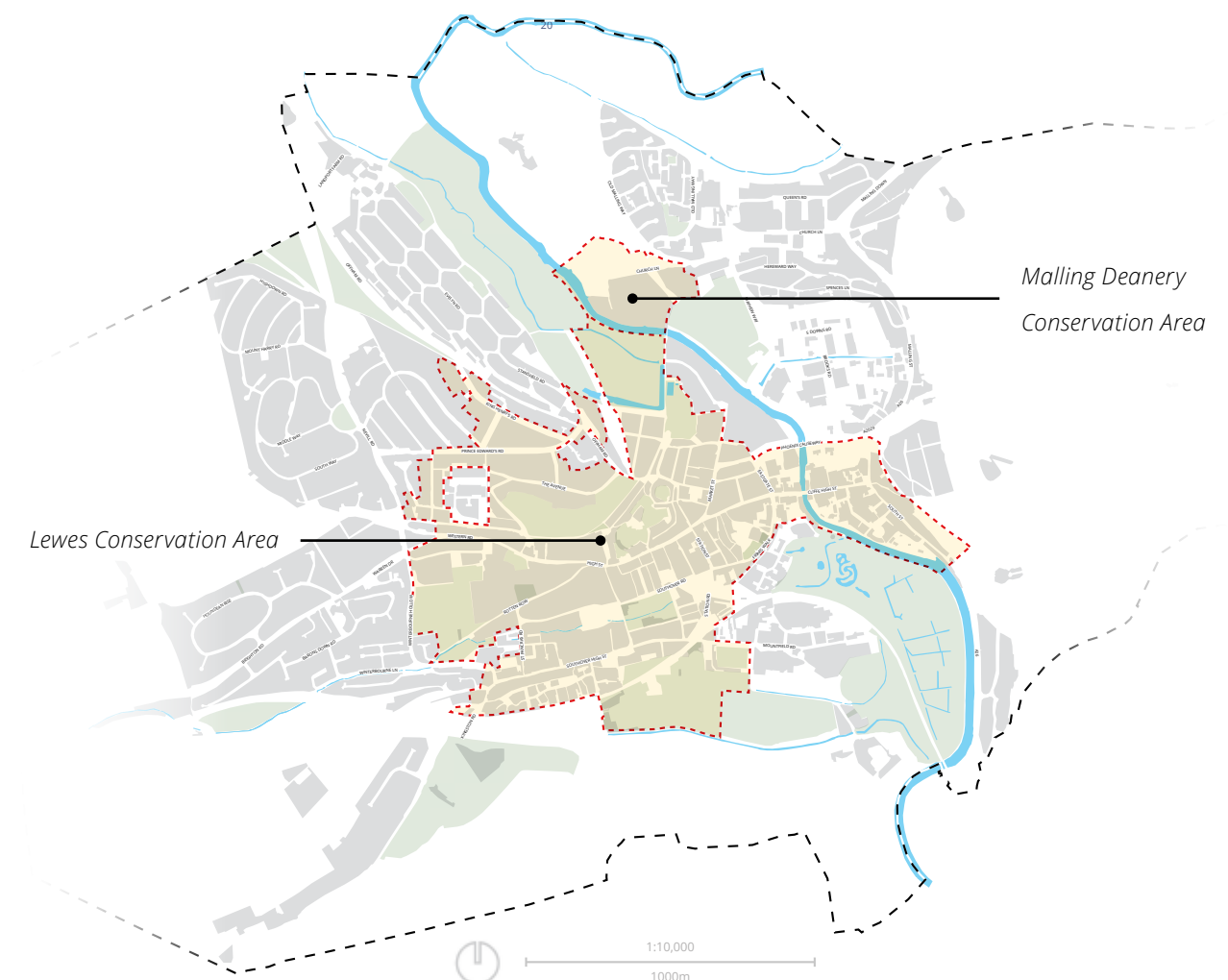


Proposed Heritage Trail

10.17 The identified loop from Cliffe High Street to High Street, Southover High Street, Station Road and along Friar's Walk offers a wealth of heritage assets. Lewes boasts a significant collection of unique listed buildings, scheduled monuments, and archaeology. The preservation, enhancement and promotion of these assets contribute to the sense of place, and in the context of contemporary changes to the town, they must remain respected features as recognition of the local history.

Public Realm Strategies

In support of Policies SS1 and SS2



Conservation Areas

10.18 The Lewes Conservation Area is centred on Lewes castle and the old Saxon town which surrounds it, and covers the whole length of the High Street as it passes through Cliffe in the east to Western Road in the west. To the south is Southover, with the remains of Lewes Priory; to the north, the Victorian and Edwardian suburbs of The Wallands and The Pells; and, over the river to the east, the separate settlement of Cliffe. Whilst most of the conservation area is distinctly urban, with rows of varied terraced houses, there are some notable open spaces — the Priory grounds, Southover Grange gardens, The Paddock, and the Pells ponds and water meadows. The Malling Deanery Conservation Area lies immediately to the north of the Lewes Conservation Area.

Policy SS3

Protection & Enhancement of Green Spaces

1) Local Green Spaces in Lewes identified on the Designated Open Spaces map will be protected from built development except in very special circumstances.

2) Local Community Spaces in Lewes identified on the Designated Open Spaces map will be protected from development except where there is an existing building/structure within the Community Space and the works are needed to maintain its viability/use into the future (e.g. church, sports pavilion); or where the proposed development will be for the benefit of the community and will preserve the particular local significance of the space for which it was designated. Essential small scale utility infrastructure will be supported where the existing use and community value of the space is not detrimentally affected.

3) Proposals for the development of new green infrastructure to assist with flood protection and/or to contribute towards public enjoyment and health, and/or to create corridors for wildlife will be supported.

4) Proposals for new housing development should include well-designed outdoor space, both private and community gardens to development plan standards, and contribute where appropriate to providing tree cover and improving biodiversity.

5) New development that is located within the setting of the town should respect key views from the town to the countryside (as shown in Appendix 5), and towards the town from the surrounding Downland. The sensitivity of the landscape quality should be recognised and enhanced where appropriate, in any development proposals.

6) Wildlife corridors and priority habitats will be protected from development proposals that would result in their loss or harm to their character, setting, accessibility, appearance, quality, or amenity value.

7) Support will be given to proposals that benefit community food production, such as allotments and community orchards.

Policy Supporting Text

10.19 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”

10.20 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. By designating land as Local Green Space, new development is ruled out other than in very special circumstances. Essential utility infrastructure may be allowed, where the benefit outweighs the harm or loss and it can be demonstrated that there are no reasonable alternative sites available.

10.21 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 a semi-arid climate, should be considered when designing new planting schemes, so that species are selected appropriately.

10.22 Roadside verges can be important for native wildflowers and need appropriate management and protection.

Local Green Spaces & Local Community Spaces

10.23 Lewes Neighbourhood Plan’s Policy SS3 Green Spaces uses two designations for green spaces in the town: Local Green Spaces and Local Community Spaces.

Local Green Spaces (LGS)

10.24 The National Planning Policy Framework introduces Local Green Space designation to provide special protection against development for green areas of importance to communities. The designation can be used:

- where the green space is in reasonably proximity to the community it serves
- where the green area is demonstrably special to a local community and holds a local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife.
- where the green area is local in character and is not an extensive tract of land.

Local green spaces do not have to be publicly accessible, and do not need to be in public ownership, although there seems to be an expectation that most will be.

10.25 It was decided to set the bar high and wherever possible to use publicly available evidence from authoritative sources. Occasionally, local knowledge supplemented this. For example, all the sites are within 5 minutes' walk of Lewes town, and therefore in close proximity to the community. For each data set, the sites were assessed and scored as high, medium or low.

10.26 A site had to score high on two or more of the main criteria (Beauty, History, Recreation, Tranquillity, Wildlife) to be put forward for Local Green Space designation. These spaces are defined as follows:

- 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.

10.27 The initial selection of sites was modified following public consultation. In a few cases, landowners objected to the designation and their sites were removed from the list. In one case the community proposed a new site which is used for recreation and local events. In addition, following clarification from SDNPA, we included additional sites that are within the Neighbourhood Plan area but outside the settlement area. A full explanation of the methodology, evidence and justification to support the designation of the nominated Local Green Spaces and Local Community Spaces is given in Appendix 6.

