



PLUMPTON PARISH NEIGHBOURHOOD PLAN 2016-2030

Pre-Submission Plan Working Draft



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May 2016

Plumpton Parish Neighbourhood Plan 2016-2030 Pre-Submission Plan – May 2016

Contents

List of Policies	3
Foreword	4
1. Introduction and Background	5
2. The Neighbourhood Area	9
3. Planning and Policy Context	10
4. Community Views on Planning Issues	15
5. Vision, Objectives and Land Use Policies	21
6. Neighbourhood Plan Implementation	53
Policies Map	55
Annex – Evidence Base	56

List of policies

1	A Spatial Plan for the Parish	p.24
2	New Housing in the Parish	p.25
3	Design	p.39
4	Local Employment	p.40
5	Plumpton Village Centre	p.40
6	Plumpton College	p.41
7	Plumpton Racecourse	p.43
8	Community Facilities	p.45
9	Local Green Spaces & Open Spaces	p.48
10	Landscape and Biodiversity	p.49
11	Sustainable Drainage	p.50

Foreword

The Localism Act 2011 and the associated Neighbourhood Planning (General) Regulations give local communities the opportunity to take direct control of certain aspects of the planning process in their areas.

Plumpton Parish Council applied for designation of the Parish for the purposes of producing a Neighbourhood Plan in November 2013. The Parish as a whole was designated as a Neighbourhood Area by Lewes District Council in April 2014. The Parish Council then set up the Plumpton Parish Neighbourhood Plan Steering Group and this group was charged with the task of preparing the Neighbourhood Plan which would lead development in the Parish for the period through to 2030. The group was fully constituted and given clear terms of reference and comprised four parish councillors and eight residents who volunteered for this important task. The Steering Group concentrated on five key topic areas: Economy & Local Business; Transport & Access; Heritage, Community & Infrastructure; Landscape & Biodiversity; and Housing.

The Steering Group, working with outside advisors, held regular and frequent meetings with the initial objective of defining a Vision Statement for the Parish for the period of the Neighbourhood Plan. The Vision Statement is set out in Section 5 of this plan.

Further meetings and public consultation events took place during which aspects of the embryonic Neighbourhood Plan were aired and debated. A Parish-wide questionnaire was issued in December 2014. Throughout, the Steering Group has maintained clear and transparent information channels via its website, the parish magazine and reports to the Parish Council.

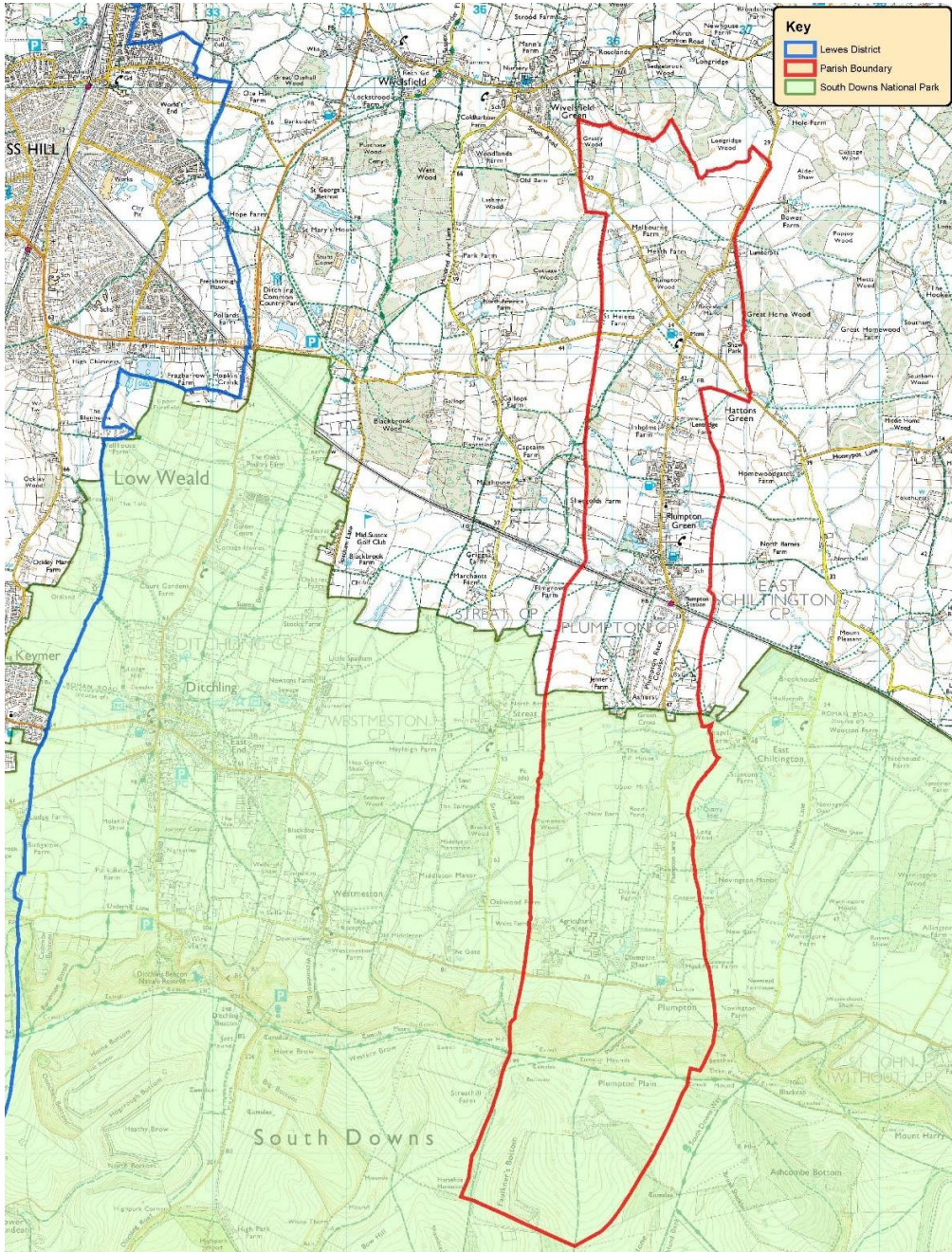
The Plumpton Parish Neighbourhood Plan (PPNP) will form a significant part of the planning process for the Parish over the next 15 years. The policies therein will control where new development takes place, the number (within the total allocated to the Parish by the Lewes District Council Local Plan) and types of housing and other new developments, and their appearance. It will also designate areas to be retained as "green spaces" within the Parish core. Lewes District Council, when considering planning applications on its own behalf or on behalf of the South Downs National Park Authority, will take full account of these policies.

Reg Stone

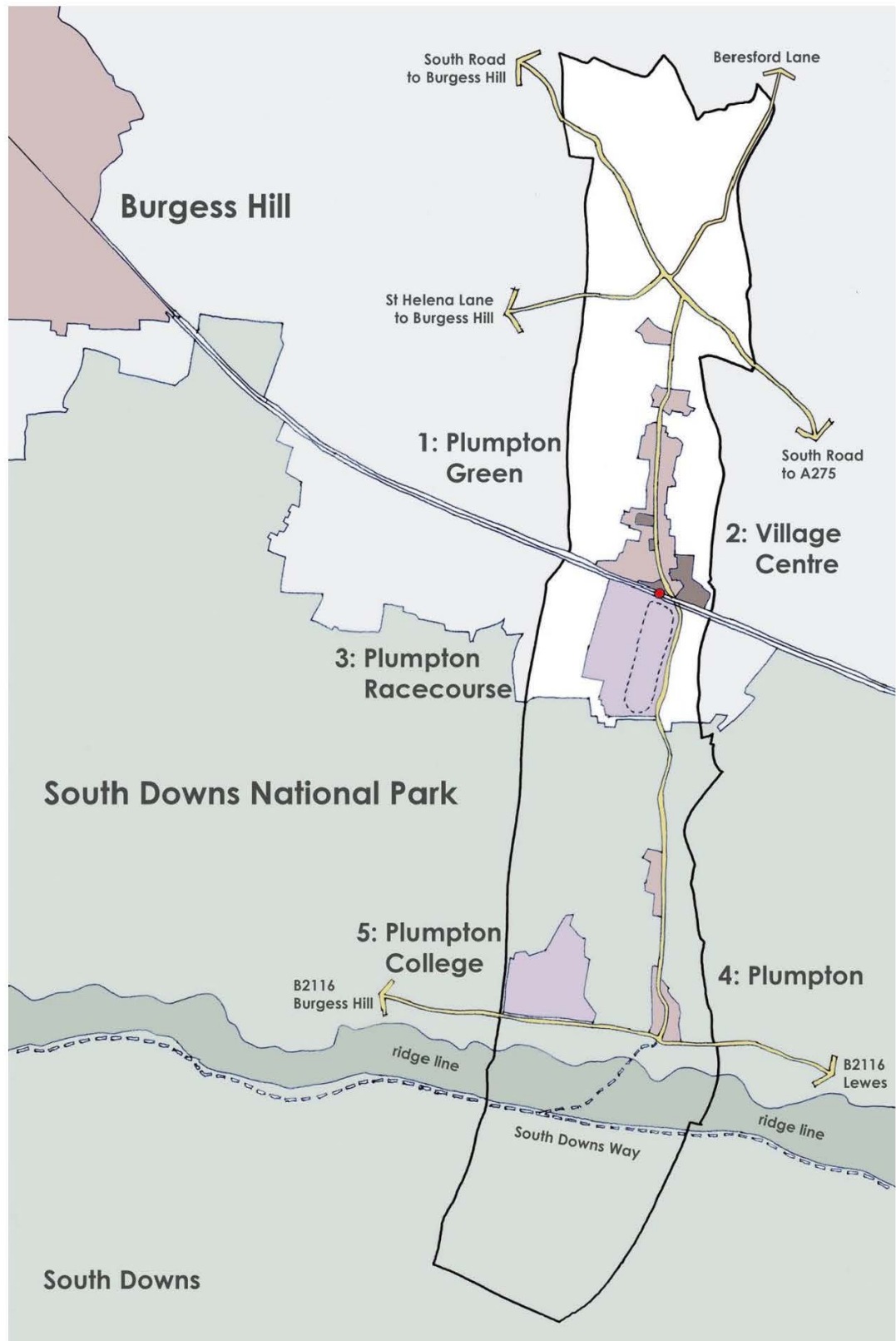
Chairman, Plumpton Parish Neighbourhood Plan Steering Group

1. Introduction and Background

1.1 Plumpton Parish Council (PPC) is preparing a Neighbourhood Plan for the area designated by the local planning authority, Lewes District Council (LDC), under the provisions of the Localism Act 2011 and of the Neighbourhood Planning (General) Regulations 2012. The designated area is shown in Map A below and in more detail on Map B.



Map A: The Designated Plumpton Parish Neighbourhood Area



Map B: Plumpton Parish

- 1.2 The purpose of the PPNP will be to make planning policies that can be used to determine planning applications in the area. Its policies will aim to protect the special character of the Parish and encourage development proposals for the benefit of the local community.
- 1.3 Neighbourhood plans provide local communities with the chance to shape the future development of their areas. Once approved at a referendum, and subsequently adopted by the planning authorities of Lewes District Council and South Downs National Park Authority, the Neighbourhood Plan becomes a statutory part of the development plan for the area and will be given full weight in determining planning applications in the parish.
- 1.4 Neighbourhood plans can therefore only contain land use planning policies that can be used for this purpose. This often means that there are more important issues of interest to the local community that cannot be addressed in a neighbourhood plan if they are not directly related to planning. Such issues are dealt with separately in the document.
- 1.5 Although there is considerable scope for the local community to decide on its planning policies, neighbourhood plans must meet some 'basic conditions'. These are:
- Is the plan consistent with the national planning policy?
 - Is the plan consistent with local planning policy?
 - Does the plan promote the principles of sustainable development?
 - Has the process of making of the plan met the requirements of the European environmental standards?
- 1.6 In addition PPC must be able to show that it has properly consulted local people and other relevant organisations during the process of making its Neighbourhood Plan and has followed the 2012 Neighbourhood Planning Regulations.
- 1.7 These requirements will be tested by an independent examiner once the Neighbourhood Plan is finalised. If satisfied, the examiner will recommend to LDC that the plan goes to a referendum of the local electorate. If a simple majority of the turnout votes for the plan then it becomes adopted as formal planning policy for the area.

The Pre-Submission Plan

- 1.8 The Pre-Submission Plan (this document) is the opportunity for PPC to consult on the proposed policies of the Neighbourhood Plan. It has examined existing national and local planning policies and how they may affect this area. It has also already sought some local community opinions on local planning issues that the Neighbourhood Plan might help address.

- 1.9 The contents of this plan are therefore presented to obtain the views of the local community and other organisations on its proposed vision, objectives and land use policies. The final version of the plan will take into account representations received on this version.
- 1.10 The PPC requested a screening opinion from LDC in respect of the need for PPC to prepare a Strategic Environment Assessment (SEA) under the EU directives 42/2001 and the 2004 Environmental Assessment of Plans and Programmes Regulations. LDC's screening opinion concluded that the PPNP requires a SEA given that the contents of the plan may lead to significant environmental impacts.
- 1.11 A SEA scoping report was published for a five-week consultation period starting in June 2015.
- 1.12 Since then, a Sustainability Appraisal (SA) Report (incorporating a SEA) was prepared to inform the neighbourhood plan. The SA considers the social, economic and environmental impacts of the policy options and policies contained in the draft neighbourhood plan. The SA/SEA has been published alongside the Pre-Submission Plan for its six -week statutory consultation, also known as the Regulation 14 period.

The Next Steps

- 1.13 Once the consultation period has come to an end, the PPC will review the comments made and prepare a final version of the PPNP, known as the 'Submission Plan'. This will be submitted to LDC to arrange for its independent examination and then the referendum.

