



# Newhaven

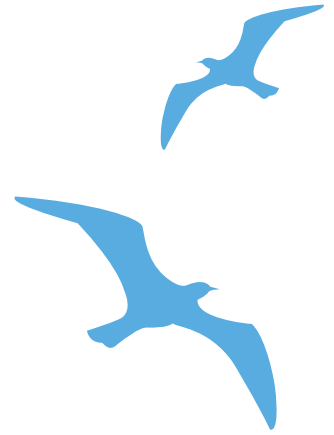
## Draft Neighbourhood Plan

# 2017–2030



Pre-submission Consultation and Publicity  
(Regulation 14 Consultation)





# Forward

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

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

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

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

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

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

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

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



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# 1. Background to Neighbourhood Planning

## 1.1 Neighbourhood Planning - A Description

- 1.2 Neighbourhood Planning is a relatively new way of planning for local areas. It was established through the Localism Act 2011 and gives communities the right to decide how their local area is going to grow and change over the coming years in a Neighbourhood Plan.
- 1.3 Government states in the National Planning Policy Framework (NPPF) that a Neighbourhood Plan gives the community “direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need” (NPPF para 183). Government acknowledges that local people are best placed to understand what the issues and challenges are in their local area and by producing a Neighbourhood Plan are able to set out how problems can be improved upon and needs met.
- 1.4 Neighbourhood Plans cannot be used as a tool to prevent development, but can use the opportunity of planning, to identify how development can best be delivered, making the most of inevitable change.
- 1.5 Producing and publishing this draft Neighbourhood Plan is another opportunity for the community to have their say about how they would like to see their town evolve and one more step towards Newhaven having its own Neighbourhood Plan.

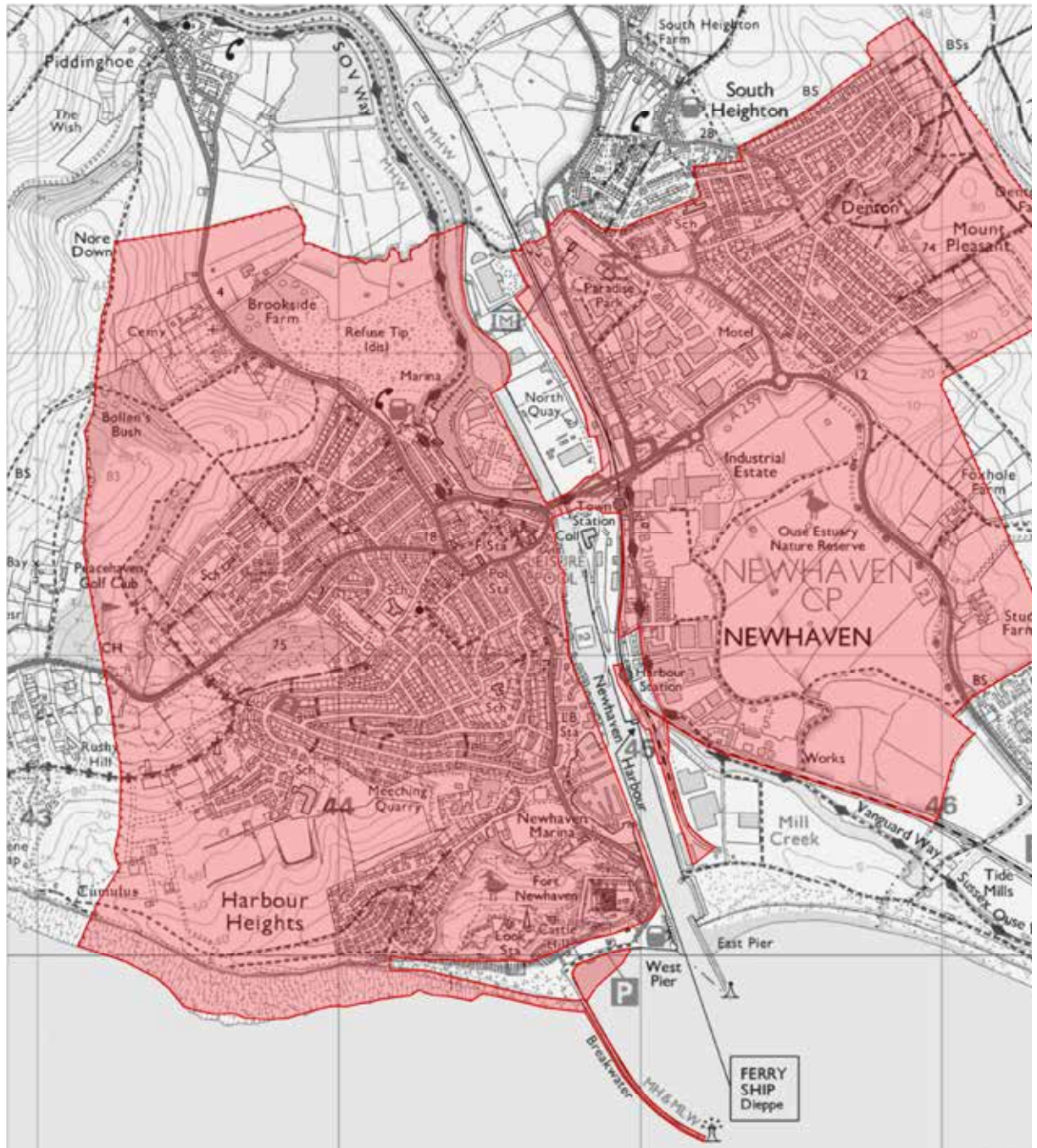


## 1.6 Scope of Newhaven Neighbourhood Plan

- 1.7 Once adopted, the Newhaven Neighbourhood Plan will become part of the Statutory Development Plan along with the Lewes District Local Plan Part 1 and guide development in Newhaven up to 2030. What this means is that Lewes District Council will consult the plan and use the planning policies within it, to determine whether to grant planning permission for planning applications made within the Neighbourhood Plan Area.
- 1.8 The designation of the Neighbourhood Plan area was made on 8th July 2013. Following an objection the District Council refused the initial application for the whole of the parish to be designated as a neighbourhood area, but designated a smaller neighbourhood area excluding the area of the port, as shown at Illustrative Map 1.



Illustrative Map 1 - Neighbourhood Plan Area



- 1.9 To help ensure that the Newhaven Neighbourhood Plan is adopted and attains the same legal status as the Local Plan produced by the District Council, a number of basic conditions must be met when producing the plan. Newhaven Neighbourhood Plan must:
- have appropriate regard to national planning policy<sup>1</sup>
  - contribute to sustainable development<sup>2</sup>
  - be in general conformity with strategic policies in Lewes District Councils Local Plan Part 1; and
  - be compatible with EU obligations and human rights requirements.

## 1.10 Why Newhaven Needs a Neighbourhood Plan

- 1.11 Producing a Neighbourhood Plan is not compulsory and many areas have decided not to plan locally for their area, but rather leave it to the local planning authority to decide how their local areas are to grow and change.
- 1.12 One of the comments often made by local people is that over the years Newhaven has been forgotten and often had development forced upon it that has been to its detriment, and that no other place would want. In addition over the last few decades, the town has suffered from a lack of investment, a loss of industry and negative impacts on the public realm which have eroded community and wider perceptions of the cultural value of the town.
- 1.13 Change though is coming. We know that Newhaven is identified in the Lewes District Joint Core Strategy at Spatial Policy 2 to receive an additional 825 new homes. Spatial Policy 7 in this document allocates 20 hectares of land at Harbour Heights for a mixed use development, including employment units and approximately 400 dwellings<sup>3</sup>. The remaining 425 can be allocated either through the Neighbourhood Plan process or Lewes District Council's Local Plan Part 2: Site Allocations and Development Management Policies document, which is in the early stages of preparation.
- 1.14 In addition to these 'planned' homes, planning permission has already been given for some 700 dwellings on large and small sites. In addition the availability of underused and vacant areas of the town centre, the opportunities for redevelopment presented by many brownfield sites, along with the designation of an Enterprise Zone have created a 'once in a generation' opportunity for positive change, building on Newhaven's maritime and manufacturing past to enhance this unique and charming town.
- 1.15 Investment has already been seen with new initiatives such as strengthened flood defences, the opening of a new university technical college, extension to start up business centre and the promise of road infrastructure to the port, a signal that change has begun.

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1 Set out in Department for Communities and Local Government (2012) National Planning Policy Framework

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

3 [http://www.lewes.gov.uk/Files/plan\\_Adopted\\_JCS\\_with\\_front\\_cover.pdf](http://www.lewes.gov.uk/Files/plan_Adopted_JCS_with_front_cover.pdf)



1.16 Local people through the Neighbourhood Plan process can set out what their vision for Newhaven is and how the town can best develop, to ensure that local ideas are brought forward with new development, creating a more functional heart to the community responsive to local needs, whilst also benefiting the wider area.

## 1.17 Producing the Newhaven Neighbourhood Plan

1.18 The Neighbourhood Plan has been produced by a Steering Group made up of local councillors and residents along with support from; a Focus Group made up of residents, Action in Rural Sussex who provide Neighbourhood Plan services and Lewes District Council.

1.19 The Steering Group worked to a Terms of Reference with a mandate to drive the process of the Neighbourhood Plan, including looking at ways to involve the whole community to gather a wide range of views and opinions.

1.20 Producing a Neighbourhood Plan requires that a number of tasks are undertaken. These are set out below, with this draft plan's stage highlighted:

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

Table 1 - Table showing the tasks to be undertaken by communities in making a Neighbourhood Plan

1.21 This draft Neighbourhood Plan has been developed from views gathered from earlier consultation opportunities and events, along with evidence and information collected relating to the social, economic and environmental characteristics of Newhaven<sup>4</sup> and independent studies carried out to inform Lewes District Council Local Plan Part 1 and the Draft Neighbourhood Plan.

<sup>4</sup> This information is set out in the document 'A Profile of Newhaven'  
<http://www.newhaventowncouncil.gov.uk/assets/news/Profile%20of%20Newhaven%20Part1.pdf>





1.22 Feedback from the consultation events is summarised under the relevant topic heading in the Plan and studies and documents that have influenced the policy approach are identified.

### **1.23 Sustainability Assessment**

- 1.24 In seeking to ensure that Newhaven Neighbourhood Plan contributes to sustainable development - which is a key purpose of the planning system – and to meet one of the basic conditions that the Neighbourhood Plan must fulfil, Newhaven Town Council has undertaken a Sustainability Appraisal (SA)<sup>5</sup>. This appraisal process assesses whether the principles of sustainable development are incorporated into the overall strategy and all planning policies in the Neighbourhood Plan.
- 1.25 Neighbourhood Plans are also required to demonstrate that they are legally compliant and compatible with EU obligations (as incorporated into UK law). An important component of this is compliance with the Strategic Environmental Assessment Directive (transposed into English Law through the Strategic Environmental Assessment (SEA) Regulations, by considering whether there are likely to be any significant environmental effects as a result of implementing the plan.
- 1.26 A Sustainability Appraisal (SA) is conducted in conformity with the SEA Directive and for simplification this report is referred to as the Sustainability Appraisal (SA) throughout this document.
- 1.27 The SA process has included early consultation with statutory environmental bodies and their recommendations have been incorporated into the SA process.
- 1.28 Whilst there is no specific legal requirement within the Regulations for Neighbourhood Plans to be produced parallel with an SA, it was decided that this approach would provide a robust audit trail to indicate that sustainability had been incorporated into policy making.
- 1.29 As well as consulting on the Draft Neighbourhood Plan we are also consulting on the Sustainability Appraisal and asking people if they think that the SA has tested the strategies and policies in the Draft Neighbourhood Plan correctly.



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5 Newhaven Draft Neighbourhood Plan SA  
<http://www.newhaventowncouncil.gov.uk/>



## 2. Consultation and Engagement Events

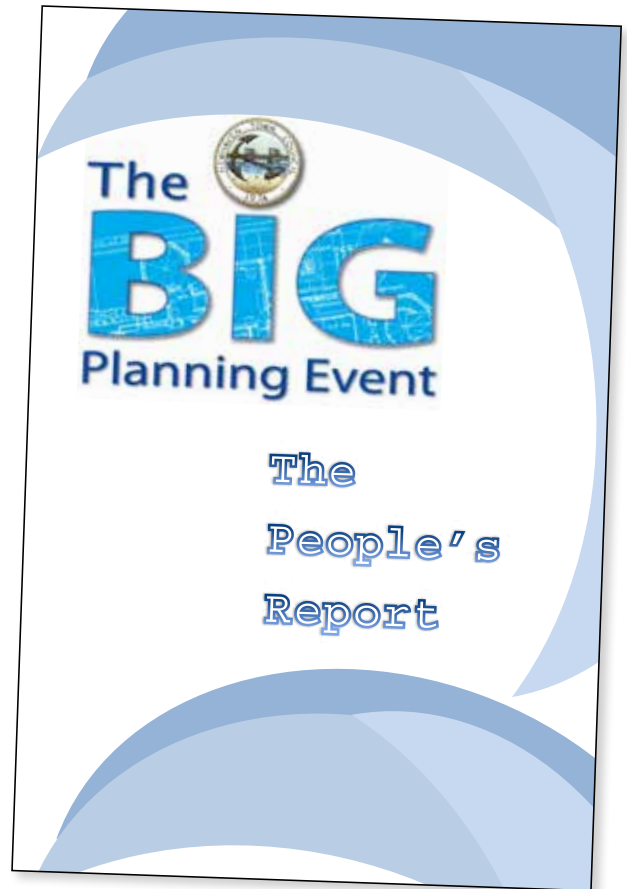
2.1 Before the Neighbourhood Plan process began in earnest in 2014, community consultation had taken place which sought resident's views and aspirations for Newhaven at the 'Big Planning Event' held in March 2012. The 'Peoples Report'<sup>6</sup> gave a summary of the community's views on where the local people of Newhaven wanted their town to go, what they wanted to introduce and what they wanted to see more of. Feedback from the community reported in this document, helped form an early version of 'a vision' for the town that has since been built upon.

2.2 In June 2014, a Consultation Strategy<sup>7</sup> for the preparation of the Newhaven Neighbourhood Plan was published. Its purpose was to set out the broad strategy the Town Council and its consultants would follow when consulting with the community in preparing the Neighbourhood Plan.

2.3 Also in June, Topic Papers were published covering the following themes:

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

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



6 The Peoples Report  
<http://www.newhaventowncouncil.gov.uk/assets/Newhaven%20Town%20Council%20The%20People's%20Report%202012.pdf>

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





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



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



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

2.12 Feedback on all the consultation events can be viewed on the Town Councils website or hard copies at the Town Council offices<sup>8</sup>.

<sup>8</sup> 18 Fort Road, Newhaven, BN9 9QE  
<http://www.newhaventowncouncil.gov.uk/>



### 3. Our Neighbourhood - A Sense of Place

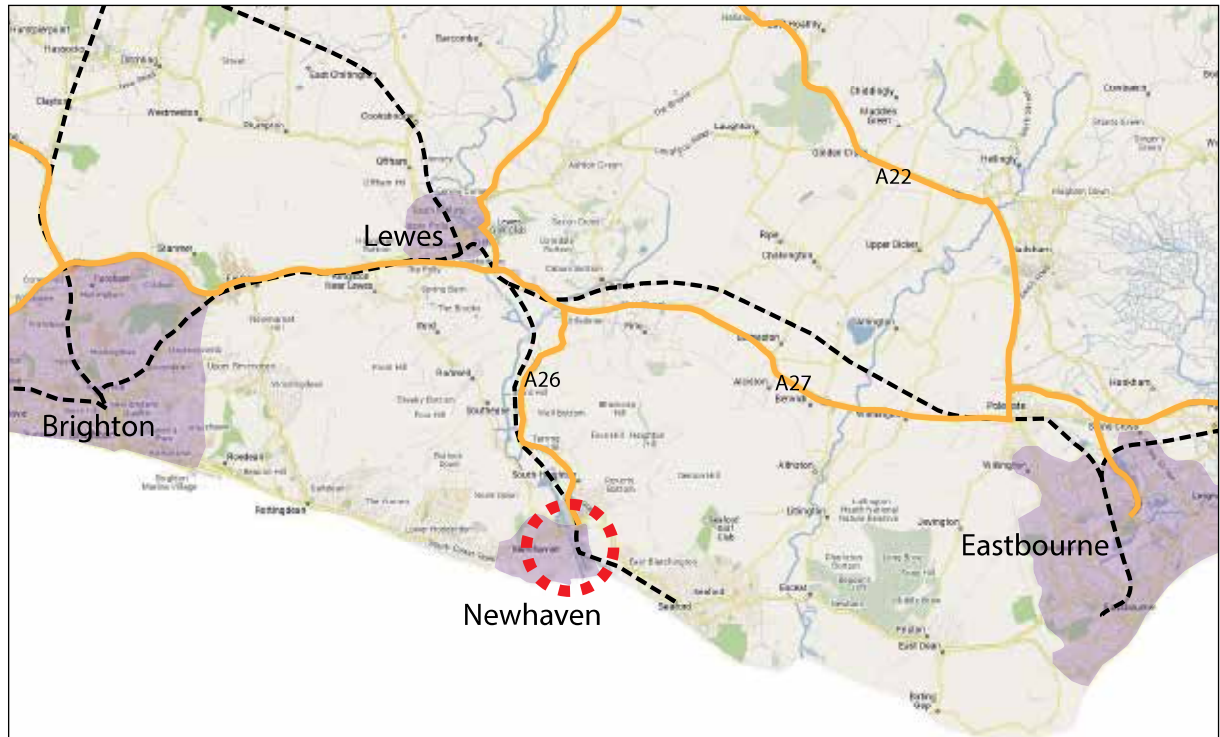
- 3.1 Newhaven has a strong sense of identity which is enhanced by the background of the South Downs and the adjacent River Ouse and the coast. It is a medium sized town with a population of just under 13,000 and has a range of characteristics that are in parts urban, rural and coastal.



- 3.2 Its name derives from the artificial creation of a new mouth for the River Ouse from the mid-16th Century which replaced the earlier name of Meeching. Newhaven stayed little more than a village until the mid-19th Century when the opening of the London, Brighton and South Coast Railway line connected Newhaven to London. The railway company also built paddle steamers taking passengers to Dieppe. This had a long lasting impact on the development of the port for trade and passengers.
- 3.3 Newhaven grew substantially in the late 19th Century and many of the buildings in the central area are from this period. Post war development on the fringes of the town and more recently waterfront development have added to the layers of Newhaven's history but still the towns is dominated by its local geography and maritime and manufacturing past.
- 3.4 Today the people of Newhaven remain proud of the town's cultural heritage and the continuing status of the town as a port, with its daily ferry to Dieppe. Newhaven is still an important gateway to Europe and has a key strategic location, placed within short distances of the City of Brighton, the County town of Lewes and the resort of Eastbourne as shown on Illustrative Map 2.



Illustrative Map 2 - Location of Newhaven



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



- 3.8 The Town Council has produced a document ‘A Profile of Newhaven’<sup>9</sup> which pulls together a wide range of background information on the town and this evidence highlighted issues that the Neighbourhood Plan process needed to focus upon.



### 3.9 Key Facts about Newhaven

- 3.10 The document ‘Profile of Newhaven’ focused on setting out the key economic, social and environmental data, to reflect the three dimensions to sustainable development (the document set out key data in 2014 and has recently been updated). The key evidence gathered helped to identify the key issues and challenges that Newhaven faces and served as a starting point in identifying what the Neighbourhood Plan needed to address.
- 3.11 The key issues are set out below and are grouped according to the social, economic or environmental category within which they fall.