Local Community Spaces (LCS)

10.28 The Lewes Neighbourhood Plan includes a second designation of Local Community Spaces. These spaces have a lower level of protection.

10.29 This designation is used for school playing fields, churchyards and cemeteries, where limited development is allowed which is in keeping with the existing use and community value of the site. For example, a school may wish to build a sports pavilion on its playing field, or a church may wish to build a church hall in its churchyard.

Streets, Spaces & Climate Change

10.30 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.

10.31 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.

10.32 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

10.33 The number and diversity of street trees is an important feature of the town, and enhances views into and from the town. 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

10.34 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. Roadside verges can be important for native wildflowers and need appropriate management and protection. However road safety must not be compromised by new wildflower schemes.

Rural Urban Fringes


10.35 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.

Table: Local Green Spaces & Local Community Spaces Criteria



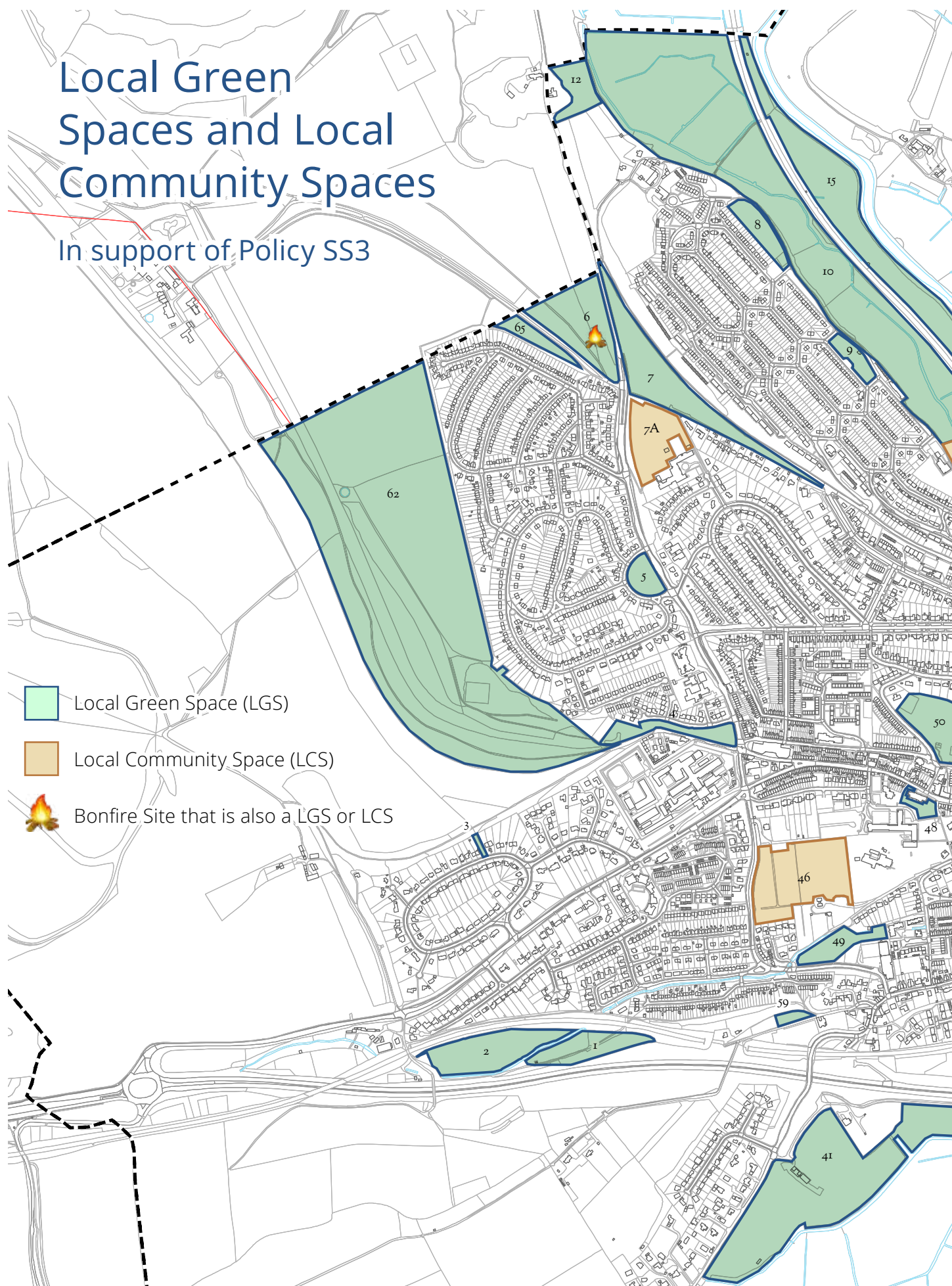
Bonfire Site that is also a LGS or LCS

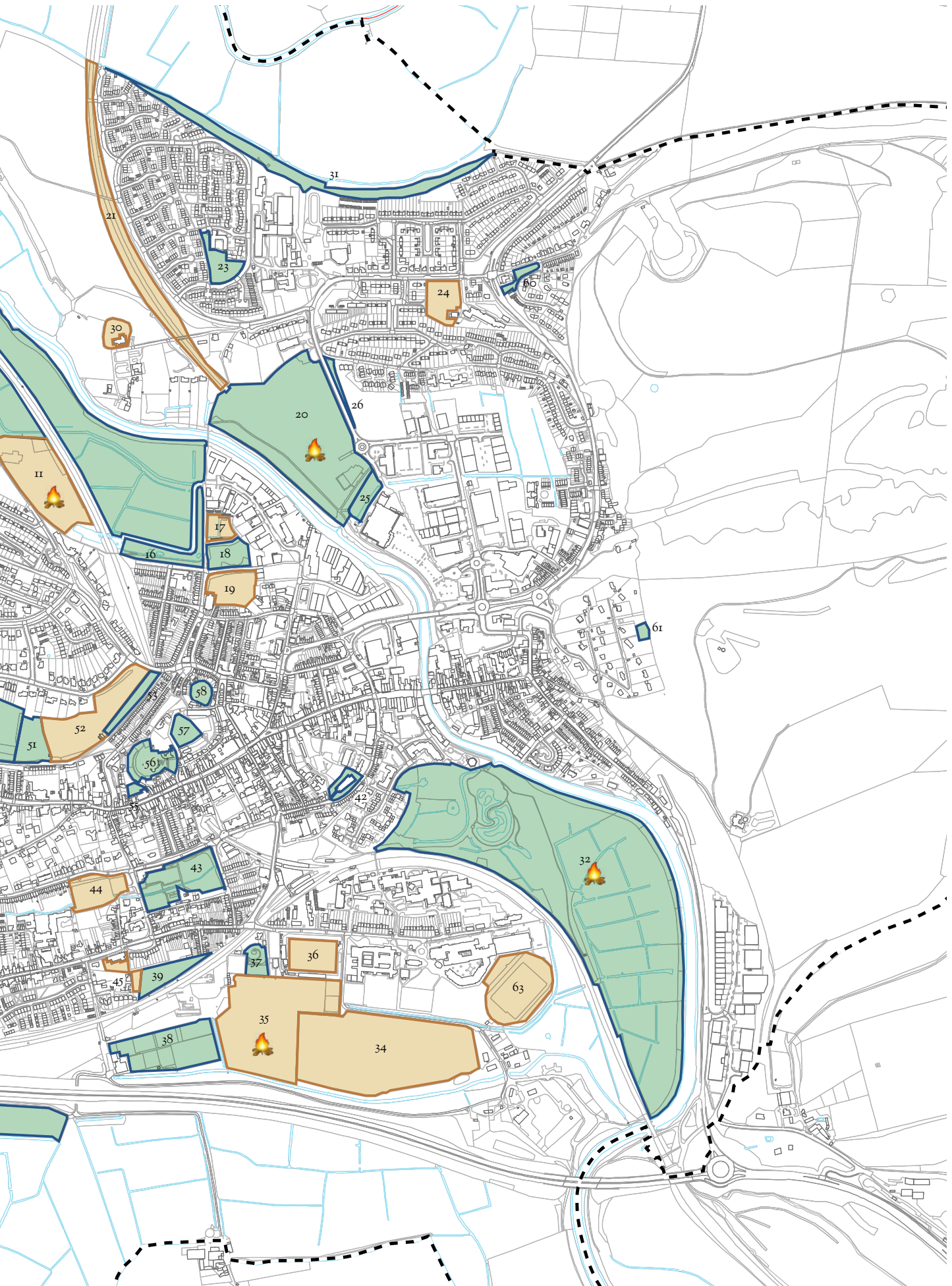
Site Name & Reference		Local Green Space Criteria					Local Community Space
		Beauty	History	Recreation	Tranquility	Wildlife	
1	Love Lane						
2	Haredean Road Allotments						
3	Houndean Rise (access to Houndean Bottom)						
4	Spital Road						
5	Nevill Green						
6	Landport Bottom						
7	Hill Road / 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 Churchyard, Malling						
31	Malling to Earwig Corner Boundary						
32	Railway Land						
33	Cliffe Bonfire Society Site						

