

July 2023



# Settlement Hierarchy Review



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# 1 Introduction

## Aims and Objectives

- 1.1** The aim of this study is to review and update the existing district settlement hierarchy to inform the preparation of the new Lewes District Local Plan (2020-2040), for the area outside of the South Downs Nation Park (SDNP).
- 1.2** The objectives of the study are to:
- Review the methodology and settlement hierarchy classifications set out in the Rural Settlement Study (RSS) (2013)
  - Review the accessibility and availability of services and facilities within each of the district's settlements
  - Categorise and define the relative importance of the facilities/ services towards achieving a sustainable settlement – weighting the criteria accordingly
  - Review and update the existing settlement hierarchy to understand the potential each settlement has to sustain and accommodate growth based upon the availability and accessibility to facilities and services.

## Context

- 1.3** The settlement hierarchy classifies settlements based on the availability of amenities, services and facilities within and in close proximity of a settlement. This allows for a simple classification of whether a settlement can meet the day to day needs of the population. This in turn helps rationalise the settlements position and potential role within the district's spatial growth strategy. The review identifies the settlements within the district that are the most sustainable based on an identified criteria and matrix scoring the presence of amenities, services and facilities.
- 1.4** This study reviews the existing settlement hierarchy and methodology, formulated in the RSS (2013), on which it was predicated to determine if the hierarchy still reflects an accurate picture of the settlements within the District and a review of the status of the settlements within the hierarchy as detailed in the Lewes Local Plan Part 1 (LPP1). The review is a necessary step in developing a sustainable growth strategy, taking account of the changes that have occurred since the adoption of LPP1. This will ensure settlements' sustainability within the wider district are accurately represented in terms of the amenities, services and facilities they provide.

### National Policy and Planning Practice Guidance

- 2.1** The National Planning Policy Framework (NPPF) does not provide specific advice for the preparation and production of settlement hierarchies. However, the framework's core principal centres around promoting sustainable development, taking local circumstances into account, reflecting the character needs and opportunities of each area (para 9, NPPF).
- 2.2** It is important to note that Lewes district is comprised of a significant area of rural landscape; para 79 of the NPPF highlights the importance of promoting sustainable development in rural areas, *"Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby."*
- 2.3** Planning Practice Guidance further acknowledges that the *"... location of new housing can also be important for the broader sustainability of rural communities...A wide range of settlements can play a role in delivering sustainable development in rural areas..."*
- 2.4** NPPF Paragraph 93(a-e) clearly defines the importance of various amenities, facilities and services in, *"[enhancing] the sustainability of communities and residential environments."* In addition, paragraph 105 of the NPPF defines the need for the planning system to, *"actively manage patterns of growth . . . Significant development should be focused on locations which are or can be made sustainable"*.

- 2.5** These aspects of national planning policy and practice guidance clearly demonstrate a need to classify settlements into a hierarchy which can then be used to develop a spatial strategy and establish effective networks to guide sustainable development.

### Settlement Hierarchy in Lewes Local Plan Part 1 (2016)

- 2.6** The existing settlement hierarchy (see table 1) displayed within LPP1, was established using data from the RSS (2013) and Technical Note 2 for the South East Plan (2006). The RSS (2013) was undertaken as part of the evidence base for LPP1. This study performed two main tasks; establishing a settlement hierarchy by carrying out a settlement services survey of the rural settlements in the district and provided detailed settlement appraisals that also considered Housing Need, Community Need, Economic Need, Strategic Housing Land Availability and Environmental and Landscape Factors.
- 2.7** Within the existing settlement hierarchy, none of the towns in Lewes District were identified as primary or secondary regional centres, although some towns within the vicinity of the district were. The primary regional centres included Brighton and Eastbourne, secondary regional centres included Haywards Heath and district centres included Burgess Hill and Uckfield. These towns were considered to exert a strong influence on Lewes District and were therefore identified in the hierarchy. The approach of including Brighton, Eastbourne, Haywards Heath and Burgess Hill in the settlement hierarchy was supported by the Planning Inspector for the Examination for LPP1, who concluded that the inclusion of these areas and overall hierarchy itself was logical.

## 2 Policy Context

**Table 1. The Settlement Hierarchy as defined in LPP1 (2016).**

Settlement category	Function	Settlements within this category
<b>Primary Regional Centre</b>	A large settlement accessible by road and public transport with a centre containing a large range of retail units, including the sale of higher order goods, a range of leisure opportunities, significant levels of employment and facilities such as a hospital with A & E services. Such settlements meet all of their own needs for higher level services	Brighton and Eastbourne (both settlements are outside Lewes District, but they exert a strong influence on the district)
<b>Secondary Regional Centre</b>	A settlement accessible by road and public transport with a centre containing a range of retail units, including high street chains. A reasonable range of leisure opportunities are available and the town contains significant levels of employment. Key facilities, such as a hospital, are available. Such settlements meet the majority of their own needs.	Haywards Heath (this settlement is outside Lewes District, but it exerts a strong influence on the northern part of the district)
<b>District Centre</b>	Accessible settlements by road and public transport containing a range of shops, employment opportunities and facilities including a secondary school. Such settlements are not reliant upon other centres to meet day to day needs, but they require support from nearby secondary or primary centres to meet the higher level needs of their residents.	Burgess Hill (this settlement is outside Lewes District, but it immediately borders the eastern boundary and is an influence on the north western part of the district), Uckfield (outside Lewes District, but is a strong influence on the north eastern part of the district), Seaford, Newhaven, Peacehaven & Telscombe and Lewes (now within SDNP).
<b>Rural Service Centre</b>	Sustainable locations (with either a frequent bus or rail service) with a number of key services and facilities that meet many day to day needs of their residents and those from the wider rural hinterland. Some employment opportunities are available.	Newick, Ringmer

