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# ADOPTED LEWES DISTRICT LOCAL PLAN

1991-2011

Written Statement and Proposals Map

**Adopted 31 March 2003**

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PRICE

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**Appendix 2**      **Buildings of Local, Visual or Historic Interest**

**Appendix 3**      **Inventory of Parks and Gardens of Local Historic Interest**

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# **CHAPTER 1 - SETTING THE SCENE FOR THE LOCAL PLAN**

## **Background**

1.1 Lewes District Council is required by law to prepare a single District Plan to replace the previously adopted plans which applied to individual areas of the District. The Local Plan has been through extensive consultation and two local plan Inquiries.

1.2 On the 31<sup>st</sup> March 2003 Lewes District Council adopted the Local Plan.

## **The Plan Area**

1.3 Lewes District is situated on the south coast of England, some 60 miles from London and covers some 113 square miles. It is made up of four main towns and twenty four parishes which are predominantly rural in character.

1.4 It is a very attractive District whose appeal ranges from the coastline and downland in the south to the low weald countryside in the north. This beauty and variety is nationally recognised and nearly a half of the District is designated at Sussex Downs Area of Outstanding Natural Beauty. Within the fine natural landscape of the District there is also a wealth of ecological and archaeological features which are both local and national significance.

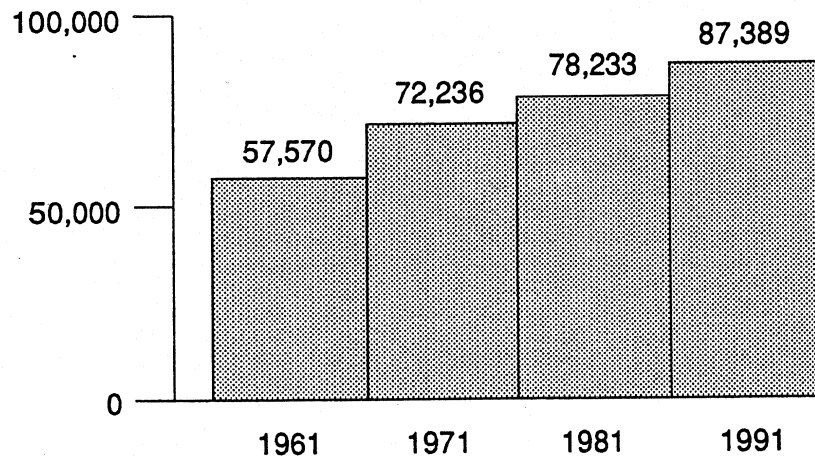
1.5 There is a great diversity in the character of towns in the District. The historic county town of Lewes is situated in the centre of the District, whilst along the coast lie the towns of Newhaven, Peacehaven and Telscombe and Seaford. There are also numerous villages and hamlets within the area which vary in size and form.

1.6 The District has had the fastest growing population in East Sussex and one of the fastest in the south east of England.

1.7 In 1961 the population of the District was only 57, 570. This rose by 25.5% between 1961 and 1971 to 72, 236. By 1981 it was 78, 233 (a rise of 8.3% 1971-1981) and by 1991 it was 87, 389, a rise of 11.7% (1981-1991). These statistics are illustrated in Figure 1 overleaf.

Figure 1

The growth of Lewes District 1961-1991



Source: 1961, 1971, 1981 and 1991 Census.

Source: 1961; 1971; 1981 and 1991 Census

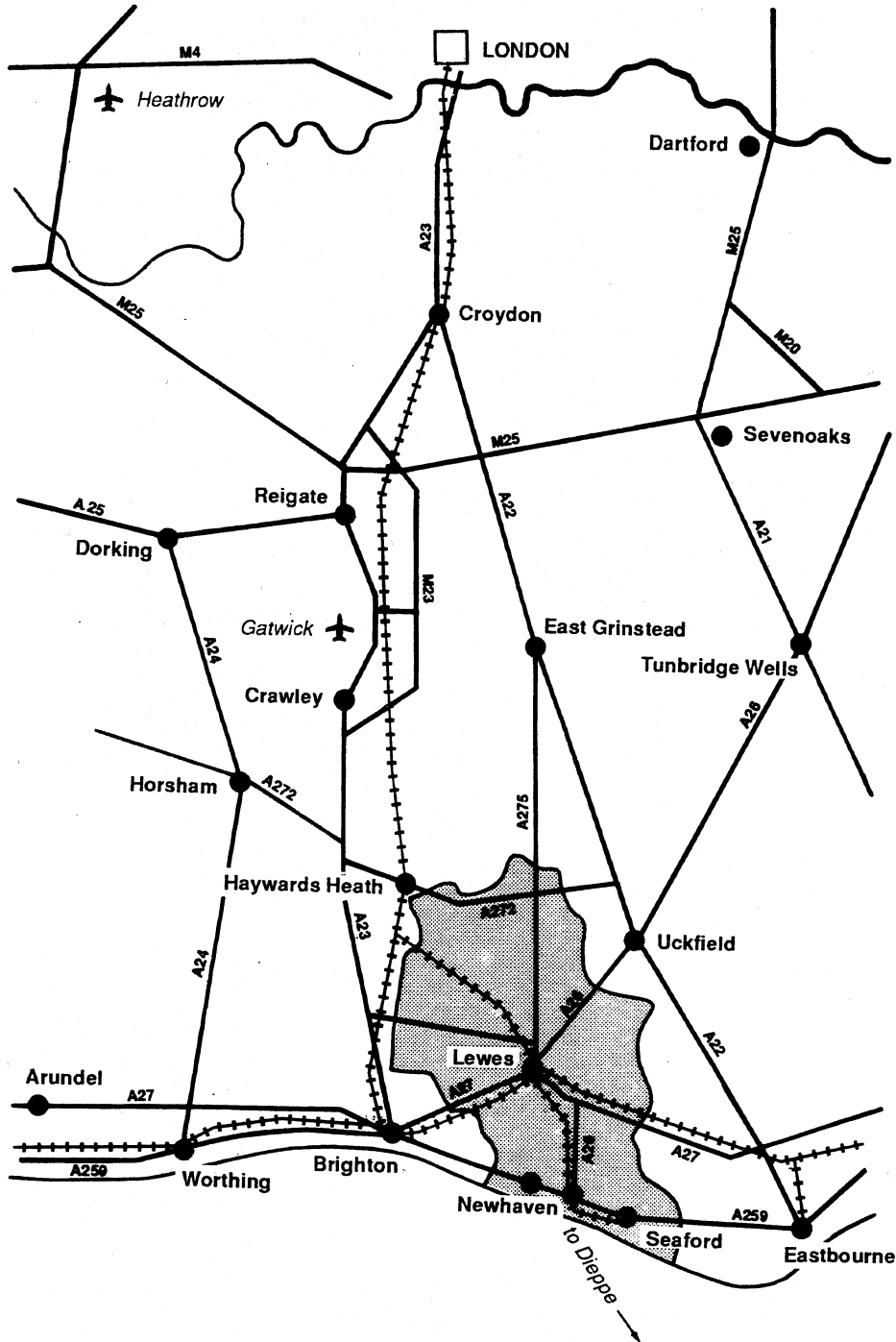
1.8 With the completion of the Brighton by-pass the District now has good road links on the M23 and the national motorway network. The principal roads within the area are the A27, which crosses the District east/west and is part of the Folkstone/Honiton trunk road, and the A26, which crosses the District south/north and is the main route from Tunbridge Wells to the Port of Newhaven. The other primary road routes within the District are the A259 which follows the coast and the A275 which runs north/south from East Grinstead to the town of Lewes.

1.9 Lewes is on the direct rail link to Gatwick Airport and London, which are respectively only forty minutes and one hour's travelling time away. There is a through train westbound.

1.10 The Plan area also encompasses the Port of Newhaven, from which a passenger and freight service operates between Newhaven and Dieppe.

1.11 Figure 2 overleaf shows the District in its setting.

Figure 2  
Lewes District in its setting



## **The Purpose of the Plan**

1.12 The Plan is based on a review of existing Local Plans and puts forward a strategy for development and land use for the period 1994-2006 which is up-to-date, consistent and sensitive to the needs of the communities and the environment of the District.

1.13 It will achieve this by:-

- (a) guiding and assisting people to plan the use of their land;
- (b) assisting the planning authorities to interpret the public interest;
- (c) allocating land in the Local Plan for particular types of development which may stimulate development;
- (d) protecting environmental and natural resources.

## **The Relationship of the District Plan to the County Structure Plan**

1.14 The District Plan is required to be in general conformity with the County Structure Plan. The East Sussex and Brighton & Hove Structure Plan was adopted in 1999. The District Plan parallels the Structure Plan period and has been prepared with regard to the strategic policies. The District Council, therefore, requested the County Council to certify that the District Plan is in general conformity with the Structure Plan.

## CHAPTER 2 - INFORMATION ABOUT THE FORMAT AND PROGRESS OF THE DISTRICT-WIDE PLAN

### How the Plan is Structured

2.1 The Plan consists of two main components - the Written Statement and the Proposals Map.

2.2 The **WRITTEN STATEMENT** contains the Policies and Proposals and a reasoned justification for them.

2.3 Within the written statement there are chapters dealing with **District Wide policies and proposals** (Chapter 4 - 10) These chapters contain general Policies which are applicable to the whole District. The Policies cover such issues as Environmental Principles (ST), Residential Development (RES), Economic Activities (E), Coast and Countryside (CT), Historic Environment (H), Recreation and Community Services (RE) and Transport and Communications (T).

2.4 There are also Chapters that deal with Parish **Town specific issues** (Chapters 11-34) These deal with the Policies and Proposals which are applicable to a particular parish/town and usually to specific areas within them.

2.5 The **Appendices** contain a list of District Wide policies which detailed information supporting the Plan apply throughout the Local Plan and, therefore, are not annotated on the Proposals Map or Inset maps. The Appendices also contain detailed information supporting the Plan.

### Format

2.6 In order to differentiate the **POLICIES AND PROPOSALS** from the supporting text they are given a specific number with a prefix letter(s) based on the heading of the particular topic and are shown in the Written Statement, as follows:-

#### example

**ST2 Planing applications for backland and tandem developments will be refused unless proposals provide for:**

- (a) **safe and convenient vehicular access to the proposed new dwelling(s) without causing noise and disturbance to occupiers of other dwellings, and.....**

2.7 The Policies and Proposals referred to in the Written Statement are shown on the **Proposals Map**. For practical reasons and ease of overall reference, the whole Plan area is shown on a Main Proposals Map at a scale of 1:50,000. However, where it is necessary to show particular areas in more detail the Main Proposals Map directs users to **Inset Maps** at a larger scale.

2.8 Policies applicable to the whole Plan area (i.e. not site specific) are listed within Appendix 1. Site Specific Policies and Proposals are shown either on the

Proposals Map or the relevant Inset Map, as appropriate. All proposals are cross-referenced to the relevant policy or proposal number in the Written Statement (See paragraph above).

2.9 This Plan has been prepared in conformity with the Town and Country Planning Act 1990 (as amended by the 1991 Planning and Compensation Act) and the Regulations. In addition, Planning Policy Guidance Note No 12 (Development Plans and Regional Planning) details Government policy on development plans and advises on the forms of Plans and the procedures. The Plan has been prepared in conformity with this guidance.

## **CHAPTER 3 - STRATEGY OF THE DISTRICT-WIDE PLAN**

### **Guiding Principle of the Plan**

3.1. The guiding principle behind the District-Wide Plan is:

To conserve and enhance the special heritage of the natural and man-made environment of the Lewes District for enjoyment in the present and in the future, whilst providing for controlled development to meet the needs of the residents, the local economy and the wider economic, cultural and tourism roles of the District.

### **General Aims of the Plan**

3.3 The general aims of the Plan are to achieve the following:

- \* Sustainable development which meets the needs of the present generation without compromising the ability of future generations to meet their own needs.
- \* The protection and improvement of the natural and built environment of the Lewes District and the safeguarding of the best and the irreplaceable for the future.
- \* Development which makes a positive contribution to the environment in terms of good design and ecologically appropriate landscaping.
- \* An adequate supply of housing and housing land to meet the Structure Plan requirements for the Plan period.
- \* A housing stock appropriate to the varied preferences, needs, physical and economic abilities of the population.
- \* A broadly based and prosperous urban and rural economy which provides employment and services for the District, and which contributes to the national economy.
- \* A balance between housing and employment needs and provision.
- \* A planning strategy based on the need for sustainable use of natural resources and reduction of greenhouse gas emissions.
- \* The identification of the needs of residents and visitors for community services and leisure facilities, together with indications of the ways and means by which those needs can be met.
- \* A transport strategy which balances choice, safety, efficiency, environmental protection and the reduction of pollution.
- \* A vibrant, but inherently rural countryside.

## Key Issues

3.4 The Plan aims to manage the development and use of land in the District to meet people's present and future needs in a way which is in the overall best interests of the District.

3.5. There is a need to balance meeting the needs of people and business today with safeguarding the heritage and resources that will be of value to future generations.

3.6. The Plan identifies where there are needs, opportunities and important environmental resources and sets out a strategy based on the principles of environmental stewardship and sustainability.

3.7 The analysis carried out for this Plan has identified a number of key issues:-

- > The last half-century of development in the District has resulted in a geographical distribution of housing and employment which is at odds with the idea of environmental sustainability. Put simply, in many parts of the District people have no choice but to travel significant distances for employment and services and often only by private car.
- > The Government is now calling for less car and road use. Therefore, there is a need to reduce the requirement to travel through policies for the location of jobs, services and housing. It will be a slow process requiring persistence.
- > This Plan seeks to prevent any further development being put in the wrong location. The Plan, therefore, proposes to safeguard and increase local services and employment, especially in places where the imbalance is at its worst, and to switch the balance away from further housing development in such areas.
- > The major employment opportunities tend to be in areas where there is limited potential for more housing without damaging important environmental features. The Plan suggests that it will be important to protect the main centres of business and employment, but that, equally, it will be important to spread employment opportunities more widely to all urban and rural areas.
- > The District possesses two major natural assets of national importance: The Downs and the undeveloped coast. The coastal towns, sandwiched between the Downs and the sea, are now nearing their environmental limits as the land remaining undeveloped is now mainly downland, coast and buffer zones, essential to maintain the individual identities of the towns. In the strategy of the Plan these factors rightly impose a constraint on the use of a very significant proportion of the District.
- > The edges of the coastal towns are now so far from central services that access to services is little better than in some villages and they are sometimes more poorly provided with local facilities.

- > There is already a substantial commitment to housing development in the coastal towns through unimplemented planning permissions.

3.8 The geographic strategy to control development and the use of land in the Lewes District is as follows:-

The Plan provides policies that aim to manage the development and use of land in a sustainable manner. All of the policies are applicable for the whole Plan period ie 1991-2011. However, in accordance with government guidance, a review of the Plan will begin shortly after the adoption of the Local Plan in order to allocate residential sites for the second part of the Plan period (2006-2011) and to review any other policies as appropriate.

The Plan needs to identify land for housing development to accord with the Structure Plan requirement of 4,600 dwellings between 1991-2011.

### **Housing Sites**

In seeking to identify additional land for housing the Council has adopted the approach advocated in PPG3 (Housing) which was published in March 2000. The key features of the PPG which have guided the process are:

- Concentrating additional housing development within urban areas
- Making more efficient use of land by maximising the re-use of previously-developed land and the conversion and re-use of existing buildings
- Assessing the capacity of urban areas to accommodate more housing
- Adopting a sequential approach to the allocation of land for housing development
- Managing the release of housing land, and
- Reviewing existing allocations of housing land in plans, and planning permissions when they come up for renewal.

3.9 Consequently, the major housing land allocations over the next five years are predominantly previously used sites, or sites in the most sustainable locations eg on the edge of the urban areas and Ringmer which is considered to be the most sustainable village within the District. The only rural site to be allocated for development within the next five years is New Heritage, Chailey, which is a previously used rural site.

3.10 By late 2003 the strategy is to review the rate at which planning permissions have come forward for residential development and to specifically allocate the appropriate number of additional sites in order to meet the Structure Plan requirement. A list of sites (ie 'pool') is put forward in the Plan, from which these additional sites will be selected, and it is also recognised that other more sustainable sites may also come forward. The additional units will be allocated in the most sustainable locations in accordance with the sequential approach advocated in PPG3.

**Business, Industry, Retailing and Tourism** are to be safeguarded at their existing locations and further opportunities provided where there is a need for local employment.

The importance of the economic activity centred on the Academic Corridor by the Universities, Lewes and the important port and industrial areas of Newhaven are recognised.

Peacehaven, Telscombe, Seaford and the rural areas are identified as areas where increased opportunities for employment are to be provided to give people the opportunity to reduce their need to travel to work.

An area for business development is allocated at Newhaven Eastside, which will be integrated into provision of a new access road to the port. Provision is made for new docking facilities for the ferry and other new forms of craft which might be operated.

**Shopping** is to be focused on town centres with a presumption against out-of – town or edge of town locations.

**Tourism** will be encouraged as an important part of the economy, but will be based around existing natural and historical attractions. Tourist accommodation will be integrated into existing towns and specific provision is made for camping in Newhaven.

**Recreation** space is to be provided at Peacehaven, Newhaven and Seaford.

The Sussex Downs Area of Outstanding Natural Beauty and the undeveloped coast are to be protected from irreversible change.

The historic town of Lewes and the numerous locally important historic areas are to be conserved throughout the urban and rural areas.

**Transport Links** are to be focused on the main corridors which provide a choice of mode of travel. The improvement of bus and rail links is a priority, including the safeguarding of the former Lewes to Uckfield railway line.

At Peacehaven and Telscombe congestion of the A259 is to be addressed by a package of measures aimed at reducing traffic growth and the improvement of public transport.

## CHAPTER 4 – ENVIRONMENTAL PRINCIPLES

In this chapter there are policies which deal with the following issues:

- Infrastructure provision (ST1)
- General Infrastructure (ST2)
- Design, Form and Setting of Development (ST3,ST4)
- Access for People with Limited Mobility (ST5, ST6)
- External Lighting (ST7)
- Crime Prevention and Design (ST8)
- Natural Features and Habitats and their protection (ST9,ST10)
- Landscaping of Development (ST11,ST12)
- Noise and Development (ST13)
- Water Supply (ST14)
- Flood Risk and Coastal Erosion (ST15-ST17)
- Coastal Defence and Flood Protection (ST18, ST19)
- Recycling and Re-use of Materials (ST20,ST21)
- Derelict or Contaminated Land (ST22-ST24)
- Pylons and Overhead Lines (ST25)
- Satellite Dishes (ST26,ST27)
- Advertisements (ST28,ST29)
- Protection of Air and Land Quality (ST30)
- Renewable Energy (ST31)

### **Aims**

- ❖ To ensure that new development contributes towards the creation of a quality environment in the District.
- ❖ To promote a healthy, safe and secure environment.
- ❖ To ensure that development provides an environment which is accessible to people with disabilities.
- ❖ To reduce pollution and prevent the loss of irreplaceable natural resources.
- ❖ To ensure that necessary infrastructure is available to serve the needs generated by development.

## Objectives

- ❖ To ensure that new development throughout the District is compatible with its surroundings and makes a positive contribution towards creating a quality environment.
- ❖ To ensure that the design of new development is of a high standard and that regard is paid to co-ordination and integration of issues such as landscaping, ecological factors, crime prevention and access for people with disabilities, public access needs, open space and play space.
- ❖ To seek to minimise energy consumption and pollution of air, land and water directly or indirectly associated with new development and to encourage re-use and recycling of resources.
- ❖ To set standards for ensuring adequate protection for public health and safety in development in matters such as daylight and sunlight, amenity space, access to land and buildings, flood risk, the adequate provision of water and sewage disposal infrastructure, and ground stability.
- ❖ To establish appropriate standards for the provision of parking and access by all forms of transport in new development
- ❖ To promote appropriate new uses for redundant sites and derelict land.

## DISTRICT WIDE POLICIES

### Infrastructure provision

***ST1 Development will not be permitted unless the District Council is satisfied that the infrastructure directly required to service the development, including foul drainage, water supply, education facilities, social infrastructure and transportation are available or will be provided in time to serve the development. (See also policy RES20 – Provision of Educational Facilities).***

4.1 Resources for major capital works such as main drainage and highways are constrained and take a number of years from inception to implementation. Development permitted out of phase with necessary infrastructure can cause serious problems. The above Policy, therefore, aims to ensure that a comprehensive approach is adopted towards development and provision of infrastructure to comply with the East Sussex Structure Plan Deposit Draft 1991-2011. This may involve the direct provision of capital works by the developers, or commuted payments by landowners or developers towards the cost of works provided by others as a direct result of the proposed development. Such infrastructure provision will be secured by means of planning agreements or conditions attached to planning consents.

4.2 Water supply and foul drainage are services which are meeting increasing demands from existing users. Development which overloads demand therefore can create serious problems for existing users, such as water shortages. It can also lead to environmental problems such as pollution of watercourses, reduction in water quality, and pollution or change in natural habitats.

### **General Infrastructure**

**ST2** *Before granting planning permission for new development the Council may seek to secure planning obligations to ensure the provision within a reasonable period of time of elements of development which are both:*

- (a) necessary to make the proposal acceptable in land-use terms, and*
- (b) directly and fairly related in scale and kind to the proposed new development.*

*Development may also be required to be supported by a justification statement where necessary.*

4.3 Circular 1/97 (Planning Obligations) advises that planning obligations may be used to enhance the quality of development and enable proposals to go ahead which might otherwise be refused. However, such obligations can only be sought where they are necessary to make a proposal acceptable in land-use planning terms, e.g, such obligations may involve transport related matters such as cycle ways or pavement or road surfaces. Also, planning obligations may relate to matters other than those covered by the planning permission, for example, the provision of community facilities in a large-scale development.

### **Design, Form and Setting of Development**

**ST3** *Development requiring planning permission will be expected to comply with the following criteria, and be supported by justification statements where necessary:*

- (a) development should respect the overall scale, height, massing, alignment, site coverage, density, landscaping, character, rhythm and layout of neighbouring buildings and the local area more generally*
- (b) materials should be of a quality, type, colour and design which is appropriate to the character of the local area*
- (c) development, including conversion, should respect the amenities of adjoining properties in terms of noise, privacy, natural daylight, and visual amenities and smell*
- (d) development should not result in detriment to the character or the amenities of the area through increased traffic levels, congestion or hazards, noise levels and other environmental considerations*
- (e) access, circulation and parking to the development shall be provided in accordance with the policies in the Transport and*

**Communications chapter. The site should be capable of accommodating the required parking provision without detriment to the visual amenities of the area through over intensive parking in a prominent position**

- (f) development should not result in the loss of significant buildings, public views or spaces between and around buildings, or trees or other landscape features which make an important contribution to the character of the area**
- (g) the design of hard and soft landscaping in spaces around buildings should enhance and complement new development where appropriate and should maximise wildlife potential by the use of native species and appropriate design in accordance with Policies ST11 and ST12**
- (h) development should consider the enclosure of spaces around buildings and should be designed to take account of overlooking, microclimate and the function of such spaces**
- (i) in exposed locations, such as seafronts, materials used in new development will normally be required which have been demonstrated to be durable in comparable conditions and which complement locally used materials**
- (j) development should seek to maximise the efficient use of energy, resources and materials through the influence of factors such as design, housing type, orientation, location and construction methods.**

4.4 One of the main functions of planning is to create and maintain a pleasant and attractive environment throughout the District for the benefit of present and future generations.

4.5 The importance, and benefits, of good design in the development process are acknowledged in the revised version of PPG1 (February 1997). As well as the appearance of new buildings, the setting of the building in its wider context and its relationship with existing built elements and space around it is acknowledged as a material consideration in determining planning applications.

4.6 Development proposals will be expected to have regard to the existing character of the area in terms of scale, form, design, materials and topography of the site. The Council will promote and seek to reinforce local distinctiveness in terms of materials and building traditions. This is not to say that poor quality imitative or 'pastiche' development will be acceptable. The Council will encourage good design which is innovative and original. In exceptional circumstances, the qualities of an outstanding scheme may justify departing from the Council's policies and Supplementary Planning Guidance with regard to design and the use of materials.