9 <http://www.newhaventowncouncil.gov.uk/assets/news/Profile%20of%20Newhaven%20Part1.pdf>



## Key issues relating to the social profile of Newhaven

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





## Key issues relating to the Economic Profile of Newhaven

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



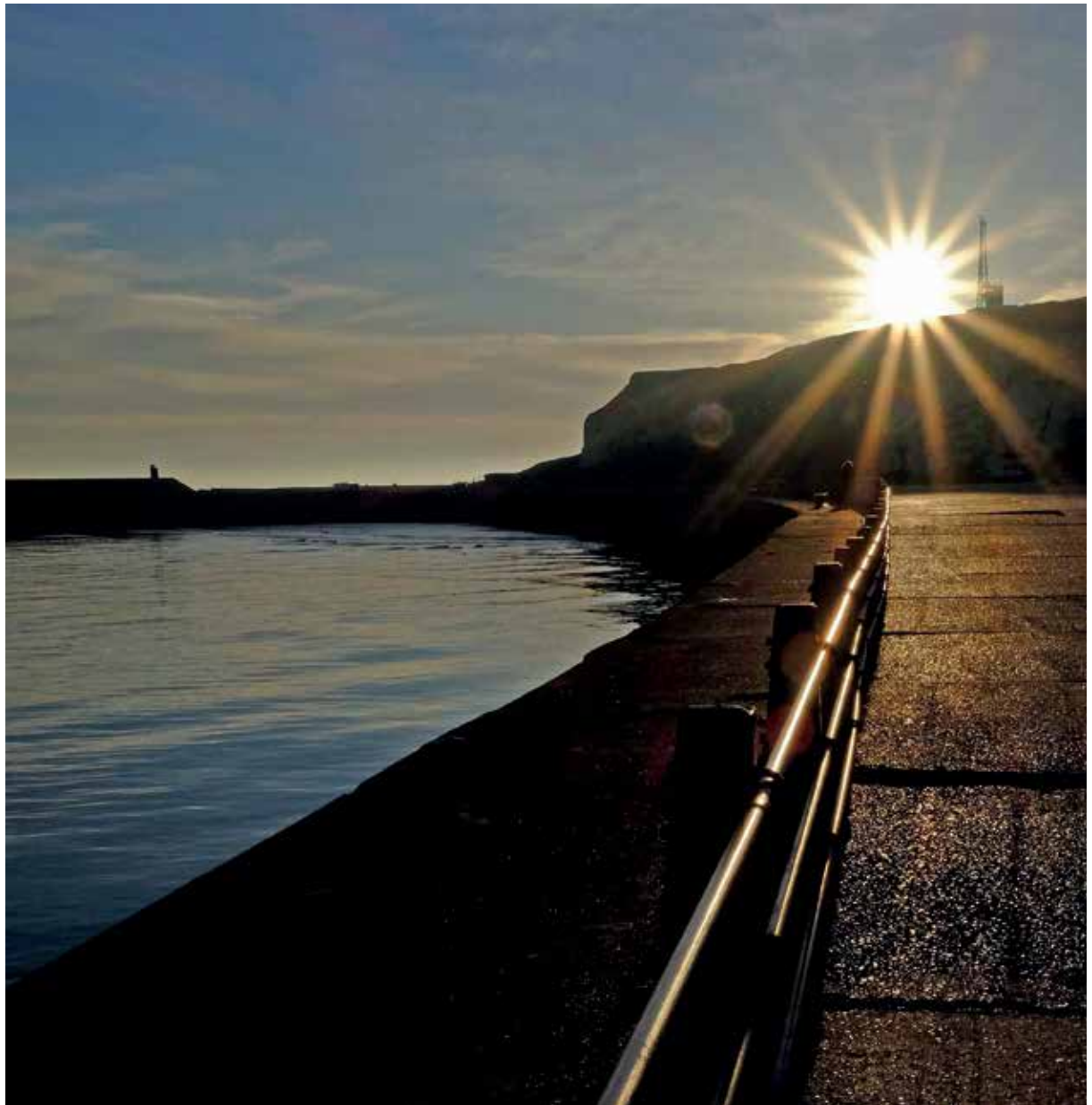
## Key issues relating to the Environmental Profile of Newhaven

- Improvement needed to public realm within town centre for community and visitors
- Strengthen connectivity of retail areas east and west of the river
- Improvement to quality and signage of routeways within the town to join up different neighbourhoods
- Severance impact of ring road on town centre
- Severance impact of river between east and west sides of the town
- Poor environmental quality to town centre gateways
- Industrial 'clutter' on North Quay (outside Neighbourhood Plan scope as not within NP designated area)
- Visual impact of older industrial/employment areas
- Stark contrast between urban and rural landscapes
- Importance of urban and rural landscapes on tourism when approaching town from the sea
- Flood risk identified to areas within the town
- Unprotected cliffs
- Impacts of Climate Change i.e rise in sea level
- Poor air quality in congested parts of the town with air quality management plan in place



## 4. What the Newhaven Neighbourhood Plan aims to achieve

- 4.1 The vision statement sets out what Newhaven could be like at the end of the plan period (2030) and what the Neighbourhood Plan seeks to help become reality.
- 4.2 A vision was first developed from the feedback from The Big Planning Event 2012, which gathered public views to find out where the local people of Newhaven wanted their town to go, what they wanted to introduce and what they wanted to see more of. The original vision was shared with the community in summer 2014 in Topic Paper 2, and has since evolved and received strong support from the community.



## Vision Statement for the Neighbourhood Plan

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

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

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

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

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

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

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

Road traffic will be managed to reduce its intrusion into the townscape and minimise its air quality and noise impacts. Accessibility by walking, cycling and driving will be improved in a balanced way; a comprehensive and integrated network of public transport will serve the town itself and provide good connections to the wider region.

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

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



## 4.3 Objectives

- 4.4 The following objectives seek to show ways the vision for Newhaven can be delivered. Originally five key areas of focus for the objectives were identified; Housing, Facilities and Services, Environment and Open Space, Employment and Tourism and Transport and Access. The Draft objectives covering these themes were consulted upon in Topic Paper 2 in summer 2014.
- 4.5 There was support for all of these approaches except for the objectives for Housing which included supporting the District Council with an allocation on land at Harbour Heights. Since this time the Joint Core Strategy has allocated land at Harbour Heights for development so this objective has been superseded and the additional themes of the 'Town Centre' and 'Good Quality Design and Image' have been added, as these were areas of specific concern raised in the consultation process.
- 4.6 The objectives listed below suggest broad approaches to topics relevant to Newhaven, and provided a steer towards the development of planning policies set out later in the document at Section 5.



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

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

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



## Objective 2: Transport and Access

The Plan will support better traffic management in and around Newhaven by:

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



## Objective 3: Economy and employment

The plan will help businesses create jobs by:

- ensuring that existing employment sites are retained for employment use where viable
- supporting refurbishment, adaptation and environmental improvements to attract new employment uses welcoming new employment uses in suitable locations including new mixed-use development such as live/work units and town centre offices
- realising Newhaven's potential as a 'green technology hub' by supporting appropriate development to attract and accommodate businesses in the environment and energy sectors
- supporting appropriate special designations that help Newhaven's industrial areas to attract new investment
- supporting development or uses that enhance the visitor experience including recreational and leisure uses
- improving the town's attraction for tourism, arts and culture



## Objective 4: Public open space, sports and recreation facilities

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

- the development of new facilities for families, the elderly, young people and children
- the provision of a new multi-function community meeting space, and other additional indoor recreational facilities
- the protection and improvement of existing open spaces and outdoor recreational facilities and the provision of substantial new public open space
- the protection of allotments.

## Objective 5: Natural Environment, biodiversity and flood protection

The Plan will protect and enhance the natural environment including biodiversity by:

- providing clarity as to where development is acceptable
- protecting existing wildlife habitats and providing wildlife corridors in new developments
- requiring new development to be resilient against flooding, reducing surface water run-off and other climate change impacts





## Objective 6: Good quality design and image

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

- respecting the scale, style and setting of the site with special reference to historic and maritime townscapes and infrastructure where development is in these areas
- using materials which respect context, setting and local character
- using energy saving technologies, including district heating
- encouraging innovative and exemplary design in new build such as smart technology and vertical horticulture
- providing additional areas of green space within new developments to meet the needs of new residents
- creating attractive public space and linkages between neighbourhoods and developed areas, closing gaps in existing networks with new rights of way where possible

## Objective 7: Housing

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

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





## 5. Planning Policies

### 5.1 Introduction

5.2 The next few sections of the Neighbourhood Plan, set out planning policies which when formally adopted will assist in managing the way new development takes place in Newhaven, from the present day until 2030.

5.3 The policies are set out under eight separate topics:

- The Town Centre
- Eastside
- Traffic and Sustainable Movement
- Local Economy, Tourism and Employment
- Open Space, Sports and Recreation Facilities
- Natural Environment, Bio-diversity and Flood Protection
- Good quality Design and Image
- Housing

5.4 An introduction and background information on the topic area is set out in each section, along with an overview of the key issues and challenges and what people told us at the consultation events, about each topic.

5.5 Each policy is accompanied by a justification as to why such a policy approach has been chosen, along with a list of relevant documental evidence. Maps and plans accompany some policies to provide clarity and certainty.

5.6 Planning policies are one of the ways in which the vision and objectives for Newhaven can become reality. Other approaches can also be successful in shaping a place to make it a good area to live, work and visit. Throughout the various consultation and engagement events, many suggestions were made by residents as to how they thought Newhaven could positively change.

5.7 Many of these ideas do not need a land use policy to be implemented but may need financial, stakeholder or community backing to enable them to happen. Community Infrastructure Levy, a planning charge and a percentage of which will be payable to the Town Council when open market homes are built in Newhaven, could help finance some of the quick win projects.

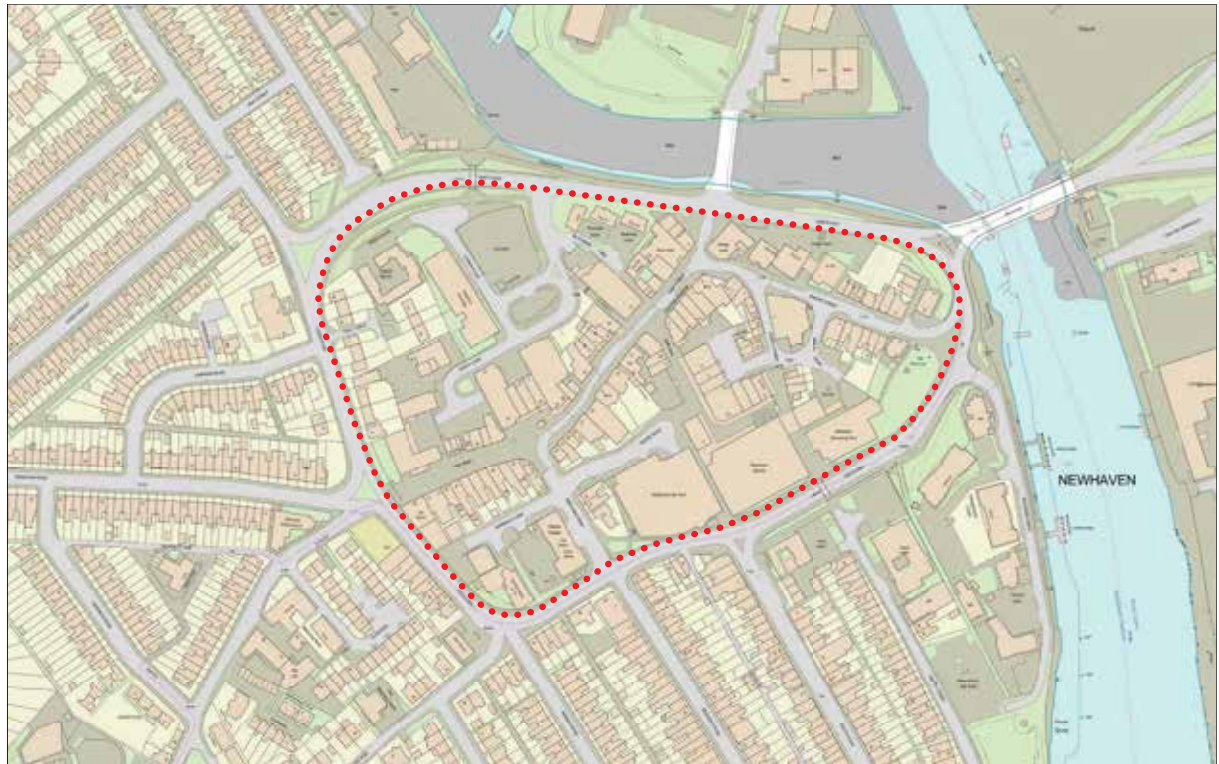


## 6. The Town Centre

### 6.1 Introduction

- 6.2 The town centre is taken as the whole area within the A259 ring road west of the River Ouse, as shown at Illustrative Map 3.

Illustrative Map 3 - Extent of the Town Centre



- 6.3 Government planning approaches in the National Planning Policy Framework 2012, state that planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of town centres.
- 6.4 Also that Neighbourhood Plans should recognise town centres as the heart of their communities and pursue policies to support their viability and vitality, including defining primary and secondary shopping frontages in designated centres. It is also recognised that a range of uses in town centres contribute to a towns vitality, including retail, leisure, commercial, office, tourism, cultural, community and residential development.
- 6.5 Town Centres need such a dynamic approach, as in recent years due to the change in shopping habits the vitality of many town centres have been declining. In the case of Newhaven however, the decline has been for decades and been more enduring. Structural changes in the setting of the centre by the creation of a ring road in the late 1970's, was the catalyst for the downward spiral of the town centre's fortunes.



## 6.6 Background

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

## 6.13 Key Issues and Challenges for the Town Centre

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





## 6.15 Enterprise Zone

6.16 The town centre is one of the eight sites that make up the Enterprise Zone designation for Newhaven, which is further described in Sections 7 and 9. The town centre will need to contribute to the overall aims and objectives of the Enterprise Zone in terms of creating new commercial floorspace and jobs. Subject to competing needs for investment, longer term financial benefits from future business rates growth, could be used for funding town centre improvements or redevelopment.

## 6.17 Additional Relevant Evidence

6.18 In addition Lewes District Council have shown their commitment to helping the town centre be revitalised with their recent acquisition of Newhaven Square and the starting of their phased refurbishment works. Opportunities are also being considered for ways to maximise the potential of the Newhaven Square area through various ways including redevelopment.

6.19 **Neighbourhood Plan Consultation** exercises revealed residents view that the historic characteristics of the High Street in the Town Centre should be reinforced. Residents seem to resonate with the idea of having a theme to the town centre and from this developed the idea to 'brand' the High Street area as 'old town' to help re-establish its identity. Suggestions for environmental improvements were made, such as improved shop fronts and signs, more trees and landscaping, improved public realm and more attention paid to the cleanliness and presentation of the area generally.

6.20 Encouraging a variety of uses in the town centre was supported including retail, cultural, community facilities, services and café uses

6.21 The opening up of the High Street to one-way traffic had just over half of the respondents support with more people not supporting a fully pedestrianised High Street. Allowing community buses through the High Street had a slight majority of support.

6.22 Comments were also made about improving the visitor experience of the town centre.



## 6.23 POLICIES FOR THE TOWN CENTRE

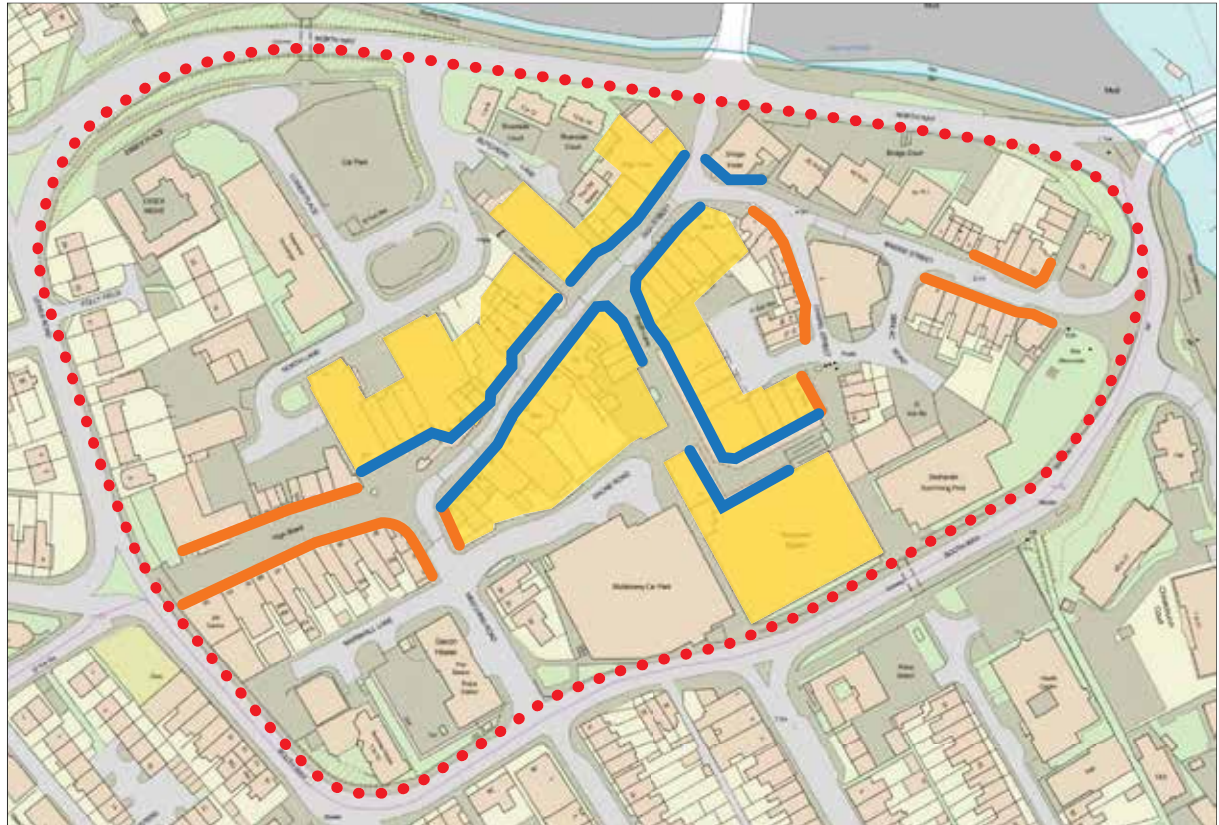
6.24 The following sets out the neighbourhood plan policies. The supporting text gives a justification to the policy approach and a summary of the key evidence base documents underpinning the policy.

### Policy TC1 - Regeneration of the Town Centre

1. To support the vibrancy and vitality of the area within the town centre, to create opportunities for a balanced evening economy, to strengthen its value as a focus for community life and to fulfil its role as an Enterprise Zone, within Newhaven town centre a diverse range of retail and other uses within use classes A1 Shops, A2 Financial and Professional Services, A3 Restaurants and cafes, A4 Drinking Establishments, A5 Hot food takeaways, D1 Non-residential institutions, D2 Assembly and Leisure will be encouraged, to support the retail and community hub functions of the area.
2. Such uses will also be permitted in vacant retail units within the Newhaven Primary Shopping Area as indicated on Proposals map P1.
3. To support the vibrancy and vitality and increase footfall in the town centre, changes of use to residential and new residential development will be supported, except at street level in the Primary Shopping Areas and at Primary and Secondary Frontages on Proposals Map P1.
4. Applications for redevelopment within the town centre will be granted where proposals apply the following approaches:
  - a) Any redevelopment of the town centre will need to have regard to the massing and character of buildings in the immediate vicinity and have regard to the design criteria as set out at Policy D1 (Section 12). Redevelopment of sites with residential, commercial, business and community uses should contribute to an outward looking town centre environment by having visible active ground floor frontages onto the A259.
  - b) Employment floorspace should form part of any development proposals which require the loss of existing employment provision in the primary and secondary shopping areas as identified on Proposals Map P1, aiming for the desired uses identified in any implementation plan for the Enterprise Zone or range of uses appropriate for a retail and community hub.
  - c) An appropriate level of car parking will need to be incorporated into any scheme that includes the removal of the existing multi-story car park in Dacre Road, to generate the same level of existing provision. Any loss of car parking will need to be justified through a car parking study.

This Policy is cross referenced with Policies in Section 13 – Housing and Section 12- Good Quality Design and Image.





Key

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

6.25 **Justification**

6.26 Lewes District Joint Core Strategy identifies Newhaven Town Centre within the ‘District’ Centre category, where normally the predominance of retail units will be retained within the defined Primary Shopping Area and Primary Shopping Frontages.

6.27 A slightly different approach is reserved for Newhaven’s Primary Shopping Area in the Core Strategy in that a more diverse range of retail and other uses such as cafes, restaurants, financial and professional services, employment, arts cultural and community facilities will be encouraged in order to support the retail function. Also change of use to residential is supported in the town centre, except at street level in the primary shopping area. A Lewes District Shopping and Town Centres Study was carried out in 2012, which informed the policy direction in the Core Strategy.