## 2 Policy Context

**Table 1. The Settlement Hierarchy as defined in LPP1 (2016). (Cont'd)**

Settlement category	Function	Settlements within this category
<b>Service Village</b>	Villages that have a basic level of services and facilities, public transport provision (possibly not frequent) and limited employment opportunities. Residents can have some of their day-to-day needs met in such locations, although higher order settlements need to be accessed to enable this to be fully achieved	Barcombe Cross, Plumpton Green, and Wivelsfield Green. <i>The following settlements now fall within the SDNP</i> ; Ditchling, Firle, Glynde,
<b>Local Village</b>	Villages that have very few facilities and services and have poor levels of accessibility to higher order settlements. Few, if any, employment opportunities are available.	Broyle Side, Cooksbridge, Chailey North, Chailey South, South Street (Chailey Parish), South Heighton. <i>The following settlements now fall within the SDNP</i> ; Falmer, Kingston, Piddinghoe, Rodmell, Glynde,
<b>Hamlet</b>	Settlements that generally have a population of less than 100, have an historic core (generally with a church), but are generally lacking social infrastructure and ease of accessibility to higher order settlements.	Barcombe, Chailey Green, Wivelsfield. <i>The following settlements now fall within the SDNP</i> ; Bishopstone, Norton, East Chiltington, Hamsey, Offham, Plumpton, Iford, Streat, Southease, Tarring Neville, Telscombe Village, Westmeston.

**2.8** LPP1 covered the entire Lewes District area, including the area designated as the SDNP. However, in 2019, the South Downs National Park Authority (SDNPa) adopted its own Core Strategy. Therefore, the new Lewes District Local Plan applies only to those areas within the Lewes District boundary that are outside of the SDNP boundary.

**2.9** As a result, a number of settlements previously accounted for within the LPP1 settlement hierarchy will not be included in the revised settlement hierarchy, as shown in table 2 below.

## 2 Policy Context

**Table 2. Settlements included in the existing and revised settlement hierarchy.**

Existing Settlement Hierarchy (LPP1)	Included in Settlement Hierarchy Review	Existing Settlement Hierarchy (LPP1)	Included in Settlement Hierarchy Review
Barcombe	■	Norton	
Barcombe Cross	■	Offham	
Bishopstone		Peacehaven & Telscombe	■
Broyle Side	■	Piddinghoe	
Chailey Green	■	Plumpton	
Chailey North	■	Plumpton Green	■
Chailey South	■	Ringmer	■
Cooksbridge	■	Rodmell	
Ditchling		Seaford	■
East Chiltington		Southease	
Falmer		South Heighton	■
Firle		South Street (Chailey Parish)	■
Glynde		Streat	
Hamsey		Tarring Neville	
Iford		Telscombe Village	
Kingston		Westmeston	
Lewes		Wivelsfield	■
Newhaven	■	Wivelsfield Green	■
Newick	■		

# 3 Methodology

- 3.1** There is no available guidance at the national or local level with regards to establishing a settlement hierarchy. In determining the methodology for this study, the approach used to inform the existing settlement hierarchy was reviewed, along with other similar studies.
- 3.2** The RSS (2013) performed two main tasks - established a settlement hierarchy by carrying out a settlement services survey of the rural settlements within the district, and detailed appraisals of the settlements which comprised a quasi-spatial strategy. Due to the second task of the RSS (2013), the methodology included datasets relating to Housing Need, Community Need, Economic Need, Strategic Housing Land Availability and Environmental and Landscape Factors.
- 3.3** The RSS (2013) methodology set out for establishing the existing settlement hierarchy comprised a quantitative and qualitative basis. It is considered that utilising both quantitative and qualitative data remains an appropriate approach.
- 3.4** However, a departure from the RSS (2013) which relied largely on data from the South-East Plan (2006) to inform classification of the coastal towns within the district, is the inclusion of the coastal towns within this Settlement Hierarchy Review and the Settlement Services Study (2023). This is to ensure a thorough and accurate appraisal of all settlements. A 4-stage method has been used to achieve the aims and objectives of the study.
- 3.5** Stage 1 will define the scoring matrix, classifications and population used to inform the reviewed settlement hierarchy as outlined below:
- Define the scoring matrix that will be used to inform stage 2 of the study

- Review the classifications within the existing settlement hierarchy and update where necessary
  - Outline the population of each settlement for use in the Stage 3 assessment
- 3.6** Stage 2 will comprise a quantitative assessment of facilities and services outlined below:
- Utilise the Settlement Services Study (2023), Economic Needs Assessment (ENA), Town Centre Retail Study and Open Space Study to inform the availability of facilities and services
  - Conduct further desk-based/ field study if required to complete missing data from the above studies
  - Score the settlements against the availability of services, facilities and public transport based on the weighting outlined in tables 3 and 4 below
  - Indicatively classify settlements based upon the scoring outcomes
- 3.7** Stage 3 will comprise a qualitative assessment of the settlements outlined below:
- Conduct qualitative assessment of each settlement regarding circumstances which influence the quantitative score
- 3.8** The stage 3 assessment, where relevant, will account for contextual matters that lie outside the scope of the quantitative assessment, such as other locally important considerations that



## 3 Methodology

cannot be accounted for in the quantitative assessment. For example, no additional score has been given where there is more than one service or facility, i.e., where there may be multiple schools rather than just one. In addition, stage 3 will provide detail on proximity of settlements to one and other and the quality of active travel provision. This will provide a sound basis from which to identify, in particular, how the rural settlements relate to one and other for service provision and better understand where improvements are needed to foster sustainable development in the rural settlement network.