4.7 In the case of large-scale or complex development proposals and those on sensitive sites, applicants will be expected to provide a written statement setting out the design principles adopted as well as plans and elevations and illustrative material showing the development in its wider context.

4.8 Particular care will be taken to ensure that development does not harm the

character or appearance of any Conservation Areas. Where a proposal may have an effect on the character or appearance of a Conservation Area it will be expected to comply with Policies H5 in this Plan.

4.9 In new developments care should be exercised in designing enclosed spaces as elements such as surveillance, microclimate and the nature of activities taking place will affect the success of such spaces. Careful treatment of such spaces, in terms of the choice and positioning of hard and soft landscaping can greatly enhance and complement new development. Continued care will be necessary, however, to maintain the quality of the environment and proposals should include information about the maintenance of open spaces and landscaping.

4.10 Government guidance places emphasis on the important role which development plans can play in influencing energy conservation in new development through careful consideration of factors such as aspect and orientation. These factors are important in determining how much daylight and sunlight is received both within buildings and open spaces between buildings. Sunlight is also a source of energy which good building design should seek to use in order to reduce consumption of conventional fuels. The Council will also discourage the use of non-renewable materials such as tropical hardwoods from non-sustainable resources. Another important aspect in reducing the environmental impact of development is in the minimisation of construction waste. This can be done via the adaptation of buildings rather than their demolition, the re-use of materials on site and through environmentally-aware construction methods.

4.11 The Government has established a certification scheme which can be awarded to all types of new development which seek to reduce, through design and construction materials and specifications, the long-term impact of buildings on the environment. The scheme is known as BREEAM (Building Research Establishment Environmental Assessment Method). Although this is not an issue which can be dealt with by the current planning legislation the Local Authority will encourage developers to work with regard to BREEAM standards.

**ST4 *Planning applications for backland and tandem developments will be refused unless proposals provide for:***

- (a) safe and convenient vehicular access to the proposed new dwelling(s) without causing noise and disturbance to occupiers of other dwellings, and***
- (b) design and landscaping measures which will afford sufficient levels of privacy and freedom from noise disturbance to the occupiers of the existing and proposed houses***
- (c) no erosion of the essential elements of the character and appearance of the area.***

4.12 The privacy and amenities of adjoining properties will be respected when considering any proposed development. Undue overlooking will be avoided.

4.13 'Tandem' development consisting of one house immediately behind another and sharing the same access is, generally, unsatisfactory because of the

difficulties of access to the house at the back and the disturbance and lack of privacy suffered by the house in front.

### **Access for People with Limited Mobility**

**ST5** *In order to ensure that pedestrian environments are designed to meet the needs of people with disabilities the local authority will have regard to this matter both in determining planning applications and in the design of environmental enhancement schemes. The local authority will be mindful of the standards recommended by the Institution of Highways and Transportation in respect of a barrier-free environment including:*

- (a) the layout and dimensions of footways and footpaths*
- (b) the choice and positioning of street furniture*
- (c) the layout and construction of pedestrian priority areas*
- (d) the layout and construction of crossing facilities, including dropped kerbs and tactile indicators for people who are visually impaired or people with impaired mobility*
- (e) parking for the vehicles of orange badge holders*
- (f) the provision of unisex, wheelchair-accessible public lavatories*
- (g) lighting*
- (h) and signing*

**ST6** *Proposals for new buildings (or for the alteration or change of use of existing buildings) which are/will be open to the public or are/will be used for employment, leisure, recreation, community services and education or transport purposes shall provide external ground surfaces and approach routes which facilitate easy accessibility to the building by wheelchair users.*

4.14 Many people within the community have some form of disability which makes it difficult for them to move easily within, and around, their environment. In addition, there are others, such as people with prams, pushchairs, shopping or luggage for which access to buildings and other facilities can be impaired by the lack of appropriate facilities.

4.15 The Chronically Sick and Disabled Persons', Act 1970, incorporated into Town Planning legislation as Section 76 of the Town and Country Planning Act 1990, requires developers of specified types of buildings to provide suitable means of access, parking and toilet facilities to meet the needs of people with disabilities, where practicable and reasonable. The Act applies to buildings which are open to the public (for example, shops, restaurants, hotels, places of entertainment, leisure and community buildings), places of employment, education buildings and most types of buildings other than residential ones. The Disability Discrimination Act (1995) also requires a reasonable level of access for people with disabilities to be provided. Access and facilities for people with disabilities should be provided for in accordance with the standards set out in the Council's design guidance entitled 'Access for All in Sussex Coast and Countryside'.

4.16 It is acknowledged that provision for disabled people in new development is controlled under Building Regulations. However, as applications for planning permission often precede those for approval under the Building Regulations the Council, in determining planning applications, will ensure that the detailed design for the proposal is compatible with the required access provision.

4.17 There is often perceived to be a conflict between conservation and improving access for people with disabilities, especially in listed buildings. Whenever alterations are proposed, the opportunity to improve access and facilities for disabled people should be taken. This can often be done while respecting, preserving and enhancing the character of the building. There are many examples of sensitive and imaginative schemes. The aforementioned design guidance will aid the design of new buildings and new uses of old buildings to allow for access for all.

4.18 Careful design of the pedestrian environment is particularly important for people with disabilities. Badly laid out and poorly maintained pavements are hazardous for everyone, but are particularly dangerous for people with disabilities. Street furniture can be hazardous for people who are blind or partially sighted if it is not carefully and consistently positioned. Grouping obstacles together can be more easily identifiable to the blind or partially sighted. Street furniture which is painted in a contrasting colour can also help. Obstacles should be identifiable at ground level by long cane users. Road crossings with dropped kerbs and tactile surfaces will be safer for people who are visually impaired, people with pushchairs and people in wheelchairs.

4.19 Some of these issues are the responsibility of the Local Planning Authority, for example, creating a street with pedestrian priority. In such instances the District Council can influence the location and choice of the street furniture.

4.20 The Highway Authority at East Sussex County Council is generally responsible for all other matters pertaining to the highway, ie, footways, kerbs, street lighting etc. This Council will seek to influence the decisions of the Highway Authority in respect of these issues regarding the accessibility of the built environment to people with disabilities.

## **External Lighting**

***ST7 Details of any external lighting required as part of any new development should be submitted with the planning application. Planning permission will not be granted unless the District Council is satisfied that the proposed lighting scheme is the minimum necessary for security and working purposes and that it minimises potential pollution from glare and spillage.***

4.21 The potential pollution from external lighting schemes in new development is causing increasing concern amongst many people. This policy is intended to allow the Local Planning Authority an opportunity to examine the lighting schemes proposed in new developments, to ensure that they are not excessive for their requirements and minimise spillage and glare out of the built-up area into the countryside or into the sky. Such spillage can have a detrimental effect on

landscape character and atmosphere of remoteness in rural areas and introduce a suburban character into the countryside.

4.22 The District Council will endeavour to achieve a reduction in light pollution where there is an opportunity in determining planning applications. With regard to safety and security, bright lights are not necessarily more effective than a low-level, downwardly directed lighting. Therefore there should not be a conflict with Policy ST8. (Policy ST7 will not apply to street lighting, as this is the responsibility of the Highway Authority, East Sussex County Council, and does not require planning permission).

### **Crime Prevention and Design**

***ST8 The layout and detailed design of planning proposals will be expected to incorporate measures to maximise security and minimise opportunities for crime, while remaining sensitive to local character and circumstances***

4.23 Recent research has shown that environmental design can have an important influence on the incidence of crime. This is now recognised by the Home Office, which has urged Police Authorities to offer advice to those involved in the planning and design of our environment.

4.24 Design and environmental factors, including concepts of defensible space, natural surveillance, security lighting and access can be influenced at the planning stage and developers may wish to consult the Sussex Police Crime Prevention Design Advisory Service for advice. Such advice is always subject to the requirements of planning and fire regulations.

### **Natural Features and Habitats and their protection**

***ST9 The Council will seek to safeguard (and wherever possible enhance) the intrinsic qualities of sites which are of importance for their nature conservation, geological or landscape interest, having regard to:***

- (a) the particular quality of the features on the site, including their rarity value and any factors giving rise to special international, national or local designations***
- (b) the extent of any adverse effects on the above features stemming from the proposed development, and***
- (c) the extent and effectiveness of any proposed mitigation or compensation measures aimed at enhancing, retaining or recreating habitat or landscape features on or off the site***

***In negotiating development proposals the Council will, where appropriate, seek to secure the effective management of sites through the imposition of conditions or the creation of planning obligations***

***Development proposals within or near to Sites of Special Scientific Interest will be assessed according to the above criteria, but will be subject to special scrutiny.***

**ST10** *Development and other land-use changes which may have an adverse effect on badgers, and other species protected by Schedules 1, 5 and 8 of the Wildlife and Countryside Act 1981 (as amended) cannot be permitted unless it can be reasonably demonstrated that harm to the species will be avoided. To avoid harm to the species the Local Planning Authority may consider the use of conditions and planning obligations which seek to:*

- (a) facilitate the survival of individual members of the species*
- (b) reduce the disturbance to a satisfactory minimum*
- (c) provide adequate alternative habitats to sustain at least the current level of population*

4.25 Natural habitats and other natural features within the District form an important part of the character of the urban and rural area. Consequently, nature conservation can be a significant material consideration in determining many planning applications, especially in or near Sites of Special Scientific Interest.

4.26 Within the District there is a large range of designated sites including Sites of Special Scientific Interest and Sites of Nature Conservation Importance. Where there is a risk of damage to a designated site, the Local Planning Authority will use conditions and planning obligations to protect them. In the event of sites becoming designated as Sites of Special Areas of Conservation, then the assessment steps outlined in PPG7 (Annex C) will be taken into account. The designated sites are shown on the Proposals Map.

4.27 Rare species protected under the 1981 Act may be found in many places not notified as specifically designated sites, therefore, these species often require specific protection (See Policy ST10). Also, there are other areas such as Ancient Woodlands, Established Woodlands and shrub habitats, heathlands, rivers, river corridors and floodplains, wetlands, marshlands and watercourses, ponds, lakes, unimproved meadows, grassland habitats, hedgerows, embankments are important in terms of nature conservation and are therefore covered by this policy.

### **Landscaping of Development**

**ST11** *The District Council will, where appropriate, require applications for development to include a framework for landscaping and maintenance which clearly shows which features are to be retained and all new landscaping measures. Where practicable re-contouring, infilling and top-soiling should use material excavated from the site. Such schemes will be required to be submitted before the application is determined. Provision will be required to be made for the future maintenance of the landscaping scheme. This may be achieved by means of a legal agreement in appropriate circumstances.*

**ST12** *Wherever possible the District Council will require trees and woodland of importance to the landscape to be retained in association*

***with development. Where appropriate, the District Council will apply landscaping conditions to planning permissions to preserve existing trees and hedgerows, to ensure replacement planting, and to require new planting of suitable new trees and hedges and other natural features. Conditions will require developers to take action to prevent damage to, or destruction of, trees retained as part of approved development.***

4.28 The District contains many trees, hedgerows and woodlands which add beauty, variety and contrast to the landscape and provide important habitats for wildlife. Many have been lost in recent years due to Dutch Elm and other diseases, changing agricultural practices and the storm of October 1987. Trees and hedgerows are also important features in enabling new development to blend into the existing environment as they soften the hard lines of buildings and structures. As well as providing aesthetic interest and variation to new development, trees provide other benefits such as demarcation and enclosure of space and introduction of colour, seasonal change and ornamentation. The introduction of appropriate species can also increase wildlife habitats and help to compensate for losses elsewhere.

4.29 As well as visually integrating new development with its surroundings, tree planting can also absorb harmful vehicle emissions. Planting will be required in connection with development in order to compensate for the additional vehicle emissions generated.

4.30 Encouragement will be given to the proper management of trees, woodlands and hedgerows in the Plan area and the District Council will exercise its powers to protect individual trees and groups of trees which are considered to make an important contribution to the amenity of the Plan area.

4.31 The District Council will protect trees by making Tree Preservation Orders on trees which are likely to be threatened and where their loss would be detrimental to the landscape. In Conservation Areas owners must give six weeks' notice of intention to lop, top or cut down trees, enabling the District Council to safeguard trees of amenity value. The District Council will view unauthorised works to trees very seriously and will seek the strongest sanctions against those responsible. Wherever trees are removed, either authorised or unauthorised, replacement tree planting will be required which may involve more than one tree for each tree which is removed.

4.32 The basis for a landscaping scheme for new development should be landforms and vegetation of the site prior to the commencement of development and the landscape of the surrounding area. Landscaping should be considered as an integral part of the design process. In considering applications for development, good use of all intrinsic features will be sought. A site survey showing levels, watercourses, trees, shrubs and other natural features can be an invaluable aid to the proper planning of the site. Where necessary a soil survey can allow for proper choices of vegetation for new planting. Trees are often lost on development sites because of damage caused by construction operations. Developers will be required, by planning conditions, to implement suitable protection measures, such as fencing, to prevent damage to, or destruction of

trees retained as part of approved developments in accordance with advice given in BS5837: 1991 Trees in Relation to Construction.

4.33 The District Council will also seek to ensure that landscaping areas protected or provided as part of development schemes are properly maintained in the future, in accordance with BS4428: 1991 Code of Practice for General Landscape Operations. This is particularly important with regard to communal areas of general benefit to occupiers and the community at large. Proposals for the landscaping of new development will be expected to indicate future maintenance arrangements.

4.34 Developers will be expected to have regard to the long-term problems which can sometimes be created by the proximity of trees and buildings, and will be encouraged to take expert advice where necessary. General advice on trees and landscape issues and a leaflet entitled 'You and your Trees' are available from the District Council. The East Sussex Woodland Forum has also published a document entitled 'Trees and Woodland Strategy for East Sussex' which might be useful.

## **Noise and Development**

***ST13 Planning permission will not be granted for development which results in people, animals or sensitive areas being exposed to unreasonable levels of noise. As far as possible, noise sensitive developments shall be located away from existing or programmed sources of significant noise. Potentially noisy developments shall normally be located in areas where noise will not be of significant consideration or where its impact can be minimised.***

4.35 As far as possible, developments which are sensitive to noise, such as housing, schools and hospitals, should be located away from existing or programmed sources of noise, such as heavily trafficked roads or noisy industrial premises. However, where this does not prove possible, planning conditions may be imposed to secure adequate noise protection, such as sound insulation, restriction of hours of operation of noise generating activities or the specification of an acceptable noise limit based on advice in PPG24.

4.36 Potentially noisy developments should be located in areas where noise will not be a significant consideration, eg, commercial or industrial areas.

4.37 In rural areas, particularly the Sussex Downs Area of Outstanding Natural Beauty and on the undeveloped coast, the quietness itself is a recreational asset which will be protected. The character of low activity rural areas is very sensitive and vulnerable to the introduction of even low levels of noise. Proposals for development in such areas will be particularly carefully considered with regard to the impact of noise generation.

4.38 In some cases noisy development in the countryside may also adversely affect the welfare of livestock on nearby farms. Therefore, when considering such applications the Council will obtain expert advice before determining applications.

## Water Supply

***ST14 Planning permission will only be granted for development where it will not result in a deterioration in the quality and potential yield of surface water and groundwater resources.***

4.39 Some development proposals can give rise to an unacceptable risk of pollution, such as landfill, disposal of septic tank effluent or the establishment of certain types of industry. Such pollution can prejudice the water supply to parts of the District and jeopardise important natural habitats. The provisions of the Environment Agency National Groundwater Protection Policy must be followed by developers and regard has to be paid to the Aquifer Protection Zone 1 areas where particular restrictions on development are imposed.

4.40 The Local Planning Authority will consult the relevant water company on applications for those categories of development which the water company has advised that they wish to be consulted upon.

## Flood Risk and Coastal Erosion

***ST15 Planning permission for development in coastal areas or within a river floodplain, or any development which could increase the risk of flooding will only be granted where the District Council is satisfied that all appropriate alleviation and mitigation works have been investigated, designed and will be constructed by the developer to the adopted standard prior to the commencement of development. Proposals for the long-term management of such works must be included in any scheme submitted.***

***ST16 Planning permission will not be granted for development which would be detrimental to the integrity of sea, tidal or fluvial defences or river channels as identified by the Environment Agency, or which would impede access to and along these for future maintenance and improvement works.***

***ST17 Where adequate sea, tidal or fluvial defences are in place to protect areas at risk to flooding, development will be expected to comply with the minimum ground floor levels of habitable rooms required by the Council in consultation with the Environment Agency. Where no such defences are in place, permission will not be granted for development which would be at risk from flooding.***

4.41 The District Council will resist development in flood risk areas which would put lives and property at potential risk. This includes development or mobile housing at risk from seasonal flooding. It is Government policy not to fund flood protection works necessitated solely by new development. Therefore, developers would be responsible for providing and maintaining any new flood protection measures. However, the Council will not normally agree to development if the requisite flood defences would have an unacceptable environmental impact.

4.42 The River Ouse flood defences provide flood protection in the order of 1 in 50 years' flood risk at Lewes, although the standard of defences elsewhere on the river are generally lower. The standard of defences along the coast varies. Land below sea level, and hence at risk to flooding from the sea, has been identified by the Environment Agency. In these areas, in order to safeguard life and property against the effect of flooding the Council will in consultation with the Environment Agency determine the acceptable minimum ground floor levels of habitable rooms. In line with PPG 25, as well as ensuring a development site is adequately protected by flood defences, to prevent the site being cut off in the event of localised flooding elsewhere the access to the site must also be subject to a reasonable degree of protection from flooding. Failure to ensure that this is the case would place an additional burden on the emergency services at such a time when existing commitments would stretch resources. However, there are areas where the extent of infilling required to raise floor levels above potential flood levels may not be viable on planning or environmental grounds.

4.43 New development may result in a substantial increase in surface water run-off as permeable areas are replaced by impermeable surfaces. Where such run-off is directed to a watercourse this may result in an increase of flooding downstream. The District Council, in consultation with the Environment Agency, will assess the surface water run-off implications of new development proposals and ensure that suitable measures can be undertaken with appropriate provisions for future maintenance to mitigate any adverse impact of surface water run-off prior to permitting development. In addition to the risk of flooding to the proposed development itself, development in the floodplain, particularly if it involves land raising, may increase the risk of flooding elsewhere by impeding the flow of flood water and/or reducing the capacity within the floodplain to store flood water. Development on floodplains which may increase the risk of flooding will, therefore, be resisted.

4.44 The District Council will need to be assured that the integrity of existing flood defences will not be compromised by development proposals. Developers will be required to provide evidence of the above before proposals are considered.

4.45 The River Ouse flood defences are under the jurisdiction of the Environment Agency, who have been examining the future management of the defences in the context of the history of the instability of the floodbanks, the future consequences of sea level rise on this tidal river, and river bank settlement. Various options were considered in a consultation in 1996, ranging from altering banks to allowing saltmarsh to develop.

4.46 The ideas raised complex hydrological, ecological, agricultural, legal and resource issues. In the event of the Agency deciding in the future to progress any option as an 'improvement', under the relevant legislation planning permission from the District Council may not be required. However, it is likely that an Environmental Assessment would be necessary, on which the Council would be a consultee. In such an event the Council would consider closely the impact of the proposal on the Ouse Valley's sensitive landscape and ecology, historical features, agriculture, recreation, and on the villages and towns affected. The policies in the District Plan would provide the basis for any such considerations.

## Coastal Defence and Flood Protection

**ST18** *Where there are no coastal protection defences in place, or planned by the authority responsible:*

- (a)** *development will not be permitted if new coastal protection defences would be necessary solely to protect life and property in that proposed development. In such locations no development will be permitted which would put life and property at risk.*
- (b)** *where coastal protection defences are planned by the authority responsible, development which put life and property at risk will not be permitted until defences are operational*

**ST19** *Planning permission will not be granted for development within the 1 in 100 year (ie annual probability greater than 1%) fluvial floodplain or the identified 1 in 200 year (ie annual probability greater than 0.5%) tidal floodplain unless adequate mitigation and/or flood protection measures are incorporated and constructed, (for example by enhancement of existing defences), prior to development commencing, subject to there being:*

- (a)** *No increased flood risk elsewhere*
- (b)** *No risk to life in the event of a breach or overtopping of a flood defence*
- (c)** *No requirement for new artificial flood defences in undeveloped high risk areas solely to protect the new development, unless that location is essential for the particular development or there are no suitable alternative locations in low risk areas and*
- (d)** *No detriment to the conservation and recreation value of the natural water environment, including river corridors, wetlands and other water associated features.*

4.47 Following the serious and widespread flooding which occurred across the country in the winter of 2000, the Government published a revised PPG25 concerning 'Development and Flood Risk'. Lewes and the Ouse floodplain were particularly badly affected and the Environment Agency commissioned a report into how and why the flooding occurred. This concluded that the flood was probably the worst seen in Lewes since 1801 and a result of unprecedented levels of rainfall (1 in 200 or even 300 year volumes) onto an already-saturated river catchment area. The flood was a 1 in 200 year event (i.e. an 0.5% annual likelihood of happening) but it did call into question the adequacy of Lewes' existing flood defences, particularly as climate change may increase the frequency of such events.

4.48 As a result, several development sites in Lewes which could potentially be at some risk of flooding have been reconsidered. Similarly, the above District Wide policy encapsulates the guidance of PPG25 in allowing new development in flood

risk areas only where adequate mitigation measures and/or flood protection measures are incorporated into the development. This could include the upgrading of existing defences. The PPG is opposed to an increase in the extent of artificial new defences where they are required just to protect new development, unless that location is essential for the particular development, or there are no suitable alternative locations in low risk areas.

## **Coast Defences**

4.49 The coast of the District is subject to constant attack by the sea. As a result of cliff and beach erosion the shoreline is naturally receding. The longshore drift of beach material from the west to replenish the beaches, which helps to break the force of the waves, has been impeded by various engineering works, such as harbour arms and coast defences, within and to the west of the District.

4.50 The result has been the reduction in the natural protection against the erosive force of the sea, the most extreme example being the total loss of the natural beach at Seaford. The effects of global warming; rising sea levels and increased storminess, are expected to strengthen the attack in the future.

4.51 Many of the defences against erosion or flooding have traditionally been 'hard engineering' works, such as walls and groyne. However these are initially expensive and utilise large quantities of raw materials for concrete etc. More recently natural 'soft engineering' techniques, such as the beach replenishment at Seaford, have been preferred. Nevertheless all methods require increasingly costly maintenance to maintain protection. Therefore, Government has promoted the strategic review of the future protection of natural coastal 'cells' to determine through Shoreline Management Plans [SMPs] where to continue to invest in intervention, and where to let nature take its course. The SMP, incorporating the Lewes District, has been prepared for the coast between Selsey Bill and Beachy Head.

4.52 The SMP subdivides the area into 'management units' which correspond with features such as urban boundaries or rivers. The defence options available to this District are 'hold the line', which implies continued maintenance of protection, or 'do nothing', i.e., let nature take its course. The District Council has agreed to a set of sustainable strategies for the management units which, in essence, maintain defence of urban areas, and let natural processes prevail on the undeveloped coast.

4.53 The SMP incorporates considerations of environmental and financial sustainability. On the urban parts of the coast human and material considerations dictate the continued need to struggle with nature. However, on the undeveloped parts erosion is part of the process which creates and sustains great wildlife and geological significance. Interference with these processes in these areas would not only interfere with the natural processes, but would also commit major financial and material resources, both at the outset and in perpetuity. Therefore the coast protection strategy of the SMP and the land use strategy of the District Plan are inextricably interconnected.

4.54 Accordingly the District Plan allows development where tidal and cliff protection is already provided, with provisos relating to the protection of life and property where there is a residual tidal flood risk. Where such protection is proposed, but not yet in place, development which would increase the risks will be resisted until the works are provided.

4.55 However, where there is and will be no protection from flooding or coastal erosion, development will not be permitted which would put lives and property at risk within the foreseeable life of the development. Neither will development be permitted which would by itself at any time give rise to the need to carry out protection works. Such works would be counter to the principles of environmental sustainability, combining a high initial financial and materials cost, a long-term commitment to maintenance, and an irreversible alteration to the natural coast.