- 6.28 Since this time a new library and shops have occupied space in the town and natural desire lines have extended westwards along the High Street. Shops formally identified as a secondary shopping frontage now attract activity as much as the primary shopping frontages opposite. Their loss to residential under the current 'secondary shopping' designation in the Core Strategy is possible, but this would be to the serious detriment of the town centre. By including the parade of High Street shops which include the library and post office buildings within an extended primary shopping frontage, will strengthen and support the vitality of the High Street.
- 6.29 Existing shops at the western most part of the High Street and parts of Chapel street and Bridge Street have no retail designation in the Core Strategy but provide a retail and community hub function and generate activity adding to the vibrancy of the area. In addition Bridge Street and Chapel Street form a linkage between the out of town shopping area and the Town Centre and retaining retail and community uses along this route will contribute to the connectivity of these two discrete areas.
- 6.30 It is therefore considered that it would benefit the viability of the town centre if these areas be recognised as a secondary shopping area. They provide context to the main shopping area and acknowledges the contribution that these shops and commercial uses make to town centre activity. Changes therefore are proposed to the Core Strategy designations of the Primary Shopping Area and Frontages and Secondary Shopping Areas.
- 6.31 The positive contribution that residential development can make to town centres is often overlooked. Residents can be frequent shoppers, the night time economy can be supported and sustainability goals are more achievable with less reliance on the car.
- 6.32 Buildings in the town centre signify the different phases of growth that have occurred, from the Victorian and Edwardian buildings in the High Street to the more contemporary buildings of Newhaven Square, the Leisure Centre and Multi story car park. Certain areas of the town centre are sub-utilised and buildings no longer used to their full potential, so present opportunities for redevelopment to make more effective use of land.
- 6.33 Regeneration including new commercial floorspace would respond positively to the aims and objectives of the Enterprise Zone designation while residential development will increase footfall in the town centre contributing to its vibrancy and vitality, a desired outcome of the Joint Core Strategy and the Neighbourhood Plan vision and objectives.
- 6.34 The Aecom Town Centre concept Masterplan and Options Study 2016 identified various options for redevelopment of existing buildings and spaces, with much of the regeneration focused within or adjacent to Newhaven Square. Two sites within the same ownership, the old Co-op building and Lower Place Car Park have been identified in Section 13 – Housing, as allocations for residential development, in view of their availability within the Plan period (up to 2030).



## Key Evidence

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

Lewes District Shopping and Retail Study 2012

Aecom Town Centre Concept Masterplan and Options Study 2016

Newhaven Town Council Town Centre Survey Results - May 2015

The Big Planning Event – The People’s Report 2012

Neighbourhood Plan Topic Paper 2 - 2014

## Policy TC2 – Leisure Centre Provision

1. The Neighbourhood Plan supports the refurbishment or redevelopment of Seahaven Leisure Centre on the same site with any structural alterations or redevelopment featuring an outward facing active frontage onto the A259 ring road.
2. If redevelopment of the site proposes the removal of the leisure facilities, then works should not commence until:
  - a) The relocated replacement leisure facilities equate to no net loss of floor area compared to the existing facilities and are available for use
  - b) A detailed brief of the redevelopment of this site has been consulted upon with the local community

### 6.35 Justification

6.36 Seahaven Swimming Pool and Fitness Centre are located in the town centre area within the Ring Road. It provides a 25 Metre Pool, gym, toddler/teaching pool and sunbed. The community consider this facility to be a real asset and the Core Strategy at Core Policy 7 states that proposal involving the loss of sites or premises used for the provision of community facilities will be resisted unless a number of criteria are met.

6.37 The loss of leisure provision would have a serious impact on the community on many levels, therefore it is considered important to reinforce and strengthen the District Councils policy approach to this community facility, especially in view of the regeneration interest of the town centre.





## Key Evidence

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

Lewes District Shopping and Retail Study 2012

Aecom Town Centre Concept Masterplan and Options Study 2016

Newhaven Town Council Town Centre Survey Results - May 2015

The Big Planning Event – The People’s Report 2012

Neighbourhood Plan Topic Paper 2 - 2014

## Policy TC3 – High Street Design and Shop Fronts

1. The historic plot widths evident in the High Street, from its junction with Bridge Street at its eastern end, to South Way at its western end as indicated on Proposals Map 2, should be replicated in any design approach for redevelopment of areas in the High Street. Where two shops or more become one, the design should include a representation of the original shop divisions.
2. Proposals for the alteration or construction of shop fronts in the High street will be permitted, provided that the shop front is well proportioned and suited to the character of the building in which it is situated , though the use of appropriate materials, style, openings and size of windows and fascias and having regard to basic shop front components identified at illustrative map 4.



## Proposals Map P2 - Historic Plots

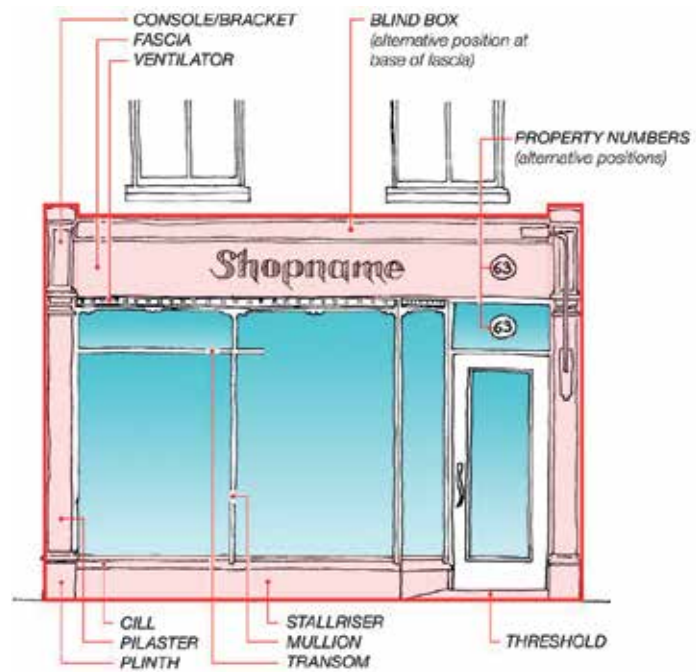


### Key



Historic Plots

## Illustrative Map 4 - Shop Front Components



6.38 **Justification**

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

**Key Evidence**

- Lewes District Joint Core Strategy 2016 (inc Map of Newhaven Primary Shopping Area and Frontage)
- Lewes District Shopping and Retail Study 2012
- Aecom Town Centre Concept Masterplan and Options Study 2016
- Newhaven Town Council Town Centre Survey Results - May 2015
- The Big Planning Event – The People’s Report 2012
- Neighbourhood Plan Topic Paper 2 - 2014



## Potential Quick Wins

- Investigate with LDC cost/benefits of town centre manager/curator
- Work with East Sussex County Council (ESCC) and Lewes District Council (LDC) to improve the public realm to provide an attractive pedestrian environment  
Improvements to include; assessing existing street furniture and improve/replace or add new furniture where needed, planting and provision of sculptures/installations at entry points. Water feature and community art
- Work with the local police, ESCC and LDC to investigate potential positive impacts of opening High Street east of the Post Office to one way traffic, reduce parking on pavements by providing designated short stay parking spaces to support local businesses and install street furniture to prevent encroachment
- Work with the Chamber of Commerce to develop a strategy for the future of a market with potential alternative market traders
- Work with LDC to look at business case for suspension of parking charges to support the town to get 'back on its feet'
- Work with LDC to investigate potentials to provide information point for visitors
- Improve pedestrian links between Town Centre, West Quay and the Port
- Seek funding for shop-front improvements in keeping with historical character and public realm improvements
- Seek funding opportunities to finance re-painting of shops and business in the High Street where appropriate
- Seek opportunities for the general 'greening' of the town centre

## Public Realm Improvement ideas



Seating with integrated planters



Play and interact with water



Coloured walls to improve the façade



Greening of street scene and reduction of clutter



## 7. Eastside

### 7.1 Introduction

7.2 The policies within this chapter consider the areas known as Eastside in Newhaven - land on the east bank of the River Ouse including the established industrial area, the retail park and the residential neighbourhood. The area also includes sites within the Newhaven Enterprise Zone. Some parts of Eastside lie outside of the Neighbourhood Plan area, as it forms land in the ownership of the Port Authority.

### 7.3 Background

7.4 Eastside as shown on the map above includes a number of distinct areas. These are:

#### 7.5 The Retail Park

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

#### 7.6 Residential areas

Eastside contains mainly older residential streets, especially around Norton Terrace, Norton Road and Transit Road although there is a small amount of residential infill also in these areas.

#### 7.7 Commercial areas

Eastside contains a number of pockets of commercial and employment buildings but the key larger areas are contained around Norton Road (Brightwell Estate) and the south end of Beach Road. These are mostly lower grade buildings and surroundings but still provide low cost commercial space for a large number of businesses. Areas that are located within the Enterprise Zones are outlined below. A sewage works is located at the southern end of Eastside.

#### 7.8 Open Space

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

### 7.9 Access and Transport

7.10 The Eastside includes Newhaven railway station although this is located outside of the neighbourhood plan area. It is accessed from the A259. There are frequent buses to Brighton and Eastbourne and a less frequent service to Lewes.



- 7.11 Eastside has been the focus of a number of strategies, policies and growth plans over a number of years with some key sites coming forward for development. These have included:
- Parker Pen site - Planning Consent for 145 dwellings
  - Site 2 Eastside - Planning Consent for 190 dwellings
  - Port Access Road – Phase 1 built. Awaiting next phase
  - The University Technical College - Built and operational
- 7.12 The Neighbourhood Plan at Eastside includes 3 Enterprise Zones (EZ).
- Eastside North (5.2 ha)
  - Bevan Funnell (covering 2 land parcels 2.4 ha)
- 7.13 There are 2 other sites east of the river, but these are outside of the Neighbourhood Plan Area.
- 7.14 Further information on the Enterprise Zones is set out in Section 9 on Employment and Economy. The Enterprise Zones have the potential to create significant positive impacts on local residents, businesses and economic growth. Enterprise Zone status also places a strong emphasis on the commercial proposition – ensuring effective place-making and the need for a mix of residential, commercial and industrial development across the eight key strategic sites identified.



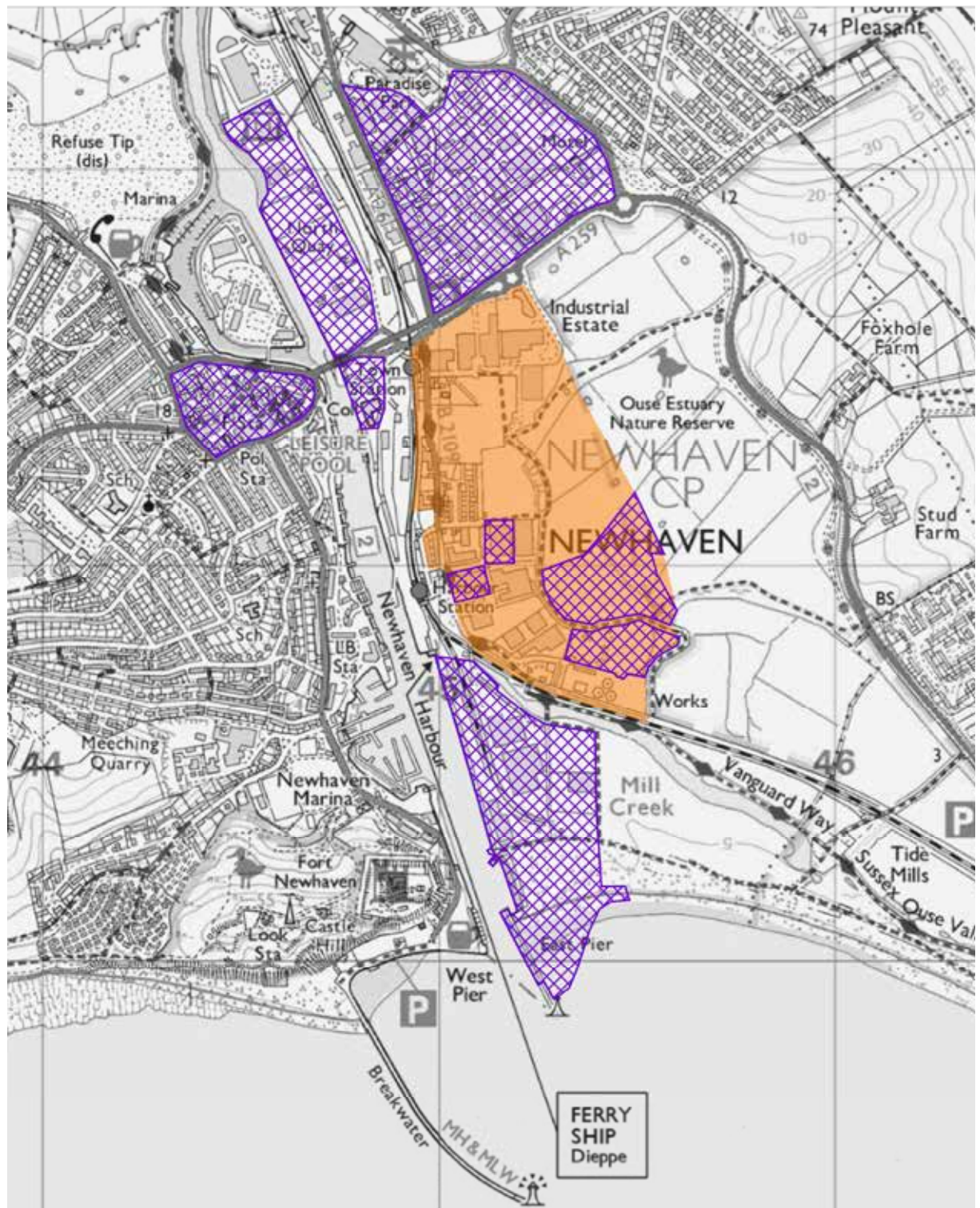
## 7.15 POLICIES FOR EASTSIDE

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

### Policy ES1 – Regeneration of Eastside

1. The Eastside area of Newhaven as shown on Proposals Map 3 is allocated as the prime location for new and improved employment floor space. Retaining and improving employment sites in Eastside will be a priority for the Neighbourhood Plan. The regeneration of Eastside will depend on a number of additional complementary uses coming forward on key sites including residential, leisure and tourism developments.
2. The Neighbourhood Plan supports a mix of employment floorspace including the provision of small and medium sized, flexible floorspace and start up business space to support the town's key employment sectors. Proposals to upgrade and refurbish existing office accommodation so that they meet modern standards required by business; are more resource efficient and safeguard or improve the environment and townscape of the site or premises will be supported.
3. To consolidate Newhaven's tourism economy, proposals for hotel facilities will be supported at Eastside.
4. Residential development will be supported as part of mixed use schemes on sites to the south of Bevan Funnell. This area is known as Eastside (light industrial use east of Beach Road) and comprises a series of brownfield sites which are located within walking distance from services in the town centre and the train station and out of town retail park. The priority of the neighbourhood plan will be to seek new and improved employment floorspace however, this area could accommodate up to 200 houses.
5. Leisure and recreation facilities will be supported in Eastside provided other policies within the Neighbourhood Plan and the Lewes District Joint Core Strategy 2016 are considered such as parking and sustainable transport links, traffic generation and impact on neighbouring properties.





Key

-  Eastside
-  Enterprise Zones





7.17 **Justification**

7.18 Eastside as shown on the proposals map is located to the east of the town as the name suggests. The decline in the town's manufacturing industry and industrial base has led to developer interest in developing employment land for residential. There are many empty and derelict employment sites in Newhaven particularly in the Eastside and it had been identified by Lewes District Council's Employment Land Review that there is a need to improve the quality of existing employment buildings/sites. Eastside contains a number of key employment sites in sustainable locations close to the railway station and road network.

7.19 The Neighbourhood Plan supports new residential development in Eastside as part of the overall regeneration of this part of the town. A range of new employment opportunities for local people, alongside a variety of housing types and tenures, education and leisure uses, set within a high quality environment forms part of the overall vision for Eastside. Flood risk has meant that parts of Eastside have not been developable for housing but the Flood Alleviation Scheme is due to be completed in 2018 and this will allow sites to be developed for housing.

**Key Evidence**

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

Enterprise Zone background information

Newhaven Neighbourhood Plan Sustainability Appraisal

Lewes District Joint Core Strategy 2016

Newhaven Eastside Masterplan 2006

The Physical Development Vision for Newhaven 2010

Lewes District Employment Land Review 2010 – Update 2012

Neighbourhood Plan Topic Paper 2 - 2014



## Policy ES2 – Eastside Enterprise Zone sites

1. The Enterprise Zone sites within Eastside as indicated on Proposals Map 3 are considered appropriate for a mix of employment uses (including B1, B2 and B8) and residential/ leisure uses. Proposals for the Enterprise Zone should complement and capitalise upon other Neighbourhood Plan policies including transport, access and open space allocations. Environmental quality and amenity should be maintained and opportunities sought to enhance biodiversity, landscape and key employment clusters through development in the Enterprise Zone.
2. High quality design principles should be adopted, ensuring that sustainable development is enshrined in development proposals for the Enterprise Zone. Impacts on neighbouring uses will need to be taken into account as well as levels of parking and commercial traffic within residential areas. Residential development will be supported only where it is required to enable more modern and high specification floorspace. Evidence will need to be provided on viability and feasibility of the scheme and the need for residential.
3. The Proposals Map illustrates the EZ locations within Eastside. The Neighbourhood Plan supports the following:
  - a) Bevan Funnell site – a mixed use development is supported on these sites as an enabler to an improved commercial/employment development. This site can accommodate up to 80 residential units together with improved commercial floorspace. Matters relating to access and land contamination together with urban design considerations will need to be considered at planning application stage. Any development will need to take advantage of the outlook over Eastside recreation ground. In addition, this development area includes the site to the east outside of the Enterprise Zone but as they should form a comprehensive redevelopment scheme, they are included as one within this policy.
  - b) Eastside North – The northern section (approximately 1.5 hectares) is suitable for residential development with the remaining area available for leisure facilities and commercial/employment. The residential element to this site can accommodate up to 65 dwellings. This will need to integrate with the residential development to the north and take into account views from the Ouse Estuary nature reserve.
  - c) Eastside south – Commercial and employment uses only supported on this site.

This policy is cross referenced with Policies in Section 13 - Housing



7.20 **Justification**

7.21 Enterprise Zones are at the heart of the Government’s long-term economic plan, supporting businesses to grow (and therefore increasing demand for commercial land). As noted by Government, Enterprise Zones are “establishing themselves as the driving force of local economies as they unlock key development sites, consolidate infrastructure, attract businesses and create jobs. EZ Newhaven is due to commence in April 2017 and Lewes District Council and the Coast 2 Capital LEP are working on an overarching strategic framework to help guide development and identify the priorities for the reinvestment of additional business rates. Like many coastal towns, Newhaven has suffered from years of stagnation and decline.

7.22 Whilst EZ sites are to be retained and improved as commercial/employment sites, a proportion of the sites can be redeveloped for residential provided this use is shown to be an ‘enabler’ through the submission of a viability/feasibility assessment report with any planning application. This policy sets out which of the sites can accommodate residential development.

**Key Evidence**

Lewes District Joint Core Strategy 2016  
Strategic Housing and Economic Land Availability Assessment (SHELAA) October 2015  
Enterprise Zone background information

**Policy ES3 – Nature Conservation**

The natural environment of Eastside, including landscape assets, biodiversity, priority habitats and species and locally designated sites, will be conserved and enhanced by ensuring that new development will not harm nature conservation interests. In particular, the Ouse Estuary Nature Reserve is to be protected from development and public access retained and enhanced where possible.

This policy to be read in association with Section 11, Natural Environment, Biodiversity and Flood Protection - Policy NE1

7.23 **Justification**

7.24 The Ouse Estuary Nature Reserve was created to conserve wildlife and provide flood management when a new business park and road were built. It is home to a wide variety of birds, insects, plants and amphibians including the internationally protected Great Crested Newt. More than a hundred types of bird have been recorded.



- 7.25 Currently, poor management practices of some of the industrial sites have created severe contamination and pollution impacts, impacting on wildlife and amenity benefits at the periphery of the Reserve.
- 7.26 The site was designated as a Site of Nature Conservation Importance in 1993. There are two public footpaths crossing the reserve and a new cycle track which goes all the way to Seaford. The land is owned by East Sussex County Council.

### Key Evidence

Adopted Joint Core Strategy 2016  
Newhaven Town Council Biodiversity Study 2016  
Neighbourhood Plan Topic Paper 2 - 2014

### Potential Quick Wins

- Seek funding to provide refurbished or replacement changing rooms at Eastside recreation ground.
- Provide signage to improve legibility to Ouse Valley Nature Reserve, beach and Tide Mills
- Request that applications for land south of the A259 adjacent to the river at Eastside incorporate a public boardwalk within the any scheme to enhance public access.
- Contact businesses adjacent to contaminated sites to encourage improved working practices to protect biodiversity



## 8. Transport and Sustainable Movement

### 8.1 Introduction

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

### 8.5 Background

- 8.6 Newhaven experiences a number of transport challenges, particularly around severance and congestion, both along the A259, which runs east to west through the town and the town centre ring road.
- 8.7 East Sussex County Council as Highway Authority have identified the traffic challenges for Newhaven in their transport advice<sup>10</sup> for the Joint Core Strategy which highlighted that capacity issues on the ring-road would heavily influence the amount of new development acceptable for the town. Mitigation suggestions include; junction improvements at South Road/South Way, bus service enhancements and sustainable accessibility of new development.
- 8.8 A commitment in ESCC Local Transport Plan (LTP) 2011 – 2026 outlined that the ring road in Newhaven would be reviewed due to the impact it has on the town centre, particularly inhibiting access from the south. Consultants have been commissioned to undertake modelling for options for improvements and this included reviewing the option of returning the ring road to two way traffic but this implicated capacity issues. Further consideration is being given to junction improvements and mitigation suggestions include; junction improvements at South Road/South Way, bus service enhancements and sustainable accessibility of new development.
- 8.9 Apart from congestion, the level of traffic has had negative impacts on air quality at the pedestrian crossing points on the ring road resulting in an Air Quality Management Plan for the town. The Plan suggests actions to improve air quality including the delivery of walking and cycling infrastructure and infrastructure for low emission vehicles.

