

# OLD MALLING FARM, LEWES

DESIGN BRIEF



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1.0

# INTRODUCTION

## PURPOSE OF THE DOCUMENT

The purpose of this Design Brief is to provide a framework for implementation of a high quality landscape-led development at land at Old Malling Farm, Lewes.

This Design Brief establishes evidence, parameters and design principles for the subsequent detailed design of the site. These have been derived from an ‘ecosystem services’ approach, which advocates employing a landscape-led, integrated strategy. The resulting design brief masterplan is included within this document.

This brief is informed by and should be read in conjunction with the following:

- Landscape and Visual Impact Assessment - Lizard Landscape and Design
- Existing Tree Schedule - Lizard Landscape and Design
- Ecological Impact Assessment - Lizard Landscape and Design
- Heritage Impact assessment - L-P Archeology and Total Heritage
- Geophysics Report - Lefort Geophysics
- Transport Assessment - Civil Engineering Practice
- Flood Risk Assessment - Civil Engineering Practice
- Lighting Assessment - WYG
- Noise Assessment - Phlorum.

## SITE LOCATION

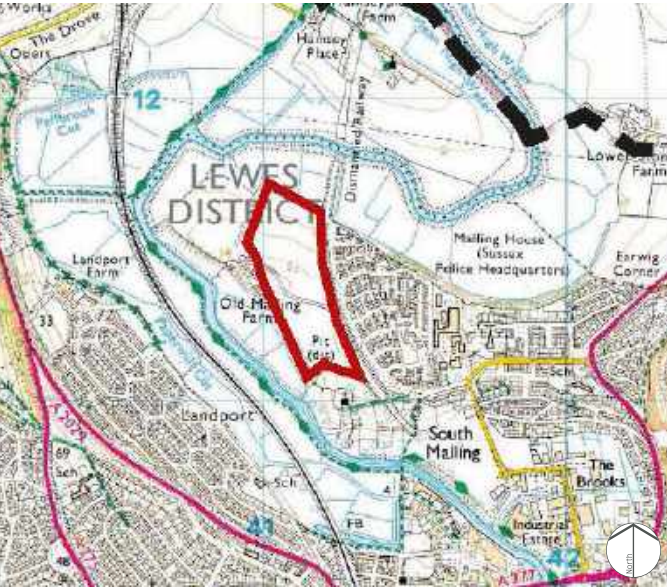
Land at Old Malling Farm covers an area of 10.08 hectares, and lies between Malling House Estate and Old Malling Farm. The site has significant tree-lined boundaries on all sides and backs onto the Ouse Valley floodplain.

The site is located within the South Downs National Park and Malling Deanery Conservation Area is situated immediately to the south.

## PLANNING POLICY

The South Downs Local Plan (SDLP) sets out a site-specific, strategic allocation policy for the development of the site at Old Malling Farm, Lewes (Policy SD76). This builds on the previous residential allocation, Spatial Policy SP4 within the Lewes Local Plan, Part 1, Joint Core Strategy 2010-2030 (LDJCS). The adjacent policy wording is from the South Downs Local Plan (SDLP) which was adopted on 2<sup>nd</sup> July 2019.

Any development proposal coming forward as a planning application submission will have to clearly demonstrate how it complies with this site-specific criteria and all the other relevant policies within the South Downs Local Plan. The development should also positively respond to the aspirations set out in the Lewes Neighbourhood Plan 2015-2033 (made in April 2019). The relevant policies are set out in Section 6.



SITE LOCATION

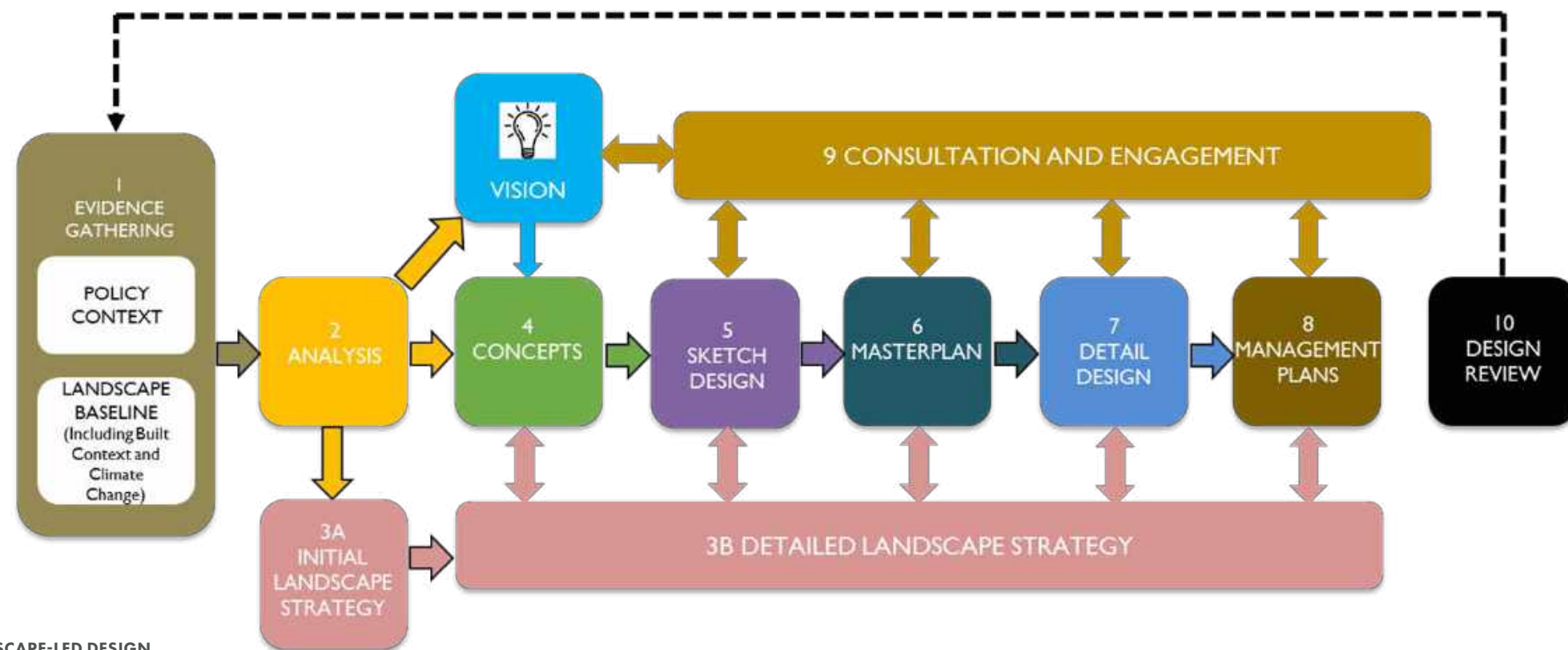


ECOSYSTEM SERVICES IDENTIFIED SPECIFICALLY FOR THE SITE - ACCESSIBLE NATURAL GREEN SPACE, CARBON STORAGE, EDUCATION, GREEN TRAVEL, CARBON STORAGE, POLLINATION, WATER QUALITY/WATER PURIFICATION

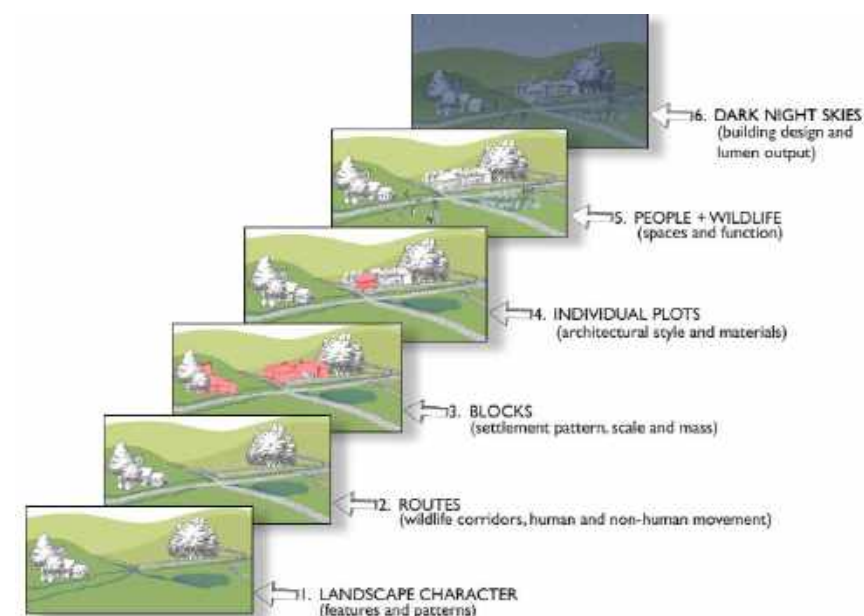
## ALLOCATION POLICY SD76: LAND AT OLD MALLING FARM, LEWES

- 1 Land at Old Malling Farm is allocated for the development of between 220 and 240 residential dwellings (class C3 use). Development should be informed by a comprehensive and integrated Design Brief to be undertaken either by the National Park Authority (NPA) or by the applicant and then subject to the NPA's approval.
- 2 The Design Brief should be landscape and ecosystem services led and include a green Infrastructure Strategy and a Site Masterplan, both of which should be informed by suitable evidence on vehicular and non-vehicular access, arboriculture, drainage and flood risk, ecology, heritage, hydrology, lighting and views.
- 3 The Green Infrastructure (GI) Strategy should provide a suitable strategic scale multifunctional network linking together the site, Lewes and the surrounding open countryside taking into account the range of significant constraints and impacts on the South Downs National Park.
- 4 The Masterplan should fully set out the GI Strategy, provide a suitable hierarchy of vehicular and pedestrian routes and an appropriate transition across the site in built form, fabric and density.
- 5 Detailed proposals that meet the following site specific development requirements will be permitted:
  - a) The primary vehicular access point is to be off Monks Way at a point opposite Mantell Close
  - b) The existing former railway bridge forms a secondary access point for emergency use and an access for pedestrians and cyclists and to the existing farm buildings
  - c) Suitably designed access for pedestrians and cyclists should be provided from the site to the disused railway line adjacent to the site
  - d) Development on the site is contingent on appropriate off-site highway improvement works, to be provided in agreement with the Local Highway Authority, at the Earwig corner junction of the A26 with the B2192, the junction of Church Lane / Malling Hill and at the Brooks Road / Phoenix Causeway roundabout and suitable traffic calming in local roads
  - e) Development should provide sufficient clearance for growing space of existing and proposed trees within the site and on all site boundaries
  - f) All housing development should be located within Flood Zone 1 only
  - g) Flood compensation storage should be provided for any ground raising or built development in Flood Zone 3 (including allowance for future climate change)
  - h) No development other than Essential Infrastructure or Water Compatible development in Flood Zone 3b
  - i) Floor levels of habitable areas, where appropriate and proven to be necessary, to be designed to take into account flood risk and climate change
  - j) Safe vehicular and pedestrian emergency access and egress to be provided taking into account flood risk
  - k) An appropriate surface water and foul water drainage strategy is agreed with relevant authorities and service providers
  - l) Development shall incorporate views within, to and from the site to surrounding landmarks and features including from the elevated chalk hills to the east and west, from Hamsey to the north, and from Lewes itself
  - m) Impacts on tranquillity, dark night skies and biodiversity should be minimised through appropriate mitigation and good design
  - n) Suitable on-site equipped play space.
- 6 In order for the development to have an overall positive impact on the ability of the natural environment to contribute to ecosystem services, development proposals must address the following:
  - a) Provision of suitable pedestrian and cycle links to the adjacent countryside and to the existing rights of way network
  - b) Protect and enhance trees within the site where possible, and where trees are lost, provide at least the equivalent in new tree planting on site. Trees on the site boundary should be retained and new tree planting should be undertaken particularly at the western and eastern fringes of the site
  - c) New planting should be suitable for pollinating species
  - d) Minimise hard surfaced areas on site, and use permeable surfaces and soft landscaping where possible to maximise infiltration of water and reduce surface water run-off.





LANDSCAPE-LED DESIGN  
APPROACH PROCESS DIAGRAM



A LANDSCAPE-LED APPROACH TO DESIGN

## LANDSCAPE-LED APPROACH

The approach to the Design Brief has followed the recent examples of four significant sites identified as suitable for housing in the South Downs Local Plan (policies SD64, SD81, SD82 and SD89) situated in Coldwaltham, Midhurst and Sheet. The design briefs, which were all subject to public consultation in the Spring of 2018, set out how the Authority expects the sites to be developed and will provide guidance for any subsequent planning applications.

*"When preparing proposals for sites within the South Downs National Park, design teams are expected to gather pertinent evidence before undertaking appropriate analysis of the site. The landscape evidence gathered from this analysis must form the heart of the design concept and should influence and inform a vision for the site. The evidence and the vision should be referenced throughout these stages to ensure a truly landscape-led approach to design and must inform the development of a landscape strategy, initial concept drawings and sketch designs."*

*Once the landscape strategy, concepts and sketch designs have been agreed with stakeholders and the Authority through an iterative process, a detailed masterplan should be produced which presents built form and includes landscape elements in a single plan. This process ensures integrated and holistic working and will require a designer/design team to work collaboratively."* (SDNPA, December 2018)

The SDNP landscape-led approach is summarised in the diagram above and by Strategic Policy SD5 for Design (see figure 5.3 from the South Down Local Plan which identifies the various landscape layers to achieve exemplary design). A landscape-led approach comprises of the following stages:

- **Evidence gathering** - Building up an understanding of a landscape requires evidence to be gathered and interpreted. Alongside researching the policy context, a landscape baseline, formed of layers of evidence, should, together with the policy, generate a detailed knowledge of the landscape
- **Analysis** - The next stage of a landscape-led approach is to collate and interpret evidence to form the landscape baseline. The aim is to tell the story of the landscape, understand landscape character (patterns) and build an appreciation of the place as it is now. From this an opportunities and constraints plan of the site can be produced
- **Landscape strategy** - Once the site analysis is complete, a landscape strategy, setting out the site and its context's key parameters, can be produced. The landscape strategy informs the design development at all stages and should use evidence from the landscape baseline and policy context to determine appropriate precedents, location of roads, built form, the mass and scale of development and so on. In parallel, the LVIA can be updated to demonstrate the (reduced) impacts as a result of using landscape evidence to inform decisions. Once established, the landscape strategy can determine the layout design of development, ensuring maximum connectivity and the retention and enhancement of key habitats. The landscape strategy should be used throughout the scheme's design developments informing appropriate and characteristic mitigation measures
- **Vision** - Following a thorough analysis of the landscape baseline for the site, informed by the policy context and with design parameters set out in the landscape strategy, the vision for the site can be developed
- **Concepts** - Landscape elements identified at the evidence gathering stage and forming part of the landscape strategy and vision, should now strongly inform the concept plan
- **Sketch design** - Opportunities and constraints expressed in the landscape strategy should dictate the fundamentals of a sketch design (block or layout plan). This plan should demonstrate how the proposed landscape will connect to the wider landscape and ensure a good relationship between buildings and spaces
- **Masterplan** - As with earlier stages of the design, the masterplan should be rooted in the landscape strategy. Landscape elements that have been indicated in the sketch design must now develop to include more detail, distinguishing public and private spaces including private rear, front and communal gardens, as well as plot boundaries
- **Detailed design** - This should address matters including materials, local character, street proportions, corner plots, doors and entrances, windows, boundary structures, hard landscape, sustainable design metrics and soft landscape
- **Management plans** - Plans for the management of all external space will be required and should be informed by the landscape strategy. These may include landscape management plans for hard and soft landscape, SuDS, play equipment, street furniture and sustainable energy and water technology
- **Consultation & engagement** - Early and active engagement with individuals, special interest groups, statutory undertakers and public bodies that have a stake in the site and the community is highly recommended as they will have good knowledge and an understanding of the area.

Engagement with the SDNPA and Lewes District Council, including with the SDNP Design Review Panel, has taken place periodically from April 2016, with a formal pre-application submitted in October 2017 and a Planning Performance Agreement in place since January 2018. Other key stakeholders have also been consulted, including a public exhibition held on 7<sup>th</sup> December 2017, and through other forums such as meetings held with the Town Council, Friends of Lewes and local residents during this period (please see the Statement of Community Involvement for further details).

The draft version of the Design Brief went out to public consultation via the South Downs website in March 2020 (reference SDNP/DBC/SD76). Comments from a number of stakeholders and local residents made during the consultation period have been taken into account and influenced some of the changes made to the final version of the brief. This has led to an increased emphasis on sustainable construction, measures seeking mitigation for the impacts of climate change, and a closer look primarily at the non-motorised user including the entrance from Old Malling Way / the creation of the railway bridge gateway.



## STAGE 1: EVIDENCE

### SITE CONTEXT

The historic county town of Lewes was settled along a defensible chalk spur overlooking a bridge point over the River Ouse, enclosed by the rising valley sides and overlooked by surrounding whale-backed chalk ridgelines. Lewes has been described in the Lewes Neighbourhood Plan as a 'gap town' because of its setting in the South Downs and the uniqueness of the historic features within it.

Old Malling Farm, and a number of residential units are located to the west of the site on lower-lying ground associated with a raised terrace of land above the River Ouse floodplain. Malling Deanery Estate (comprising Malling Deanery and surrounding buildings - 1660-1907) lies to the south of the site, also on lower-lying ground, as the topography continues to fall towards the River Ouse floodplain. The 1930s Landport Estate is located further to the west, on the lower valley sides of the eastern-facing valley side, and comprises a more regimented layout than the 1970s-80s Malling House Estate, with roads which run perpendicular to the landform and semi-detached houses.

Developments in Lewes vary in density, ranging from approximately 17 dwellings per hectare (dph) to 41 dph. The Malling House Estate to the east of the site is approximately 37 dph. The figure ground plan shows how these densities translate into footprints in Lewes.

### SITE OVERVIEW

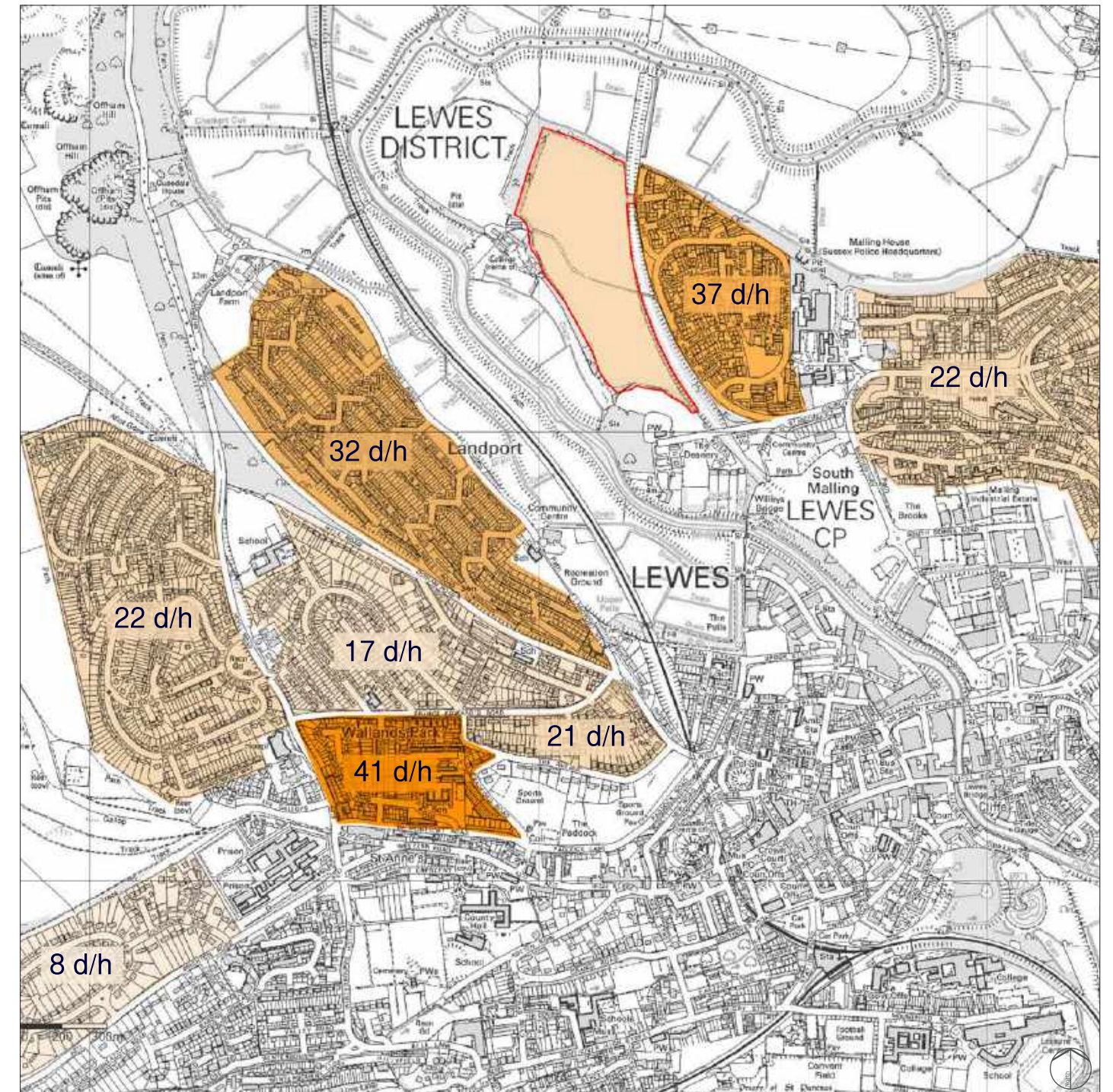
The Old Malling Farm site is located along the Lower River Ouse valley side, within an edge of settlement location to the north of Lewes and the Malling Deanery Conservation Area. The site is situated on the northern side of Lewes in a green finger between the Malling Housing Estate to the east and the Malling Farmhouse and associated buildings to the west. It comprises two irregularly shaped fields in arable use. Their form is reinforced by woodland belts which extend along the east and west of the site. Mature tree belts and shrub understory are also located along the northern and southern site boundaries, enclosing the site.



SITE BOUNDARY



FIGURE GROUND PLAN



DENSITY STUDY



A mature hedgerow, which is interspersed by a number of trees, divides the site into two fields. An existing single-track vehicular access follows the alignment of this hedge and provides access to a number of residential properties and an artist studio to the west of the site alongside agricultural access to the wider farm. This access utilises a bridge over the disused railway cutting, which runs along the eastern boundary in a north-south direction. There are views across parts of the site from the adjacent upper valley sides at Offham Hill to the west and Malling Hill to the east.

LANDSCAPE HISTORY

The existing two irregular-shaped fields form part of an earlier field system, which extended further to the east on the footprint of the existing Malling House Estate. This was historically characterised as resulting from planned formal enclosure<sup>1</sup>, with subsequent boundaries defined by the introduction of the disused railway cutting which runs along the eastern boundary in 1868 and the later installation of a mixed tree belt between the northern part of site area/field and the Meridian Field (beyond the allocation) to the north-west in the late twentieth century.

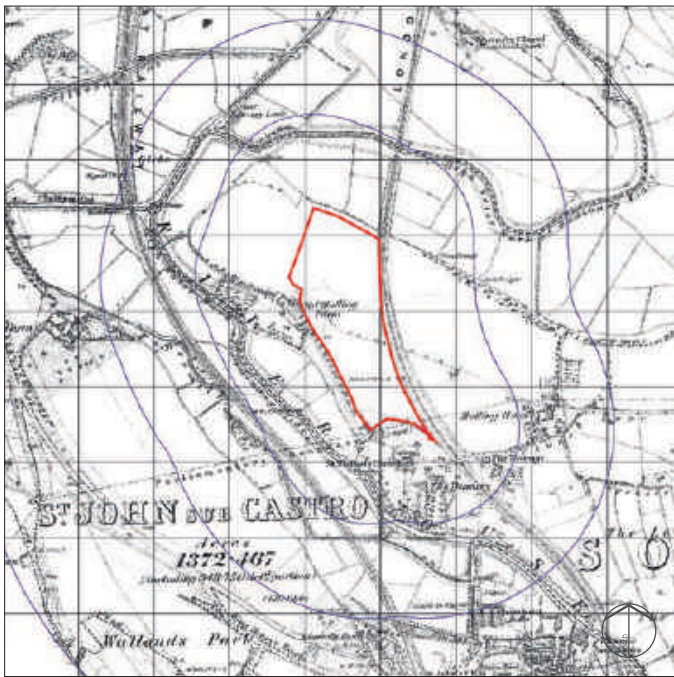
Through reference to the Yeakell and Gardner's Sussex 1783 map, there is some historic time-depth associated with the private access road from Old Malling Way to Old Malling Farm, which historically continued further to the east towards Malling House, a Grade I Listed Building, now the Headquarters of Sussex Police. The intervening land now occupies the late 20th Century Malling House Estate.

The 1875 Ordnance Survey map shows the field divided within the site to north and south by the access road to Old Malling Farm. It is likely that this association was in place before the cutting for the London, Brighton and South Coast Railway's line from Lewes to Uckfield was constructed (opened in 1868). The railway cutting to a greater extent, but in combination with the earlier access track from between Old Malling Farm and Malling House, subsequently had the effect of quartering the field system, requiring bridging of the cut for the continued access to Old Malling Farm.

From the various plans, it can be seen that the southern boundary of the site has remained largely consistent since 1622 as a vegetated boundary, but with some longitudinal field division lost within the site.