- 3.9** Stage 4 will be a proposed updated settlement hierarchy for the new local plan based upon the output of the assessments within stages 2 and 3.

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# 4 Stage 1 – Defining Scoring Matrix, Classifications and Population

## Scoring Matrix

- 4.1** The assessment criteria set out in Table 3 below is derived from the RSS (2013) and desktop research, which included analysis of other settlement hierarchy reviews, settlement studies and neighbourhood plans. The services and facilities identified have been weighted accordingly in order to justify their role and a distinction of those that sustain a settlement and support the day-to-day needs of its residents, or those which are likely to have a wider catchment, settlements and weighting within the scoring matrix based on the RSS (2013) and desktop research referenced above, and professional judgment.
- 4.2** A score is allocated for the inclusion of a facility in a settlement, rather than the number of that particular facility in a settlement. This allows for a provisional ranking based on the availability of a range of services, rather than a number of a particular type ie a number of convenience stores. How many, of a particular facility found within a settlement is however considered in the qualitative assessment. This allows for a simple and clear ranking and classification within the provisional hierarchy. The higher the score, the more sustainable the settlement is considered to be at the end of Stage 1.
- 4.3** The amenities, services and facilities have been split into Primary and Secondary categories with an appropriate score assigned to each. Primary services and facilities are those that are considered essential to day-to-day life and meet local needs and are accessed with a high frequency by the local population. Secondary services and facilities are those that are considered to still meet day-to-day needs, but at a lower frequency or that are not necessarily essential to sustaining a single settlement.
- 4.4** In addition, accessibility by public transport to these amenities and services contribute to sustainable settlements' scoring. Bus and train service provision scoring is set out in Table 4.

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## 4 Stage 1 – Defining Scoring Matrix, Classifications and Population

**Table 3. Amenities, Services and Facilities assessment criteria**

Amenities, Services and Facilities: Primary Facilities	Score
<p><b>Doctors/ GP Surgery/ Chemist</b>            Doctors' surgeries and chemists provide an essential healthcare service often used by those that have impaired movement which should therefore be readily accessible to meet local demand. They further hold an integral role in maintaining the health of a community particularly in rural areas.  <i>Source: Settlement Services Study</i></p>	10
<p><b>Employment Area</b>            Having readily available local employment opportunities reduces the need to travel by car.  <i>Source: Economic Needs Assessment</i></p>	10
<p><b>Primary School</b>            State primary schools cater for a local demand and provide an essential day-to-day facility that should be immediately accessible primarily via active travel methods. Increasingly, schools extend their facilities to meet local community needs beyond primary education.  <i>Source: Settlement Services Study</i></p>	10
<p><b>Convenience Store</b>            Provision of an area to purchase groceries is a regular necessity. These spaces are particularly important in rural communities providing readily available goods to those who do not have regular access to car travel.  <i>Source: Settlement Services Study</i></p>	10
<p><b>Community/ Village Hall</b>            These spaces provide a key facility that operates and enables a range of social, recreational and cultural activities that are accessed regularly. These are essential to help manifest strong community bonds and promote good mental health.  <i>Source: Settlement Services Study</i></p>	10
<p><b>Post Office</b>            Post offices comprise a key community facility that offer key services particularly in rural areas.  <i>Source: Settlement Services Study</i></p>	10

## 4 Stage 1 – Defining Scoring Matrix, Classifications and Population

**Table 3. Amenities, Services and Facilities assessment criteria (Cont'd)**

Amenities, Services and Facilities: Secondary Facilities	Score
<p><b>Secondary School</b>            State funded secondary schools are often located in larger settlements and serve a wider community. Significant numbers of secondary school pupils travel independently by public transport or school buses, which is why they are defined as a secondary facility vs primary schools that are listed as a primary facility. In addition to education, schools also provide a valuable focus for community leisure activities.  <i>Source: Settlement Services Study</i></p>	5
<p><b>Other Educational Facility</b>            This includes fee paying/independent schools. Fee paying schools tend to serve a wider catchment than the settlement they are located within and may play a more limited role in meeting the needs of residents of that settlement.  <i>Source: Settlement Services Study and desktop research</i></p>	5
<p><b>Public House</b>            Public houses can provide a community focus as they stand or can diversify their function to a number of other services such as a community room, small shop or youth centre.  <i>Source: Settlement Services Study</i></p>	5
<p><b>Library</b>            Libraries form an important service and help to support education and provide access to IT services. Libraries can offer space for adult learning, children’s reading groups, room hire and exhibition and display space.  <i>Source: Desktop research</i></p>	5
<p><b>Place of worship</b>            Places of worship provide facilities for social and recreational activity in addition to its primary purpose.  <i>Source: Settlement Services Study</i></p>	5
<p><b>Dentist</b>            A dentist is a service beneficial to the overall healthcare provision that a settlement can offer. However, demand for a dentist is typically significantly less frequent than that for a GP.  <i>Source: Settlement Services Study</i></p>	5