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<sup>10</sup> ESCC Transport Advice September 2012  
[http://www.lewes.gov.uk/Files/plan\\_TransportAdvice\\_2012.pdf](http://www.lewes.gov.uk/Files/plan_TransportAdvice_2012.pdf)



8.10 The town has two railway stations on the eastern side of the River Ouse which give access to Seaford, Brighton and London. There is also good access to bus services with a high frequency route to Brighton and Eastbourne. In addition the National Cycle Route passes through Newhaven and forms part of the 'Avenue Verte' London to Paris cycle route. Sustainable transport links therefore are reasonable but could be improved upon to encourage usage.

## 8.11 Key Issues and Challenges

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

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

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



## 8.14 POLICIES FOR TRANSPORT AND SUSTAINABLE MOVEMENT

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

### **Policy T 1 – Congestion Mitigation and Sustainable movement, including integrated footpaths and cycle-ways**

1. The Neighbourhood Plan seeks to improve sustainable movement throughout the town to reduce traffic impacts and support measures to improve air quality.
2. Actions within new development which seek to minimise traffic impacts on the environment and improve air quality, including the provision of cycle storage, car sharing and electric car charging points will be supported.
3. Where possible, new development should encourage walking by the inclusion of pedestrian links to existing footpaths and areas of public access.
4. New development will be expected to contribute towards the provision or improvement of cycle and pedestrian routes throughout the town and subway enhancements to encourage their use and improve cross town links.
5. Proposals which will lead to increased traffic flows or congestion must take proportionate steps through section 106 agreements, section 278 agreements under the Highways Act 1980 and/or through the Community Infrastructure Levy as appropriate, to mitigate traffic impacts of new development. Mitigation may include a range of approaches such as:
  - a) Upgrading pedestrian crossing equipment including phasing
  - b) Pedestrian and traffic signal enhancements (linking)
  - c) Junction improvements
6. To improve sustainable movement between the east and west sides of the town, a new pedestrian/cycle bridge over the River Ouse of exemplary design will be supported.



## 8.16 **Justification**

- 8.17 The problem of traffic congestion on the A259 in Newhaven is well known and whilst congestion is an issue on the road beyond the confines of the town, the build-up of traffic within Newhaven is exacerbated by:
- The opening of the swing bridge over the river stops traffic on the A259 for some 20 minutes.
  - The need for drivers to frequently stop at pedestrian crossings to allow pedestrian access to the town centre
  - The filtering of traffic leaving the A26 joining the A259 at the western end of the flyover
  - The concentration of industrial, aggregate and waste businesses and edge of town retail offer in the area generating access requirements for heavy goods vehicles, waste vehicles and wide range of visitor vehicles
- 8.18 East Sussex County Council recognise the need for improvements to the A259 in Newhaven and have raised concerns about the ability of the road to accommodate demand increases, particularly those arising from new development.
- 8.19 Consequently pedestrian and cyclists movements in the centre of Newhaven are notoriously hazardous. Also the heavy congestion of the main road allied with narrow pavements, particularly on the bridge over the river bring pedestrians, cyclists and vehicles in very close proximity. Not only is this dangerous but is detrimental to pedestrian and cyclists experiences of the town.
- 8.20 Improving connectivity for pedestrians between existing and proposed developments in and around the town is considered to be important for safety and will encourage the use of sustainable forms of transport.
- 8.21 Linking the town centre with committed development at Eastside and transport hub with a new pedestrian and cycle bridge will provide a safer and more attractive crossing of the river for pedestrians. The bridge would emphasise the connectivity between the east and west retail areas attracting shoppers from the out of town retail area to the west of the river to the 'Old Town' smaller independent shops and community facilities.
- 8.22 It would also provide a way to cross the river when the swing bridge is open and could be an opportunity to create an exemplary architectural feature in its own right, attracting visitors.





## Key Evidence

Lewes District Joint Core Strategy  
Newhaven Traffic Measures A259 Corridor: Movement & Access Strategy 2016  
Physical Development Vision for Newhaven 2010  
Lewes District Newhaven Air Quality Action Plan – June 2016  
Newhaven Town Council Neighbourhood Plan Topic Paper 7 - 2014

## Policy T2 – Accessibility to and within the Town Centre

1. Proposals within the town centre which seek to improve accessibility and movement will be supported. All redevelopment will be expected to provide for or contribute towards:
  - a) Improved accessibility and parking for the disabled and wheelchair and mobility scooter users.
  - b) Improvements to the legibility and treatment of vehicle and pedestrian routes within the centre, including improved surfaces and signposting.
  - c) Improvements to pedestrian linkages across the A259 into the predominantly residential areas to the south, west and north.

### 8.23 Justification

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



## Key Evidence

Lewes District Joint Core Strategy  
Newhaven Town Council Town Centre Survey 2015  
The Big Planning Event – The People’s Report 2012  
Newhaven Town Council Neighbourhood Plan Topic Paper 7 - 2014

## Potential Quick Wins

- Work in partnership with relevant organisations to improve legibility for pedestrians to access the surrounding South Downs National Park
- Encourage ESCC to implement new traffic management to reduce emissions in locations within the Air Quality Management Area
- Work with LDC and ESCC to improve pavement surfaces and signposting within the town
- Encourage ESCC to provide ‘anti-idling’ signage at relevant hot spots to help improve air quality and promote eco-driving



## 9. Local Economy, Tourism and Employment

### 9.1 Introduction

9.2 The policies within this chapter seek to retain the range of existing commercial and employment premises within Newhaven as well as supporting an improvement in the quality of the employment space and encourage new businesses to locate to the town. In addition, this chapter considers the tourism offer within Newhaven and creates new opportunities for the visitor.

### 9.3 Background

9.4 Newhaven is located in a strategically important position on the south coast at the mouth of the River Ouse. It is a port town which still has an active industrial and commercial river frontage. This includes a harbour with a cross-channel ferry service to Dieppe. Newhaven has benefited from significant regeneration in recent years including the thriving Enterprise Centre for new and small businesses. However, there are more challenges to be addressed in the ongoing regeneration of Newhaven and the town has been badly affected by the recession and more than one in eight (13%) of its adult residents is claiming out of work benefits.

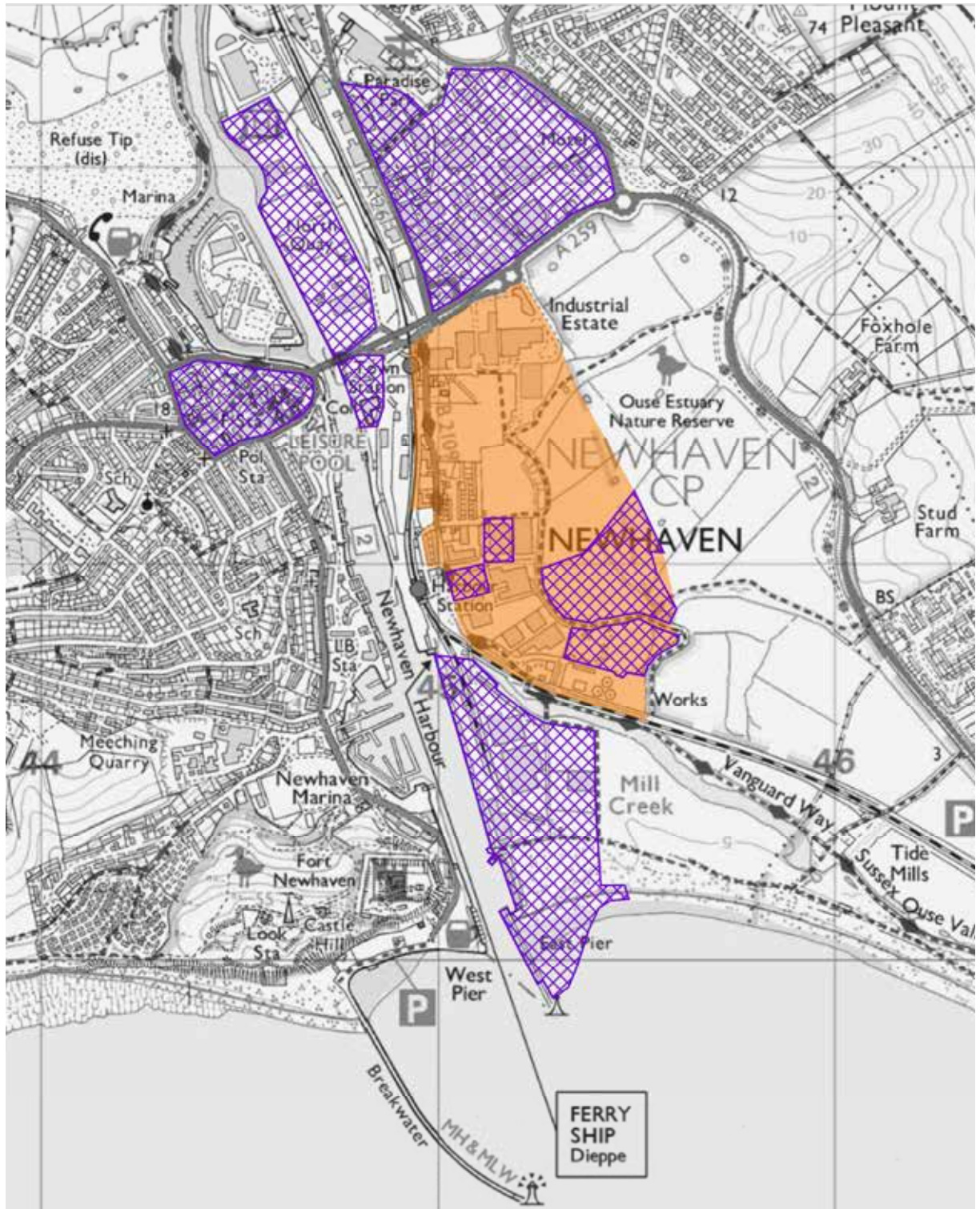
9.5 There are a number of derelict and under-utilised sites within Newhaven that offer significant opportunities for regeneration. The town has a concentration of industry and a range of facilities involved in waste management and this has led to a number of potentially contaminated sites. The retail offer within the town centre is declining with a number of vacant units. The majority of retail development in recent years has occurred on former industrial land on the east of the river. A high proportion of jobs in the town (31%) are still in manufacturing, which is significantly above the regional and national averages.

9.6 Enterprise Zones (EZ) are a central pillar of the Government's long-term plan to rebalance the economy. In total, the Government is investing £330 million to support Enterprise Zones to realise their potential as engine rooms of local economies. In the Chancellor's Autumn Statement (25 November 2015), Newhaven was one of 18 new locations awarded Enterprise Zone status. Unlike the majority of Enterprise Zones, however, Newhaven faces unique challenges as it comprises 8 strategic but non-contiguous, primarily brownfield and privately-owned sites although significant proportions of both the Town Centre and Avis Way sites are in Lewes District Council's ownership:



- i. East Quay (19 ha) - not within neighbourhood plan boundary
- ii. Eastside North (5.2 ha)
- iii. Eastside South (2.2 ha)
- iv. North Quay (13.4 ha) – not within neighbourhood plan boundary
- v. Railway Quay (4.6 ha) – not within neighbourhood plan boundary
- vi. Bevan Funnell (2.4 ha)
- vii. Town Centre (5.9 ha)
- viii. Avis Way Industrial Estate (26.7 ha)



Illustrative Map 5 - Eastside



Key

-  Eastside
-  Enterprise Zones



- 9.7 Lewes District Council has undertaken a detailed analysis of the potential benefits of the Enterprise Zone for Newhaven. This estimates that, commencing in April 2017, EZ status will directly lead to the creation of around 55,000m<sup>2</sup> of new commercial floor space, refurbish a further 15,000m<sup>2</sup> of commercial floor space and create and sustain around 2,000 jobs over the Zone's 25-year lifespan. Alongside the other Newhaven-focused regeneration activity, the Enterprise Zone therefore has the potential to have a significant positive impact on local residents, businesses and economic growth. Enterprise Zone status also places a strong emphasis on the commercial proposition – ensuring effective place-making and the need for a mix of residential, commercial and industrial development across the eight key strategic sites identified.
- 9.8 The Regeneration Strategy for Lewes District 2012 identifies a number of employment clusters that are relevant to the future of Newhaven. It states that there are exciting opportunities for Newhaven with the energy renewal facility, the land development opportunities and its rail and sea connections. These opportunities together with its solid technical and marine skills base and links with Brighton and Sussex universities can help it to become a centre for green industries and innovation. One of these is green technology and innovation. Newhaven Port has been selected as the onshore base for the Rampion offshore windfarm, which will be a key element in the town developing as a centre for green industries and innovation.
- 9.9 A Review was undertaken by the Town Council on the Marine Cluster within Newhaven in 2015. Whilst this is not a public document, it provided a useful overview of this industry within the town. The overwhelming proportion of enterprises are involved in fishing – 32 vessels operate out of Newhaven and there exists a large number of other enterprises supporting them and the wider Port and Marina operations. This is a long-lived, vibrant and expanding cluster within Newhaven with many of the businesses operating for over 40 years. Unlike Newhaven's manufacturing sector where many of the employees commute into Newhaven from Brighton and elsewhere, most of the Marine Cluster's workforce is resident locally, reflecting the central role which the Cluster plays in the Newhaven economy.



## 9.10 Key Issues and Challenges

9.11 A Profile of Newhaven produced by the Town Council identified a number of key issues and challenges for the town in respect of employment and tourism: These are summarised in the Topic Paper 6 for the Neighbourhood Plan as follows:

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

9.12 Feedback from public consultation exercises for the neighbourhood plan has highlighted concerns with the physical appearance of Newhaven, traffic and parking. Many of the suggestions for policies have related to creating a town that is attractive for visitors. This has included converting buildings into cultural heritage sites, art galleries and building riverside cafes and attractive waterfront areas.

## 9.13 POLICIES FOR LOCAL ECONOMY, TOURISM AND EMPLOYMENT

9.14 The following sets out the neighbourhood plan policies relating to this topic. The supporting text gives a justification to the policy approach and a summary of the key evidence base documents underpinning the policy. The area known as Eastside is covered by a separate chapter in the neighbourhood plan. This section concentrates on key commercial areas located outside of Eastside as well as tourism policies and clusters/key sectors.



## Policy E1 – Avis Way Industrial Estate

1. Avis Way is allocated as a prime location for new and improved employment floor space. Retaining and improving key employment sites, is a priority for the Neighbourhood Plan and reflects the Enterprise Zone designation.
2. Avis Way will be protected for a wide range of employment generating uses. The Neighbourhood supports a mix of employment floorspace including the provision of small and medium sized, flexible floorspace, start up business space to support the town's key employment sectors and retail.
3. Proposals to upgrade and refurbish existing office accommodation so that they meet modern standards required by business; are more resource efficient and improve the environment and townscape of the site or premises will be supported.

### 9.15 Justification

- 9.16 Avis Way is an Enterprise Zone site mostly with Local authority ownership. It is the largest of the major employment sites within Newhaven. The A26 traverses the west of the site while a good internal road network is suitable for heavy goods vehicles without any congestion. A railway station and bus stops are located within 300 metres. There are low vacancy rates and the area provides suitable space for a range of businesses, however this leads to limited opportunities to intensify existing uses.
- 9.17 A number of sites provide a retail offer, though these tend to be on the periphery of the estate. Most, although not all of the retail uses, require bigger premises available on the estate and tend to be comparison goods.
- 9.18 Enterprise Zones are at the heart of the Government's long-term economic plan, supporting businesses to grow (and therefore increasing demand for commercial land). As noted by Government, Enterprise Zones are "establishing themselves as the driving force of local economies as they unlock key development sites, consolidate infrastructure, attract businesses and create jobs. EZ Newhaven is due to commence in April 2017 and Lewes District Council and the Coast 2 Capital LEP are working on an overarching strategic framework to help guide development and identify the priorities for the reinvestment of additional business rates.



## Key Evidence

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

Enterprise Zone background information

Topic Paper 6 – Employment and Tourism 2014

Lewes District Joint Core Strategy 2016

Newhaven Eastside Masterplan 2006

Employment and Economic Land Assessment 2010

## Policy E2 – Denton Island

The Neighbourhood Plan seeks to retain the existing Newhaven Enterprise Centre as an important location for small businesses. The Plan supports redevelopment of some of the more prominent locations on the Island to include residential and enhanced business space. New areas of landscaping, planting and boundary treatment will be encouraged on the Island.

### 9.19 **Justification**

- 9.20 Denton Island (5.9 ha) is located on the opposite side of the river to the town centre and is connected to the Newhaven mainland by a vehicular bridge which joins North Way on the Newhaven town centre ring road. The island is a prominent and unique feature in the town, but some of the buildings do not make a positive contribution to the townscape, are utility in character and lack imagination, which can have a negative impact on the town's image from key transport routes.
- 9.21 Businesses and premises on the island include Sussex Downs College, a bowls club, retail units, a boat yard and modern small workshop/incubator units, office space and general industrial uses in the Newhaven Enterprise Centre. Here vacancy levels are relatively low and until very recently there was a waiting list. This is a high profile location which is constrained for further development by a lack of vacant land.





## Key Evidence

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

Enterprise Zone background information

Topic Paper 6 – Employment and Tourism 2014

Lewes District Joint Core Strategy 2016

Employment and Economic Land Assessment 2010

## Policy E3 – The Visitor Economy

1. The Neighbourhood Plan supports the implementation of schemes that encourage tourism activity within Newhaven including:
  - a) Café facilities
  - b) Bike Hire Facilities
  - c) Beach Huts for leisure and business use
  - d) New multi-purpose community centre at Lewes Road recreation ground (see Section 10 - policy R2)
  - e) Arts and Cultural centre
  - f) Clubhouse facilities for water craft by river
  - g) Interpretation and visitor facilities at Newhaven Fort
2. Schemes that maximise the use of the river and encourage tourism activity will be supported.

### 9.22 Justification

9.23 Newhaven is a gateway into the region from the continent and a gateway into the South Downs National Park. There are other visitor attractions such as Newhaven Fort, (the biggest defence structure in Sussex), Paradise Park visitor centre and Newhaven Museum. Natural elements of the sea, river and local nature reserves provide destinations for visitors too. Improving the visitor offer will bring financial benefits to this important sector in the local economy. In the south-east (excluding London) tourism provides 12% direct employment<sup>11</sup>.

9.24 Currently visitors arriving by boat, tend to use Newhaven to pass through rather than stay. Locally Newhaven also must compete with the more well-known resorts of Eastbourne and Brighton or the more historic attraction of Lewes.

<sup>11</sup> [www.tourismalliance.com](http://www.tourismalliance.com) (accessed February 2017)



- 9.25 Newhaven however does have a part to play in entertaining visitors with its unique character and maritime setting. Facilities that could be provided which would encourage visitor to visit and to stay could include an exemplary design café, such as the East Beach Café in Littlehampton, West Sussex or an Arts Centre such as the Jerwood Art Gallery in Hastings.
- 9.26 Newhaven has a rich history of inspiring artists such as Ravillious and Barden, while the Bloomsbury authors and artists lived nearby at Charleston. Creating a venue which celebrated the life of these and others in the creative fields that used Newhaven as a source of their creativity, would build on the cultural offer and tap into the artistic sector that exists today in Newhaven.
- 9.27 The South Downs National Park and developing Egrets Way cycle path will encourage cyclists and walkers and providing facilities for bike hire, eating and resting will support the pursuit of more sustainable forms of tourism.
- 9.28 Currently the river is not capitalised upon and could provide an important highway for leisure trips and craft with riverside facilities to support such ventures. Leisure facilities by the sea are no longer available on land north of West Beach Car Park and reinstating café facilities and low key entertainments in this location would draw people to this beautiful part of the town. This area could also be used for artist workshops housed in beach huts or similar structures creating a cluster for the creative sector. This area also forms part of the outer boundary of The Fort so drawing on the historical relevance of this area, would also be important.
- 9.29 Although most of the land in this area is outside of the Neighbourhood Plan boundary, a small area under the cliffs lies within. The Port Masterplan also recognises the contribution that the West Beach Area can make to leisure provision stating that land at West Beach could ‘provide facilities for leisure and recreation’<sup>12</sup>. The Neighbourhood Plan approach would therefore compliment the Port Authorities masterplanning of the adjacent area.