Site Name & Reference		Local Green Space Criteria					Local Community Space
		Beauty	History	Recreation	Tranquillity	Wildlife	
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						
45	Southover Churchyard						
46	Cemetery						
48	St Anne's Churchyard						
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						
55	St Michael's Churchyard						
56	Lewes Castle						
57	Castle Gate Bowling Green						
58	Brack Mount & Saxonbury garden						
59	Jubilee Gardens & Juggs Lane						
60	Green at Mill Lane & the Lynchets						
61	Martyrs Memorial, including fenced enclosure						
62	Lewes Battle Historic Site						
63	Athletics Track at the Leisure Centre						
65	Nevill Allotments						

Local Green Spaces and Local Community Spaces

In support of Policy SS3





Policy SS4

River Corridor Strategy

- 1) Development proposals for riverside sites on both the east and west sides of the River Ouse, as shown in the River Corridor Strategy on page 145 should incorporate and/or safeguard land for the construction of a pathway next to the river, wide enough for shared use by pedestrians and cyclists.
- 2) Where appropriate, 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.
- 3) 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.

- 4) Where appropriate, development proposals should open up new views to the river and access to the riverside.
- 5) Applications for moorings, especially outside the settlement boundary, that will inhibit the implementation of this policy will not be supported.
- 6) Development immediately adjacent to the river should demonstrate that it will not affect flood risk elsewhere along the corridor.
- 7) New developments adjacent to the river must demonstrate that they will not impact on the river's ability to function naturally, and should enhance green infrastructure and wildlife corridors.

Policy Supporting Text

10.36 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.

10.37 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.

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

10.39 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.

10.40 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.

10.41 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"

10.42 The South Downs 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.

10.43 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.

10.44 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.

10.45 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. Throughout the neighbourhood plan period there will be a need for access to maintain flood risk assets. Any works in or near the River Ouse that

could affect flood risk or Environment Agency access should previously be agreed through consultation as determined by the Environmental Permitting Regulations for Flood Risk Activities.

Key Projects & 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.
- Encouraging kayak and canoe access point slipways.
- 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.
- A river walkway and landscape enhancement can be incorporated into the design of flood defences.
- See action plan diagram, page 145.



2/ Ample room under bridge for walkway. Must link with adjacent redevelopment site.



5/ Walkway link to Wenban Smith site already in place.



3/ Riverside walk to continue past Wenban Smith site.



6/ Historic wharf facade must be retained. Opportunity to link with railway land to south with floating vegetation mats or stepping stones.



4/ Great view of Harveys. Potential here for cafe space and activity hub.



8/ Wide path well-used by shoppers, dog walkers and cyclists.



10/ Electricity substation and Environment Agency building block the route here.

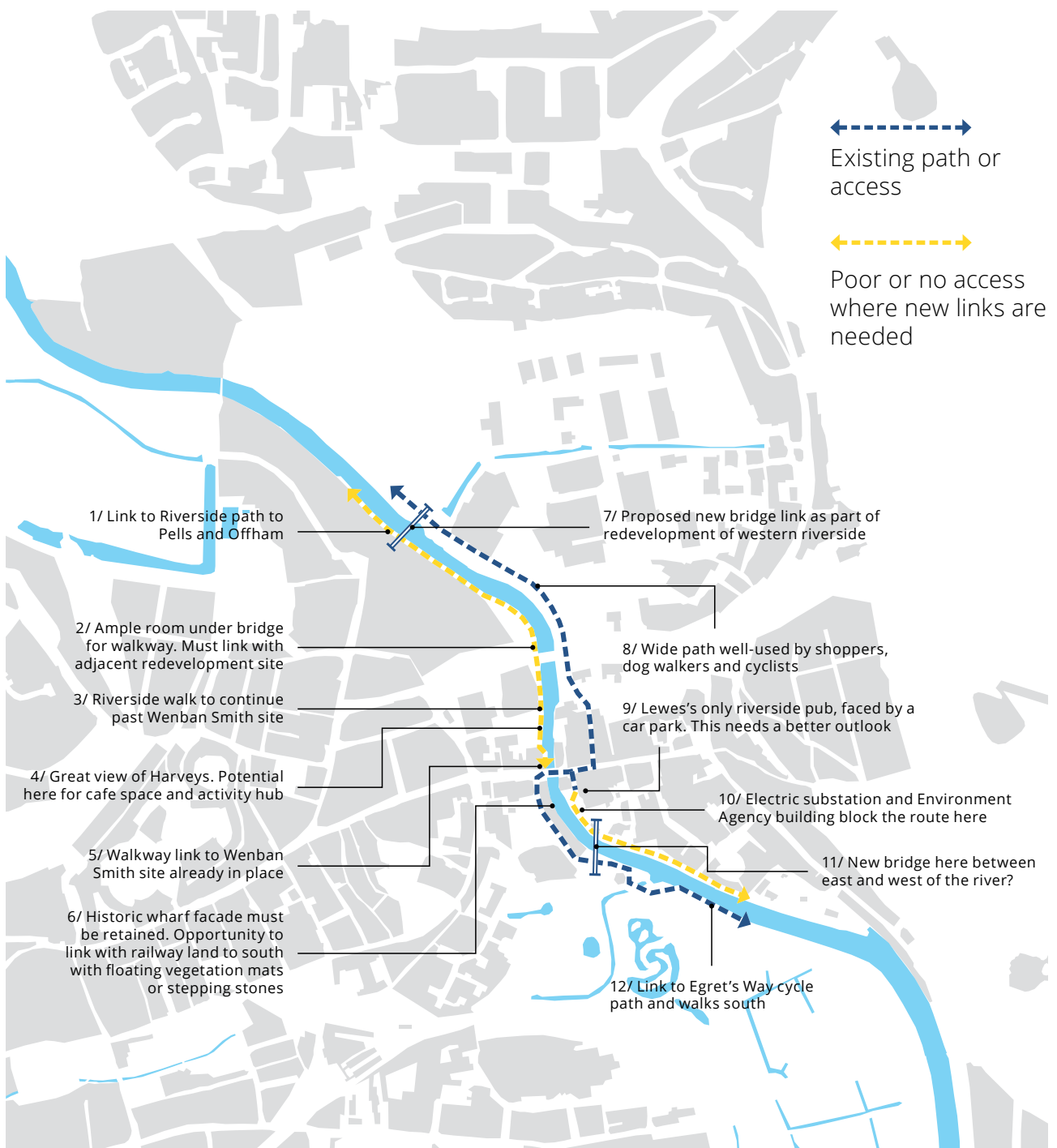


9/ Lewes's only riverside pub, faced by a car park. This needs a better outlook.

River Corridor Strategy

In support of Policy SS4

10.46 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, page 144) correspond with the action points show in the plan (page 145), below.



11.0 Projects List

Actions to help implement the policies and meet the aims and objectives of the neighbourhood plan using CIL funding

11.1 Lewes will inevitably experience change over the next decade or more. This change will only be successful if the right level of investment is made to improve the community and social infrastructure at the right time. Delivery of infrastructure need not all be “upfront” but current and forecasted infrastructure shortfalls must be independently evaluated and a full mitigation plan must be supplied by the developer before housing applications can be approved.

11.2 This list is linked to a set of specific projects identified through the neighbourhood plan process. This will act as “hook” or starting point for these projects to be developed further. The projects may require further feasibility work, perhaps outside the scope of the neighbourhood plan, to establish how they can be funded and delivered.



Neighbourhood Projects

11.3 Proposals for new and improved community and social infrastructure in the plan area, including the projects listed below, will be supported subject to those proposals meeting the objectives of this plan and being compatible with other planning policies in the plan.