Consultation

- 1.14 If you have any comments to make on this pre-submission plan, please do so by **28th June 2016** at the latest in the following ways:

By filling out a consultation response form and returning it to the Village Shop

OR

Via the PPC email address: damian.mooncie@plumptonpc.co.uk

OR

By writing directly to Damian Mooncie, Plumpton Parish Clerk, Little Talland, The Street, Firle, East Sussex BN8 6NT

- 1.15 The PPC website contains all the necessary background information on the PPNP. Its web address is www.plumptonpc.co.uk/neighbourhoodplan

2. The Neighbourhood Area

The Parish of Plumpton is located in the County of East Sussex within the Lewes District Council authority. The Parish lies to the north west of the District and is primarily a rural area with access to the urban conurbations of Lewes, Haywards Heath and Burgess Hill, the last two in different local authority areas. Further afield lie Brighton and the south coast towns. There is a station in the Parish which provides regular train services to London, Eastbourne and Hastings

The Parish is situated in a predominantly rural setting and is surrounded by farmland to north, east and west, and the South Downs to the south. A small amount of housing development has taken place over the last 30 years predominantly on two medium-sized developments. Most employment is provided by the Plumpton College and Plumpton Racecourse and small businesses on the two commercial estates. The Parish also benefits from a primary school, a shop with post office and three public houses.



3. Planning and Policy Context

3.1 The Parish lies within Lewes District Council (LDC) and the South Downs National Park Authority (SDNPA) in the county of East Sussex. Each of these administrations has policies and proposals that have a significant influence over the strategy and detailed content of the PPNP.

3.2 The National Planning Policy framework (NPPF) published by the Government in 2012 is an important guide in the preparation of local plans and neighbourhood plans. The PPNP must demonstrate that it is consistent with the provisions of the NPPF. The following paragraphs of the NPPF are especially relevant to the PPNP:

- Supporting a prosperous rural economy (paragraph 28);
- Good design (paragraph 58);
- Protecting healthy communities (paragraph 70);
- Protecting local green spaces (paragraph 76);
- Conserving and enhancing the natural environment (paragraph 109);
- Conserving and enhancing the historic environment (paragraph 126);
- Neighbourhood planning (paragraph 185).

3.3 At this stage of the PPNP, the development plan for Lewes currently comprises the saved policies of the adopted 2003 Lewes District Local Plan along with some General Development policies and site-specific policies. LDC, along with the SDNPA, is preparing a Joint Core Strategy (JCS) for a period up until 2030. This JCS is called Part 1 as it will form part of the Local Plan for Lewes District.

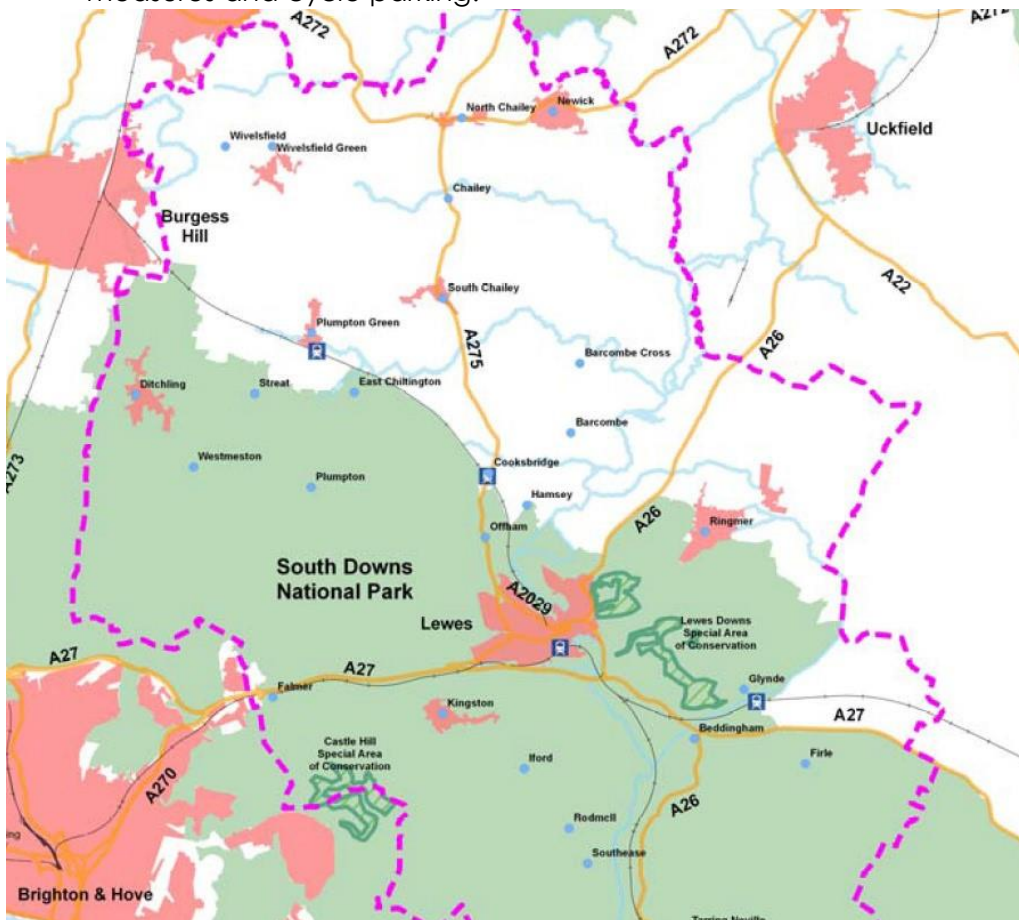
The JCS was submitted for examination in January 2015 and underwent Hearing Sessions in January 2015. This was followed by further Hearing Sessions in December 2015 following the publication and consultation of proposed Main Modifications to the Joint Core Strategy. The JCS is likely to be adopted in mid-2016 and so at this point, it is unclear whether the PPNP will be examined against the adopted 2003 Lewes District Local Plan or the JCS. However, the up-to-date evidence base which informs the JCS has been an important consideration for the PPNP, which has been prepared in conformity with the strategic policies of the adopted and the emerging local plan.

The Lewes District Local Plan (2003)

3.4 The 2003 Local Plan is the current adopted development plan for the district and contains a range of saved strategic policies. The saved policies have been examined along with the NPPF to ensure they are in general conformity. Some of the policies below are retained by the JCS until the adoption of the Lewes District Local Plan Part 2. The most relevant to the PPNP are the following policies:

- Policy ST1: Infrastructure Provision – This policy ensures that development will provide for the appropriate infrastructure required, including education, water supply and drainage etc.
- Policy ST3/4: Design, Form and Setting of Development – This policy sets out development criteria for new development.
- Policy RES8: Replacement Dwellings in the Countryside – Outside the Planning Boundary replacement dwellings are only permitted when the replacement is similar to the original.
- Policy RES9: Affordable Housing – This policy sets affordable housing provision requirements for new developments that will be sought where there is a demonstrable need in the locality.
- Policy RES10: Exception Sites – Principles are set out for affordable housing exception sites that may be granted outside the Planning Boundary.
- Policy RES19: Provision of Outdoor Playing Space – In areas where provision is deficient, residential development is required to contribute towards outdoor sports and/or children's outdoor play spaces.
- Policy RES20: Provision of Educational Facilities – In areas where provision is deficient or at capacity, residential development should contribute through commuted payment towards the resultant educational demands that it will generate.
- Policy E8: Neighbourhood Shops/Public Houses – This policy encourages the maintenance and improvement of neighbourhood shops and public houses through resisting change of use from retail and food and drink uses to other uses in principle. It encourages new development for these uses where in line with the LDC development plan policies.
- Policy E10: Tourism General Strategy – This policy encourages development for tourism facilities that will make the most efficient use of the cultural, natural and historic assets in the district.
- Policy CT1: Planning Boundary and Key Countryside Policy – This policy aims to resist development outside of existing planning boundaries unless it meets certain criteria. Plumpton Green is the only settlement in the parish which has a planning boundary.
- Policy H2: Listed Buildings – This policy resists development proposals that would adversely affect the architectural and historic character of these buildings.

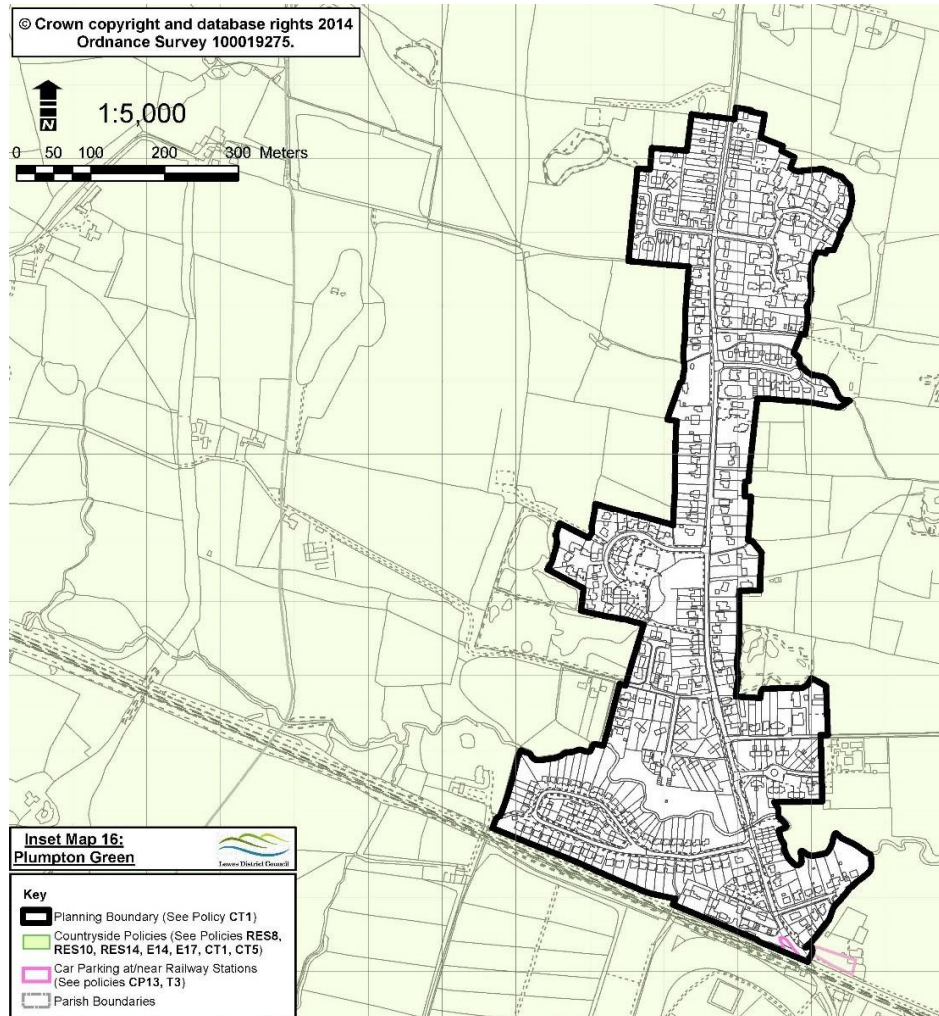
- Policy H5: Development within or affecting Conservation Areas – This policy sets out development principles for development within or near Conservation Areas.
- Policy RE1: Provision of Sport, Recreation and Play – This policy sets minimum standards for the provision of outdoor public and private playing spaces.
- Policy RE2: Existing Recreational Open Space – This policy resists development proposals that will result in the loss of existing outdoor space or other recreational spaces unless alternative provision can be provided elsewhere.
- Policy RE9: Allotments – proposals that would result in the loss of allotments will not be permitted in principle.
- Policy RE10: Community Infrastructure – This policy supports proposals for Class D1 uses and resists the loss/change of use of these.
- Policy T7: Provision for Cyclists – This policy encourages proposals for new development where appropriate to provide cycle routes, cycle priority measures and cycle parking.



Map C: Lewes District Council Authority Area

The Joint Core Strategy (Local Plan Part 1) (JCS)

- 3.5 The emerging JCS sets out the strategic policy context for the district until 2030 including the part of the Parish within the SDNP and is expected to be adopted in mid-2016. The South Downs National Park Authority (SDNPA) are currently preparing a Local Plan for the entire National Park which will replace the JCS in areas within the National Park when it is adopted (expected to be 2017). Although not yet adopted, the evidence base and the policies of the emerging JCS have informed the PPNP, including the minimum housing target of 50 net additional units which the PPNP plans for. This is important in ensuring that the PPNP is consistent with the strategic policies for the district at the point at which it is adopted and for the entire plan period.
- 3.6 The settlement hierarchy in the JCS identifies Plumpton Green as a Service Village. A settlement of this size should provide around 30 -100 housing units during the plan period. Plumpton, a separate settlement which lies at the southern part of the Parish within the SDNP, has been identified as a Hamlet and is not expected to provide any new housing. Spatial Policy 1 – Provision of housing and employment land sets a minimum housing requirement of 6,900 net additional units up to 2030. This includes a planned level of growth for Plumpton Green of a minimum of 50 net additional units over the plan period up to 2030. Plumpton as a Hamlet will be limited to affordable housing that meets a local need on exception sites and smaller infill development within the planning boundary.
- 3.7 The following policies may also play an important part in shaping the PPNP:
- Core Policy 1 – Sets a district-wide affordable housing target of 40% on developments of 10 or more dwellings. Affordable housing, or financial contributions, will be sought on developments of less than 10 units in line with a stepped target and threshold.
 - Core Policy 2 – Housing Type, Mix and Density – This policy sets a policy framework for new development to provide an appropriate and flexible range of dwelling types, mix and density.
 - Core Policy 4 – Encouraging Economic Development and Regeneration looks to stimulate and maintain the local economy through focusing retail and services around hubs and safeguard existing employment.
 - Core Policy 6 – The retail and town centres policy CP6 looks to retain a range of retail, employment, leisure, cultural and community uses and to maintain focused centres of these shops and services in order to maintain their vitality and viability. The policy also supports and retains local shops in areas not identified in the retail hierarchy.
 - Core Policy 8 – Green Infrastructure promotes the creation of increased green infrastructure by looking at how to deliver a network linking green corridors and green spaces for the use of the community.