YEAKELL & GARDNER'S SUSSEX 1778-1783 MAP



1878 MAP



1938 MAP



1981 MAP



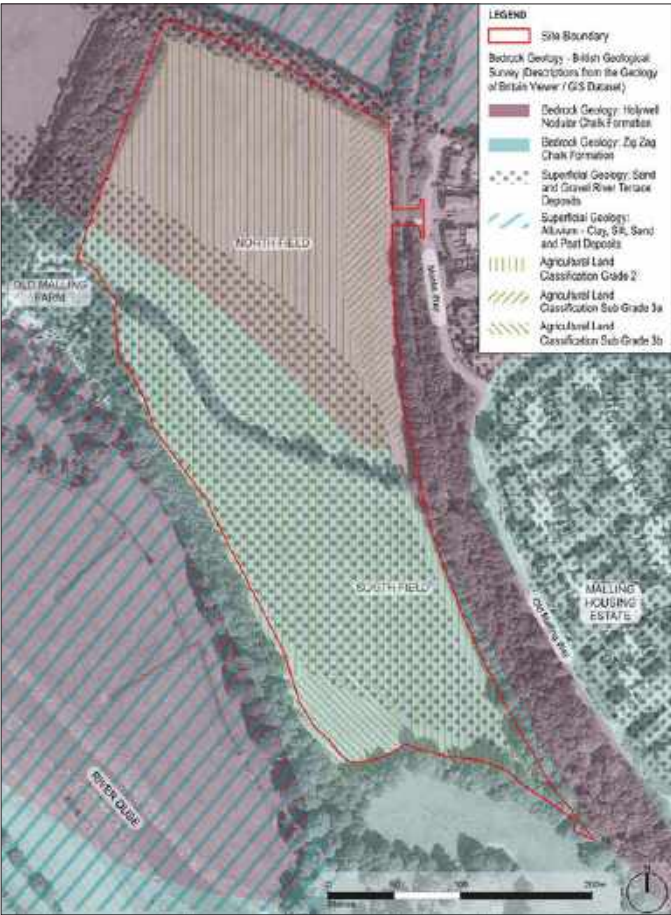
- 1 VIEW TOWARDS SITE ENTRANCE FROM WITHIN THE NORTH FIELD
- 2 VIEW OF EXISTING SITE ENTRANCE
- 3 VIEW LOOKING EAST ALONG CENTRAL EAST/WEST CORRIDOR
- 4 TREE LINED NORTHERN BOUNDARY

<sup>1</sup> SUSSEX HISTORIC LANDSCAPE CHARACTERISATION (BANNISTER, AUGUST 2010)



LANDSCAPE LAYERS

GEOLOGY & SOILS



CONTEXT

- THE SOUTH FIELD COMPRISES CHALK BEDROCK OF THE HOLYWELL NODULAR CHALK FORMATION, OF THE WHITE CHALK SUBGROUP
- THE NORTH FIELD COMPRISES CHALK BEDROCK OF THE ZIG ZAG CHALK FORMATION OF THE GREY CHALK SUBGROUP

SITE

- SAND AND GRAVEL RIVER TERRACE DEPOSITS
- FREE DRAINING, LIME-RICH, LOAMY SOILS
- AGRICULTURAL LAND CLASSIFICATION GRADE 2, WITH SOME SUB-GRADE 3B IN THE SOUTH WEST CORNER AND SUB-GRADE 3A ALONG THE EASTERN EDGE OF THE NORTH FIELD



PHOTOGRAPH OF THE NORTH END OF THE APPLICATION SITE DURING FLOODS IN 2000

TOPOGRAPHY & WATER



CONTEXT

- RIVER OUSE VALLEY AND OPEN DOWNLAND PROVIDE THE SETTING
- THERE IS A WATERCOURSE ALONG THE NORTH WEST BOUNDARY OF THE SITE WHICH DISCHARGES TO THE RIVER OUSE APPROXIMATELY 140 M TO THE NORTH WEST
- THE RIVER OUSE & ITS FLOODPLAIN LOOPS PAST THE NORTHERN, WESTERN AND SOUTHERN SITE BOUNDARIES, PASSING WITHIN APPROXIMATELY 100 M OF THE SITE AT ITS CLOSEST POINT
- THE SITE IS NOT WITHIN A GROUNDWATER SOURCE PROTECTION ZONE BUT THE UNDERLYING AQUIFER IS CLASSIFIED AS HAVING A MEDIUM TO HIGH VULNERABILITY TO POLLUTANT DISCHARGED

SITE

- LOCATED BETWEEN 5M AND 23M AOD. THE SITE SLOPES NATURALLY TOWARDS THE RIVER OUSE
- THE MAJORITY OF THE SITE IS LOCATED WITHIN FLOOD ZONE 1, HOWEVER, AN AREA OF APPROXIMATELY 0.85HA ALONG THE NORTHERN BOUNDARY OF THE SITE IS LOCATED IN FLOOD ZONES 2 AND 3
- THE SOUTH FIELD DRAINS FROM A CENTRAL POINT BOTH SOUTH-WEST AND NORTH-WEST TO THE OUSE VALLEY FLOODPLAIN
- THE NORTH FIELD DRAINS TO THE OUSE VALLEY FLOODPLAIN TO THE NORTH
- FLOOD ZONES 2 AND 3 ARE LOCATED BELOW THE 6.5M CONTOUR ALONG THE NORTHERN EDGE OF THE SITE

LANDSCAPE ELEMENTS



CONTEXT

- SITUATED ON THE NORTHERN SIDE OF LEWES IN A GREEN FINGER BETWEEN THE MALLING HOUSE ESTATE TO THE EAST AND THE MALLING FARMHOUSE WITH ASSOCIATED BUILDINGS ON LOWER LYING GROUND TO THE WEST
- WOODLAND IS ORIENTATED ALONG CONTOURS THROUGHOUT THE SURROUNDING AREA
- THE DOWNS PRESENT AN OPEN AND UNDEVELOPED VALLEY CREST SKYLINE AROUND MALLING HILL TO THE EAST AND OFFHAM HILL TO THE WEST FROM WITHIN THE OUSE VALLEY AND ABOUT THE NORTH OF LEWES
- MALLING DEANERY CONSERVATION AREA AND SURROUNDING BUILDINGS LIE ON LOWER GROUND TO THE SOUTH

SITE

- COMPRISES TWO IRREGULARLY SHAPED FIELDS IN ARABLE USE
- WOODLAND BELTS EXTEND ALONG THE EAST AND WEST EDGES OF THE SITE, AND THE EASTERN BOUNDARY COMPRISES A DISUSED RAILWAY CUTTING
- A CENTRAL TREE BELT DIVIDES THE SITE INTO TWO FIELDS, WHILST THE SOUTHERN BOUNDARY TREE BELT DIVIDES THE SITE FROM THE MALLING DEANERY CONSERVATION AREA TO THE SOUTH
- STEEP WOODED EMBANKMENT LIES WEST OF THE SOUTH FIELD, WHICH CUTS DOWN TO THE RIVER OUSE FLOODPLAIN

HABITATS & ECOLOGY



CONTEXT

- THE MID-OUSE FLOOD ZONE BIODIVERSITY OPPORTUNITY AREA IS LOCATED TO THE WEST AND NORTH OF THE SITE, COMPRISING GRAZING MARSH
- OFFHAM MARSHES SSSI IS LOCATED 250M TO THE NORTH-WEST
- THE LEWES DOWNS SAC, SSSI & LOCAL WILDLIFE SITE (LWS) IS LOCATED 1KM TO THE EAST
- SURROUNDING LAND TO THE NORTH, SOUTH AND EAST IS BORDERED BY SPECIES-POOR SEMI-IMPROVED GRASSLAND

SITE

- BAT AND MAMMAL HABITATS (WOODLAND) IDENTIFIED ALONG THE WESTERN BOUNDARY OF THE SOUTH FIELD AND ALONG THE CENTRAL TREE BELT
- A NUMBER OF TREES IDENTIFIED WITH BAT ROOST POTENTIAL. TREE BELTS SURROUNDING THE SITE ARE OTHERWISE IDENTIFIED AS LIKELY TO PROVIDE AN IMPORTANT FORAGING RESOURCE & COMMUTING ROUTE FOR NUMEROUS BAT SPECIES
- PROTECTED SPECIES HAVE BEEN IDENTIFIED WITHIN THE LOCAL AREA, INCLUDING ADJACENT TO THE SITE
- POTENTIAL FOR REPTILE HABITAT TO BE SUPPORTED NEAR THE FIELD MARGINS
- A LOCAL PROVENANCE BLACK POPLAR HAS BEEN CONFIRMED WITHIN THE CENTRAL TREE BELT
- SOUTH MALLING DISUSED RAILWAY CUTTING SNCI & LWS (SOUTH MALLING) IS LOCATED TO THE EAST OF THE SITE - DECIDUOUS WOODLAND HABITAT



PEOPLE



CONTEXT

- AN INFORMAL RECREATION ROUTE LIES IMMEDIATELY TO THE EAST, ALONG THE BOTTOM OF THE SOUTH MALLING DISUSED RAILWAY CUTTING LWS, PROVIDING ACCESS INTO LEWES
- THERE IS A SENSE OF SPACE ASSOCIATED WITH THE OPEN DOWNLAND LANDSCAPE CHARACTER ON THE HIGH GROUND AT MALLING HILL AND OFFHAM HILL. COMBINED WITH A RELATIVE SENSE OF BOTH REMOTENESS AND QUIETNESS, THIS PROVIDES A SENSE OF RELATIVE TRANQUILITY SURROUNDING THE SITE
- SCENIC QUALITIES AFFORDED WITHIN PANORAMIC VIEWS ACROSS THE RIVER OUSE VALLEY FROM HIGH GROUND
- NORTHWARD VIEWS ALONG THE OUSE VALLEY AND INTO THE WEALD BEYOND PRESENT A SENSE OF THE SOUTH DOWNS AS AN 'ISLAND', SET APART AND AT AN ELEVATION FROM THAT BEYOND
- BEYOND THE DISUSED RAILWAY LINE TO THE EAST, MOVEMENT IS THROUGH THE URBAN EDGE OF MALLING HOUSING ESTATE

SITE

- A GATE ALONG THE EASTERN EDGE OF THE NORTH FIELD PROVIDES ACCESS INTO THE FIELD FROM THE ADJACENT MONKS WAY ROAD.
- PRIVATE ACCESS IS PROVIDED FOR OLD MALLING FARM AND ASSOCIATED RESIDENTIAL USES ALONG AN ACCESS TRACK WHICH RUNS ACROSS THE CENTRE OF THE SITE. PRESERVE RESIDENTIAL AMENITY
- PRESENCE OF TREE BELTS TO ALL SIDES OF THE SITE, CREATES A SENSE OF ENCLOSURE, HOWEVER THERE ARE GLIMPSED VIEWS TOWARDS MALLING DOWN AND OFFHAM HILL, AS WELL AS GLIMPSED VIEWS ACROSS THE VALLEY, INCLUDING TOWARDS ST PETER'S OLD CHURCH IN HAMSEY, PROVIDING A SENSE OF PLACE AND THE CHARACTER OF LEWES

CULTURAL HERITAGE

HERITAGE ASSETS

A desktop 1.5km radius search was made using the Historic Environment Record and The National Heritage List produced by Historic England that centred on the allocation site. This draws together all scheduled monuments, listed buildings, registered landscape and battlefields within the search area. These elements give time-depth to the surrounding landscape. Assets includes:

- Lewes Castle Scheduled Ancient Monument [no.1 on the adjacent plan] is located within Lewes, 1 km to the south on relatively elevated ground. There are a number of scheduled monuments on elevated ground to the west of the site including Causewayed Enclosure [2] and Three Barrows [3] on Offham Hill [12], 1.1 km away, and a platform barrow and two bowl barrows forming a linear barrow group 1 km from of the site
- There are a number of listed buildings within the vicinity, namely St Peter's Old Church, Hamsey [4] (Grade I), the Grade II Ruins of the College of Benedictine Canons at Old Malling Farm [5], 40 m to the west, and the Keep to Lewes Castle [6] (Grade I). The Church of St Michael [7] (Grade II) is located 120 m to the south, within the Malling Deanery Conservation Area. Church Lane Bridge [8] (Grade II) lies east of the Church of St Michael, 140 m to the south west of the site. The Church of St Peter [9] (Grade II) is located within Offham, 1.1 km to the north-west. There are a number of listings associated with Lewes Castle, with the dominant feature comprising the Keep to Lewes Castle (Grade I)
- Land at Landport Bottom on Offham Hill to the west of the Site comprises part of the Battle of Lewes 1264 Registered Battlefield Site [10]
- Malling Deanery Conservation Area is located to the south and extends up to the site's southern boundary across a paddock, north of the churchyard of the Grade II listed Church of St Michael. The South Downs National Park Authority's Conservation Area Character Appraisal and Management Plan for Malling Deanery (October 2015) notes that a '*sense of connection to the wider landscape can be found within the churchyard, with open views to the north and east....There are intriguing linear vistas along the tree-lined disused railway cutting, either from Church Lane Bridge, or from the footpath once occupied by the former track bed*'. To the immediate west of the site lies Old Malling Farm, in the grounds of which lies the ruins of a College of Benedictine Canons at Old Malling Farm (grade II) within an enclosed location at a lower level than the site. It is described as '*a piece of rubble wall in the garden of Old Malling Farm, which is a C19 house, with the remains of a pointed window hardly above ground level*'.

Immediately adjacent to the site lies Old Malling Farm, a collection of attractive traditional buildings now predominately in residential use following their sensitive conversion/ adaptation. Note that with the exception of the Ruins of College Benedictine Canons at Old Malling Farm they do not comprise designated or non-designated heritage assets.



HERITAGE CONTEXT

LEGEND

- SITE BOUNDARY
- ★ HERITAGE ASSET WITHIN SITE VICINITY
- SCHEDULED ANCIENT MONUMENT
- BATTLEFIELD
- MALLING DEANERY CONSERVATION AREA
- ▲ OTHER LISTED BUILDINGS



ARCHAEOLOGY

A Zone of Archaeological Sensitivity (ZAS) has been identified through reference to the Gradiometer Survey Report, dated February 2017 (prepared by L - P Archaeology) to the south-west of the north field as follows: ‘...It is possible that this area represents a range of structures surrounding a courtyard and could relate to either the Benedictine college or the post-medieval farm...’. There are no features visible to the naked eye above ground relative to arable use of the area. A further ZAS abuts the northern edge of the previously described area, along with further, more disparate areas.



CULTURAL HERITAGE



- 1 LEWES CASTLE
- 2 OLD MALLING HOUSE
- 3 ST PETER'S OLD CHURCH, HAMSEY
- 4 RIVER OUSE



ECOSYSTEM SERVICES

The adjacent table demonstrates how each landscape element undertakes multiple functions and should be designed in order to deliver both direct and indirect benefits to people. These benefits are termed ‘services’ and can be split into supporting, provisioning, regulating and cultural services.

Each element’s contribution to the local landscape and community, in terms of the services they provide, needs to be understood. These contributions should be considered at a scale appropriate to the site. The adjacent matrix provides a typical overview for each element, based upon current land use. This information is then used to inform an understanding of value and therefore sensitivity.

Please refer to the *SDNP Ecosystem Services Background Paper* and the GIS Mapping Tool *Ecoserve*.

GREEN & BLUE INFRASTRUCTURE

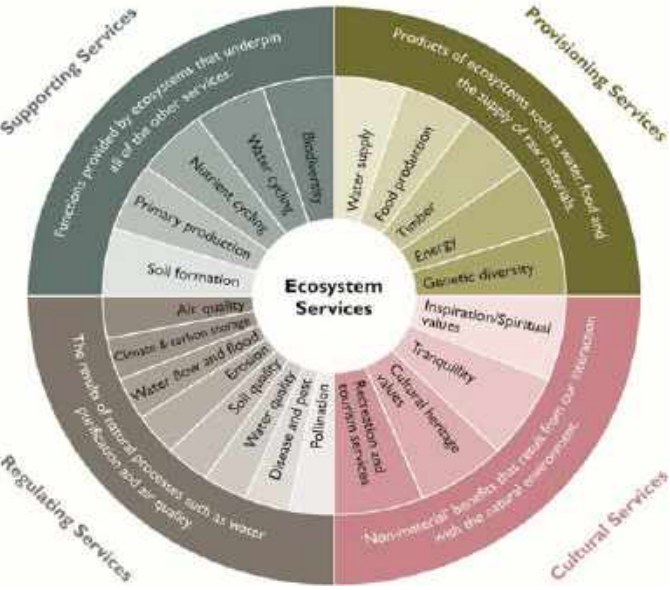
Green infrastructure is the multi-functional network of natural and semi-natural features, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. It is a key tool to enable a scheme to deliver ecosystem services and support landscape character. Blue infrastructure refers to waterways and water bodies.

Existing green and blue infrastructure within and around land at Old Malling Farm includes:

- The River Ouse and its floodplain – The northern part of the site provides water-flow and regulation through storage of water in times of flooding
- The open downland of the South Downs National Park – The soil structure and underlying chalk allows water infiltration and water recharge of the aquifer
- Woodland ribbons orientated along contour lines and tree belts which surround the site on all three sides – These small areas of woodland play an important role in climate regulation along this river corridor and future climate change resilience
- The fields are within agricultural use therefore deliver provisioning services associated with food production
- South Malling Disused Railway Cutting LWS and associated footpath – This preforms a cultural service as an important recreational resource whilst at the same time referencing its former use as a railway. This is in addition to supporting biodiversity
- The access track to Old Malling Farm, which bisects the site, and the central tree belt - Reinforcement of genetic diversity, e.g. black poplar found within the central tree belt
- Existing trees, hedgerows and woodland provide numerous benefits, including an important role to play in regulating levels of air pollution. The existing green corridors could be strengthened to create high quality accessible green spaces with new street trees for the benefit of people and nature. The site has the ability to encourage walking and cycling, reducing the reliance on the private car.

INTERACTION OF ECOSYSTEM SERVICES AND LANDSCAPE AT OLD MALLING FARM

ECOSYSTEM SERVICE	SUPPORTING SERVICES					PROVISIONING SERVICES						REGULATING SERVICES								CULTURAL SERVICES			
LANDSCAPE ELEMENT	BIODIVERSITY	WATER CYCLING	NUTRIENT CYCLING	PRIMARY PRODUCTION	SOIL FORMATION	WATER SUPPLY	FOOD PRODUCTION	TIMBER	ENERGY	GENETIC DIVERSITY	CLIMATE	AIR QUALITY	CLIMATE & CARBON STORAGE	WATER FLOW & FLOOD	EROSION	SOIL QUALITY	WATER QUALITY	DISEASE & PEST CONTROL	POLLINATION	INSPIRATION/SPIRITUAL VALUES	TRANQUILLITY	CULTURAL HERITAGE VALUES	RECREATION & TOURISM SERVICES
FIELD SYSTEMS																							
WOODS/TREES																							
ROADS/RIGHTS OF WAY																							
SETTLEMENTS / BUILT FORM																							



ECOSYSTEM SERVICES IN THE SOUTH DOWNS NATIONAL PARK



GREEN & BLUE INFRASTRUCTURE



GREEN INFRASTRUCTURE AT OLD MALLING FARM

LEGEND

Red outline

SITE BOUNDARY

Green line

TREE BELT

Blue line

RIVER OUSE

Blue line

DITCH

Blue hatched

FLOOD ZONE WITHIN SITE

Yellow dashed line

PRIVATE TRACK

Green dashed line

DISUSED RAILWAY CUTTING

Grey line

CONTOUR

Green hatched

FLOODPLAIN LANDSCAPE CHARACTER AREA



SENSITIVITY

VISUAL

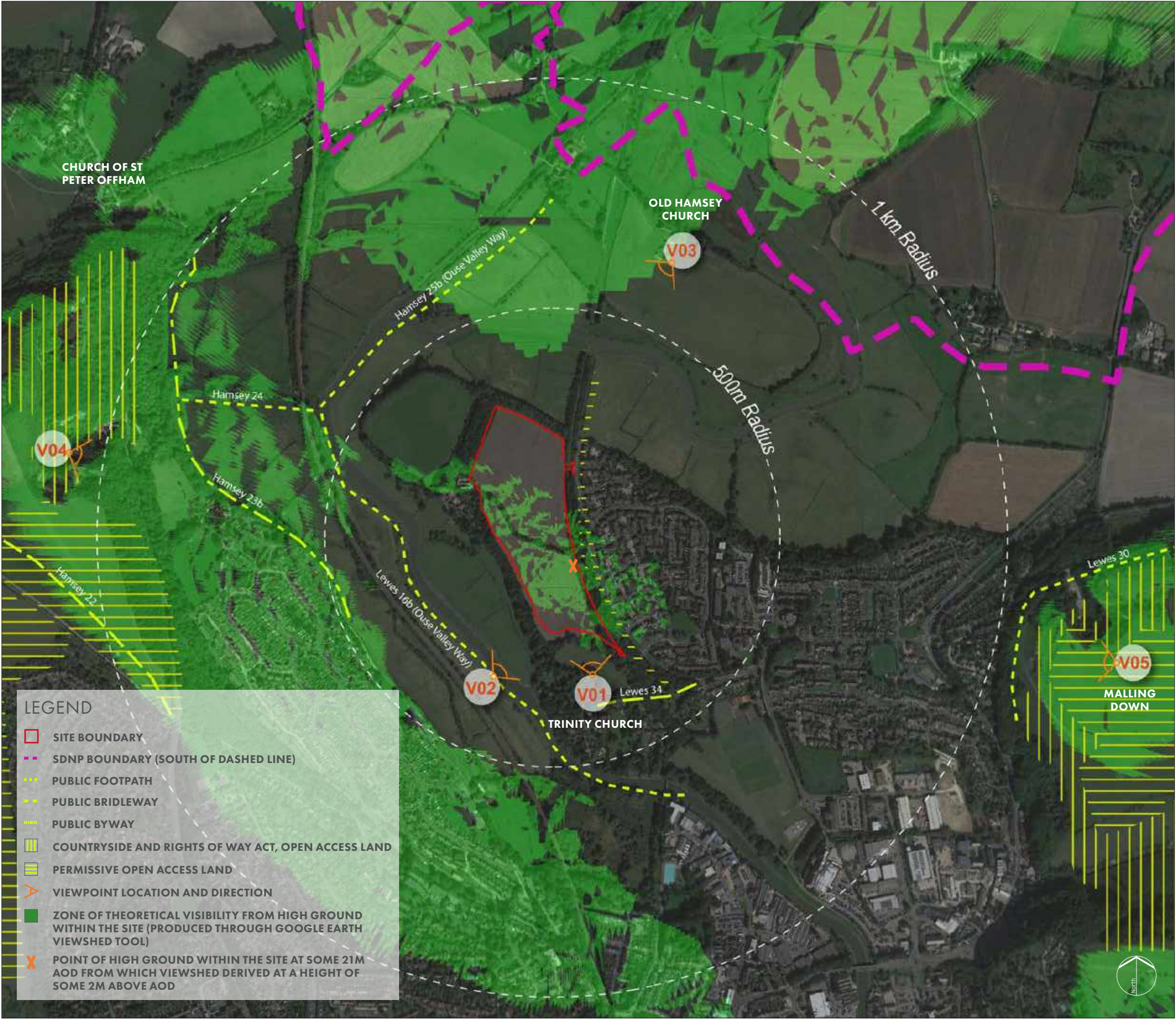
The indicative Zone of Visual Influence (iZVI) was determined as part of the field assessment and desktop analysis of Ordnance Survey mapping and photographs and is shown alongside of key viewpoint locations on the adjacent plan. The iZVI is indicative of the area from which the development is likely to be visible from, viewed from the public realm when vegetation is out of leaf, taking into account topography, vegetation and distance. When tested in the field (with representative viewpoints taken from public rights of way and elevated locations), the visual outcomes were similar to the Lewes District Council and the South Downs National Park Authority Landscape Capacity Study (September 2012). The study sets out that the land to the west of the Malling residential estate (the site) is well-contained, is not readily apparent from the visual receptors in the wider landscape to the west and north and therefore could have some scope for development.

The views in the opposite plan have been chosen as representative abstracts of the submitted LVIA. Please refer to this for a full description of the visual assessment, including their values. In summary, the visual assessment carried out by Lizard confirms that views into and out of the site are limited to:

- A range of near and mid-distance views from the west and where views are heavily filtered through intervening vegetation
- Elevated distant views from the north-west
- Heavily filtered, mid-distance views from the north
- Close proximity and distant views from the east
- A range of views from the south which are heavily filtered through intervening vegetation
- Views out towards Lewes Castle to the South and Old Hamsey Church to the north
- Intervisibility between the site and Malling Hill, Offham Hill, Lewes Castle Keep (Landmark 19), The Caburn (Landmark 16), Church of St Peter and St Peters Old Church. To a lesser extent there are also views to St Michaels Church and the River Ouse.

The sensitivity of the visual receptors ranges from high to low. The overall visual sensitivity of the site depends on the location of the viewer and ranges from low to high, and is summarised below:

- Long-distance panoramic views from a limited area of permissive access land on Malling Down include direct visibility into the western side of the northern field for high sensitivity visitors to the Malling Down Local Nature Reserve, the National Park and local recreational users
- Long distance panoramic views from a limited area of permissive access land on Offham Hill include direct visibility into the eastern side of the north and south field for high sensitivity visitors to Landport Bottom and part of the Lewes 1264 Registered Battlefield Site, the National Park and local recreational users



VIEWS & VISIBILITY



- The density of vegetation surrounding the site reduces visibility for low-level viewpoints to glimpses of part of the site when vegetation is out of leaf, other than for users of the path with permissive access outside of the eastern boundary of the north field and adjacent to the farmer's access gate opposite Mantell Close
- Short distance visual receptors from the south are primarily limited to high sensitivity visitors to the churchyard of South Malling Parish Church (St Michael's Church) within the Lewes Malling Deanery Conservation Area.

## LANDSCAPE

The site is located within the South Downs National Park, a nationally protected landscape and forms a woodland and agrarian landscape setting to the Malling Deanery Conservation Area to the south. By virtue of its greenfield nature and location within the SDNP it is inherently a sensitive landscape.

The site falls within the West of Malling Estate Landscape Character Area (LCA D.01) for the Lewes urban area. This LCA overall is identified as having good landscape quality, medium landscape value and therefore is of medium landscape capacity. It is therefore concluded as being of moderate landscape sensitivity and value when considered on its own. Management opportunities for LCA D.01 are identified as *'Retain tree belts and hedges. Avoid developing flood risk areas in northern part of site'*.

Mitigation potential is identified as comprising:

*'well contained and defensible boundaries. Strong tree belts and hedges. 2-3 storey max. Density should match surrounding development'*.

The landscape components of value are derived through reference to the Special Qualities (SQ) of the South Downs National Park, as highlighted in studies by others, which in summary include the following:

- Rural, tranquil and natural character setting to the River Ouse and Malling Deanery Conservation Area
- In terms of time depth, the access track and wooded site boundaries.