Supporting Text

11.4 Funds from the Community Infrastructure Levy (CIL) are raised from developments within each parish within the South Downs National Park and a portion is redistributed to the appropriate parish. In the case of Lewes, Lewes Town Council will be responsible for administering the funds in line with the policies of the neighbourhood plan, as and when the funds are made available.

11.5 The list that follows comprises specific projects that have been identified through the neighbourhood plan process. Please note the projects are in no particular order and are not prioritised at this time.

11.6 Improvements for Pedestrians

- 1) Provide a riverside path on the East side of the Ouse between Timberyard Lane and Cliffe Bridge and on the West side between Cliffe Bridge and Willeys Bridge.
- 2) Restoring the brick pavements and cobbles in Keere Street to their former glory.
- 3) Reworking of all the pavements near the Crown Court on the High Street, either with a much heavier duty substrate to avoid vehicle damage to the pavements, or with a scheme to keep the vehicles off the pavement, e.g. bollards, done with ESCC.
- 4) Minor works along the route from the bus stop of Brighton Road to the Victoria Hospital to make the route safe for disabled people (e.g. dropped crossings, removal of pavement problems etc.). None of the problems are severe enough to bring it into ESCC remit but added up they make the route very challenging for people with mobility difficulties.
- 5) Contribution towards or funding pedestrian crossing near the Piggy Steps on Offham Road at a point which serves all the families taking children to and from Landport to Wallands School.
- 6) Contribution towards or funding pedestrian crossing near the Clevedown sheltered housing on Brighton Road.
- 7) Provide an all-weather surface for Footpath number 51 between Spences Lane and South Down Road.

- 8) Reworking the pavement along the terraced side of Grange Road which is very challenging for those with mobility difficulties but which does not at any point quite make the ESCC danger standards trigger to work.
- 9) Provide a proper disabled access to the Winterbourne Rec, from Bell Lane where the slope is at present very challenging for those with mobility difficulties; part funding with Lewes District Council if they will or simply funding if they cannot.
- 10) Funding a school crossing person on Prince Edwards Road for children walking to and from Wallands and St Pancras Schools.
- 11) Contribution towards or funding a pedestrian crossing on West Street.
- 12) Contribution towards or funding a pedestrian crossing on Mountfield Road close to the Priory School.
- 13) Contribution towards or funding “Tingles Way” — a self-guided pedestrian tour through Lewes, highlighting features of biodiversity, ecosystem services and natural capital in the community, based on the work of Dr Colin Tingle, to whom this Neighbourhood Plan is dedicated.

11.7 Improvements for Cyclists

- 14) Working with ESCC and possibly the SDNPA to fund a Cycle Route 90 through the town including three links needed:
 - (a) from the Brighton Road down into Winterbourne;
 - b) through Winterbourne having agreed the route through Bell Lane Rec with Lewes District Council;
 - c) through Southover into the Cliffe having negotiated a route.

11.8 Road Infrastructure

- 15) Contributing towards improvements to the Earwig Corner road junction.
- 16) Provide traffic calming measures, either a speed camera or a vehicle activated warning sign, on Malling Hill and Malling Street.

11.9 Public Transport Infrastructure

- 17) Creating a suitable bus interchange point to replace the bus station.
- 18) Providing a designated park for visiting coaches with facilities for their drivers.
- 19) Completing the real time passenger transport information at bus stops and improvement at Lewes Prison (Eastbound) and upper High Street (Westbound).
- 20) Contributing to studies / other measures that aim to reopen the railway to Uckfield.

11.10 Social Infrastructure

- 21) Look to expand the local economy and support and encourage the introduction of local food shops, health services, creative services and concert venues.
- 22) Encourage development 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.
- 23) Look for opportunities to design and create lively and diverse mixed-use community areas for old and young, with workspace where appropriate.
- 24) Providing public toilets close to the Priory remains.
- 25) Providing public toilet in Western Road.
- 26) Modernisation of the public toilets in Southover Grange Gardens.
- 27) Taking over the town's public toilets from LDC and running them as clean and pleasant premises.
- 28) Purchase of the St Mary's Social Centre from the District Council to preserve it for community use, the trustees of the centre to continue to run it.
- 29) Contribution towards the works at the Malling Community Centre.
- 30) Provision of further children's play areas along with appropriate equipment.

11.11 Improvements to the Built Environment

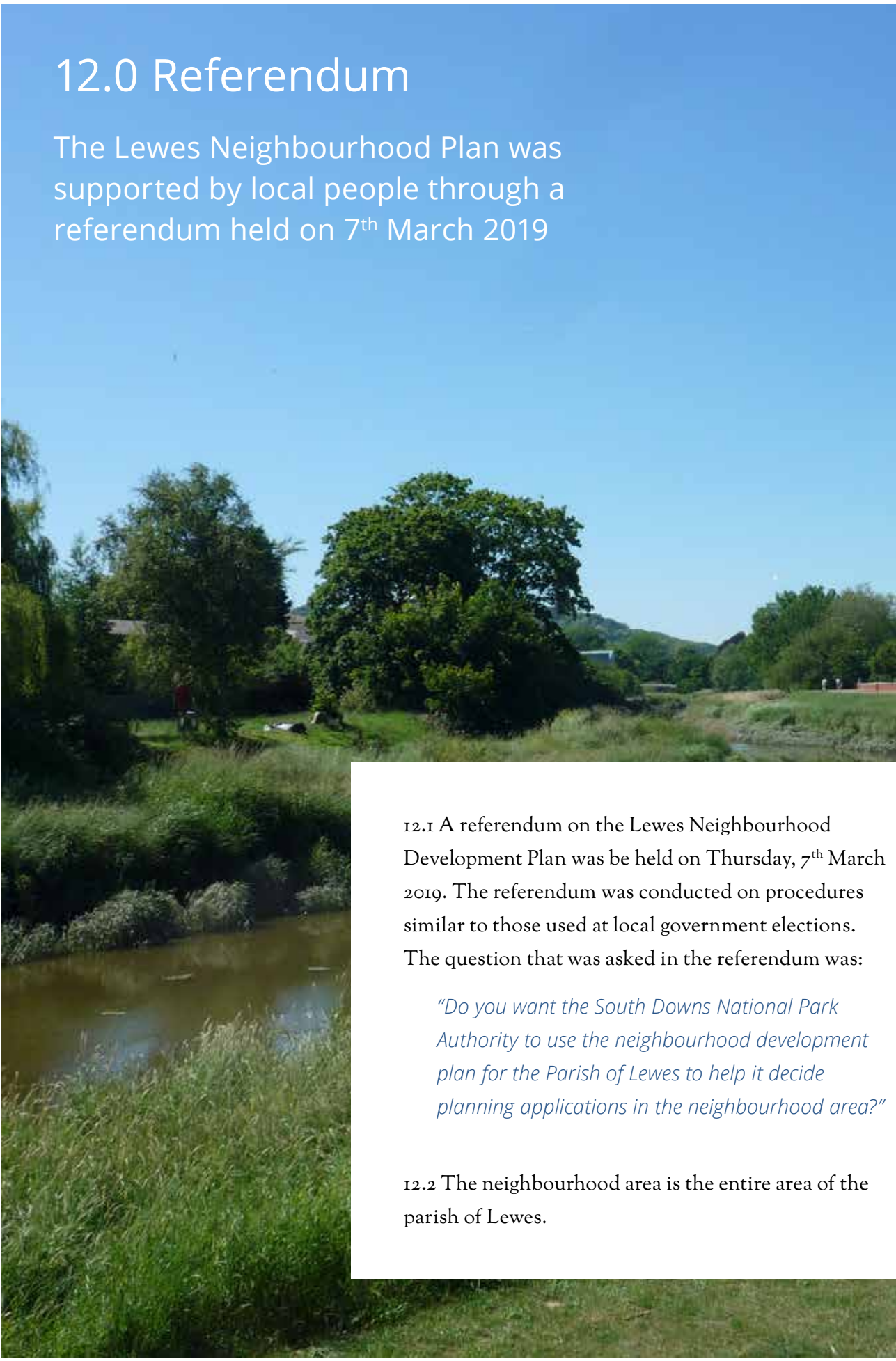
- 31) Ensuring that enhanced street furniture is provided in the Conservation Areas whilst reducing street clutter, and having more comprehensive sign-posting of footpath and cycle routes in the town and on to the adjoining countryside.
- 32) Planting trees or shrubs at suitable places around the town.
- 33) Undergoing or removing overhead wires to buildings in the Conservation Area.
- 34) Contributing to the proposal to create a Peace Garden (Magic Circle).
- 35) Provision of Christmas decorations for businesses to create a whole town theme feel.