## 4 Stage 1 – Defining Scoring Matrix, Classifications and Population

**Table 3. Amenities, Services and Facilities assessment criteria (Cont'd)**

Amenities, Services and Facilities: Secondary Facilities (Cont'd)	Score
<p><b>Sports and Play facilities</b> Comprising both indoor and outdoor spaces, these facilities are an important leisure and play resource contributing to the physical and mental health of communities. They also encourage positive community bonds. <i>Source: Open Space Study</i></p>	5
<p><b>Ancillary retail/ services</b> These are all relatively important services that would be used regularly by the community but are not considered to be essential for day-to-day living. This category includes a variety of shops and retail which can reduce the need to travel outside of the village. They differ from other shops by providing comparison goods and some services. <i>Source: Town Centre Retail Study</i></p>	5
<p><b>Pre-school/ Nursery</b> Local childcare is typically important for working families. The assessment includes private childcare facilities, nurseries and pre-schools. <i>Source: Settlement Services Study</i></p>	5

**Table 4. Bus and Train service provision (accessibility)**

Frequency	Category	Weighting
<p><b>Bus service</b> Hourly or better 6 days a week Daily 6 days a week Infrequent <i>Source: Settlement Services Study &amp; desktop research</i></p>	Frequent	10
	Infrequent	5
	Limited/ None	0
<p><b>Train service</b> More than 4 before noon and 4 after noon Less than 4 before noon and 4 after noon Infrequent <i>Source: Settlement Services Study &amp; desktop research</i></p>	Frequent	10
	Infrequent	5
	Limited/ None	0

# 4 Stage 1 – Defining Scoring Matrix, Classifications and Population

## Settlement Hierarchy Classifications

- 4.5** Following completion of stage 2, a provisional hierarchy can be established from the settlement classification definitions. The existing settlement hierarchy classification definitions are found within the RSS (2013) and provide a clear category framework. However, it is important to review how each settlement category is defined having regard to the adjusted scoring criteria above.
- 4.6** District centres are the exception to the above as a classification definition was not defined as part of the RSS (2013) that informed the existing settlement hierarchy. Instead, district centres were defined only by function definition within the settlement hierarchy in LPP1, with the category containing the towns that were not considered as part of the RSS (2013) (Seaford, Newhaven, Peacehaven & Telscombe). Therefore, a classification definition is outlined below, using the function definition.

**Table 5. District Centre classification definition**

Existing definition	Revised definition
Accessible settlements by road and public transport containing a range of shops, employment opportunities and facilities including a secondary school. Such settlements are not reliant upon other centres to meet day to day needs, but they require support from nearby secondary or primary centres to meet the higher-level needs of their residents.	<ul style="list-style-type: none"> <li>▪ All 6 key services</li> <li>▪ A frequent bus or rail service</li> <li>▪ At least 6 secondary facilities/ services</li> </ul>

- 4.7** For Rural Service Centres, the definition is revised from the RSS (2013). The revised definition removes the score requirement and introduces a set number of secondary services required. The revised definition (Table 6) allows for a clearer distinction and recognition of secondary services and facilities available. It also allows the score data to be used as an indicative tool during the qualitative assessment.

**Table 6. Rural Service Centre**

Existing definition	Revised definition
<ul style="list-style-type: none"> <li>▪ All 6 key services</li> <li>▪ A frequent bus or rail service</li> <li>▪ A total score of 20 or above</li> <li>▪ Give access to services and facilities that the community will need on a frequent basis</li> </ul>	<ul style="list-style-type: none"> <li>▪ At least 5 key services</li> <li>▪ A frequent bus or rail service</li> <li>▪ At least 4 secondary facilities/ services</li> </ul>

- 4.8** For Service Villages, the definition is revised from the RSS (2013). The revised definition removes the score range and introduces a set number of secondary services required. The revised definition allows for a clearer distinction and recognition of secondary services and facilities available. It also allows the score data to be used as an indicative tool during the qualitative assessment. In addition, defining the frequency of the bus or rail service provides a necessary benchmark for a sustainable settlement.

# 4 Stage 1 – Defining Scoring Matrix, Classifications and Population

**Table 7. Service Village**

Existing definition	Revised definition
<ul style="list-style-type: none"> <li>▪ 3-5 key services (one of which is a convenience store or walking distance to such a store)</li> <li>▪ Have bus or rail service</li> <li>▪ A total score of 14-19</li> <li>▪ Offer a more basic level of provisions that needed on a frequent basis but still have a wide range of less essential services that provide opportunities for people to meet and have day to day contact</li> </ul>	<ul style="list-style-type: none"> <li>▪ At least 3 key services (one including a convenience store)</li> <li>▪ At least an infrequent bus or rail service</li> <li>▪ At least 3 secondary facilities/ services</li> </ul>

**4.9** For Local Villages, the RSS (2013) definition is revised to remove the score requirement and introduces a set number of secondary services required. The revised definition allows for a clearer distinction and recognition of secondary services and facilities available. It also allows the score data to be used as an indicative tool during the qualitative assessment. In addition, defining the frequency of the bus or rail service puts a greater emphasis on accessibility and ensuring the settlement can support at least some services and facilities.

**Table 8. Local Village**

Existing definition	Revised definition
<ul style="list-style-type: none"> <li>▪ Up to 2 key services</li> <li>▪ A total score of up to 14</li> <li>▪ More than 100 population</li> </ul>	<ul style="list-style-type: none"> <li>▪ At least 2 key services</li> <li>▪ An infrequent bus or rail service</li> <li>▪ At least 1 secondary facility/ service</li> </ul>

**4.10** For Hamlets, the definition remains as set out in LPP1; the settlement will have limited, if any, services and generally rely on surrounding, higher order, settlements to provide the majority of facilities and services required to sustain the local populations day-to-day needs.

## Settlement Populations

**4.11** Table 9 provides population data as of 2021. The lowest level of information available for population data is 'Lower Super Output Areas' (LSOA). In rural locations, these areas cover a number of smaller settlements and typically relate to a wider parish area instead of an individual settlement (village or hamlet) area.