Map D: Current Lewes District Council planning boundary for Plumpton Green

The Sites Allocation and Development Management Policies (Local Plan Part 2)

- 3.8 The Local Plan Part 2: Site Allocations and Development Management Policies is the second part of the emerging Lewes District Local Plan, covering the area outside of the South Downs National Park, and once adopted (expected 2017) it will replace the saved development management policies of the 2003 Local Plan. The PPNP, when adopted, will form part of the development plan alongside other adopted Plans (whether it be the 2003 Local Plan or JCS/Local Plan Part 2) and will provide the site allocations and development management policies to accompany those in the adopted district plans.

4. Community Views on Planning Issues

- 4.1 The PPNP Steering Group has consulted with the local community during the course of the PPNP preparation process, and the PPNP is based upon the results of these consultations, which have included meetings, open days and community surveys.
- 4.2 The PPNP Steering Group organised several consultation events for the village community, which were well attended.

First consultation drop-in

The first was a drop-in open event on 29 April 2014 to launch the Neighbourhood Plan process to residents and gauge their views on the implications of the housing development quota required by LDC.

The event was held in the village hall from 3.00pm to 7.30pm to allow as many people as possible to visit. A number of displays were created around six main themes:

- village identity
 - what makes Plumpton special?
 - why do we live here?
 - how do we feel about living here?
 - what would we like for the future of Plumpton?
- housing;
- transport;
- business;
- leisure;
- wildlife and public spaces.

Residents were invited to post comments on the displays, using Post-It notes. A total of 168 comments were contributed by 108 residents. The Community Views document provides a detailed breakdown of the responses.

Broadly, what mattered most to residents was the rural nature of the Parish, its green surroundings and tranquillity, and its strong community spirit and character.

The majority agreed that some new housing was necessary, but with the following caveats: any new housing should be clustered in small sites, on brownfield sites where available (38% support); it should include affordable housing for older and younger people (31%); and views and green spaces should be protected (25%).

Residents supported encouraging and developing existing and new businesses within the Parish and improving the economic activity of the village through tourism (eg cafe and cycle hire) in order to capitalise on its proximity to the South Downs National Park. Infrastructure adequacy was a concern, and loss of space, broadband connectivity and utilities were all mentioned. Some commented that they didn't want Plumpton to become a 'dormitory', with only commuters living in the Parish.

Transport and parking were also of concern: 33% of these comments wanted more parking provision, and specifically parking at the station (18%). Lower speed limits in and around the Parish were mentioned in 19% of comments (although 10% did not want reduced speed limits), and 14% wanted more encouragement for green transport. Better train and bus services were requested by 11% in total.

Asked about access to leisure activities, residents favoured preservation of green spaces (34%), followed by better use of and improvements to existing village facilities (26%).

On wildlife issues and preserving wildlife habitats, 39% of comments concerned the potential negative impact of new housing, and 39% said the protection of wildlife should be a priority. An overwhelming 90% of responses favoured conservation of wildlife in general but also trees and hedges and natural public space.

Second consultation drop in

The second consultation event took place on 16 September 2014 and was again an open drop-in, from 3.00pm to 8.00pm at the village hall. A total of 109 residents attended, of whom 43 had also been to the first consultation event. We thus reached in total 174 residents over the two events.

We again used display boards and tables to invite residents to comment on the following questions:

- What would we like for the future?
- What do we like about Plumpton and Plumpton Green now?

The following key topic areas were presented and residents' comments were invited on potential strengths, weaknesses, opportunities and threats:

- economy and local business;
- environment;
- transport;
- housing;
- heritage.

The Community Views document contains the detailed summary of the responses. The answers mostly echoed those in the first consultation event, although more people (58%) expressed concern about the prospect of housing development than felt more positively towards it (42%). The positive responses highlighted opportunities to invest in infrastructure and transport links, including pavements, as well as community life such as clubs and sports.

The most comments in relation to the future could be clustered under the themes of 'retain natural countryside and wildlife' (22%) and 'retain character of the village' (21%). Some 15% of comments supported 'small, discreet, affordable development'.

Asked what they liked about Plumpton now, again the majority (64%) of comments referred to its quiet/peace and landscape and its strength of community (41%).

On housing, the greatest number of comments related to the threats posed by any development: to the countryside, to flood risks, increased road traffic and parking problems, and damage to the village's rural character. There was also concern about maintaining public confidence if an existing covenant preventing development on one site was not honoured. Residents feared that existing services and infrastructure would not be able to sustain additional housing (19 responses), although opportunities identified included affordable housing for young and old, the opportunity to develop nature reserves and improved flood defences (30 comments).

Overall, the event confirmed the conclusions from the previous consultation:

1. sites should be small and spread evenly around the village, to include sites north and south as well as east and west. There was only one response that conflicted with this;
2. brownfield sites should be used wherever possible and open countryside, views and wildlife protected;
3. affordable housing should be incorporated to allow housing for young families, young people who want to remain in the village and our older neighbours who may be struggling to maintain larger homes.

First landowners/sponsors meeting

The next public meeting was an evening event on 6 January 2015 at the village hall, where we invited local landowners or their agents to present their housing development proposals to the PPNP Steering Group.

More than 100 village residents attended. There were six formal presentations:

- land south of Riddens Lane;
- land north of Wells Close;
- Fallbrook, Plumpton Lane (since discounted as outside the development area);
- land at Little Inholmes Farm;
- land behind the school, North Barnes Lane;
- land to the rear of Oakfield, Station Road.

In addition, proposals for three sites for which no development plans had yet been prepared were informally presented to the PPNP Steering Group after the main meeting closed:

- land to the north of the Old Police House, Station Road;
- land at Inholms Farm, Station Road;
- land south of Inholms Farm, Station Road.

Second landowners/sponsors meeting

A second meeting with further owners/agents of land potentially available for development was organised on 3 March 2015. Parish residents were again invited to attend and 110 came.

Detailed proposals for development of a further six potential areas were presented:

- Church Glebe land and the Rectory, Station Road;
- land to the north of The Old Police House, Station Road;

- land at Inholms Farm, Station Road;
- Nolands Farm, off Station Road;
- land east of Plumpton Lane, south of the railway line;
- land south of Inholms Farm, Station Road.

Again members of the PPNP Steering Group and Parish residents were invited to ask questions and offer comments. These further sites were taken forward for detailed consideration by the PPNP Steering Group.

4.3 In January 2015 the PPNP Steering Group distributed a questionnaire to all Parish households. The questionnaires were returned to a central collection site at the village shop or collected personally, door to door, by PPNP steering group members. In total 632 questionnaires were distributed and 358 returned, a 57% response rate.

The questionnaire sought residents' views on where and what kind of housing development they would prefer, and what aspects of village life they wanted the Neighbourhood Plan to conserve and enhance. The summary findings were as follows.

Village layout. The majority (63%) of residents preferred expansion on a north/south axis, following the existing ribbon development along Station Road, with 39% preferring expansion on an east/west axis.

Development priorities: 45% of residents supported development that would allow people to work locally and would encourage tourism in the village.

Village qualities: The vast majority (91%) of people wanted all valued aspects of current village life preserved – eg its dark skies (no street lighting), clubs and societies, bus/train services, post office and shop, school, sports pavilion and village hall. Additional aspects to be preserved include the church (19%), pubs (13%) and railway crossing gates (9%).

Quality of life: 95% said the countryside, footpaths and views of the South Downs significantly contributed to quality of life but there was no significant interest in improving cycle access.

Wildlife: 90% wanted wildlife and habitat conservation measures incorporated into new developments.

Open spaces: The three most valued open spaces were: the playing field (22%); the South Downs (18%); and the network of footpaths (18%).

Development size and timescale: 87% favoured development phased over a long period of time and limited to no more than 10–20 units per site.

Type of development: The majority (74%) of people wanted medium-size (3-bed) units or a combination of small and medium-size units (81%); warden-assisted accommodation (77%); and retirement homes (71%). Whereas 80% of residents were opposed to 4–5 bedroom homes or combinations that included 4–5 bed homes (61%). They were also opposed to flats in small blocks (60%). Residents were ambivalent about including a care/nursing home, with 55% for and 45% against.

Community management: 68% supported a community-led approach to the management of village assets, including housing developments.

Business/employment: 69% wanted more business and employment opportunities. The employment most people wanted to see develop locally was agriculture, followed by trades, leisure, tourism, business support and retail. However only 43% of respondents overall supported the identification of land for business development; 57% opposed this.

Business benefits: local business owners wanted better public transport, high speed broadband, and more patronage from residents. Least important to them were more parking provision; more housing; land for expansion and shared work/office space.

Roads and footpaths: 50% of residents felt that local roads were poorly maintained, 54% said local footpaths were well maintained. But 82% had no particular view about cycle paths, and 84% thought the same about bridleways. Residents were equally divided on whether pavements were well maintained. Most people either had no particular view (47%) about parking conditions or thought that parking areas were poorly maintained (41%).

Parking: 55% of residents did not want parking charges at the station and 68% did not want parking charges at the playing field; 28% supported parking charges at the station and 18% at the playing field while 16% had no particular view.

Renewable/sustainable energy: 56% had no particular view about sustainable energy or felt it wasn't important; 44% supported more use of sustainable energy by the community.

Young people's questionnaire

The questionnaire included a young people's section, 65 of which were returned. Their responses are summarised below.

What do you most like about living here? Mostly commonly, the young people liked living in the countryside, the fields and proximity to the South Downs (33%); the friendliness of the community (29%); the playground and playing fields, and the peace and quiet (17% respectively).

What do you like least about living here? The largest number (9) said there was nothing or not enough to do; six said there was not enough transport; six had concerns about speeding traffic or dangerous roads; four were worried about development; four wanted playground facilities for older children.

Will anything stop you from setting up home in Plumpton when you grow up? Nine were concerned about high house prices/high rent; eight didn't want to stay in a small village; seven wouldn't want to stay if the village got too big; five said they wouldn't be able to find employment locally, and three said they would move if new housing was built in the "wrong place".

Bus services. Only 13 said they used the local bus service, either to get to school or to go to Lewes or Haywards Heath. Five said they would use the service more often if it was more frequent and on time.

Events for young people. Respondents suggested a range of activities: a drama club, social activities for older children/teenagers; a cycling club; gymnastics, music and swimming. They welcomed the new Youth Club, but wanted it to meet more frequently.

Facilities for young people. Respondents suggested a swimming pool, better provision for teenagers at the playing fields, including a covered/sheltered area where they could hang out, and a roller skating rink.

Cycling and walking. Several said they were put off walking or cycling more by the speeding traffic, the poor surface condition of the roads and pavements, the lack of pedestrian walkways along Plumpton Lane and north up to the Plough public house, and the lack of cycle paths.

4.4 Preferred sites drop-in event

A final village consultation event took place on 15 September 2015 from 3.00pm to 7.00pm to present to the village the preferred sites that the PPNP Steering Group proposed to include in the draft PPNP. The event presented: details of all the sites put forward for consideration for inclusion in the PPNP; how each scored on a range of objective measures of suitability, achievability, availability and acceptability; which sites scored highest and were recommended for inclusion by the PPNP Steering Group; and the number of houses allocated to each site.

The selected sites at this time were:

- land south of Riddens Lane (16 units);
- land north of Wells Close (6 units);
- land to the north of The Old Police House, Station Road (12 units);
- land south of Inholms Farm, Station Road (12 units);
- land south of the railway, east of Plumpton Lane (12 units, plus provision for station parking).

These sites would deliver 58 housing units, slightly above the 'minimum 50' required by LDC.

The rejected sites were:

- Church Glebe land and the Rectory, Station Road;
- Nolands Farm, off Station Road;
- land at Inholms Farm, Station Road;
- land at Little Inholms Farm;
- land behind the school, North Barnes Lane;
- land to the rear of Oakfield, Station Road.

In total, approximately 154 residents visited the display, and were broadly supportive of the proposed selection going forward for formal consultation.

5. Vision, Objectives & Land Use Policies

Vision

5.1 The vision of the Parish in 2030 is:

"The Parish of Plumpton will have retained its character and identity as a rural village with a strong sense of community and strengthened its relationship to the landscape setting through improved public access, the development of new open space amenities and the enhancement of its biodiversity and landscape assets.

Community facilities will have expanded and become more varied to meet the changing needs of residents, with the school, village hall, shops, station and recreation amenities all thriving and creating a stronger village centre. The Parish's natural assets will provide benefits for pedestrian and cycle movements through improved connectivity and additions to the network of footpaths, bridleways and public rights of way, many of which will directly connect to the new developments

The Parish will have a strong, positive and supportive working relationship with Plumpton Racecourse and Plumpton College, which in turn will have led to the Parish benefitting through an increase in tourism, visitors, support for local businesses and a greater range of facilities being available to the Parish.

The Parish will have continued to support local employment businesses and facilitated new employment opportunities within the Parish for local people and to support the services within the Parish.

The Parish will also enjoy a positive relationship with the SDNP which will have become more accessible to the community for recreation and leisure. The Parish and SDNP will have worked together to protect their shared setting and to define a role for the Parish as a gateway to the Park.

There will have been a modest growth in housing numbers through the provision of new home purposely designed to meet local needs, including people wishing to downsize and young families, and to provide a balance of dwelling types and ownership structures to serve the community over the long term. These new homes will have been provided in small clusters on sites that do not detract from the character and setting of the Parish."