### **Recycling and Re-use of Materials**

***ST20 The District Council will require new large scale developments such as supermarkets or industrial units to provide recycling or re-use facilities for waste that they generate, and for use by customers and staff. Establishments which currently do not provide recycling and re-use facilities will be encouraged to do so.***

***ST21 Hard surfaced and landscaped areas will be required to be provided by developers in safe and convenient locations in substantial new developments within which the Council can locate recycling facilities appropriate for waste generated by those uses, if adequate facilities do not exist in the vicinity.***

4.56 One of the fundamental requirements of a sustainable development strategy is to endeavour to safeguard non-renewable resources and to ensure that today's waste does not pollute or destroy the environment of the future. The strategy for waste disposal is formulated by the County Planning Department and implemented by the Waste Disposal Authority, waste disposal companies and developers. The legislation requires proposals to be incorporated in a Waste Local Plan. Therefore, while the District Plan cannot deal with disposal issues, it can concern itself with recycling and re-use issues related to development proposals.

4.57 The Government has set a challenging target for recycling 25% of collected household waste by 2000 and is looking for substantial increases in recycling inert wastes. In addition, SERPLAN has identified in its latest report entitled "Waste Planning: Numerical Guidance" that, even if the Government's target is met, there are unlikely to be sufficient landfill sites for non-inert wastes after 2005 within the region. However, if only wastes which cannot be recycled or incinerated go to landfill, there would be sufficient landfill capacity to last beyond 2005. It is important, therefore, that the Council aims to achieve a high level of recycling within the District through its planning and other statutory activities.

4.58 The sites for the collection points for recyclable and the re-use of materials need to be accessible to the public at all times, both by foot and vehicle. One of the aims of the Transport and Telecommunications Chapter is to reduce the need to travel by car and to encourage the use of more energy efficient modes of

transport. The locating of recycling and re-use facilities at large retail developments that are over 500 square metres, large industrial developments of 1500 square metres or over, leisure developments, which all attract a high level of car-borne visitors or customers, will be a step nearer to achieving this aim. However, the location of recycling and re-use centres in residential areas may also be required to facilitate small amounts of goods to be recycled by pedestrians and cyclists. Centres of this sort should be appropriate in terms of both scale and location in order to avoid causing nuisance to residents.

### **Derelict or Contaminated Land**

***ST22 Planning permission will be granted for development which enables the enhancement, restoration and re-use of derelict, disused or contaminated land, subject to compliance with all relevant District-wide Policies. The Council will seek to ensure that proposals for development do not create the risk of future pollution.***

***ST23 When considering planning applications for land which is known or suspected to be contaminated the District Council will take account of contamination risks to development, occupiers and the surrounding environment***

***ST24 Where an application for planning permission is submitted on sites with known or suspected contamination developers will be required to carry out site investigations of potential hazards and propose necessary remedial measures required to deal with the hazards.***

4.59 Central Government defines derelict land as “land so damaged by industrial or other development that it is incapable of beneficial use without treatment”. This can include land which may only need treatment to its surface as might happen, for example, in a disused quarry or on sites of derelict buildings. This can also include land which may be thought to have, at some stage in the past, an industrial use which may have contaminated the ground. Examples include sites of former gasometers.

4.60 Depending on the type of dereliction, care needs to be exercised in establishing new development. Development might involve reclaiming unattractive land or land which poses a threat because of its contamination. Proposals for remedial works will need to demonstrate that such derelict land can be reclaimed to the satisfaction of the Council before development can be approved.

4.61 There is no large scale problem of derelict or contaminated land in the Lewes District. However, pockets of known, or possible, contamination are to be found. These result, for example from old gas works, industrial or railway activity in the past, or from waste disposal by landfill.

4.62 The principle of sustainable development means that, where practicable, ‘brownfield sites’ including those affected by contamination, should be recycled into new uses and the pressures thereby reduced for development on greenfield land. Such recycling can also provide an opportunity to deal with any threats posed by the contamination to health or the environment.

4.63 Contamination is subject to controls under pollution control legislation. However, contamination or the potential for it can be a material planning consideration and, therefore, will be taken into account in the consideration of development proposals.

4.64 When determining planning applications for land which might be contaminated, the Council will consider whether the proposal takes proper account of contamination. Where it is known, or strongly suspected, that the site is contaminated to an extent which would adversely affect the proposed development or infringe statutory requirements, an investigation of the hazards by the developer and proposals for any necessary remedial measures required to deal with the hazards will normally be required before the application can be determined. Planning conditions may be imposed on planning permissions requiring remedial measures to be carried out.

4.65 In other cases, particularly where there is only a suspicion that the site might be contaminated, or where evidence suggests only slight contamination, planning permission may be granted, subject to planning conditions. Such conditions would make it clear that development would not be permitted to commence until a site investigation and assessment had been carried out and all measures shown in the assessment to be necessary and incorporated in the development.

4.66 Site specific policies for the re-use of known derelict or contaminated sites are included in the Area Specific Chapters of the Plan.

### **Pylons and Overhead Lines**

***ST25 In cases where planning permission is required, the District Council will object to new overhead lines in the Sussex Downs Area of Outstanding Natural Beauty and Conservation Areas and will recommend measures to ensure that such lines are not provided unless, in exceptional circumstances, it can be demonstrated both that it is not reasonably practicable operationally to lay and maintain underground lines and that there is no feasible alternative route which would cause less environmental damage.***

4.67 The statutory authorities are required to consult the Local Planning Authority about most proposals for new and replacement lines and apparatus and, therefore, the Council will seek to ensure that any such developments are as unobtrusive in the countryside as possible. The District Council will encourage the use of wooden poles, as opposed to metal, to support new and replacement lines and apparatus. All services should ideally be underground. However, it is recognised that, outside special environmental areas, such as areas of Outstanding Natural Beauty this may not be practicable.

### **Satellite Dishes**

***ST26 Where planning permission is required for satellite dishes, it will be expected that they will:***

- (a) be unobtrusively located***
- (b) be of a design, size and colour which is sympathetic to the building on which they are sited***
- (c) not be close to the windows and doors of neighbouring houses***
- (d) have an acceptable impact on the character and appearance of the landscape and townscape, particularly in Conservation Areas***

***ST27 Planning permission for new development, including flats, will be required to incorporate the cabling system to facilitate communal satellite reception, particularly in sensitive locations. On existing flats regard will be paid to the cumulative impact of satellite dishes.***

4.68 PPG8 also recognises that encouragement should be given to the sensitive siting of satellite television dishes. Their effect can often be mitigated by sensitive design and location as provided for by the above Policy. Further details with regard to this issue can be found in the Department of the Environment leaflet entitled; "A Householder's Planning Guide for the Installation of Satellite Television Dishes" which details the circumstances under which planning permission is required.

4.69 Satellite dishes can be particularly obtrusive where they are required to serve individual flats in a block. It is, therefore, appropriate for new developments to anticipate this by providing cabling systems which preclude the necessity for individual installations.

### **Advertisements**

***ST28 The location and design of advertisements shall respect the character of the location or building on which they are to be placed and that of the surrounding area and shall be sited so as not to create a traffic hazard.***

***ST29 Advertisement consent will not be granted for illuminated advertisement signs on listed buildings or within Conservation Areas or the Sussex Downs Area of Outstanding Natural Beauty unless the size, materials and colour of any proposed advertisement do not detract from the character or appearance of the surrounding area or the building to which it is attached***

***In such locations sources of external illumination, such as spotlights, may be preferred, providing that they are sensitively located, and do not detract from the appearance or character of the building or the surrounding area***

4.70 Badly designed and inappropriately sited advertisements can detract from the character of the Plan Area especially in sensitive locations such as the Sussex Downs Area of Outstanding Natural Beauty and Conservation Areas. Well-designed and located advertisements, however, can fulfil their function of promoting services and facilities in the District without having a detrimental effect on the character of the area or individual buildings.

4.71 The District Council will consider use of its powers to remove any advertisements and signs which have an adverse effect on the amenity of the area.

4.72 Design guidance on shopfronts and advertisements in Lewes and Seaford has been published by the District Council, under "Shopfronts and Advertisements in Seaford" and "Shopfronts and Advertisements in Lewes".

### **Protection of Air and Land Quality**

***ST30 When considering planning applications for potentially polluting development, the Council will need to be satisfied on the following matters:***

- (a) that the location is appropriate in terms of land use in relation to the uses in the surrounding area***
- (b) that the development will have an acceptable impact on the surrounding area in terms of its effect on health, the natural environment, or general amenity, resulting from releases to water land or air, or noise, dust, vibration, light or heat***
- (c) that the development will not have an adverse effect on the use of other land***
- (d) that, where relevant, the appropriate after-use of land can be secured***
- (e) that the developer will comply with other relevant policies in the Plan***

4.73 The 1990 Government White Paper 'This Common Inheritance' highlights the close relationship between planning and land use. This is reinforced in PPG23 (Planning and Pollution Control) which advised that the planning system has an important role in determining the location of potentially polluting developments. The PPG also advised that the planning system should not be operated so as to duplicate controls which are the statutory responsibility of other bodies (including local authorities in their non-planning functions), principally under the Environmental Protection Act 1990 and the Water Resources Act 1991.

### **Renewable Energy**

***ST31 Planning permission will be granted for renewable energy schemes provided that the proposed development:***

- (a) is not detrimental to the special character and appearance of the Area of Outstanding Natural Beauty or Conservation Areas***
- (b) has an acceptable impact on the immediate and wider landscape***
- (c) protects features and areas of natural, cultural, historical and archaeological interest, and***
- (d) complies with all relevant District-Wide Policies***

4.74 The Government's policy is to stimulate the development of new and renewable energy sources wherever they have prospects of being economically attractive and environmentally acceptable in order to contribute to:

- diverse, secure and sustainable energy supplies;
- reduction in the emission of pollutants;
- encouragement of internationally competitive industries.

4.75 A variety of factors peculiar to the technology involved have to be taken into account in assessing planning applications for renewable energy systems as each system has its own set of characteristics and considerations. The Government has published Planning Policy Guidance on renewable energy (PPG22) together with technical annexes, which set out in more detail the particular issues that local planning authorities should consider in determining proposals specific to any given energy system.

4.76 The Council acknowledges that renewable energy sources offer the hope of increasing diversity and security of supply and reducing harmful emissions to the environment. However, these benefits have to be weighed very carefully against its continuing commitment to policies for protecting the local environment. PPG22 advises that proposals to harness renewable energy can display a variety of factors peculiar to the technology involved. Moreover, such schemes can have locational constraints since, in many cases, the resource can only be harnessed where it occurs. Often, locations which may have potential for development of renewable energy proposals are in areas of high landscape quality. The Council will need to consider both the immediate impact of renewable energy projects on the local environment and their wider contribution to achieving the aims of renewable energy proposals. However, there may be areas of such sensitive and special quality where renewable energy developments which would have an impact on the character and appearance of that area would not be acceptable. An environmental assessment statement may need to accompany a planning application subject to the criteria set out in the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988, as amended.

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## CHAPTER 5 – RESIDENTIAL DEVELOPMENT

In this chapter there are policies which deal with the following issues:

- District Housing Land Strategy (RES1)
- First Phase of Residential Development (RES2)
- Second Phase of Residential Development (RES3)
- Density of Residential Development (RES4)
- Unidentified Residential Sites (RES5)
- Residential Development in the Countryside (RES6)
- Residential Conversions in the Countryside (RES7)
- Replacement Dwellings (RES8)
- Affordable Housing (RES9)
- Affordable Homes Exception Sites (ie outside Planning Boundary) (RES10)
- Housing for People with Limited Mobility (RES11, RES12)
- Extensions (RES13)
- Extensions in the Countryside (RES14)
- Special Needs (RES15)
- Residential Conversions within the Planning Boundary (RES16, RES17)
- Garages and other Buildings Ancillary to Existing Dwellings (RES18)
- Provision of Outdoor Playing Space (RES19)
- Provision of Educational Facilities (RES20)
- Provision for Gypsies (RES21)
- Travelling Show People (RES22)

### **Aims**

- ❖ To ensure that the existing housing stock and the land supply in the Plan Area provide adequate housing for the District over the Plan Period to meet the Structure Plan requirement.
- ❖ To ensure that housing is available to cater for the differing needs, aspirations and abilities of residents.
- ❖ To ensure that housing respects and complements the character of urban and rural areas and minimises its impact on the environment.

### **Objectives**

- ❖ To provide adequate housing opportunities for the existing and future inhabitants of the District.
- ❖ To maintain and enhance the quality of the environment by defining the limits to residential development within towns and rural areas of the District.

- ❖ To ensure housing opportunities are provided for those who are unable to compete in the normal housing market.
- ❖ To ensure that a mix of homes to suit the variable household composition of the population is available.
- ❖ To ensure that suitable housing is available in a wide choice of locations for older people and people with disabilities.
- ❖ To provide opportunities for people with recognised lifestyles that are not associated with permanent accommodation.
- ❖ To ensure that the design of any new dwellings (new build or conversions) or extensions respect and/or enhance the surrounding area.
- ❖ To encourage energy efficiency in the design of new houses.
- ❖ To reduce the need for car use generated by housing development.
- ❖ To promote the juxtaposition of housing and associated services by facilitating the use of alternative modes of travel in and from residential areas.

## **DISTRICT-WIDE POLICIES**

### **District Housing Land Strategy**

***RES1 The District Council will make provision for approximately 4,600 dwellings over the period 1991-2011, comprising units completed since 1991, existing commitments, a continuing supply of unidentified sites and the allocation of sites in the Local Plan.***

5.1 The District Council has a requirement to provide 4,600 new dwellings between 1991-2011, in accordance with the East Sussex County Structure Plan.

5.2 The requirement for new homes, affordable homes and environmental considerations need to be balanced. The amount of land for housing is likely to be generated over the Plan period as follows:

**Table 1**

<b>Requirement</b>	<b>No of Units</b>
Approved Structure Plan requirement 1991-2011	4600
Completions 1991-2001	2058
Residual Requirement 2001-2011	2542
<b>Supply</b>	
Large sites with permission (incl. 10% discount)	350
Residual to be identified between 2001-2011 (10 years)	2192
Therefore:	
<b>Phase 1 (2001-2006)</b>	
Residential requirement for Phase 1 (i.e. 5 year's supply)	1096
<b>Phase 2 (2006-2011)</b>	
Residential requirement for Phase 2	1096
However,	
Assuming large unidentified sites occurred 2001-2006	213
Assuming small unidentified sites occurred 2001-2006	325
<b>Residential requirement (i.e. 1096 – 538)</b>	<b>558 units</b>

### **First Phase of Residential Development**

***RES2 During the first phase of the Plan period (2001-2006) planning permission will be granted for residential development subject to the specific proposals in the Town/ Parish chapters and compliance with all the relevant District- wide policies at the following sites:***

	<i>Total target no of dwellings</i>	<i>Min no affordable units</i>	<i>Amount of supply 2001-2006</i>	<i>Min No affordable units 2001-06</i>
<b><u>Lewes</u></b>				
<b>Lewes House Campus</b>	<b>60</b>	<b>24</b>	<b>60</b>	<b>24</b>
<b>Lewes Clayhill Nurseries</b>	<b>25</b>	<b>7</b>	<b>10</b>	<b>3</b>
<b><u>Newhaven</u></b>				
<b>The Marina</b>	<b>100</b>	<b>25</b>	<b>}</b>	
<b>Downland Park</b>	<b>67</b>	<b>17</b>	<b>}</b>	
<b>South of Valley Road</b>	<b>24</b>	<b>6</b>	<b>}</b>	
<b>Railway Quay</b>	<b>200</b>	<b>50</b>	<b>}450</b>	<b>110</b>
<b>Meeching Quarry</b>	<b>125</b>	<b>31</b>	<b>}</b>	
<b>Kings Avenue</b>	<b>8</b>	<b>n/a</b>	<b>}</b>	

<b><u>Seaford</u></b>				
<b><i>Gas Works, Blatchington Rd</i></b>	<b>30</b>	<b>8</b>	<b>30</b>	<b>30</b>
<b><i>Station Approach</i></b>	<b>24</b>	<b>n/a</b>	<b>24</b>	<b>n/a</b>
<b><i>East of Saxon Lane</i></b>	<b>6</b>	<b>n/a</b>	<b>6</b>	<b>n/a</b>
<b><i>Micklefield School</i></b>	<b>38</b>	<b>10</b>	<b>38</b>	<b>10</b>
<b><i>North of Cradle Hill</i></b>	<b>45</b>	<b>12</b>	<b>45</b>	<b>12</b>
<b><i>North of Belvedere Gardens</i></b>	<b>40</b>	<b>10</b>	<b>40</b>	<b>10</b>
<b><u>Peacehaven</u></b>				
<b><i>East/ West of Sports Park</i></b>	<b>296</b>	<b>74</b>	<b>185</b>	<b>46</b>
<b><u>Chailey</u></b>				
<b><i>New Heritage</i></b>	<b>40</b>	<b>10</b>	<b>40</b>	<b>10</b>
<b><u>Ringmer</u></b>				
<b><i>Caburn Field</i></b>	<b>40</b>	<b>10</b>	<b>40</b>	<b>10</b>
<b><i>Adjacent Telephone Exchange</i></b>	<b>75</b>	<b>19</b>	<b>75</b>	<b>19</b>
<b><u>Wivelsfield</u></b>				
<b><i>Land at Theobalds</i></b>	<b>70</b>	<b>18</b>	<b>70</b>	<b>18</b>
 <b><i>Total</i></b>	 <b>1313</b>	 <b>331</b>	 <b>1113</b>	 <b>302</b>

5.3 PPG3 (Housing) specifically requires that 5 years worth of residential land must be identified on the Proposals Map, with emphasis on the use of previously used or developed sites before greenfield sites. Therefore, land for just over 1096 dwellings (see Table 1) is identified for development between 2001-2006 (i.e. Phase 1).

5.4 The majority of the sites identified in Phase 1 are previously used sites and in accordance with PPG3 it is preferable that these sites are developed first. In addition, it is accepted that it is probable that not all the allocated sites within Newhaven will be developed by 2006. Therefore it is assumed that only 90/year are likely to come forward ie 450 dwellings between 2001-2006.

5.5 Also, in Peacehaven it is accepted that due to the constraints of the A259 that an average of only 50 dwellings per year (2001-2006) should be permitted until the package of measures to increase transport choice and reduce reliance on the private car on the A259 corridor has been implemented (see Policy PT1). Therefore, in Phase 1 only 185 dwellings are specifically allocated on land east/west of the Sports Park to come forward at a rate of no more than 37 per year. Making an allowance for completions on 65 unidentified sites (13 units/year based on past trends) this equates to the 50 units per year average in Peacehaven in Phase 1. In the event of unidentified sites performing differently (more or less coming forward than 13 units/year), the rate of release of this site will be revised.

5.6 PPG3 (Housing) also advocates a 'plan, monitor and manage' approach to allocating land for development. Therefore, annual monitoring of the housing land supply will be carried out which will provide the information on the amount of land which will need to be released in Phase 2 (ie 2006-2011). The annual monitoring will include the number of completions (on identified and unidentified sites ) and the number of planning permissions being granted (on identified and unidentified sites).

## **Second Phase of Residential Development**

***RES3 Subject to the results of monitoring and review of net housing completions during phase 1 of the plan (2001-2006), further land will be allocated for new housing for the period 2006 to 2011.***

***Such land will be selected from the following pool of sites and from other suitable and available sites that may be revealed through an Urban Capacity Study or otherwise. The Review of the housing land requirement for 2006-2011 will begin shortly after the adoption of the Local Plan. The search sequence and criteria below will be used to assess the potential of land for Phase 2:***

- (a) previously developed land (or buildings for re-use) in a town***
- (b) previously developed land (or buildings for re-use) in a village with a planning boundary***
- (c) urban extensions***
- (d) previously developed land (or buildings for re-use) outside a planning boundary, but subject to conformity with policies RES4 and E9.***

***Land must also perform well in terms of its location and accessibility, including that to centres of employment, public transport routes and the availability of local shops, schools, other services and infrastructure.***

5.7 The following sites will be included in the review of further housing requirements for 2006-2011:

<b>Peacehaven</b>	<b>Potential Capacity</b>
Remainder of East/ West of Sports Park	111
Valley Road	113
<b><i>Newhaven</i></b>	
Remainder of Newhaven	74
<b><i>Lewes</i></b>	
Riverside/ Cliffe	65
Remainder of Clayhill Nurseries	15
<b><i>Ringmer</i></b>	
Adj Norlington Court/Land at Bishops Lane	135

<b>Wivelsfield</b>	
Eastern Road	190
<b>Total</b>	<b>703</b>

5.8 The housing land supply will be monitored annually, and action will be taken to roll forward the supply as necessary. However, on the basis of the position as at April 2001, a review of the Plan is expected to be needed by late 2003 in order to allocate sites to meet the approved Structure Plan requirement to 2011. As at 1 April 2001 it is estimated that in the region of 560 units may be required for the second phase. However, the specific figure will be determined when the Plan is reviewed.

5.9 A 'pool' of potential sites has been identified, which demonstrates that there is plenty of capacity to meet the long term strategic requirement. However it is considered premature in 2001 to identify sites for the post 2006 period because there are so many factors that will affect the requirement and the supply. For example there are sustainable sites presently expected to cease their current non housing use between 2006 and 2011. There are also a number of potential housing sites with current constraints that are, in terms of PPG3's sequential approach, more sustainable than others in the pool. There are, in addition, a number of greenfield sites in the pool which would have a lower priority for release under the sequential approach of PPG3. It is therefore not considered appropriate to prejudge in 2001 sites which will more appropriately be assessed and balanced closer to the 2006-2011 release period, in order to avoid the unnecessary release of greenfield land for housing.

5.10 At this stage, however, it is not envisaged that all the pool sites will be required and, indeed, other more sustainable options may emerge during the next few years. The pool sites listed above are listed by Town and Parish, in alphabetical order. They are not listed in order of preference. The sites are indicated on the Proposals Map.

### **Density of Residential Development**

***RES4 All residential development (both large and small) must make an efficient use of land, and development will not be permitted at a density of less than 30 units per hectare unless there are significant site constraints or character considerations that make this figure unattainable.***

5.11 PPG3 (Housing) states that local authorities should avoid the inefficient use of land. Therefore, developments of less than 30 dwellings per hectare (net) will be avoided and housing development of between 30 and 50 dwellings per hectare (net) will be encouraged.

5.12 The existing densities within the District, particularly within development which was built more than a few decades ago, are generally above 30 dwellings per hectare. Such developments have become part of the District's townscape. It is, generally, only the development which has occurred within the last few decades which has resulted in lower density development. Therefore, the provision of

densities of 30 dwellings per hectare and above should not result in unacceptable “town cramming” providing that the other principles of PPG3 with regard to the need for good layout and design and a relaxation of current parking standards and measures which encourage the reduction in the need for the use of the private car are followed.

### **Unidentified Residential sites**

***RES5 Planning permission will be granted for residential development within Planning Boundaries, subject to compliance with the relevant District-Wide Policies***

5.13 Within the defined Planning Boundaries, the opportunity will arise for residential development by infilling, redevelopment or conversion of buildings.

5.14 Provided such arrangements respect the need to safeguard the character of the town or village and the amenities of the local residents, they can make a contribution to the share of the District’s housing requirements and an allowance for such “unidentified sites” is made in the calculation of Housing Land Supply in the District.

5.15 It is recognised that some Planning Boundaries overlap with Conservation Areas. In such cases particular care will be taken to ensure that development does not harm the character of the Conservation Area. There will be a need for development to respect the character of the Conservation Area in terms of density, form, materials and uses, and in some instances the principle of development may be unacceptable if it involves the loss of open land which contributes to the character of the Conservation Area (see also Policy H5).