**4.12** In addition, in some cases, the LSOA cross the border into the area of the SDNP that is within the Lewes District boundary but not within the new local plan area and include population data for those settlements. For example, within Table 9, the LSOA for Barcombe and Cooksbridge includes the settlements of Barcombe, Barcombe Cross and Cooksbridge which are within

## 4 Stage 1 – Defining Scoring Matrix, Classifications and Population

the new plan area, but also include Hamsey and Offham which are within the SDNP planning area, so consequently not within the plan area for the new local plan.

- 4.13** As such, the population data will be used as contextual data that can help build a picture as to the character of each of the parishes within which the settlements reside as part of the stage 3 assessment.

**Table 9. Settlement Populations (2021)**

LSOA	Area	Population (2021)
1A	Barcombe and Cooksbridge	2,230
1C	North Chailey & Chailey Green	1,866
1B	South Chailey	1,106
1E, 1D	Newick	2,446
2A	Wivelsfield	2,964
2D	Plumpton Green	1,059
4B, 4C	Ringmer and Broyleside	3,499
6, 7, 10	Peacehaven & Telscombe	28,125
8, 9	Newhaven	12,690
11, 12, 13	Seaford	23,864

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# 5 Stage 2 – Quantitative Assessment of Settlements

## Quantitative Settlement Scoring

5.1 The settlements are ranked by score in Table 10 below. The table shows the primary and secondary facilities and services available for each settlement, and an assessment of the available public transport.

Table 10. Settlement Scoring Hierarchy	Primary Facilities/Services						Secondary Facilities/Services								Public Transport		Score
	GP Surgery/ Chemist	Employment Area	Primary School	Convenience Store	Post Office	Community Hall	Other Educational Secondary School	Public House	Library	Place of Worship	Dentist	Nursery	Ancillary Retail/ Services	Sports and Play Facilities	Bus Service	Train Service	
<b>District Centre</b>																	
Newhaven	■	■	■	■	■	■	■	■	■	■	■	■	■	■	Frequent	Frequent	
Peacehaven & Telscombe	■	■	■	■	■	■	■	■	■	■	■	■	■	■	Frequent	None	
Seaford	■	■	■	■	■	■*	■	■	■	■	■	■	■	■	Frequent	Frequent	
<b>Rural Service Centre</b>																	
Ringmer	■	■	■	■	■	■	■	■	■	■	■	■	■	■	Frequent	None	
Newick	■	■	■	■	■	■	■	■	■	■	■	■	■	■	Infrequent	None	
<b>Service Village</b>																	
Barcombe Cross			■	■	■	■		■	■	■	■	■	■	■	Infrequent	None	
Plumpton Green			■	■	■	■	■	■	■	■	■	■	■	■	Infrequent	Frequent	
Wivelsfield Green			■	■	■	■	■	■	■	■	■	■	■	■	Infrequent	None	
<b>Local Village</b>																	
Broyleside		■											■		Frequent	None	
Cooksbridge			■			■							■		Infrequent	Frequent	
North Chailey		■		■			■	■	■	■	■			■	Infrequent	None	
South Chailey	■			■	■		■	■	■	■	■		■		Infrequent	None	
South Heighton		■				■		■					■		Infrequent	None	
<b>Hamlet</b>																	
Barcombe										■					None	None	
Chailey Green			■			■		■		■		■			Infrequent	None	
Wivelsfield										■					None	None	

## 6 Stage 3 – Qualitative Assessment of Settlements

### Coastal Strip

- 6.1** The settlements of Peacehaven & Telscombe, Newhaven and Seaford lie on the coast to the south of the district and plan area and are located from east to west respectively in the above order. They are connected via a coastal road, the A259, that further connects these settlements to Brighton to the west and Eastbourne to the east.

### Newhaven

- 6.2** Newhaven is located on the southern border of Lewes District, on the coast. In LPP1, Newhaven was defined as a District Centre. In recent years the town has experienced regeneration, and the town centre and enterprise zone are undergoing transformation.
- 6.3** The town has significant international ferry links to Dieppe, port operations, rail connectivity with two stations, and comprises a significant employment offer within the plan area. All key and secondary services are available in the town. The two railway stations provide a frequent train service alongside a frequent bus service that runs along the coastal strip and provides service northwards to the wider district area. The A259 carriageway provides coastal through access to Brighton, Peacehaven and Telscombe (~2.5miles) to the west and Seaford and Eastbourne to the east.
- 6.4** Newhaven was not individually reviewed as part of the RSS (2013) used to inform the settlement hierarchy but was identified as a district centre based on the South-East Plan evidence. It is considered that this classification remains appropriate. Recommended Local Plan classification – District Centre.

### Peacehaven and Telscombe

- 6.5** Peacehaven and Telscombe towns are located on the southern border of Lewes District, on the coast to the west of Newhaven, adjoining Brighton and Hove City Council. The towns mostly comprise historic plotland development with a grid like street pattern throughout the neighbourhood plan area. Peacehaven and Telscombe are separate towns but are considered as one neighbourhood area for the purposes of the study.
- 6.6** There is a frequent bus service that runs along the south-east coast. The nearest railway station is in Newhaven approximately 2.5 miles to the east, and the A259 coastal road provides the sole access in and out of the town. All key and secondary services are available in the towns barring an alternative educational facility.
- 6.7** Peacehaven and Telscombe was not individually reviewed as part of the RSS (2013) used to inform the settlement hierarchy but was identified as a district centre based on the South-East Plan evidence. It is considered that this classification remains appropriate. Recommended Local Plan classification – District Centre.