Objectives

5.2 To achieve this vision a number of key objectives have been identified as follows:

1. to protect the character of the Parish and future growth through maintaining the spatial and qualitative relationships between the areas;
2. to retain and enhance existing community services and amenities to support a wider range of Parish needs and reinforce the identity and purpose of the village centre. To work with Plumpton College and Plumpton Racecourse to integrate their longer-term plans with these objectives;
3. to identify sites for development that are sympathetic to the scale, topography and character of the Parish and that will not have a detrimental impact on the setting. Ensure new development is designed to offer potential for wildlife habitat maintenance and enhancement;
4. to plan for some housing to meet local needs, in particular for young families and local people wishing to downsize;
5. to secure the future of the existing employment uses within the Parish and plan for their growth to serve Parish needs;
6. to plan for increased public access to, and enjoyment of, local green spaces and the SDNP as a recreation, education and leisure amenity while recognising that areas of significant biodiversity should be retained and enhanced. Integrate the existing network of rural lanes, bridleways and footpaths, and improve and extend safe pedestrian and cycling routes.

Monitoring & Review Policies

5.3 The PPNP will be monitored by LDC and the PPC using data collected in planning monitoring reports. The objectives will form the core of the monitoring activity but other data collected and reported at a Parish level relevant to the PPNP may also be included. It is expected that the PPNP will be formally reviewed on a five-year cycle or to coincide with the development and review of the development plan for Lewes if this cycle is different.

Land Use Planning Policies

5.4 The planning policy context and the community engagement work already undertaken have raised a number of issues that the PPNP has considered.

- What are the most important characteristics of the Parish that new development should respect?
- What sites are either available now or may become available for development in the plan period that the PPNP should influence through the use of design and development principles which deliver the plan's objectives; if indeed the sites are suited to development at all? What are the design characteristics of the area that could be included in a policy?
- Is there a need for a local employment policy to refine the existing Local Plan protection policies?

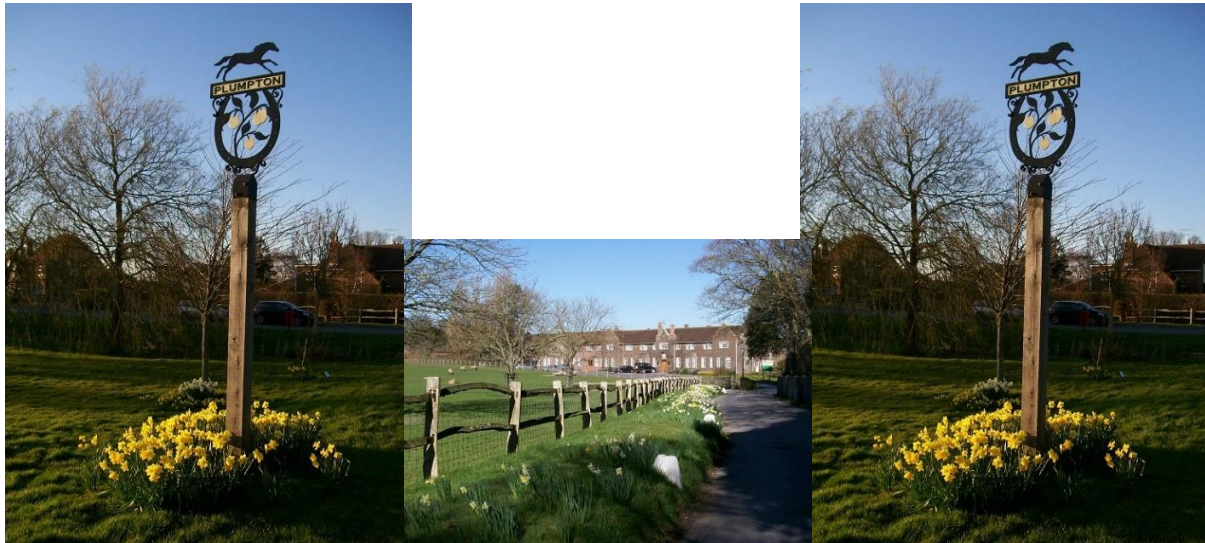
- What community facilities would be on the list of those to be protected from change of use?
 - Which spaces meet the criteria for designation as Local Green Spaces?
- 5.5 Land use policies are used to determine planning applications made for development proposals. They can establish the principles for retaining or changing the use of land in settlements and in the countryside. They can also set out the conditions against which development proposals will be judged in terms of their design, access, etc.
- 5.6 The purpose of these policies is to either encourage planning applications to be made for things the local community wants to see happen or to discourage applications for developments that they do not want to happen.
- 5.7 The PPNP deliberately avoids repeating existing national or local planning policies. The proposed policies therefore focus on a relatively small number of key development issues in the area. For all other planning matters, the national and local policies of other planning documents, The NPPF and the policies of the 2003 Lewes District Local Plan (2003 LDLP), will continue to be used. The PPNP will also look to the reasoning of the policies and the evidence base of the emerging Joint Core Strategy.
- 5.8 Set out below are the proposed policies of the PPNP. Each policy has a number and title and the policy itself is written in bold italics for ease of reference. There is also a short statement explaining the intention of the policy and any other relevant background information. At the end of this document is the Policies Map. Where a policy refers to a specific site or area then it is shown on the map with the relevant policy number.

Policy 1: A Spatial Plan for the Parish

Development proposals located inside the planning boundary for Plumpton Green (see Map D) will be supported, provided they accord with the other provisions of the PPNP and LDC's adopted Development Plan. The planning boundary as referred to above will be extended to incorporate the sites allocated for residential development in Policy 2.

This policy sets out the spatial plan for the Parish, directs future development to ensure that the linear nature of the settlement is preserved and considers the agricultural character of the Parish.

This policy conforms to Policy CT1 Planning Boundary and Key Countryside Policy and is in line with Policy SP1 and SP2 of the JCS in terms of providing for future housing and employment land to meet the Parish's need.



Policy 2: New Housing In The Parish

This policy identifies sites for housing development that are sympathetic to the scale, topography and character of the Parish and that will not have a detrimental impact on the setting, specifically that:

- housing meets local needs, in particular for young families and people wishing to downsize;***
- housing will be provided in small to medium clusters in northern and southerly locations to maintain the linear form of Plumpton Green;***
- housing is in areas that do not detract from the existing setting and character of the Parish;***
- key principles such as landscaping buffers and screens and appropriate access should be included;***
- developments should not include street lighting.***

This policy identifies housing sites for the minimum number of 50 dwellings set for Plumpton Green. Many of the existing one- to three-bedroom homes have been extended and enlarged, which has reduced the available stock of smaller houses in the village for first time buyers or downsizers.

In accordance with the preferences shown by parishioners in the Neighbourhood Plan Survey, along with public consultations and a housing needs survey carried out in 2010, all the proposed sites would be suitable to provide a mix of houses of 1-4 bedrooms, with a predominance of 1-3 bedroom homes, of no more than two storeys rather than larger detached houses, although the policy allows for some larger homes.

Plumpton Green is a rural, predominantly linear settlement and consultation with parish residents has shown that the preference is to maintain this character. Traffic congestion has become a major problem in the village and the addition of 50+ dwellings will considerably increase the number of vehicles travelling on the only access available, Plumpton Lane and Station Road.

For this reason and in respect of consultation results, rather than promote development which draws all new traffic to the heart of the village, sites mainly to the north and south of the planning boundary have been preferred with a view to allowing vehicular traffic to escape the village without necessarily having to travel through its centre. This would offset any possible vehicle use necessary to access village amenities distant from these sites, as highlighted in the Site Assessment Report under the promotion of sustainable transport.

The key development principles to this policy conform to T9 Traffic Calming, T10 Pedestrian Routes, ST11 Landscape of Development and are in line with Policy CP2 Housing Type, Mix and Density of the JCS.

Policy 2.1: Land at Plumpton Racecourse, Plumpton Green

The Neighbourhood Plan allocates 0.7 Ha of land for housing development at Plumpton Racecourse, Plumpton Green, as shown on the Policies Map, provided:

- ***the development consists of approximately 19 units;***
- ***it comprises a mix of 1 to 4 bedroom homes with a predominance of 1 to 3 bedroom homes;***
- ***the buildings are no more than two storeys in height;***
- ***provision is made for extra car parking spaces with the intention of easing parking congestion in the vicinity of the station;***
- ***access from the racecourse entrance to the car park is upgraded;***
- ***natural screening is preserved;***
- ***protected and wider species and habitats are accommodated;***
- ***appropriate surface water drainage is provided.***

This policy allocates land positioned at the north-west corner of the racecourse, adjoining Plumpton Lane to the south of the village adjacent to the planning boundary, for a housing scheme at a location which promotes the parish preference as shown by the results of the Neighbourhood Plan Survey for maintaining the linear character of the village. This would also be in accordance with chosen Growth Option 2 - Continuing the Linear Pattern (ie north-south) of the Strategic Environment Assessment (SEA).

This site has been brought forward by the developers at a later stage of the Neighbourhood Plan process than others that were presented during the call for sites. However, as the site assessments were still under consideration at the time, the Steering Group felt that it would be to the advantage of the Parish to include it.

There are few environmental issues and screening is good from the direction of the National Park. Impact on adjacent properties would be minimal due to the presence of the intervening railway line. Obtrusive features such as lighting would be kept to a minimum in accordance with the Design Policy (Policy 3), which also dictates that style, materials used and landscaping should be appropriate to minimise impact on the setting.

This development would be undertaken to facilitate the upgrading of racecourse buildings and facilities to bring greater economic opportunities to the business and the Parish. This has become necessary in order to alleviate the impending loss of income due to changing Government taxation on betting which could threaten the future of the racecourse.

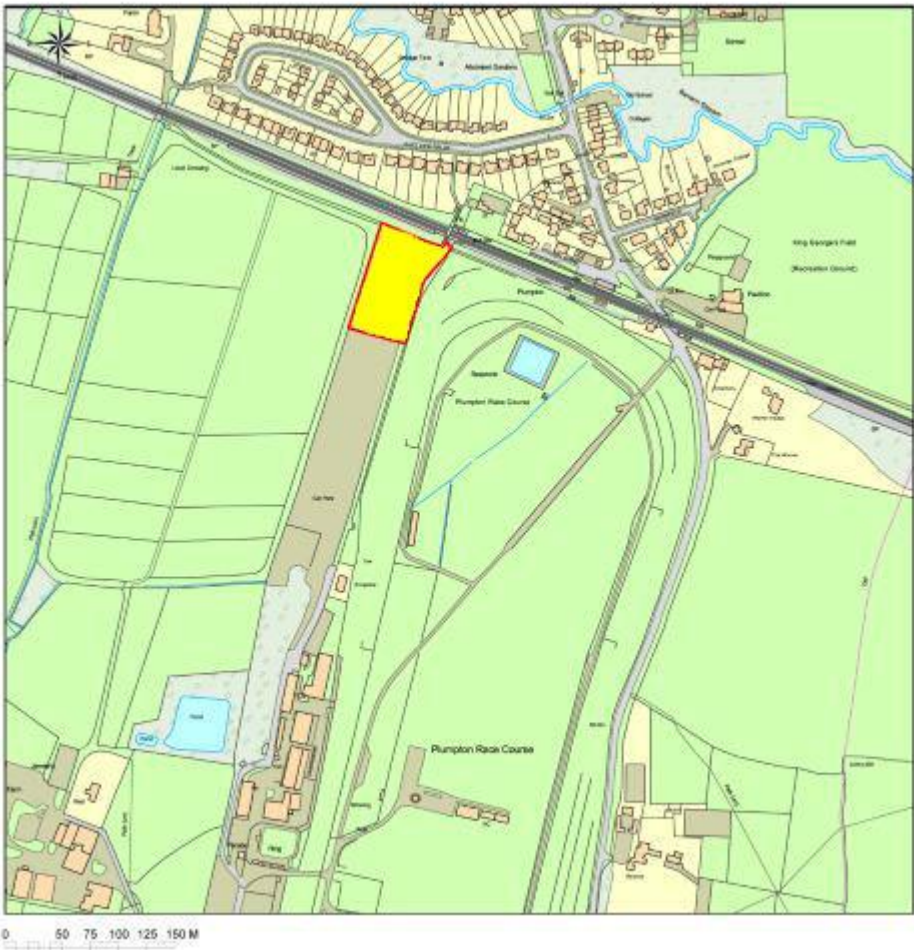
Of all the proposed sites this was shown to be the most suitable for development, being part of a site currently in commercial use which could be used to the advantage of both the business and the Parish and having vehicular access already in place via the racecourse southern main entrance and existing pedestrian access to the station and village centre.

Of particular benefit to the Parish is the fact that, as the site is adjacent to the railway station, development would include car parking spaces to reduce current congestion in the village centre due to the lack of available commuter car parking. This would also alleviate excess parking along Plumpton Lane which currently obstructs traffic and damages the grass verges, valued for their high number of wild flowers.

The proximity to village amenities would provide easy access for residents with mobility restraints and minimise the necessity to use motor vehicles. Being to the south of Plumpton Green, site traffic would have the opportunity to exit the village without travelling through the village centre and exacerbating existing congestion.

Vehicular access to the site from the racecourse southern entrance would need to be upgraded and possibly realigned to allow site users, commuters for the station and emergency vehicles direct access on race days when racecourse traffic will be abundant.

Full regard would need to be paid to managing utilities needs and flood risk works as a result of the development of this site.



Policy 2.2: Land South of Inholms Farm, Plumpton Green

The Neighbourhood Plan allocates 0.8 Ha of land for housing development south of Inholms Farm, Plumpton Green, as shown on the Policies Map, provided:

- *the development consists of approximately 8 to 10 units;*
- *it comprises a mix of 1 to 4 bedroom houses, with a predominance of 1 to 3 bedroom homes;*
- *the buildings are no more than two storeys in height;*
- *only the south-easternmost portion of the site is developed and the remainder left as green space;*
- *access to Station Road is positioned to the south of the site and the pavement extended from the south for pedestrian access to the village centre;*
- *the 30mph speed limit is extended northwards to ensure safe access for traffic;*
- *natural screening is preserved;*
- *appropriate surface water drainage is provided.*

This policy allocates land adjoining Station Road to the north of the village for a housing scheme at a location which would promote the Parish preference as shown by the results of the Neighbourhood Plan Survey for maintaining the linear character of the village and having the benefit of direct access to Station Road. This would also be in accordance with chosen Growth Option 2 - Continuing the Linear Pattern (ie north-south) of the SEA.