### **Residential Development in the Countryside**

#### **New development in the Countryside**

***RES6 Outside the Planning Boundaries planning permission for new residential development will be refused unless:***

- (a) it is in conformity with the criteria detailed in policy RES10 (Rural exceptions policy), or***
- (b) it is demonstrated by the applicant that there is a clearly established existing functional need for an enterprise to be in a countryside location, there is a proven need for someone to live on site, and that the enterprise is economically viable.***

***In each of the above cases, residential development must also:***

- (c) be sited in a location appropriate to its surroundings and to the enterprise concerned (if applicable),***
- (d) comply with all other relevant District-Wide Policies.***

***Where the need for a new dwelling has been established in principle, the conversion of existing rural buildings will be preferable to new build.***

***Where permission is granted, future extensions may be controlled by the removal of permitted development rights***

### **Residential Conversions in the Countryside**

***RES7 Planning permission will not be granted for the conversion of rural buildings for residential purposes unless the following criteria are first met:***

***(a) the building complies with the physical requirements of policy E9 (criteria (a), (c),(d),(g)), is capable of conversion without extension or substantial alteration and makes a valuable contribution to the rural surroundings,***

***and***

***(b) the District Council is satisfied that the applicant has first made documented and concerted attempts over a sustained period of at least 12 months to put the building into commercial uses (excluding retail), tourism and community uses,***

***or***

***(c) residential conversion is in conformity with Policy RES10 (rural exceptions policy)***

***or***

***(d) residential conversion is a subordinate part of a scheme for business use and is of a scale commensurate with its functional requirement,***

***or***

***(e) it is for tourism use (see policies E12 & E14),***

***In each of the above cases, residential development must also:***

***(f) be sited in a location appropriate to its surroundings and to the enterprise concerned (if applicable),***

***(g) comply with all other relevant District-Wide Policies.***

***Where permission is granted, future extensions may be controlled by the removal of permitted development rights. Residential development permitted as a subordinate part of a business or enterprise will also be tied to that business by planning conditions or obligations.***

### **Replacement Dwellings in the Countryside**

***RES8 Outside the Planning Boundary planning permission for 'one for one' replacement dwellings will not normally be granted unless the new dwelling would be similar in floorspace, volume, massing and location within the plot to the original. Where permission is granted, future extensions may be controlled by the removal of permitted development rights.***

***Furthermore, in line with policy RES14, any extensions to the original building since September 1988 and/or any increase in size as a result of replacement will be taken into account if any future applications are made to further enlarge the building.***

New and replacement dwellings:

5.17 Outside the Planning Boundaries, residential development will not normally be permitted because of the need to protect the countryside from unnecessary development.

5.18 The only exceptions will be for affordable housing under the Rural Exceptions Policy RES10 or for a purpose related to the functioning of rural enterprises, subject to the functional and financial tests advocated by PPG7 (The Countryside Environmental Quality and Economic and Social Development). With regard to the re-use of rural buildings, the creation of local employment is a priority (See Policy E9). However, if it is proven that a building is not suitable for business use or the residential proposal is a subordinate part of a larger scheme, then residential development may be acceptable.

5.19 Unless it is proven to be essential for a worker to live on the farm holding it is expected that they would live in a nearby settlement. Applicants for new dwellings will be required to demonstrate that it is essential for the proper functioning of the enterprise for one or more workers to be readily available at most times at short notice, e.g. for essential care of animals, products or processes. The protection of livestock from theft or injury may contribute to the need for a dwelling but will not by itself be sufficient to justify one.

5.20 Where it is necessary to provide such accommodation it should be located in a suitable position close to any existing buildings of the enterprise rather than in the open countryside. However, in some cases a temporary permission for a mobile home may be appropriate. This would allow an enterprise opportunity to become established and, after review, possibly allow for a more permanent proposal.

5.21 Occupancy conditions will be likely on any planning permissions for dwellings outside the Planning Boundary. When determining applications for new dwellings the Council will take into account the number of locally available houses with occupancy conditions and, where appropriate, without occupancy conditions. The supply of dwellings with occupancy conditions in a locality will be taken into account also when considering applications for the removal of occupancy conditions.

See para 5.40 for definition of floorspace.

### **Affordable Housing**

***RES9 Affordable housing will be sought within proposals for housing development where there is a demonstrable current need in the locality. The amount sought will depend on the following:***

***(a) the level of need in the locality***

- (b) site size and suitability**
- (c) the location of the site in relation to services**
- (d) site development costs**
- (e) the need not to prejudice other planning objectives of the development scheme;**
- (f) the aim of achieving a successful housing development including factors such as housing mix and, where applicable, subsequent management of the scheme.**

**On allocated sites within the planning boundary, the Council will seek provision of affordable housing in accordance with the target figures set out in Policy RES2.**

**On sites not specifically allocated but within the planning boundary, the Council will seek provision as follows:**

- (i) in Newhaven, Seaford and Peacehaven and Telscombe, within housing developments of 25 or more dwellings (or sites of 0.8ha or more).**
- (ii) in all other settlements within housing developments of 15 or more dwellings (or sites of 0.5ha or more).**

5.22 There is a shortfall in the District of affordable housing to meet local needs and this is a material planning consideration. The Housing Needs Survey conducted in the District in 1998 indicates that in the order of 415 affordable dwellings (or an average of 83 units per year) will be needed between 2001 and 2006. Subject to monitoring and review, a similar number is expected to be needed in Phase 2 of the plan. On existing levels of need the target is that 25% of all housing from new building and conversions should be affordable.

5.23 Affordable housing can be achieved through the Local Plan

- by negotiation for an element of such housing on both allocation sites and on unidentified sites or
- as an exception to countryside constraint policies where land may be released for affordable housing at the edge of a settlement.

5.24 As evident from Policy RES2, it is estimated that about 302 affordable dwellings will be achieved on allocated sites between 2001 and 2006. The balance will be sought through negotiation with developers of unidentified sites, according to the criteria in Policy RES5.

5.25 Affordable housing comprises both low cost market housing and subsidised public or private housing for rent, sale and shared ownership. Because of the high house prices and rents relative to incomes in the District, most of the need for affordable housing will only be met through subsidised schemes involving a registered social landlord.

5.26 Planning permission will normally be subject to arrangements being in place to secure that such housing should remain affordable for second and subsequent occupiers.

5.27 In addition to new development, the conversion of large houses and other buildings and the bringing into use of vacant dwellings and space above shops are also expected to contribute to meeting the need for affordable housing.

5.28 The need for affordable housing in Lewes, and the rural areas, in particular will be difficult to meet because of the strong environmental constraints such as the Sussex Downs Area of Outstanding Natural Beauty (and the proposed National Park designation). The floodplain in Lewes, also limits any outward expansion of the town. As a result, Ringmer has had a satellite relationship with Lewes in terms of providing for some of the town's needs as well its own. The flooding of October 2000 necessitates improvements to flood defences before otherwise suitable sites can be developed. Consequently, it is considered that there are exceptional circumstances which warrant the negotiation of affordable housing at a lower threshold of 15 dwellings on allocated and unallocated sites in Lewes, Ringmer and the other settlements (with the exception of Newhaven, Peacehaven and Telescombe and Seaford which are subject to a higher threshold).

5.29 Policy RES9 will not apply to open market housing intended to meet special housing needs such as sheltered housing.

5.30 In order to encourage the creation of mixed and balanced communities, the Council expects affordable housing to be provided as part of the residential development of particular sites. Exceptionally, however, where a current need exists, a site is suitable for affordable housing and both the developer and Local Planning Authority consider provision would be better met elsewhere, a contribution to off-site provision may be an acceptable alternative. Arrangements to secure this will be sought before planning permission is granted.

5.31 Further guidance, including preferred management arrangements will be provided through Supplementary Planning Guidance on Affordable Housing. The Council will monitor needs and provision annually. The Supplementary Planning Guidance will be reviewed accordingly so that it reflects the Council's Housing Investment Programme and the outcome of any more detailed assessments of housing needs for each of the main towns and larger villages.

#### **Affordable Homes Exception Sites (ie, outside Planning Boundary)**

***RES10 Outside Planning Boundaries of villages the District Council may exceptionally grant planning permission for affordable housing to meet local needs provided that:***

- (a) there is clear evidence of an unsatisfied housing need in the village or parish for the type or scale of proposed dwellings***
- (b) the proposal is small in scale***
- (c) the proposal is subject to a planning agreement, planning condition or alternative secure arrangement, establishing the local criteria for eligible persons***
- (d) the proposal is subject to a legal agreement or other secure arrangement, establishing a mechanism for the management of the scheme by a housing association or similar body***

- (e) the proposed development complies with all relevant District-Wide Policies**

5.32 In line with Government guidance contained in PPG3 (Housing), the Council will, in exceptional circumstances, consider granting planning permission for affordable housing for such local people outside the Planning Boundaries providing it is satisfied that there is a need for such housing within that parish and that long-term arrangements can be made to reserve it for local people. However, such housing provision should be treated as separate from the general housing provision.

5.33 Proposals should be small in scale, in order that they relate well to the existing village, in visual terms. Other “exceptions” housing developments in this District have been between four and 14 developments. This range would be appropriate for most exception sites in the rural area of the Lewes District. Proposals for exceptional housing developments in the rural area in excess of 14 dwellings will not normally be considered to be small in scale.

#### **Housing for People with Limited Mobility**

**RES11** *Where planning permission is granted for residential accommodation on sites on level ground within short, level travelling distance of shops, transport facilities and other community services the District Council will seek to negotiate a proportion of the dwellings which would be fully accessible to people with disabilities.*

**RES12** *In considering proposals for residential care, nursing homes and sheltered accommodation the local authority will require that:*

- (a)** *the building, its access and parking provide for the specific needs of residents with disabilities*
- (b)** *it will ideally be conveniently located for local shops, services and public transport facilities*
- (c)** *there is adequate amenity space provided within the development.*

5.34 There are many people in the District with some form of disability. One of the more pressing aspects of a disability is a difficulty with moving around the environment, including the immediate home environment. This Policy relates specifically to people with mobility impairments including, but not exclusively, wheelchair users.

5.35 The opportunity to live in the area of choice is as important for people with a mobility disability as for anyone else. For this reason it is considered appropriate that all new homes should be built to a standard that is easily adaptable for use by people with mobility disabilities or their visitors and this is now covered by Part M of the Building Regulations (October 1999). However there is a proven need for specialist housing for people with mobility disabilities to allow for full wheelchair access. Therefore specific provision on larger residential developments should be

made on appropriate sites. [Further information about the standards is given in the Guidance Note "Access for All in Sussex Coast and Countryside".]

5.36 Indicators of need include the following:

- The 1991 census shows that, throughout the Lewes District, there are 11,568 people with a limiting, long term illness (13.2% of the residents of the Lewes District)
- The incidence of limited mobility rises with age and the population profile of the Lewes District indicated an increasingly elderly population (1991 Census). Community care will ensure the transfer of people from communal establishments into integrated housing and also allow for choice within different housing services.

5.37 Currently, only around 10% of people with a limiting long-term illness in Lewes District live in an institutional establishment. The rest, around 10,000 individuals, live in ordinary housing.

## **Extensions**

### **All extensions**

***RES13 Where planning permission is required all extensions and alterations will be required to:***

- (a) complement the existing building in respect of materials and design,***
- (b) respect the scale, height, site coverage, bulk, massing and character of adjacent properties and the street scene. In a street or area which has definite rhythm and similar style of dwelling, extensions in the front will not normally be acceptable***
- (c) ensure that any extension to the rear of the building should not excessively enclose or seriously affect the daylight in an adjoining owners nearest habitable room or garden. Extensions should generally be restricted to within a line drawn from the mid-point of the nearest ground floor window opening to a habitable room of neighbouring properties. The line should be projected at 60° and 45° for single and double storey extensions respectively. With respect to two storey extensions usually a distance of at least one metre will be required between the extension and a boundary to prevent the creation of a terraced appearance***
- (d) integrate with the existing building in respect of materials and design The pitch, style and span of the roof should reflect that of the original building,***
- (e) conform with all relevant District-Wide Policies.***

***and in the case of extensions be subsidiary to the existing building.***

*(For extensions outside Planning Boundary see also Policy RES14)*

5.38 Certain small extensions or additions within the curtilage of a dwelling do not require planning permission. However, where planning permission is required, the structure should be appropriate in terms of design and scale and should, as far as possible, appear to be subsidiary to the original building. The amenities of adjoining properties should not be affected. Further guidance is provided in the District Council's Supplementary Planning Guidance "Residential Extensions".

### **Extensions in the Countryside**

***RES14 Policy RES14 will apply to applications for extensions to existing dwellings outside Planning Boundaries.***

***In the case of extensions in excess of 30% of the original floorspace (where planning permission was granted as at September 1988) the Council will need to be satisfied that there is no major change to the character of the building or its impact on the landscape.***

***Extensions in excess of 50% of the original floorspace will not normally be granted.***

5.39 Care will be taken to ensure that any extensions do not result in loss of character of the main building by, for instance, a small cottage becoming a large house.

5.40 Original floorspace is defined as the gross internal habitable floor area of the existing dwellings as at September 1988, when the original version of this Policy was approved by the Council for development control purposes. Original floorspace excludes garages, ancillary buildings, non-habitable roof space but includes habitable roof space created without expansion beyond the fabric of the original building. Habitable floorspace includes all existing room/space within the dwelling used for residential purposes. In the case of roofspace it includes those areas that could, without expansion to the existing fabric, be converted to residential accommodation having a minimum finished floor to ceiling height of 2 metres.

### **Special Needs**

***RES15 Where it can be demonstrated that there is a special need for an extension to a dwelling, Policies RES13 and RES14 will apply in conjunction with the following:***

- (a) the extension may be designed with separate living accommodation from the parent building; however***
- (b) the extension should not establish the principle of a separate dwelling unit that would otherwise be unacceptable, and be capable of being reintegrated with the parent dwelling when the initial use ceases. This will be controlled through the use of conditions.***

5.41 For a variety of reasons (health, security, company) households often choose to care for a relative. Applications for extensions to meet demonstrable special needs will be considered subject to the normal criteria for extensions set out in Policies RES13 and RES14. Additional criteria in Policy RES15 will also apply where a special need can be demonstrated.

5.42 The needs of the dependant relative will vary depending on factors such as health, degree of independence and choice. Extensions or conversions will normally be expected to conform to the Mobility Standard. Construction should be to Wheelchair Standard where it is appropriate. (See Guidance Note "Access for All in Sussex Coast and Countryside")

### **Residential Conversions within the Planning Boundary**

***RES16 Within the Planning Boundaries permission will be granted for the conversion of dwellings to provide separate units of accommodation provided that:***

- (a) the proposal does not adversely affect the character of the dwelling or the locality in terms of intensity of use***
- (b) the proposal complies with all other relevant District-Wide Policies.***

***RES17 Planning permission will be granted for the change of use of upper floors of commercial premises to residential uses subject to compliance with appropriate District Wide policies. The District Council will, where appropriate, require provision for separate access from the street to upper floors.***

5.43 Conversions to flats afford the opportunity to add to the stock of existing dwellings which are needed in the District and to meet the requirements of the increasing number of small households, including first time buyers and elderly people.

5.44 The new use should conform to the design criteria set out in Policy ST3 and within the Conservation Areas regard must also be paid to the impact of the proposal on the character of the Conservation Area, and in particular to Policy H5.

5.45 Regarding conversions, caveats in Policy ST3 will be applied to protect against undue detriment to the occupiers of adjacent properties through increased domestic activity or noise. In particular the juxtaposition of living rooms in first floor flats adjacent to bedrooms of neighbouring two-storey family dwellings would normally result in an undue level of noise disturbance. Such proposals will, therefore, not normally be acceptable.

5.46 Provision of on-site parking will be required in accordance with Transport Policy T14 The location of the parking provision in relation to the proposal will also be a consideration. It should be conveniently located, with good access from the property. The curtilage to properties provides the setting for the dwellinghouse and often contributes to the established character of the street scene. The over-intensive use of a curtilage for parking can result in the loss of existing landscaping

features, garden walls and hedges, paving of substantial areas of garden and a cramped parking layout would be detrimental to the character and appearance of the street. Therefore planning permission will not be granted for conversions whose parking provision would be detrimental to the character and appearance of the street scene.

### **Garages and other Buildings ancillary to Existing Dwellings**

***RES18 Both inside and outside the Planning Boundary, where planning permission is required for buildings ancillary to existing dwellings, the Council will need to be satisfied that:***

- (a) the scale and siting will not detract from or dominate, the existing dwelling, other dwellings, the street scene or the character of the surrounding countryside***
- (b) the construction will be of materials which complement the main building***
- (c) access to a public highway retains a minimum 5.5m long driveway within the residential curtilage,***
- (d) it will conform to other relevant District-Wide Policies***

5.47 Ancillary buildings, such as garages and outbuildings, can have a substantial effect on the character of a dwelling, and the surrounding countryside and neighbouring properties if not carefully designed and sited. It is important, therefore, that such buildings are carefully considered in terms of scale, materials and positioning within the residential curtilage. Many such structures may not require an application for planning permission (ie, "Permitted Development"). However, where planning permission is required, applications will be judged against the above criteria.

### **Requirements for Housing Developments**

#### **Provision of Outdoor Playing Space**

***RES19 In areas where there is a deficiency of outdoor sports and/or children's play space in quantitative or qualitative terms as identified in the Topic Paper "Outdoor Playing Space in the Lewes District", planning applications for all residential development will be expected to include a level of provision for outdoor sports and/or children's outdoor play space in accordance with the standards set out in Policy RE1.***

***Satisfactory arrangements will be required to be made to ensure that the children's play space is either:***

- (a) laid out and, where appropriate, equipped for use at an agreed stage(s) no later than the completion of the final dwelling of the development, or***
- (b) if the appropriate children's play space cannot adequately be made on-site, provision and/or enhancement (or a contribution***

**towards provision and/or enhancement) is made elsewhere within the neighbourhood or local area at sufficiently close range to satisfy the needs of the proposed development itself.**

**Commuted payments will be required for outdoor sports provision and/or enhancement commensurate with the scale of the development.**

**Provision of this kind will not be required from providers of (a) one-bedroom dwellings or (b) sheltered housing or other similar kinds of specialist housing for elderly people.**

5.48 The Council's standards for outdoor playing space are set out in policy RE1. These are based on the National Playing Fields Association (NPFA) "Six-Acre Standard".

5.49 Housing development, including small sites, cumulatively contributes towards the community's need for open space. Where there is open space available well in excess of the standard, the additional housing does not place undue pressure on resources. However, in areas of under provision of open space, additional housing exacerbates the problems of shortage and overrun of facilities. The intention of this policy is to require developers to contribute, on a pro rata basis, toward a fund to increase open space in the problem areas. Areas of current deficit are identified in the Topic Report "Outdoor Playing Space in the Lewes District".

5.50 All housing development should, by one means or another, improve the facilities available for children's play in the area commensurate with the housing being provided. Where development is large enough to produce pro rata a useful area for children's play space, it should be provided within the development. However, where the development is too small, or a better location would be available nearby, or the local topography is inappropriate, developers may consider making provision for children's play space through a planning agreement either to provide facilities elsewhere, or to enable their provision by the Council, or to increase the use of existing areas. Where suitable play facilities are available within ten minutes walking time of the new housing development, the Council will prefer appropriate extension/improvement of these areas by developers to the provision of additional small areas.

5.51 The Council prefers the alternative of aggregation, rather than fragmentation of space for sport and play. To this end, and where appropriate, a commuted payment will be sought towards the provision of outdoor sports at sites allocated for outdoor sports facilities, and/or the enhancement of existing outdoor sports facilities.

5.52 Supplementary Planning Guidance will be prepared on 'The Provision of Outdoor Playing Space' which will include details of the amount of commuted payments which will be sought in lieu of on-site open space provision and their maintenance.

5.53 On very large sites, the Council will require development to be phased to allow for the continuing provision of the required open space as the development progresses.

### **Provision of Educational Facilities**

***RES20 In areas where there is a demonstrable deficiency of educational facilities or establishments, or where existing educational facilities or establishments are at capacity, additional residential development will be expected to make provision, through commuted payment, for the extra educational demands that it will generate, commensurate with the scale of the development.***

5.54 Housing development, including small sites, cumulatively contributes towards the community's need for educational facilities. However, in areas where development will take the student roll, or the forecasted student roll, beyond the capacity of existing establishments, or where additional housing exacerbates any problems of shortage and overrun of educational facilities, development should provide for the additional demand it generates. Therefore, where appropriate, a commuted payment will be sought towards the provision of new educational establishments at sites allocated for new educational establishments, and/or the enhancement of existing educational facilities.

### **Travel Demand Management**

5.55 Policy T1 sets out the approach taken towards travel demand management for new housing developments.

### **Special Forms of Residential Development**

#### **Provision for Gypsies**

***RES21 Planning permission will be granted for gypsy accommodation if the following criteria are met:***

- (a) the site is required for use by 'gypsies' as defined in the caravan site and control of Development Act 1960 as amended.***
- (b) the site is not within a statutorily protected area such as the Sussex Downs Area of Outstanding Natural Beauty***
- (c) the proposal does not have an adverse impact on any area with natural/wildlife/agricultural/archaeological interest***
- (d) the site is adequately screened from all vantage points and is not prominent in the landscape***
- (e) the proposal does not adversely affect the rural character of the surrounding countryside, particularly in local views***
- (f) compliance with other District-Wide Policies***

***If the proposal meets the above criteria, the details of the site should conform to the following:***

- (g) conditions will be imposed prohibiting external lighting***

- (h) all services to the site, such as water, power and foul drainage are positioned unobtrusively**
- (i) conditions will be imposed limiting noise emissions from electricity generators and any other generators of noise to within working hours**
- (j) no permanent structures will be acceptable except for those required to comply with site licensing conditions. Any permanent structures proposed must be unobtrusively positioned in order to minimise visual impact.**

5.56 Gypsies are defined as being “persons of nomadic habit of life, whatever their race or origin.” (Section 24, Caravan Sites and Control of Development Act 1960, as amended) and the courts have held that “gypsies” meant persons who wandered or travelled for the purpose of making or seeking their livelihood, and did not include persons who moved from place to place without any connection between their movement and their means of livelihood (Regina-v-South Hams District Council, ex parte Gibb Appeal Court – June 1994).

5.57 The Criminal Justice and Public Order Act 1994 repealed the duty of local authorities to provide and manage gypsy caravan sites. The government is seeking to encourage local authorities to meet the accommodation needs to gypsies through the Development Plan System.

5.58 The Circular makes it clear that encouragement is to be given to the concept of development by gypsies of their own small scale private caravan sites. In this way gypsies can secure accommodation which meets their needs and those of their families, frees up existing local authority sites and takes the burden to provide sites away from local authorities. The Circular suggests a sympathetic and flexible approach to applications for planning permission and site licences. The provision or lack of provision made in a Development Plan for gypsy caravan sites could constitute a material consideration in determining an enforcement appeal against an unauthorised caravan siting.

5.59 As with any other planning applications, proposals for gypsy caravan sites should continue to be determined solely in relation to land use factors and, whilst such sites might be acceptable in some rural locations, the granting of permission must be consistent with agricultural, archaeological, countryside and environmental policies. The aim should always be to secure provision appropriate to gypsies’ accommodation needs while protecting amenity.

5.60 It is important that any proposal to form a gypsy caravan site in the Lewes District should conform to a set of criteria. Normally gypsy caravan sites should not be sited in protected areas, such as the Sussex Downs Area of Outstanding Natural Beauty. A site should be well screened from all vantage points and the amenity of nearby residents should be respected.

### **Travelling Show People**

**RES22 Planning permission will be granted for the use of land for travelling show people if all the following criteria are met:**

- (a) the site is not within a statutorily protected area such as the Sussex Downs Area of Outstanding Natural Beauty**
- (b) the proposal does not have an adverse impact on any area with natural/wildlife/agricultural/archaeological interest**
- (c) the site is adequately screened from all vantage points and does not encroach into open countryside**
- (d) convenient and safe vehicular access is provided**
- (e) the proposal does not adversely affect the rural character of the surrounding countryside, particularly in local views**
- (f) the use does not result in development which would be likely to cause disturbance to neighbours by reason of noise, fumes and dust resulting from vehicular movements and the maintenance and testing of vehicles**
- (g) other relevant District-Wide Policies**

***If the proposal meets the above criteria the details of the site should conform to the following;***

- (h) no poles, flagpoles or external lighting will be allowed**
- (i) all services to the site, such as water, power and foul drainage, will be unobtrusively positioned**
- (j) conditions will be imposed limiting the hours of testing and operating machinery to normal working hours**
- (k) occupation of the site will be limited to the off season by condition.**

5.61 Circular 22/91 deals with the provision of sites for Travelling Show People. This Circular makes clear the definition of Travelling Show People as “self-employed business people”. They are exempt from the site licensing requirement of the Caravan Sites and Control of Development Act 1960 and they enjoy permitted development rights under Part 5 of Schedule 2 to the Town and Country General Development Order 1988 when travelling for purposes of their business.