### Seaford

- 6.8** Seaford is the largest town in the plan area and is located on the south-eastern border of the plan area, on the coast to the east of Newhaven. The A259 coastal road provides the arterial access through the town, connecting Brighton, Peacehaven & Telscombe and Newhaven to the west, and Eastbourne to the east.
- 6.9** There is a frequent bus service that runs along the south-east coast, in addition to services to the northern areas of the district.

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The railway station provides a frequent service and is located in the centre of the town as the last stop on the line. All key and secondary services are available, barring a community hall. However, there are venues within the town that the community can rent and so the function of a community hall is still retained within the town.

- 6.10** Seaford was not individually reviewed as part of the RSS (2013) used to inform the settlement hierarchy but was identified as a district centre based on the South-East Plan evidence. Whilst it has been acknowledged that the town is lacking a defined community hall it has been considered the function is retained through rentable venues within the town and therefore the criteria to be distinguished as a district centre are met. The town benefits from excellent public transport provision, tourist offer and quality and quantity in general of other services and facilities. As such it is considered that the existing classification remains appropriate. Recommended Local Plan classification – District Centre.

### South Heighton

- 6.11** South Heighton is located in the southern portion of the plan area just north and as an extension of Newhaven.
- 6.12** The settlement benefits from two primary services in the form of an employment area and village hall. In addition, there are two secondary services by way of a pub and a playing field. There is an infrequent bus service that primarily connects the settlement to Newhaven, which is also where the nearest train station is located.
- 6.13** The RSS (2013) and settlement hierarchy classified South Heighton as a local village. The situation in terms of facilities and services remains the same and as such, recommend Local Plan classification – Local Village

### Summary

- 6.14** The coastal settlements mostly comprise District centres, bar South Heighton which is classified as a Local Village, providing a wide range and quantity of services and facilities that are enjoyed by residents on a district level. Higher-level facilities and services that residents of these settlements seek out, such as hospitals and wider entertainment facilities, are typically found and enjoyed in Eastbourne and Brighton.

### Northern Plan Area

- 6.15** The remaining settlements within the plan area are located to the north of the district and are separated from the coastal settlements of Peacehaven & Telscombe, Newhaven and Seaford by the SDNP that runs horizontally through the middle of the district area.

### Barcombe Cross

- 6.16** Barcombe Cross is located in the centre of the Barcombe parish, which is located towards the centre of the northern portion of the plan area. The hamlets comprising the remainder of the parish, Barcombe (to the south), Spithurst (to the north) and Barcombe Mills (to the east) have less than 100 habitants. The settlement is accessed by car via narrow country roads and Lewes is the nearest centre.
- 6.17** Barcombe Cross benefits from four key services; a primary school, a convenience store, post office and community hall in addition to four secondary services including a church, pub, nursery and playing field with pavilion. The bus service is considered infrequent with the settlement being serviced by the 122/124 to Lewes with the last bus arriving in the village at 6.00pm. The nearest railway station is at Cooksbridge approximately 2½ miles away which connect to Lewes, Haywards Heath, Gatwick and London.

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**6.18** Within the RSS (2013) settlement hierarchy, Barcombe Cross was classified as a service village, with it being recognised that the settlement widely comprises a sustainable community that is somewhat constrained by public transport access. It is considered that this remains the case and as such, recommended Local Plan classification – Service Village.

### Broyleside

**6.19** Broyleside is located to the south-east of the northern portion of the plan area. In LPP1 the settlement was classified as a Local Village, and further described within the RSS (2013) as a 'cluster village' with Ringmer, located approximately 1 mile to the west, of which the Broyleside community relies on for the majority of its day-to-day needs.

**6.20** The settlement benefits from one key service in the form of an employment area (Broyle Business Area) and one secondary service by way of a children's play area. There is a frequent bus service providing regular connections to Ringmer, Lewes and Brighton.

**6.21** The quantified service provision of the settlement would lead to a classification of a hamlet. However, the previous RSS (2013) and settlement hierarchy classified Broyleside as a local village, denoting that it would be considered as a 'cluster' village with Ringmer, a rural service centre. It is considered that the settlement lacks the typical historic character of a hamlet and benefits from a frequent public transport offer that is not typically found in hamlets. Therefore, recommended Local Plan classification – Local Village.

### Cooksbridge

**6.22** Cooksbridge is located on the southern border of the northern

portion of the plan area and comprises the largest settlement within the parish of Hamsey which is largely located in the SDNP.

**6.23** Cooksbridge benefits from two key services by way of a primary school and a community hall and a secondary service by way of a sports pitch. There is a frequent rail service and an infrequent bus service to nearby Lewes.

**6.24** Within RSS (2013) and settlement hierarchy, Cooksbridge was classified as a local village. The frequent rail service to nearby Lewes offers residents sustainable access to a wide range of services and facilities and subsequently leads to Cooksbridge being a relatively sustainable settlement. However, it is constrained by its own limited service and facilities provision and therefore the recommended Local Plan classification – Local Village.

### Newick

**6.25** Newick is located to the north-east of the northern portion of the plan area, on the A272 which links the village to Haywards Heath to the west and Uckfield to the east. The settlement is nucleic in form, predominantly developed around a large green space.

**6.26** The settlement benefits from all key services barring an employment area in addition to four secondary services by way of public houses, a church, a nursery and a playing field. Newick benefits from a bus service that runs hourly and provides connection to a nearby secondary school in South Chailey. However, the last bus arrives in the village at around 7pm which constrains evening leisure activity and those with less regular working patterns. As such, the bus provision is considered 'infrequent'. All nearby train stations are approximately 6 miles away.