## PERCEPTIONS

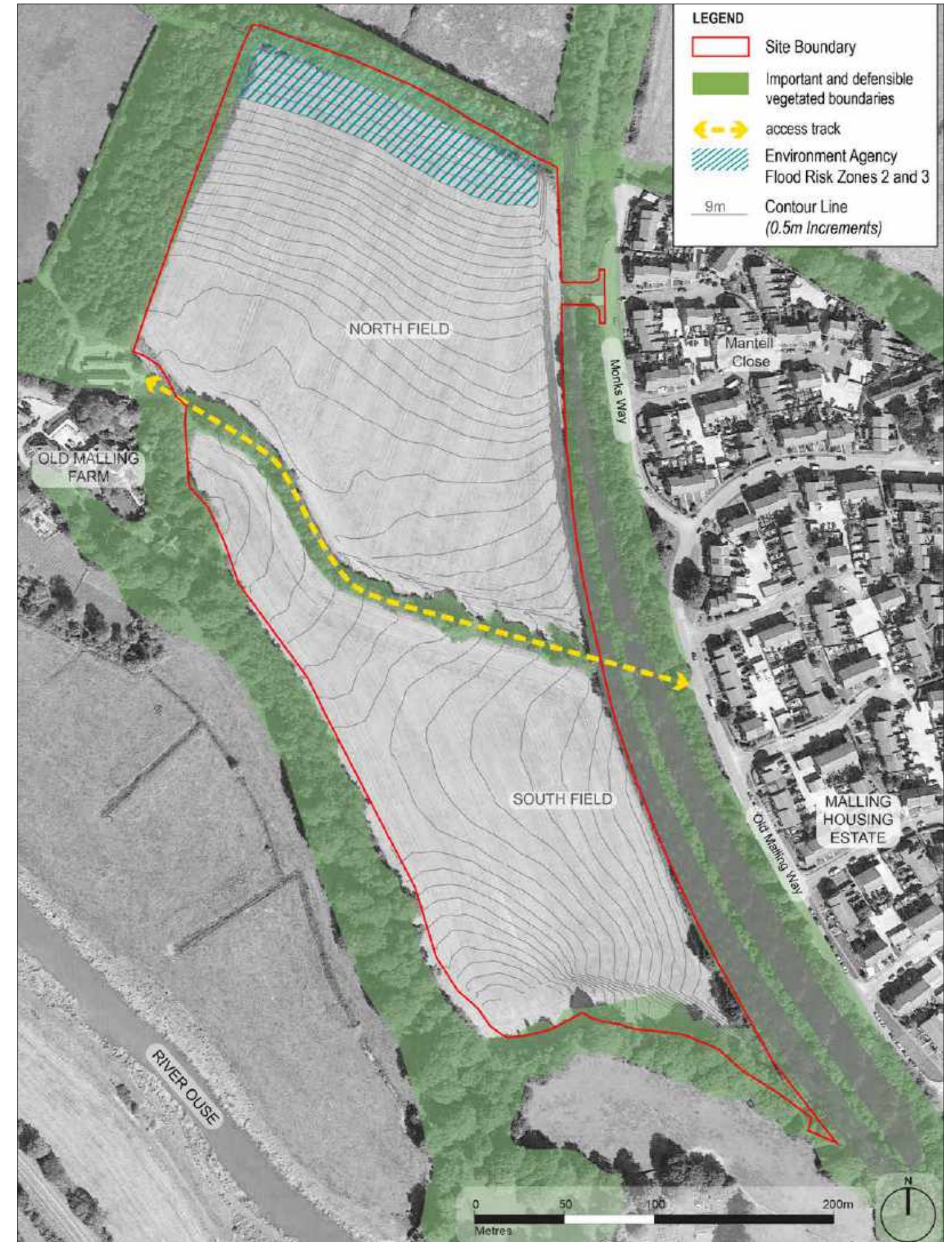
The contextual landscape is very much one that is urban edge to the east, south and beyond the Ouse to the west, and this is understood in varying degrees when upon the site. As would be expected where the character is urban, the context is brighter, less tranquil and in the main there is less time depth. The exceptions to this is where the Conservation Area enhances historic relevance in the southern part of the site, and to the west where the farmstead reveals the agrarian connection to the landscape. Similarly, the River Ouse passing through its broad Valley, provides a strong connection to the landscape, its inherent naturalness and the time depth associated with the meandering river. To the north, the land is more tranquil and darker where the agricultural landscape dominates. St Peter's Old Church links this landscape back to those who have shaped it.



INDICATIVE EXTENT OF DEVELOPMENT VISIBILITY FROM VIEWPOINT PHOTOGRAPHIC ANALYSIS

### LEGEND

- INDICATIVE EXTENT OF DEVELOPMENT VISIBILITY FROM SOUTH MALLING PARISH CHURCH CHURCHYARD
- INDICATIVE EXTENT OF DEVELOPMENT VISIBILITY FROM HAMSEY CHURCH
- INDICATIVE EXTENT OF DEVELOPMENT VISIBILITY FROM MALLING HILL
- INDICATIVE EXTENT OF DEVELOPMENT VISIBILITY FROM OFFHAM HILL



LANDSCAPE SENSITIVITY





Viewpoint No. 01

Location: Northern edge of the churchyard of St Michael's Church (South Malling Parish Church) within the Lewes Malling Deanery Conservation Area.  
Direction of View: North.

Date: 14<sup>th</sup> December 2016  
Time: 12:00 pm  
Weather: Clear weather conditions  
Lighting Conditions: Good visibility  
Approximate Ground Level: 14 metres AOD  
Ordnance Survey Grid Coordinates: TQ 41254 11037.

**Description**  
This short distance illustrative view for visitors to the northern edge of the churchyard is of gravestones and churchyard boundary wall of flint and red brick with a sliver of the adjacent paddock between this and the tree lined hedgerow along the southern boundary of the Site beyond. Between the trees part of the western edge of the Site is visible, with the upper canopies of the tree belt to the east of the Site just visible through the trees, which are subsequently lost further to the east as the treeline becomes a belt with denser under canopy scrub. The denser woodland belt to the south-west of the Site is visible to the west of the view.



Viewpoint No. 01

Location: Northern edge of the churchyard of St Michael's Church (South Malling Parish Church) within the Lewes Malling Deanery Conservation Area.  
Direction of View: North.

Date: 10<sup>th</sup> July 2017  
Time: 11:45 am  
Weather: Clear weather conditions  
Lighting Conditions: Good visibility  
Approximate Ground Level: 14 metres AOD  
Ordnance Survey Grid Coordinates: TQ 41254 11037.

**Description**  
When vegetation is in leaf the visible area of the Site is reduced in extent and magnitude with very limited and filtered visibility into the southern edge of the Site.





**Viewpoint No. 02**

*Location: Off the Sussex Ouse Valley Way (Public Footpath Lewes 16b), right bank of the River Ouse.*  
*Direction of View: East.*

*Date: 14<sup>th</sup> December 2016*  
*Time: 12:30 pm*  
*Weather: Clear weather conditions*  
*Lighting Conditions: Good visibility*  
*Approximate Ground Level: 2.5 metres AOD*  
*Ordnance Survey Grid Coordinates: TQ 40959 11104.*

**Description**  
*This short distance representative view for local users and those following the long distance footpath is of a well vegetated steep bank along the eastern edge of floodplain beyond the River Ouse. Between the mature trees the very eastern edge of the Site is visible, with the upper canopies of the tree belt to the east of the Site just visible above this. The roof of South Malling Parish Church (St Michael's Church) is just visible through woody vegetation to the right of view.*



**Viewpoint No. 02**

*Location: Off the Sussex Ouse Valley Way (Public Footpath Lewes 16b), right bank of the River Ouse.*  
*Direction of View: East.*

*Date: 10<sup>th</sup> July 2017*  
*Time: 11:30 pm*  
*Weather: Clear weather conditions*  
*Lighting Conditions: Good visibility*  
*Approximate Ground Level: 2.5 metres AOD*  
*Ordnance Survey Grid Coordinates: TQ 40959 11104.*

**Description**  
*When vegetation is in leaf the visible area of the Site is reduced in extent and magnitude.*



Extent of visible Site.  
North field.



### Viewpoint No. 03

Location: Entrance to St Peter’s Old Church, Hamsey.

Direction of View: South west.

Date: 13th January 2017  
Time: 10:45 am  
Weather: Clear weather conditions  
Lighting Conditions: Good visibility. Direct low sun  
Approximate Ground Level: 16 metres AOD  
Ordnance Survey Grid Coordinates: TQ 41433 12106.

**Description**  
This illustrative mid distance view for visitors exiting the church is of the churchyard boundary with a deciduous hedgeline beyond. Over the hedgeline the skyline defined by the downland landscape below Offham Hill is apparent, with belts of woodland and wedges of urban development intersecting from east and west in the valley below. Metal pylons are visible crossing the floodplain from east to west. Part of the southern end of the Site’s northern field is directly visible, with visibility of the remainder of the southern and western side of the northern field more heavily filtered by the poplar tree line along the Site’s northern boundary.

Likely extent of visible Site  
should the hawthorn hedge be  
maintained to winter level.



### Viewpoint No. 03

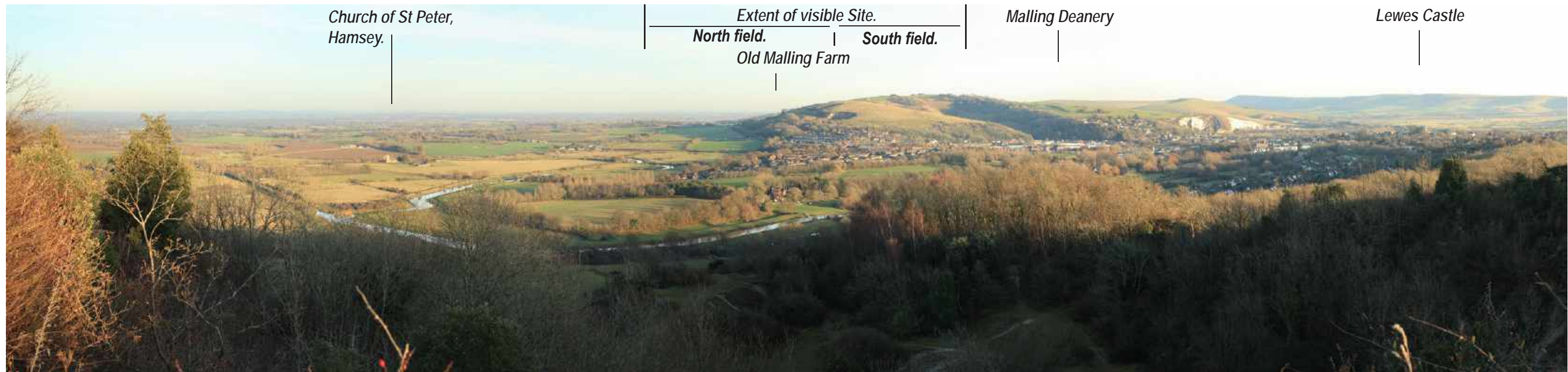
Location: Entrance to St Peter’s Old Church, Hamsey.

Direction of View: South west.

Date: 10<sup>th</sup> July 2017  
Time: 9:30 am  
Weather: Clear weather conditions  
Lighting Conditions: Good visibility  
Approximate Ground Level: 16 metres AOD  
Ordnance Survey Grid Coordinates: TQ 41433 12106.

**Description**  
When vegetation is in leaf the Site is obscured from view by the hawthorn hedgerow along the road adjacent to the entrance to Old St Peter Old Church, Hamsey. Should the hedgerow be maintained to its winter height, the poplar trees along the majority of the southern boundary of the Site would screen views, with a glimpse only to the north-east of the Site where the poplar tree belt is absent. The indicative area of visibility shown represents this.





## Viewpoint No. 04

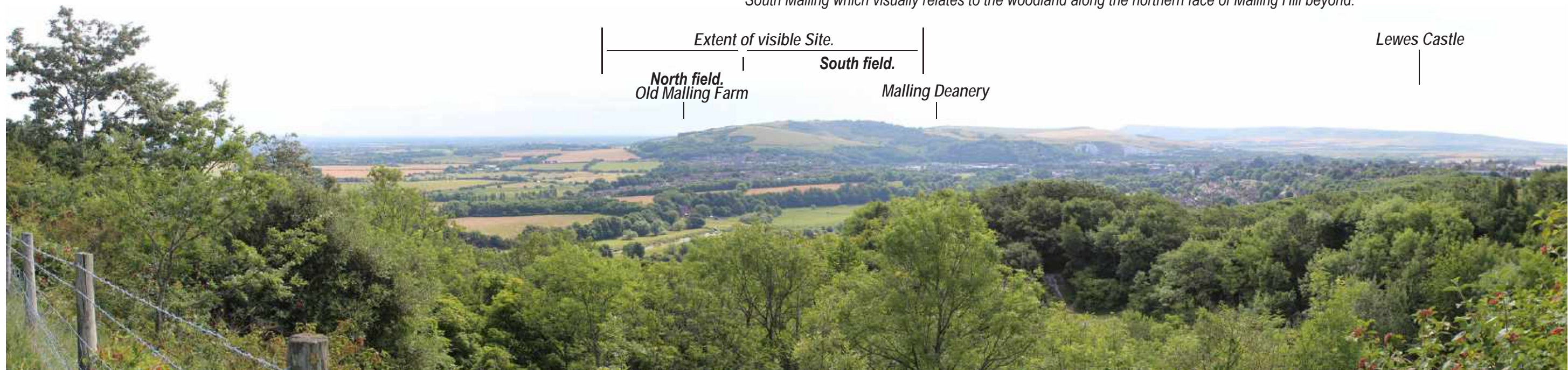
**Location:** Viewing point from a path within Open Access Land on Offham Hill by Offham Chalk Pit.

**Direction of View:** East.

**Date:** 14<sup>th</sup> December 2016  
**Time:** 15:45 pm  
**Weather:** Clear weather conditions  
**Lighting Conditions:** Good visibility. Low sun  
**Approximate Ground Level:** 110 metres AOD  
**Ordnance Survey Grid Coordinates:** TQ 39951 11579.

### Description

This specific long distance view over vegetation is of Malling Hill with a meander of the River Ouse arcing to the north and Lewes town with Lewes Castle further to the south. Old St Peter Church, Hamsey is visible against the wealden landscape to the north. Old Malling is clearly visible set back from the floodplain within a belt of trees. Eastern parts of the northern field and the majority of the southern field are visible as thin strips aligned with the tree belt along the Site's eastern boundary. The tree line which bisects the Site is largely visually integrated with the wooded belts to east and west forming a near contiguous woodland block from Old Malling to South Malling which visually relates to the woodland along the northern face of Malling Hill beyond.



## Viewpoint No. 04

**Location:** Viewing point from a path within Open Access Land on Offham Hill by Offham Chalk Pit.

**Direction of View:** East.

**Date:** 10<sup>th</sup> July 2017  
**Time:** 10:20 am  
**Weather:** Clear weather conditions  
**Lighting Conditions:** Good visibility  
**Approximate Ground Level:** 110 metres AOD  
**Ordnance Survey Grid Coordinates:** TQ 39951 11579.

### Description

When vegetation is in leaf the woodland about the remnant chalk quarries east of Offham Hill is reinforced. The leafy vegetation largely conceals the River Ouse other than for a glimpsed section above the canopy. Old St Peter Church, Hamsey cannot be seen due to intervening vegetation. A portion of the northern field and the western edge of the Site is obscured due to vegetation. The remainder is visible as a uniform pale yellow colour. Old Malling Farm is visible. The roof of Malling Deanery can be glimpsed through the vegetation.





**Viewpoint 05**

*Location: Permissive access over Malling Down Nature Reserve on the west of Malling Hill*

*Direction of View: West.*

*Date: 14<sup>th</sup> December 2016  
Time: 13:30 pm  
Weather: Clear weather conditions  
Lighting Conditions: Good visibility  
Approximate Ground Level: 90 metres AOD  
Ordnance Survey Grid Coordinates: TQ 42481 10921.*

**Description**  
*This representative long distance view for visitors to the Sussex Wildlife Trust managed nature reserve and local recreational users is of the Ouse valley, with the wide looping meanders within the low weald to the north of the cutting through the downs. Vegetation visually continues down the northern edge of the downland landscape, containing the urban development across northern Lewes to its south. The urban area of South Malling is apparent falling from Malling Hill into the Ouse valley. Beyond this urban area, the western edge of the northern field is visible as a thin strip, surrounded by woodland and over to the wooded scarp beyond.*



**Viewpoint 05**

*Location: Permissive access over Malling Down Nature Reserve on the west of Malling Hill.*

*Direction of View: West.*

*Date: 10<sup>th</sup> July 2017  
Time: 12:45 pm  
Weather: Clear weather conditions  
Lighting Conditions: Good visibility  
Approximate Ground Level: 90 metres AOD  
Ordnance Survey Grid Coordinates: TQ 42481 10921.*

**Description**  
*When vegetation is in leaf, the wooded cover between Malling Hill and the remnant chalk quarries east of Offtham Hill is reinforced. The visible area of the Site remains largely consistent with that when vegetation is out of leaf. The Site is visible as a uniform pale yellow colour.*



PERCEPTIONS

TRANQUILLITY

Consistent with the SDNP Tranquillity Study (2017), the site context to the north and west is considered to have moderate / high tranquillity. To the south and east, tranquillity is diminished with noise being generated from the urban edge of Lewes. Therefore the site is located within a transitional zone.

DARK NIGHT SKIES

The South Downs National Park is classed as an International Dark Sky Reserve (IDSR), designated in May 2016 to reflect the quality of skies and the commitment the SDNPA and its partners have shown in addressing light pollution. However, due to the location adjacent the built-up area of Lewes, the site is within the urban transition zone and therefore no adverse effects from potential lighting in terms of sky glow or the effect on sensitive residential or ecological receptors are predicted. All aspects of the development will respond to the Dark Night Skies policy (SD8) and minimise light pollution in accordance with the Dark Skies Technical Advice Note (2018). Particular consideration for bats, so that light levels for roosts, feeding and commuting habitats does not increase above pre-development levels will play an important factor into the detailed design.

OTHER EXPERIENTIAL QUALITIES

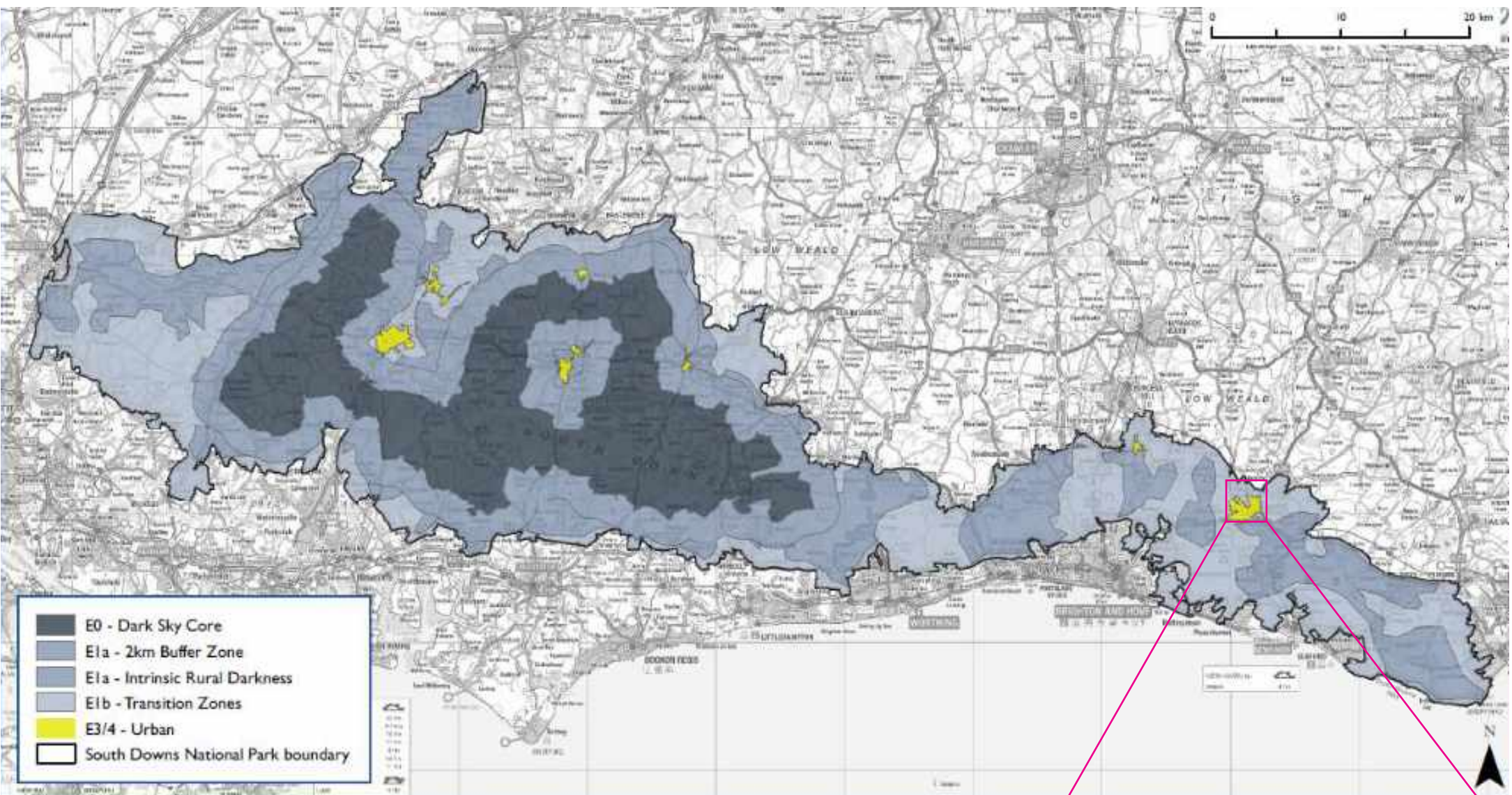
Whilst the site has long been used for arable agriculture, the presence of mature native trees contributes to the overall sense of naturalness and anticipation to see wildlife. There is a strong perception of place at the site which contrasts with the surrounding suburban areas. A sense of overlooking by existing properties is not experienced throughout the site. This leads to the site being perceived as one that belongs to the wider landscape, rather than the adjacent townscape, and this link to the landscape should be celebrated in the emerging scheme.

In summary, the allocation of the site will see its perceptual qualities transformed from those relating to an agrarian landscape on the settlement edge, into the new edge of settlement.

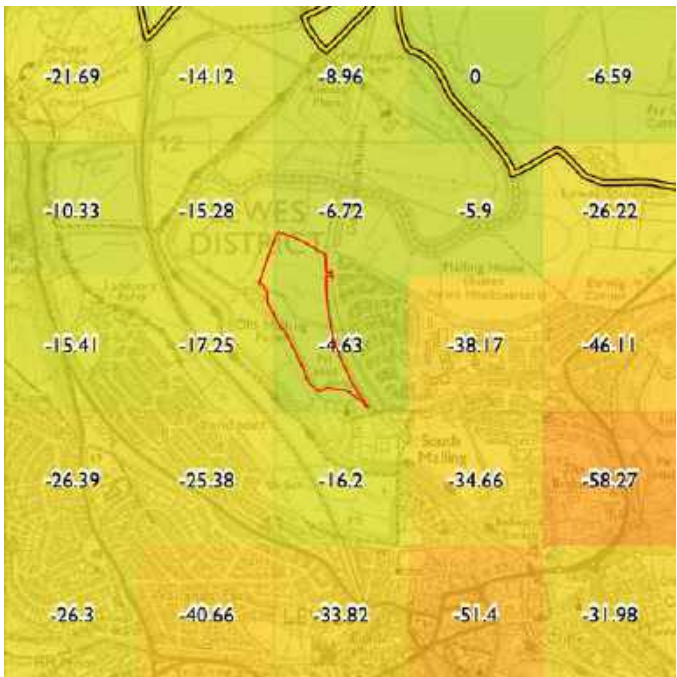
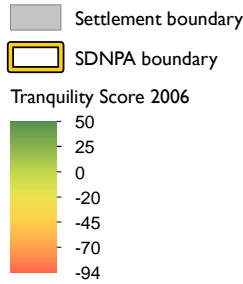
CONTEXT & RELATIONSHIPS

The site lies at the edge of the settlement, within a converging urban and rural context - notably South Malling's suburban housing estate, Malling Deanery Estate, the Landport Estate and the River Ouse floodplain. The eastern part of the site is adjacent to South Malling Disused Railway Cutting Local Wildlife Site (LWS). Any new development will need to address the limitations of this location and achieve integration with the urban fabric of the town.

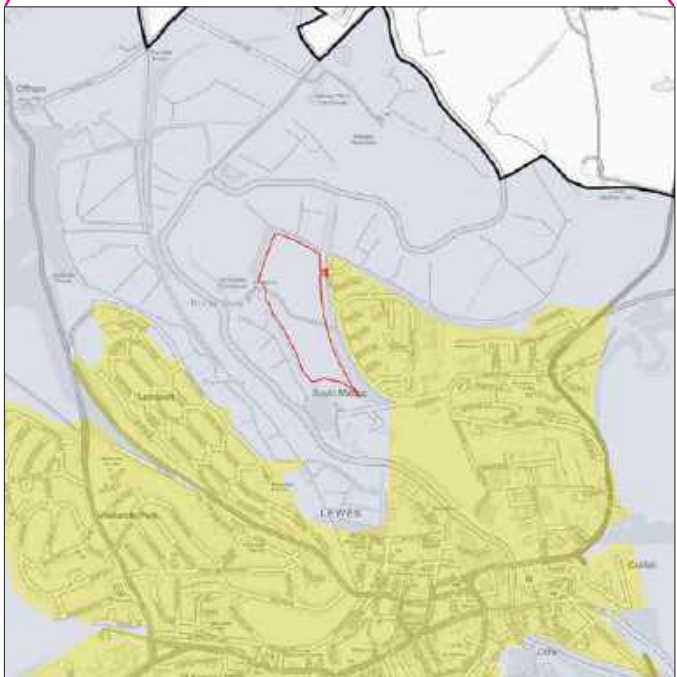
The site is well-screened from the River Ouse and so development here will not impact on the setting on the river due the substantial tree belts which surround the site on all sides.