11.12 Flood & Drainage Infrastructure

- 36) Contributing to the completion of flood defences along the riverbank where they are not presently planned to be provided.
- 37) Working with ESCC and/or Southern Water to sort out the drainage in several town locations where it is a perennial problem:
 - (a) Near the bottom of The Avenue
 - (b) On Nevill Road near to Nevill Green
 - (c) On Bell Lane near to the pedestrian crossing
 - (d) Boughey Place

12.0 Referendum

The Lewes Neighbourhood Plan was supported by local people through a referendum held on 7th March 2019



12.1 A referendum on the Lewes Neighbourhood Development Plan was held on Thursday, 7th March 2019. The referendum was conducted on procedures similar to those used at local government elections. The question that was asked in the referendum was:

“Do you want the South Downs National Park Authority to use the neighbourhood development plan for the Parish of Lewes to help it decide planning applications in the neighbourhood area?”

12.2 The neighbourhood area is the entire area of the parish of Lewes.

Results of the Vote

12.3 Voters in the referendum were asked to mark a cross (X) in either the “Yes” or “No” box on a ballot paper to indicate their preference. The results of the referendum were as follows:

- **Turnout 3,261 (24.83%)**
- **Yes 2,993 (92%)**
- **No 268 (8%)**

12.4 With more than half of those voting in the referendum in favour of the neighbourhood plan, the South Downs National Park Authority ensured that the neighbourhood plan was “made” at the earliest opportunity and now use it to determine planning applications in the Lewes neighbourhood area.

Plan-Making

12.5 On 11th April 2019, the Lewes Neighbourhood Plan was formally “made” at the South Downs National Park Authority planning committee. The committee report stated that:

“Lewes Town Council are to be congratulated on their commitment, hard work and perseverance in delivering their Neighbourhood Plan. Their efforts were rewarded in the referendum on 7th March 2019 on whether the LNDP should be used by the SDNPA for making decisions on planning within the parish of Lewes. 92% voted in favour of the NDP on a turnout of 25%”

Further Information

12.6 Town council contact for further information:

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

— 01273 471 469

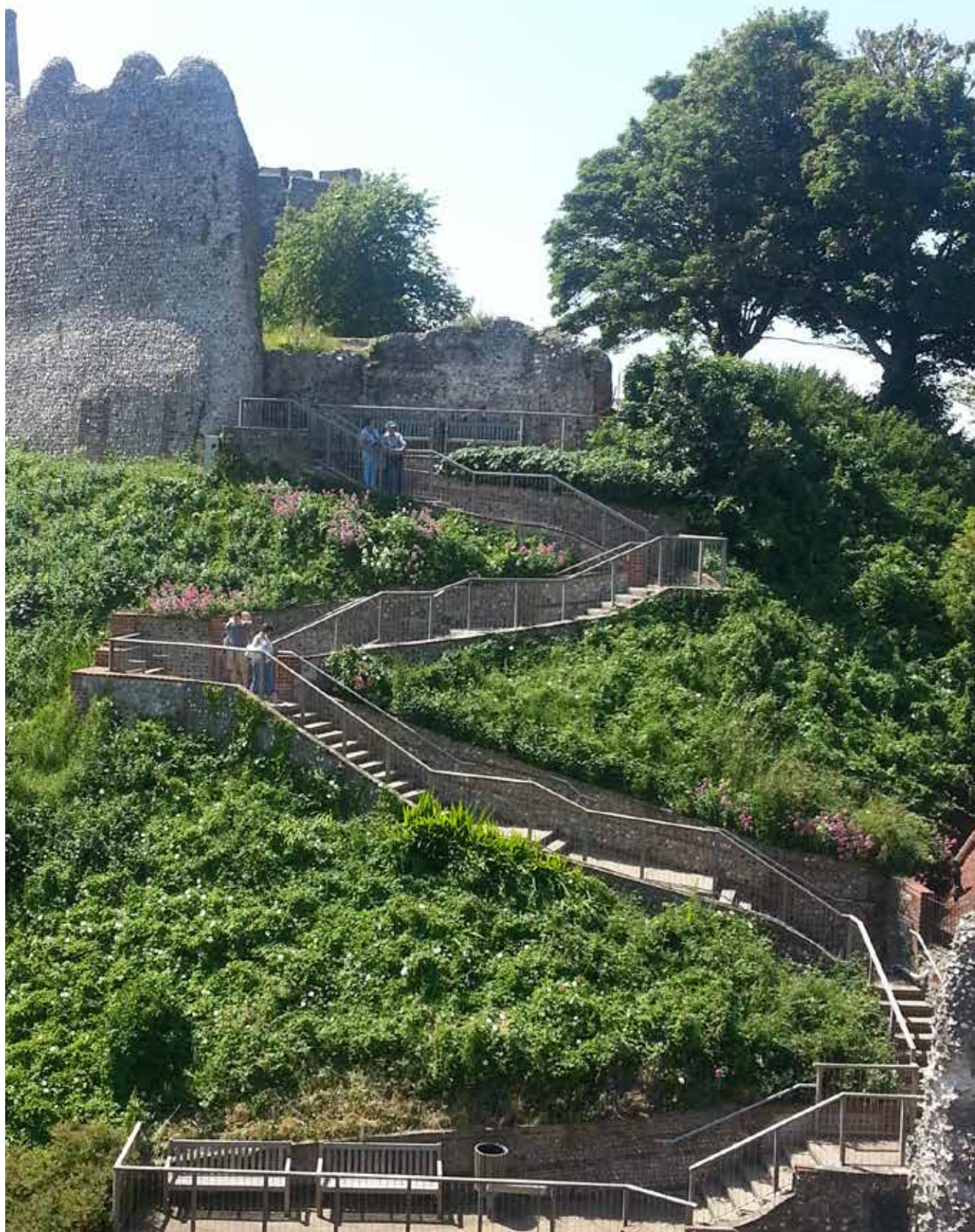
— info@lewes-tc.gov.uk

— www.lewes-tc.gov.uk

— www.lewes4all.uk

Appendix 1

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
HC2	New Services & 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
HC3 A HC3 B	Heritage Protection	1. Sustainable Communities 4. Active Travel 5. Reduced Energy Demand 9. Greater Biodiversity 11. Tourism
HC4	The Working Town	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	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
PL1 A PL1 B	Housing Allocations NOTE : Site profiles exist for each specific housing allocation.	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

Planning Policies		Plan Objectives
PL2	Architecture & Design	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	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	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
AM1	Active Travel Networks	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