## 6 Stage 3 – Qualitative Assessment of Settlements

**6.27** The RSS (2013) and settlement hierarchy classified Newick as a rural service centre, further denoting that the village benefitted from many aspects of a sustainable village. It is acknowledged that the infrequent bus service would not meet one of the criteria of a rural service centre. However, the service does run hourly during the day and to a nearby secondary school. As such, on balance, in terms of providing a wide range services and facilities to nearby settlements, Newick still meets the daily needs of residents and remains a sustainable location benefitting from a range of services and facilities and therefore, recommended Local Plan classification – Rural Service Centre.

### North Chailey

**6.28** North Chailey is located to the north of the northern portion of the plan area at the junction of the A22 and A275, approximately 1 mile west of Newick. The settlement is largely clustered around the highway junction with a ribbon development which extends to the east and west. There is a lack of clear foot paths which do not connect to one another. There are also no cycleways along the A roads which bisect Chailey.

**6.29** North Chailey benefits from two key services by way of an employment area and convenience store, although there is a meeting room where certain community uses can take place, it is not a defined community hall and therefore not identified as such. In addition, there are four secondary services available within the settlement by way of a special education service (Chailey Heritage School), a church, dentist and playing field. The bus service links the settlement on an hourly basis to Lewes, Haywards Heath and Uckfield which would lead to a defined bus provision of frequent. However, the last bus arrives in the village at around 7pm which constrains evening leisure activity and those with less regular working patterns. As such, the bus provision is considered

‘infrequent’. The nearest train station is located approximately 5 miles away in Haywards Heath.

**6.30** The RSS (2013) and settlement hierarchy classified North Chailey as a local village. The situation in terms of facilities and services remains the same and as such, recommended Local Plan classification – Local Village

### Plumpton Green

**6.31** Plumpton Green is located to the west of the northern portion of the plan area. South Chailey is the nearest settlement within the plan area and is located approximately 2 miles to the north-east of Plumpton Green.

**6.32** The settlement is linear in form and benefits from four key services by way of primary school, convenience store, post office and community hall. In addition, Plumpton Green contains six secondary services; a public house, Plumpton Agricultural College, church, dentist, nursery and playing field. Plumpton Green has a train station situated at the southern end of the settlement which offers a frequent service and is on the main Eastbourne to London line. The bus service is infrequent.

**6.33** The RSS (2013) and settlement hierarchy classified Plumpton Green as a Service Village. The situation in terms of facilities and services remains the same and as such, recommended Local Plan classification – Service Village.

### Ringmer

**6.34** Ringmer is located to the south-east of the northern portion of the plan area and is the largest rural village within the plan area. There is a cycle path connecting Ringmer to Lewes.

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- 6.35** The village contains all six key services in addition to seven secondary facilities including a dentist, nursery, secondary school, church, ancillary services, three public houses and playing fields. The nearest railway stations are located at Glynde approximately 2.5 miles away and Lewes approximately 3.5 miles away. There is a 'good' bus service that runs to Lewes, Brighton, Uckfield, Tunbridge Wells.
- 6.36** It is acknowledged that within the revised definitions of classifications within the settlement hierarchy, Ringmer would meet a number of criteria to be classified as a District Centre and does comprise a sustainable settlement. However, Ringmer largely benefits from only one of each of the defined services and facilities and lacks the overall characteristic that would be expected of a District Centre. For example, Ringmer does not provide a robust retail or night-time offer, entertainment facilities or tourism offer that the other District Centres provide. As such, accounting for the quantity of each service available, in tandem with the overall characteristic of the settlement and role within the wider district, it is considered Ringmer should be considered a Rural Service Centre. Recommended Local Plan classification – Rural Service Centre.

### South Chailey

- 6.37** South Chailey is located in the centre of the northern portion of the plan area. The previous settlement hierarchy distinguishes South Street and South Chailey as separate settlements; however since the adoption of LPP1, Chailey has adopted a neighbourhood plan which distinguishes Chailey into three distinct settlements comprising North Chailey, Chailey Green and South Chailey (including South Street). As such, for the new settlement hierarchy, South Street will be considered as part of the South Chailey settlement.
- 6.38** South Chailey benefits from three key services including a doctor's surgery, convenience store and post office. In addition, there are four secondary services available including a secondary school, public house, a church and a nursery. There is an infrequent bus service that provides links to Newick and Lewes. The nearest railway stations are located in Wivelsfield and Lewes, approximately 6 miles away.
- 6.39** In the RSS(2013) and settlement hierarchy, South Chailey was classified as a local village. However, as referenced in para 6.37, South Street is now considered part of South Chailey as a settlement and consequently the services and facilities are too. As a result, the South Chailey settlement benefits from greater service and facilities provision. Recommended Local Plan classification – Service Village.

### Wivelsfield Green

- 6.40** Wivelsfield Green is located to the north-west corner of the northern portion of the plan area.
- 6.41** The settlement benefits from three key services including a primary school, convenience store and post office. In addition, there are four secondary services by way of a public house, place of worship, nursery and playing field. The village hall is in the settlement of Wivelsfield approximately a mile to the west. The settlement is located approximately 3 miles east from Burgess Hill and 3 miles south from Haywards Heath which were both considered as regional centres in the RSS (2013), providing a range of key and secondary services. There is an infrequent bus service and whilst there is a train station labelled as 'Wivelsfield', the station is not actually situated in Wivelsfield Parish but located approximately 2 miles west of Wivelsfield Green, within the wider settlement of Burgess Hill.