SOUTH DOWNS INTERNATIONAL DARK SKY RESERVE - DARK ZONES - WHOLE PARK



SDNP LANDSCAPE CONTEXT RELATIVE TRANQUILLITY MAPPING



INTERNATIONAL DARK SKY RESERVE - SITE SPECIFIC (E1B TRANSITION ZONE)



MOVEMENT & CONNECTIVITY

LOCAL HIGHWAY NETWORK

The site is located to the north of Lewes town centre and is accessed from Monks Way. Monks Way runs on a north to south alignment along the eastern boundary of the site, leading from Old Malling Way. The road provides access to a number of residential streets and properties along its length. It currently provides a connection to the town centre via Old Malling Way then Church Lane / Mayhew Way, and travels through the Brooks Road Industrial Estate to the south of the development. Linkage to the town centre can also be achieved via Church Lane and the A26 / Malling Street with further connections to the wider highway network.

PUBLIC TRANSPORT

The closest bus stop is Stoneham Close, which is located 75 metres to the east of the site on Old Malling Way / Stoneham Close. The bus stop provides access to the Compass Travel number 127 service between Lewes – Landport – South Malling – Lewes and the 132 Town and Downs Wanderer operated by Community Transport for Lewes Area between Lewes and Newhaven. The bus stop currently does not have any signage or shelter, and it is unclear to the general public where it is located.

There are additional bus stops outside Sussex Police Headquarters, which is located 1km to the east of the site on Church Lane, providing access to the 132, 143 (Eastbourne – Polegate – Hailsham – Ringmer) and RR28 (Brighton – Ringmer) services. There is a stop at Mill Road (A26), 1.2km to the east, providing access to the 122 (Lewes – Barcombe), 125 (Lewes – Eastbourne), 143 (Eastbourne – Polegate – Hailsham – Ringmer), RR28 (Brighton - Lewes – Ringmer) RR29 (Brighton - Lewes - Isfield - Uckfield - Crowborough - Tunbridge Wells), RR29B (Brighton - Lewes – Uckfield) services.

Lewes railway station is located approximately 2.1km walking distance to the south-east of the site. Popular routes from Lewes include Brighton Station every 20 minutes, London Victoria every 30 minutes and Eastbourne / Hastings every 20 minutes. Bus access to Lewes railway station is available from the bus stops located at Sussex Police Headquarters which is 1km east of the site on Brighton and Hove Buses’ route 28. The nearest bus stop to the railway station is located at School Hill Top, a 400 metre walk north of the railway station.

WALKING

There is a footway along the eastern side of Monks Way, adjacent to the site. This footway continues along Old Malling Way and Church Lane until the intersection with Mayhew Way. An existing third party owned permissive path runs along the former railway track to the east of the site, parallel with Old Malling Way, and connects to the southern bank of the River Ouse. The permissive path is currently unsurfaced and links to the north of Malling Fields, where a formal pedestrian and cycle route exists. There is an opportunity to create a formal link to the permissive path as part of the development and to accommodate desire lines from the site to the town centre, the bus stop on Old Malling Way and the disused railway cutting.

CYCLING

Hereward Way, The Martlets, Church Lane and Mill Road are marked as quieter cycling routes on the Lewes Cycle Map. There are designated cycle paths or other surfaced traffic-free routes available along Blakes Walk, through Malling Fields and along the eastern bank of the River Ouse which link the development to the town centre at Harveys Way. The permissive path along the former railway track is also available for use by cyclists. Regional Cycle Route 90 is located along the High Street and varies between on-road and traffic free, but is segregated from the road on the A26 by a barrier. In addition, cycle access is available on the local roads alongside other highway users.












MOVEMENT & CONNECTIVITY



WIDER CONTEXT MOVEMENT NETWORK

LEGEND

- |  |   |
|--|---|
|  SITE BOUNDARY            |  PUBLIC RIGHT OF WAY     |
|  LOCAL STREET             |  DISUSED RAILWAY CUTTING |
|  EXISTING BRIDGE/ENTRANCE |  BUS ROUTES              |
|  PRIVATE TRACK            |  BUS STOP                |
|  BAT CORRIDOR             |   |



3.0

# STAGE 2: ANALYSIS OF EVIDENCE

## OPPORTUNITIES & CONSTRAINTS

The Old Malling site provides a significant opportunity to deliver an exemplar development, informed by all of its contextual and site-specific landscape and visual attributes, inspired by a vision for beauty and placemaking, and articulated through considered and responsive design. The sites opportunities and constraints are outlined below.

### CONSTRAINTS

- The site is currently enclosed by woodland and has a sense of isolation. The adjacent woodland belts are important components of the site's character and its green infrastructure
- Both the woodland belts around the site and the central tree belt contain a small percentage of ash trees, and therefore these is a risk of Ash Dieback
- The site lies adjacent Malling Deanery Conservation Area and a number of listed buildings. The masterplan will need to ensure that their setting is preserved, causing no material harm
- The northern edge of the site lies within flood zone 3 and is therefore unsuitable for new housing. Additionally, the development of the site has the potential to increase flood risk and so sustainable drainage measures will need to be considered
- The disused railway cutting which lies adjacent to the eastern edge of the site is classed as a Local Wildlife Site (LWS) and Site of Nature Conservation Interest (SNCI)
- There are some areas of ecological sensitivity due to the presence of mammals along the site's boundaries and these will need to be carefully accommodated within the masterplan
- There is an area of archaeological sensitivity located along part of the site's western boundary
- The masterplan will need to ensure the residential amenity of existing residents and businesses operating in Old Malling Farm and within the Malling Estate is preserved, ensuring there is no overshadowing, outlook or loss of privacy caused by the future development.

### OPPORTUNITIES

- The creation of a new neighbourhood which reinforces and promotes sustainable modes of travel in walking and cycling distance of local services and community facilities, and is well integrated with the existing settlement. This will transform the site's current sense of isolation into one that is part of Lewes. In particular, the site is in close proximity to existing bus stops on Old Malling Way and outside the Sussex Police Headquarters
- The developable areas of the site are not prone to flood, contamination or other constraints, and therefore can be delivered immediately. Where there is flooding risk, a fully integrated SuDS response will aid both placemaking and biodiversity
- Due to the sandy clay soils/permeable ground conditions and strong landscape framework, this provides a great opportunity for an 'at-source' SuDS strategy to be achieved. The drainage solutions elevate a sense of place and provide biodiversity gains. Each component can achieve a number of functions – swales can convey water, allow differing species to be planted and prevent car movement on to open space. This integrated approach can be delivered throughout the scheme
- The site benefits from a strong landscape framework, including shelter belts which contain the site and a central tree-lined corridor, which future residents will be able to use and enjoy. This green infrastructure network will be retained and reinforced
- The site is currently arable land with limited biodiversity and its development offers opportunities to deliver net biodiversity gain
- There is the potential to incorporate the adjacent woodlands to the west of the site into a management plan in response to the Ash Dieback constraint identified. The woodland belts should be monitored in a regular basis, typically every two

years through an agreed management plan (where this is under the landowners control). This will include measures such as thinning/replanting strategy with alternative native species, enhancing ecology where possible

- There are a number of views to features within the historic landscape that should be retained and framed, helping to provide a strong sense of place, notably to Old Hamsey Church to the north and Lewes Castle to the south
- The underlying topography will be reflected within the masterplan, with only localised variations for SuDS provision
- The site benefits from an existing site access, which can be reused, avoiding any impact on the adjoining LWS
- Due to the location of the site, new development would not project any further north than existing housing areas and would be seen within the context of built-form to the east. Development would therefore have a limited impact on the landscape character and visual appearance of the town and its setting within the South Downs National Park
- A substantial area of open space will be provided, which in combination with a new landscape framework, will significantly improve and enhance biodiversity and sense of place
- The ability to link with existing footpath networks, including the permissive route within the disused railway cutting, and to extend routes through the site. This will include the provision of an attractive and enjoyable circular route, enabling connectivity and health and well-being for residents
- The opportunity to deliver the principles of sustainable development enshrined in Policy SD3 (Major Development) of the South Downs National Park Local Plan and to design positively for climate change
- The site offers the opportunity to deliver much needed new homes in Lewes to help meet local need.



CENTRAL TREE-LINED CORRIDOR



VIEW TO OLD HAMSEY CHURCH





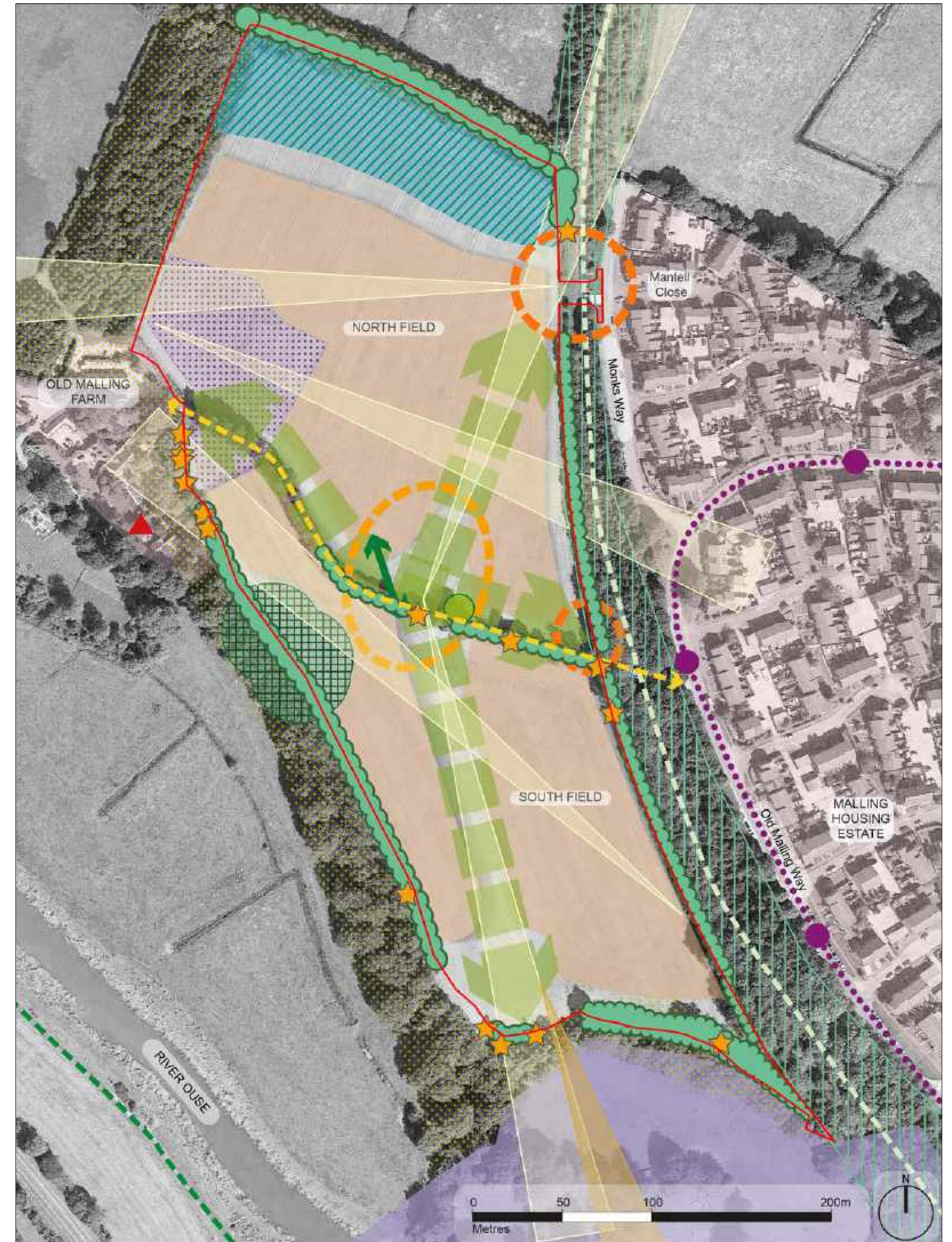
MALLING DEANERY CONSERVATION AREA



RAILWAY CUTTING

## LEGEND

- SITE BOUNDARY
- DEVELOPABLE AREA
- CONSERVATION AREA
- LISTED BUILDING
- ARCHAEOLOGICAL AREA
- ECOLOGICALLY SENSITIVE AREA
- OPEN SPACE CORRIDOR
- RAILWAY CUTTING - LWS
- PATH
- LOCAL PROVENANCE BLACK POPLAR
- BREAK IN HEDGEROW
- SITE ACCESS
- VIEW TO HERITAGE
- VIEW TO LOCAL FEATURE
- FLOOD ZONE
- PRIVATE ACCESS
- PUBLIC RIGHT OF WAY
- POTENTIAL CORE OPEN SPACE AREA
- BUS ROUTES
- BUS STOP
- BUILT UP AREA
- WOODLAND EDGE
- MIXED SPECIES INCLUDING ASH
- ASH TREE



OPPORTUNITIES & CONSTRAINTS



4.0

STAGE 3: DESIGN PRINCIPLES

VISION

The development at Old Malling will be crafted into a community that meets the needs of new residents and welcomes and embraces the existing population, providing a sense of community, enhancing lifestyles and adding beauty to the edge of Lewes. It will be integrated and connected with the town, intrinsically set within its built heritage and wider landscape setting of the South Downs, with its own identity drawn from the character of the local landscape and townscape, informing a distinct and complementary relationship with the land beyond its boundaries.

A green infrastructure network will set the framework for the development, reflecting the site's field patterns, shelter belts and topography, establishing a green framework within which the development can grow and mature. The winding River Ouse and its geography shapes and informs how this peninsular integrates with its neighbours, to create a positive, forward-looking sustainable addition to Lewes. It is well-connected to the town and wider countryside, providing excellent recreational opportunities.

There will be an attractive and easily accessible network of streets, paths and cycleways, that prioritise the movement of pedestrians and cyclists and provide convenient routes to public transport, the disused railway line and the town centre. This network will be fully integrated with a diverse pattern of formal and informal green spaces, sustainable drainage and other public spaces that will serve their surrounding areas, encourage healthy lifestyles, support a varied ecology, and promote and enhance biodiversity.

There will be a range of houses, alongside some flats, clustered into mixed and identifiable character areas. The design of the landscape, streets, paths and buildings will be considered holistically, drawing their character from the South Downs National Park vernacular. The high-quality green infrastructure and spaces enhance resident's well-being and provides resilience to extreme weather events.

Residents feel part of a strong, resilient community - spaces, streets and paths support thriving wildlife and people use them for all sorts of activities and celebrations. People share a sense of responsibility and children have the freedom to play and explore. This mixed community knows their neighbours, feel safe and many are comforted by being able to stay here as they've got older and become less mobile. Many people express feeling closer to nature and a pride in living in the protected landscape.

GREEN INFRASTRUCTURE STRATEGY

The design principles below draw on the evidence and analysis in stage 2 of this document and establish a foundation, or baseline, to inform the masterplanning process and design development. It is expected that each of the following principles is addressed and demonstrated in the Design and Access Statement. As is evidenced in the following text and the landscape rationale, the green infrastructure is both the site's strong landscape framework, its immediate wooded context and that of the site itself. These assets, in combination, inform the green infrastructure strategy.

GEOLOGY & SOILS

- The layout and number of dwellings must respond to the site's geological context
- Planting species will be selected based upon soil types on the site
- The sandy clay soils exhibit a permeable nature, therefore soakage to the ground can form the basis of the surface water strategy.

TOPOGRAPHY & WATER

- The layout, density and number of dwellings must reflect the site's hydrology, including the flood zone along the northern edge of the site and its context adjacent to the River Ouse. Areas of flood zone 3 must not be developed for residential purpose, but other complimentary functions will be incorporated
- Where appropriate, green roofs should be incorporated to help manage water quantity and quality, as well as to aid biodiversity
- Measures to improve water quality should be incorporated throughout the masterplan, such as rainwater gardens and swales
- An 'at source' sustainable drainage strategy should be developed in consultation with the LLFA, Environment Agency and the South Downs National Park Authority. It should be designed to deliver multiple qualitative and quantitative benefits - diminishing flood risk and ensuring surface water drainage from the site is suitably filtered to prevent the pollution of the River Ouse, whilst providing for biodiversity gain and a sense of place. A range of measures will be used, from swales and attenuation basins to rain gardens and rainwater harvesting

- The masterplan must respect the site's topography and have consideration of how the scheme sits in the wider topography of the local area.

LANDSCAPE ELEMENTS

- The connectivity of key landscape features will be retained, both within the site and to the wider landscape. Opportunities will be taken to improve their features, function, connectivity and condition. In particular, in combination with the peripheral wooded framework, the layout must maximise the potential for green links both through the site and to its periphery. These links can be multifunctional, both vegetative and ecological links and where suitable, include pedestrian access
- Built form should work with the site's contours where possible
- The site's wooded riparian setting will be used to sensitively inform the design and layout of the scheme
- Views and vistas to key landmarks will be used to aid legibility and create a sense of place
- The layout and design should reflect the rural and perceptual qualities of the site. The transition between the edge of Lewes and the rural landscape should be dealt with sensitively through a reduction in density along the northern, western and southern edges of the site. This transition will be further enhanced through the integration of structural planting and SuDS
- The boundary treatment of dwellings and access ways should reflect the local character through the use of native hedgerows, local styles of timber fencing, low walls and metal railings
- The masterplan and planting should respond to and enhance key views, both from within and from outside the site, whilst trees should be integrated into the street scene to break up the visual impact of new development
- Native, characteristic and local provenance species should be used. The density of trees across the site should reflect the site's location
- All aspects of the development should consider the South Downs National Park Dark Night Skies Policy (SD8) and minimise light pollution.



PLACE INSPIRATION



## BIODIVERSITY NET GAIN

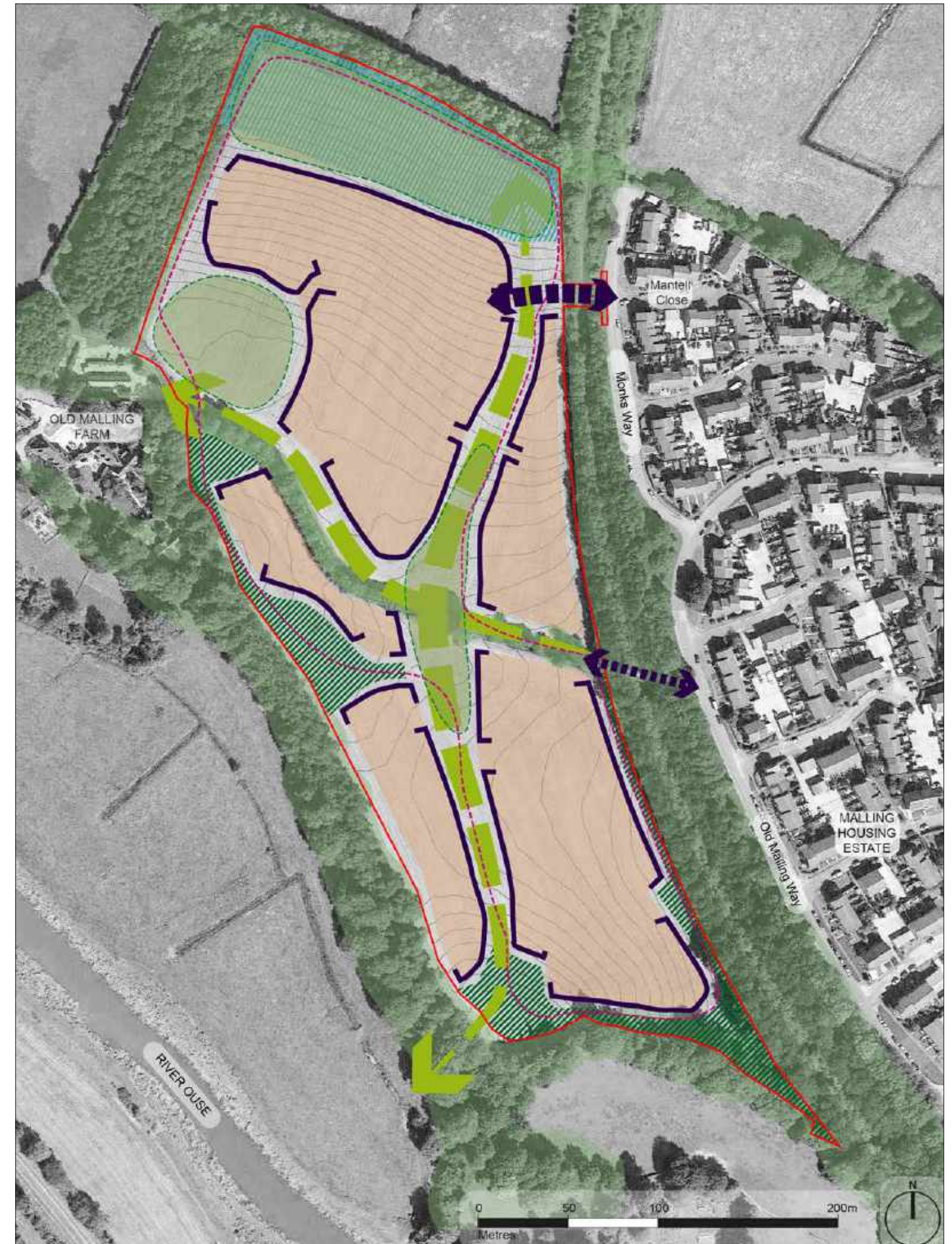
- The masterplan should respect, retain and enhance existing habitats, primarily the adjacent woodland belts and east-west hedgerow, with standards which runs through the centre of the site
- The scheme should be set back from the edge of the floodplain. A characteristic floodplain should be restored
- The site's landscape elements and their ability to deliver multi-functional habitats should be enhanced
- Open spaces within the scheme should be characteristic of the local area and focussed on habitat improvements
- Consideration should be given to how the landscape strategy can positively contribute to the ecological aims and objectives of the adjacent local wildlife site
- Opportunities for placemaking should capitalise on the unique landscape qualities of the site and its immediate context by integrating them into the masterplan - particularly the woodland edges and central east-west landscape corridor. Ensure these key landscape elements are fully integrated into a GI strategy for the site and benefit the public realm
- To delivery a biodiversity net gain, locally specific species should be planted to encourage pollination and supported through the sensitive management of key habitats and landscape features across the site, and their condition and ecological function should be improved
- Wildlife enhancements should be delivered based upon local surveys and Biodiversity Opportunity Area targets
- Significant and characteristic buffers should be provided where appropriate, ensuring that the masterplan is responsive to its environment
- Characteristic links should be provided to existing public rights of way, including the permissive route along the disused railway cutting. These should have consideration to sensitive habitats and wildlife
- Opportunities should be explored for trails to include public art and structures, including signage, wooden sculptures, integrated bird, bee and bat habitats/boxes, and children's 'learning through play' equipment, which interprets the biodiversity of the site
- The Defra Biodiversity Net Gain Matrices should be run by appointed ecologists at the application stage, to refine the design of the site's green and blue infrastructure. An overall biodiversity net gain shall be achieved with the final landscape scheme, utilising the extensive areas of public open space and through the ecological enhancements proposed.

## LANDSCAPE STRATEGY & MANAGEMENT PLAN

- Areas of woodland on the site's boundaries and the tree line through the centre of the site should be managed, maintained and enhanced where appropriate, to maximise biodiversity potential. All trees along the western edge of the site are within the landowner's control and it is their intention to continue to manage them, including Ash Dieback as identified in the opportunities section. Their management will be included in any ensuing landscape maintenance and management plan, secured as a planning condition. Trees along the eastern edge of the site are in the control of Lewes Local Wildlife Trust and one of their principle management objectives is to maintain a wooded corridor
- Open green spaces will also need a variety of management objectives, including maintenance to achieve formal grassland, meadow grasslands and woodland edge grass swards
- The landscape strategy should include the planting of new native locally indigenous trees within areas of public open space, front and rear gardens where appropriate. The density of trees across the site should reflect the site's location at the settlement edge, adjacent to open countryside
- A landscape strategy and management plan should be provided. It should enhance biodiversity and provide for protected species. Outcomes and objectives should be based on these Design Principles and the evidence collected to inform the Brief. A Landscape Management Plan shall be included in a S106 agreement with the subsequent planning application and carried out by a management company serving the development or offered for adoption to the Authority, Lewes District Council, Lewes Town Council, or such other organisation as agreed.

### LEGEND

- SITE BOUNDARY
- RESIDENTIAL USES
- KEY FRONTAGE
- EXISTING TREE BELT
- GREEN CORRIDOR
- CORE OPEN SPACE
- NO DEVELOPMENT ZONE DUE TO FLOODING
- INFORMAL GREEN SPACE
- ➡ MAIN ACCESS
- ➡ EMERGENCY/PEDESTRIAN ACCESS



LANDSCAPE STRATEGY



MOVEMENT & CONNECTIVITY

- The existing access from Monk's Way should be utilised. A pedestrian and emergency vehicle access should be provided at the centre of the site, utilising the bridge over the railway cutting
- Existing residents at Old Malling Farm will be able to use the railway bridge to access their properties in a similar way to as they currently do, and they will also be able to use the new vehicular access created for the wider development
- Pedestrian and cycle connections should be provided to existing foot and cycle paths, as well as providing a link to a future permissive access path within the Disused Railway Cutting LWS
- Recreational routes should be of high quality, providing comfort, attractiveness and convenience
- The site should be pedestrian and cycle friendly
- All dwellings will have a clear and legible walking and cycling route to the bus stop and into the town centre, reflecting desire lines.

USE & DENSITY

- The site should be developed for residential use, with a mix of market and affordable homes alongside the provision of publicly accessible open space
- The density of the development should reflect the varying levels of visual and landscape sensitivity within the site (see page 14), thereby decreasing towards the southern boundary as the site gets closer to the Conservation Area. The highest densities should be concentrated in the centre of the site, close to the eastern edge and the existing settlement (see pages 29 and 30)
- New services may be required to meet the increased demand of the new development. Investigations into renewable energy alternatives should be demonstrated.