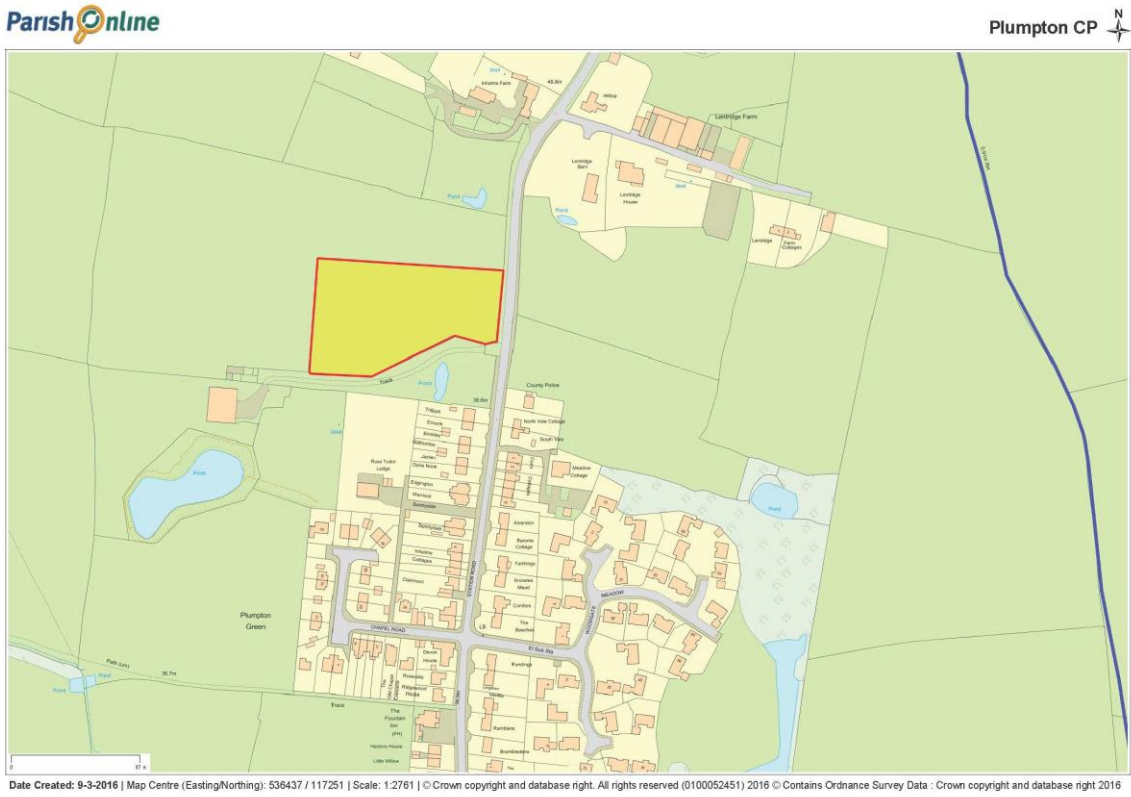
Housing would be allocated on the south-eastern part of the site only, adjacent to the planning boundary, with the northern part preserved as green space to maintain the division between new development to the south and existing buildings to the north of the site. This arrangement would be mirrored on the site opposite (Policy 2.3) to maintain a green corridor for wildlife in an east-west alignment.

Obtrusive features such as lighting would be kept to a minimum in accordance with the Design Policy, which also dictates that style, materials used and landscaping should be appropriate to minimise impact on the setting.

Access being directly on to Station Road would require amendment of the speed limit at that point and provision of pedestrian access.

Being to the north of Plumpton Green, site traffic would have the opportunity to exit the village without travelling through the village centre and exacerbating existing congestion. This could offset any vehicle use necessary to access village amenities distant from the site.

Suitable mitigation of poor screening would be required for the developed area and full regard paid to managing utilities needs and flood risk works as a result of the development of this site.



Policy 2.3: Land North of Old Police Station, Plumpton Green

The Neighbourhood Plan allocates 2.2 Ha of land for housing development north of the Old Police Station, Plumpton Green, as shown on the Policies Map, provided:

- ***the development consists of 15 to 20 units;***
- ***it comprises a mix of 1 to 4 bedroom houses, with a predominance of 1 to 3 bedroom homes;***
- ***the buildings are no more than two storeys in height;***
- ***only the southernmost portion of the site is developed and the remainder left as green space;***
- ***access to Station Road is positioned to the south of the site and pedestrian access to the village centre provided;***
- ***the 30mph speed limit is extended northwards to ensure safe access for traffic;***
- ***ancient trees, hedges and natural screening are preserved;***
- ***protected and wider species and habitats are accommodated;***
- ***appropriate surface water drainage is provided.***

This policy allocates land adjoining Station Road to the north of the village for a housing scheme at a location which promotes the Parish preference as shown by the results of the Neighbourhood Plan Survey for maintaining the linear character of the village and having the benefit of direct access on to Station Road. This would also be in accordance with chosen Growth Option 2 - Continuing the Linear Pattern (ie north-south) of the SEA.

Housing would be allocated on the southern part of the site only, adjacent to the planning boundary, with the northern part preserved as green space to maintain the division between new development to the south and the existing buildings to the north of the site. This arrangement would be mirrored on the site in Policy 2.2 to maintain a green corridor for wildlife in an east-west alignment.

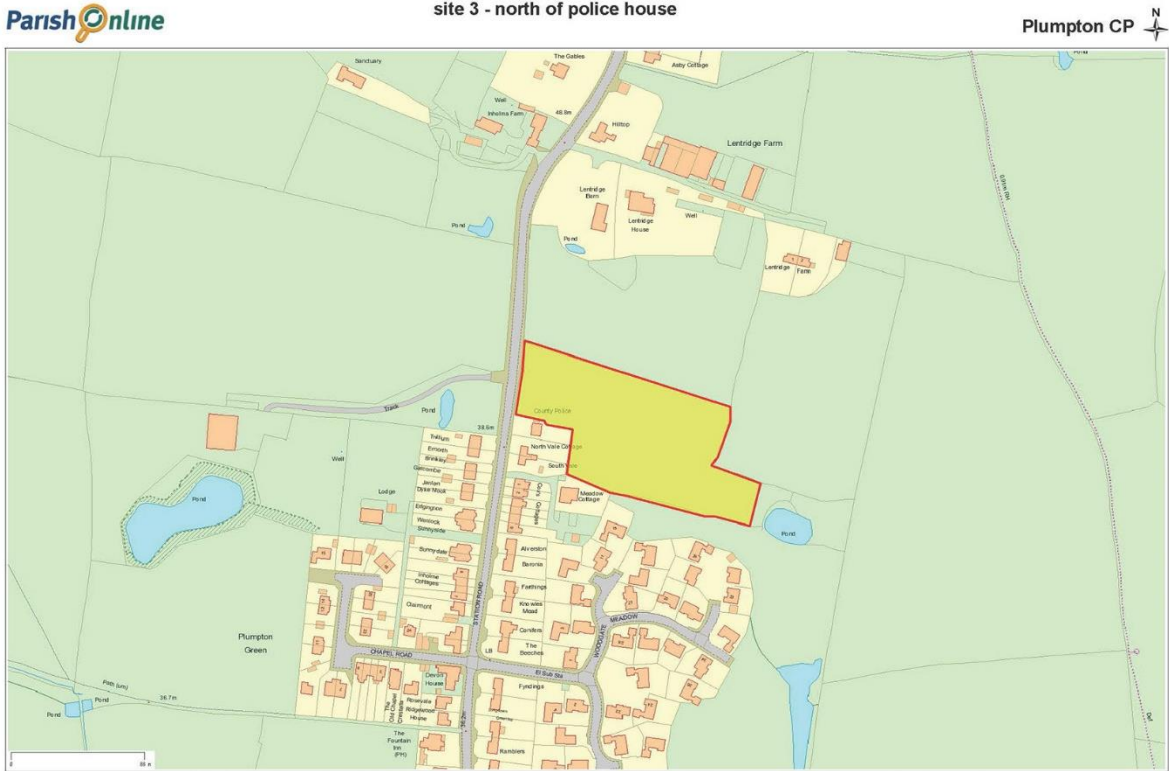
Development should be sympathetic to the preservation of existing ancient trees and natural screening, with steps taken to mitigate the effects of development on wildlife and biodiversity.

Obtrusive features such as lighting would be kept to a minimum in accordance with the Design Policy, which also dictates that style, materials used and landscaping should be appropriate to minimise impact on the setting.

Access being directly on to Station Road would require amendment of the speed limit at that point and provision of pedestrian access.

Being to the north of Plumpton Green, site traffic would have the opportunity to exit the village without travelling through the village centre and exacerbating existing congestion. This could offset any vehicle use necessary to access village amenities distant from the site.

Full regard would need to be paid to managing utilities needs and flood risk works as a result of the development of this site.



Policy 2.4: Land at Strawlands/Wells Close, Plumpton Green

The Neighbourhood Plan allocates 0.45 Ha of land for housing development at Strawlands/Wells Close, Plumpton Green, as shown on the Policies Map, provided:

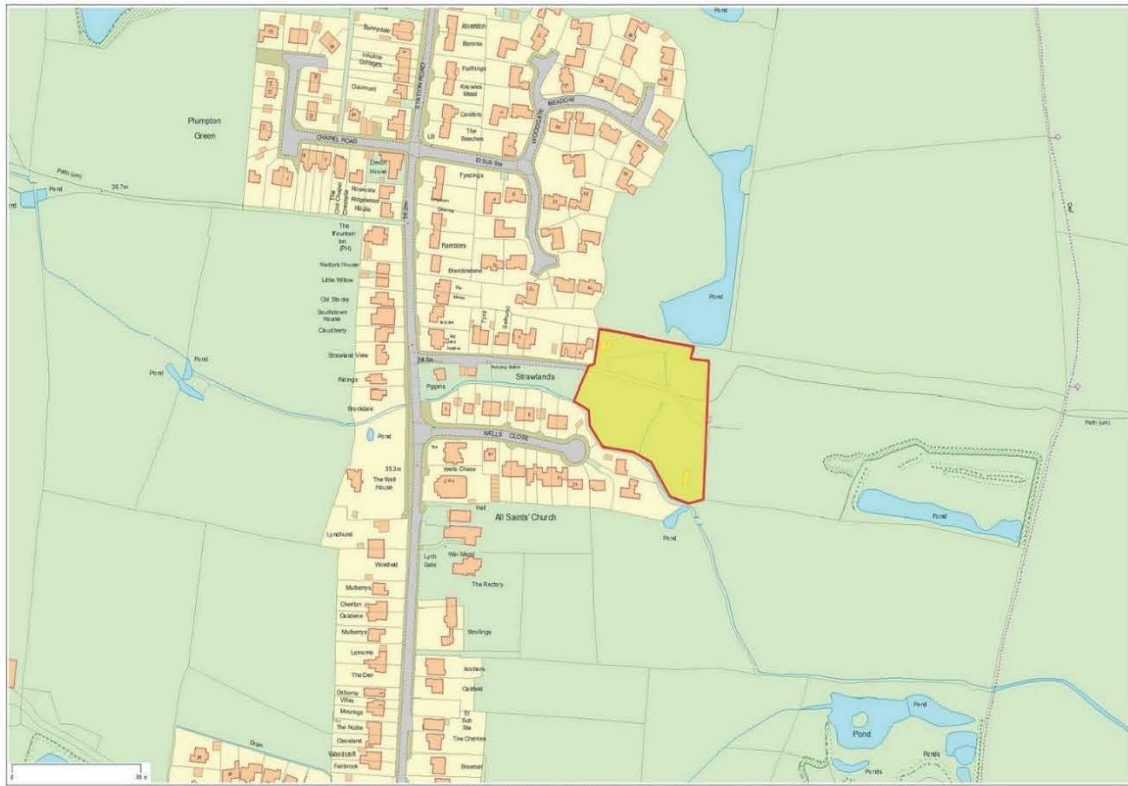
- *the development consists of approximately 6 to 10 units;*
- *it comprises a mix of 1 to 4 bedroom homes with a predominance of 1 to 3 bedroom homes;*
- *the buildings are no more than two storeys in height;*
- *natural screening is preserved;*
- *protected and wider species and habitats are accommodated;*
- *appropriate surface water drainage is provided.*

This policy allocates land adjoining Wells Close (SHLAA site 13PL) in the centre of the village for a housing scheme at a location which is naturally well screened from the village and the South Downs. It is the only available site in the village which has been previously in industrial use, adjacent to the planning boundary and close to village amenities. Access onto Station Road via Wells Close is already in place.

Although this site is situated to the east of the village and does not accord with chosen Growth Option 2 - Continuing the Linear Pattern (ie north-south) of the SEA, it is discreet and close to the village centre with access to Station Road from a point at which traffic already exits. The proximity to village amenities would provide easy access for residents with mobility restraints and minimise the necessity to use motor vehicles.

Obtrusive features such as lighting would be kept to a minimum in accordance with the Design Policy, which also dictates that style, materials used and landscaping should be appropriate to minimise impact on the setting. Natural screening should be preserved and steps taken to mitigate the effects of development on wildlife and biodiversity.

Full regard would need to be paid to managing utilities needs and flood risk works as a result of the development of this site.