East Beach Café, Littlehampton

12 [http://www.newhavenportauthority.co.uk/images/documents/pmp\\_final\\_jan2012\\_part2.pdf](http://www.newhavenportauthority.co.uk/images/documents/pmp_final_jan2012_part2.pdf) (accessed February 2017)





Jerwood Art Gallery Hastings

### **Key Evidence**

Hotel Futures Study 2009  
Lewes District Joint Core Strategy 2016  
Topic Paper 6 – Employment and Tourism 2014  
Strategic Tourism Vision and Action Plan 2015 – 2018  
Physical Development Vision for Newhaven 2010

### **Policy E4 – Employment clusters**

The Neighbourhood Plan supports the town’s key employment sectors and will encourage new development or improvement to existing facilities that enables them to stay and expand within the town. This includes:

- a) The Marine sector which is largely based at West Quay, land east of Robinson Road and Denton Island. Marine uses in these areas will be retained and loss of land or premises used by the marine sector will not be supported.
- b) Development that accelerates Newhaven’s transition to a new and higher value economic role including; high end manufacturing encompassing the ‘clean, green and marine’, creative and digital, advanced engineering, environmental technology and services and healthcare and biologics sectors.



9.30 **Justification**

- 9.31 The Newhaven cluster of marine businesses has been a key part of the town’s economy since Newhaven established itself as a port.
- 9.32 A recent survey of marine businesses showed that the overwhelming proportion of enterprises are involved with fishing, with 32 vessels operating out of Newhaven. There are a wide variety of firms involved with the industry from boat building, engineers, surveyors, chandlers and diving. The Marine Cluster reflects a diverse range of marine related businesses.
- 9.33 Over recent years the emphasis on regeneration and housing delivery has compromised marine infrastructure with the loss of slipways and maintenance yards. If this continues businesses will be lost and operating costs will increase. Newhaven is the only true deep-water port between Dover and Portsmouth.
- 9.34 Lewes District Council set out their strategy for regenerating Newhaven in their publication ‘Building a Brighter Future’. This includes their vision that Newhaven become a centre for green industries and innovation, building on the infrastructure of the energy recovery facility, University Technical College which focuses on environmental and marine engineering and Rampion off-shore wind farm.
- 9.35 The Enterprise Zone officially commenced on 1st April 2017 and Lewes District Council and the Coast to Capital Local Enterprise Partnership have commissioned an Implementation Plan. This sets out what actions should be undertaken to maximise the momentum provided through the EZ designation and what sectors should be identified as priorities.

**Key Evidence**

Lewes District Joint Core Strategy  
Lewes District Council - Building a Brighter Future . A Regeneration Strategy  
Lewes District and Coast to Capital Local Enterprise Partnership - Newhaven EZ Emerging Implementation and Investment Plan.

**Potential Quick Wins**

- Seek funding opportunities to develop the understanding and knowledge of Newhaven’s historical, cultural and artistic heritage.
- Seek opportunities for redundant buildings to be reimaged for arts and cultural use
- Reach out to the community and wider audience to build on the cultural identity of Newhaven to support economic growth
- Strengthen cultural capital and nascent synergies between local productive economy and creative/productive sector



## 10. Public Open Space, Sports and Recreation Facilities

### 10.1 Introduction

- 10.2 This chapter sets out a number of policies to support the provision of open spaces and recreation facilities for the health and wellbeing of Newhaven residents and visitors. Green space is also important for wildlife and this is dealt with separately in Section 11 – Natural Environment, Biodiversity and Flood Protection.
- 10.3 The link between planning, recreation and health is long established and government states that open space should be taken into account in planning for new development and considering proposals that may affect existing open space.
- 10.4 Open space includes all open space of public value and can take many forms, from formal sports pitches to open areas within a development, linear corridors and country parks<sup>13</sup>. It is an important component to achieving sustainable development.
- 10.5 Government also suggests Neighbourhood Plans should be able to identify for special protection, green areas of particular local importance, which will enable communities to rule out new development other than in special circumstances.

### 10.6 Background Information

- 10.7 The availability of recreation facilities in Newhaven is a topic of concern, where demands are already outpacing provision. Lewes District Council's Infrastructure Delivery Plan, which sets out the key strategic infrastructure needed to meet the demands of new development identified for Newhaven, recognises the need for additional outdoor sports facilities and equipped and informal children's playing space.
- 10.8 Newhaven currently has the lowest provision of equipped play space in the District. It is forecast that the proposed new homes in Newhaven will generate the need for additional outdoor playing space in the order of 4-5 hectares of sports facilities for youth and adult use and 1.5 – 2 hectares of children's play space, depending on the type and size of the dwellings<sup>14</sup>.
- 10.9 Although the surroundings of Newhaven provide interesting informal recreation space with the river, downs and the sea, these attributes are beyond the confines of the town and access to downland is not obvious from the built up area, particularly to visitors. Improved linkages and signage to enable easier access to this resource would benefit all.

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

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



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

### 10.11 Key Issues and Challenges

10.12 A Profile of Newhaven produced by the Town Council<sup>15</sup> identified a number of key issues and challenges for the town in respect of recreation facilities, health and wellbeing and these were also highlighted in Topic Papers 4 (Facilities and Services) and Topic Paper 5 (Environment and Open Spaces) for the Neighbourhood Plan as follows:

- Undersupply of formal recreation provision and play space
- There are pockets of poorer health in Newhaven, and life expectancy is 5.2 years lower for men in the most deprived areas of the district compared with the least deprived areas in the District.
- Higher long term sickness
- Poor air quality in congested parts of the town
- Older parts of the town have little public amenity space
- A259 which is a heavily congested urban road and to the trunk road network by the A26. Undersupply of allotments
- Poor legibility to countryside and National Park

10.13 Feedback from Neighbourhood Plan Consultation exercises revealed the concern that development might occur on open grass land and that open spaces should be cherished. Public open space in the town was sold in 2013, for development of a water park. This project never proceeded but the concern is a legacy from this time.

10.14 The Young People's Survey results<sup>16</sup> revealed that young people felt that Newhaven's parks and views were one of the things that they liked best about the town. The park areas appeared to be important as other public areas such as the town centre and beach were either not inviting or accessible.

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

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



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

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

### Policy R1 – Recreation, Leisure and Local Green Spaces

1. The Neighbourhood Plan supports the improvement of existing and the delivery of new quality formal and informal areas for recreation.
2. Development which would result in the loss of existing areas of formal and informal recreation such as playing fields, amenity open spaces and allotments as listed below and identified on Proposals Map P4 will not be permitted unless:
  - a) An assessment has been undertaken which shows the facility to be surplus to the requirements of Newhaven residents.
  - b) Alternative provision is made elsewhere within the parish area that is at least equivalent in terms of size and amount of facilities offered, or would result in a net improvement in the quality of the facilities.

#### Sites

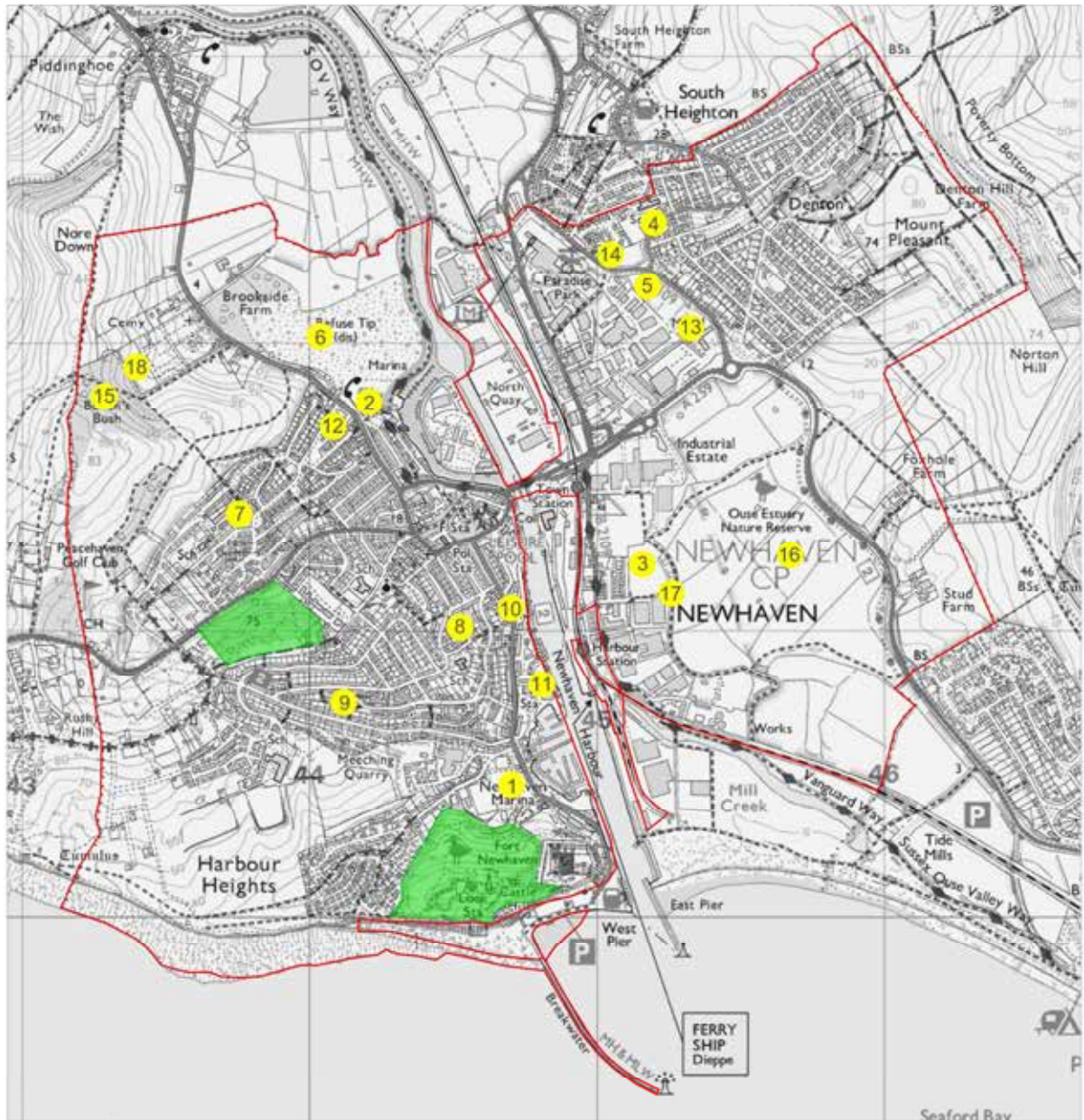
- |                                 |                                 |
|---------------------------------|---------------------------------|
| 1. Fort Road Recreation Ground  | 10. Huggetts Green              |
| 2. Lewes Road Recreation Ground | 11. West Quay Open Space        |
| 3. Eastside Recreation Ground   | 12. Valley Ponds                |
| 4. Denton Recreation Ground     | 13. Drove Park                  |
| 5. Denton Cricket Ground        | 14. Avis Road Open Space        |
| 6. Riverside Park               | 15. Bollens Bush                |
| 7. Valley Road Play Area        | 16. Ouse Estuary Nature Reserve |
| 8. Bay Vue Amenity Area         | 17. Eastside Allotments         |
| 9. Western Road Amenity Area    | 18. Lewes Road Allotments       |

3. The NP supports proposals for allotments either within or within close proximity to the built up area of Newhaven as shown on Proposal Map P7 in Section 13 - Housing, provided the land can be accessed by vehicles and can provide adequate off street parking.
4. The Neighbourhood Plan designates the following sites identified on the Proposals Map 4 as Local Green Spaces. Development that would result in their loss or would harm their quality, biodiversity, character, appearance, setting and/or accessibility, will not be permitted.

Meeching Down (The Union), off Brighton Road  
Castle Hill Nature Reserve



Proposals Map P4 - Recreation, Leisure and Local Green Spaces



- Key**
- Newhaven Neighbourhood Plan boundary
  - Local Green Space
  - Formal and Informal Open Space





10.17 **Justification**

- 10.18 Evidence has been growing in recent years that health can reflect the differing social and economic conditions of local communities and data collected has shown that some Newhaven residents have less good health compared with other people in parts of the District, whilst also having less access to informal and formal recreation facilities.
- 10.19 This situation will be compounded when committed and planned homes are built. The Lewes District Draft Site Allocations and Development Management Document confirmed that the committed and allocated residential units are likely to demand 4 - 5 ha of sports facilities for youth and adult use and 1.5 - 2 ha of children's play space.
- 10.20 Providing for the protection of existing areas for recreation is considered vital to support health and wellbeing and to ensure that the town provides adequate recreation facilities to meet the needs of the existing and future populations.
- 10.21 The NPPF at paragraphs 76 to 78 set out national policy on Local Green Space and states "Local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them" and that "The Local Green Space designation will not be appropriate for most green areas or open space". The advice goes on to give those special reasons where designation may be appropriate.
- 10.22 Recent Neighbourhood Plan examinations have reaffirmed the "restrictive and significant policy designation" of Local Green Spaces and that they are viewed to have equivalent protection to Green Belt designation. This reaffirms that designation of such sites must be used sparingly and sites allocated must have accompanied robust and compelling evidence.
- 10.23 As part of the background evidence work, a Local Green Spaces Report was carried out where twenty one open spaces were appraised as to their suitability for Local Green Space allocation.
- 10.24 Although many of the sites met much or all the criteria set out in the NPPF, two sites stood out as having all the elements associated with land as sacrosanct as Green Belt land. In addition both Castle Hill Nature Reserve and Meeching Down are demonstrably special to the local community and offer sanctuary away from the built up areas to which they are adjacent.



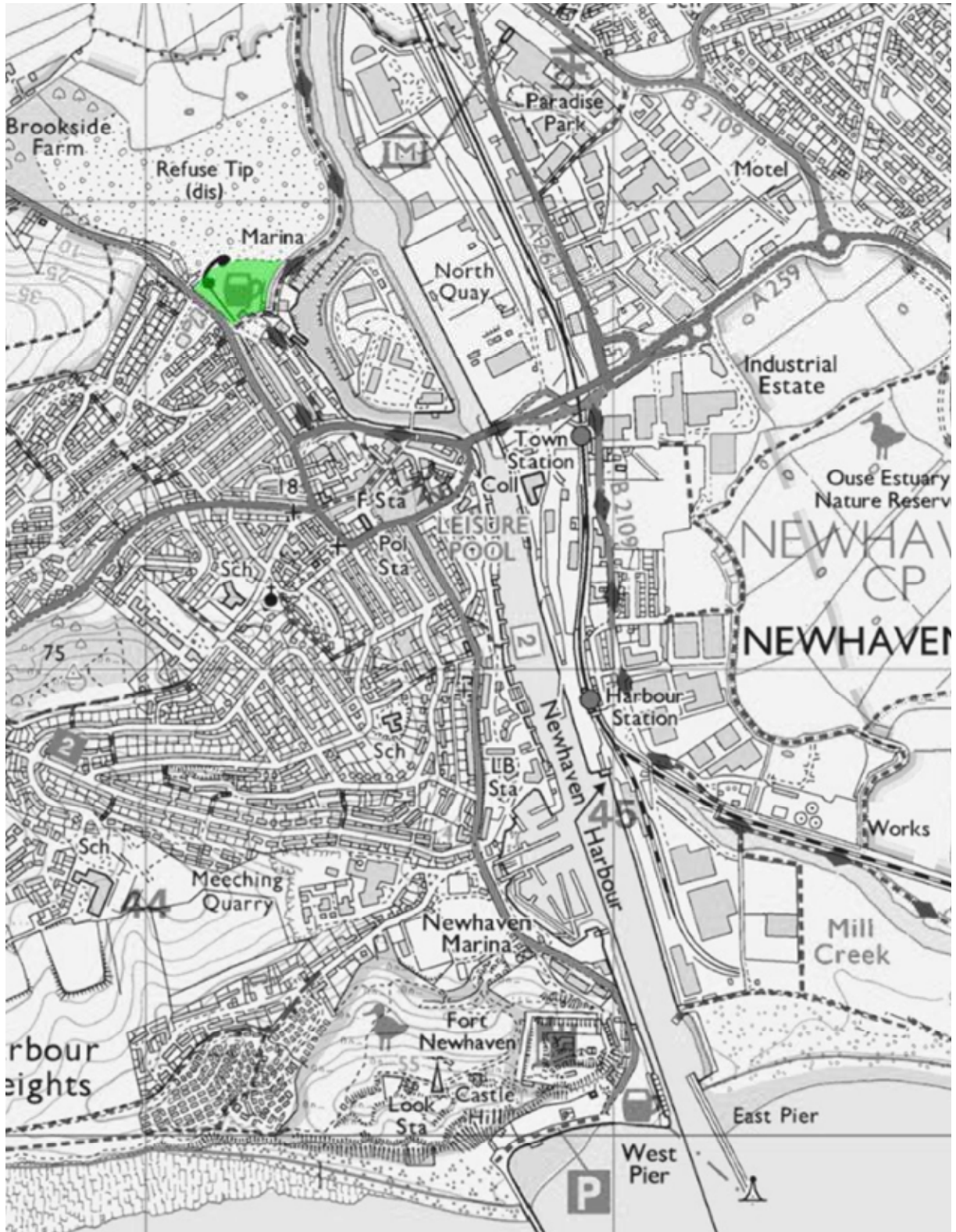
## Key Evidence

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

## Policy R2 – Lewes Road Community and Visitor Centre

1. The Neighbourhood Plan supports the development of a new community/visitor centre on land at Lewes Road Recreation Ground as shown on Proposals Map P5, provided:
  - a) The design of the facility provides flexible space to enable multi-purpose use if required to include bike/segway hire, café, educational space and community use to serve the local community and visitors to riverside park area.
  - b) Construction methods minimise energy and water use and the design promotes decentralised energy sources.
  - c) The development is able to achieve satisfactory road access from Lewes Road and associated car and cycle parking.
  - d) There is no significant harm to the countryside setting.
2. Improvements to ‘green’ linkages from Lewes Road recreation ground to the town centre will be supported to encourage residents and visitors walking and cycling to any new facility.





## 10.25 **Justification**

- 10.26 Providing a new multi-purpose community hall in Newhaven has been a long held aspiration of various organisations in the town and is proposed in the Town Council's Business Plan. Current community buildings are all considerably old and do not lend themselves to the range of uses required to meet some current needs, as well as those that will emerge as a result of the considerable residential development committed and being planned for.
- 10.27 Other lead organisations in the town have recently made unsuccessful funding applications to provide community spaces for a range of uses including visitor centre, healthy living centre, educational use, bike hire and café. The need for this form of facility is widely recognised.
- 10.28 Lewes Road recreation ground lies at the southern end of the developing Egrets Way cycle path which is partially built but when complete, will link the two towns of Lewes and Newhaven. The path will run the length of the beautiful Ouse Valley while the South Downs National Park: View characterisation and Analysis<sup>17</sup> identifies parts of the route to have some of the most outstanding and representative views within the National Park View (View 43-Iford Hill).
- 10.29 Providing a community/visitor facility at the southern end of the Egrets way will provide a leisure asset to the community and meet an identified need.

### **Key Evidence**

Lewes District Joint Core Strategy  
Newhaven Town Council Business Plan 2015 – 2017  
Neighbourhood Plan Topic Paper 2 - 2014

### **Potential Quick Wins**

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

<sup>17</sup> <https://www.southdowns.gov.uk/wp-content/uploads/2015/10/Viewshed-Study-Report.pdf>



## 11. Natural Environment, Biodiversity and Flood Protection

### 11.1 Introduction

- 11.2 This chapter sets out a number of policies which seek to; support the environment, protect and enhance biodiversity and reduce contributors to flooding.
- 11.3 Government policy<sup>18</sup> recognises that there is an environmental aspect to sustainable development and that the planning system can contribute to protecting and enhancing the natural environment through improvements to biodiversity and mitigation and adaptation to climate change. Policy also states that development in areas at risk of flooding should be avoided<sup>19</sup>.
- 11.4 Neighbourhood Plans are a great opportunity to help improve the local environment including protecting and enhancing existing assets and ensuring that new development plans space for nature. Wildlife and green space in and around our towns, add to the quality of life.