LAYOUT

- The masterplan should be landscape-led and the landscape evidence in stage 2 of this document should be used to inform the layout
- Given the number of cultural heritage sensitivities in proximity to the site, measures will need to be taken to ensure the siting and massing of the development is sensitively designed, to respect the setting of nearby listed buildings and Conservation Area
- The layout must have regard preserving the residential amenity of the existing dwellings at Old Malling Farm
- Distinct character areas should be created to establish a sense of place with strong legibility
- The retention of existing trees should strongly influence development across the site
- Dwellings should be located in clusters with areas of open space in between. There should be a degree of informality to the layout and active frontage should be provided onto all green spaces as far as possible
- The overall form of development and its skyline profile when viewed from approaches through the site should appear relatively informal with limited repetitive massing
- Perimeter blocks should be dual aspect and orientated to maximise solar gain
- Active frontages should be provided to access streets, with a mix of on plot (within residential curtilage) parking, small parking courts, on-street and visitor parking. Parking provision should be designed to minimise its visual impact, whilst ensuring good natural surveillance
- There should be a clear distinction between spaces that are public and those that are private
- The design approach should consider the impact on air quality and links to sustainable transport.

SUSTAINABILITY

- The use of sustainable construction techniques and low/ zero carbon measures should be employed where possible
- The masterplan should make efficient use of land
- Ensure that the development can meet the needs of its population over time (and through different stages of life)
- Consider emerging technologies and anticipate residents' needs now to ensure that the development is future-proofed for those changes
- Buildings should be energy efficient, supplying energy from on-site renewable sources where possible, and seeking to deliver all energy with renewable technologies, such as solar hot water and photovoltaics. If feasible, a community-based energy scheme should be provided
- Waste generation should be reduced through good design, encouraging reuse, recycling and composting and seeking to send minimal waste to landfill
- The need to travel and dependence on fossil fuel use should be reduced where possible, and low and zero carbon modes of transport encouraged to reduce emissions. A network of safe, convenient and attractive routes for non-motorised vehicles should be provided
- Where possible, local, reclaimed, renewable and recycled materials should be used in construction and products, to minimise transport emissions, encourage investment in local resource stocks and boost the local economy
- Water use efficiency measures, reuse and recycling should be implemented, and the need for water extraction minimised
- Biodiversity should be protected and restored alongside the creation of new habitats through good land use and integration into the built environment
- Cultural heritage and the sense of local and regional identity should be celebrated, respected and revived. The involvement of people in shaping their community should be encouraged
- Healthy lifestyles and physical, mental and spiritual well-being should be promoted through the design of open spaces to encourage interaction of residents and provide a sense of community
- The masterplan should be designed to reduce the impact of climate change and avoid the use of air conditioning in buildings.



# LANDSCAPE RATIONALE

The landscape rationale stems from a thorough analysis of the site and its constraints and opportunities, and builds on the preceding design principles. The concept plan has been developed based on these principles, which are underpinned by ecosystem services.



1. PROTECTION OF AREAS OF ARCHAEOLOGICAL SENSITIVITY

## 1. PROTECTION OF AREAS OF ARCHAEOLOGICAL SENSITIVITY

- Protect potential archaeology in situ.



2. PROTECT & REINFORCE VEGETATED BOUNDARIES

## 2. PROTECT & REINFORCE VEGETATED BOUNDARIES

- Protect the site's historic field pattern
- Protect mature woodland along the site boundary from development, including root protection areas, pressure to prune etc. Ensure that woodlands to west are included in any ensuing landscape maintenance and management plan secured as a planning condition
- Provide characteristic native woodland along the northern boundary
- Celebrate key landscape features and their character by providing set back to appreciate mature wooded boundaries
- Protect connectivity along woodland edges for protected species and wildlife around the site
- Provide space for an attractive and enjoyable circular route, which is highly legible and accessible, enabling connectivity and health and well-being for residents
- Protect privacy of existing farmstead residents and their setting
- Protect the setting of Malling Deanery Conservation Area.



3. FRAMING VIEWS TO HERITAGE

## 3. FRAMING VIEWS TO HERITAGE

- Retain views to/from the site to St Peters Old Church in Hamsey and to Lewes Castle
- Mitigate mid-range views from the housing estate, riverside and churchyards, and impacts on heritage assets through the location of development cells, associated open space and structural landscape framework
- Mitigate impacts on long-distance views by breaking up the built form and providing tree planting opportunities
- Provide opportunities for key views to the South Downs, notably to the north.



4. ENHANCE EAST-WEST CONNECTIVITY

## 4. ENHANCE EAST-WEST CONNECTIVITY

- Provide enhanced connectivity for people and wildlife east-west across the site and beyond, using the historic field pattern.

## 5. PROVISION OF PUBLIC OPEN SPACE

- Complete site-based GI provision, providing a well-connected network across the site
- Locate open space on the site's high point to protect views and orientate vistas through the site
- Provide community focus points and opportunities for interaction
- Assist with adaptation to climate change (SuDs and tree planting) and air quality
- Connect to the existing mature woodland which surrounds the site, for both people and wildlife



5. PROVISION OF PUBLIC OPEN SPACE

- Provide opportunities to create new habitats

- Provide opportunities to experience nature and enhance the health and wellbeing of residents
- Provide essential contributions to forming character areas, while being sensitive to the role of each open space.

## 6. PROVISION OF SUDS

- The northern part of the site is subject to flooding and unsuitable for building
- Conserve landscape character by responding to topography with SuDS locations and form, in order to capture run-off at source
- Provide biodiversity enhancements through SuDS provision.



6. PROVISION OF SUDS

## 7. ESTABLISH MOVEMENT NETWORK

- Prioritise sustainable movement modes
- Create a hierarchy of routes to aid legibility
- Conserve landscape character by responding to contours as the foundation of the road layout
- Create a main gateway entrance space
- Conserve landscape character by creating a circular pedestrian/cycle route to celebrate both the existing and emerging landscape and townscape context
- Provide pedestrian and cycle GI links to and between open spaces and reinforcement of 'cruciform' open space network
- Minimise dissecting east-west GI link with streets



7. ESTABLISH MOVEMENT NETWORK

- Provide opportunities for all people and buggy/wheelchair users to exercise and experience nature, through a highly legible and accessible circular route, east-west route and central north-south route
- Provide desire lines to the disused railway cutting route into Lewes, nearby bus stops and the wider countryside, including new pedestrian links to the disused railway cutting
- Road layout and detailed design to create design speed of no more than 20mph and no more than 10mph where crossed by major pedestrian cycle routes.

## 8. ESTABLISH CLEAR CHARACTER AREAS & LANDSCAPE TYPES

- Landscape and built form character areas to be based on the evidence and analysis earlier in this document
- Reinforce character and community focus with built design response to green space and opportunities for higher density development, roof terraces, balconies etc. in appropriate locations
- Integration of roofscape in long distance views. The surrounding woodland and proposed landscape will break up rooflines as ridges will be set below and amongst the site's green infrastructure
- Building materials and their colour will be typical of Lewes' townscape
- Use of sustainable construction techniques and low/zero carbon measures where possible.



8. ESTABLISH CLEAR CHARACTER AREAS & LANDSCAPE TYPES



CONCEPT PLAN

A concept plan has been developed based on the culmination of the ecosystem services analysis undertaken earlier within this document and provides a landscape-led approach.

Public open space extends across the northern part of the site due to the flood zone and open space is also provided around areas of archaeological and ecological sensitivity. A buffer zone is provided along the southern boundary to reduce the impact on the Malling Deanery Conservation Area. Linear green spaces are provided, with a green spine helping to articulate the new development. All open spaces are overlooked by dwellings, providing passive surveillance.

Views out of the site towards St Peter's Hamsey, St Peter's Offham, Lewes Castle, Offham Pits and Malling Hill are to be retained and framed. The contribution of the site as part of panoramic views experienced from limited areas on Offham Hill and Malling Hill will be conserved.

The plan shows the primary and secondary accesses to the site. The primary access is via the existing agricultural entrance on Monks Way, with a secondary access provided over the former railway bridge for pedestrians, cyclists and emergency vehicles.

The plan identifies areas suitable for higher density and taller ridge heights. While some feature buildings might be three storeys in height, generally two storeys will be more commonly found, to enable an appropriate transition to the wider countryside. However, within the high density zone area identified, three storey properties will be viewed against the backdrop of the wooded eastern edge of the site and will not appear out of place. Varied roof heights also reflect the character of Lewes and provides an expression of contours.

The urban form will reflect the more formalised character of Lewes, including the provision of squares, mews, greens and courtyards. Establishing distinct character areas will achieve a sense of place with strong legibility. The landscape character of the site varies in relation to the existing topography and within the north and southern fields, therefore this should be reflected in the character areas created.

CORE POLICY SD2: ECOSYSTEM SERVICES

Development proposals will be permitted where they have an overall positive impact on the ability of the natural environment to contribute goods and services. This will be achieved through the use of high quality design, and by delivering all opportunities to:

- A. Sustainably manage land and water environments
- B. Protect and provide more, better and joined up natural habitats
- C. Conserve water resources and improve water quality
- D. Manage and mitigate the risk of flooding
- E. Improve the National Park's resilience to, and mitigation of, climate change
- F. Increase the ability to store carbon through new planting or other means
- G. Conserve and enhance soils
- H. Support the sustainable production and use of food, forestry and raw materials
- I. Reduce levels of pollution
- J. Improve opportunities for peoples' health and wellbeing
- K. Provide opportunities for access to the natural and cultural resources which contribute to the special qualities.

Development proposals must be supported by a statement that sets out how the development proposal impacts, both positively and negatively, on ecosystem services.

INTEGRATION OF ECOSYSTEM SERVICES

In line with Core Policy SD2 of the South Downs National Park Local Plan, the proposals for Old Malling Farm embed a holistic approach to managing natural resources sustainably for the future, recognising the ecosystem services that the natural environment contributes to people. The concept plan takes a positive approach to the delivery of ecosystem services and takes adequate account of the economic benefit of enhancing ecosystem services. These will be delivered by:

- The sustainable management of land and water environments through the integration and enhancement of existing landscape features and provision of SuDS across the site
- The creation of a comprehensive GI network across the site, which connects and enhances natural habitats
- Measures to conserve water resources and improve water quality, delivered via a comprehensive sustainability strategy
- The implementation of a site-wide drainage strategy, which manages and mitigates flooding
- The implementation of climate change adaption measures, including specific measures for buildings themselves at later stages of detailed design, but also in relation to the external environment and layout
- Extensive planting across the site, increasing the ability to store carbon and suitable for pollinating species
- The conservation and enhancement of soils wherever possible
- The use of sustainably sourced materials. Where possible, local, reclaimed, renewable and recycled materials will be used, minimising transport emissions, encouraging investment in local natural resource stocks and boosting the local economy
- Provision of a walking and cycling network, and convenient connections to nearby bus stops, reducing levels of pollution
- The provision of opportunities to experience nature and enhance health and wellbeing of residents.



CONCEPT PLAN



## 5.0 STAGE 4: IMPLEMENTATION

### LAND USE & DENSITY

The site's opportunities and constraints provides capacity for 226 dwellings. The evidence gathered predominantly from the ecosystem services approach earlier in this document illustrates the development's opportunities and constraints, including any sensitive areas of the site. The land use and density principles are as follows:

- The areas unsuitable for new homes due to potential flood risk, highest landscape sensitivity, archaeology or wildlife will be left open
- The development will include a range of dwelling types, with a mixture of unit sizes and tenures, to suit people of different incomes and at different stages of their lives
- 40-50% of dwellings will be affordable (subject to a viability assessment), and these will be pepper-potted in clusters throughout the development
- The landscape-led design indicates where higher density should be located along the central part of the eastern boundary of the site. This is set against the backdrop of the densely planted disused railway cutting and well-screened from both the lower-level glimpsed views through vegetation during the winter months and from Malling Hill to the east. Higher density development will be delivered as terraced houses and town houses, with modest rear gardens, and limited flats with communal gardens. This area will have an average density of 32 dph
- The north-western plots on the site's high point in the centre of the northern field will have a medium density of 28 dph. They will be framed with green open space
- More sensitive parts of the site will be restricted to lower density development of 22 dph. A low density area to the south of the site will act as a buffer between the new development and Malling Deanery Conservation Area
- Gaps between buildings around the perimeter of the site will be used to reduce the impact when glimpsed from the surrounding area.



- 1 LOW DENSITY - CHURCH LANE
- 2 MEDIUM DENSITY - CRISP ROAD
- 3 MEDIUM DENSITY - OLD MALLING WAY
- 4 HIGH DENSITY - LEICESTER ROAD



DENSITY PLAN



SCALE, MASSING & FORM

In Lewes, houses of all periods and sizes are characterised by their simple form. This is usually rectangular in plan and often enlarged by similar but subservient extensions at the rear or side. Many buildings in Lewes are two storeys in height. In some town centre streets, attics have been converted to form additional accommodation. There are also examples of three and four storey buildings. By contrast, there are isolated examples of single-storey dwellings with attic accommodation.

The form and massing of the proposed development will draw inspiration from the linear, horizontal planes of the River Ouse terrace and the verticality of woodlands, as well as it's location on both the edge of Lewes and adjacent to open countryside.

The mix of dwellings will be informed by local housing need for both market and affordable homes. The majority of the scheme will comprise two and three-bedroom dwellings, with some larger houses and just a few one-bedroom units generally taking the form of flats over garages, providing passive surveillance to parking courtyards

GREEN INFRASTRUCTURE

ACCESS

The location of the site provides excellent opportunities for both walking and cycling and consequently the layout and design should promote and encourage non-motorised trips to and from the site, through prioritising pedestrian and cyclist movement over cars wherever practical. Examples include dedicated cycle lanes, prominent cycle parking and traffic calming measures designed to slow vehicle speeds to reinforce pedestrian and cyclist priority.

The site will have a single point of access for general use, located off Monks Way. The creation of an entrance square will create a sense of arrival and form the main route through the site. Given this is a new shared surface entrance square, this will encourage cars to reduce their speed, making a safer environment for pedestrians. Furthermore, this will prioritise pedestrians over vehicles. The current visibility splay at the site access, on to Old Malling Way, meets the required standards so associated work will have no negative impacts. Refer to the 'arrival and spine' landscape type principles on page 37.

A pedestrian and emergency vehicle access will be provided, utilising the existing bridge over the railway cutting. Provision will be made for a future pedestrian access into the site from the disused railway cutting to the south-east corner of the site. Existing residents at Old Malling Farm will be able to use the railway bridge to access their properties in a similar way to as they currently do, and they will also be able to use the new vehicular access created for the wider development. Access to the existing properties at Old Malling Farm will be via a lane which connects to the spine street.



PEDESTRIAN/CYCLE LINKS

- SITE BOUNDARY
- PEDESTRIAN/CYCLE LINK
- DISUSED RAILWAY CUTTING
- POTENTIAL FUTURE LINK TO RAILWAY CUTTING (SUBJECT TO TOPOGRAPHY, TREE, ECOLOGY & LAND OWNERSHIP CONSTRAINTS)



MOVEMENT & CONNECTIVITY



## STREET HIERARCHY

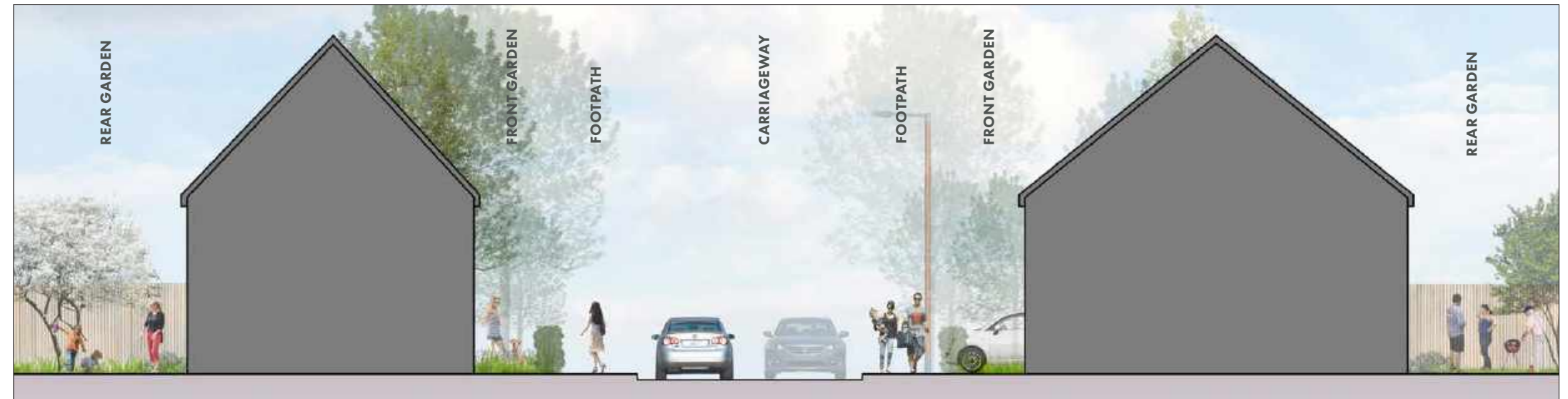
Green Infrastructure will be an intrinsic part of the street hierarchy in the way that it informs place through framing and filtering views, softening the built form, and through providing arboreal and ecological links to the wider, peripheral GI. The arrangements of streets will be informed by landscape character, such as the site's contours and place making tools used to animate pedestrian routes through the development. A range of street types will be utilised to provide interest and vitality to the site, as well as aiding legibility. The street hierarchy will also be informed by landscape character, and comprises:

- Spine street - linking the principal spaces
- Lanes - providing access to multiple houses
- Tertiary streets - narrower and materially different from the spine street and lanes. These will comprise shared surfaces for courtyards and cul-de-sacs to reinforce pedestrian priority.

The street network will be reflective of the site's settlement edge character. For example, in places a more formal approach may be needed to complement higher density areas, but this should not be over-designed and should avoid unnecessary clutter. Refer to the character area section later in this document to inform appropriate street design.

Key principles for the design of streets throughout the development comprise:

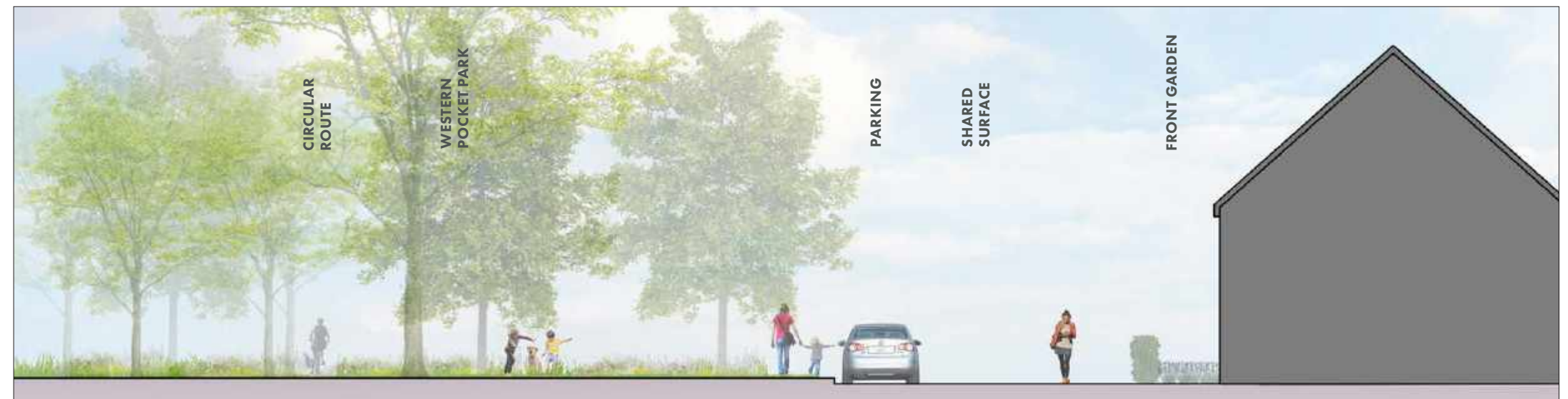
- The design will pay careful attention to the role and location of buildings and key landscape features, especially at entry points or areas where pedestrians are likely to be crossing to gain access to adjacent open spaces within the development
- The layout and detailing will vary in response to the different street types, creating streets that are attractive and distinctive in the way they address open space, topography and the site's mature wooded boundaries
- Residential streets will be designed to restrict vehicle speeds and prioritise non-motorised users, in accordance with Manual for Streets' user hierarchy. Streets within the development will be designed to be 20 mph and will be pedestrian-friendly
- The spine street will be designed to meander through the site with restricted widths in places, to control the traffic speed. This will be achieved by visual narrowing of the street in key locations, using a change in materials, edge strips and defined parking bays. The design can also reinforce central locations through planting or the positioning of street furniture. This visual narrowing, by allowing spaces to punctuate the road throughout the development will slow approaching traffic near open spaces and allows human activity to reassert an influence. This is particularly important along the various sections of the green spine, adjacent the village green and where any streets cross the east-west footpath
- Street geometry will be designed to be adequate for refuse and emergency vehicle access and turning, where required, whilst keeping street widths and corner radii as small as practicable to restrict vehicle speed. Similarly, street widths



SPINE STREET (A-A)



LANE (B-B)



TERTIARY STREET (C-C)



- need to be able to accommodate vehicles reversing off drives, whilst seeking to keep street widths as tight as practicable. Carriageways should be narrowed wherever possible to retain an edge of settlement character, but also help inform drivers of a change in priority to non-motorised users
- Surfaces will be finished with materials of different colour and texture, which visually helps to inform drivers of a change in priorities, legibility and differentiating between public / private areas. The design will breakdown the linearity of the highway by reflecting the presence of a focal point or reinforce open spaces, indicating that pedestrian movement is likely. For example, surface treatment should be the same as footpaths rather than the carriageway opposite the green spine and along the east-west footpath route drawing on the principles contained within the 'Roads in the South Downs' design guidance document
  - Use of planting (in appropriate space to thrive) to slow speeds, in combination with SuDS to control parking and reinforce local character. For example, as illustrated in section B-B, swales can be used for visual gain, preventing parking beyond the lane edge and enhance biodiversity.

## PUBLIC TRANSPORT

To reduce reliance on cars and encourage a walkable environment, direct access to both public transport facilities, including to the bus stop at Old Malling Way / Stoneham Close, will be provided. Legible routes, following desire lines will be provided, which include the use of signage and wayfinding.

## WALKING & CYCLING

The network of green spaces will be well connected and made accessible via a series of high quality footpaths throughout the development, offering residents and the wider public a number of routes through and around the site. High quality pedestrian and cycle connections will also be provided to existing foot and cycle paths, as well as to the permissive access path within the Disused Railway Cutting LWS and other public rights of way. A level, circular route will be provided for pedestrians through the site and connect the various green spaces. Rural in character, this route will offer access for those with mobility difficulties, parents/carers with pushchairs etc. The design will include measures and space for cyclists, as well as bicycle parking for residents and visitors. Routes will be animated so residents feel at ease walking or cycling throughout the development.

## DISABLED ACCESS

Entrances to homes will provide a level threshold with accessible paths to enable inhabitants and visitors to access the front doors avoiding any steps.

## PARKING

Parking will be in accordance with the East Sussex County Council Car Ownership Parking Demand Tool (or any subsequent adopted guidance) but will also consider the sustainability of the site and the availability to use non-motorised transport to help indicate the required provision. Key design principles for parking provision comprise:

- There will be provision for an average of up to two parking spaces for each dwelling across the site, with least one of these being an allocated off-road space
- There will be a mixture of parking styles, including on-street, on-plot, within mews streets, and front and rear courtyards to minimise the visual impact of cars on the public realm, whilst providing safe, convenient and attractive access to cars by residents and visitors. Parking courtyards occur sparingly, in instances where properties directly interact with large swathes of open space, which means that on-plot parking is not always possible. They will in themselves be positive spaces and include forest-scale tree planting to aid the visual integration of adjacent built form, espaliered trees to soften boundaries (see tree strategy) and high quality public realm. Areas can also be allocated to support a sustainable drainage strategy including cellular systems or rain gardens
- Mews streets will be used in larger blocks, and will accommodate a balance of dwellings and parking. In these spaces it will be appropriate to use car barns to help enclose the space and reduce the visual dominance of parked cars
- Appropriately designed car barns should only be used where necessary to provide enclosure to a space, such as within mews streets as outlined above or where a parking court is located adjacent to open space
- The required quantum of visitor car parking will be delivered in a legible and attractive way, in accessible on-street locations
- Private electric vehicle charging points will be provided on plot where possible for detached and semi-detached houses, and shared charging points will be located in communal car parking courts for flats and terraced housing blocks. A minimum of 30% of dwellings will have EV charging points
- The provision of car club spaces at a level to be agreed with the local authority
- The use of garages will be minimised, as these are not efficient forms of accommodating parking. The use of flats over garages will be minimised and only used to provide an efficient use of space and assist with additional natural surveillance
- Parking provision should be designed to minimise its visual impact, whilst ensuring good natural surveillance.

## OPEN SPACE NETWORK

The masterplan will see the creation of a network of high quality, multi-functional, connected public open spaces, which link to the retained wooded boundaries. The network will be reflective of the site, its character and ecology and its visual relationship with its context, and will provide new and adjacent residents with a positive experience. Inextricably linked to this will be the wildlife enhancements that the network will also bring. The proposal will accommodate open, usable species-rich grassland, overlooked by new homes, spaces for amenity areas for informal recreation and play, and biodiversity. There will also be more intimate wooded margins with a strong ecological bias. There will be clear differentiation between formal and informal areas.