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Policy 2.5: Land South of Railway, Plumpton

The Neighbourhood Plan allocates part of the 0.8 Ha of land for housing development south of the railway, Plumpton, as shown on the Policies Map, provided:

- *the development consists of approximately 12 units, of which 8 are affordable and 4 of market value;*
- *it comprises a mix of 1 to 4 bedroom houses, with a predominance of 1 to 3 bedroom homes;*
- *the buildings are no more than two storeys in height;*
- *only the north-westernmost portion of the site adjacent to Plumpton Lane is developed and the remainder left as green space;*
- *provision is made for a drop-off point and 20 car parking spaces to accommodate station traffic;*
- *the land identified on the proposal map for a car park will be transferred to the Parish Council through means of a Section 106 agreement. It is intended that money raised through the Community Infrastructure Levy (CIL) will contribute towards the cost of providing the car park;*
- *the 30mph speed limit on Plumpton Lane is extended southwards to ensure safe access for traffic;*
- *safe pedestrian access with an appropriate crossing point is provided on Plumpton Lane between the site and the station/village centre for future site residents and users of the car park;*
- *ancient trees, hedges and natural screening are preserved;*
- *protected and wider species and habitats are accommodated;*
- *appropriate surface water drainage is provided.*

This policy allocates land adjoining Plumpton Lane to the south of the village adjacent to the planning boundary for a housing scheme at a location which promotes the Parish preference as shown by the results of the Neighbourhood Plan Survey for maintaining the linear character of the village. This would also be in accordance with chosen Growth Option 2 - Continuing the Linear Pattern (ie north-south) of the SEA.

This site proved to be the most popular of the proposed sites during consultations with parish residents but at that time the Plumpton Racecourse site was not available and therefore not included in the consultations.

Concerns raised from Lewes District Council, East Sussex County Council and the South Downs National Park Authority have been taken into account regarding the extension of development southward from the village towards the boundary of the National Park.

Their concerns were based on potential impact on the view northwards from the South Downs National Park and the urbanisation of its surroundings. However, photographic evidence shows the site is naturally well screened from both the village and the Downs.

In respect of these concerns, housing would be allocated on the north-western part of the site only, with the southern and eastern parts preserved as green space to maintain the division between new development to the north and the existing buildings to the south of the site. Development should include a high proportion of affordable/starter homes, greatly needed in the Parish. The site owner has agreed that development should consist of eight affordable units with four units at market value.

Obtrusive features such as lighting would be kept to a minimum in accordance with the Design Policy, which also dictates that style, materials used and landscaping should be appropriate to minimise impact on the setting. Steps should also be taken to mitigate the effects of development on wildlife and biodiversity on the undeveloped parts of the site.

Of particular benefit to the Parish is the fact that, because the site is close to the railway station, development would include a drop-off point and 20 car parking spaces to reduce current congestion in the village centre due to the lack of available commuter car parking. This would also alleviate excess parking along Plumpton Lane which currently obstructs traffic and damages the grass verges, valued for their high number of wild flowers.

Access to the site would be directly on to Plumpton Lane but would require amendment of the speed limit at that point and provision of pedestrian access to the station and village centre. This has already been partially addressed as a result of recent changes to the level crossing to include a demarcated pedestrian zone.

The proximity to village amenities would provide easy access for residents with physical disabilities and minimise the necessity to use motor vehicles.

Being to the south of Plumpton Green, site traffic would have the opportunity to exit the village without travelling through the village centre and exacerbating existing congestion.

Full regard would need to be paid to managing utilities needs and flood risk works as a result of the development of this site.



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Policy 2.6: Reserve Site at Riddens Lane, Plumpton Green

The Neighbourhood Plan allocates 0.6 Ha of land at Riddens Lane, Plumpton Green, as shown on the Policies Map, as a reserve site for housing development provided:

- ***the development consists of approximately 16 units;***
- ***it comprises a mix of 1 to 4 bedroom houses, with a predominance of 1 to 3 bedroom homes;***
- ***the buildings are no more than two storeys in height;***
- ***access via Riddens Lane is improved with a suitable surface to facilitate both vehicles and pedestrians between the site and Station Road;***
- ***ancient trees, hedges and natural screening are preserved;***
- ***protected and wider species and habitats are accommodated;***
- ***the part of the site which falls within Flood Zone 3 is not developed. Appropriate surface water drainage is provided for the remainder.***

This policy allocates land adjoining Riddens Lane (SHLAA site 14PL) for a reserve housing scheme at a location which is naturally well screened from both the village and the Downs, close to the village centre and amenities, with access via Riddens Lane to Station Road at a point from which traffic already exits. Upgrading of the existing access on Riddens Lane for vehicles and pedestrians would be necessary but would benefit existing users.

Although this site is situated to the west of the village and does not accord with chosen Growth Option 2 - Continuing the Linear Pattern (ie north-south) of the SEA, it is discreet, close to the village centre and offers upgraded access for all current users of Riddens Lane, providing easy access to amenities for residents with mobility restraints and minimising the necessity to use motor vehicles.

As the southern part of the site falls within Flood Zone 3, only the higher northern area would be developed, with steps taken to mitigate the effects of development on wildlife and biodiversity in both areas and with ancient trees and natural screening preserved.

Obtrusive features such as lighting would be kept to a minimum in accordance with the Design Policy, which also dictates that style, materials used and landscaping should be appropriate to minimise impact on the setting.

Full regard would need to be paid to managing utilities needs and flood risk works as a result of the development of this site.



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Policy 3: Design

The scale, density, massing, height, landscape design, layout and materials of all development proposals, including alterations to existing buildings, will be required to reflect the architectural and historic character and scale of the surrounding buildings. In the areas adjoining the South Downs National Park, proposals must avoid any significant detrimental effect on its landscape and natural beauty. Development proposals will be expected to demonstrate they accord with the following provisions:

- ***the use of high quality, local vernacular building materials, finishes and landscaping which complement the surrounding landscape;***
- ***the inclusion of off-street parking for at least two cars per dwelling;***
- ***the retention of existing trees and hedges with any removed to be replaced with native species of local provenance;***
- ***the avoidance of light pollution, ie exterior lighting only where necessary to comply with Health & Safety regulations.***

This policy requires all development proposals to deliver high-quality schemes that reflect the distinct character of the Parish. It also acknowledges that part of the Parish lies within the South Downs National Park (SDNP) and therefore the design of any proposals for housing development that accord with the countryside policies of the development plan must be appropriate to an SDNP setting.

The policy adds to the ST3 policy of the 2003 LDLP as it can be more specific to the Parish. The following saved policies of the 2003 LDLP are in conformity with this policy: Policy ST3 Design, Form and Setting of Development; Policy ST4 Design, Form and Setting of Development; Policy H2 Listed Buildings and Policy H3 Buildings of local, Visual or Historic Character. The policy is further in line with Policy CP11 Built and Historic Environment and High Quality Design of the JCS.



Policy 4: Local Employment

Proposals that result in the loss of an existing employment or business use will be resisted, unless it can be demonstrated that its continued use is no longer commercially viable. Proposals to expand an existing employment or business use will be supported, provided their impact on flood risk, local amenities, traffic and landscape can be satisfactory mitigated.

This policy is designed to secure the future of the existing employment uses within the Parish and plan for their growth to serve Parish needs.

Comments made during the consultation events made it clear that parishioners wished to see existing businesses preserved as far as possible and that they had no wish to see Plumpton become a dormitory community.

The Neighbourhood Plan Survey and a separate survey of local businesses carried out for the Neighbourhood Plan resulted in similar comments. This policy is intended to respond to those concerns.

Policy 5: Plumpton Village Centre

Development proposals to change the use of existing shops or commercial units in the village centre and elsewhere in the Parish will be resisted, unless it can be demonstrated their continued use is no longer viable.

Over the past 25 years the centre of Plumpton Green has lost one general store, one public house and a garage to housing. The remaining businesses in the village centre, in particular the village shop and Post Office, are important to the community as a whole but especially to the elderly and those without their own transport, when public transport services are relatively scarce. Development proposals which might negatively impact the remaining facilities and businesses will be resisted.

This policy aims to ensure existing village community facilities and amenities will be retained and, where possible, enhanced to support a wider range of Parish needs and reinforce the identity and purpose of the village centre, particularly as the village expands with the planned new housing this plan considers.

This policy is in conformity with Policy E8 Neighbourhood Shops/Public Houses of the 2003 LDLP and is in line with Policy CP6 Retail and town centre of the JCS in supporting and retaining local shops in the parish.

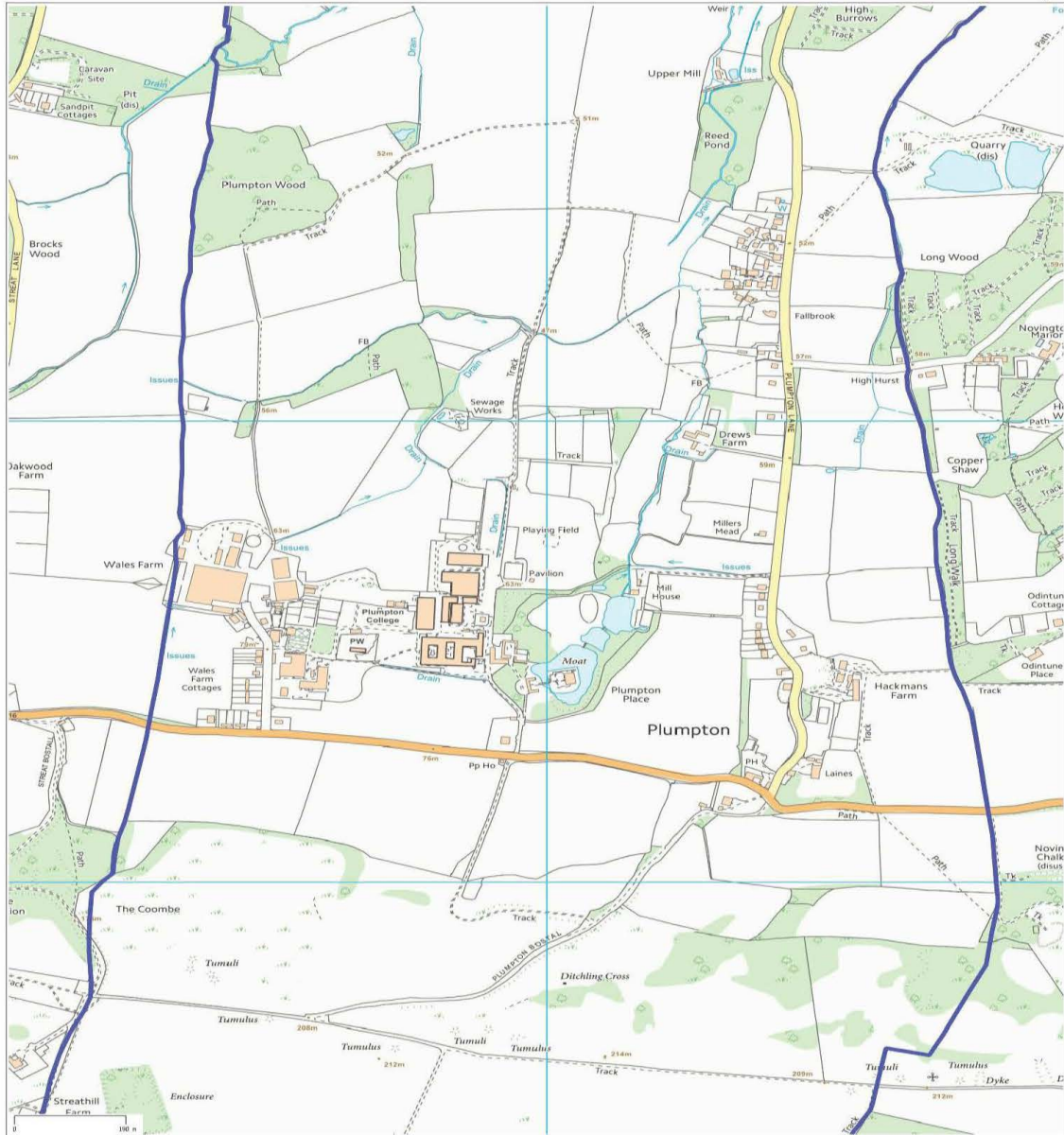
Policy 6: Plumpton College

The Neighbourhood Plan will support development proposals for the repair, extension or replacement of buildings for Plumpton College provided that this is without detriment to the special qualities of the South Downs National Park or the significance or setting of any heritage assets within and surrounding the college grounds (notably the Grade 1-listed St Michaels Church).

Plumpton College is a major local employer and according to the Business Survey approximately 25 of its staff live in Plumpton. It also has plans to expand with the potential to create further employment. The survey also showed that the college uses local businesses.

The college has a history of being involved in the village through allowing the use of its extensive facilities for village activities and contributing to village events. It is not surprising therefore that the college is much valued by local residents who wish to see it prosper and develop. This policy is intended to respond to the wishes of parishioners by supporting development and expansion and continued integration.

The policy is in conformity with RES20 Provision of Educational Facilities and in line with CP5 The Visitors Economy in supporting the improvement of skills and education levels.