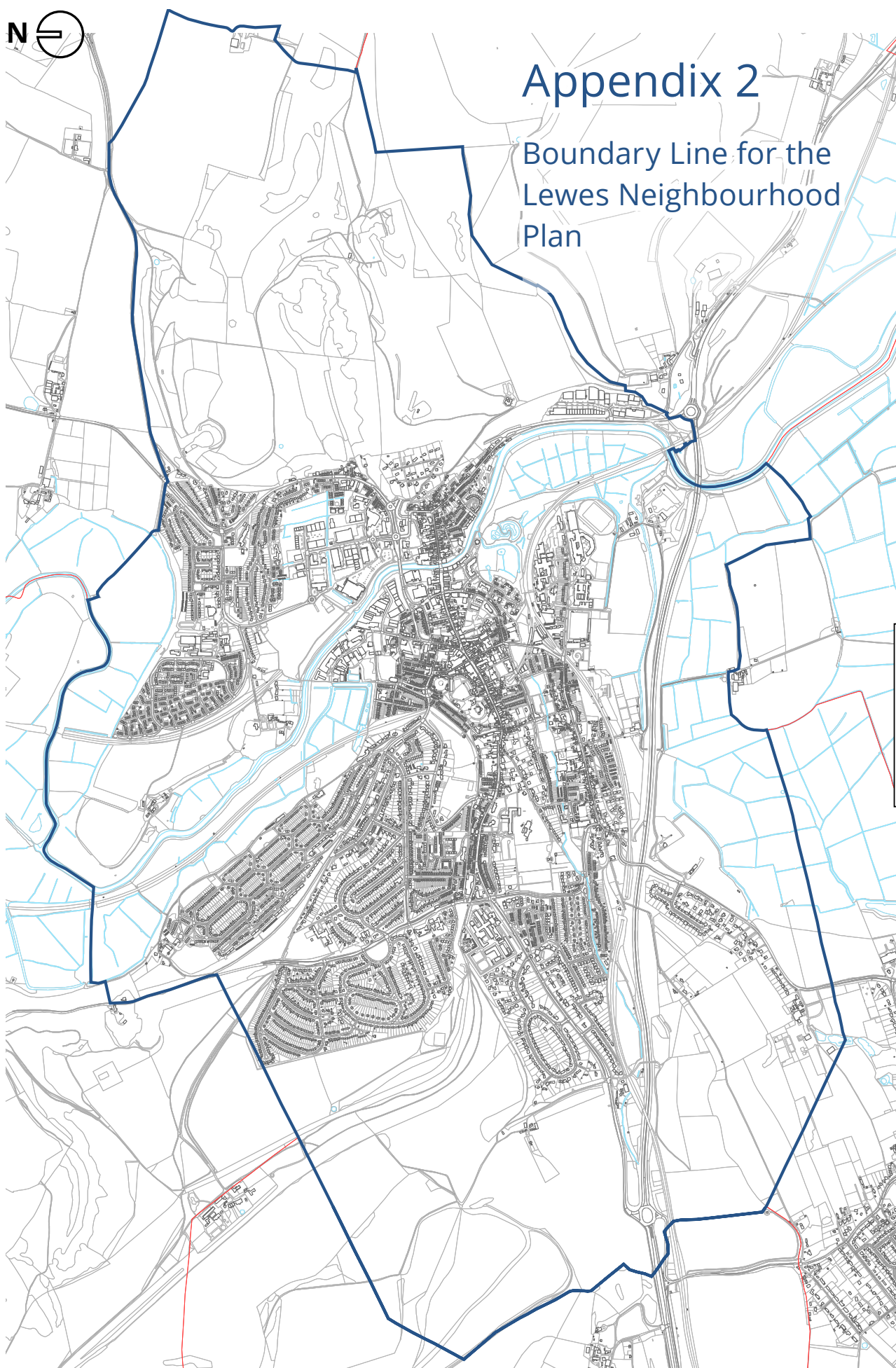
Planning Policies		Plan Objectives
AM2	Public Transport Strategy	<ul style="list-style-type: none"> 1. Sustainable Communities 3. Locally Affordable Workspace 4. Efficient Use of Land 5. Environmental Design 6. Easily Moving Around 7. Reduced Energy Demand 8. Natural Environment, Green Spaces & Biodiversity 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
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

Planning Policies		Plan Objectives
SS2	Social & Civic Spaces	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	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	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



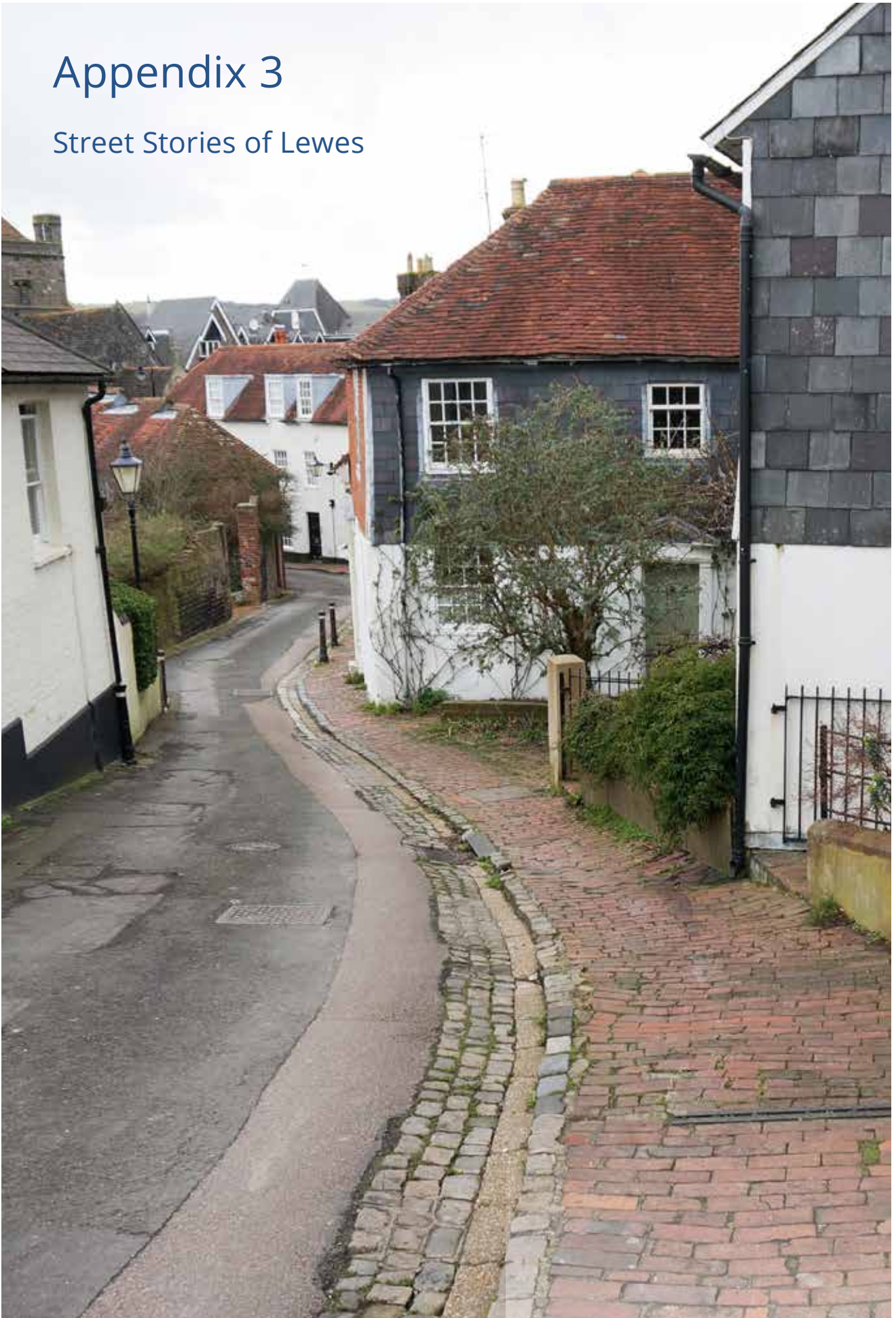
Appendix 2

Boundary Line for the Lewes Neighbourhood Plan



Appendix 3

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.