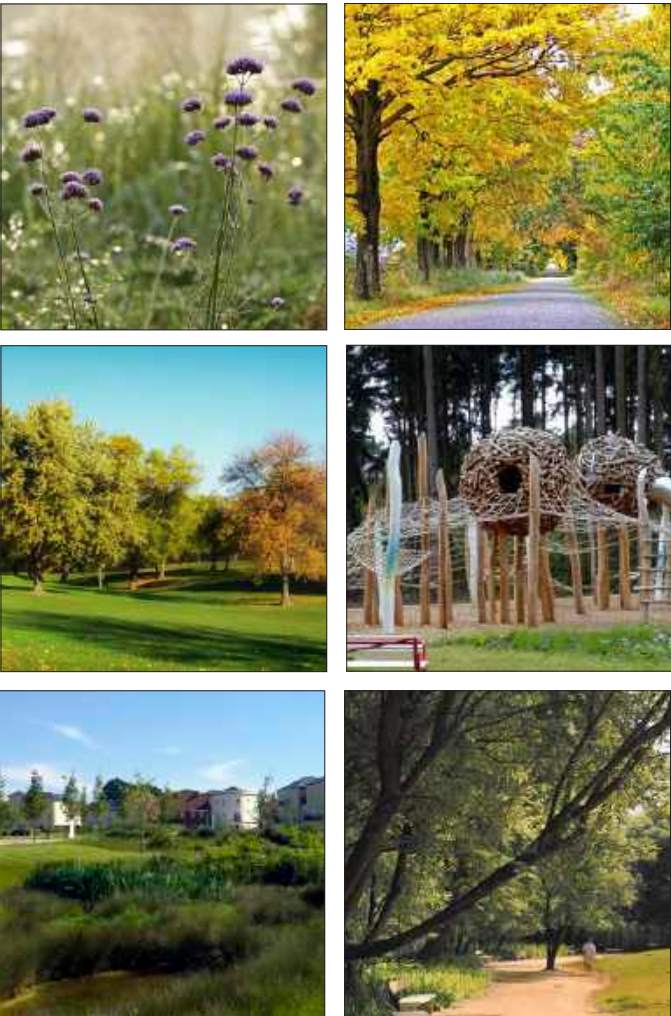
WESTERN BOUNDARY TREATMENT

The location of areas of open space will positively respond to inherent landscape characteristics. Notably, to the north the Parklands will reflect the potential for flood risk, the village green will positively respond to underlying archaeology, and to the western edge of the southern field there will be an ecological bias. A green corridor will be extended from the north-eastern corner of the site to the south-western corner, along which new vistas will be created and views out of the site into its context will be framed. From the central point of this corridor, there is potential for views to be gained to Lewes Castle and St Peter's Old Church. By working with the site's characteristics, a sense of place will be established, whilst also providing for wildlife connectivity as a landscape function, and also delivering a positive public realm that will be enjoyed.

Tree planting will be an integral part of the open spaces, reflecting the site's inherent character, as well as strengthening its new and emerging character. Positive examples, (further described later in this document) include the tree planting in Parklands to the north, which will be in the form of strengthening to the wooded margins, the provision of wet woodland edge habitats and the planting of groups of parkland trees, the latter reflective of the planting in the Conservation Area to the south. To the western margin of the current southern field, the woodland edge will be extended into the site with dense understorey. Lying adjacent to this, fruit trees will also be planted - all positive responses to the localised ecology of that space. In essence, tree planting will be a key tool in both placemaking and biodiversity gain.

## SITE'S BOUNDARIES

The site's boundaries will be reinforced with native tree and shrub planting where appropriate, at a variety of depths (minimum depth to match root protection area) to enhance the existing landscape and ecological corridors and aid filtering the visibility of the proposed rooflines and built mass from the Ouse Valley Way, St Peter's Old Church and the churchyard of South Malling Parish Church, as well as from Old Malling Way and the disused railway line to the east. Native species will be selected and be of relevance to both Lewes and more locally to the site. At the site level, broad ovate forms will be used as focal points, more fastigate forms will be used along



LANDSCAPE CHARACTER EXAMPLES



linear routes and fruiting trees will be used for food source in ecological areas. Species selection will be used to further reinforce place and function of place.

At the interface with the wooded site boundaries, edge habitat will be planted, seeing a transition from mature trees to under-storey planting and into a woodland edge grass mix on the western boundary adjacent to the ecologically sensitive area. This successional habitat edge will provide both wildlife benefits and elevate the enjoyment of those using the space. The central hedge and associated tree planting, along the existing access track to Old Malling, will be reinforced with a species-rich native hedge to provide connectivity between the eastern and western tree lines. Species may include hawthorn, blackthorn, hazel, dogwood and spindle. This will also be applied in the site's south-western corner, to reinforce the character of the landscape when viewed from Malling Deanery Conservation Area.

## TREE STRATEGY

The masterplan will positively influence views out of and into the new development. Views out to the surrounding historic built features of St Peter's Old Church, Offham Church, Lewes Castle and the landforms of Old Malling Hill and Offham Hill will be revealed and incorporated within the layout, to define a sense of place and contribute to people's experience of the National Park. In the central open spaces, trees with a naturally compact habit, some of fastigate form, will be used to frame views, reinforcing visual focus towards these features within the surrounding South Downs National Park. Street tree planting will be designed to allow glimpsed views towards natural and historic features, complementing the adjacent built form. Tree planting will also be used to soften edge when viewing the development from its local environs. The tree planting in the Parklands will mean that the new homes will be seen in a green context, where façades and ridgelines will be filtered by tree planting. This will be similar in the south and in views from the Conservation Area.

The site's wooded riparian setting will be used to sensitively inform the design and layout of the scheme. Native, characteristic and local provenance species will be used, and the density of trees across the site will reflect the site's location. Planting will respond to and enhance key views, both from within and outside the site, whilst trees will be integrated into the street scene to break up the visual impact of new development. Planting species will be selected based upon soil types on the site.

The scale and form of both existing and proposed trees will aid the visual integration of the new development into its local and immediate context. A fundamental principle is the retention and enhancement of tree stock on and adjacent to the development. A positive outcome will be extending the Lewes Urban Arboretum (as defined by the Friends of Lewes). The existing trees have been a key design driver and will be retained and enhanced through proactive management and gapping up.

In addition to existing trees, new trees will be planted, from forest scale trees to espaliered trees, in order to:

- Provide beautiful green and healthy gateways

- Integrate the built form into its landscape context
- Provide breaks in the roofscape
- Improve biodiversity
- Improve the streetscape
- Improve the environment.

Planting will be selected to respond to both inherent and emerging character, and to aid biodiversity gain. This will be achieved through form, scale pattern and species selection. Locally characteristic native species of appropriate sized trees (refer to following page) will be used to soften the built edges and add colour, texture and seasonal interest. At the woodland margins, enhancement will vary from the planting of typical woodland edge habitats to the extension of the canopy layer with sufficient space provided to ensure tree and litter management can occur. Within the development:

- Feature trees are designed to provide a focal point at key intersections or positioned to have inter-visibility along a route. They are also located at key social spaces and positioned to complement the smaller scale of the pedestrian interfaces. They will have a uniform shape and provide autumnal leaf colour and texture. These are to be large tree species
- Street trees will be both fastigate and ovate in form, defining views, softening built façades and acting as focal points. They are designed to provide continuity within the streetscape. Furthermore, trees in the streetscape help to visually close gaps between dwellings and offer shade and shelter from the elements. Species selected will be large to medium tree species, subject to space, and introduced to highlight seasonal changes with early blossom, foliage colour and ornamental barks. The tree form also varies offering visual interest through the year
- Fruit trees from grafted apple stock to espaliers fruits will positively respond to the Friends of Lewes October Fest Lewes Abundance project. Additionally, the fruit will provide food source for wildlife
- Trees in the parkland will be of forest scale and be planted to dominate the skyline in the fullness of time, as well as to mitigate the potential loss of the Poplars on the northern boundary when they reach the end of their life-span.

## PLANTING STRATEGY

Native single-species hedge line planting and swathe planting will be used to reinforce domestic boundaries and footpaths, with hardy varieties of woodland edge shrubs and pockets of an ornamental shrub and herbaceous ground-cover mix. The historic presence of the College of Benedictine Canons to the site's perimeter will be reflected through the inclusion of herbs and fruiting shrubs, such as hyssop, lavender, rosemary and sage, apothecary's rose, gooseberry and vines. This is extended to small fruiting trees such as fig, medlar, quince, apple, black mulberry and pear. Characteristic flowering and berry-producing species will be used to encourage wildlife and should be suitable for pollinating species. Species are to be selected which are tolerant to a range of climatic circumstances. The local provenance Black Poplar within the central tree belt will be retained and reinforced in this east-



TREE PLANTING STRATEGY



west strip as a reflection of past use and the former shelter belt function.

A native species grassland seed mixture will be used for seasonally wet soils. Swales will be planted with wetland meadow to capture and filter stormwater and to sustain sward across the seasonally wet soils likely in and near floodplain and improve habitat diversity. A variety of grass mixes, characteristic of the underlying geology and soils, will be used across the site to enable a mosaic of floristic and general use areas, relative to anticipated footfall across areas of public open space. In addition, flower / species-rich lawn mixes are to be considered for private garden areas.

PLAY & RECREATION

The public realm will function as space that encourages play, from running around in the Parklands to formal activities in a timber equipped play area on the village green. These natural play areas will be provided, with appropriately designed equipped play space, and will integrate and reinforce the experience of the multi-functional network of GI.

HARD LANDSCAPE

The hard landscape materials selected will reflect the quality of the landscape and the architecture. Whilst the streets will have common surface treatments (as outlined on page 31), subtle variation will be designed in each of the character areas (refer to page 40 onwards) to further enhance sense of place. All materials, hard surfacing, boundaries and street furniture will be of a high quality.

DARK NIGHT SKIES

Any external lighting must respect the dark night skies policy within the South Downs National Park. Limited night lighting (both lighting required on adoptable highways and other public realm lighting) may be permitted but should be low-level and angled down to avoid unnecessary light pollution and away from surrounding trees.

TREE SPECIES

- 1 EUROPEAN HORNBEAM (CARPINUS BETULUS)
- 2 EUROPEAN BEECH (FAGUS SYLVATICA)
- 3 COMMON HAWTHORN (CRATAEGUS MONOGYNA)
- 4 EUROPEAN HORSE-CHESTNUT (AESCULUS HIPPOCASTANUM)
- 5 FIELD MAPLE (ACER CAMPESTRE)
- 6 CHERRY TREE (PRUNUS SP.)
- 7 ENGLISH OAK (QUERCUS ROBUR)
- 8 COMMON APPLE (MALUS DOMESTICA)
- 9 SILVER BIRCH (BETULA PENDULA)

TREE SPECIES





DRAINAGE

Given the soils permeable nature and the extensive GI framework being delivered, exemplary sustainable drainage principles will be employed across the site. In terms of surface water drainage, an ‘at source’ approach will be achieved, reflecting the sustainable urban drainage (SuDS) hierarchy set out in the *Guide to Sustainable Drainage Systems in East Sussex* produced by East Sussex County Council, June 2015 and *Water, People and Place – A guide for Masterplanning Sustainable Drainage into Developments*, prepared by the Lead Local Flood Authorities in the South East of England.

Furthermore, the design will be compliant with all current standards, including the SuDS Technical Standards and other planning policy requirements, namely Policy SD50: Sustainable Drainage Systems in the South Downs Local Plan. This guidance aims to prioritise and promote source water control measures to limit surface water discharge and then discharge following the drainage hierarchy of infiltration to ground, discharge to a watercourse or body (such as the River Ouse, where this has the ability to receive water), to surface water drains and as a last resort, connections to combined drains which convey both run-off and wastewater.

The drainage strategy has considered the geology of the site, together with the position of the site adjacent to the flood plain, its topography/existing contours with associated natural flow paths (the layout seeks to work with these wherever possible), its contribution to flood risk and its ability to support key movement and ecological corridors. One of the constraining conditions has been the archaeologically and ecologically sensitive areas, particularly those located in the western part of the site. In addition, all measures have been positioned outside of the flood zone in the northern part of the site to ensure that the SuDS system remains functional in times of flooding.

The location of potential SuDS components, conveyance paths, storage and treatment areas have been outlined and tested during the early options of land use distribution in the masterplan and works with the strong landscape framework as the basis of its design. Given the well-connected movement strategy and key routes in the masterplan, natural flow paths and man-made connection routes (roads/green corridors) have been used to establish a structural grid for surface water treatment using permeable paving, swales, bioretention areas, ponds and wetland features that will provide water quality mitigation together with the required storage and discharge to ground via infiltration.

The management of rainfall to slow and prevent run-off such as rainwater harvesting, permeable surfaces and the reuse of grey water for flushing toilets will be used as part of a source control scheme. The storage areas have not been delivered in one area but broken down into smaller parts, e.g. elements of the communal drainage for the highways are proposed to be linked together using a combination of swales, bioretention areas, ponds and managed wetland to provide site control SuDS and be incorporated into the multi-functional spaces throughout the scheme.

The design of the generous green spaces and public open space will ensure they can be used as multi-functional amenity features, delivering habitats and supporting landscape needs that SuDS can positively influence. For example, the green spine will have depressions for SuDS, however these will be

dry given the sites geology. The design will also be used to educate and engage communities about water management. Given its urban edge location, the design will also have a more natural feel which will be reflected in the various character areas created within the development. It will also be used to irrigate trees and greens areas, helping to provide shade, regulate heat and filter air (microclimate benefits).

The SuDS design will allow for climate change and future resilience by the design of these features to accept a 1:100-year rainfall event with an additional 40% allowance for climate change. Furthermore, the proposed development will not lead to increase in flood risk outside of the development boundary and will include a water quality mitigation utilising the SuDS features to mitigate any possible pollution from the source area though treatment by individual or linked (treatment train) SuDS will be incorporated. These features such as bioretention areas, swales or permeable paving allow the soil, gravel, vegetation or permeable construction to filter, settle and remove pollutants before returning cleansed water to the natural environment. The proposals will need to satisfactorily demonstrate, through the submission of a comprehensive drainage strategy, that the existing aquifer will be protected and not harmed as result of the development.

The images below illustrate positive examples of how the scheme will control water at source using water butts/ rainwater harvesting, rain gardens and private infiltration/ soakaway features together to private and communal areas. Drainage interventions will work with the strong GI framework, with swales, rain gardens and bio-retention areas or ponds able to provide seasonally wetted habitats which will where appropriate enhance biodiversity within the site.



SUDS CHARACTER EXAMPLES



DRAINAGE STRATEGY



## 6.0

# STAGE 5: CHARACTER

### MASTERPLAN

A design brief masterplan has been prepared, which demonstrates how the site should be developed and provides a positive basis for the ensuing reserved matters application, the mechanism through which the detail of the design will be determined in conjunction with the SDNP Authority. The site provides an opportunity to deliver 226 dwellings through a comprehensive landscape-led, sustainable masterplan. The development will deliver much needed new housing, whilst being sensitive to the ecology, character and beauty of Lewes, especially the neighbouring Malling Deanery Conservation Area, and framing and enhancing views from the site to the wider context.

The delivery a high quality residential scheme at Old Malling will provide the following key benefits:

- **New housing** - delivery of much needed new market and affordable housing, including a range of house typologies and sizes, at a scale which is sensitive to the character and natural beauty of the wider context
- **Local vernacular** - new development will respond and promote locally distinctive styles and materials
- **Views** - the ability to frame views to heritage assets by creating a well-designed and accessible open space network, which sits within a strong landscape setting and is well-contained by existing boundary vegetation and to reduce the visual impact on the existing built form
- **Heritage** - the protection of areas of archaeological sensitivity within the site in situ
- **Access** - the creation of a main gateway arrival square, that will be accessed from Monks Way, with a secondary emergency access through the former railway bridge, providing permanent pedestrian connections to the site, and easy access to Stoneham Close bus stop on Old Malling Road

- **Movement** - a well-structured street network that responds to site contours, enhances the east-west connectivity, and is complemented by a circular pedestrian/cycle route which allows new and existing residents to enjoy current and emerging landscape and townscape context
- **Environment** - sensitively designed proposals, so as to ensure site-based GI provision through a well-connected network, protecting the existing tree belts and wildlife around the site, and providing community focus points that will generate opportunities for interaction and placemaking
- **Sustainability** - the provision of on-site SuDS and tree planting that will contribute with adaptation to climate change, improve air quality and promote biodiversity, alongside the use of zero or low carbon technologies, waste reduction, sustainable transport measures, the use of sustainable materials and water efficiency measures. A culture of sustainability will be delivered through the scheme, ultimately benefitting the health and wellbeing of its residents.



DESIGN BRIEF MASTERPLAN



## LANDSCAPE TYPES

The GI network sets the framework for the development, reflecting the site's field patterns, shelter belts and topography, establishing a green framework within which the development can grow and mature. A series of landscape types are identified in the adjacent plan, with descriptive text below outlining the character and function of these spaces.

### Arrival Square

- Pedestrian friendly entrance square, creating a sense of arrival from Monks Way
- Transition into the square will be marked by surface material changes, both in texture and colour. This will be the first opportunity to demonstrate the high quality place and both hard and soft material choice will reflect this and be locally distinctive
- Gateway to be announced through overall design approach rather than contrived gateway features
- Gateway to be place and pedestrian-led, not highway-led. The square itself will be an open space led by a response to the new place rather than highways
- To be a space of the new landscape rather than a remnant landscape element
- The square will be open to the north, and defined by native hedgerow with standard trees – allowing the visual connection to the wider landscape of the South Downs to the north
- To the south, there will be an open link onto the central green spine, allowing newly created views into the heart of the development
- Three corners of the square will be framed by focal buildings, set to positively address the space
- The square will be predominantly hard with high quality surface materials and associated street furniture, all setting the 'tempo' for the new community.

### Village Green

- This large open green space will be designed with a simple informality, without fencing
- The green has to respond to its archaeological sensitivity, with the gentle underlying topography respected
- The village green should make the most of both the wooded boundary to the south-west and the relationship with the farm lane and farm to the south
- Play will be incorporated into the space
- The circular path passes through the village green and seating will be provided to allow enjoyment of the space.

### Western Pocket Park

- This space will have a strong ecological bias and be positively linked into adjacent mature woodland and wider green infrastructure
- To further aid local ecology, the woodland planting will be locally widened
- The woodland edge habitat will be planted with native species included



ARRIVAL SQUARE EXAMPLE

- The proposed woodland is to be densely underplanted
- Fruit trees will be included to the eastern part of this space, again to aid local ecology and to provide a food source
- The perimeter path will pass adjacent to and through this enhanced landscape.

### Parklands

- The layout and design of this space reflects the rural and perceptual qualities of the site. The transition between the edge of Lewes and the rural landscape is dealt with sensitively
- Land along the northern boundary is to be integrated as a simple open green space, laid primarily to grassland. The grassland will be allowed to be come taller to the parkland margins
- It will be a space that provides a green setting to the new homes in views from the north
- It is an area that has the potential to be seasonally waterlogged and will be designed to responded to this through both the location of the perimeter path, mid-way up the slope, and through appropriate species selection. Seating will be located along the route of the perimeter path to enable views into and out of the scheme
- Tree planting will be incorporated to the north of the street that lies at the southern edge of this space to aid the integration of the new homes
- The incorporation of the swales required for drainage will be adjacent to the road and they will additionally be used as a green solution to controlling parking to the edge of the open space
- Adjacent to a wooded perimeter, new edge habitat will be planted, seeing transition from the mature trees, through proposed understorey planting and into a tall grass sward
- Tree groups will be planted within the parkland, reflecting the tree planting in the wider environs
- Views from the parklands forge a strong link between the built heritage and wider landscape setting of the South Downs, as well as aiding legibility and sense of place.



LANDSCAPE TYPES



Green Spine

- The green spine will vary over its length, but will be designed as a meaningful and usable greenspace
- It will provide a strong visual break between the built form
- In two locations the spine will allow the internal street network to lay adjacent to it
- The green spine will allow the inclusion of attenuation basins
- Forest-scale native trees will be planted with space to grow to maturity
- Trees will be used to provide a visual separation between new homes and will also function as focal points in internal vistas
- Lengths of the circular route pass along the green spine
- Along the southern edge of the site and green spine, the space is broader to provide a positive green outlook from the Conservation Area that lies to the south.

Railway Bridge Gateway

- Main pedestrian/cycle entrance to the site, also providing vehicular access to the existing dwellings at Old Malling Farm and emergency access
- The gateway will be marked by surface material changes, both in texture and colour. Both hard and soft material choice will reflect a high quality of place and reinforce its use and legibility
- Gateway to be announced through overall design approach rather than contrived gateway features
- To be a space of the new landscape rather than a remnant landscape element
- The Gateway will be defined by the existing trees and vegetation either side of the railway bridge
- The gateway will be predominantly hard with high quality surface materials, setting the 'tempo' for the new community.



ILLUSTRATIVE VIEW OF RAILWAY BRIDGE GATEWAY

CHARACTER AREAS

As narrated in the LCAA *'it is the combination of density with layout, landscaping and other factors which determines the quality and 'feel' of new developments'*. In that regard, typologies and styles will respond to the existing character of Lewes. In addition, trees have already been discussed as one key factor, while the other will be how the roofscapes respond to the GI and underlying topography.

A series of distinct character areas will be provided across the site to establish a sense of place with strong legibility. The character areas respond to the landscape character and are based on the evidence presented earlier in this document and the design principles that have emerged from a thorough understanding of the site and its surroundings.

The architecture, scale and massing, fenestration, roofscape, choice of materials, publicly visible property boundary structures and planting should all contribute to a recognisable character for each area, while creating an overall coherence to the design of the development as a whole. Where there is tighter urban grain, there will be less vegetated relief. In these locations, a characteristic response will be achieved through the articulation of the built form and the roofscape, and how they follow the underlying ground form. To the margins and where urban grain more relaxed, roofscape will be interwoven by GI, notably through the planting of trees.

The design of the landscape, streets, paths and buildings will be considered holistically, drawing their character from the Lewes vernacular. This section should be read in conjunction with the landscape types earlier in this document.



CHARACTER AREAS



OLD HAMSEY QUARTER

This quarter is perhaps the most visible of all the quarters defining the sense of place. It is the first seen upon arrival into the site, with this being marked by the arrival square. It is apparent from the north, thus the built form positively faces onto the wider landscape and is integrated through structural tree planting. Spaces, streets and paths support thriving wildlife and people use them for all sorts of activities and celebrations.

Between the structural planting and the northern edge of the quarter, there is a significant open parkland that falls gently towards the northern boundary. This space is used for informal amenity and benefits from the newly created circular footpath passing through it. The quarter also embraces the village green to the west of the site, an open space led by amenity and incorporating both informal and formal play. The eastern edge of the quarter comprises part of the central green spine, set on an alignment that frames a view up towards Old Hamsey Church.

The homes, many of which enjoy both short and long distance views onto adjacent green space and the wider downland context, are serviced off the spine street and accessed via lanes and parking courts. The homes are laid out at a medium density, with feature buildings located immediately adjacent to the arrival square.

Access to Old Malling Farm is through this quarter, with a new lane leading from the spine street.

Built form

- The layout and design reflects the perception of the transitional settlement edge qualities of the site. The transition between the edge of Lewes and the rural landscape will be dealt with sensitively. This transition will be further enhanced through the integration of structural planting and SuDS
- New development will reflect the traditional scale, form and massing of locally distinctive domestic architecture
- Buildings should have a simple and traditional form, whilst allowing scope for architectural interest and innovation. It will knit into the settlement pattern of Lewes and be rooted in locally distinctive character
- The external design of affordable homes will be equivalent to the one of the market housi`ng
- Medium density, reflecting the site’s hydrology, particularly the flood zone along the northern edge of the site and its context adjacent to the River Ouse. Average density of 28 dph
- Policy SD5(i) of the South Downs National Park Local Plan and Lewes Neighbourhood Plan will inform internal space standards and applied accordingly
- Detached and semi-detached building forms are located in north and west. Short terraces and semi-detached building forms are located in the east
- Predominantly 2 storey dwellings, with occasional 2.5 storeys overlooking the green spine

- Development is set back from the edge of the floodplain and built form works with the site’s contours
- Perimeter blocks are dual aspect and orientated to maximise passive solar gain. In the mews development, corners will be positively addressed. Details will include dual aspect or corner turning dwellings at the entrances to mews, the use of projecting bays or oriel windows to create natural surveillance/welcoming spaces. Mews or courtyards in this character area typically have two access points, thus encouraging permeability and public access. The simplicity of the high quality public realm is marked by a lack of street clutter, road markings or signage
- Active frontages are provided onto all green spaces
- The overall form of development and its skyline profile when viewed from approaches through the site appears relatively informal with limited repetitive massing
- Consistent roof line, with ridge lines parallel to the street
- Mix of brick and occasional stone/flint
- Bin and cycle storage within rear gardens
- Where possible, the massing will minimise the overshadowing of public and communal open spaces.

Gardens & parking

- Large front and rear gardens, reflecting the edge of settlement location
- Clear distinction between spaces that are public and those that are private
- Native hedgerow and planted boundary treatments
- On-plot parking with occasional on-street visitors parking
- Discrete mews streets in eastern part of the character area, with dwellings and parking co-located, so as to create a quiet, pleasant and well-overlooked environment. Limited use of car barns to provide enclosure and prevent parked cars from dominating
- Street trees located to break up and screen areas of on-plot parking and to ensure mews streets are attractively landscaped.

Streets

- Central spine street runs through the character area. 5-6m carriageway, up to 1.5m footways and 0.5-1.5m grass verge with tree planting. Verges only needed on built side when spine street is adjacent to open space. Front gardens 2-5m
- Footways located on both sides of the spine street where there is development on both sides of the street. Where there is open space on one side of the spine street, footways should only be on the built side of the street
- Existing east-west tree belt incorporated into street scene. This is enhanced through additional infill and edge planting
- Lanes provide access to residential areas on either side of the spine street. Footways only located on the built form side of the street where the carriageway is adjacent to open space. 4.5-5m carriageway and up to 1.5m footways. Front gardens 1.5m-5m

- Shared surfaces provide access to small clusters of dwellings 4.1-6.5m (6.5m includes on street parking) shared surface with 1.5-5m front gardens
- Mews streets run through the centre of larger blocks in the eastern part of the character area and are formed of a shared surface. Street width 4.5-6m (shared surface) with 0-2m front gardens to provide an intimate character
- All dwellings have a clear and legible walking and cycling route to the bus stop and into the town centre. The design of the streets will reinforce the village green and open spaces so that pedestrian movement is given priority by drivers in these areas
- Lighting columns along key routes, with lighting bollards around areas of open space. Minimal lighting along the development edges and less trafficked areas. Avoidance of lighting near ecological areas.