### 11.5 Background

- 11.6 Newhaven is situated adjacent to the sea and the town straddles the River Ouse. The South Downs National Park surrounds the town like an amphitheatre and stunning views of hills and sea can be glimpsed from many locations within the urban area as well as its fringes.
- 11.7 The surrounding nationally recognised landscape provides a sharp contrast to the highly industrialised landscape on the eastern side of the town and the relative high density development of many homes built either side of the river.
- 11.8 Illustrative Map 6 shows environmental designations within the Neighbourhood Plan area, including national and locally recognised areas of nature conservation importance such as a Site of Special Scientific Interest and Sites of Nature Conservation Importance. The Brighton and Lewes Downs Biosphere Region identifies Newhaven as one of the ‘transition’ areas representing a test bed for sustainable development, where development could include wildlife rich housing estates, parks and open spaces, healthy local food production and greener built development for example.

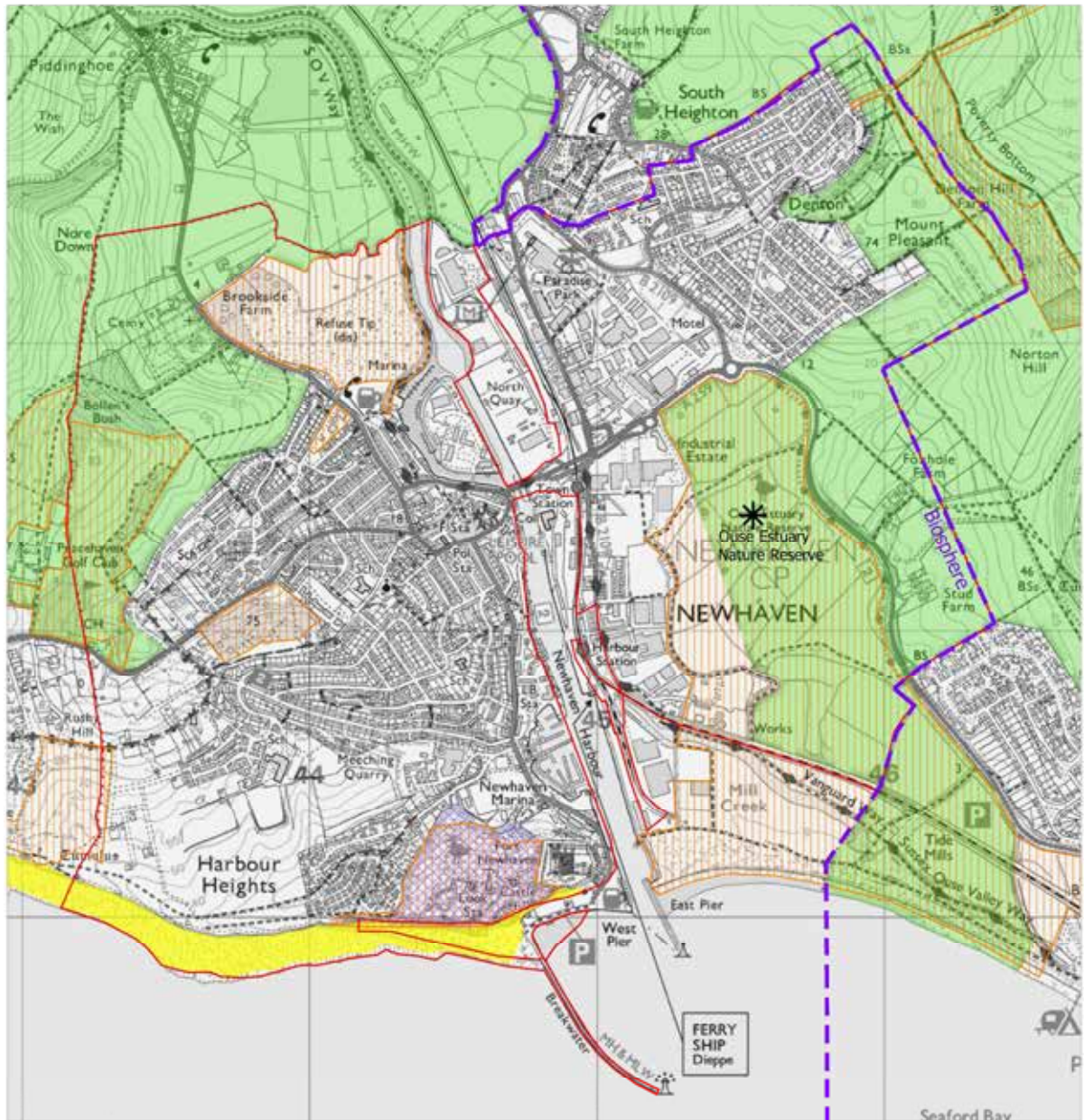
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18 National Planning Policy Framework – Paragraph 7



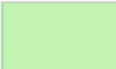



19 National Planning Policy Framework – Paragraph 100



Illustrative Map 6 - Environmental Designations



Key

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



- 11.9 In terms of new areas for wildlife, the port owners are proposing a new 3.5 hectare nature conservation area east of the port at Eastside, as part of the proposed port expansion works.
- 11.10 Water is never far away in Newhaven and currently the river and sea propose a flood risk with some properties currently having a 1-in-10 chance of flooding in any given year.
- 11.11 The Environment Agency is currently implementing a flood defence scheme, which is designed to provide at least a 1-in-100 year standard of protection (in any year there will be a 1% chance of flooding from the sea or River Ouse), taking into account the effects of climate change. The key message from this is previous unprotected sites will be defended from flooding, enabling development to take place.
- 11.12 Out of the valley floor the town rises steeply on its west and eastern fringes and the valley sides are flanked by development accessed by steep streets. The roads and covered surfaces create run-off flows in rainfall, which can create localised flooding.
- 11.13 There is no definitive evidence in terms of levels of contamination at sites in Newhaven, but there are a number of former and current contaminative uses and recent visits to watercourses and open spaces near these industries, revealed high levels of pollution and contamination which will inevitably have a severe negative impact on biodiversity in these areas.

#### **11.14 Key Issues and Challenges**

- 11.15 A profile of Newhaven 2014 produced by the Town Council identified a number of key issues and challenges for the town in respect of the environment, biodiversity, flood risk and water quality. These are as follows:
- Strategic housing development allocated on open cliff top locations
  - South Downs National Park designation surrounds the town
  - High density population adjacent to areas with sensitive habitats of national and local importance
  - Loss of biodiversity due to contamination and human impacts
  - Potential loss of wildlife corridors and habitat fragmentation
  - Flood risk identified to areas within the town
  - Unprotected cliffs
  - Potential impacts of climate change
  - Poor air quality in congested parts of the town

#### **11.16 Additional Evidence**

- 11.17 Local volunteers with expertise in ecology carried out a biodiversity asset check to audit existing biodiversity. Habitats for field work included grasslands, woodland and ponds. Site isolation and fragmentation issues were identified in urban greenspaces exacerbated by committed sites and greenfield sites, allocated for development in the Joint Core Strategy.



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

## 11.22 POLICIES FOR THE NATURAL ENVIRONMENT, BIODIVERSITY AND FLOOD PROTECTION

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

### Policy NE1– Biodiversity protection and enhancement

1. New development will seek to protect existing biodiversity assets including areas of priority in the Biodiversity Action Plan, notably; coastal and floodplain grazing marsh, lowland calcareous grassland, maritime cliff and slope, coastal vegetated shingle, deciduous woodland, coastal saltmarsh and mudflats, as well as statutory and non-statutory designations as identified on the biodiversity asset map at Proposals Map P6 from any negative impacts.
2. Proposals that are likely to have a negative impact on biodiversity should demonstrate how appropriate mitigation measures will be provided to rebalance any loss.
3. Proposals should also include actions that seek to enhance the ecological value of development sites by:
  - a) the inclusion of enhanced or new biodiversity habitats, new green corridors, trees and hedges to allow the connectivity, passage and refuge of wildlife and the migration and transit of flora and fauna
  - b) planting species appropriate to the seaside and urban location and avoiding non-invasive species

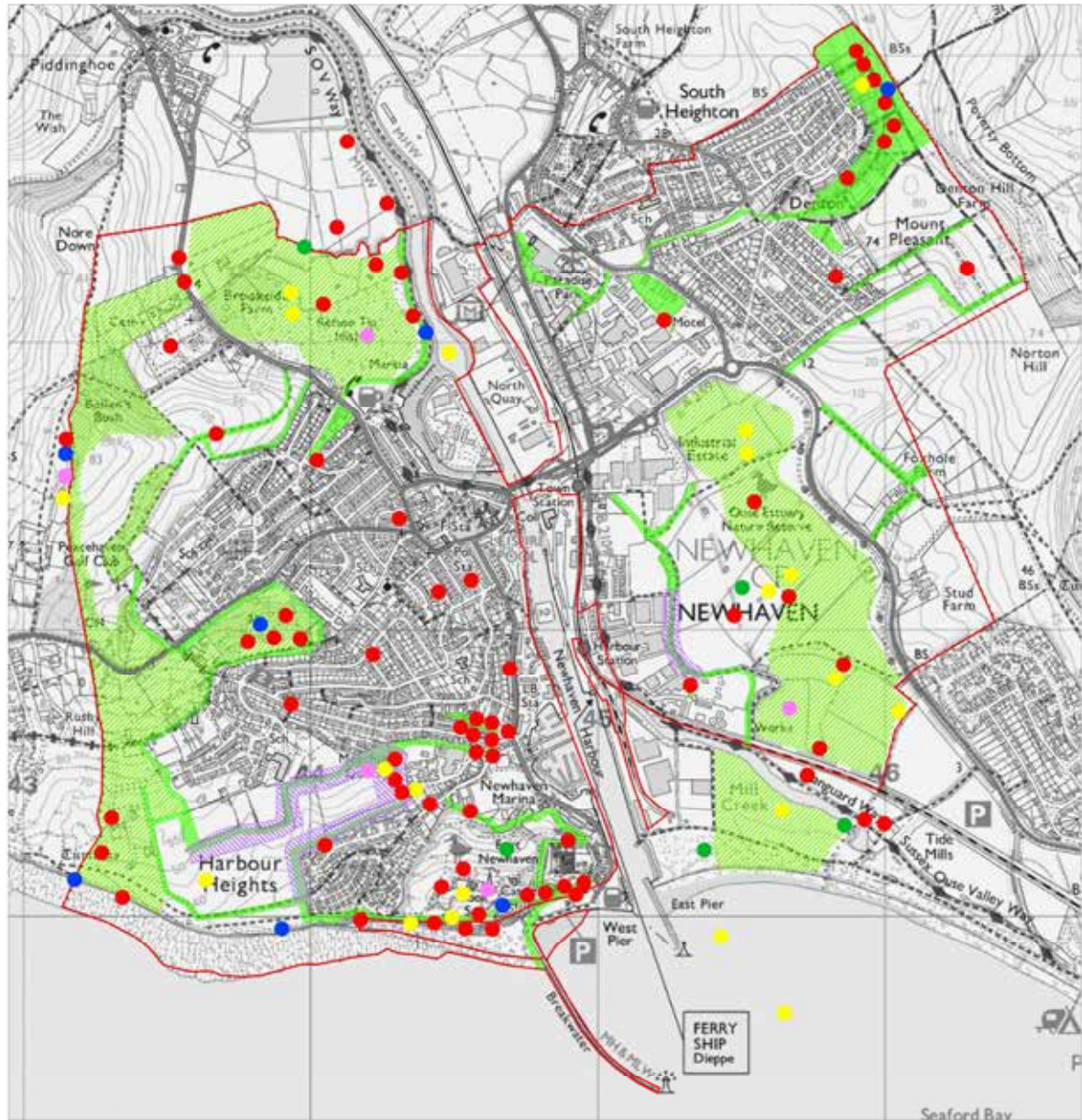
Note - Increasing the number of ponds in the parish area will be supported.

(Applicants are reminded to consult the biodiversity checklist on the Lewes District Council website before submitting a planning application for new development)










Proposals Map P6 - Biodiversity Evidence



Key

-  Newhaven Neighbourhood Plan boundary
-  Green Corridors
-  Green Corridors to be strengthened

BAP sites

-  RDB, NSS & Sussex rare plants
-  RDB & NSS bees and wasps
-  RDB & NSS beetles
-  RDB & NSS diptera
-  NSS crickets



## 11.24 **Justification**

- 11.25 Newhaven has nationally and locally recognised areas of nature conservation importance. The cliffs at Castle Hill form part of the Brighton and Lewes Downs Biosphere, are a Special Scientific Interest (SSSI) as well as a Site of Nature Conservation Importance (SNCI) and a Local Nature Reserve (LNR). Meeching Down, Bollens Bush and the Ouse Estuary are SNCI's. Bollens Bush is also a LNR, as is the Ouse Valley Nature Reserve.
- 11.26 The study of the biodiversity of these and other sites, show Newhaven to have a richness of bio-diversity which is in stark contrast to the heavily contaminated manufacturing, aggregate and waste sites that also form part of the local landscape. Habitats and biodiversity in these areas are vulnerable and with the focus on Newhaven for regeneration including economic development, sites will remain at risk.
- 11.27 The levels of housing growth proposed will create higher footfall and therefore greater negative impacts on sites of nature conservation importance are likely. Enhancement of habitats will help build resilience to biodiversity impacts.

### **Key Evidence**

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

### **Policy – NE2 - Drainage and flooding**

The Neighbourhood Plan seeks to support the reduction of incidences of flooding. This will be achieved by the following approaches:

- a) All developments in flood-sensitive areas as identified at Illustrative Map 7, are to be designed and constructed to reduce the overall level of flood risk both to the use of the site and elsewhere when compared to current use.
- b) Parking spaces and driveways associated with new development will be required to have permeable surfaces.
- c) All new development should incorporate Sustainable Urban drainage Systems (SuDS) where this is feasible.
- d) New development will be required to be entirely self-sufficient in its ability to manage surface water run off with no net increase.



## 11.28 **Justification**

- 11.29 The Government sets out in the NPPF the need to adapt to climate change where increased flooding could take place at coastal communities. Flooding has been an issue in Newhaven and as a result the Environment Agency is currently installing flood defences to increase flood protection.
- 11.30 Neighbourhood Plan consultation and public meetings revealed that flash flooding through surface water run-off is experienced in some areas, created inevitably through the incline of many of the streets within the town.
- 11.31 Sustainable drainage, or SuDS, is a way to manage rainfall that collects, cleans and stores run-off in an environmentally friendly way using where possible landscape features like swales, basins and ponds. SuDS should also provide benefits for wildlife and the community.

### **Key Evidence**

Lewes District Joint Core Strategy  
EA Newhaven Flood Alleviation scheme  
Coastal Communities 2150 – Shaping our future by the Coast  
Neighbourhood Plan Topic Paper 2 - 2014

### **Potential Quick Wins**




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



Illustrative Map 7 - Surface, Fluvial and Tidal Flood Risk



Key

-  Newhaven Neighbourhood Plan boundary
-  Pre-defence fluvial and tidal risk
-  Surface water flood risk



## 12. Good Quality Design and Image

### 12.1 Introduction

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

### 12.4 Background

- 12.5 Newhaven is a town with a strong sense of identity which is enhanced by the backdrop of the South Downs National Park but there are a number of vacant, underused and poor quality sites and premises industrial in character, which have a negative impact on the overall image of the town. The severing impact of the busy A259 and the lack of green areas within the urban fabric of the town also contribute to this negative image.
- 12.6 There are also old and new built elements which contribute positively to the character of the town. Terraced late Victorian and Edwardian houses, which have a sense of order and rhythm, line streets surrounding the town centre. They provide an attractive context for the town core and are part of the story of Newhaven and its historical expansion around the railway and the Port.
- 12.7 Recent residential development on the West Quay comprises of high density apartments adjacent to the marina designed with a nautical theme. Attention has been paid to landscaping and walkways and the overall image of this development is very pleasing.
- 12.8 Recognising the positive design elements in Newhaven and extending them to new developments as well as seeking exemplary design particularly along the main A259 where available sites for development do feature, is considered to be an important step towards improving the town's attractiveness. An improved image would help on so many levels:
- It would create a new narrative for Newhaven, attracting new residents and visitors
  - It would build businesses confidence and investment
  - It would be another reason for local people to be proud about where they live
- 12.9 A recent study on the town centre carried out by Aecom on behalf of the Town Council identified ways to the public realm could be improved. Suggestions included ideas to improve gateway and entry points adjacent to the town centre, including the idea of developing themes to reflect the wide range of Newhaven's identity. Illustrative Map 8 shows their ideas for themed gateways with elements of Newhaven's past and present creating the focus.



Illustrative Map 8 - Themed Gateways



Key

- |  |   |
|--|---|
| <p><b>1 Gateway</b> - curved feature wall with fabricated key words representing the history and character of the town</p> <p><b>2 Local Art</b> - display of local art</p> <p><b>3 Military</b> - celebrate town's designation as a 'Special Military Area'</p> | <p><b>4 Maritime</b> - celebrate town's proximity to the water and its maritime heritage</p> <p><b>5 Port</b> - celebrate the history and continuing status of a town as a 'port'</p> <p><b>6 Modern Art</b> - display of modern and contemporary art by local people</p> |
|--|---|



- 12.10 One of the suggestions for a gateway feature was to install a curved feature wall with fabricated key words representing the town.

## MARITIME PORT HARBOUR MILITARY WELCOME



Figure 1 – Approaching the ring road from the swing bridge

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

### 12.12 Key issues and challenges

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



## 12.16 POLICIES FOR GOOD QUALITY DESIGN AND IMAGE

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

### **Policy D1 – Good design, improving the image and attractiveness of Newhaven and design and climate change**

1. The development of sites or redevelopment of buildings fronting the A259 corridor in Newhaven should be of the highest quality design and construction quality, appropriate to its form and function. Higher residential densities in these locations are also supported.
2. Commercial premises adjacent to the ring road will have active frontages onto the road to signal the town centre location.
3. Sculpture, installations and/or high quality contemporary architecture innovative in design that is sustainable in its construction and operation will be encouraged at gateways and prominent locations as shown on Illustrative Map 9.
4. Development proposals are required to respond to the local surroundings, landscape and context as well as the built environment through:
  - a) creation of a strong sense of place that relates well to surrounding development
  - b) Using good quality materials that complement the existing palette of materials used within the area;
  - c) Using appropriate planting for highway boundaries wherever possible and in keeping with the existing streetscape;
  - d) Ensuring safe access for pedestrians, cyclists and motorists;
  - e) Providing adequate refuse and recycling storage incorporated into the scheme to minimise visual impact on the street scene;
  - f) Ensuring that the design is compatible with deterring crime, including maximising opportunities for natural surveillance of public areas;
  - g) Providing a strong landscape framework, making the best use of existing trees and landscape features and providing soft and hard landscaping to enhance new development





5. All new development within Newhaven should seek to achieve high standards of sustainable development and in particular, demonstrate in proposals how design, construction and operation has sought to:
- a) Reduce the use of fossil fuels
  - b) Promote the use of natural resources, the re-use and recycling of resources and the production and consumption of renewable energy
  - c) Adopt and facilitate the flexible development of low and zero carbon energy through a range of technologies
  - d) Link the provision of low and zero carbon energy infrastructure in new developments to existing buildings;
  - e) Adopt best practice in sustainable urban drainage
  - f) Link the provision of low and zero carbon energy infrastructure in new developments and where possible, to existing buildings

Note: Further approaches to the town centre are within Section 6 – Town Centre.



## 12.18 **Justification**

- 12.19 New development provides an opportunity for the character of Newhaven's urban environment to be maintained and enhanced. Despite the negative imagery of parts of the town blighted by the A259 and poor quality industrial areas, there are parts of the town which contribute positively to the town's character and identity. Victorian and Edwardian terraced villas create areas of special heritage character and new developments adjacent to the river relate well to the marine environment with a nautical theme and reference to their setting. Reinforcing these positive elements by ensuring that new development responds to its setting will support the image and identity of the town.
- 12.20 Like many port towns Newhaven has heavy industrial uses on the river such as the storage and movement by boat of aggregates and scrap metal. The incinerator too is highly visible from within the town as are other heavy industrial uses and redundant or poor quality manufacturing sites. In addition the A259 corridor cuts through the centre of the town and blind frontages of commercial/leisure buildings within the town centre create a blank and hard canvas of brick, that give no indication of the uses that lie within. Collectively these form powerful negative imagery that Newhaven has become known for, both locally and more widely.
- 12.21 In order to create a balance in the visual character of the town and improve its image, steps can be taken to improve the qualitative character of new buildings, encourage landmark buildings and facilitate permeability to town centre buildings to encourage usage and enhance sense of place.
- 12.22 New development which has regard to the 'Green, clean and Marine' narrative for Newhaven will strengthen its image.
- 12.23 The District Council in their Regeneration Strategy 2012 identified that with the opportunities of the Energy Recovery Facility, the technical and marine skills base and links with Brighton and Sussex universities, Newhaven can become a centre for green industries and innovation. Since the publication of the regeneration strategy the town has become the operations and maintenance base for the Rampion Offshore Windfarm. The strapline 'Green, Clean and Marine' is often used to describe Newhaven's narrative.
- 12.24 Encouraging innovative design and using green technology for new development would support and strengthen this 'branding' and approach for Newhaven, further establishing the town as a centre of excellence in renewable energy and energy efficiency. Also requiring development to maximise gains from renewable energy will also build on design excellence.
- 12.25 Planning policy can be powerful both in drawing new developments onto District Heating systems and increasing confidence by indicating local commitment to District Heating. Addressing climate change is one of the core land use planning principles which the NPPF expects to underpin both plan-making and decision making.
- 12.26 Newhaven Town Council commissioned a study to determine whether the Energy from Waste Facility on the northern fringes of the town, could provide the primary heat source for the development of a District Heat Network for the town. The study suggested that planning controls available to the Neighbourhood Plan could have a significant effect on the project viability. The study suggested that opportunities should be cross referenced in policy also to raise awareness of potential infrastructure proposals.