5.62 Sites for Travelling Show People need to be relatively flat, with good vehicular access. It is important that they are adequately screened from roads, nearby residences and public rights of way with appropriate landscaping. The Circular suggests that sites with natural screening may be particularly appropriate. Other measures suggested by the Circular include conditions limiting the hours during which fairground equipment should be tested, and the proportion of the site that should be used for their storage. In some cases redundant farm buildings may be appropriate sites for Travelling Show People.

## CHAPTER 6 - ECONOMIC ACTIVITIES

In this Chapter there are Policies which deal with the following issues:

- Planning for Employment (E1)
- Working from Home (E2)
- Town and Local Centres and Retail Development (E3-E5)
- New Retail Development on the Edge of Town Centres (E6)
- Out of Centre Retail Development (E7)
- Neighbourhood Shops/Public Houses (E8)
- Re-Use of Rural Buildings (E9)
- Tourism General Strategy(E10)
- Hotels, Guest Houses and other Services Accommodation (E11-E13)
- Bunk House Accommodation (E14)
- Existing Camping/Touring Caravan Sites (E15)
- New Camping/Touring Caravan Sites (E16-E18)
- Static Holiday Caravan Sites (E19)

### Aims

- ❖ To facilitate the potential for adequate employment opportunities within the District to meet local needs.
- ❖ To facilitate the maintenance and improvement of the range of employment opportunities in the District.
- ❖ To promote conditions supportive to the prosperity of local commerce and industry, and to their contribution to the national economy.
- ❖ To facilitate the provision of business and commercial services for local communities.
- ❖ To increase employment opportunities for people with disabilities.

### Objectives

- ❖ To provide adequate employment opportunities for the existing and future inhabitants of the Plan area whilst maintaining and enhancing the quality of the environment.
- ❖ To direct new commercial/industrial developments to locations which minimise the need for additional car journeys and encourage the use of public transport.

- ❖ To ensure high quality environments are provided in new industrial/commercial developments and to promote the improvement, where appropriate, of the environment of existing areas.
- ❖ To support the rural economy with suitable employment opportunities in the villages and wider countryside, as appropriate.
- ❖ To promote the conditions which will support the viability and variety of local industry and commerce.
- ❖ To encourage the establishment of small start-up businesses.
- ❖ To maintain and enhance a hierarchy of shopping facilities throughout the District to serve the needs of the local community and to minimise car journeys.
- ❖ To maintain and enhance the vitality and viability of the shopping centres throughout the District.
- ❖ To realise the arts and tourism potential of the natural/cultural/historic heritage in the District.
- ❖ To encourage economic growth where it will lead to environmental benefits.

## **DISTRICT-WIDE POLICIES**

### **Planning for Employment**

***E1 To promote and increase employment opportunities throughout the District, the Council will grant planning permission for business and industrial uses (Use Classes B1, B2 and/or B8):***

- (a) on the sites specifically allocated in the Plan***
- (b) on sites within a Planning Boundary which have an existing business and industrial use***
- (c) on unidentified sites within Planning Boundaries***
- (d) in rural buildings which comply with Policy E9***
- (e) in villages for facilities such as telecottages***

***provided that all the above comply with relevant District-wide policies.***

***The District Council will refuse planning permission which will result in loss of land and premises used for business and industrial uses (Use Classes B1, B2 and/or B8) unless either:***

- (f) continued use would have a seriously adverse impact on the amenity of a residential area or conservation area, or***
- (g) Town Centre Policy E3 would apply to the proposed uses, or***

- (h) the proposal is to convert back to single dwelling use a building originally built for residential purposes**
- (i) there is no likelihood of a future, viable employment use of the land/premises being secured in the life of the Plan.**

6.1 The Policies in this Chapter look at, as far as is possible through planning, the issues of unemployment, under-investment and reducing travel distances to work. The strategy of the policies is to increase employment by maintaining appropriate sites in employment use, allocating additional sites, and permitting employment uses on urban and rural opportunity sites.

6.2 As a result of environmental constraints affecting a large part of the District, such as the Sussex Downs Area of Outstanding Natural Beauty, there are limited opportunities to provide additional land and premises for employment use. Therefore, it is important to keep premises and land which are currently in or available for employment uses, in both the rural and urban areas.

6.3 By and large the District does not have outworn areas of employment land that are unlikely to be reused or redeveloped for employment purposes. Indeed, the environmental constraints that exist in the District limit significantly the number of sites suitable for employment uses and appropriate sites will be safeguarded in the interests of the local economy. However, PPG3 (Housing) places emphasis on local authorities making the best use of previously developed and urban land. It is recognised that in exceptional situations the suitability of certain sites for employment uses may change throughout the life of the Local Plan. Therefore, the main objective of this policy is to ensure the retention of adequate land for employment uses, whilst at the same time accepting that there may, during the lifetime of the Plan, occasionally be a need for flexibility.

6.4 The allocated sites aim to contribute towards providing the opportunity for employment and business development in the District. These allocations are explained in more detail in the relevant Parish/Town Chapter of the Local Plan.

6.5 There are sites within the District which are currently in use for business and industrial activities (Use Classes B1, B2 and/or B8). It is recognised that during the Plan period there may be the opportunity for some of the uses within these sites to rationalise or, indeed, redevelop for other business and industrial uses. This will be acceptable provided that they are within a planning boundary and comply with other appropriate District-wide policies. Examples of such sites are Ham Lane (Lewes), Tidy's Depot (Ditchling), Sheffield Park (Chailey) and Diplocks (Ringmer).

6.6 In addition, planning permission will be granted for employment uses on sites within Planning Boundaries (including in existing buildings) which cannot be identified at present providing these uses comply with the relevant District Wide policies. Other than for very small developments such sites should normally be close to routes well served by public transport in order to provide an alternative to the car for employees' work journeys.

6.7 Within the rural area opportunities may arise for employment uses by the re-use of rural buildings for appropriate commercial uses (excluding retail) (see also

Policy E9). In addition, within villages the provision of facilities for telecottages may enable the creation of further job opportunities.

## **Working from Home**

**E2** *Planning permission will be granted for home based working and tele-working provided that the business is not likely to have a detrimental effect on the amenities of the neighbourhood or the character of the area or property, and that all relevant District-Wide Policies are met.*

***Proposals for the significant expansion or intensification of businesses operating from home will not normally be permitted.***

6.8 Any small-scale businesses can be operated from home without the need for planning permission, providing it is considered that there is no material change of use of the property. However, where there is a material change of use planning permission is required. This Policy covers such circumstances.

6.9 Developments in communication technology during the Plan period may mean that there will be additional pressures/desires from people to work from home. Working from home provides particularly good opportunities for people with disabilities and caring responsibilities. It also contributes towards achieving a sustainable environment. Providing that businesses operated from a residential area do not become dominant or intrusive to the amenities of the neighbours, then they will be acceptable. It follows that suitable business activities will be small scale, will not be noisy in nature and will not generate traffic and unacceptable parking demand. Activities which change the character of the neighbourhood, for example, by the use of space outside a dwelling for storage or working are also unlikely to be acceptable.

6.10 Permissions granted in accordance with this Policy will be subject to conditions to prevent a separate business use being created unrelated to the residential use of the property and to limit the scale and impact of the use.

## **Town and Local Centres and retail development**

### **Town Centres**

**E3** *When considering planning applications the Council will give priority to increasing the vitality and viability of town centres. Subject to compliance with relevant District Wide Policies planning permission for uses which maintain or increase the usage of centre functions including shopping, financial services, leisure, cultural and community activities, entertainment, health services, education, public service offices and food and drink outlets will be granted. However, planning permission may be refused where the cumulative effect of changes of use would seriously detract from the vitality of shopping streets or the amenity of town centre residents.*

- E4 Within the Primary Shopping areas, as defined in the appropriate town chapters, proposals which would result in the loss of retail (Use Class A1) and food and drink uses (A3) at ground floor level will not be permitted unless they would demonstrably benefit the overall vitality and viability of the town centres in accordance with Policy E3.**
- E5 Outside the Primary Shopping Area(s), but within the town centres, planning permission will be granted for residential development subject to compliance with other District Wide Policies. Planning permission will not be granted for development which would preclude the use of otherwise vacant upper floors of commercial premises for residential purposes.**

## Town Centres

6.11 The main shopping centres within the District are at Lewes, Newhaven, Peacehaven and Seaford. These centres provide an important central core, both economically and socially, to these towns. The retention of a sufficiently large and economic “critical mass” of town centre shopping and services is also important because people are more likely to be able to reach them on foot, bike or public transport. This benefits the non-car owner and encourages the reduction of car use by car owners.

6.12 Town centres provide people with the opportunity to combine visits to a wide variety of commercial and public facilities, for example, shops, post offices, libraries, meeting places, cafes and clubs.

6.13 In addition to the benefits of convenience and travel reduction, an equally important benefit is the quality of life which a lively and varied town centre brings to a town, both in the day and at night. Over the past ten years changes have occurred in the way in which people shop and town centres will need to evolve not only a strong shopping role, but also a complementary diversity of uses. Accordingly, the Council’s prime concern when considering planning applications will be to secure uses for town centres which will increase the numbers of people attracted to shop, visit, work and live in town centres.

6.14 A Sussex Retail Study was carried out in 1995/96 in order to identify retail trends, catchment areas, future expenditure growths and the relative health of the county's centres. The centres which were considered in the Lewes District were the four main shopping centres of Seaford, Lewes, Newhaven and Peacehaven. As a result of this Study a strategy was defined for each town centre and is included in the appropriate Chapter of the Plan.

## Primary Shopping Area

6.15 Although seeking to increase diversity it is important to maintain a strong retail focus in town centres by the protection of core Primary Shopping Areas.

6.16 The retention of shops (Class A1) and food and drink uses (Class A3) within the Primary Shopping Area will be positively encouraged. Exceptionally, other

uses may also be permitted within minor proportions of these frontages, if it can be demonstrated that they will positively assist in sustaining the vitality and retail viability of the town centre, attract substantial numbers of customers likely to patronise nearby shops and maintain or enhance the visual interest of the area.

### Town Centre Housing

6.17 An increase in residential accommodation in town centres will be encouraged in the interests of their vitality out of business hours and increasing security. Vacant upper floors above shops and offices are an important source of housing and the Council will encourage their re-use or conversion into flats. Access from street level is the key, and when considering applications for alterations to the ground floors of such properties the Council will not permit the removal of independent access to upper floors. (Parking policies will not be applied to flats created over shops in town centres – see Chapter 10), Encouragement will, in particular, be given to the “Living above the Shop” scheme which is promoted by the Department of the Environment, Transport and the Regions. This can allow for the provision of a small amount of social housing within the town.

### New Retail Development on the Edge of Town Centres

***E6 The District Council will grant planning permission for retail development on sites on the edge of town centres if***

- (a) there are no suitable sites within the town centre***
- (b) the Council can be satisfied that the development will not have an adverse impact on the overall vitality and viability of the town centre***
- (c) the development will be within safe and easy walking distance of the town centre***
- (d) the appearance of the development will contribute to the identity and attraction of the town centre***
- (e) the proposal complies with other relevant District Wide Policies***

6.18 Each of the town centres in the District has experienced the impact of major retail development in recent years. The Council envisages that the Plan period will be primarily one of consolidation and investment in town centres.

6.19 The Council will prefer new retail development to be located in town centres where it will be accessible by a variety of modes of travel and where shoppers will be able to visit a number of commercial and public facilities on one visit. PPG13 also seeks to reduce the need to travel, reduce reliance on the car and facilitate multi-purpose trips. However, there are a number of constraints on redevelopment in each of the town centres. Therefore, edge of town centre sites may be permitted providing the Council is satisfied about the impact on the town centre's vitality and viability in terms of economic, traffic and environmental impact. In accordance with PPG6 'edge of centre' locations are those 'within easy walking distance (ie, 200m-300m) of the primary shopping area often providing parking facilities that serve the centre as well as the store, thus enabling one trip to serve several purposes'. Also, when considering any application for sites on the edge of

town, account will be taken of the quantitative and qualitative need for the proposed development and the impact it will have on nearby town, district or local centres. Where necessary, developers will be expected to negotiate with the highway authority to improve pedestrian links to the town centre, particularly where such routes would cross busy roads.

### **Out of Centre Retail Development**

***E7 Planning permission will not be granted for out of centre retail development (including 'warehouse clubs') (Use Class A1) unless it can be proven that the proposal:***

- (a) could not be located on a suitable site within or on the edge of a town centre in the area***
- (b) would not have an adverse impact on the vitality and viability of the town centres in the area and the rural economy***
- (c) would be accessible by a choice of means of transport***
- (d) would not add significantly to the overall number and length of trips***
- (e) meets a qualitative and quantitative need***

6.20 In line with PPG6 (Town centres and retail developments) the District Council will only consider favourably out of centre retail development if the proposal could not be located within or on the edge of a town centre and, if it is accessible, by a choice of means of transport. Also, the Council will need to be reassured that the development will not have a negative impact on the viability and vitality of the existing town centres, including the evening economy and on the rural economy.

### **Neighbourhood Shops/Public Houses**

***E8 The maintenance and improvement of a network of neighbourhood shops/public houses will be encouraged by the following means:***

- (a) planning permission will be granted for neighbourhood shops/public houses, subject to compliance with other relevant District-Wide Policies***
- (b) planning permission will not normally be granted for the change of use from retail and food and drink uses to other uses where it would result in an inadequate level of service in the locality***

6.21 Most neighbourhoods in the towns and many of the villages have local shop(s), public houses and commercial services which provide a valuable service to the community. However, in terms of shopping, patterns are changing and significant numbers of people visit the larger stores for their general needs which affects the viability of the small stores. Nevertheless, local shops and services (including public houses) have an important community role to play, not only for households without access to private transport and those with limited mobility, but also to enable car users to make fewer, or shorter, trips for top-up purchases or to obtain services.

6.22 It is important to enable shops, commercial services and public houses to

locate close to peoples' homes, both as a contribution to the quality of life in villages and neighbourhoods and to reduce travel and hence gas emissions. The Policies are intended to safeguard the stock of existing premises and also to allow new development or changes of use in appropriate new locations. It is considered important that, wherever possible, each neighbourhood should have at least one shop and indeed, pub within walking distance of local residents.

6.23 The viability of local enterprises is outside the control of planning and it is not the purpose of planning to restrict commercial competition. However, the District Council will give careful consideration to the impact of new retailing including farm shops, and food and drink uses on existing facilities.

6.24 Advice and assistance in maintaining the viability of rural local shops is available through the Sussex Rural Community Council and the Countryside Agency.

6.25 A scheme has been set up by the District Council partially to assist neighbour-hood shops in towns and villages by rebating non-domestic rates if they are experiencing hardship and their economic viability is marginal.

### **Shopfronts**

6.26 Shopfronts which are sympathetic to their surroundings are a great attribute to the street scene of town centres and villages as they help them to retain and develop new individual character. This, in turn, can help to stimulate a vibrant economy which is important when there is competition from other town centres and out-of-town retailing centres. Shops often form the traditional hub of community life and well-designed shopfronts constructed in appropriate materials can be important in retaining the traditional character and appearance of towns and villages as well as enhancing and promoting the image of towns.

6.27 The District Council will, therefore, expect shopfronts throughout the District to be well designed and follow the general principles detailed in the District Council publications entitled "Shopfronts and Advertisements in Seaford" and "Shopfronts and Advertisements in Lewes". Quality of design and materials will be particularly carefully considered in connection with proposals affecting a Listed Building and, in Conservation Areas, the Council will assess whether the proposals preserve or enhance the character and appearance of the building and/or the area.

6.28 The design of new shopfronts will be expected to comply with Policy ST3.

### **Re-use of Rural Buildings**

**E9 *Planning permission will be granted for the re-use of rural buildings in the countryside for commercial uses (excluding retail), tourism, community uses and sport and recreation if the following criteria are met:***

- (a) *they are of permanent and substantial construction***
- (b) *the conversion does not lead to dispersal of activity on such***

- (c) a scale as to prejudice town or village vitality and viability  
their form, bulk and general design are in keeping with their surroundings or can be made such by securing an improvement in the external appearance of the building**
- (d) they are capable of conversion without major reconstruction**
- (e) any outside storage forms a minor and ancillary part of the use**
- (f) a satisfactory relationship is achieved between proposals for an individual building or buildings and any other building(s) on an important related part of the site or landholding, if necessary by the conclusion of any appropriate planning obligations or agreements**
- (g) the conversion would not give rise to an unavoidable need for unsightly overhead power and telephone connections, and**
- (h) it complies with all other relevant District-wide policies**

***In the event of the proposal involving the re-use of an agricultural building constructed under Permitted Development Rights within the last ten years, planning permission may not be granted unless the District Council are satisfied that the building has formally been used for genuine agricultural purposes***

***Permitted development rights on the converted building may be removed if the exercise of such rights would be likely to have a seriously detrimental effect on the character or appearance of the building(s) or the wider landscape setting.***

6.29 The Policy relates to buildings and land which are predominantly agricultural in character. The larger institutional type of buildings which are found in the countryside are covered by Policy CT5.

6.30 Over the last few decades there have been significant changes in the agricultural world and there are now increasing pressures for farmers to reduce the level of agricultural production. This has resulted in the need for some farmers/landowners to diversify farm businesses and seek alternative uses for their rural buildings and land. The Council considers that it is important that the countryside continues to contribute to the overall economy of the District and, therefore, the most suitable alternative for rural buildings is an employment generating use. However, it is also recognised that it is important that the inherent character of the countryside is maintained and, therefore, any proposals should respect this. Proposals within the Area of Outstanding Natural Beauty will also be considered against Policy CT2.

6.31 PPG7 (The Countryside: Environmental Quality and Social and Economic Development) clarifies government policy on the re-use of rural buildings and recognises that such buildings have an important role in meeting the needs of rural areas for industrial and commercial development as well as for tourism and community uses.

6.32 Proposals for food and drink uses (Use Class A3) are considered to be appropriate in the countryside in order to provide for, and encourage, tourism. Any outdoor paraphernalia provided in association with the proposal will be strictly

controlled, however, in order to ensure that the proposal does not detract from the character of the surrounding area. If permitted, proposals for food and drink uses, will include conditions to restrict change of use from A3 to A1 (retail) to ensure that retail proposals are not dispersed into the countryside detracting from the vitality and viability of town centres, in conflict with PPG6 (Town Centres and Retail Developments).

6.33 In an area such as the Lewes District, where the creation of local employment is a priority, residential re-use of a rural building is not generally acceptable unless it conforms with policy RES7.

6.34 Any new use should not necessitate any major reconstruction or any extension to the original building.

6.35 Some agricultural buildings do not require planning permission, but can be constructed under agricultural permitted development rights. It is important to ensure that such buildings were genuinely required, and used for agricultural purposes prior to the submission of any proposals for the re-use of the building. The District Council may remove permitted development rights for new farm buildings in respect of that particular agricultural unit or holding if it is considered that it may result in a proliferation of farm buildings which could have a seriously detrimental effect on the landscape. In the event of the re-use of a building being associated with farm diversification the District Council may seek a planning obligation under Section 106 to tie the building to the land, so as to discourage the subsequent fragmentation of the agricultural unit by separate sale of the building. Generally, the conversion of buildings solely to residential use will be unacceptable as it is recognised that such a use has a minimal economic impact on the rural area. Residential development may, however, be acceptable in certain circumstances (See Policy RES 7).

## **Tourism**

### **General Strategy**

***E10 Planning permission will be granted for tourism facilities which make the most effective use of the District's cultural, natural and historic assets, subject to compliance with all relevant District-Wide Policies.***

6.36 Lewes District has a great deal to offer visitors, including the attractive coastline and unspoilt countryside and places of historical and cultural interest varying from the nationally important historic town of Lewes and the internationally famous Glyndebourne Opera House to the downland villages of the Sussex Downs Area of Outstanding Natural Beauty. However, it is also important to appreciate that the concern for the environment, both natural and built, will be a prime consideration. In particular, the issue of traffic generated by any facility will need to be addressed carefully.

## **Hotels, Guest Houses and other Serviced Accommodation**

***E11 Planning permission for hotels, guest houses and other serviced accommodation will be granted within Planning Boundaries provided that the proposal complies with all relevant District-Wide Policies.***

***E12 Outside Planning Boundaries planning permission will be granted for hotels, guest houses and other serviced holiday accommodation if use is made of existing buildings (see Policy E9) or facilities. In such circumstances conditions will be imposed to prevent the establishment of permanent residential accommodation and proposals should comply with all relevant District-Wide Policies.***

6.37 Over recent years there has been a change in the general pattern of tourist activity in this country from one main holiday to second holidays and short breaks. Consequently, the opportunity has arisen for less traditional tourist destinations, such as Lewes District, to enjoy the economic benefits which tourism can bring.

6.38 The provision of an increased, and improved, range of tourist accommodation within the District will make a positive contribution to the local economy. However regard will be made to the need to ensure that the environmental impact of any such proposals is compatible with other relevant District-Wide Policies.

6.39 Serviced holiday accommodation can take a variety of forms ranging from hotel and guest houses to self-catering accommodation. However, when granting planning permission for tourist accommodation outside Planning Boundaries care will be taken to ensure that it does not result in permanent residential development (unless it fulfils the criteria in Policy RES6). A condition will usually be applied to any planning permission granted limiting the occupancy of the accommodation to 28 days, to any individuals, or group of individuals, during the period 1 March to 31 October in any year. For example farm based accommodation in converted buildings may be acceptable subject to such a condition.

6.40 The Tourism Strategy which has been prepared by this Council identifies a need for good quality conference and leisure accommodation. The District Council will encourage the provision of such accommodation provided that it conforms with Policies E11 and E12.

6.41 When considering proposals for tourist accommodation other District-Wide Policies will need to be taken into account, as well as the provision of adequate parking and ensuring that the traffic generated by the proposal does not result in unacceptable levels of traffic in the surrounding area.

***E13 Planning permission will not be granted for the change of use of hotels, guest houses and other serviced accommodation if the property is, or can be made, suitable for a reasonable standard of holiday accommodation and there is a demonstrable shortage of such accommodation in the immediate area.***

6.42 The District currently has approximately 130 registered accommodation establishments located within the District or on the borders with neighbouring

districts. Of these establishments, the majority (78%) are serviced, ranging from large hotels to farmhouse accommodation, but with the overwhelming majority consisting of guest houses and bed and breakfast establishments.

6.43 There is strong demand for accommodation of all descriptions within Lewes District, particularly during the period April-October and hence, a need to encourage an increase and diversification of the District's accommodation base.

6.44 There are currently few hotels catering for the upper end of the market and a limited range of accommodation establishments providing conference and business tourism facilities.

6.45 In addition there is a growing demand for informal accommodation, both in bed and breakfast/guesthouse establishments and in self-catering and camping/caravan accommodation. This demand must be recognised in order that the Lewes District continues to attract this important sector of the visitor market.

### **Bunk House Accommodation**

***E14 Planning permission will be granted for the conversion of existing rural buildings to a hostel or similar facility to provide simple overnight accommodation to serve those walking or riding in the District.***

6.46 This Policy applies to sites that are relatively isolated and associated with footpaths and bridleways only. The emphasis is placed on the simple nature of the accommodation. This is in order to retain the character of the buildings converted in sensitive locations and also to preclude the possibility of large-scale hotel-type accommodation requiring access and parking and a substantial character change from the existing building. It is envisaged that there might be some properties adjacent to the downland and the South Downs Way long distance footpath where this could form a useful part of farm diversification.