Open space

- Landscape types include the arrival square, parklands, village green and green spine
- Arrival square located at site access in north-eastern corner of the site
- Parklands open space located along the northern edge of the character area and the green spine to the east
- Village green located in south-western corner of the character area, the structure of which is informed by the underlying archaeology. This will be celebrated through interpretation
- Houses face directly onto public open spaces providing passive surveillance
- Consistent building line to parklands open space, varied to village green
- Circular footpath runs through northern open space, along western boundary and across village green
- Extensive open space and native tree planting
- Swales located in eastern and northern parts of the character area, with soakaways within the green spine. The swale located along the southern edge of the parklands will both convey water and prevent cars from parking on the green space
- Measures to improve water quality incorporated into open space, such as rainwater gardens and swales
- The retention of existing trees along the northern and western boundaries strongly influences the character of this part of the site. These should be managed, maintained and enhanced to maximise biodiversity potential
- In addition to the planting of trees and the woodland edge native mix identified within the tree strategy, the broad expanse of ecologically sterile arable land will be sown with meadow seed mix appropriate to the underlying geology and hydrological cycle.



OLD HAMSEY CHARACTER EXAMPLES



RAILWAY QUARTER

The Railway Quarter lies to the eastern edge of the site, between the newly created green spine and the existing and retained woodland edge. The former access drive to Old Malling Farm bisects this character area and will in itself become part of the neighbourhood's enhanced Green Infrastructure and its associated pedestrian/cycle network.

The level of vegetation and visual enclosure in this location leads to the quarter being of a higher density, with a greater proportion of terraced houses and apartments. The homes are accessed via the spine street, lanes and parking courts. The western edge of this quarter overlooks the central green spine. The backdrop to the east is provided by the mature woodland of the disused railway line LWS. People share a sense of responsibility for their neighbourhood and children have the freedom to play and explore.

Built form

- New development will reflect the traditional scale, form and massing of locally distinctive domestic architecture, including dormer windows
- Buildings should have a simple and traditional form, whilst allowing scope for architectural interest and innovation. It will knit into the settlement pattern of Lewes and be rooted in locally distinctive character
- Predominantly terraced building forms, with some semi-detached dwellings and the occasional apartment building. Appropriate location for small blocks of flats
- The external design of affordable homes will be indistinguishable from market housing
- Internal space standards will at least meet nationally described minimum standards to satisfy policy SD5(i) of the South Downs National Park Local Plan and Lewes Neighbourhood Plan
- Higher density quarter due to the character area's central location adjacent to existing built edge. Density of 32 dph
- Predominantly 2-2.5 storey dwellings, with occasional 3 storey focal buildings which could be used to help to accentuate particular views and aid wayfinding, and where the topography and tree planting minimises the visual impact from key vantage points outside of the site
- Perimeter blocks are dual aspect and orientated to maximise passive solar gain
- Active frontages are provided onto all green spaces as far as possible
- Varied roof line, with ridge lines parallel to the street. Varied building line to add interest
- Where appropriate, such as on the roof of apartment blocks, green roofs should be incorporated to help manage water quantity and quality, as well as to aid biodiversity

- Mix of brick and render finishes
- Bin and cycle storage within rear gardens. Where terraces prevent rear storage due to access, this should be within sensitively designed, discrete storage areas within front gardens, hidden from the street
- Where possible, the massing will minimise the overshadowing of public and communal open spaces.

Gardens & parking

- Small front gardens, medium-sized rear gardens
- Clear distinction between spaces that are public and those that are private
- Low wall and estate railing boundary treatments with native hedgerows behind
- Occasional pedestrian gates
- Parking predominantly in landscaped courtyards due to many frontages having direct access onto the green spine. Rain gardens and other suitable sustainable drainage methods incorporated into parking courts
- Street trees located so as to break up and screen areas of on-street parking.

Streets

- Central spine street runs along southern edge of character area. 5-5.5m carriageway, up to 1.5m footways and 0.5-1.5m grass verge with tree planting. Verges only needed on built side when spine street is adjacent to open space. Front gardens 2-5m
- Footways located on both sides of the spine street where there is development on both sides of the street. Where there is open space on one side of the spine street, footways should only be on the built side of the street
- Shared surfaces provide access to clusters of dwellings. 4.1-6.5m (6.5m includes on street parking) shared surface and 1.5-5m front gardens
- Pedestrian, cycle and emergency access is provided across the disused railway cutting in the centre of the character area, utilising the bridge over the railway cutting. This characteristic link connects to Old Malling Way and acts as a wildlife corridor through the site from east to west
- Given this character area includes the main pedestrian and cycle entrance into the site via the Railway Bridge Gateway, the design of any connecting streets will reinforce the east-west non-motorised route and enhance its legibility. All dwellings have a clear and legible walking and cycling route to the bus stop and into the town centre
- Lighting columns along key routes, with lighting bollards around areas of open space. Minimal lighting along the green spine and less trafficked areas. Avoidance of lighting near ecological areas.

Open space

- Landscape types include the green spine and the existing tree belt associated with the disused railway cutting
- Green spine located along western boundary of character area which has a consistent building line
- Disused railway cutting LWS runs along eastern edge of character area
- Existing east-west tree belt divides the character area into two parts. This is enhanced through additional infill and edge planting
- Circular footpath runs through the green spine and connects to the foot/cycle route across the disused railway cutting
- Swales and soakaways located along the green spine are multi-functional
- Measures to improve water quality incorporated into parking courts, such as rainwater gardens
- The retention of existing trees along the eastern boundary and the east-west hedgerow strongly influences the character of this part of the site. Trees along the eastern edge of the site are in the control of Lewes Local Wildlife Trust and one of their principle management objectives is to maintain a wooded corridor. Within the site, native woodland edge mix will be planted to further enhance the site's green infrastructure
- In relation to further biodiversity gain, the swales and green spine will be planted with grass mixes that can respond to, in relation to swales, their seasonally wet characteristics.



RAILWAY QUARTER CHARACTER EXAMPLES



RIPARIAN QUARTER

The Riparian Quarter lies to the west of the neighbourhood, to the south of the central hedgerow and former access drive, and west of the new central green spine. Homes are of a medium density and comprise a combination of detached, and semi-detached homes alongside short runs of terraces. They are accessed from the spine street via lanes and shared surfaces.

Buildings are fragmented by ecologically driven, informal green spaces, both to the north of the quarter and within its central area. To the south, homes benefit from views out onto the newly formed green spine as it runs on its north south axis. The high-quality green infrastructure and spaces enhance residents' well-being and they understand the role it plays in building resilience to extreme weather events. Many people express feeling closer to nature and a pride in living in the protected landscape.

Also at the southern part of this quarter, a number of homes, located off short access drives, have been placed perpendicular to the green spine to positively manage the relationship with the existing wooded boundary to the west. The homes in this part of the quarter have also been set back into the site allowing a generous area of informal greenspace, which respects the northern most edge of Malling Deanery Conservation Area. This green space will be informal but intimate, a combination of parkland trees, street trees, open grassland and ephemeral wet grassland associated with the sustainable drainage. The circular path passes through this green space.

Built form

- The layout and design reflects the perception of the transitional settlement edge qualities of the site. The transition between the edge of Lewes and the rural landscape will be dealt with sensitively. This transition will be further enhanced through the integration of structural planting and SuDS
- New development will be informed by woodland belts which runs east-west, the western pocket park and the green spine, while reflecting the traditional character of Lewes and its scale, form and architectural features
- Buildings should have a simple and traditional form, whilst allowing scope for architectural interest and innovation. It will knit into the settlement pattern of Lewes and be rooted in locally distinctive character. The use of chimneys is encouraged
- The external design of affordable homes will be indistinguishable from market housing
- Medium density, with a mix of short terraces and semi-detached units of average density of 28 dph in the northern part of the character area, dropping to 22 dph along the southern edge

- Internal space standards will at least meet nationally described minimum standards to satisfy policy SD5(i) of the South Downs National Park Local Plan and Lewes Neighbourhood Plan
- Short rows of terraces and semi-detached dwellings predominate in the northern part of the character area, with occasional detached units. Mix of semi-detached and detached dwellings in the southern apart of the character area
- Predominantly two storey dwellings
- Polite, formal architectural style with linear built form structure. Active frontages are provided onto all green spaces, as far as possible
- The overall form of development and its skyline profile when viewed from approaches through the site appears relatively informal with limited repetitive massing
- Where possible, buildings should be orientated to allow for passive solar gain
- Consistent roof line, with ridge lines parallel to the street. Consistent building line. Some buildings turned to overlook existing tree belt to west. Understorey planting will be used to strengthen this wooded edge
- More confident use of weather-boarding to reflect the mature vegetation and woodland that is brought into this character area
- Bin and cycle storage within rear gardens
- Where possible, the massing will minimise the overshadowing of public and communal open spaces.

Gardens & parking

- Smaller front and rear gardens
- Clear distinction between spaces that are public and those that are private
- Native hedgerow and low wall boundary treatments
- On-plot parking and limited small parking areas
- Street trees located so as to break up and screen areas of parking.

Streets

- The spine street runs along the eastern boundary of the character area. 5-6m carriageway, up to 1.5m footways and 0.5-1.5m grass verge with tree planting. Verges only needed on built side when spine street is adjacent to open space. Front gardens 1.5-5m
- Given this section of the spine road is fairly straight, a variety of measures will be used to prioritise non-motorised users by slowing down approaching traffic and ensuring human activity reasserts its influence. This is achieved by a change in surface to punctuate the road, verge side grasses and plants to blur edges of roads adjacent open spaces and defined parking bays to assist slowing vehicle speeds

- Footways located on both sides of the spine street where there is development on both sides of the street. Where there is open space on one side of the spine street, footways should only be on the built side of the street
- A lane provides access to dwellings located in the southern part of the character area. 4.5-5m carriageway and up to 1.5m footways. 1-5.5m front gardens
- Shared surfaces provide access to small clusters of dwellings. 4.1-6.0m shared surface with 1.5-2m front gardens
- All dwellings have a clear and legible walking and cycling route to the bus stop and into the town centre
- Existing east-west tree belt incorporated into street scene. This is enhanced through additional infill and edge planting
- Use of lighting bollards and building-hung lights along key routes. Minimal lighting along the development edges and less trafficked areas. Avoidance of lighting near ecological areas.

Open space

- Landscape types include the green spine, western pocket park and the existing tree belt along the western boundary
- Western pocket park located centrally along the western site boundary, connected through to the green spine to provide a route for wildlife and people
- Southern half of the green spine located within the eastern part of the character area
- Houses face directly onto public open spaces providing passive surveillance
- Consistent building line to western pocket park and green spine
- Buildings overlook the village green, located to the north of the character area
- Circular footpath runs from the village green along the western site boundary, through the western pocket park, and connecting to the green spine
- Swales and soakaways located within the green spine
- Measures to improve water quality incorporated into open space, such as rainwater gardens and swales
- The retention of existing trees along the western boundary and the east-west hedgerow strongly influences the character of this part of the site. These should be managed, maintained and enhanced with the extension of native mix on the woodland edges to maximise biodiversity potential
- In the environs of the green spine and soakaways, the former arable vegetative cover will be replaced by appropriate meadow grass seed mixes, elevating biodiversity.



RIPARIAN QUARTER CHARACTER EXAMPLES



DEANERY QUARTER

The Deanery Quarter gently adorns the southern part of the site. It comprises a looser density area of homes, containing primarily detached and semi-detached dwellings, respecting Malling Deanery Conservation Area. Homes will be accessed from the spine street, via lanes and a shared surface.

The homes on the western edge of this quarter all enjoy views over the southern end of the central green spine. The green space to the south will have an informality and will include parkland and street trees. The vision is for the new community to describe this quarter as green and leafy with strong links to the surrounding built heritage and wider landscape, achieved by its inspiring views and connecting routes.

Built form

- The layout and design reflects the perception of the transitional settlement edge qualities of the site. The Deanery Quarter creates a transition between built form of the housing areas and the adjacent Conservation Area
- Based on rural principles and proximity of the Conservation Area, this will be of lower density and dominated by detached or semi-detached forms. Average density of 22 dph. This transition will be further enhanced through the integration of structural planting and SuDS
- The edge of the character area will contain dwellings facing towards the woodland edge and open spaces
- The larger gaps between dwellings creates an organic edge, with car barns and individual garages between houses to provide links between individual dwellings
- There will be an overarching cottage aesthetic in terms of architecture
- The frontage should follow the curving shape of the perimeter block street pattern and take cues from the Conservation Area. Spaces have a more naturalistic landscape
- The building features includes traditional porches to larger plots with bigger front gardens and functional chimneys. This can be expressed in a contemporary way
- Buildings should have a simple and traditional form, whilst allowing scope for architectural interest and innovation. It will knit into the settlement pattern of Lewes and be rooted in locally distinctive character
- The external design of affordable homes will be tenure blind
- Internal space standards will at least meet nationally described minimum standards to satisfy policy SD5(i) of the South Downs National Park Local Plan and Lewes Neighbourhood Plan

- Lowest density area reflecting the higher levels of visual and landscape sensitivity as the site gets closer to the Conservation Area, and forms the least urban part of the development. Larger dwellings located on wider plots, predominantly detached with occasional semi-detached
- Maximum of two storey dwellings
- Perimeter blocks are dual aspect and orientated to maximise passive solar gain. Siting and massing is sensitively designed to respect the nearby listed buildings and Conservation Area
- Active frontages are provided onto all green spaces, as far as possible
- The overall form of development and its skyline profile when viewed from approaches through the site appears relatively informal with limited repetitive massing
- Consistent roof line with varied ridge line orientation. Varied building line
- Predominantly brick finish
- Bin and cycle storage within rear gardens
- Where possible, the massing will minimise the overshadowing of public and communal open spaces.

Gardens & parking

- Wider frontages and larger gardens
- Clear distinction between spaces that are public and those that are private
- Native hedgerow and planted boundary behind timber fencing
- On-plot parking including garages, except where dwellings front onto the green spine. For this exception, cars are kept within a landscaped courtyard. Rain gardens and other suitable sustainable drainage methods incorporated into the parking court
- Informal street tree planting.

Streets

- Careful choice of materials and landscaping will be used along the southern edge to reflect its proximity to the Conservation Area. A change of surfaces and treatment will give the appearance of narrowing the shared surfaces to reflect more of a edge of settlement character
- Road widths will be kept as narrow as possible and less engineered solutions found to reflect its sensitive location
- Spine street - 5m carriageway, up to 1.5m footways and 0-1.5m grass verge with tree planting. Front gardens 2-5m. Footways located on both sides of the spine street

- Shared surfaces provide access to eastern and southern parts of the character area. 4.1-6.5m (6.5m includes on street parking) shared surface and 1.5-5m front gardens
- Potential exists for a characteristic pedestrian link to the disused railway cutting
- All dwellings have a clear and legible walking and cycling route to the bus stop and into the town centre
- Use of lighting bollards and building-hung lights along key routes. Minimal lighting along the development edges and less trafficked areas. Avoidance of lighting near ecological areas.

Open space

- Landscape types include the green spine and the existing tree belts associated with the disused railway cutting and along the southern boundary
- Southern end of green spine located within the centre of the character area
- Existing tree belt runs along southern edge
- Houses face directly onto public open spaces providing passive surveillance
- Varied building line to green spine
- Circular footpath runs through the green spine and along southern and eastern edge of the character area
- Swales and soakaways located within the green spine. Potential for a drainage pond in south-western corner of the character area
- The retention of existing trees along the eastern and southern boundaries strongly influences the character of this part of the site. These should be managed, maintained and enhanced to maximise biodiversity potential
- In the environs of the green spine and soakaways, the former arable vegetative cover will be replaced by appropriate meadow grass seed mixes, elevating biodiversity.



DEANERY QUARTER CHARACTER EXAMPLES



ARCHITECTURAL APPEARANCE & MATERIALS

APPEARANCE

Characteristic features of Lewes old town include a variety of squares, greens and courtyards, some formal, others informal. The site should include a similar hierarchy of spaces, including a larger informal square at the entrance to the site and a green space at the heart of the development. Architectural elements such as dormer windows, bay windows and chimneys are all features prevalent in the local area and will be suitable for this scheme. Including such features in the design will enhance interest, sense of place and assimilation with the town.

Building form

In Lewes, houses of all periods and sizes are characterised by their simple form, and this should be reflected in the development. This is usually rectangular in plan and often enlarged by similar but subservient extensions at the rear or side. Example building forms include:

- ‘Double-pile’ buildings comprise two matching narrow ranges with traditional roofs to form a square plan form. Most houses face towards the street, but buildings sited end-on to the road are not uncommon. Semi-detached houses or rows of three dwellings may comprise a combination of the two forms. These are almost always arranged symmetrically
- Curved buildings are much less common, but where they are found they act as a foil to the more prevalent orthogonal building forms
- Corners are often defined by chamfers in the building line. However, there are a number of rounded building corners in the town which serve to provide an added layer of interest and vitality. Sometimes these are seen rounded at ground level and then corbelled out to square off the corner above. The opposite is also seen with a chamfered corner at ground level with a rounded corner above
- Single-storey extensions at the rear enhance living space and provide more interesting building form. Simple, mono-pitch conservatory’s should be integrated into the designs.

There will be a variety of house types, with a range of detached, semi-detached and terraced dwellings. The new development will comprise buildings which have a simple and traditional form, with traditional materials and detailing. Within these general parameters there is scope for architectural interest and innovation. Key principles include:

- The size and bulk of dwellings will be kept to minimum. This should be achieved by articulating the façades rather than overly using rectangular floorplans, reducing gables
- The majority of buildings will have gable widths between 5m and 8m
- Corner buildings will face both ways where possible, with active rooms, windows and doors onto public realm

- Chimneys, bays and dormers are all appropriate features and should be utilised. This could be done using contemporary detailing. Chimneys will be placed in logical locations on roofs where they might have been found when working
- Timber will be used on windows on traditionally inspired architecture and all windows will have 100mm depth of reveals
- The overall form of residential development and its skyline profile when viewed from high points in the surrounding landscape will appear relatively informal with limited repetitive massing. Particular attention will be given to possible views of the proposed development from Malling Hill, Offham Chalk Pitts and St Peter’s Old Church, Hamsey to minimise visual impact.

Building style

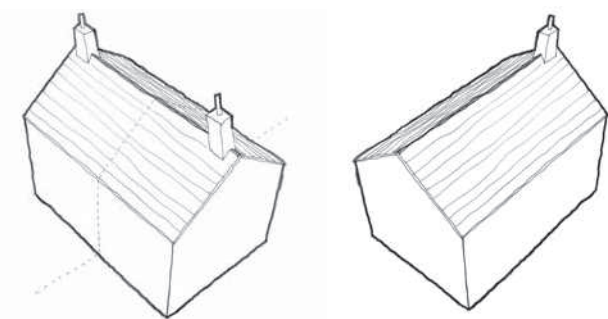
Traditional designs based on 18<sup>th</sup>, 19<sup>th</sup> and early 20<sup>th</sup> century housing will be acceptable, provided they follow traditional proportions, materials and detailing. A contemporary interpretation of local traditional buildings is also an acceptable architectural approach. Such buildings should harmonise with the existing townscape in terms of their scale and form but distinguished by 21<sup>st</sup> century interpretations of traditional features. Inventive and original design that is appropriate to Lewes and the South Downs National Park is encouraged.

Roofs and façades

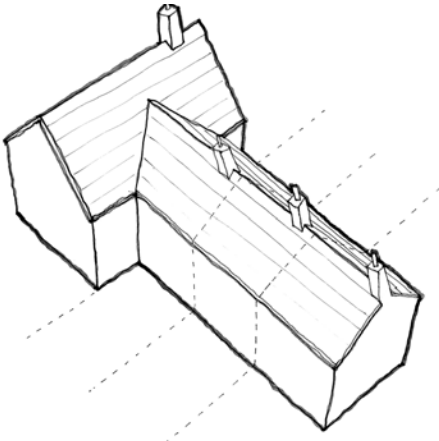
Roofs should be steeply pitched at approximately 40-45 degrees, reflecting the local vernacular. There should be a mixture of eaves to frontages and gable ends, in order to introduce variety. Hipped and barn-hipped roofs may be utilised, as well as catslide roofs, bringing eaves down to single storey elements of a dwelling. Green roofs could also be considered for a contemporary approach where appropriate. Traditionally inspired architecture will require the majority of eaves to be open with rafter feet.

Dark-coloured roofing tiles and façade treatments should be used, such as use of dark brown and dark red clay tiles and façades clad with black weatherboarding, to aid in softening the perception of urban extent in views from high ground to the west and east, and from filtered views through boundary vegetation. This will respect and reflect the National Park location by taking an approach which introduces sufficient variety to contribute to the surrounding pattern, whilst not drawing visual attention.

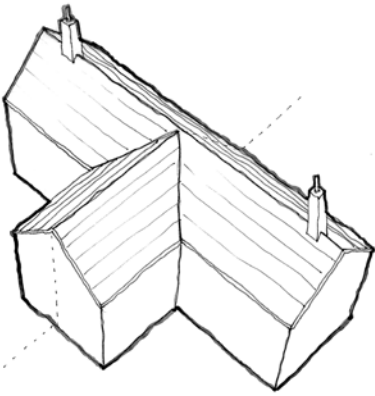
Roofs and building façades should be sensitively aligned to reinforce visual focus towards noted features within the surrounding South Downs National Park landscape. This could be achieved through either reducing variety of roof alignment within the visual corridor towards the feature and/or applying a spatial rule to the corridor, such as drawing development back at a consistent distance from the centre line to the view.



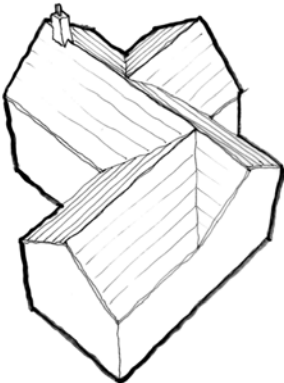
SIMPLE RECTANGULAR FORM - WIDE GABLES (CIRCA 8M)



TERRACE WITH ARTICULATED CORNER PLOT



SEMI-DETACHED DWELLING WITH REDUCED GABLE WIDTHS AND ARTICULATED FRONT OR REAR



DETACHED DWELLING WITH GABLES OF CIRCA 5M



APPEARANCE EXAMPLES

- 1 CONTEMPORARY HOUSES AT ROUSSILLON BARRACKS, CHICHESTER
- 2 ROUNDED CORNER - MARKET LANE
- 3 END OF TERRACE BUILDING
- 4 2 AND 2.5 STOREY HOUSES FRONTING ONTO BRADFORD ROAD AND OVERLOOKING THE PADDOCKS
- 5 HIGH QUALITY BOUNDARY TREATMENT
- 6 ACCESS TO LONG DISTANCE VIEWS IS CHARACTERISTIC OF LEWES
- 7 VARIETY IN BUILDING HEIGHTS, LEWES HIGH STREET
- 8 EVOLUTION SOUTH, WEST LONDON



### Boundary Treatments

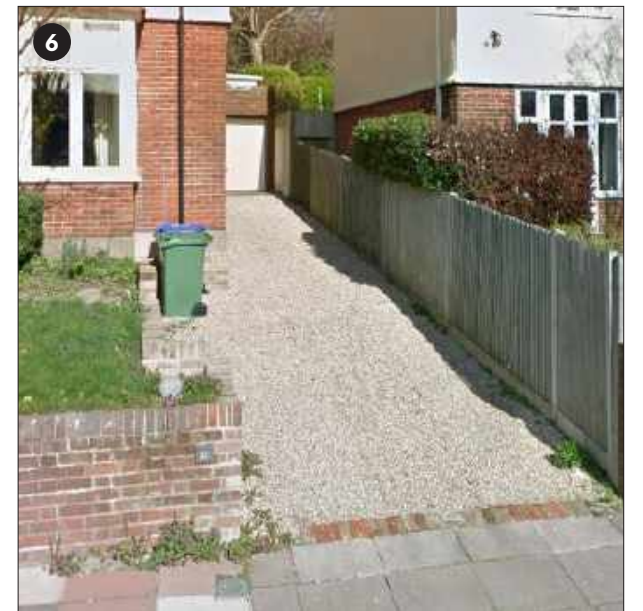
Boundary treatments are important in creating a sense of place. Particular care should be taken when considering boundaries fronting the public realm. The boundary treatment of dwellings and access ways should reflect the local character through the use of native hedgerows, local styles of timber fencing, low walls and metal railings.

The design approach is to take inspiration from the characteristic boundary treatments in the settlements across the South Downs National Park, and in particular those traditional treatments in the local environs. The intention of the boundary treatment strategy is to be informal, with space allowed for planting throughout the grass verges and settlement edge.

The adjacent images show examples of local boundary treatments.

#### LOCAL BOUNDARY TREATMENTS:

- 1 LANCASTER STREET - LOW FLINT WALL
- 2 PRINCE EDWARD'S STREET - NATIVE HEDGE
- 3 RUFUS CLOSE - ESTATE RAILINGS & HEDGE PEDESTRIAN GATE
- 4 BRADFORD ROAD - LOW BRICK WALL
- 5 THE AVENUE - TIMBER FENCE AND TREE PLANING FACING PUBLIC REALM
- 6 THE AVENUE - TIMBER FENCE TO SIDE BOUNDARY
- 7 RUFUS CLOSE - PLANTED BOUNDARY
- 8 OFFHAM ROAD - FLINT WALL AND HEDGE
- 9 FIRLE CRESCENT - NATIVE HEDGE







EXAMPLE BOUNDARY TREATMENT PLAN

The adjacent boundary treatment diagram is focused around two blocks at the northern end of the site. The design approach is to take inspiration from the characteristic boundary treatments in Lewes as outlined on the previous page. The intention of the boundary treatment strategy is to be fairly informal, with space allowed for planting throughout.