- 12.27 LDC Core Policy 14 encourages renewable and low carbon energy in all development, with proposals responding to the potential identified in the Energy Opportunities Map. This map identifies Newhaven as being a potential area for District Heating.

### **Key Evidence**

Lewes District Joint Core Strategy and Appendix 5 – Energy Opportunities Map.  
Lewes District Public Realm Framework 2013  
Newhaven Town Council Energy Masterplan 2016  
Physical Development Vision for Newhaven 2010  
Newhaven Character Assessment Report 2004  
Neighbourhood Plan Topic Paper 2 - 2014

### **Potential Quick Wins**

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



## 13. Housing

### 13.1 Introduction

- 13.2 The policies in this chapter set out where new housing in Newhaven should be located and what type of housing needs to be delivered. The Government requires that local authorities should meet their objectively assessed housing needs for market and affordable housing. Lewes District Council has set out their over-arching approach to the distribution of housing to meet that need in their Core Strategy (Local Plan Part 1).
- 13.3 The Core Strategy states that out of the 6,900 homes to be delivered in the Lewes District, a minimum of 825 homes are to be delivered in Newhaven. Spatial policy 2, allocates a minimum of 400 net additional units to be built at Harbour Heights, a large greenfield site adjacent to the cliffs in the south wester corner of the town, which leaves a minimum of **425** net additional units to be allocated in the Neighbourhood Plan.
- 13.4 The need for 'affordable' housing is recognised nationally and especially in the South-East, where loan to income ratios are higher than in other parts of the county. Lewes District Core Strategy at Core Policy 1 – Affordable Housing, sets out the delivery of affordable housing requiring a district wide target of 40%, including affordable rented and intermediate housing which will be sought for developments of 10 or more dwelling units. For developments less than 10 units, affordable housing will be sought according to the stepped target and threshold in the table below. The affordable housing target may exceptionally be determined on a site by site basis where justified.

Affordable Housing Target/Threshold in the Lewes District (including Newhaven)	
Scheme size (Units)	Affordable Housing (Units)
1-2	0
3-4	1
5-7	2
8-9	3
10+	40%

Table 2 - Affordable Housing Thresholds



## 13.5 Background Information

- 13.6 Newhaven has the smallest population of the four towns in the Lewes District, but is identified as delivering the most homes in the Core Strategy. Housing is seen as key to helping the regeneration of Newhaven by encouraging additional investment, improving infrastructure and increasing the population base to support local businesses.
- 13.7 West of the river is where the majority of the existing homes in the town are located, along with three primary schools and the main secondary school. To the east of the river lay the residential areas of Denton and Mount Pleasant which are located on the exposed slopes of rising ground of the chalk downs. There are currently a scattering of homes within the Eastside industrial area, however large scale residential development has been approved and so the industrial character of the area is set to be diluted to more of a mixed use. Also east of the river is one primary school and the new University Technical College which takes young people from the age of fourteen.
- 13.8 Beyond all of the residential areas lays the South Downs National Park to the west, east and north and to the south the sea and give the town its unique and beautiful setting whilst creating barriers to large scale development.
- 13.9 The exception to this is a large swathe of land at Harbour Heights that has been allocated as a strategic site for mixed use with a minimum of 400 homes in the Core Strategy. This land is located on an exposed cliff top location but lies outside of the South Downs National Park.
- 13.10 Some low lying parts of the town near the river are within Environment Agency Flood Zone 3B and are currently unsuitable for development. However flood defence work to protect the town has commenced and these areas will be defended by 2018.
- 13.11 Areas beyond the built form of the town have been assessed in the Neighbourhood Plan process, but due to environmental considerations and in some cases isolation, were not found to be sustainable locations for development. For reasons of sustainability, along with the emphasis for the regeneration of Newhaven, the guidance of the National Planning Policy Framework to encourage the effective use of land and to respond to community opinion, sites allocated in the Neighbourhood Plan are all brownfield sites.

## 13.12 Neighbourhood Area Designation and meeting the planned level of housing growth

- 13.13 Following an objection by Newhaven Port Authority that the neighbourhood plan area included port land which is considered of strategic importance, the District Council designated a reduced area of the parish to be covered by the Neighbourhood Plan which excluded port land and a smaller parcel of land of 0.23 hectares in separate ownership (see Section 1 - Illustrative Map 1). The land not in port ownership has a frontage onto the A259 and the river and is considered to be a key gateway site, with the potential to deliver high density mixed use development due to its location and surrounding land uses.
- 13.14 The site is deliverable and developable and is in a sustainable location being in a central location within the town with good access to methods of sustainable transport.



13.15 Development of this site for residential development could yield a minimum of 10 homes if commercial use remained the focus, but considerably more if a more balanced mixed of uses was aimed for. Whilst it is not possible to plan for this key and central site in the Neighbourhood Plan, its development will contribute to the total number of housing that Newhaven overall delivers.

### **13.16 Committed Residential Sites in Newhaven**

13.17 Newhaven has some 500 residential units committed for residential development made up of; large sites with planning permission, small sites with planning permission and sites with approval subject to a Section 106 legal agreement. There are also unimplemented housing allocations for 400 homes.

13.18 As expected in a port town with a history of manufacturing which has been in decline, the focus of some of the larger scale development proposals have been on former employment sites, some with large site areas.

### **13.19 Site Selection Criteria**

13.20 Sites considered in the Neighbourhood Plan process were identified through the Lewes District Strategic Housing and Economic Land Availability Assessment and a Neighbourhood Plan 'Call for Sites' where landowners were invited to submit sites for consideration.

13.21 Local residents were also asked at the consultation exercises if they were aware of any available sites. There was no deadline for sites to be submitted by and sites have been submitted up until the last 6 months.

13.22 Sites identified through these approaches were then assessed against a number of criteria to consider their suitability, availability and achievability for development<sup>20</sup> so that a judgement could be made as to whether sites were deliverable (i.e. there is a reasonable prospect that housing will be delivered in the plan period) and developable (that the site is in an appropriate location for development and available).

13.23 Following the assessment of whether sites were deliverable and developable, all the sites were assessed through a Sustainability Appraisal as to the contribution they would make towards sustainable development. Sites were assessed against a range of sustainability objectives which showed which site options would bring the most positive benefits to social, economic and environmental indicators.

13.24 The Sustainability Appraisal also assessed the most sustainable policy approach to the distribution of development (housing and employment), with the process highlighting that the most sustainable approach being that the plan focus development within broad locations and/or specific sites, but all within the built up area/urban area of Newhaven as shown on the table below:

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<sup>20</sup> See site assessments  
<http://www.newhaventowncouncil.gov.uk/>



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

Table 3 - Distribution of Development (housing and employment)

21 Newhaven settlement boundary identified in Lewes Local Plan 2003



## 13.25 Brownfield Land Register (Housing and Planning Act 2016)

- 13.26 The Town and Country Planning (Permission in Principle) Order 2017 and the Town and Country Planning (Brownfield Land Register) Regulations 2017 have been laid, and came into force on 15 April 2017 and 16 April 2017 respectively. The Permission in Principle Order 2017 will provide permission in principle for land allocated in a Local Plan, Neighbourhood Plan and brownfield land register (Lewes District Council will in due course compile a brownfield land register which will include land in Newhaven).
- 13.27 In view of the considerable amount of brownfield land in Newhaven, the 'Permission in Principle' route for obtaining planning permission for housing-led development will give local developers greater certainty regarding suitability of land and could speed up housing delivery.

## 13.28 Key Issues and Challenges

- 13.29 A Profile of Newhaven 2014 produced by the Town Council identified a number of key issues and challenges for the town in respect of housing. These are summarised in Topic Paper 3: Housing for the Neighbourhood Plan along with additional evidence gathered as follows:
- Current housing stock shows relatively low number of flats whilst relatively high number of single households
  - Newhaven has a relatively high proportion of young people up to the age of 29. These are people that will be looking for smaller type of accommodation in the future
  - Identified need for more family homes
  - Relatively low choice of detached homes in the existing housing stock and therefore smaller choice of homes to aspire to
  - Pockets of poorer health which may generate the need for homes suitable for adaptation
  - Need to balance housing needs in Core Strategy with protection of urban, rural and coastal environments
  - The need to provide housing for older people given the projected increase in the number of households aged 65 and over, accounts for over half of the new households<sup>22</sup>. Newhaven has no private sheltered housing in the town centre area.
  - Significant amount of housing stock built late 19th and early 20th century with no off street parking
- 13.30 **Feedback from public consultation** exercises highlighted views on the need for affordable housing, concern on the impact of increased population on infrastructure and the need for flats and smaller units. As to be expected, brownfield sites had most support for new housing with greenfield sites having least support. More aspirational homes were also suggested as well as homes for older people. Developing the car parks in the town centre was not an approach with much overall support.

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22 Department for Communities and Local Government Household Projections 2013





## 13.31 POLICIES FOR HOUSING DELIVERY

- 13.32 The Neighbourhood Plan allocates a minimum of residential units in the Neighbourhood Area, in accordance with the planned level of housing growth for Newhaven in the Joint Core Strategy.
- 13.33 In addition new residential development is very likely to take place within the town but outside of the Neighbourhood Plan Area, exceeding the planned level of growth for Newhaven required by Spatial Policy 2 in the Joint Core Strategy.
- 13.34 The following policies relate to the spatial approach to development and the allocation of specific sites. Each policy is accompanied by the justification to the policy approach and reference to the background documents that underpin the policy.
- 13.35 Although there is a pre-determined quantum of development to achieve for each site, new development should also be designed to be responsive to the nature of the site and its context.
- 13.36 Neighbourhood Plan policies should not repeat policies in the Joint Core Strategy. The Core Strategy sets out the district wide policy approach to affordable housing and so it is not repeated in policy in this Neighbourhood Plan, but set out for clarity at paragraph 13.4 in this Housing Section.

### Policy H1 – A Spatial Strategy for Newhaven

1. The Neighbourhood Plan focuses future housing and economic development within the existing built up area of Newhaven, the boundary of which is referred to as the development boundary as shown on Proposals Map P7.
2. Within the settlement boundary there is a presumption in favour of sustainable development and proposals for new development will be supported, where they accord with other policies in the Neighbourhood Plan and other relevant development plan policies.
3. Outside of the development boundary, priority will be given to protecting the countryside from inappropriate and unsustainable development unless the proposal is essential to meet necessary local-community facility needs provided that:
  - a) There would be no adverse impact on the rural character and natural beauty of the area, including the South Downs National Park
  - b) There would be no adverse impact on biodiversity and wildlife habitats
  - c) The design and construction of any community building will adopt best practice in sustainable building techniques; and
  - d) Be in accordance with other policies in the plan.





### 13.38 **Justification**

- 13.39 Policy H1 sets out the spatial approach to new development which meets regeneration and sustainability objectives. For clarity the extent of the built form within which there is a presumption in favour of development is identified by a development boundary for the town.
- 13.40 The current urban form of Newhaven has developed in response to environmental constraints and context of the high quality environment of the South Downs National Park (as evidenced by the Lewes District Landscape Capacity Study<sup>23</sup>). The opportunity for the regeneration of Newhaven by redevelopment of derelict and under-utilised sites is well documented by the adopted Local Plan and recent area focused studies.
- 13.41 The Lewes District Local Plan 2003 identified a development boundary or Newhaven within which the principal of development was accepted. Development boundaries are a useful tool for guiding, controlling and identifying limits of development around an existing built form and have been used for decades in a planning context.
- 13.42 The NPPF states that outside of the strategic elements of a Local Plan, Neighbourhood Plans are able to shape and direct sustainable development in their area. A development boundary in the Neighbourhood Plan will provide clarity to developers and landowners where in principle development will be supported.
- 13.43 The Neighbourhood Plan Sustainability Appraisal at Table 3 assessed three options for the distribution of development to meet the additional homes identified for Newhaven in LD Local Plan Part 1. Option A – considered whether the Plan should not allocate specific sites or broad locations for development, Option B – considered whether the plan should focus development within broad locations and/or specific sites but all within the built up area of Newhaven (as per the development boundary of the 2003 Local Plan) and Option C – looked at focussing development on specific sites within and outside of the development boundary. Option B received the highest scoring, indicating that this was the most sustainable approach to deliver new development.
- 13.44 An exception to this approach is the provision of community facilities where they cannot be located within the development boundary due to land constraints and costly decontamination, provided there are no adverse impacts on the rural character, natural beauty and biodiversity of the area. This approach will benefit residents and visitors whilst still being mindful of countryside protection.
- 13.45 The development boundary for the Neighbourhood Plan has been identified by considering the original development boundary in the 2003 Local Plan, subsequent planning approvals for development and strategic allocations in the LD Local Plan 2016.

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



## Key Evidence

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

Newhaven Neighbourhood Plan Sustainability Appraisal

Newhaven Neighbourhood Plan Site assessments 2016

Newhaven Neighbourhood Plan Topic Paper 3

Lewes District Joint Core Strategy 2016

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

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

## Policy H2: Seahaven Caravans, Drove Road

Land at Seahaven Caravans as defined by Proposals Map P8 is allocated for a minimum of 22 dwellings, subject to:

- a) the compliance with other policies within the Newhaven Neighbourhood Plan and the Lewes District Joint Core Strategy; and
- b) the following site specific requirements;
  - the removal of all existing buildings and restoration of all contaminated areas;
  - the design of the units is arranged in such a way to protect future residents from excessive levels of noise pollution from the surrounding uses.
  - the residential units positively contribute to the street scene through the use of height and interest such as including elements of soft landscaping, integrated with the residential building/s.
  - Any proposal must make provision for the storage of cycles and bins for use by occupiers of the residential units.

Note: Affordable Housing should be provided in accordance with Lewes District Councils Joint Core Strategy

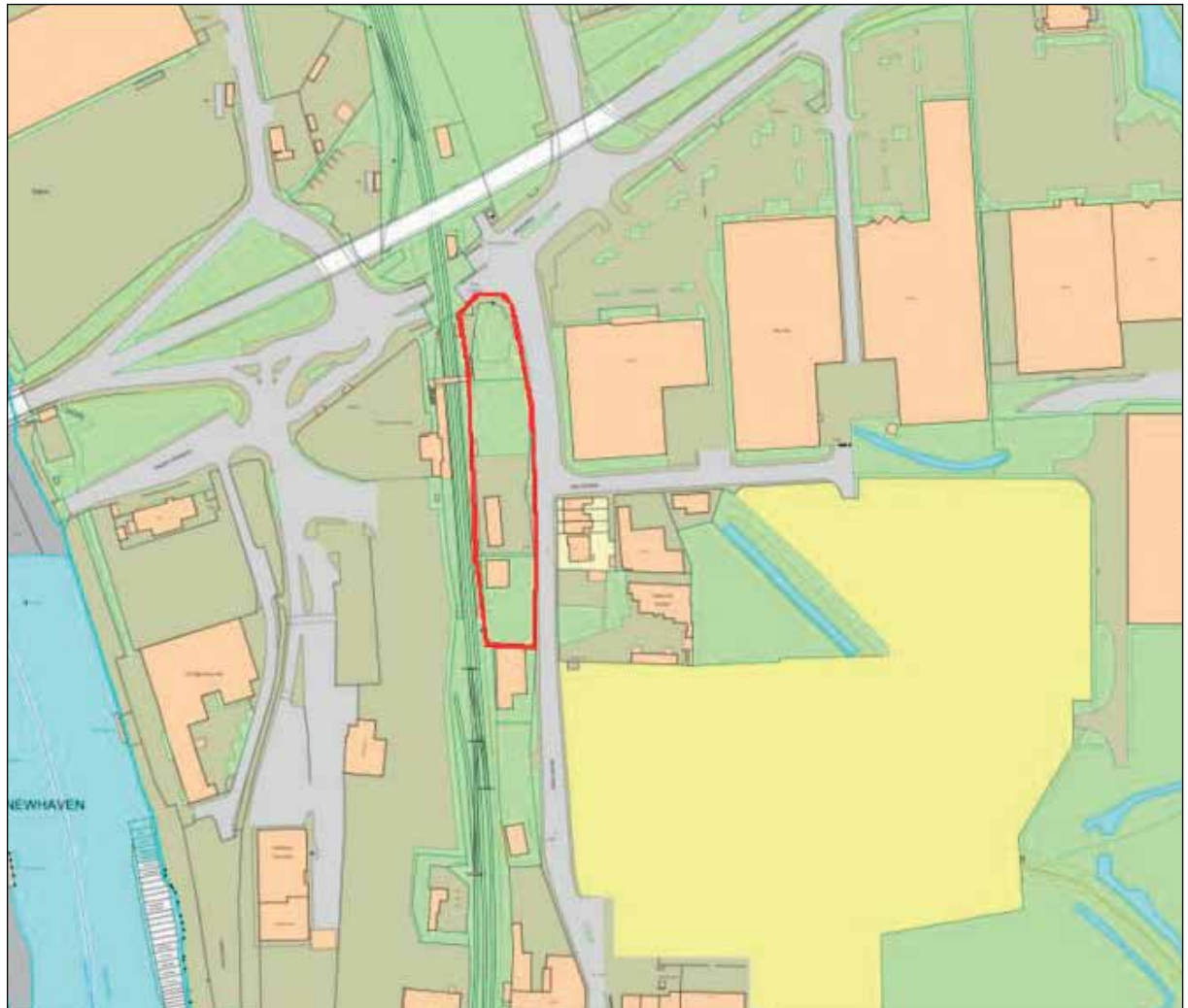
### 13.46 Justification

- 13.47 This site is located in a prominent location at the junction of Drove Road and Railway Road at Eastside and it is currently used for the sale of vehicles. The site is in a highly sustainable location being adjacent to shops and the transport hub where trains and buses converge. The proximity of transport would support development being either car light or car free.



- 13.48 The prominent location provides an opportunity for the development to make a positive qualitative impact on the character of the area, through design approached where a range of land uses are located. The location may also appeal to student housing or units which generally have a shorter tenure. It is estimated that this site could yield a minimum of 22 units.
- 13.49 The site currently is located within Flood Zone 3b but will have improved flood protection to remodel to protection to 3a standards by the end of 2018<sup>24</sup>.

Proposals Map P8 - Seahaven Caravan Site



24 <https://www.gov.uk/government/publications/newhaven-flood-alleviation-scheme/newhaven-flood-alleviation-scheme>



### Policy H3: Newhaven's Former Police Station, South Road

Land at Newhaven's former police station as defined by Proposals Map P9 is allocated for a minimum of 18 dwellings, subject to:

- a) the compliance with other policies within the Newhaven Neighbourhood Plan and the Lewes District Joint Core Strategy; and
- b) the following site specific requirements;
  - the form, height and massing of any part of the development fronting South Road should reflect those of residential properties adjacent.
  - the residential units on this prominent site positively contributing to the street scene, creating interest and variety through a positive street frontage, distinctive massing and soft landscaping.
  - provision being made for the storage of cycles and bins for use by occupiers of the residential units.
- c) Development of this site for sheltered housing is supported.

Note: Affordable Housing should be provided in accordance with Lewes District Councils Joint Core Strategy

#### 13.50 Justification

- 13.51 The former police station is located in a very prominent location at the junction of South Way and South Road in the centre of the town. It comprises of a 3 storey office building taking up approximately a third of the site, with the remaining land having been used as a car park for the building, with access from Chapel Street. The site is highly sustainable being adjacent to the 'Old Town' retail area and on bus routes to Brighton, Lewes and Eastbourne and within 500 metres of the railway station.
- 13.52 The location of the site on a street corner and fronting the A259 provides an opportunity to provide a landmark and distinctive building. Residential development on this site could be car light or car free, owing to the sites proximity to day to day facilities.
- 13.53 Accommodation where car ownership is less likely, such as warden assisted/sheltered housing would be appropriate here as residents could use local facilities and encourage footfall in the town centre.
- 13.54 Discussions with site owners and survey material suggest that the site could yield a minimum of 18 units, although the site size and key positioning could encourage a higher density through building height and massing.