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Policy 7: Plumpton Racecourse

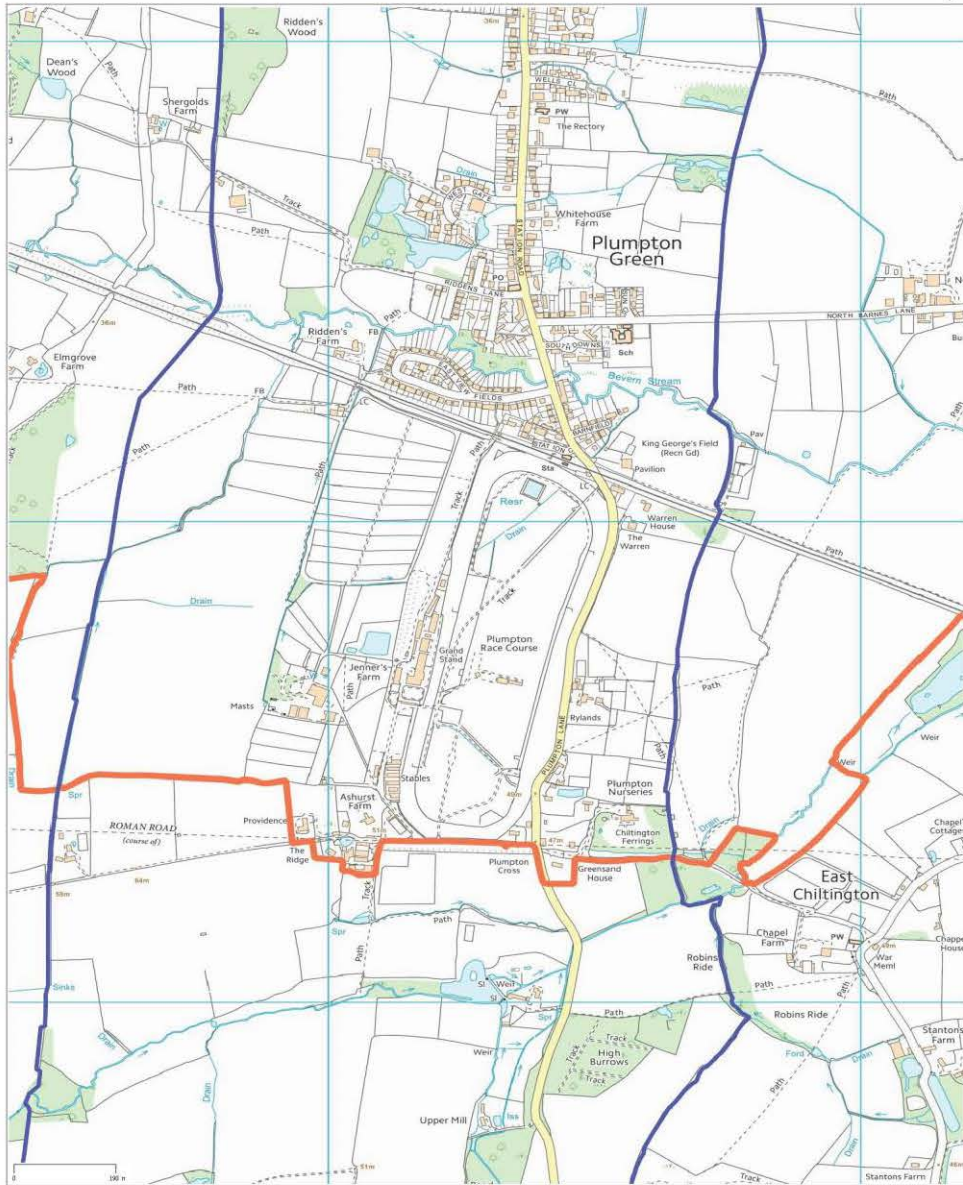
The Neighbourhood Plan will support development proposals for the repair, extension or replacement of buildings for Plumpton Racecourse provided that this is without detriment to the Ashurst Farm Meadow Site of Nature Conservation Interest (SNCI) on the western boundary of the course or the setting of the South Downs National Park.

Plumpton Racecourse is the second biggest local employer, albeit with a much smaller workforce than the college. Race days bring a large number of people into the village and provide business for the Post Office and village shop and the local pubs. A significant proportion come by train and contribute to keeping the station an important stop on the London to Eastbourne line.

The racecourse also provides the base for Plumpton Rugby Club and has resources which it makes available from time to time for village events

This policy is intended to encourage the growth and development of the racecourse and its continued integration with the village.

This policy is in conformity with Policy RES6 New Development in the Countryside of the 2003 LDLP and in line with Policy CP4 of the JCS in supporting the rural economy and ensuring its sustainability.



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Policy 8: Community Facilities

Proposals to improve the viability of an established community use of the following buildings and facilities by way of the extension or partial redevelopment of existing buildings will be supported, provided the design of the scheme and the resulting increase in use are appropriate in design terms and will not harm the amenities of adjoining residential properties.

Asset	Owner
Pubs: Fountain Inn (1 on map below), Half Moon and Plough	Privately owned
All Saints Church and annex (2), St Michaels Church	Diocese of Chichester
Garages: Brighton Garage Services (3), RW Motor Engineering, Beetle Garage	Privately owned
Village Hall, car park and designated village green (4)	Plumpton Parish Council
Red phone box (5)	Plumpton Parish Council
Post Office and General Stores (6)	Privately owned
Public Housing – a mix of sizes including flats for older people, affordable housing, private owned and rented (7)	Lewes District Council. Affordable Housing in North Barnes Close part owned privately and part by Housing Association
Plumpton Primary School (8)	East Sussex County Council (ESCC)
Parking area adjacent to allotments (9)	Lewes District Council
Allotments (10)	Plumpton Parish Council
Station and adjoining car park (11)	Network Rail
King George V Playing Field, Pavilion, play area, woodland walk, basketball courts, skate park, and parking area (12)	Plumpton Parish Council
Tennis Club Pavilion and four tennis courts (13)	Tennis Club but partly on Parish Council land
Benches	Plumpton Parish Council
Extensive network of footpaths	Privately owned but administered by ESCC

Proposals that will result in the loss of a facility will be resisted unless that loss can be fully justified in respect of that community benefit no longer being relevant or necessary. Where a loss is necessary to facilitate development but there is a continuing community benefit need then a new facility must be provided in a satisfactory location in advance of the loss.

This policy serves two purposes: it firstly sets out which community facilities should be protected from unnecessary loss and secondly it makes provision for their improvement to support their ongoing viability.

The facilities selected are all highly valued by the local community and collectively deliver a wide range of community benefits. Unless those benefits are no longer required by the community then the policy requires they are protected.

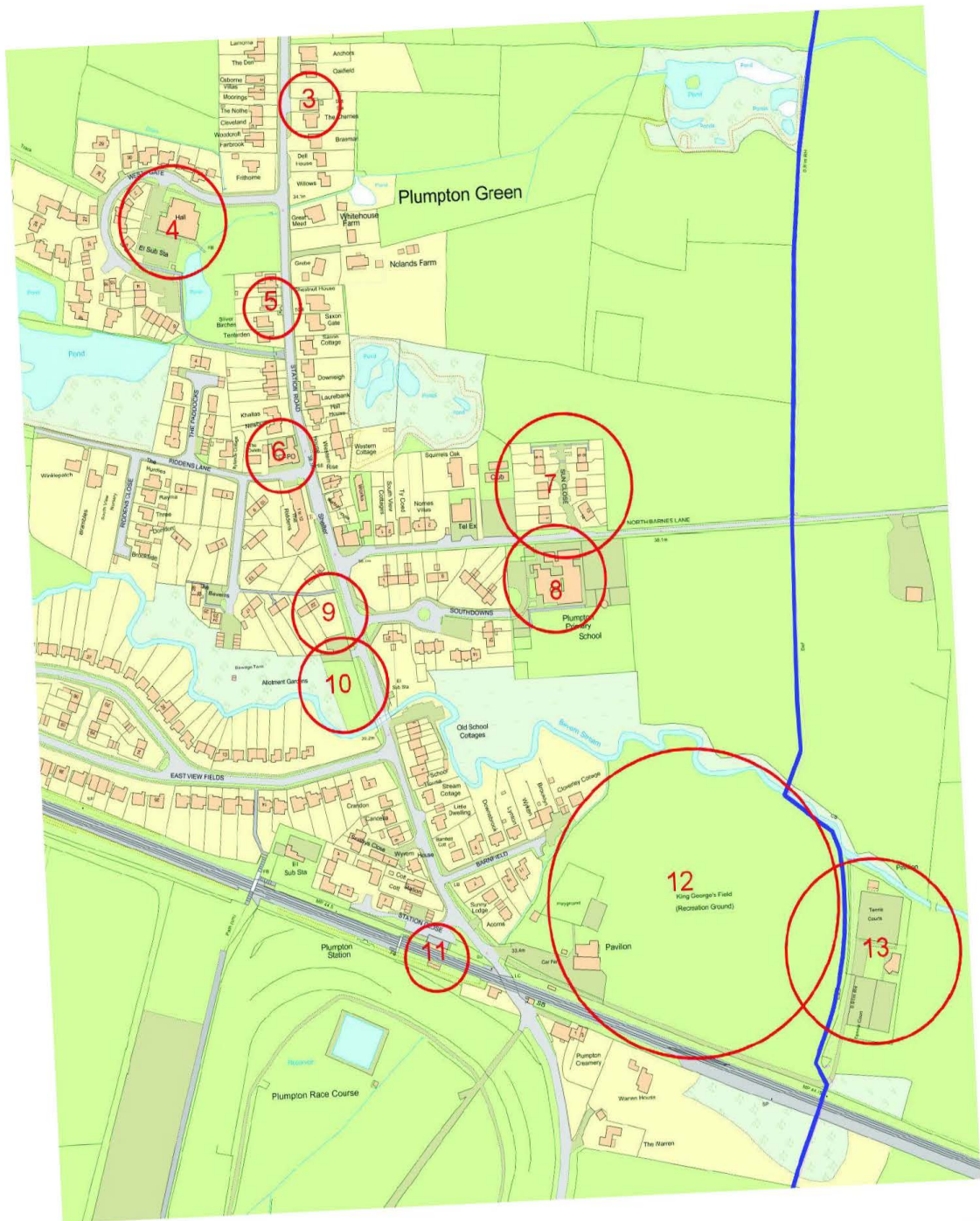
Should a development scheme require the loss of a facility that cannot be justified in that way – and very clear evidence should be given – then a replacement facility of at least equal benefit must be provided so that it can be occupied prior to the loss of the existing facility. It must also be provided in such a way that it is convenient to the local community.

In due course, the Parish Council will make applications to the District Council for the designation of some or all of these facilities as Assets of Community Value under a separate provision of the Localism Act. This allows the community time to put together a bid for any of these assets should they ever come up for sale.

The policy also encourages the improvement of community facilities to enable them to remain viable. This may require new development to extend the existing facility and this will be supported in principle, provided any issues with additional car parking or with local amenities can be satisfactorily resolved.

This policy conforms to Policies RE10 Community Infrastructure, RES6 New Development in the Countryside and CP15 Rural Strategy of the 2003 LDLP and is in line with Policy CP7 Infrastructure of the JCS.





Policy 9: Local Green Spaces & Open Spaces

The Neighbourhood Plan designates Local Green Spaces (LGS) in the following locations (see corresponding green areas of Policies Map):

Site: LGS1 – South half of field south of railway and north of Rylands

Site: LGS2 – King George V Playing Fields (including Tennis Courts). A large area of amenity grassland between the railway and the Bevern Stream just to the east of Station Road

Site: LGS3 – Bevernside Pocket Park and allotments. Allotments and wooded wetland alongside and north of Bevern Stream, west of Station Road

Site: LGS4 – Village Green. Area of public land situated between the village hall and Station Road

Site: LGS5 – Riddens Wood. A small woodland on the western border of the parish adjacent to Little Inholmes Farm

Site: LGS6 – Fields on Little Inholmes Farm to the north of West Gate

Site: LGS7 – North section of field between Trillium and Inholms Farm, west of Station Road

Site: LGS8 – North half of field east of Station Road and between Old Police House and Lentridge Barn/House

Proposals for development in a Local Green Space will be resisted, unless they are ancillary to the use of the land for a public recreation purpose or are required for a statutory utility infrastructure purpose.

This policy proposes a number of important green spaces in the Parish to be protected from development by the designation as Local Green Spaces in accordance with the NPPF.

In each case, the green spaces are an integral part of the parish and are therefore regarded as special to the local community. The PPNP Local Green Spaces Study (in the evidence base) sets out the case for each site to be designated. Once designated, the policy will resist all proposals for development unless it can be clearly demonstrated they are minor, they are ancillary to a public recreation use or they are required for utilities development.

This policy mainly conforms to paragraphs 76-78 of the NPPF but is also in conformity with RES19, RE2 Existing and Related Activities to a certain extent.

A list of proposed Local Green Spaces with a map and further information can be found in the Local Green Spaces and Green Infrastructure document. The Policies Map on page 55 also shows a map of all the proposed Local Green Spaces listed above.

Policy 10: Landscape and Biodiversity

Development proposals will be supported provided that their layout and landscape schemes have regard to the following principles as appropriate:

- i. existing hedgerows, trees and ponds must be retained wherever possible to encourage wildlife and for visual reasons; any hedgerow replacement must be with native species of local provenance;***
- ii. all schemes must consider providing for wildlife, particularly threatened species, including in the built structure;***
- iii. trees without Tree Preservation Orders are all important to the setting of the Parish and to wildlife, so provision must be made for their retention or replacement with native species to retain that setting;***
- iv. schemes must retain existing green corridors, ponds and other wildlife habitats and the opportunity for a landscape scheme to provide a green corridor to achieve ecological connectivity between open countryside and existing wildlife habitat in a developed area;***
- v. landscape schemes should provide for the effective screening of new developments.***

This policy limits the impact on the intrinsic character and beauty of the Parish by taking into account the diversity of its landscapes and heritage and its wildlife habitats (see Landscape and Biodiversity Report in the evidence base).

Any development that would have a significant adverse impact on the countryside or the defining characteristics of the landscape and heritage will not be supported. The distinctive views of the surrounding countryside that are enjoyed from the many public vantage points in and around the built-up area should be protected and preserved. Schemes should also ensure the conservation and enhancement of the natural beauty of the Parish and its setting, and pay due regard to the SDNP aims and management plan.

The policy also considers the protection and conservation of specific sites and species to be of the utmost priority. Any development must ensure appropriate mitigation and/or compensation for any adverse impact on habitat and biodiversity.

Every effort should be given to the maintenance and enhancement of local ecological features and habitats, such as ponds, water courses, meadows, ancient woodlands and hedgerows, which in turn sustain wildlife habitats and corridors.

This policy is in line with Policy ST3 Design, Form and Setting of Development and ST11 Landscaping of Development of the 2003 LDLP and Policy CP10 Natural Environment and Landscape Character of the JCS. Policy CP8 Green Infrastructure also encourages the network of green spaces to improve the green infrastructure in the district.