- LOW WALL & NATIVE HEDGE**
- LOCATION: FRONT GARDENS & AREAS DEMARCATING PROPERTY OWNERSHIP BOUNDARIES
  - HEIGHT: 1M TO 1.2M
  - MATERIAL: BRICK OR FLINT TO BE MATCHED THE ARCHITECTURAL CHARACTER OF DWELLING
  - NATIVE SPECIES SUCH AS HAWTHORN AND HOLLY



- ESTATE RAIL & GATE**
- LOCATION: FRONT GARDENS WHERE LOCATED DIRECTLY ONTO OPEN SPACE
  - DIMENSION: 1M TO 1.2M HIGH
  - MATERIAL: STEEL OR SIMILAR APPROVED



- NATIVE HEDGE WITH TIMBER POST & WIRE STOCK FENCE**
- LOCATION: FRONT GARDENS OF DWELLINGS AT THE SOUTHERN EDGE OF THE SITE, CLOSE TO THE CONSERVATION AREA
  - POST WIRE HIDDEN WITHIN HEDGES
  - NATIVE SPECIES SUCH AS HAWTHORN AND HOLLY



- PLANTED BOUNDARY**
- LOCATION: FRONT GARDENS IN QUIET LANES
  - HEIGHT: VARIED
  - MATERIAL: NATIVE SPECIES



- BRICK WALL**
- LOCATION: SIDE BOUNDARIES OF DWELLINGS FACING PUBLIC REALM
  - HEIGHT: 1.8M
  - MATERIAL: BRICK OR FLINT TO BE MATCHED THE ARCHITECTURE CHARACTERS OF THE DWELLINGS



- TIMBER PANEL**
- LOCATION: SIDE BOUNDARIES BETWEEN DWELLINGS
  - HEIGHT: 1.8M IN AREAS CLOSE TO DWELLINGS, STEPPING DOWN TO 1.6M FOR THE REST OF THE BOUNDARIES
  - MATERIAL: LOCALLY SOURCED AND TO BE APPROVED



- TIMBER POST AND RAIL WITH WIRE MESH**
- LOCATION: REAR SITE GARDENS BACKING ONTO EXISTING WOODED BOUNDARIES
  - HEIGHT: 1.2M WITH TIMBER POST WIRING
  - MATERIAL: METAL MESH AND TIMBER POST



- PLAY AREA FENCE (TIMBER POST & RAIL)**
- LOCATION: PLAY AREAS
  - HEIGHT: AS REQUIRED
  - MATERIAL: TIMBER, LOCALLY SOURCED AND TO BE APPROVED.



MATERIALS

The material palette should be limited to reinforce local character and should be selected from those suggested within the design brief. Brick and flint should be the predominant facing materials with tile (and some slate) hanging and timber also encouraged. Occasional render or painted brick can also be used. Roofs should be predominantly plain clay tiles and natural slate.

The choice of materials and colour palette should draw inspiration from the woodland setting of the site. A limited palette of materials and a restrained colour scheme should be used to create visual interest and variety. Care should be taken to ensure that the collective use of materials and colours sit in harmony with the landscape setting of the site. An innovative approach should be adopted that is sensitive in its response to the site's distinctive characteristics, makes reference to the local vernacular and which is bespoke, to ensure that an exemplary and high quality scheme is achieved.

Where possible, materials should be locally sourced, but where this is not feasible other natural materials may be appropriate. A limited palette of materials will help to reinforce the identities of the character areas.

Brick

Lewes is characterised by buildings faced in brick, flint and render. Bricks were traditionally sourced locally and are typically orange-red in colour with a fine grain texture. Grey coloured brick is locally common, in Sun Street for example. These may be used for the entire house and boundary walls, or as decorative dressings to red-brick buildings. There are also examples of buff brick for example in Talbot Terrace. This may be appropriate for individual houses, however, the lighter colour will have a greater impact when viewed from a distance so the positioning of such material on the site is to be considered in this light. Brickwork is traditionally laid in English or Flemish bond. Stock bricks of similar colours and texture to the local vernacular should be sourced. Sample panels of brickwork will be required for approval and should indicate bonding pattern and mortar mix (secured by planning condition).

There are many instances within the town where brick has been used in a decorative manner, such as in corbelling, string courses and brick patterns. They provide an opportunity for bricklayers to demonstrate their craft. Cumulatively, such details contribute significantly to the street scene. The joints in brickwork are as important as the bricks themselves, both structurally and visually. Joints should reflect historic brickwork in an off-white to yellow colour with a grainy texture. Mortar joints should not be weather struck, raked, strap or ribbon.

Painted brickwork is common on rear elevations or rear extensions on account of their more utilitarian finish. However, it is also used on the primary elevation in some streets, such as Abinger Place. Brick walls may be painted with lime-tallow wash or mineral paint. Paler colours will not be accepted around the development's periphery due to their impact on views towards the site.

Render

Rendered wall finishes help account for the town's genial character. Traditionally, lime render was applied over cob, giving a softer finish, and are always colour-washed in a range of pastel colours. Limited use of new render should be wood floated to avoid a hard and mechanical finish. External corners should be formed in render by hand and metal stop beads should be avoided.

Render is normally applied above a low plinth, normally of brickwork. Traditionally, this is painted black, however locally it is often painted the same colour as the render. String courses, comprising raised bands of render, occur on more architecturally polite buildings. These buildings may also feature 'lining' to replicate stone (ashlar) coursing. Off-whites and pastel colours are appropriate for Lewes. Again, the choice of colour and position on the site will determine the suitability of render on this development. While render buildings can add vitality and interest to the street scene, light render must not be visible from the surrounding vantage points.

Stone and flint

There are isolated examples of buildings built in stone in Lewes, which act as a foil to the prevalent brick and render. Stone is more commonly deployed as architectural dressings such as quoins, label-moulds, windows heads and sills, steps and thresholds.

Flint is a locally characteristic material and commonly found within the Malling Deanery Conservation Area to the south and within the wider area. It is often used on principal elevations and more formal buildings, usually combined with brick for edge and corners. Some use of flint (but not flint block) is encouraged on new developments, particularly in boundary treatments but also in a limited number of buildings.

Timber

There remain a small number of timber-frame buildings in the town, dating from the 16<sup>th</sup> and 17<sup>th</sup> centuries. Many timber-framed walls have been faced or reconstructed with brickwork. The isolated examples of exposed timber frame are a reminder of the town's past and form highly distinctive features in the street scene. Green oak buildings, traditionally designed or in a modern idiom, may be an appropriate form of development for outbuildings at Old Malling. Parking areas may also benefit from timber car barns.

Weather-boarding

Weather-boarding is a common cladding material on out-buildings and non-residential buildings in rural areas around the town. There are a few weather-boarding examples within the town centre, such as in New Road. However, it may be considered appropriate for the site, particularly on garaging and lower key designs.

Weather-boarding provides an attractive alternative to brickwork and render. It should comprise sawn feather-edged boards approximately 200 mm by 32 mm. Vertical square-edged boards with cover-strips are also appropriate. Oak or chestnut should be allowed to weather naturally, however softwoods need to be treated and stained. Shiplap boarding may also be used. Weather boarding may be appropriate for the sensitive edges of the site dulling the appearance of the development and helping it blend in.



- 1

LEWES ROOFSCAPE
- 2

TRADITIONAL DORMER WINDOWS
- 3

EXAMPLES OF PORCHES, OFFHAM
- 4

TRADITIONAL TALL CHIMNEYS WITH TALL POTS
- 5

FIRST FLOOR BAY WINDOW
- 6

TRADITIONAL BRICKWORK, LANCASTER STREET
- 7

BRICK AND COURSED FLINT IS TYPICAL OF THE AREA, LEWES HIGH STREET
- 8

GREY BRICK IN HEADER BOND WITH RED BRICK FEATURES
- 9

CLAY PLAIN TILES
- 10

SLATES
- 11

HUNG TILE FAÇADE
- 12

TIMBER WEATHER BOARDING
- 13

BUILDING MATERIALS - BRICK, FLINT AND RENDER
- 14

EXAMPLE OF EXPOSED RAFTER FEET
- 15

TIMBER CARPORT
- 16

CONTEMPORARY BRICK HOUSE WITH SIMPLE REVEALS



Tile-hanging

Tile-hanging is a predominant feature of the area with a number of styles regularly apparent. The use of tiles on the vertical plain is encouraged to help tie the development into the character of Lewes. Bay windows are commonly clad with tile hanging. Sometimes with a variety of styles, often a combination of plain and club tiles. Fishtail and bullnose tiles are also quite common. Window gables are also often clad with tile hanging.

Roofing

Lewes is characterised by a harmonious roofscape of traditional roofs on buildings of roughly similar form and height. These follow the contours of the land, as well as stepping down relatively steep streets. It is this natural undulation that provides interest and vitality to the street scene. The site topography offers the opportunity to position dwellings to vary roof-lines. Exposed rafter feet are part of the roofscape character of Lewes.

The colour, texture and camber of tiles affect the appearance of the roof. Clay tiles provide the most appropriate range of colours and textures and should be used extensively. Concrete plain tiles are discouraged and single colour brown or black tiles must be avoided. Natural slate is appropriate for both shallow and more steeply-sloping roofs. On shallow roofs, the eaves overhangs should be wider than normal. Ridges and hips should be finished with lead rolls or black plain angle hip and ridge tiles, rather than contrasting coloured tiles. Synthetic slates should be avoided. Choice of ridge tile is also important.

On eaves, large soffit and fascia boards should be avoided. Where boards are used these should be small and painted black, UPVC soffits and fascia will not be acceptable.

Windows

Dormer windows are a particular feature of the area. These are often flat, lead-topped boxes of varying sizes. However, equally prevalent are pitched roof dormers, generally of a smaller scale. Dormer fascia depth should be kept to a minimum and gutters avoided along the leading edges. Large box dormers will not be acceptable.

Local bay windows take a range of forms. Many are two-storey and increase the floor area to both first and second floor. Others are not a full storey in height and simply offer additional light into the building. There are a number of first floor floating bays which offer a feature buildings with a significant focal point. Bay windows are encouraged within at Old Mallng to add interest and variety to the street scene. PVC windows will not be acceptable.

Chimneys

Chimneys add to the complexity and interest of roofs when seen en masse, and add poise to individual buildings. For these reasons, their use is encouraged on modern buildings. Wherever possible they should be functional, either for their traditional use or for ventilation or extraction purposes. They should not be solely decorative. Chimneys should be primarily located on the ridge, be well-proportioned and contain corbelled tops, normally finished off with tall pots. Chimney flues should be generally internalised within the gable(s) although a limited number of external stacks would be acceptable.

Porches

Porches in Lewes are often small and vary enormously in style, from pitched-roof brick-built enclosures to simple leaded canopies. Recessed porches are also common. The size and style of porches should compliment the host building and add interest to the street scene.

STREETS

A consistent palette of materials and street furniture should be used to harmonise and unite the development.

Surfaces

The use of coloured tarmac may be used but only where necessary to distinguish spaces. Shared surfaces and private drives should incorporate block paving. This should also be used in parking courts and on raised tables, to promote low speeds and careful driver behaviour. Crossing points formed of block paving adjacent to asphalt surfacing should be employed to visually highlight key crossings.

Footpaths

Footways should be provided on residential streets with segregated carriageways. Pedestrians should be encouraged to share the street space with other road users on quieter and purposeful shared surface spaces, as well as private drives and within small parking areas. Tactile paving should be provided at crossings to assist blind and partially sighted people. Where raised junctions are incorporated, use of kerb-to-kerb flat-top tables will assist wheelchair users when crossing the carriageway.

Kerbing

Kerbs for adoptable streets should be in accordance with Highway Authority standard details, typically half battered full height kerbs and bull-nosed dropped kerbs at crossings. Kerbs should be rustic in nature, such as conservation kerbs, and not standard heavily engineered solutions. This follows the *'Roads in the South Downs'* Guidance produced by the SDNPA (Adopted 2015).

Street furniture

There should be sufficient seating in appropriate locations to enable the appreciation of the surrounding landscape and heritage features. Furniture should be sensitive to the edge of settlement location, with muted colours and natural finishes.

Utilities

Service utility corridors should be located beneath the footway where available and within the carriageway for shared surfaces.



- 1 TREE SEAT
- 2 SEATING ON PUBLIC OPEN AREAS
- 3 BLOCK PAVING ON SHARED SURFACES
- 4 METAL RAILINGS
- 5 TIMBER POSTS
- 6 CONSERVATION KERB
- 7 SHARED SURFACE





SUSTAINABILITY & CLIMATE CHANGE

Society and technology continue to change at an ever-increasing rate, and the needs of any population are likely to evolve over time. Underpinning the approach to sustainability, therefore, is the need to anticipate, and then design for, this evolution, whilst minimising the environmental impact of the development. Therefore the development at Old Mallng Farm should be future-proofed, using three guiding principles:

- **Longevity and Lifetime** – Ensuring that the development can meet the needs of its population over time (and through different stages of life). For example, this includes the creation of flexible buildings that can be adapted to suit individual, family and elderly care needs
- **Multi-functionality** – Ensuring that the design and construction solutions implemented demonstrate excellent design sense and value for money by performing a range of roles or services. The implementation of SuDS, for example, performs a function in terms of run-off, but also has aesthetic, ecological and amenity benefits
- **Technology and Innovation** – Considering emerging technologies and anticipating occupants’ needs now to ensure that the development is future-proofed for those changes. The need for more flexibility in the provision of utility services, and the rapidly emerging opportunities for building owners to play an active role in energy markets through sustainable energy generation and storage, are just two opportunities of many that will present themselves over time.

SUSTAINABILITY

Policy SD3 (Major Development) of the South Downs National Park Local Plan states that the sustainability of the development proposals will be measured against the following principles of sustainable development:

- **Zero Carbon or Low Carbon Technologies** - The Draft SDNP Sustainable Construction SPD requires all dwellings to demonstrate a 20% reduction in predicted carbon emissions through the use of on-site low or zero carbon energy generation, and for at least 10% of dwellings to be Passive House certified.  
  
Buildings will be energy efficient, supplying energy from on-site renewable sources, where possible, and seeking to deliver all energy with renewable technologies, such as solar hot water and photovoltaics. As much energy demand will be eliminated as possible. This resonates with a design philosophy predicated on quality and longevity, and one that minimises ongoing costs for residents and businesses, through the use of a fabric-first approach. The reduction of demand for energy through the development of well-insulated structures, potentially driven in part through the application of off-site manufacture, will form the basis of the proposed approach. In addition, individual buildings will adopt renewable energy generating technology, where possible in line with Policy SD48 Climate Change and Sustainable Use of Resources in the Local Plan.  
  
Dwellings will be constructed to minimise carbon emissions. Buildings will be orientated, where possible, to benefit from solar gain and avoid overshadowing and opportunities for solar provision should be explored. Solar panels on south

- and west-facing roofs within the southern field and on south-facing roofs in the northern field will have a minimal impact on views of the site from local raised vantage points, whilst also optimising solar gains. West-facing roofs within the northern field will be more visible from Offham Hill and so panels in these locations will be avoided. Any panels will be integrated into the roofs and offer as little contrast to the roofing materials as possible. A co-ordinated, integrated approach to energy technology will be required
- The design should give particular focus on the use of renewable energy, including, if feasible, a community-based energy scheme. If impractical to include a community-based scheme, the design should accommodate renewable energy in accordance with Strategic Policy SD48 of the adopted South Downs Local Plan wherever possible, providing this does not undermine the delivery of the site.
- **Zero Waste** - Waste generation will be reduced through good design, encouraging reuse, recycling and composting and seeking to send minimal waste to landfill. Dwellings will facilitate recycling through integral design solutions that make recycling easier and more convenient. Homes will be fitted with separate bins in line with the recycling and waste collection policy of the local authority and a compost bin will be provided for any ground floor private garden of 50 sqm or above. Dwellings will be designed with sufficient space to store bins out of public view in rear gardens, within easy access of the road, or integrate bin storage within car ports. Apartments will have integrated stores for bins and bikes. Recycling will be encouraged through the detailed design of buildings, including simple steps such as providing multiple bins within the kitchens of each unit
  - **Sustainable Transport** - The need to travel and dependence on fossil fuel use will be reduced where possible, and low and zero carbon modes of transport will be encouraged to reduce emissions, and a network of safe, convenient and attractive routes for non-motorised vehicles will be provided. Cycle storage will be made available for all dwellings. Most plots will have cycle storage that is integrated within the garden. Detailed designs will make using and storing a bike easy and convenient without cluttering the street scene. Private electric vehicle charging points will be provided on-plot where possible for semi-detached houses, and shared charging points will be located in all communal car parking courts for flats and terraced housing blocks. Space will be provided for car club spaces, at a level to be agreed with the local authority
  - **Sustainable Materials** - Where possible, local, reclaimed, renewable and recycled materials will be used in construction and products, to minimise transport emissions, encourage investment in local resource stocks and boost the local economy. All timber will be recycled, FSC or have Grown in Britain certification. Where possible, plastic building elements will be avoided, such as window frames, doors, barge boards and fascias. At least 10% of the total roof area of the development (including sheds, garages and outbuildings) should consist of green roofs unless there are clear landscape or urban design reasons making this inappropriate
  - **Sustainable Water** - Water use efficiency measures, reuse and recycling will be implemented, and the need for water extraction will be minimised. The national average for water consumption is around 158 litres/person/day (l/p/d). In order to reduce this figure to a target of 110l/p/d in line with the enhanced standards of Part G of the Building Regulations,

- the management of water in the proposed development will follow the principles of the water hierarchy. Driving down water use through reductions in demand through fixtures and fittings, and increasing efficiency of residual water use by specification of technology and appliances will underpin the approach. A percentage of dwellings will be provided which have a further reduction in water consumption, if achievable, through the use of rainwater harvesting or grey water recycling
- The use of rainwater harvesting for irrigation purposes, also enabling the landscape design to thrive with only minimal recourse to the mains at times of drought, will also be an important part of the design and construction. Ensuring sufficient water for the landscape, and in particular street trees, will be a key aspect of detailed landscape and drainage design. The masterplan has been designed to avoid local issues such as flooding, drought and water course pollution
- **Land Use and Wildlife** - Biodiversity will be protected and restored alongside the creation of new habitats through good land use and integration into the built environment. Further details on this are provided elsewhere within this document
  - **Culture and Community** - Cultural heritage and the sense of local and regional identity will be celebrated, respected and revived. The involvement of people in shaping their community will be encouraged, creating a new culture of sustainability
  - **Health and Wellbeing** - Healthy lifestyles and physical, mental and spiritual well-being will be promoted through the design of open spaces to encourage interaction of residents and provide a sense of community. It may be that new residents join the Waterloo Bonfire Society, given Mallng Recreational Ground is the nearest bonfire society that turns Lewes into a spectacular site of sound and vision every November 5<sup>th</sup>. Community engagement and information sharing will guide new residents of other inspirational spaces for adventure, escape, enjoyment and reflection within the South Downs. Strong linkages created to the surrounding countryside will promote recreation, a real benefit of this development.

CLIMATE ADAPTATION

Changes to the climate are already being encountered, and the ongoing and worsening impacts should be anticipated within the proposals, so that the design is fully climate adapted. This may include specific measures for buildings themselves at later stages of detailed design, but also in relation to the external environment and layout.

The development will demonstrate that all reasonable measures for reducing carbon emissions during construction will be taken (e.g. re-using and recycling materials, selecting low carbon materials, minimising lorry movements where possible). The masterplan will be designed so as to reduce the impact of summer temperatures, through measures such as the provision of shade through the arrangement of built form and street trees and other vegetation, as well as the use of green roofs. The use of air conditioning in buildings will be avoided. Storm water run-off will be reduced through the provision of a SuDS strategy which is fully integrated with the wider landscape strategy. A SuDS system will be provided where possible, and three forms of filtration. Locally native



SUSTAINABILITY MEASURES



THE ENERGY HIERARCHY WITH THE MOST FAVOURED OPTIONS AT THE TOP

- plants will be used in most instances, with drought resistant plants located near buildings.
- Policy SD48 (Climate Change and Sustainable Use of Resources) requires all development proposals to achieve the following minimum standards, unless it can be demonstrated that doing so is not technically feasible or it would make the scheme unviable:
- Energy efficiency - 19% carbon dioxide reduction improvement against Part L (2013) through the energy efficiency of the building
  - Water - Total mains consumption of no more than 110 litres per person per day.
- It also requires all development proposals to demonstrate, proportionately, how the development addresses climate change mitigation and adaptation through the on-site use of zero and/or low carbon technologies, sustainable design and construction, and low carbon materials. Major development proposals should also include an energy assessment to demonstrate how carbon dioxide emissions are to be minimised on-site.



7.0

# BACKGROUND INFORMATION

KEY POLICIES

NATIONAL POLICY

National Planning Policy Framework (NPPF) 2019 & English National Parks and the Broads: UK Government Vision and Circular 2010 (DEFRA Circular)

National Park Purposes and Socio Economic Duty (Environment Act 1995):

- 1 Conserve and enhance the natural beauty, wildlife and cultural heritage
- 2 Promote opportunities for the understanding and enjoyment of the special qualities of national parks by the public.

In addition, when National Parks carry out these purposes, they also have the duty to:

- Seek to foster the economic and social well-being of local communities within the national parks.

THE DEVELOPMENT PLAN

South Downs Local Plan (2014-2033)

The South Downs Local Plan was adopted on 2<sup>nd</sup> July 2019. The Local Plan and its evidence base strongly influenced the preparation of this design brief.

- Strategic Housing Allocation Policy SD76: Old Malling Farm
- Core Policy SD1: Sustainable Development
- Core Policy SD3: Major Development
- Core Policy SD2: Ecosystem Services
- Strategic Policy SD4: Landscape Character
- Strategic Policy SD5: Design
- Policy SD6: Safeguarding Views
- Strategic Policy SD7: Relative Tranquillity
- Strategic Policy SD8: Dark Night Skies
- Strategic Policy SD9: Biodiversity and Geodiversity
- Strategic Policy SD10: International Sites
- Strategic Policy SD11: Trees, Woodland and Hedgerows

- Strategic Policy SD12: Historic Environment
- Development Management Policy SD13: Listed Buildings
- Development Management Policy SD14: Climate Change Mitigation and Adaptation of Historic Buildings
- Development Management Policy SD15: Conservation Areas
- Development Management Policy SD16: Archaeology
- Strategic Policy SD17: Protection of the Water Environment
- Strategic Policy SD19: Transport and Accessibility
- Strategic Policy SD20: Walking, Cycling and Equestrian Routes
- Strategic Policy SD21: Public Realm, Highway Design and Public Art
- Strategic Policy SD22: Parking Provision
- Strategic Policy SD25: Development Strategy
- Strategic Policy SD26: Supply of Homes
- Strategic Policy SD27: Mix of Homes
- Strategic Policy SD28: Affordable Homes
- Strategic Policy SD42: Infrastructure
- Strategic Policy SD45: Green Infrastructure
- Strategic Policy SD46: Provision and Protection of Open Space, Sport and Recreation Facilities and Burial Grounds / Cemeteries
- Strategic Policy SD48: Climate Change and Sustainable Use of Resources
- Strategic Policy SD49: Flood Risk Management
- Development Management Policy SD50: Sustainable Drainage Systems
- Development Management Policy SD51: Renewable Energy.

Lewes Neighbourhood Plan (LNP) 2015 – 2033 (Made April 2019)

Also forming part of the development plan, is the Lewes Neighbourhood Plan (LNP) 2015 – 2033, produced by Lewes Town Council. This was formally “made” by the South Downs National Park Authority on 11<sup>th</sup> April 2019. The LNP provides a vision statement and objectives for ‘gap town’ defined by its historic features, culture and geography. It recognises that the town is set within the protected South Downs National Park and the landscape views offered within it. The town serves the

wider rural area and nearby seaside towns with a strong link between built heritage and the wider landscape, bringing a strong recreational appeal.

The LNP acknowledges the strategic site at Old Malling Farm and provides detailed policies to shape future development in Lewes.

The most relevant are:

- Policy LE1 Natural Capital
- Policy LE2 Biodiversity
- Policy HC3 A Heritage Protection of Landscape & Townscape
- Policy HC3 B Planning Application Requirements & Heritage Issues
- Policy PL1 A General Housing Strategy
- Policy PL2 Architecture & Design
- Policy PL3 Flood Resilience
- Policy PL4 Renewable Energy & Resource & Energy Efficiency of New Buildings
- Policy AM1 Active Travel Networks
- Policy SS2 Social & Civic Spaces
- Policy SS3 Protection & Enhancement of Green Spaces
- Policy SS4 River Corridor Strategy.

The LNP designates Local Green Space and Local Community Space. This includes the Local Community Space no. 21 along Old Malling Disused Railway Line (to the east of the site) and no. 30 which is Trinity Churchyard, Malling (beyond the site to the south). The nearest bonfire society site is no.20 Malling Recreation Ground which can be accessed by the Disused Railway line.

SOUTH DOWNS NATIONAL PARK PARTNERSHIP MANAGEMENT PLAN 2020-2025 (PMP)

The Partnership Management Plan sets out the special qualities of the National Park and illustrates how we can work together to achieve the purposes of the landscape designation.

SUPPORTING DOCUMENTS

Other national policy guidance and reference material have been utilised which include:

- **Urban Design Compendium** - English Partnerships & Housing Corporation (2007)
- **Urban Design Compendium 2** - English Partnerships & Housing Corporation (2007)
- **Places, Streets & Movement** - DETR (1998)
- **Life Between Buildings - Using Public Space** - Jan Gehl (2011)
- **Biodiversity for Low and Zero Carbon Buildings** - A Technical Guide for New Build - RIBA (2010)
- **By Design - Urban Design in the Planning System: Towards Better Practice** - Commission for Architecture and the Built Environment (CABE)(2000)
- **Manual for Streets** - Department for Transport, and Community and Local Government (2007)
- **Manual for Streets 2** - Department for Transport, and Community and Local Government (2010)
- **Character Area Appraisal and Management Plan** - Malling Deanery - SDNPA (2016)
- **Local Design Guide for Residential Development** - East Sussex County Council Communities Economy & Transport, Transport Development Control (2010)
- **Sussex Historic Landscape Characterisations** – Banner (2010)
- **Roads in the South Downs Guidance** – SDNPA (2011)
- **South Downs Integrated Landscape Character Assessment (SDILCA)** – SDNPA (2011)
- **Access Network and Accessible Natural Green Space Study** – SDNPA (2013)
- **Dark Night Skies Technical Advice Note** – SDNPA (2018)
- **Guide to Sustainable Drainage Systems in East Sussex** - East Sussex County Council (2015)
- **Water, People and Place – A guide for Masterplanning Sustainable Drainage into Developments**, prepared by the Lead Local Flood Authorities in the South East of England (2013).



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