#### **Policy H4: East of Reprodux House, Beach Road, Eastside**

Land as defined by Proposals Map 10 is allocated for mixed use, subject to:

- a) the compliance with other policies within the Newhaven Neighbourhood Plan and the Lewes District Joint Core Strategy; and
- b) the following site specific requirements;
  - There will be no ground floor habitable accommodation. Finished habitable first floors shall be no lower than 5.4m above Ordnance Datum (AOD)
  - The development will integrate 80 residential units on the north and west sides of the building adjacent to the recreation ground and existing residential properties
  - The provision of a minimum of 600m<sup>2</sup> of B1 Commercial Space
  - Hard and soft landscaping approaches should be submitted as part of any application with special reference to the softening of the development on the northern edge of the site with planting to help transition from open space to built form
  - A medium grain subdivision to the massing, so development responds to the existing 'village green' and developing residential character to the north

Note: This Policy is cross-referenced with Policy E2 in Section 7

Note: Affordable Housing should be provided in accordance with Lewes District Councils Joint Core Strategy



### 13.55 **Justification**

- 13.56 The large building on the site is currently used as a salt warehouse and has a floor area of some 3729 M square and is located on the southern side of the recreation ground at Eastside. Terraced Victorian houses with architectural merit bound the western edge of the recreation ground, while areas to the north and east of the recreation ground have planning consent for a total of 335 dwellings. When these new homes are built the recreation ground will be bounded on three sides by residential development.
- 13.57 The building is one of two old industrial buildings and the structures date from the late 1970's (one of which is the salt warehouse). Together they present a hard edge and incongruous form to the context of the 'village green' character of Eastside recreation ground and existing and proposed residential areas as well as the allotments, stream and tree lined footpath. The 'green' elements provide welcome natural features and a sense of place for the residential areas at Eastside.
- 13.58 Further south of the salt warehouse lay a number of contiguous sites which are wholly commercial and industrial in character. Many of these buildings too are old and of poor quality. The salt warehouse is positioned between these areas of residential and industrial land and could be conceived as being in a 'transitional' site, where a mixed use of residential and commercial would have regard to the surrounding context. Mixed use on this site would also soften the existing visual conflict between land uses and have a positive impact on the character of this area of community focus at Eastside.
- 13.59 Viability to achieving employment development is set out in the Enterprise Zone Implementation Plan 2017 where this site is identified as having negative residual land values so landowners may well require additional stimulus to bring land forward for commercial development. Providing an element of residential development will act as an 'enabler' and will contribute to the viability of the site to deliver employment opportunities.
- 13.60 This development may act as a catalyst for the regeneration of Eastside, making the area a more attractive proposition for businesses and residents.

Proposals Map P10 - Land East of Reprodux House





## Policy H5: Bevan Funnell, Norton Road, Eastside

Land as defined by Proposals Map P11 is allocated for mixed use, subject to:

- a) the compliance with other policies within the Newhaven Neighbourhood Plan and the Lewes District Joint Core Strategy; and
- b) the following site specific requirements;
  - There will be no ground floor habitable accommodation. Finished habitable first floors shall be no lower than 5.4m above Ordnance Datum (AOD)
  - The development will integrate 80 residential units with residential use on the north and eastern sides of the site
  - Residential units will include balconies and terraces to provide interest through recessing and projecting elements and opportunities for greening of the building
  - The provision of a minimum of 600m<sup>2</sup> of B1 Commercial Space
  - Hard and soft landscaping approaches should be submitted as part of any application with special reference to the softening of the development on the northern edge of the site with planting to help transition from open space to built form.
  - A medium grain subdivision to the massing, so development responds to the existing 'village green' and developing residential character to the north

Note: Affordable Housing should be provided in accordance with Lewes District Councils Joint Core Strategy

### 13.61 **Justification**

13.62 The large building on the site is currently used for furniture manufacturing, has a floor area of some 4130m square and is located on the southern side of the recreation ground at Eastside. Terraced Victorian houses with architectural merit bound the western edge of the recreation ground, while areas to the north and east of the recreation ground have planning consent for a total of 335 dwellings. When these new homes are built the recreation ground will be bounded on three sides by residential development.

13.63 The building is one of two old industrial buildings and the structures date from the late 1970's (one of which is the salt warehouse identified in Policy H4 for mixed use). Together they present a hard edge and incongruous form to the context of the 'village green' character of Eastside recreation ground and existing and proposed residential areas as well as the allotments, stream and tree lined footpath. The 'green' elements provide welcome natural features and a sense of place for the residential areas at Eastside.



- 13.64 Further south of the building lay a number of contiguous sites which are wholly commercial and industrial in character. Many of these buildings too are old and of poor quality. The Bevan Funnell building is positioned between these areas of residential and industrial land and could be conceived as being in a 'transitional' site, where a mixed use of residential and commercial would have regard to the surrounding context. Mixed use on this site would also soften the existing visual conflict between land uses and have a positive impact on the character of this area of community focus at Eastside.
- 13.65 Unlike the allocation at H4, this site lies outside of the Enterprise Zone however it 'reads' as part of the same land parcel and is situated in the same context. This development may act as a catalyst for the regeneration of Eastside, making the area a more attractive proposition for businesses and residents.

Proposals Map P11 - Bevan Funnell Building



## Policy H6: Eastside North (Former Asda site)

1. This site as defined by Proposals Map 12 is allocated for mixed use for a minimum of 65 dwellings with 4000 m<sup>2</sup> leisure or commercial floorspace subject to:
  - a) the compliance with other policies within the Newhaven Neighbourhood Plan and the Lewes District Joint Core Strategy; and
  - b) Residential development being located on the northern part of the site, furthest away from the sewage works.
  - c) The submission of odour dispersion modelling work to be completed in accordance with Environment Agency guidance and to the satisfaction of Lewes District Council.
  - d) Odour mitigation measures at Newhaven Waste Treatment Works necessary to meet an odour standard of 1.5 ou/m<sup>3</sup> at the boundary of the new development are operational before occupation of residential and commercial buildings.
  - e) A pedestrian path to link the proposed residential development with the public footpath to the west of the site is integrated with the design and layout of any proposal and usable on completion of the development.
2. Should a planning application be submitted that only relates to part of the site, it must be accompanied by a delivery statement that gives details of the proposed phasing of any remaining part of the allocation. The phasing strategy to be agreed with the Local Planning Authority.

Note: This Policy is cross-referenced with Policy ES2 in Section 7

Note: Affordable Housing should be provided in accordance with Lewes District Councils Joint Core Strategy

### 13.66 **Justification**

- 13.67 Planning approval for a class A1 retail foodstore and petrol station was given on this greenfield site (within the Enterprise Zone) in March 2013. Over a number of years levels of the site have been raised through the importation of fill materials from elsewhere. This was authorised by a planning approval in 2000. The purpose of the land raising was to prepare the land for development, having regard to the need to address issues relating to the risk of tidal flooding.
- 13.68 The retail operator has now withdrawn their interest and the planning approval has lapsed. Attempts have been made over the last couple of years to encourage a commercial enterprise to bring forward development on this site but with no success. Phase 1 of the Port Access Road which will give access to this site has been built.
- 13.69 The proximity of the site to the sewage works to the south will require a special approach and mitigation works to ensure suitability for residential use.



- 13.70 Viability to achieving employment development is set out in the Enterprise Zone Implementation Plan 2017 where this site is identified as having negative residual land values so landowners will require substantial stimulus to bring land forward for commercial development. Providing an element of residential development will act as an 'enabler' and will contribute to the viability of the site to deliver a range of employment opportunities. It is likely that additional support to bring the land forward for development and businesses rate relief accrued by LDC from Enterprise Zone management could help unlock the commercial element of the site.
- 13.71 The location of the site next to the Ouse Valley Nature Reserve may prompt interest in leisure uses that seek space allied with a higher quality environment.
- 13.72 This development will contribute to the regeneration of Eastside, making the area a more attractive proposition for businesses and residents.

Proposals Map P12 - Eastside North



## Policy H7: Robinson Road Depot, Robinson Road

Land as defined by Proposals Map P13 is allocated for mixed use to provide a minimum of 40 residential units and 600m<sup>2</sup> of workspace for creative enterprises, subject to:

- a) the compliance with other policies within the Newhaven Neighbourhood Plan and the Lewes District Joint Core Strategy; and
- b) the following site specific requirements;
  - the removal of all existing buildings and restoration of all contaminated areas;
  - the units respond to the riverside setting and prominent location through exemplary design, the use of balconies or terraces to break up any massing to support delivery of a landmark building and key focal point
  - provision being made for the storage of cycles and bins for use by occupiers of the residential units.
  - Development integrating a pedestrian/cycle path linking Robinson Road to North Way to encourage access to the countryside and accessibility to creative workshops
- c) Development of this site for sheltered housing is supported.

Note: Affordable Housing should be provided in accordance with Lewes District Councils Joint Core Strategy

### 13.73 **Justification**

- 13.74 This site is located on the western side of the river, north of the ring road. Access to the site is via Robinson Road a narrow and partly tarmacked road which feeds into the light industrial area used largely by marine associated commercial premises. The current use of the site is for the parking of the District Council's refuse lorries.
- 13.75 The LDC Local Plan Part 2 identified this land and the boat yard to the north for possible residential use for approximately 80 units. The document also recognised potential costs of developing this site due to flood defences and land contamination which could make bringing this site forward problematic if seeking a full quantum of affordable housing.
- 13.76 Redevelopment of this site would be an opportunity to deliver a distinctive development that relates and responds to the riverside setting and its key location would provide the context to create a landmark building. In addition some employment space could be retained by the inclusion of workshop space, meeting the need identified for the creative industries in Newhaven and capturing capacity elsewhere, developing Newhaven's narrative for arts and culture.
- 13.77 Redevelopment would provide the opportunity for public access along this part of the river linking the town centre to Riverside Park and the Egrets Way, taking pedestrians and cyclists away from the busy C7 Lewes Road.





### Policy H8: Lower Place Car Park

Land as defined by Proposals Map 14 is allocated for a minimum of 24 dwellings, subject to:

- a) the compliance with other policies within the Newhaven Neighbourhood Plan and the Lewes District Joint Core Strategy; and
- b) the following site specific requirements;
  - the units respond to the prominent location on the A259 through exemplary design to help deliver a positive gateway to the town centre.
  - provision being made for the storage of cycles and bins for use by occupiers of the residential units.
  - Any development integrates a public car park at basement/ground floor level unless evidence through an appropriate study identifies over provision of car parking space in the town.
- c) Development of this site for sheltered housing is supported.

Note: This policy to be cross reference with Policy TC1 Section 6

Note: Affordable Housing should be provided in accordance with Lewes District Councils Joint Core Strategy



13.78 **Justification**

- 13.79 Lower Place Car Park as the name suggests, is currently used as a public car park in the area of the town within the ring road. It is an elevated site overlooking the river and A259 ring road. To the west is the telephone exchange and to the south, the rear of premises fronting the High Street.
- 13.80 The proximity of the site to the town centre could make it suitable for households that have less reliance on the car with shops and the bus station adjacent and there is a shortage of private warden assisted units in the town.
- 13.81 Although in the consultation exercises feedback included concern over the loss of a car park, this site could be developed whilst retaining car parking at ground or basement level. The Aecom Town Centre Study identified that this site could deliver 36 units but this figure excluded car parking for the town, hence the lower figure in the allocation.
- 13.82 Regeneration of the town centre may bring forward alternative parking availability/ management which may impact on the required provision at Lower Place. Should this be the case with evidence provided through a car parking study, the approach for this site regarding provision of public parking could alter.

Proposals Map P14 - Lower Place Car Park



## Policy H9: Land at the former Co-op building, Town Centre

The former Co-op building on Proposals Map P15 is allocated for mixed use, providing a minimum of 1600 m square for uses appropriate to a primary shopping frontage as defined in Policy TC1 in the Neighbourhood Plan, with residential above, delivering a minimum of 74 residential units, subject to:

- a) the compliance with other policies within the Newhaven Neighbourhood Plan and the Lewes District Joint Core Strategy; and
- b) the following site specific requirements;
  - Development in this location must be of exemplary design appropriate to this key town centre location, creating a notable landmark building and creating a welcoming pedestrian gateway
  - Development should have an active ground floor frontage onto the A259
  - Redevelopment to take advantage of improving the public realm within Newhaven Square, through the provision of green spaces, seating and an attractive mix of hard and soft spaces
- c) Development of this site for sheltered housing is supported.

Note: This policy to be cross reference with Policy TC1 Section 6

Note: Affordable Housing should be provided in accordance with Lewes District Councils Joint Core Strategy

### 13.83 **Justification**

- 13.84 This site is located in the heart of the town centre in an area known as Newhaven Square although the southern side of the building fronts onto the A259 Ring Road. Until recently was used as a convenience store though is currently empty.
- 13.85 One of the features of this building is that it faces inward to the interior of the town centre with a blank and inactive frontage facing outwards. This creates a 'dead' frontage to passers-by and hides the fact that a town centre lies within.
- 13.86 Recently much of this area has become under single ownership creating the opportunity for more comprehensive redevelopment of the town centre, maximising and making best use of the land.
- 13.87 The former Co-op building currently is two storeys high but this could be increased due its distance from smaller scale residential properties and that its prominent location on the town centre 'island' which would lend itself to a landmark or statement building.
- 13.88 Primary Shopping Frontage uses at ground floor level would support Enterprise Zone designation approaches to support employment, whilst residential at first floor and above would encourage footfall in the town centre, increasing its vitality and viability.





- 13.89 Consultants involved with assessing development opportunities in the town centre, considered that the site could yield 74 residential units on the site.

Proposals Map P15 - Former Co-op building



### **Policy H10: Former Lewes District Council Offices, Fort Road**

Land as defined by Proposals Map 16 is allocated for a minimum of 8 residential units, subject to:

- a) the compliance with other policies within the Newhaven Neighbourhood Plan and the Lewes District Joint Core Strategy; and
- b) the following site specific requirements;
  - Redevelopment of the site should respect the surrounding scale and be of fine grain massing, to ensure compatibility with the existing street character.

Note: Affordable Housing should be provided in accordance with Lewes District Councils Joint Core Strategy

### **13.90 Justification**

- 13.91 These former District Council offices constitute a characterful building with detailing and interest, situated on the western side of Fort Road close to its junction with Chapel Road and some 300 metres from the town centre. Car parking is available at the rear of the building.



- 13.92 The buildings solid construction through its design and materials may lend itself to conversion rather than rebuilding due to cost implications of demolition. It is estimated that the building could be converted to provide 8 units with car parking space available at the rear.
- 13.93 Properties in this area are fine grain with narrow frontages so any redevelopment would need to be mindful of this scaling.

Proposals Map P16 - Former Lewes District Council Offices



### Policy H11: Former Grays School

Land at Grays School defined by Proposals Map 17, is allocated for a minimum of 30 dwellings, subject to:

- a) the compliance with other policies within the Newhaven Neighbourhood Plan and the Lewes District Joint Core Strategy; and
- b) the following site specific requirements;
  - Submission of site layout drawing should include details of all trees on site, with a stem diameter of 100mm or greater. Drawings should include the crown spread of these trees.
  - An ecological survey of the site should be submitted as part of any planning application, including an assessment of the impact of the development on biodiversity and details of measures to alleviate any loss.
  - Development must produce a positive street frontage with outward facing properties overlooking existing streets.

Note: Affordable Housing should be provided in accordance with Lewes District Councils Joint Core Strategy



13.94 **Introduction**

- 13.95 This former school has been identified by East Sussex County Council as being surplus to requirements. It is located on a corner site in a wholly residential area of the town which is accessed via steep streets although the site is relatively level.
- 13.96 There are a number of mature trees mainly to the periphery of the site covered by group and individual tree preservation orders. Also as more than 50% of the site is open ground it is likely to be used as a wildlife refuge.
- 13.97 The surrounding development is a mix of bungalow, semi-detached and detached houses, many with large back gardens and so the current density is not as high as in the more central parts of the town. Car parking to the LDC standards would be required due to the distance of the site from shops and facilities.

Proposals Map P17 - Former Grays School



## Policy H12: Old Conservative Club, South Way

Land as defined by Proposals Map P18 is allocated for a minimum of 5 residential units, subject to:

- a) the compliance with other policies within the Newhaven Neighbourhood Plan and the Lewes District Joint Core Strategy; and
- b) the following site specific requirements;
  - development in this location must make a positive impact on the A259 in terms of good design, be of appropriate scale and massing, and create a positive gateway building.

Note: Affordable Housing should be provided in accordance with Lewes District Councils Joint Core Strategy

### 13.98 Introduction

13.99 The former Conservative Club was destroyed by fire and the site has since been levelled. It is located at the western side of the A259 Ring Road at its junction with Brighton Road.

13.100 The site is in a prominent location and high density residential and commercial buildings surround the area.

13.101 Development here would have the opportunity to make a positive impact in terms of good design, interest or as a gateway feature building in an area which is fairly uniform in terms of building styles and period.

13.102 The proximity to bus stops and the town centre make this a sustainable location where less reliance on the car is possible for day to day living.

Proposals Map P18 - Old Conservative Club



## Policy H13: Housing type, mix and density

Larger housing developments of ten or more homes should provide a mix of types and sizes of development and should include a minimum of 40% 1 – 2 bed starter homes and smaller homes built to Lifetimes Homes Standards for elderly and disabled.

### 13.103 Justification

- 13.104 Paragraph 50 in the NPPF identifies the need to plan for a mix of housing based on current and future demographic trends, market trends and the need of different groups in the community. This includes size, type and tenure of housing required in particular locations reflecting the local demand.
- 13.105 The Lewes District Housing Register identifies the number of bedrooms are being requested for social housing with 1 and 2 bedroom flats being the most in demand by some 40%. The sites being promoted in the Neighbourhood Plan are all on brownfield sites in central and urban locations and most sites lend themselves to flatted development where smaller homes can be delivered.
- 13.106 More aspirational homes could come forward on Harbour Heights allocated for residential development in the Lewes District Core Strategy.

## Policy H14: Pre Application Consultation

1. Applicants preparing development proposals for development of 10 or more homes shall facilitate a proactive, early and thorough engagement with residents and other stakeholders prior to submitting a planning application.
2. Any subsequent planning application will detail this work and indicate how the proposal has responded to comments from the community. Applicants are encouraged to submit as part of any planning application the following:
  - a) Full colour drawings and detailed specifications of proposed main building designs and materials.
  - b) An explanation of the thermal performance of the building and how renewable energy is harnessed in the development, for instance through passive solar gain, insulation and/or application of renewable energy technologies.
3. All applicants are encouraged to seek practical and early advice from Newhaven Town Council and Lewes District Council



### 13.107 **Justification**

13.108 Newhaven has a number of sites that have the potential to deliver 10 or more homes. These sites are in close proximity to exiting residential development and will impact, through the quantum of new development on the character of the area.

13.109 Early community engagement will encourage improved outcomes for the community and reinforce generic policy approaches set out in the Neighbourhood Plan relating to image, sustainable building techniques and design.



We are formally consulting on this Neighbourhood Plan from **3rd May** until the deadline of **5pm on 21st June 2017**. We need your views, so that we can make any changes to it before we submit the plan to Lewes District Council for formal consideration and wider consultation later in the year.

From 3rd May hard copies of this Draft Neighbourhood Plan along with response forms are at the following locations:

**Newhaven Library, High Street, Newhaven, BN9 9PD**

**Hillcrest Centre, Bay Vue Road, Newhaven, BN9 9LH**

**Paradise Park, Avis Road, Newhaven, BN9 0DH**

**Town Council Offices, 18 Fort Road, Newhaven, BN9 9QE**

An online Draft Plan Consultation Response Form and copy of the Plan along with accompanying documents will be available on the Neighbourhood Plan pages of the Newhaven Town Council website at:

**<http://www.newhaventowncouncil.gov.uk/neighbourhood-plan>**

All documents will also be available at the Town Council offices, 18 Fort Road, Newhaven, BN9 9QE.

Come and find out more at the following drop in sessions where you can view the plans and talk to members of the Neighbourhood Plan Steering Group and volunteers:

**Wednesday 3rd May from 2pm – 8pm  
at Hillcrest Centre, Bay Vue Road**

**Wednesday 17th May from 2pm – 7pm  
at Lewes Road Social Centre, Lewes Road**

**Saturday 27th May from 10am – 2.30pm  
at Denton & Mount Pleasant Social Centre**

For more information about the consultation or the Neighbourhood Plan contact Susie Mullins on 01273 516100 or email:

**[Susie.mullins@newhaventowncouncil.gov.uk](mailto:Susie.mullins@newhaventowncouncil.gov.uk)**