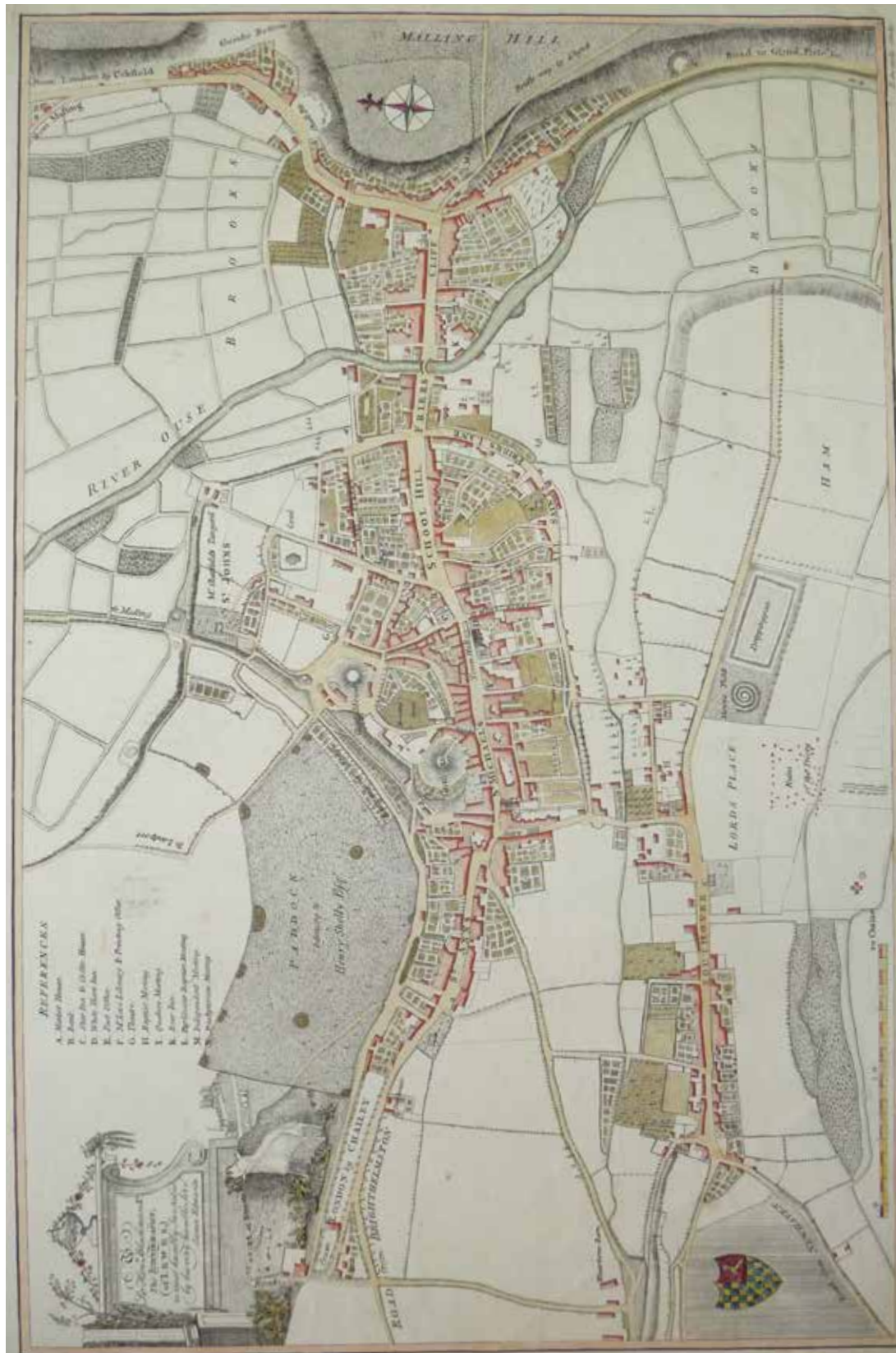
Social activity in South Street included the Boat Club, the Bonfire society and there were sports days run by the various pubs, all of which have contributed to the friendly atmosphere which exists in South Street today.

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 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) — The War Memorial; View 02 — From outside the Law Courts.



View 03 — Harvey's Brewery.



View 04 — From the railway bridge.



View 05 — Cliffe Bridge.



View 06 — From the Paddock to the Prison.



View 07 — From St Swithuns Terrace towards Newhaven.



View 08 — From surrounding hills, looking eastwards across the town.



View 09 — From Grange Gardens.



View 10 — Across North Street from Malling Hill.



View 11 — From above the Nevill.



View 12 — Historic town core, looking eastwards.



View 13 — Historic town core, looking southwards, from the castle.



View 14 — High Street with town clock

Reasoned explanation for protection of views

These views are selected to show the character of the town. Not everything in them is required to be exactly preserved, as a hill town the townscapes are too wide and views of the countryside too distant for that, but the essential nature and the main features are important to sustaining that character and any development must pay respect to what is seen here.

View 01 — The War Memorial

View from the War Memorial. Lewes on its hill is circled by the Downs.

View 02 — From outside the Law Courts

The view of Malling Hill is framed by medieval buildings and the Georgian facades of the buildings of the High Street and School Hill stepping down the chalk ridge, creating a strong visual connection between the heart of the town and its rural setting.

View 03 — Harvey's Brewery

The last big working industrial building by the river, with its high wall to protect against flooding.

View 04 — From the railway bridge

From the railway bridge. The town on its ridge. Many town views have trees and the castle is often seen but seldom dominates.

View 05 — Cliffe Bridge

Cliffe Bridge connects Lewes and Cliffe. It is important to keep balance and proportion between old and new buildings.

View 06 — From the Paddock to the Prison

From the Paddock to the square tower of the Prison. These were once the playing fields of Baxter's Printworks and Every's Iron Foundry. The compact old town is threaded with green spaces.

View 07 — From St Swithuns Terrace towards Newhaven

From St Swithuns Terrace towards Newhaven. A traffic-free route for schoolchildren passing between their homes and schools in the upper and lower town.

View 08 — From surrounding hills, looking eastwards

Views of the town from its surrounding hills are precious to residents and visitors alike. This viewpoint is a very short walk from Cliffe High Street.

View 09 — From Grange Gardens

From Southover Grange gardens; again there are trees, here almost hiding the Castle. The red-tiled roofs are typical of the historic core though the Grange itself has Horsham stone tiles.

View 10 — Across North Street from Malling Hill

Across North Street and the Pells from Malling Hill. There will be changes but the hills and green spaces remain and changes must be fitting to them.

View 11 — From above the Nevill

From above the Nevill, looking east towards Caburn and Firle, the town with its trees providing corridors for wildlife.

View 12 — Historic town core, looking eastwards

The scale and form of the roofscape of the town, clearly seen from the top of the castle, is vital to its character.

View 13 — Historic town core, looking southwards

In the historic core it is essential that the scale and form of the many listed buildings be respected. Here, the mere use of traditional materials is not enough.