### **Existing Camping/Touring Caravan Sites**

***E15 Planning permission will not be granted for proposals which would result in the loss of existing caravan and camping sites.***

6.47 There are currently three caravan sites within the District, namely Sunnyside (Seaford), Rushy Hill (between Peacehaven and Newhaven) and Hampden Vale (South Heighton) and a camping site at The Buckle, Seaford. The latter site also provides pitches for tents/touring caravans. It is recognised that these facilities make an important contribution to the tourism sector of the economy. In addition, there are limited opportunities within the District to provide additional caravan and camping sites. Therefore, it is considered important that the existing sites are retained in their current use. However, in order to allow for the existing sites to meet modern-day expectations the enhancements/upgrading of the sites would be acceptable providing that any development complies with all other appropriate District-Wide Policies.

## ***New Camping/Touring Caravan Sites***

***E16 Within the Sussex Downs Area of Outstanding Natural Beauty planning permission will only be permitted for camping and touring caravan sites where the following criteria are met:***

- (a) there is proven genuine need for the facility which cannot be met outside the Sussex Downs Area of Outstanding Natural Beauty***
- (b) the proposal responds sensitively to the local environment by incorporating a standard of design which conserves or enhances the landscape character and quality of the immediate area and the wider Sussex Downs AONB***
- (c) the proposal complies with all the criteria in Policy E17***
- (d) the proposal complies with all the relevant District-wide policies***

***E17 Outside the Sussex Downs Area of Outstanding Natural Beauty planning permission will only be granted for camping or touring caravan sites where the following criteria are met:***

- (a) there is reasonable access from the primary or secondary road network***
- (b) use is made of existing buildings/structures in providing ancillary facilities. Small scale new buildings should be sited close to any existing buildings and sympathetically designed***
- (c) the site is adequately screened with either existing trees/hedges or will be landscaped in a way which enables the development to be accommodated without detracting from the character or quality of the area***
- (d) conditions will be applied limiting the use of the site in order to preclude its use as winter storage for touring caravans***
- (e) the proposal complies with all relevant District-Wide Policies***

***E18 Planning permission for the occupation of caravan/camp sites outside the months of March-October will not be granted in areas identified by the Environment Agency as at risk from tidal flooding.***

6.48 The Sussex Downs Area of Outstanding Natural Beauty and the South Downs Way long distance footpath together attract a number of visitors to the District, some of whom may undoubtedly require short-term camping facilities. However, within the Sussex Downs Area of Outstanding Natural Beauty, only small sites will be acceptable (ie, generally less than 10 tents).

6.49 Camping in tents or touring caravans is popular and is often a means for farmers and landowners to supplement their incomes. In addition, the provision of such facilities can help to retain visitors in the district for longer time periods to the benefit of the local economy as a whole. It is important, however, to ensure that camping facilities do not detract from the landscape quality of the area.

6.50 Waterside campsites are attractive in summer. However, the instability of caravans may place their occupants at special risk and the Council will take the Environment Agency's advice on the desirability of occupying holiday caravans in flood risk areas in winter months.

6.51 The District Council's Tourism Strategy identified that there is a shortage of non-serviced accommodation, including camping/caravan sites and that an increase of this type of facility should be encouraged.

6.52 Sites with good access to the A26 are likely to be most suitable. Sites with leisure consents, such as unimplemented golf courses, may also be suitable, subject to compliance with the appropriate District-Wide Policies (particularly Policy RE4 – New Recreational and Leisure Development in the Countryside).

### **Static Holiday Caravan Sites**

***E19 Planning permission will not be granted for the establishment of static holiday caravan sites.***

6.53 The Council considers that static holiday caravan sites are obtrusive in the landscape and detrimental to the coastal and rural character of the District and, as such, will be resisted.

## CHAPTER 7 – THE COAST AND COUNTRYSIDE ENVIRONMENT

In this chapter there are policies which deal with the following issues:

- Planning Boundary and Key Countryside (CT1)
- Landscaping Conservation and Enhancement (CT2, CT3)
- Protection of Agricultural Land (CT4)
- Institutional Sites (CT5)
- The Coast (CT6, CT7)
- Heritage Coast (CT8)

### ***Aims***

- ❖ To safeguard important landscape, archaeological, ecological and geological features of the coast and countryside from irreversible change.
- ❖ To protect the best and most versatile agricultural land from irreversible development.
- ❖ To achieve a balance between the conservation of the urban and rural environment and the development needs of the District.
- ❖ To safeguard the quality and quantity of freshwater and the quality of seawater against the effects of development.

### ***Objectives***

- ❖ To ensure that the general landscape character of the coast and countryside is not prejudiced by inappropriate development or unsympathetic land uses.
- ❖ To protect, enhance and manage the traditional landscape and character of villages and habitats of the coast and countryside, in particular, the AONB and Heritage Coast.
- ❖ To define Planning Boundaries, where appropriate, around the towns and villages which establish the limits of acceptable growth.
- ❖ To ensure that any new development in the countryside does not significantly increase use of the network of unsuitable roads by motor vehicles.

- ❖ To ensure that any new development in the countryside does not prejudice, and wherever possible, improves the quality of fresh water, sea water and the beaches.
- ❖ To safeguard the coastal tidal and fluvial defences.

## DISTRICT-WIDE POLICIES

### Planning Boundary and Key Countryside Policy

**CT1** *Development will be contained within the Planning Boundaries as shown on the Proposals Map. Planning permission will not be granted for development outside the Planning Boundaries, other than for that specifically referred to in other chapters of the Plan or listed below:*

- (a) institutional sites (Policy CT5)*
- (b) new residential development in the Countryside (Policy RES6 & RES7)*
- (c) certain tourism proposals (Policies E12,E14, E16,E17)*
- (d) minor development proposals which are essential to meet the needs of local communities and community services*
- (e) affordable homes exceptions sites (Policy RES10)*
- (f) re-use and adaptation of rural buildings (Policy E9)*
- (g) certain forms of sports, recreational and leisure development (Policy RE4)*
- (h) any other development in the countryside for which a specific policy reference is made elsewhere in the Plan*
- (i) proposals which feature in an adopted minerals or waste disposal local plan*
- (j) provision of essential/service facilities to meet community or environmental needs for which a rural location is required.*
- (k) development which can be shown to be reasonably necessary for the purposes of agriculture or forestry.*

***The retention of the open character of the countryside is of heightened importance where it separates settlements and prevents their coalescence. Development referred to above may not be acceptable where its scale would significantly erode the gap between settlements and detract from their separate identities.***

7.1 This Policy covers the broad pattern of development across the District wherein development is generally acceptable within Planning Boundaries, although it will be tightly controlled outside such boundaries.

7.2 The District Council has, therefore, defined Planning Boundaries around towns and villages in the District. The boundaries do not necessarily reflect the physical and social form of the settlements, but indicate the areas in which development may be acceptable, subject to other District-Wide Policies. These aim to ensure, for instance, that the area within the Planning Boundaries is not

subject to over-development and that development respects the character of the settlements.

7.3 The boundaries have been defined around individual towns and villages in order to identify the area beyond the boundaries where development would normally be unacceptable unless it is for uses compatible with the countryside. Development proposals which comply with the above Policy and the appropriate environmental standard policies are not prejudiced by the intention of Policy CT1 that the countryside will remain in use for agricultural, woodland and recreational uses which are compatible with the conservation of the area.

7.4 The open countryside can also form the rural setting for towns and villages. The protection of this countryside from encroachment by inappropriate development, therefore, also serves to safeguard the setting and character of these settlements, as well as preventing their coalescence which could erode their separate identities.

7.5 The settlements/sites with Planning Boundaries are as follows:

- Lewes
- Peacehaven
- Newhaven
- Seaford
- Barcombe Cross
- South Chailey (Mill Lane)
- South Chailey (South Street)
- North Chailey
- Sheffield Park Sites
- Chailey Old Heritage
- Chailey New Heritage
- Ditchling
- Ditchling (Tidy's Industrial Estate)
- 'New' Cooksbridge
- Kingston
- Newick
- Plumpton
- Piddinghoe
- Ringmer
- Ringmer (The Broyle)
- Rodmell
- Wivelsfield
- Wivelsfield Parish (World's End)
- Wivelsfield Parish (Greenhill Way)

### ***Landscape Conservation and Enhancement***

***CT2 In order to ensure the continued protection of the landscape and character of the Sussex Downs Area of Outstanding Natural Beauty (AONB) planning permission will only be granted where proposals:***

- (a) respect the natural beauty of the Downland area in terms of siting, use, form, layout, design and materials**
- (b) complement, and are consistent with, the quiet informal enjoyment of the area by the public and**
- (c) respect the distinctive qualities of the AONB.**

**Opportunities will be taken, wherever possible, to enhance the landscape character of the AONB and secure long term positive management measures.**

**Major development would be incompatible with the protection of the character of the AONB. Only a demonstrable national need and lack of alternative sites could justify any exception.**

7.6 Almost all of the attractive rolling chalk downland is recognised as being of national importance by its inclusion within the Sussex Downs Area of Outstanding Natural Beauty. The purpose of designation is threefold:

- (a) to conserve natural beauty, including flora and fauna
- (b) to meet the demands for recreation as far as it is consistent with (a) above and the needs of agriculture, forestry and other uses
- (c) to safeguard agriculture, forestry, other rural industries and the economic and social needs of local communities

7.7 National and strategic planning policies require strict control of development in the AONB. The District Council considers that every effort should be made to protect the AONB from inappropriate development which could be harmful to the visual quality and character of the area. Some informal recreation pursuits may be acceptable in the AONB, provided that they respect the quiet enjoyment of the area and are sympathetically located. In considering any development proposals within the AONB the Council will give priority to the protection of the quiet beauty and natural and historic resources of the open downland landscape, the river valleys and the downland villages. The Town and Country Planning (Environmental Assessment) Regulations 1988 (amended) require any major development proposals in an AONB to be accompanied by an environmental assessment in order to ensure the character and appearance of the landscape is not jeopardised.

7.8 The AONB has a strong traditional character in terms of both its natural features and built environment. It is rich in natural features, such as the habitats of animal and plant life and in archaeological and historical features and areas of interest. Therefore policies in the Plan which deal with the specific issues, also pay particular regard to the AONB. In addition, the Sussex Downs Conservation Board commissioned "A Landscape Assessment of the Sussex Downs Area of Outstanding Natural Beauty" (Published 1995). The document elaborates upon the various landscape types and highlights issues and priorities for landscape management. Also, a management strategy was published in 1996. Both these documents will be used as Supplementary Planning Guidance when considering proposals within the AONB.

7.9 The restoration of natural features, environmentally sensitive farming and other issues of central importance to the integrity of the AONB are, largely, not within the remit of planning powers. Nonetheless, the District Council, as Local Planning Authority, will seek to secure decisive conservation and enhancement measures within the powers associated with Planning Authorities. The District Council will also support non-planning initiatives which aim to secure the long-term objectives of the AONB, such as a Management Plan for the downland, and programmes for the conservation, restoration and enhancement of the landscape and for the management and education of visitors. In particular it will co-operate with the Sussex Downs Conservation Board to benefit the environment and residents of the Sussex Downs Area of Outstanding Beauty.

***CT3 Outside the AONB the rural landscape will be protected for its own sake and, where applicable, as a foreground setting for the Downs. Applications for development will be judged in relation to their effect on the particular landscape quality and character of the area, including any impact on remoteness and tranquillity.***

***Opportunities will be taken, wherever possible, to enhance landscape quality and character and secure long-term positive management measures.***

7.10 Part of the District is recognised as being of national importance by its inclusion within the Sussex Downs Area of Outstanding Natural Beauty. The remainder is, nevertheless, of very high landscape value and is worthy of protection for its own sake and as an appropriate and attractive foreground setting for the Downs.

7.11 In order to reflect the special importance of the character of the landscape, East Sussex County Council has defined "Landscape Character Areas". These are derived from the Woodland Forum. They are areas of distinctive landscape character identified by their landform, their pattern of rivers, streams, woods, trees, hedges and fields, and the character of their towns, villages, farms and other buildings. For example, the flat, open countryside of parts of the Eastern Low Weald contrasts with the bold, smooth, open landforms of the Downs and the rolling, heavily-wooded country of much of the High Weald. Each character area has distinctive features which need to be conserved in order to retain its essential character.

7.12 Within the countryside of the District there is a variety of habitats, geological and archaeological areas which are of national or local importance. Good quality farmland is found in parts of the area and the protection of these historic and natural resources is a key feature of this Plan. Although the management of land is not subject to planning control the Council will encourage good land management wherever associated with planning activities.

### **Protection of Agricultural Land**

***CT4 The District Council will not permit development that would result in the irreversible loss of the best and most versatile agricultural land (Grades 1, 2 and 3a).***

7.13 Good quality farmland is not only recognised as an important resource locally and nationally, but also makes a valuable contribution to the landscape character of the rural environment.

7.14 Planning Policy Guidance Note 3, Housing, suggests that, during the preparation of the Development Plans and in considering planning applications, the quality of any agricultural land which would be lost through development proposals should be taken into account. The best and most versatile agricultural land is stated as being the Grades 1, 2 and 3a. This land is considered to be a national resource and the Policies in the Plan seek to protect it from development which could not be easily curtailed/removed, and the land returned to agricultural use at the original grade if required.

### **Institutional Sites**

***CT5 Planning permission will be granted for the conversion/change of use of institutional sites in the countryside provided that:***

- (a) any buildings which contribute towards the existing character of the site will be retained***
- (b) buildings which are detrimental to the rural character of the district are removed***
- (c) the site is genuinely redundant***
- (d) the traffic generated by the proposed new use does not significantly exceed that experienced when the existing use was fully operational, especially where road access in the vicinity is substandard.***

***Alternative uses will be assessed by consideration of the characteristics of the site, its buildings and surroundings, the level of local services and the appropriateness of the proposed use.***

7.15 Existing institutional uses in the countryside come forward unexpectedly for development if the present use ceases. Often these large sites have, over time, become well integrated into the countryside. It is important to ensure that new uses for these sites can be integrated into the rural character of the Plan Area in terms of layout, design and landscaping. The nature of such sites does mean that, for the most part, they will be unidentified rather than identified sites.

7.16 Where major institutional sites come forward for proposed conversion or change of use it will be important to ensure that schemes are well designed and relate well to their surroundings. In any such cases the Council will seek to further these aims by preparing non-statutory Supplementary Planning Guidance in the form of a development brief. This will then be used as a material consideration in considering any planning applications. Alternatively, development briefs, master plans or design statements prepared by intending developers (and agreed by the Council) may also be used for this purpose.

7.17 Widespread site clearance is unlikely to be appropriate unless a site is totally occupied by unsightly buildings. The re-use of the site, therefore, is expected

normally to combine retention and conversion of the best buildings, and removal of the worst.

7.18 In assessing the impact of new uses the District Council will have particular regard to the relative levels of traffic generated by proposed uses and the previous use of the site when it was fully operational. However, the District Council will not necessarily be committed to accept continuation of the previous level of traffic generated if that can be shown to have had a genuinely harmful effect on the local environment.

7.19 Alternative uses will depend on the nature of the site, its surroundings and its access. A continued "institutional" use may be appropriate for large sites which have previously had uses of a similar nature (educational, medical etc). Uses providing employment or "rural leisure" in the countryside (normally Class D1), providing they are in appropriate locations, will help to increase rural employment opportunities. Residential use may be acceptable. However, regard will be paid to the accessibility of local services and the availability of alternative transport to the private car. When assessing proposals the District Council will require new uses to integrate into the countryside and to create no adverse change in the character of the area.

## **Coastal Policies**

**CT6 *Outside the Planning Boundaries, in addition to the provisions of Policy CT1, the District Council will not permit development on the coast (including cliff tops, cliffs, beaches, foreshore, and other associated areas) which:***

- (a) does not require a coastal location; or***
- (b) would result in the loss of undeveloped coast; or***
- (c) would have an adverse impact on its landscape character or features of ecological, geological or archaeological significance.***

**CT7 *Within the Planning Boundaries of towns:***

- (a) development on seafronts and cliff tops should complement and be appropriate to its special setting in terms of bulk, form, materials, layout and hard and soft landscaping***
- (b) the District Council will not permit development which would result in the loss of undeveloped land on seafronts and cliff tops where such a loss would adversely affect the character of the landscape/townscape of the area. Development may be acceptable in exceptional cases only, if a strong case can be made for development that would have environmental or community benefits that outweigh the loss of the undeveloped land.***

7.20 The undeveloped coast in the Lewes District is worthy of protection. The cliff top area between East Saltdean and Newhaven together with the protected Heritage Coast between Seaford and Eastbourne are amongst the only remaining stretches of undeveloped downland cliff top in Sussex, although some defence

works have taken place at East Saltdean/Peacehaven/Telscombe and investigations into the feasibility of further works have taken place. Much of the marine and littoral areas and cliff top areas are rich in flora and fauna, specific to a particular area. The landscape character is also a unique result of natural processes; the action of the waves on the Seaford Head, for example, or the deposition of the alluvial and marine sediments at Tidemills, Newhaven. The cliffs between Newhaven and East Saltdean are protected as Sites of Special Scientific Interest, primarily for the geology of the cliff and the foreshore.

## **Heritage Coast**

***CT8 Within the Heritage Coast area as shown on the Proposals Map, planning permission will not be permitted unless proposals:***

- (a) respect the natural beauty of the coast, including flora and fauna, and heritage features;***
- (b) facilitate and enhance the enjoyment of the Heritage Coast and complement and are consistent with the natural beauty and heritage features;***
- (c) maintain and, where necessary, enhance the environmental health of inshore waters.***

7.21 The cliffs between Seaford and Eastbourne are designated as Heritage Coast. Between Newhaven and East Saltdean (and as far as Brighton) they are protected as Sites of Special Scientific Interest, primarily for the geology of the cliff and foreshore. There is also a voluntary Marine Conservation Area at the Seven Sisters. The landscape and environmental value of the cliffs and foreshore is undisputed. These policies are intended to draw together policies for the coast and to ensure that the integrity of the coast is protected.

7.22 As a first principle, the District Council will resist development on undeveloped coast. Where there is a specific need for a coastal location, then proposals will be examined in the light of these policies, and Policies CT6 and CT7.

7.23 Although planning control can only be exercised above low water level, the Council will also have regard to the effects of any shoreline development on the broader marine environment, both within and adjoining the District.

7.24 The coast is perhaps more easily understood than defined. Clearly the foreshore, beaches and adjacent land above high water level are included, as are the cliffs and cliff edges. However, people's perception of "the coast" also relates to the adjoining land which complements, or detracts from, the experience of being by the sea. This zone can be as narrow as a seafront in urban areas, to perhaps half a mile on a downland cliff top. The "other associated areas" in this policy, therefore, will be considered to be areas which can reasonably be considered to affect directly people's perception of the seaside environment when they are either at sea level or viewing the sea from cliffs.

7.25 Tourism and the popularity of coastal areas with visitors has also put pressure on the undeveloped coast. A balance needs to be found between the

conservation needs of the coastal environment and the needs of visitors who wish to enjoy their surroundings. Policies CT2 and CT3 allow for quiet informal enjoyment of the countryside and, where appropriate, should be used in conjunction with these policies. Cliff top paths and long distance coastal walks are popular nationwide and, although much of the South Downs Way is on the coast, a more comprehensive access to the entire coast of the District needs to be promoted through negotiation and, if appropriate, development control.

### **Coastal Defence and Flood Protection**

7.26 The Policies relating to coastal defences and flood protection can be found in the Environmental Principles and Design Standards Section (Policies ST15 – ST17).

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## CHAPTER 8 - THE HISTORIC ENVIRONMENT

In this Chapter there are Policies which deal with the following issues:

- Stewardship of the Historic Development (H1)
- Listed Buildings (H2)
- Buildings of Local, Visual or Historic Interest (H3)
- Conservation Areas (H4)
- Development within or affecting Conservation Areas (H5)
- Commercial Activities and Conservation (H6)
- Traffic in Conservation Areas (H7, H8)
- Archaeological Sites (H9-H11)
- Areas of Established Character (H12)
- Parks and Gardens of Special Historic Interest (H13)
- Parks and Gardens of Local Historic Interest (H14)

### **Aims**

- ❖ To ensure that the historic environment is preserved for the future and protected from irreversible or inappropriate change.
- ❖ To encourage appropriate maintenance and restoration of the historic features of the District.
- ❖ To promote appreciation and enjoyment of the District's historical and archaeological heritage.
- ❖ To promote enhancement of areas of archaeological and historic interest.

### **Objectives**

- ❖ To ensure that new developments preserve and enhance the character and appearance of Conservation Areas and respect the setting of historic buildings.
- ❖ To ensure that any new developments do not generate a significant increase in traffic through Conservation Areas.
- ❖ To ensure adequate protection, restoration and maintenance of listed buildings, their settings and any features of special architectural or historic interest which they possess.
- ❖ To ensure that sites of archaeological importance are given adequate protection from development.

- ❖ To protect Parks and Gardens of Special Historic Interest and to promote their maintenance or restoration, as appropriate.
- ❖ To promote access to appropriate historic and archaeological features and appreciation of the District's heritage.

## **DISTRICT-WIDE POLICIES**

### **Stewardship of the Historic Environment**

***H1 Development will not be permitted which would damage or destroy historic features of national or local importance or their landscape setting.***

8.1 The physical records of the past are to be valued and protected for their own sake as a central part of the cultural heritage of the District, and for their contribution to people's sense of national and local identity. They are an irreplaceable record which contributes in many ways to the understanding of the present and the past. Their presence contributes to the quality of life and sustains the sense of local distinctiveness.

8.2 The policies in this Plan define the parameters for conservation and change to be applied through the planning system.

### **Listed Buildings and other Buildings of Local, Visual or Historic Interest**

#### **Listed Buildings**

***H2 Consent will not be granted for any proposal which:***

- (a) involves the demolition of a listed building unless the Council is satisfied that every possible effort has been made to continue its present use or find a suitable new use; that preservation in some form of charitable or community ownership is not suitable or possible; or that redevelopment would produce substantial benefits for the community which would decisively outweigh the loss resulting from demolition. Where demolition can be justified, consent will not be granted until there are approved detailed plans for redevelopment and development is about to commence. The Council will seek, by legal agreement or condition, to ensure that demolition will be immediately followed by redevelopment. Consent will not be granted for the partial demolition of a listed building, except the removal of additions which are of no historic or architectural interest, and where there is an overall improvement to the listed building***
- (b) would adversely affect the architectural or historic character of a listed building, its internal or external features of special architectural or historic interest, or its setting.***

8.3 Listed buildings contribute towards the special character and identity of the Plan Area and the heritage to be safeguarded for future generations.

8.4 There will be a presumption in favour of the preservation of buildings statutorily listed as being of Special Architectural or Historic Interest. These buildings represent a finite national and local resource and are an irreplaceable asset. Legislation provides that listed building consent is required for the demolition, in whole or in part, of listed buildings and for works of alteration or extension which would affect its character. Listed building consent is required even when demolition or alteration does not constitute development requiring planning permission. The policies in this Plan relate to development which may require planning permission and listed building consent.

8.5 Where alterations or extensions are proposed to listed buildings the District Council will require the use of materials which are justifiable and fully compatible. This will often mean traditional materials. However, extensions which utilise non traditional materials may be acceptable provided they are truly complementary and of a high standard of design. In considering development the District Council will have regard to the importance of the building, its special features, setting and contribution to the local scene.

### **Buildings of Local, Visual or Historic Interest**

***H3 Planning permission will be refused for demolition or development adversely affecting the character of Buildings of Local, Visual or Historic Interest unless:***

- (a) the condition of the building is such that the repair and maintenance costs for the building's retention and use is demonstrably prohibitive***
- (b) adequate efforts have been made to retain the building in use, and***
- (c) there is sufficient merit in the alternative proposals for the site.***

***A list of these buildings is contained in Appendix 2***

8.6 In addition to listed buildings there are also buildings which, although not eligible for the statutory list, are considered to be of local importance and, therefore, worthy of protection. Within Lewes District these designated buildings are located solely within rural areas and often constitute an important component of the overall countryside scene. Lewes District Council wishes to ensure that the contribution of these buildings to the countryside is maintained.