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**6.42** The RSS (2013) and settlement hierarchy classified Wivelsfield Green as a service village. The situation in terms of facilities and services remains the same and as such, recommended Local Plan classification – Service Village.

### Barcombe

**6.43** Barcombe is located to the south-east of the northern portion of the plan area, approximately 1 mile south of Barcombe Cross, the main village of the parish. The hamlet consists of a small number of properties close to the only facility available in the settlement by way of a church and is accessed by small country roads. There is no bus service, and the Cooksbridge railway station is located approximately 2 miles south-west of the settlement.

**6.44** The RSS (2013) and settlement hierarchy classified Barcombe as a hamlet. The situation in terms of facilities and services remains the same. Recommended Local Plan classification – Hamlet.

### Chailey Green

**6.45** Chailey Green is located to the north of the northern portion of the plan area, towards the middle of the wider Chailey parish. The settlement comprises a nucleated historic settlement that is also a conservation area.

**6.46** Chailey green benefits from two key services in the form of a Primary school and Community Hall, in addition to three secondary services by way of a church, pub and nursery. There is an infrequent bus service with the nearest railway stations being located approximately 7miles away in Wivelsfield and Lewes.

**6.47** It is acknowledged that within the revised definitions of classifications within the settlement hierarchy, Chailey Green would

meet a number of criteria to be classified as a Local Village. However, the residents would still largely rely on North and South Chailey settlements to meet many of the residents' daily needs and the character of the settlement resonates more with that of a Hamlet. As such, it is considered Chailey Green should be considered a Hamlet. Recommended Local Plan classification – Hamlet.

### Wivelsfield

**6.48** The settlement of Wivelsfield is located to the north-west of the northern portion of the plan area and constitutes the original historic settlement of the wider Wivelsfield Parish.

**6.49** The settlement benefits from one secondary service by way of a church. There are no public transport services to the settlement.

**6.50** The RSS (2013) and settlement hierarchy classified Wivelsfield as a hamlet. The situation in terms of facilities and services remains the same and as such, recommended Local Plan classification – Hamlet.

### Summary

**6.51** The plan area to the north of the district comprises a mosaic of rural settlements. The network and interaction of these settlements on a needs basis largely follows the settlement hierarchy classifications in terms of lower order settlements (smaller villages) relying on higher order settlements (larger villages) for day-to-day living.

**6.52** The rural service centres and service villages are spaced relatively evenly, in terms of their relative geography, throughout the northern plan area. Higher-level facilities and services that residents of these settlements seek out, such as hospitals and wider entertainment facilities, are typically found and enjoyed in Burgess Hill, Haywards Heath and Lewes.

**7.1** Through the analysis of the characteristics, services and facilities of each settlement, the following hierarchy is proposed. In summary the key changes proposed are:

- Removal of Primary and Secondary Regional Centres
- Removal of settlements that fall within the South Downs National Park within the District boundary
- South Chailey and South Street settlements have been reclassified as one settlement; South Chailey
- South Chailey reclassified from a Local Village to a Service Village

**7.2** Primary and secondary regional centres have been removed as their inclusion in the previous hierarchy was based upon evidence from the South-East Plan regional spatial strategy, which could still be used in Local Plan preparation under the framework that existed when the RSS (2013) was produced. This legislation has since been superseded by the NPPF. As settlements that fell within the primary and secondary regional centres categories are outside the Lewes District planning boundary, the removal of those categories is justified.

**7.3** The removal of settlements that fall within the SDNP and Lewes District boundaries is justified as the SDNP adopted a local plan in 2019, after the adoption of LPP1 in 2016, at which point the SDNP took planning control for those areas and settlements that fall within the SDNP and Lewes District boundary.

**7.4** The re-classification of South Chailey and South Street settlements into one settlement of South Chailey is justified through the Chailey Neighbourhood Plan, adopted in May 2021.

Within the Plan, the Parish is regularly referenced as being split into North Chailey, Chailey Green and South Chailey, with the services available in South Street and South Chailey being referenced under 'South Chailey'. This change has subsequently re-classified South Chailey from a 'Local Village' to a 'Service Village'.

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Table 11. Proposed Local Plan Settlement Hierarchy

Revised Settlement category	Functions	Settlements included in settlement categories
<b>District Centre</b>	Accessible settlements by road and public transport containing a range of shops, employment opportunities and facilities including a secondary school. Such settlements are not reliant upon other centres to meet day to day needs, but they require support from nearby secondary or primary centres to meet the higher level needs of their residents.	Seaford, Newhaven, Peacehaven & Telscombe
<b>Rural Service Centre</b>	Sustainable locations (with either a frequent bus or rail service) with a number of key services and facilities that meet many day to day needs of their residents and those from the wider rural hinterland. Some employment opportunities are available.	Newick, Ringmer
<b>Local Village</b>	Villages that have very few facilities and services and have poor levels of accessibility to higher order settlements. Few, if any, employment opportunities are available.	Broyle Side, Cooksbridge, Chailey North, South Heighton.
<b>Service Village</b>	Villages that have a basic level of services and facilities, public transport provision (not necessarily frequent) and limited employment opportunities. Residents can have some of their day-to-day needs met in such locations, although higher order settlements need to be accessed to enable this to be fully achieved	Barcombe Cross, Plumpton Green, Wivelsfield Green and South Chailey.
<b>Hamlet</b>	Settlements that generally have a population of less than 100, have a historic core (generally with a church), but are generally lacking social infrastructure and ease of accessibility to higher order settlements.	Barcombe, Chailey Green, Wivelsfield.