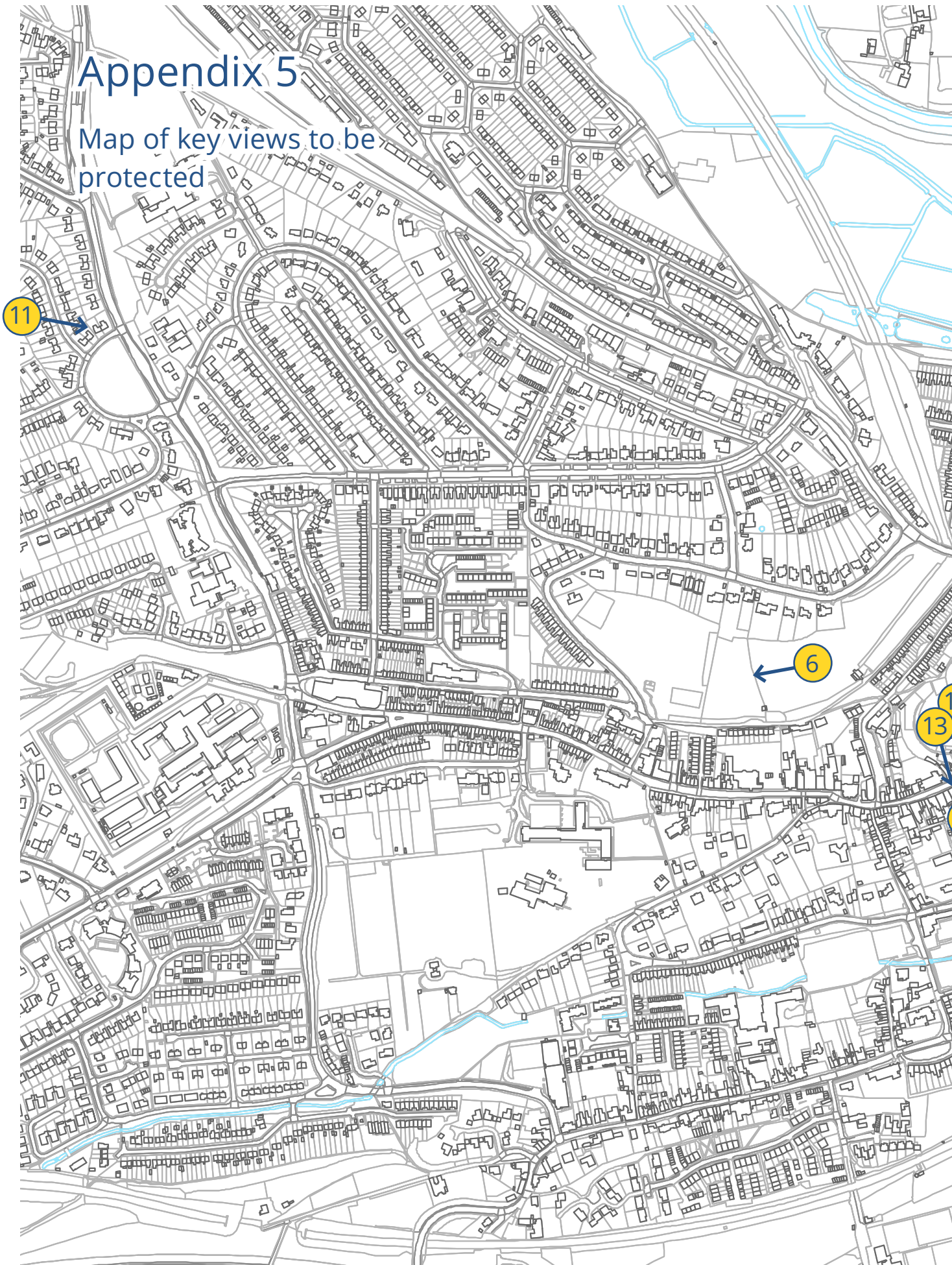
View 14 — High Street with town clock

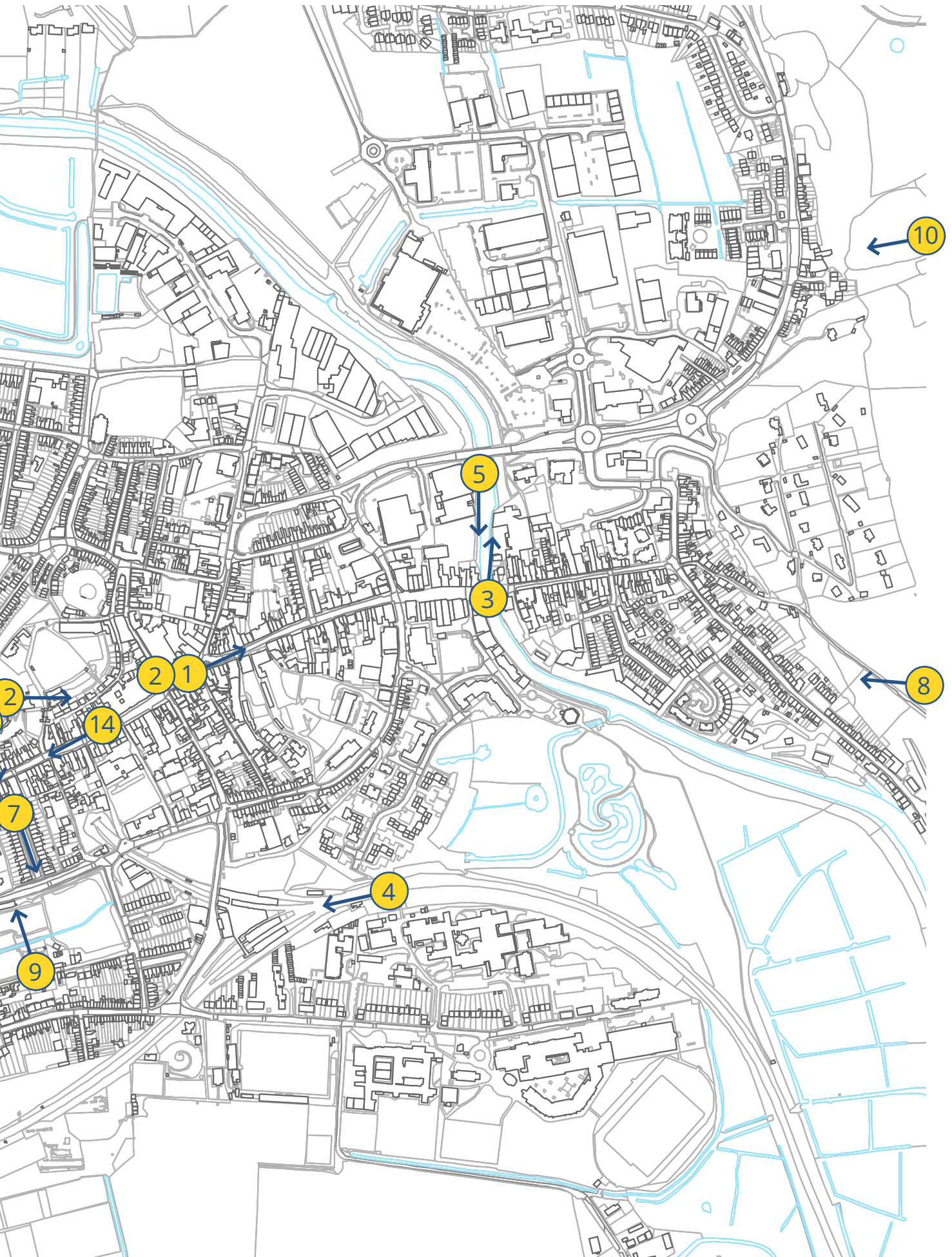
The High Street looking west with the Town Clock on St Michael's Church Hall The High Street runs along the ridge and merits special preservation.

Here are too many listed buildings to list but they include Tom Paine's eighteenth century home, Bull House and Edward Reeves Photography in business in the same premises since the mid-nineteenth century.

Appendix 5

Map of key views to be protected





Appendix 6

Local Green Spaces and Local Community Spaces: Evidence and Methodology

Lewes Neighbourhood Plan's Policy SS3 Green Spaces uses two designations for green spaces in the town: Local Green Spaces and Local Community Spaces.

This appendix sets out the methodology for the designations in the plan. A summary of the justifications is in the main body of the Neighbourhood Plan text in Policy SS3 Green Spaces. The evidence and justification is available as a separate background paper.

Local Green Spaces

The National Planning Policy Framework introduces Local Green Space designation to provide special protection against development for green areas of particular importance to communities. The designation can be used:

- Where the green space is in reasonably close proximity to the community it serves
- Where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife.
- Where the green area is local in character and is not an extensive tract of land.

Local green spaces do not have to be publicly accessible, and do not need to be in public ownership, although there seems to be an expectation that most will be.

The above is the extent of the guidance available from government and the planning authorities. There are no criteria to help quantify and interpret the various terms. So, a bespoke methodology needed to be developed for Lewes Neighbourhood Plan.

It was decided to set the bar high and wherever possible to use publicly available evidence from authoritative sources. Occasionally this is supplemented by local knowledge: for example, all the sites are within 5 minutes' walk of Lewes town, and therefore in close proximity to the community. For each data set, an assessment was made if the site scored high, medium or low. A site had to score high on two or more of the main criteria (i.e. Beauty, History, Recreation, Tranquillity, Wildlife) in order to be put forward for Local Green Space designation.

The initial selection of sites was modified following public consultation. In a few cases, landowners objected to the designation and their sites were removed from the list. In one case the community proposed a new site which is used for recreation and local events. In addition, following clarification from SDNPA, we included additional sites that are within the Neighbourhood Plan area but outside the settlement area. These are noted on the justification table in the background paper.

Local Community Spaces

The Lewes Neighbourhood Plan includes a second designation of Local Community Spaces. These spaces have a lower level of protection.

This designation is used for school playing fields, churchyards and cemeteries, where limited development is allowed which is in keeping with the existing use and community value of the site. For example, a school may wish to build a sports pavilion on its playing field, or a church may wish to build a church hall in its churchyard.

We believe that this approach will ensure an objective justification for each Local Green Space and Local Community Space.

Appendix 7

Community organisations that have contributed to the Lewes Neighbourhood Plan

Barons Down Housing Association	Lewes Town Partnership
Clevedown Residents	Lewes Town Taxi Group
Cliffe Residents Association	Lewes Travel Man / Travelog
Cycle Lewes / Egrets Way	Making Lewes
Digital Citizen Project, University of Brighton	Malling Tenants & Residents Association
Diversity Lewes	Nevill Residents Association
Friends of Lewes	Paddock Road Residents Association
Grange Road Residents Association	Residents Against Inappropriate Development (RAID)
Houndean Residents Association	Transition Town Lewes
Kingston Road & Cranedown Residents Association	South Downs Society
Lewes Chamber of Commerce	Sussex Wildlife Trust
Lewes Community Land Trust	Western Road Residents Association
Lewes Conservation Area Advisory Group	
Lewes Living Wage	
Lewes Local CIC	
Lewes & Ouse Valley Economics	
Lewes Phoenix Rising	
Lewes Seniors Forum	

Lewes Town Council wishes
to acknowledge the valuable
— and mostly free — time
contributed by councillors,
individuals and particularly
members of the Steering Group
over the five year period taken
to prepare this plan