### **Conservation Areas**

*Note: Conservation Areas are shown on the relevant Inset Maps.*

### **Designation, Review and Enhancement**

***H4 The District Council will, where appropriate, designate new Conservation Areas and review the boundaries of existing areas, subject to an***

**assessment of special interest. When considering the special interest the District Council will have regard to:**

- (a) the origins and development of the topographic framework**
- (b) the archaeological significance and potential of the area, including any scheduled ancient monument**
- (c) the architectural and historic quality, character and coherence of the buildings, both listed and unlisted and the contribution which they make to the special interest of the area**
- (d) the character and hierarchy of spaces and townscape quality**
- (e) prevalent and traditional building materials**
- (f) contribution made by greens or green spaces, trees, hedges and other natural or cultivated elements to the character of the area**
- (g) the prevailing (or former) uses within the area and their historic patronage, and the influence of these on the plan form and building types**
- (h) the relationship of the built environment to landscape or open countryside, including definition of significant landmarks, vistas and panoramas, where appropriate**
- (i) the extent of loss, intrusion or damage, ie, the negative factors, and**
- (j) the existence of any neutral areas.**

8.7 Conservation Area assessments will be prepared for existing and new Conservation Areas. These will include the character statements and proposals for enhancements. These will be published for public consultation and will be used as Supplementary Planning Guidance.

8.8 The enhancement of Conservation Areas will be promoted by the preparation of a programme of enhancements, and within its financial constraints the District Council will endeavour to provide some financial assistance for projects improving Conservation Areas. However, enhancement is the responsibility of everybody and wherever possible the District Council will endeavour to help to provide expert advice on issues such as design and materials, where such advice might not otherwise be available.

#### **Development within or affecting Conservation Areas**

**H5 Planning permission and/or listed building consent will be granted for developments within or near to Conservation Areas, provided that they:**

- (a) conserve or enhance the special architectural or historic character or appearance of the area and re-instate historic elements wherever possible**
- (b) do not require the demolition or partial demolition of any unlisted building(s) which make a positive contribution to the character or appearance of the area**
- (c) use materials which are traditional to the area or are otherwise sympathetic to the character of the particular building or site**
- (d) respect the design of the existing buildings of the area**

- (e) respect any important traditional groupings of buildings which contribute to the character of the area**
- (f) protect open spaces, trees and significant public views, and**
- (g) comply with the criteria in Policy ST3**

***Where a building makes no positive contribution to the character or appearance of the Conservation Area, consent for demolition may be granted subject (a) to planning permission having been granted for redevelopment of the site and (b) to a condition that demolition will not take place until a contract has been entered into for the implementation of the planning permission.***

8.9 Designation of a Conservation Area does not mean that the District Council will resist development in the area as a matter of principle; rather that particular attention will be paid to the design of any development, to ensure that it is sensitive to the character and appearance of the area. All the general principles in relation to the design, form and setting of development as stated in Policy ST3 will apply to any development as well as the additional criteria in Policy H5 which are specifically applicable to Conservation Areas.

8.10 There may be existing buildings or other features which detract from the appearance of a Conservation Area. The District Council will encourage the redevelopment of such buildings provided that the design of the new development is sympathetic to its surroundings.

8.11 However, the buildings within Conservation Areas are the very fabric of the areas, and even though not all of these buildings will be listed as being of architectural or historic interest, they are for the most part essential to the character of the Conservation Areas. Therefore there will be a strong presumption in favour of retaining buildings, structures, spaces and natural features where they make a positive contribution to the area.

8.12 The design of new buildings in Conservation Areas needs very careful consideration. Through the skilful design of new buildings to respect their setting, old and new buildings can be woven into the fabric of the living and working community. The most interesting streets in the urban and rural Conservation Areas include a variety of building styles, materials and forms of construction, built in many different historical periods. However, through the scale, height, massing, alignment, materials and landscaping the buildings harmonise into a pleasing group. New buildings, therefore, do not need to copy their neighbours in detail, providing they follow these architectural principles.

8.13 Because of the importance of ensuring that new development complements Conservation Areas, outline planning applications will not normally be acceptable. In most cases, the District Council will seek detailed plans and contextual drawings from applicants to illustrate how a proposed building will fit into the streetscene.

8.14 In accordance with PPG15 (Planning and the Historic Environment), the District Council have a programme of preparing and reviewing a 'Conservation Area Assessment' for each Conservation Area. The Assessment looks at issues such as historical development, the archaeological significance and potential, the

prevalent building materials, the character and hierarchy of spaces and trees and other green features.

8.15 The District Council has set up an Architects' Advisory Panel with the co-operation of the Royal Institute of British Architects. The Panel advises the District Council on applications which are of design significance to any part of the District. Proposals for significant new buildings in Conservation Areas, therefore, will normally be considered by the Panel, whose advice is reported to the Committee determining the application.

8.16 When considering planning applications outside Conservation Areas the District Council will have regard to their impact on the Area's setting or views into or out of the Area.

## **Commercial Activities and Conservation**

### **Upper Floors**

***H6 When considering planning applications involving the change of use or alteration of commercial premises on the ground floors of listed buildings and buildings in Conservation Areas the District Council will, where appropriate, require provision for separate access from the street to upper floors, unless the building will be in a single use.***

8.17 It is essential that the fabric of listed buildings and buildings in Conservation Areas is maintained in sound condition. This is more likely to come about if all floors of the building are in use. The District Council's experience has been that, where upper floors are inaccessible and unused, structural deterioration is likely to set in. Therefore, applicants proposing replacement shopfronts etc on the ground floors of such properties will be required to demonstrate how access to upper floors can be gained for residential or commercial uses. In addition to the practical benefits of good building maintenance, the full use of buildings in town centres is also encouraged as a means of increasing the vitality and viability of the area and the supply of small units of residential accommodation.

### **Advertisements**

8.18 Many of the Conservation Areas in the District are within town centres and many of its listed buildings in towns and villages are in commercial use. The District Council recognises the need for appropriate advertisements to support economic activities, but the controls exercised through Policy ST27 and Policy ST28 will have regard to the conservation of the particular features of architectural or historic interest of the building and the wider area.

### **Traffic in Conservation Areas**

***H7 In the exercise of its planning powers the District Council will seek to minimise the traffic levels in Conservation Areas and applicants for planning permission may be required to provide traffic impact studies to help assessment. Where necessary the District Council, in conjunction with the Highway Authority, may require traffic***

***management measures to be implemented to manage the impact on the Conservation Area of traffic associated with a development proposal.***

***H8 In its preparation of enhancement schemes for Conservation Areas the District Council will seek to negotiate appropriate traffic management proposals with the Highway Authority.***

8.19 In its consideration of planning applications the District Council will take into account the extent to which uses would increase traffic in Conservation Areas, either by generation of traffic within the Areas or by generation of traffic from a use outside the Conservation Area which will generate through traffic within it. Conversely, the District Council will take into account any reduction of traffic associated with proposals in Conservation Areas, for example, by replacement of a traffic generating use or relocation.

8.20 The District Council is not a Highway Authority, but has always regarded traffic management as an integral part of the enhancement of Conservation Areas. Therefore, it will endeavour to work with the County Highway Authority to secure environmental improvement within Conservation Areas, where appropriate, through traffic management and the use of a minimum signage for traffic regulations. Therefore the District Council may require traffic management measures which are acceptable to the Highway Authority to be implemented in association with development. This may include measures to calm traffic or reduce car use.

### ***Archaeological Sites***

***H9 The District Council will not permit development which would have an adverse effect on Scheduled Ancient Monuments and other nationally and locally important archaeological monuments and their settings.***

***H10 Where, exceptionally, planning permission is granted for development affecting Scheduled Ancient Monuments and other nationally and locally important archaeological monuments, and their settings, the applicant will be required to provide for their in-situ preservation. On sites where the District Council is satisfied that this preferred approach is not justified, proper provision should be made for the excavation and recording of archaeological remains prior to and during development, as may be appropriate.***

***H11 On sites of known archaeological significance or interest, the District Council will ensure that the archaeological aspects of development proposals are assessed before planning applications are determined. Planning permission will not normally be granted where there is not an adequate assessment of archaeological implications.***

8.21 In the Plan Area there are a considerable number of archaeological sites which have been given national recognition and protection from destruction by designation as Ancient Monuments. In addition, there are sites identified by the County Council which are known to have archaeological interest. More generally,

it is now known that the zone of land which extends from the foot of the northern scarp slope of the downs up to and including the greensand ridge (which is adjacent to the A27) is of considerable archaeological potential and the District Council will wish to ensure the opportunities are not lost to investigate all sites of development in this area.

8.22 Where nationally important archaeological remains, whether scheduled or not, and their settings are affected by the proposed development, planning permission will not normally be granted for proposals which would involve significant impact on the setting of visible remains. The case for preservation of archaeological remains will, however, be assessed on the individual merits of each case.

8.23 Archaeological remains should be seen as a finite and non-renewable resource which are in many cases highly fragile and vulnerable to damage. Particular care must, therefore, be taken to ensure that archaeological remains are not needlessly or thoughtlessly destroyed by development.

8.24 It is important that in the exceptional circumstances where development is permitted on such sites, archaeological remains are preserved as they are part of the heritage of the District as well as being of academic and educational significance.

8.25 In cases where it is considered that the preferred approach of physical preservation in situ of archaeological remains is not justified in the circumstances of the case and that development resulting in the destruction of archaeological remains should proceed, the District Council will wish to satisfy itself before granting planning permission that the developer has made appropriate and satisfactory provision for the excavation and recording of the remains. Such excavation and recording would be carried out before development commences.

### ***Areas of Established Character***

***H12 In considering proposals for development within Areas of Established Character, as designated on the Proposals Map, special attention will be paid to the need to retain the existing character of the area in terms of spaciousness, building heights, building size and site coverage, building lines, boundary treatments, trees and landscaping.***

8.26 There are a number of areas within the District which are extremely attractive and make a valuable contribution to the character of towns and villages. They do not have the necessary historic or architectural value to enable them to be Conservation Areas and so lack statutory protection. However, it is considered that these areas are of sufficient merit to justify particular care when development (including redevelopment) proposals are considered. Areas of Established Character, therefore, are defined on the Inset Maps for various parts of the District.

8.27 Preserving the character of these areas depends upon respecting detailed elements of the streetscene, such as building heights, building size and site coverage, hard and soft landscaping, boundary treatments, trees and vegetation, open spaces and appropriate street furniture. The District Council will promote

any improvements to these areas by encouraging appropriate development/redevelopment to be carried out in a sensitive manner.

### **Parks and Gardens of Special Historic Interest**

***H13 In considering proposals for development the District Council will have regard to maintaining the integrity and setting of English Heritage registered Parks and Gardens of Special Historic Interest, as shown on the Proposals Map. Planning permission will be refused for development which would damage them and the District Council will seek to encourage their conservation and restoration in association with development proposals.***

8.28 English Heritage has compiled “The Register of Parks and Gardens of Special Historic Interest in England” which recognises them as an important part of the nation’s heritage.

8.29 Within Lewes District the following have been identified:

Plumpton Place	Newick Park
Glynde Place	Firle Place

8.30 Although there are no additional planning controls which apply specifically to Parks and Gardens of Historic Interest they are significant elements of the rural landscape and the District’s historic and cultural heritage. In addition, they provide the setting for important Listed Buildings. The Council will look closely at development proposals, both within their confines or which would affect their setting, in order to ensure that their essential characteristics are conserved. The District Council will encourage the conservation and restoration of such gardens in association with any grant of permission for development.

### **Parks and Gardens of Local Historic Interest**

***H14 In considering applications for development in or near Parks and Gardens of Local Historic Interest (as defined in Appendix 3) the Council will have regard to the likely effects of the development on its particular character, appearance and setting.***

8.31 In addition to the English Heritage Register of Parks and Gardens of Special Historic Interest, East Sussex County Council have compiled a List of Parks and Gardens of Local Historic Interest. Sites currently included on this List are defined in Appendix 3. From time to time other gardens of importance may be added to the List as their historic significance becomes better recognised or understood and, in such cases, this would be considered a material consideration in assessing planning applications.

### **Historic Battlefields**

8.32 There is one historic battlefield in the Lewes District at Lewes. A policy for this area is contained in the Lewes Chapter.

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## CHAPTER 9 - RECREATION AND COMMUNITY SERVICES

In this chapter there are policies which deal with the following issues:

- Provision of Sport, Recreation and Play (RE1)
- Existing Recreational Open Space (RE2)
- Indoor Recreational Facilities (RE3)
- New Recreational and Leisure Development in the Countryside (RE4)
- Public Rights of Way (RE5)
- Lewes/Sheffield Park Railway Line (RE6)
- Recreation and the Rivers (RE7)
- Equestrian and Related Activities (RE8)
- Allotments (RE9)
- Community Infrastructure (RE10)

### **Aims**

- ❖ To provide for recreation, leisure and community services which are compatible with the environment.
- ❖ To ensure that land and facilities for recreation and community service uses are safeguarded where there is a demonstrable need for them.
- ❖ To provide sufficient sport and recreational facilities to enable full participation by local communities.
- ❖ To ensure that new facilities are provided in appropriate, accessible and safe locations.
- ❖ To identify the requirements for land and premises for community services.

### **Objectives**

- ❖ To establish appropriate levels of provision for sport and recreation throughout the Plan area and identify land to meet shortages.
- ❖ To encourage multiple use facilities where appropriate.
- ❖ To ensure that existing sport, recreation and community facilities are retained or replaced in accordance with the identified needs of the local area.
- ❖ To identify new areas intended for the public provision of sport and recreation facilities and to establish policies by which private facilities may be provided.
- ❖ To seek the improvement and management of public access to the countryside.

- ❖ To ensure that provision of public access and recreation in the countryside and on the coast avoids irreversible damage to the landscape, historical or ecological features.
- ❖ To facilitate the provision of additional community facilities, where appropriate, in an environmentally acceptable manner.

## DISTRICT-WIDE POLICIES

### Provision of Sport, Recreation and Play

***RE1 The Council will seek (through positive planning and provision, and through the control of development) to achieve provision of outdoor public and private playing space, which are as a matter of practise and policy available for public use, to at least the following minimum standards:***

***1.7 ha per 1,000 population for outdoor sports, including pitches, courts and greens, and***

***0.7 ha per 1000 population for children's play, of which about 0.2 – 0.3ha will comprise equipped areas and 0.4 – 0.5ha will be of a more casual or informal nature.***

9.1 The ways in which open spaces are used are not planning matters. Indeed, activities often change over time as the popularity of individual sports and pastimes changes. However, the key issue is to ensure that adequate space is provided and remains available for people's needs.

9.2 The standard most generally applied to the provision of outdoor playing space is that recommended by the National Playing Fields Association (NPFA), of a minimum of 2.4 hectares per thousand population (See Policy RE1 for the breakdown of provision). The standard specifically excludes informal amenity space, ornamented gardens, parks and woodlands.

9.3 The topic paper entitled "Outdoor Playing Space in the Lewes District" indicates the overall provision of outdoor playing space throughout the District. It takes into account areas which are known to be available to the general public. The Topic Paper shows the towns/parishes that fall below the particular deficiencies in the provision of outdoor playing space. The Topic Paper will be updated on a regular basis.

9.4 The principal requirement for youth and adult use derives from the four team sports of cricket, football, hockey and rugby. Unfortunately the opportunities for providing additional pitches are limited due to the lack of sites in District/Town/Parish ownership.

9.5 The opportunities for providing for the shortfall of outdoor sports and children's play space are limited due to the fact that the worst deficiencies occur within stabilised residential areas. However, in order not to exacerbate the deficiency the Council will expect the developers of residential units to provide outdoor sports and children's play space on a pro-rata basis in accordance with policy RES19.

### **Existing Recreational Open Space**

***RE2 Planning permission will not be granted for development proposals which would result in the loss of existing outdoor playing space, or other space with recreational or amenity values regardless of their current or past availability to the public, unless it can be demonstrated that:***

- (a) sports and recreation facilities can be best retained and enhanced through the redevelopment of a small part of the site, or***
- (b) alternative provision of at least equivalent community benefit is made available.***

9.6 In view of the shortage of outdoor playing space within the District and the difficulties in securing new public open space, it is important that existing facilities are retained and their use maximised. Other informal open spaces also fulfil an important recreational role. All existing outdoor spaces, whether owned by the public, private or voluntary organisations, are regarded as particularly significant for recreational and amenity value regardless of their current or past availability to the public or present degree of use, and should be protected, except in the exceptional circumstances allowed for in the above policy.

### **Indoor Recreational Facilities**

***RE3 Proposals which would result in the loss of existing indoor recreational facilities (Class D2 Use Class) will not be permitted. New indoor recreational facilities should be located within the Planning Boundary (as shown on the Proposals Map) and in locations where they can be served by public transport.***

9.7 In addition to the requirements of outdoor recreational space there is a continuing need within the District to retain and, where possible, improve the provision of indoor recreational facilities. The District Council, therefore, will not normally permit development proposals which will result in the loss of such facilities.

9.8 Indoor facilities need to be as accessible as possible, and do not generally require a rural location. They usually involve substantial new buildings and car parking. In view of the strategy of protecting the countryside from inappropriate development, it is considered that new proposals for indoor sports facilities should normally be located within the town or village Planning Boundaries.

9.9 Educational buildings can offer an important facility for indoor sports and the District Council will encourage multiple use wherever possible.

## **New Recreational and Leisure Development in the Countryside**

**RE4 Planning permission will be granted for recreational and leisure development in the countryside (that is, outside the Planning Boundaries) provided that:**

- (a) the development is essentially open and outdoor in character**
- (b) there would be no adverse impact upon the rural character and natural beauty of the area, important wildlife habitats, geophysical, archaeological, historic or agricultural resources and, where appropriate, a landscape and wildlife management plan should be provided**
- (c) any ancillary structures are of an essential and subordinate nature, preferably using existing buildings, and**
- (d) the proposal complies with other policies in the Plan.**

***In particular, proposals in the Sussex Downs Area of Outstanding Natural Beauty, Parks and Gardens of Special Historic Interest, Sites of Special Scientific Interest and National Nature Reserves will not be permitted unless they are compatible with the objectives of these designations.***

9.10 One of the aims of the Plan is to provide for countryside, community, recreational and leisure facilities for the benefit of the rural economy and residents and visitors so long as the activities are compatible with the protection of the countryside in general and the special qualities of the Sussex Downs Area of Outstanding Natural Beauty in particular. Policies in the Plan seek to protect residents' amenities and local landscape character areas, important habitats and historic areas.

9.11 In considering planning applications the District Council will pay particular attention to the local landscape character areas defined by the Woodland Forum. Proposals should utilise existing buildings as far as possible. Applicants will need to demonstrate how existing natural features, such as trees and hedgerows, will be integrated into the proposals, maintained and augmented, where appropriate.

9.12 Applications will be considered in the context of other District-Wide Policies, particularly Policy ST3. New buildings, advertisements etc should be limited in number and size and should be appropriate in design to the area. Ancillary requirements, such as floodlighting and sound amplification, should not normally be required and may be precluded by planning condition.

9.13 Proposals will need to comply with the Transport and Communications policies in Chapter 10. The impact of traffic generated by the development on adjacent areas will be examined carefully. Proposals which would generate large volumes of traffic on unsuitable roads, either in the immediate vicinity or en route from a primary or major route would not be acceptable. Where possible, activities should be sited where they can be accessed by public transport, bicycle, or by foot from residential areas. A special concern will be to protect the public rights of way network and the safety and amenity of its users (See Policy RE5).

9.14 In addition to traditional activities, such as horse riding, walking, picnicking, fishing and game shooting, more recently adventure activities for adults, including 'war games' and four-wheel off-road driving (which do not require planning permission) have been introduced into the countryside. The District Council is concerned that events such as car rallies held within the AONB could cause long term damage to the Downs. Where a proposal is likely to give rise to an unacceptable impact on the landscape and public rights of way the Council will consider making an Article 4 Direction withdrawing permitted development rights.

### **Public Rights of Way**

***RE5 Planning permission will not be granted for development which adversely affects public rights of way and their users.***

9.15 Public rights of way are important means of informal recreation and access to the countryside. The County Council is responsible for the protection of the statutory public rights of way network. However, the District Council has a role to play, for example, in relation to development proposals, which either affect the public rights of way, or which provide the opportunity for new routes to be introduced.

9.16 The Countryside Agency's initiatives for encouraging the enjoyment of the countryside reflect their view that the public rights of way network will provide the single-most important means by which the public can enjoy the countryside. When considering planning applications for development on the edges of towns the District Council will have particular regard to the need to protect and improve opportunities for access to the countryside.

9.17 It is inevitable, however, that some people from towns will drive to particularly attractive points where footpaths, bridleways and roads meet, and leave their cars or horseboxes to walk or ride for pleasure. Small informal areas where vehicles can pull off the road will be encouraged in order to improve safety, providing they are visually appropriate and do not cause a hazard to any traffic.

9.18 Access to public rights of way in the rural setting is an essential component of mobility for people with mobility and visual impairments as well as providing the community as a whole with the facility to enjoy the countryside. Standards of design and maintenance are essential to ensure this facility is available and useable by disabled people, elderly people and people with children in buggies and prams and the Council will seek to secure this when considering proposals for development which affect public rights of way.

### **Lewes/Sheffield Park Railway Line**

***RE6 Planning permission will be granted for recreational purposes such as walking, horse-riding and cycling along the route of the undeveloped part of the former Lewes/Sheffield Park Railway Line. Planning permission will not be granted for permanent development which would prejudice such uses.***

9.19 Parts of the route of the former Lewes/Sheffield Park Railway Line have been developed upon since the line closed, e.g. Station Road, Chailey. Also, there has been no indication from the rail providers that this is a line which they may seek to reopen during the Plan period. Consequently, it is considered unrealistic to protect the line of this route for future use as a public transport corridor. However, part of the route is currently used as a bridleway and much of the undeveloped part of the route provides a valuable wildlife habitat. Therefore, the opportunity should be taken to increase access to the countryside by enabling the provision of a footway/ cycleway/ bridleway along the undeveloped part of the former line.

## **Recreation and the Rivers**

***RE7 Planning permission will not be granted for recreational activities on the River Ouse and the River Cuckmere, their margins and associated wetlands (as defined on the Proposals Map), which would adversely affect their quiet and natural character or have a direct or indirect effect on their wildlife and geological features.***

9.20 The Rivers Ouse and Cuckmere and their hinterlands offer great potential as recreational resources, both for water-based activities and for walking and horse-riding, unless considered to be detrimental to the integrity of any river or tidal defence embankment or channel. Much of the attractive character of these areas is derived from their tranquillity and non-intensive use.

## **Equestrian and Related Activities**

***RE8 Planning permission will be granted for small-scale equestrian and related developments provided that:***

- (a) there would be no adverse effect on nearby rights-of-way or open spaces and their users***
- (b) good access is available to existing bridleways and the creation of new access points to public roads is avoided wherever possible***
- (c) the development would not give rise to new buildings, unrelated to existing buildings, in open downland landscapes and***
- (d) the proposals comply with other relevant policies of the Plan.***

***Proposals in the Sussex Downs Area of Outstanding Natural Beauty, Parks and Gardens of Special Historic Interest, Sites of Special Scientific Interest and National Nature Reserves will not be permitted unless they are compatible with the objectives of these designations.***

***In some circumstances conditions (such as the removal of permitted development rights for fencing and external storage) may be applied where it is considered that there is the need to control the potential adverse landscape impact which can arise from the poor management of sites. Any permissions may be subject to the removal of excessive or unattractive fencing which has already taken place.***

9.21 In recent years there has been a marked increase in the number of equestrian activities. In the main these are restricted to people owning their own horses or ponies and having facilities for stabling within the countryside. Horse-keeping and riding are both popular hobbies and are an intrinsic part of rural life. Horse-keeping often gives scope to farmers wanting to diversify farm economy and provides employment for people in businesses associated with the care and feeding of horses.

9.22 Horse-keeping can be an appropriate use in the countryside provided that care is taken over the siting and location of buildings, access to roads and bridleways is adequate and the design of any new building is appropriate. Lack of consideration of these matters can give a downgraded or “plotland” appearance to the countryside. Preference will, therefore, be given to schemes which re-use redundant farm buildings.

9.23 Proposals likely to give rise to significant damage within sensitive areas, such as important habitats or landscapes, will not be acceptable.

9.24 Horses and traffic do not mix well and, in the interests of safety, schemes will not be favoured which give rise to excessive numbers of horses on roads. Proposals for large-scale recreational or professional centres for horses, such as arenas, trekking centres or stud farms will be regarded in the light of Policy RE4.