Policy 11: Sustainable Drainage

Development proposals will be supported, provided they are able to demonstrate that they include one or more of the following sustainable drainage features. These will be designed to manage the risk of flooding, flash flooding and surface water run off over land, and through pipes and the foul sewage network. Proposals must include consideration of waste water flow from pipes, not only within the development boundaries but elsewhere in the Parish. To this end the developments should include:

- i. permeable driveways and parking areas;**
- ii. water harvesting and storage features;**
- iii. green roofs;**
- iv. soakaways and water filter strips;**
- v. retention and wetland basins;**
- vi. appropriate use of existing ditches, streams and rivers;**
- vii. drainage schemes that provide enhancement or creation of wildlife habitat.**

The sites put forward reflect the need to address residents' concerns regarding significant problems with flooding, surface water flooding, flash flooding and waste water distribution. To manage these issues, the plan promotes the use of appropriate Sustainable Drainage Systems (SuDS) initiatives, which aim to manage and mitigate the volume of waste water flowing through an antiquated and inadequate infrastructure.

Several areas surrounding the existing housing network are within Flood Zones 2 and 3, and are considered to be within the 1-in-30 year surface flood risk guidelines. Due to the nature of the soil structure, surface water overflow from the stream and ditch network infiltrates and lies in fields surrounding the conurbation, therefore allowing for gradual dispersal. Site development will be expected to reflect the need for natural field flood plains to be maintained.

The PPNP takes into consideration the position of housing within the sites, the placement of the sites in relation to existing and future housing, and the number of units which can be sustained on each site. Development of sites will be guided by the topography of the land which is served by a complex and inter-related network of natural drainage components. Developments will not be considered where they have the potential to coalesce, thereby adversely affecting the rest of the housing network.

Any new development will need to ensure that appropriate provision and any necessary mitigation is assessed, delivered and maintained for the lifetime of the development.

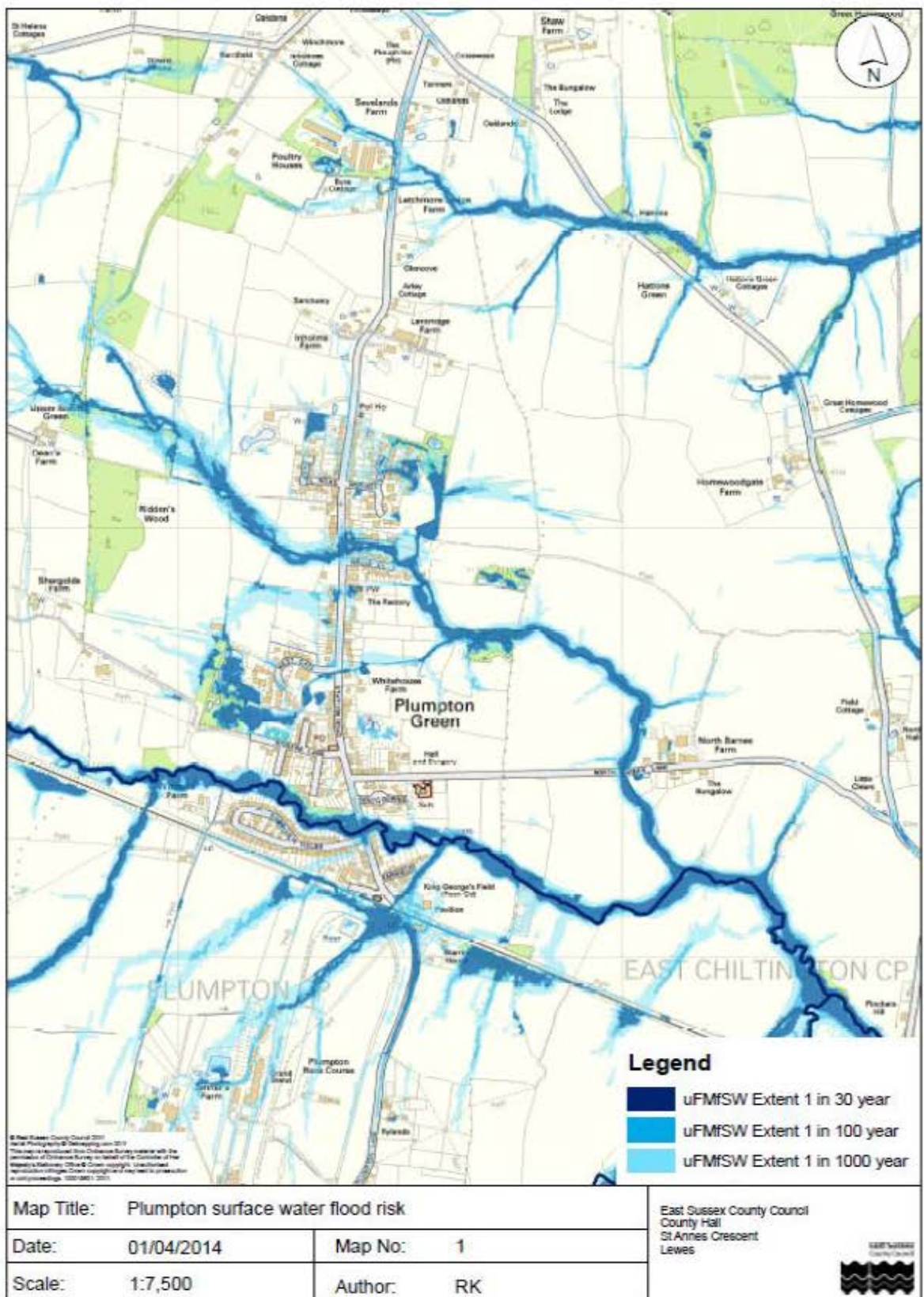
Developers will be required to demonstrate that there is adequate waste water capacity both on and off the site to serve the development, and that it would not lead to problems for existing or new users. In many cases it will be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of the existing waste water infrastructure. SuDS initiatives will be required to be linked to an updated and increased sewage capacity within the village.

Whenever possible, sustainable drainage systems should be designed to enhance and increase both the quality and quantity of habitats for wildlife. They should also aim to protect and enhance the ground water quality. These initiatives in turn will provide an increase in local amenity and social value and its associated educational opportunities.

The issue of surface water and other drainage was a major concern of parishioners expressed during the consultation meetings and in the Neighbourhood Plan Survey. This policy responds to those concerns by requiring developers to mitigate the effects of additional waste and surface water.

The policy is in line with Policy CP12 Flood Risk, Coastal Erosion and Sustainable Drainage and Slope Stability of the JCS.

It prioritises the flood risk mitigation measures included in the policy to reflect the specific surface water flooding threats and the natural drainage capacity of local streams and ditches (see Map E: Flood risk in Plumpton Green below) in Plumpton Green.



Map E: Updated Flood Map for Surface Water (uFMfSW). Included courtesy of East Sussex County Council, from data produced by the Environment Agency.

6. Neighbourhood Plan Implementation

- 6.1 The PPNP will be implemented through a combination of the local planning authority's consideration and determination of planning applications for development in the Parish, and through steering public and private investment into a series of infrastructure proposals contained in the plan.

Development Management

- 6.2 Most of the policies contained in the PPNP will be delivered by landowners and developers. In preparing the PPNP, care has been taken to ensure, as far as possible, that the policies are achievable.
- 6.3 While the local planning authority will be responsible for the development management, the Parish Council will use the PPNP to frame its representations on submitted planning applications. It will also work with Lewes District Council to monitor the progress of sites coming forward for development.

Infrastructure Projects

- 6.4 The Parish Council proposes some or all of the following projects for investment of future community infrastructure levy funding allocated by the local planning authority and to the Parish Council:
- a play space/play park if the need is identified;
 - a larger play/sports area, possibly for all-weather use;
 - a cycle path network to connect through to the railway station and South Downs National Park;
 - additional footpaths at the north and south of the Parish to provide safer pedestrian access where there are no pavements;
 - a bridleway network at the north and south of the parish;
 - additional facilities at the King George VI playing fields, including a replacement sports pavilion;
 - a community orchard;
 - a site for additional allotments.

The Steering Group welcomes feedback and further proposals for use of this funding.

- 6.5 This series of local infrastructure projects will be prioritised for investment from Section 106 agreements and, if implemented in the future, Lewes District Community Infrastructure Levy (CIL). A minimum of 25% of the levy collected from development in the Parish will be passed to the Parish Council for investment in the Parish. This provides the local community with an indication of the priorities for investing the funds to improve local infrastructure as a result of new development in the Parish.

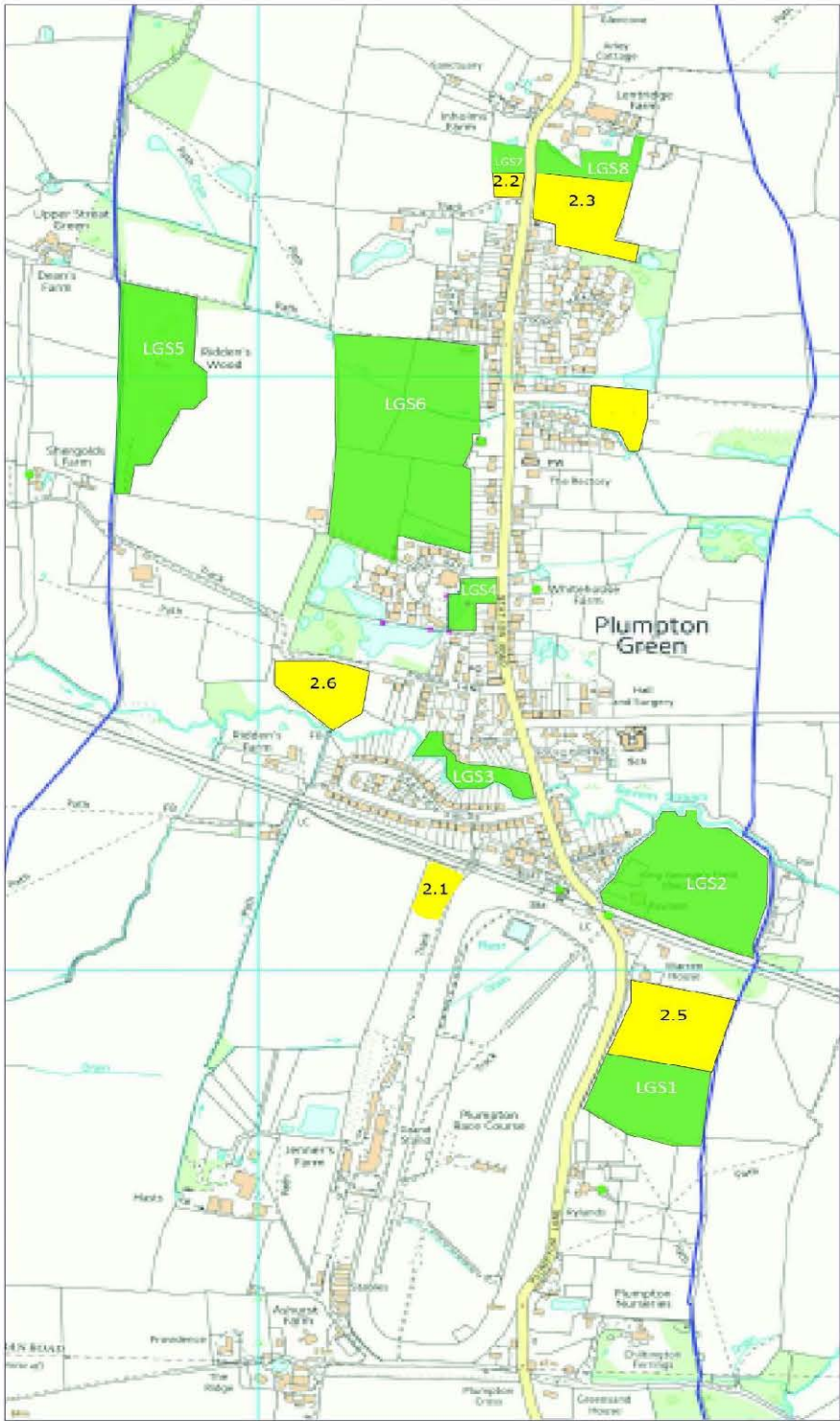
6.6 In addition, other policies of the Neighbourhood Plan require some planning obligations to be entered into as part of planning consents to finance and deliver specific infrastructure projects relating to the development scheme in order to make the scheme satisfactory in line with paragraphs 173 and 204 of the Nation Planning Policy Framework (NPPF).

6.7 New development will:

- make use of existing footpaths where possible and develop new pathways which link into the existing structure to improve and extend safe pedestrian, cycling and bridle routes;
- plan for increased public access to, and enjoyment of, some local green spaces and the SDNP as a recreation, education and leisure amenity, while recognising that areas of significant biodiversity should be retained and enhanced;
- identify local green spaces, safeguard and improve their biodiversity and, where appropriate, integrate them with the pedestrian and cycle network.

Policies Map

2.4



Housing policies (see Policy 2)
Local Green Spaces policies (see Policy 9)

Annex – Evidence Base

The list below contains all those documents collected and reviewed in the process of preparing this report. All are available to view via the Plumpton Parish Council's Neighbourhood Plan website (www.plumptonpc.co.uk/neighbourhoodplan).

Lewes District Council Joint Core Strategy

South Downs National Park Local Plan

Plumpton Neighbourhood Plan Vision Paper (2014)

Plumpton Neighbourhood Plan Community Evidence (2015)

Plumpton Neighbourhood Plan Sustainability Appraisal Scoping Report (2015)

Plumpton Parish Neighbourhood Plan Sustainability Appraisal (incorporating Strategic Environment Assessment) (2016)

Plumpton Neighbourhood Plan Survey responses (2015)

Plumpton Neighbourhood Plan Young Persons Survey responses (2015)

Plumpton Neighbourhood Plan Village Consultation Days Report (2015)

Plumpton Neighbourhood Plan Housing Site Assessments (2016)

Plumpton Neighbourhood Plan Landscape and Biodiversity Report (2016)

Plumpton Neighbourhood Plan Local Green Spaces and Green Infrastructure Report (2016)

Plumpton Neighbourhood Plan Business Topic Group Report (2015)

Plumpton Neighbourhood Plan Business Topic Group Business Survey (2015)