## **Allotments**

***RE9 Planning permission will not be granted for proposals resulting in the loss of allotments unless:***

- (a) the plots have no special townscape value as urban open space, and***
- (b) the plots have no potential for future beneficial use under allotment cultivation.***

9.25 Responsibility for the provision of allotments in the District is shared between the District Council, Town Councils and Parish Councils. The existing allotments are generally well used, providing a valuable leisure facility and food source. Their development for alternative uses will normally be resisted. In exceptional circumstances, in the event of proposals to relocate allotments to facilitate development, equivalent replacement facilities will normally be required. The existing provision would appear to be adequate at the present time, but demand may increase. Therefore the District Council will keep under review the requirements for allotments and will support additional provision to remedy any deficiencies where appropriate.

## **Community Infrastructure**

***RE10 Planning permission will be granted for development within Class D1 providing the locations are accessible by a variety of modes of transport. Planning permission will not be given for development which would involve the loss of facilities of a broad community value including Class D1, unless applicants can demonstrate that adequate***

***provision exists or can demonstrate that adequate provision is proposed elsewhere.***

9.26 “Non-residential institutions” (Class D1 of the 1987 Use Classes Order) include a number of different facilities ranging from places of worship and church halls to clinics, health centres, museums, libraries, crèches, day nurseries and schools.

9.27 Community halls/centres and public houses provide a place for people to meet and are an important focus of the neighbourhood or village. These facilities are vital to the quality of people’s lives. In view of this, and the need to minimise the distance people travel, it is considered important that existing facilities are maintained or, where appropriate, replaced. When considering planning applications to change the use or redevelop such buildings for other purposes the council will need to be appraised of the alternative locations proposed to meet continuing needs.

9.28 Many facilities (including church halls) are used by a variety of groups and, indeed, in some settlements such facilities are used to full capacity. However, in several communities where the existing facilities are sub-standard or non-existent replacement or new buildings will be welcome, in principle, subject to compliance with relevant District-Wide Policies.

9.29 Health facilities, such as doctors’, dentists’, and therapists’ consulting rooms or clinics are provided by the practitioners themselves or the relevant funding body. Proposals for any such facility will be judged against the Plan’s Standards for Development. Parking standards may be relaxed in certain circumstances, for example when the client group is based in the immediate neighbourhood and, therefore, is within walking distance of the facility. Town Centre locations will be favoured for health facilities drawing from a wide catchment area in order that a choice of modes of transport will be available. However, the District Council also supports the principle of the provision of localised services which, as well as benefiting individuals, helps the environment by reducing the need to travel long distances to services.

### **Education Facilities**

9.30 From time to time the County Council reviews educational provision within its control with the intention to secure the most effective use of resources consistent with proper levels of service. This may result in buildings and land being declared surplus to the County Council’s educational requirements. Because of the recreational and amenity value of land presently used for educational purposes and its importance to the local community, proposals for alternative development may be resisted by the District Council. When it can be demonstrated that there is no feasible/viable recreation or community use, proposals for alternative developments will be considered. The Council recognises that the County Council is a Planning Authority in its own right. However, encouragement will be given to the provision and retention of such areas for recreation and community use.

## **Multiple Use of Educational Facilities**

9.31 The District Council supports the principle of making maximum possible community use of schools and other educational facilities and will, therefore, encourage initiatives to achieve such use. Where appropriate, the District Council will investigate initiatives to secure such provision.

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## CHAPTER 10 - TRANSPORT AND COMMUNICATIONS

In this chapter there are policies which deal with the following issues:

- Travel Demand Management (T1)
- Buses (T2)
- Rail (T3)
- The Lewes/Uckfield Railway (T4)
- Transport and Accessibility in the Rural Area (T5)
- Provision for Cyclists (T6, T7)
- Pedestrian Routes and Traffic Calming (T8-T10)
- Roads in new Development (T11, T12)
- Vehicle Parking (T13, T14)
- Parking for People with Limited Mobility (T15)
- Telecommunications (T16)

### **Aims**

- ❖ To provide for a network of communications throughout the District, to meet the need of residents and business which does not unduly compromise the environment.
- ❖ To recognise the role of telecommunications in increasing the accessibility of business and services without the need to travel.
- ❖ To reduce the growth in the number and distance of journeys made by private car.
- ❖ To encourage the use of more energy efficient and less polluting modes of public and private transport.
- ❖ To address the land use requirements of telecommunications and the media.

### **Objectives**

- ❖ To assess critically the future role of road improvements, new road, traffic management and traffic calming paying particular attention to their impact on the environment.
- ❖ To address the land-use requirement of telecommunications.
- ❖ To ensure that land uses that require access by significant numbers of people are accessible by a variety of modes of transport.
- ❖ To encourage the provision of local facilities and services in order to reduce distances travelled by car.

- ❖ To safeguard and , where possible, enhance transportation routes and facilities which are, or are likely to be, of value for goods or public transport by road, rail or sea.
- ❖ To give priority to safe movement and access by pedestrians, cyclists and public transport.
- ❖ To alleviate environmental problems by traffic management and traffic calming.
- ❖ To identify routes of economic importance to the area and to establish criteria for the location of economic activity which is dependent upon good road access to the road vehicle network.

## **Land Use and Transport Strategy**

10.1 “The location and nature of development affects the amount and method of travel and the pattern of development is itself influenced by transport infrastructure and transport policies. By using land use and transport together in ways which enable people to carry out their everyday activities with less need to travel, Local Planning Authorities can reduce reliance on the private cars and make a significant contribution to the environmental goals set out in the Government’s Sustainable Development Strategy”. This approach, advocated in PPG13 (paragraph 1.3), has been followed in the formulation of this Plan’s Demand Management approach to transportation.

10.2 Key aims of this plan are therefore to reduce the number and length of motorised journeys, to reduce reliance on the private car and to encourage alternative means of travel which have less adverse environmental impact.

10.3 It is unlikely that demand management in the Lewes District could bring about the degree of change which might be achievable in more urban areas. The District’s population, now approaching 90,000, is distributed across nearly 113 square miles. In common with many other areas, post war development in the District has created a pattern of development which encourages car use. For many people opportunities to work, shop or use services close to home are not available. Therefore travel by car will continue to be necessary for many people, especially in the more rural areas.

10.4 Nevertheless, the District Council believes that it will be possible through land use planning to affect the growth in the number and distance of trips made by private car and to encourage people to use other means of travel for some trips by:

- Ensuring that all development is accessible, or can be made accessible by a range of non-car modes of travel.
- Ensuring that such development does not take place where the only access will be by car.
- Allowing town and village centres to accommodate a wide range of uses, so that a single trip can serve a variety of purposes.

- Allowing, subject to safeguards, services and employment serving localised areas to be set up in rural and residential areas where people are more likely to walk, cycle or make short car journeys.
- Requiring at least as much attention to be paid in the layout of the development to providing convenient and safe access, stopping or parking for buses, taxis, cyclists and pedestrians as is paid to car parking.
- Requiring a lower level of on site parking provision and/or shared use of parking in town centres or close to other transport nodes.

10.5 This approach is woven into the Plan's transport, land use and parking policies because the intentions cannot be achieved through the operation of a single policy.

10.6 As part of this strategy the District Council will also look carefully at the public realm in respect of disincentives to walking, cycling and use of public transport which are created by poor or lacking infrastructure, for example, poor bus waiting areas in town centres, inadequate cycle routes and unsafe pedestrian routes. The District Council will endeavour to improve priority problems in partnership with the County, town and Parish Councils and the private sector.

## DISTRICT-WIDE POLICIES

### Travel Demand Management

***T1 Planning applications for any development will only be granted if the proposal provides for the demand for access that it creates. Unless approval is desirable in order to achieve other planning objectives, this demand shall be met by a range of non-car modes of travel. Where appropriate, a contribution will be required towards ensuring that adequate accessibility by non car modes is achieved to the site. Such measures could be achieved by the provision and/or enhancement of public transport facilities and the provision of cycle/pedestrian facilities. If appropriate, the District Council will also require site layouts to improve the convenience of non car modes.***

10.7 This Policy will apply to all developments that generate a demand for access. In such cases the District Council will, where appropriate, require the submission of a traffic and travel impact assessment. This should examine the overall transport implications of the proposal and the extent to which it would be served by, or provide for, a balance of modes of transport in tune with national aims to reduce growth in length and number of motorised journeys, reduce reliance on the private car and encourage alternative means of travel.

10.8 In all developments the site layout will be required to encourage travel by means other than the car for example, by the provision of secure cycle parking, bus access close to key buildings and well lit and direct footpaths.

10.9 In addition to encouraging the provision of facilities and services closer to people's homes, this Plan also targets the increase of employment in areas where

currently there is limited choice other than to commute a significant distance to work. The Plan also recognises the increasing importance of telecommunications as a means of reducing peoples need to travel distances for services and a proportion of their work although the Plan recognises that road building and improvements will also be necessary.

## **Public Transport**

### **Buses**

***T2 The layout of development will be required to make adequate provision, where appropriate, to accommodate buses and passengers or to provide for quick, safe and convenient links to public transport services.***

10.10 Effective demand management of travel will require public transport to be a convenient and efficient alternative.

10.11 In the design of new housing, employment areas and town centres it will be important to ensure that buses are not precluded by the layout from using key routes, for example by road width or radii. Where buses are unlikely to use minor roads etc, there should be quick, safe and convenient pedestrian links to support transport routes. Peoples' perceptions of personal safety on the way to and from the bus stop or station will be particularly important, eg, a secluded path lacking in casual surveillance would not be acceptable. In town centres the comfort and safety of passengers will be a priority, for example by means of provision of shelters with seats, lighting and information.

10.12 Means of meeting the needs of people with disabilities should be incorporated in the forward planning and development of conventional public transport systems in accordance with Policy ST6 (Access for Disabled People with Limited Mobility). Planned improvements such as the avoidance of steps, the use of seating, clearer information signs (and announcements and induction loops) in ticket halls would remove many of the barriers facing public transport users with disabilities whilst also helping the population at large.

10.13 Bus services in the Plan Area are currently operated by a number of bus companies. Commercial bus services are able to change their routes at short notice and these changes are beyond the direct control of the District and County Councils. However, the County Council may provide subsidies for public transport to run on non-commercial routes.

10.14 Within the District public transport is very important in providing the only means of communication from the larger villages to the towns, and within towns, for a significant number of people. The District Council recognises the importance of community transport and will continue to support the County Council in maintaining current services at least at their current level. The District Council will urge the County Council to:

(a) monitor the post-deregulation situation closely

- (b) make every effort to maintain a satisfactory level of bus services which are designed to meet the needs of the residents and visitors to the Plan area.

## **Rail**

- T3 The District Council will resist the loss of parking on sites at or near to stations (as identified on the Proposals Map) and will encourage the improvement of the quality and quantity of car parking and secure cycle parking to serve stations.***

10.15 Rail travel will have an important role in travel demand management by reducing longer distance car journeys and reducing congestion in urban areas. The availability of car parking at stations is important to encourage travellers and is also important to ensure that rail travel passengers' cars do not cause obstruction in streets close to stations. Therefore, the Council will resist development of station parking areas for other uses and will encourage the provision of increased parking where there is a shortage. The District Council will also encourage the provision of secure cycle parking at stations and the improvements of the public's perceptions of personal safety in parking areas to encourage the use of trains.

## **The Lewes/Uckfield Railway**

- T4 Planning permission will not be granted for any permanent development which would prejudice the long-term use of any land within the former operational limits of the Lewes to Uckfield railway line (north of the junction of the Hamsey loop) as a public transport corridor. Possible routes to connect with the Lewes to Haywards Heath Line would need to be investigated. In the meantime planning permission will be granted for recreational purposes such as cycling, horse riding and walking.***

10.16 Most of the Lewes/Uckfield railway, which was closed by British Rail in 1969, lies within the District.

10.17 For over 10 years the District and County Councils have supported the re-establishment of a rail link between Lewes and Uckfield. It has been recognised that this could not use the entire previous route because of the development of roads and buildings at Lewes. Therefore, over the years, in various Local Plans, the District Council has sought to protect the trackbed in the District which could link from the main line towards Uckfield, thereby making it feasible for a train to run out of Lewes on the London line before branching off eastwards to Uckfield.

10.18 The policy aims to prevent further permanent development on the route of previous lines, in order not to further prejudice future reopening of the rail link. Naturally, the Council has not sought to prevent people making improvements to their property if these improvements would not prejudice the route, subject to normal policy guidelines. However, applications for any permanent development, such as new buildings across the route, or extensions to existing buildings which would bring the existing building across the route, will not be permitted.

10.19 This policy indicated by the line on the various Local Plan proposals maps is intended to safeguard part of the only known, previously used, line option, as illustrated on the Proposals Map. Possible connections to the main line would need to be investigated. It does not imply that the route in its entirety, or even Hamsey junction, is considered either a preferred or likely option. Over the past decade the many localised problems of reinstatement, including properties on the trackbed at Hamsey, have been recognised, and consultants have carried out work to test whether alternative routes are practicable.

10.20 The next stage will be for an operator to identify the route over which they would seek to construct the railway. The District Council would not promote the use of the previously used option as safeguarded on the District Plan Proposals Map over any other feasible link options. It would expect to see a combination of old and new alignments that balance operational needs of a sustainable transport route, with safeguards for the environment and local communities. However, by exercising control of new development until a new route is defined, the Council will have avoided the possibility of prejudice to any part of the old route which might be required.

## **Taxis**

10.21 Taxi ranks or pick-up points will be provided in close proximity to major centres of pedestrian activity, shopping centres and transport interchanges subject to there being standing space available and no impact on residential amenities.

10.22 Taxis are an important form of transport for people with disabilities, for people who use public transport for distance travel and for people who do not have the use of a car. In the District's town centres "walk down-taxi home" is a frequently used means of transport for bulk shopping. Therefore taxis reduce the need for parking spaces in town centres and in liaison with developers and the Highway Authority, the District Council will seek to secure an adequate network of ranks and collecting points.

## **Transport and Accessibility in the Rural Area**

***T5 Development in the rural area will be carefully considered in terms of the traffic generation implications of the development. This will take into account technical capacity, safety and environmental impact and effect on the rural character of the area.***

10.23 The general thrust of the transport strategy of this Plan is to seek to sustain current public transport infrastructure, but it is expected that the private car will continue to be the principle means of access for most access to the rural areas.

10.24 Rural areas, however, are sensitive to traffic growth. In some areas which are particularly sensitive even small increases in traffic can have an unacceptable impact on the environment, safety, ecology and character of the locality. This alone might preclude otherwise acceptable proposals, such as riding stables, farm diversification proposals etc in such areas. The District Council will investigate funding and working with Parish Councils to carry out traffic surveys along rural

lanes to establish their technical and environmental capacities for use in applying Policy T5 of the Local Plan.

### **Provision for Cyclists**

***T6 The District Council will support the Highway Authority's cycling strategy which includes the incorporation of improved cycling provision in the design and implementation of new highway schemes, traffic management schemes, traffic calming proposals and environmental improvements.***

***T7 The District Council will seek, where appropriate, cycle routes, cycle priority measures and secure cycle parking to be provided as a part of new development.***

10.25 Cycling is an extremely efficient form of transport in environmental and sustainability terms and the District Council will take into account the interests of cyclists when determining planning applications to ensure that opportunities are taken to improve facilities and safety generally. The District Council will also work with the County, Town and Parish Councils and other landowners to improve secure cycle parking facilities in town centres and major employment centres.

10.26 The District Council will continue to encourage and support the Highway Authority to provide cycle-ways and related facilities for cyclists through the use of their powers. The Council particularly support implementation of the strategic cycle route network identified in East Sussex County Council's Cycling Strategy and the policies of the County Council in the Local Transport Plan. In addition to the strategic network, the District Council will support the provision of a local cycle network throughout the Plan area, subject to routes not unduly compromising pedestrian safety. The detailed alignment, means of demarcation, signage and crossing points on cycle routes will be expected to be planned to minimise conflict and risk of accident between cyclists and pedestrians, with particular care given to the safety and awareness of people with disabilities.

### **Pedestrian Routes and Traffic Calming**

***T8 Where it is required, planning permission will be granted for traffic calming measures designed to increase road safety, to improve conditions for pedestrians, and to enhance the environment provided that the works have an acceptable impact on the character and appearance of the area and the amenities of local residents.***

***T9 The District Council will require from the developer, where applicable, the provision of appropriate traffic calming measures in connection with proposed development.***

***T10 When granting planning permission for new development the District Council will expect, where appropriate, the provision of safe and secure pedestrian routes and bridleways which are, appropriately surfaced, landscaped and lit. Particular attention will be paid to complementing existing footpath and bridleway networks and***

***securing convenient links for pedestrians and cyclists between new development and existing facilities which serve them.***

10.27 Better conditions and improved safety for pedestrians and cyclists, linked to locational policies, can influence changes in travel choice and can also encourage recreational uses such as horse riding and cycling on rural roads. The County Highway Authority is the body primarily responsible for the maintenance of public highways and the regulation of traffic and, as such, all traffic calming schemes are subject to the Highway Authority's ranking scheme. The District Council will continue to encourage and work closely with the County Highway Authority in the implementation of measures which would establish priority for pedestrians in town or village centres.

10.28 In considering planning applications for new development the District Council will, where appropriate, require developers to make provision for traffic calming measures in connection with the development and to provide pedestrian footpaths within the site which complement and integrate with existing footpaths and cycle routes. Tactile paving and lowered curbs should be provided at new crossing points. Traffic calming schemes must be agreed to the satisfaction of the Highway Authority.

10.29 Whilst traffic management measures, including speed reduction features, can have undoubted environmental and safety benefits, the Council acknowledge the special operational needs of particular businesses and local traders and will seek to ensure that such needs are not compromised. Where the District Council are proposing measures to enhance pedestrian priority, full consultation will be carried out with local residents and businesses which will be affected in order to ensure that the access and needs of all parties affected can be properly considered.

**Roads in new Development**

- T11 (a) Estate roads shall normally be provided to the standard specified in the County Council's manual for estate roads. Imaginative use of these standards to create innovative and individual layouts appropriate to the location will be expected.***
- (b) In cases where strict adherence to the County Council's standards would not enhance the character of the development the standards may exceptionally be relaxed with the agreement of the Highway Authority provided that highway safety would not be compromised or the costs of maintenance significantly increased.***

- T12 All access and other highway details required in association with new development should be to the satisfaction of the Highways Authority and funded by the developer.***

10.30 The uncritical application of road patterns to the layout of every type of development regardless of its location can lead to monotonous character in development throughout the District. The character of much of the District is often derived from the existing informality of the road layout which has developed

incrementally over the years. Whilst road safety is of paramount importance there may be, in certain circumstances (for example within the Conservation Area), the opportunity to relax the standards in relation to the width of roads and footways if it is considered that it would enhance the character of new development.

10.31 Where proposed development would materially affect a trunk road, the developer will be expected to provide a Traffic Impact Assessment as part of the application to show the effect of the development on trunk road junctions, where appropriate. The Traffic Impact Assessment will form the basis upon which developer contributions will be assessed.

### **Vehicle Parking**

***T13 Planning permission will not be granted for development which would result in the loss of off street car parks available to the public unless it would result in an overriding environmental benefit or is otherwise indicated in this plan.***

***T14 Development proposals, including conversion and change of use, will be required to:***

- a) Limit parking provision, in accordance with Maximum Parking Standards, to meeting those access demands not capable of being satisfactorily met by other more sustainable means. In certain circumstances, there would be scope to reduce parking provision from the Maximum Standards. Factors such as the availability of local public transport, cycle and pedestrian accessibility, impact on vitality and viability of town centres, environmental impact and traffic conditions, and the availability of public parking elsewhere, will be taken into account in determining this. Provision must also take account of operational needs.***
- b) Provide for those improvements to sustainable access which are necessary to complement permitted levels of parking provision. This will include appropriate financial contributions to improvements to public transport, pedestrian and cycle access and/or any other sustainable improvements to the transport network which are necessary and directly related to the proposed development, including the preparation of Travel Plans. Developers will be expected to contribute more to improving access by a choice of means of transport for developments in locations away from town centres and major transportation interchanges etc.***
- (c) Ensure the most efficient use of permitted public parking space through the adoption of suitable management arrangements, where appropriate.***

10.32 Planning Policy Guidance Note 13 advises that appropriate transport measures should complement and support locational policies in seeking to reduce growth in travel demand. All development proposals will be required to comply with the locational requirements for new development in terms of sustainable

transport access set out in Policy T1. Policy T14 controls the availability of car parking, which is acknowledged as a significant influence on the choice of means of transport which can encourage car use.

10.33 However, Government advice also recognises that the availability of parking spaces in town centres will remain essential to their vitality and viability. In the small towns of the District the District Council recognises the need for accessibility by car if the centres are to compete with edge of town and out of town centres. Rural residents in particular will rely largely on the car for shopping trips to town centres. This means that sensitive parking controls are needed to balance economic growth and environmental protection.

10.34 The District Council is concerned also to ensure that inadequate parking provision does not result in traffic congestion or cars parking in residential streets. Therefore, the stock of existing car parks and spaces (i.e., more than six spaces in the same location) should be retained. To make the most efficient use of parking space in line with the sustainable transport priorities of the Development Plan and Local Transport Plan, and to support the economy of the District's centres, development will be required to adopt suitable management arrangements for permitted publicly available parking. These will favour short term parking in and close to town centres.

10.35 In accordance with PPG13 the parking requirements associated with new development, conversion or change of use will be required to meet emerging guidance on parking provision and its management, being prepared by East Sussex County Council in conjunction with the District Council. This will include the preparation of Maximum Parking Standards for broad classes of development and locations. The amount of parking provided will be limited to meeting those access demands not capable of being satisfactorily met by other more sustainable means. Restrictions on provision of parking associated with development will be sensitive to local circumstances. Controls will also need to take into account local environmental and other impacts and the Local Transport Plan's parking strategy. Wherever practical, the opportunities for shared use of existing parking facilities should be exploited. All development should provide for its operational parking needs to be met.

10.36 To ensure that the proposed development satisfactorily provides for its full access requirements, developments will be required to fund those sustainable transport improvements necessary to balance permitted parking levels with residual parking demand.

10.37 As far as parking requirements on new residential developments are concerned, Planning Policy Guidance Note 3 advises that parking standards have been applied too rigidly in the past. It advises that standards should be relaxed in locations where services are readily accessible by non-car modes, where the housing proposed is likely to generate a reduced demand for car parking, or, if the proposal involves conversion, where off-street parking is less likely to be successfully designed into the scheme. This advice is reflected by policy T14.

10.38 East Sussex County Council is responsible for administering on-street parking. The District Council will support the County Council in the introduction of

on-street parking controls in order to avoid problems and danger in congested areas and increase the relative advantages for pedestrians and cyclists. However, the District Council will have regard also to the contribution of on-street parking to the viability of retailing in some areas.

### ***Vehicle Parking for People with Limited Mobility***

***T15 In the case of all non-residential development the Local Planning Authority will require that appropriately positioned parking spaces, adequate in size and number, shall be provided for people with disabilities.***

10.39 The size of each space and level of provision shall be in accordance with the Council's guidelines set out in Access for all Design Note 12. For disabled people the most feasible form of transport from home to work, shops, services, recreation or the threshold of pedestrianised areas is the car. Bearing this in mind, account must be taken of the limited range of mobility of many disabled people. The number of disabled people who can move without a rest, if at all, falls sharply as distances increase above 140 metres. As noted in the Institution of Highways and Transportation's Guidelines "Reducing Mobility Handicaps": "If walking distances are lengthened too much, and if no special provision is made for people who are unable, or virtually unable to walk (including those in wheelchairs), many parts of the area will be impossible to reach and many others will be reached at the cost of an unreasonably arduous and time-consuming effort".

### **Telecommunications**

***T16 In determining applications for telecommunications development the Council will have regard to the impact of the proposal on the appearance of the area and the amenities of residents, the technical and operational requirements of the proposal and the significance of the proposal to the national network. Planning permission will be granted for such proposals provided that:***

- (a) it does not cause demonstrable harm to the character or appearance of The Sussex Downs Area of Outstanding Natural Beauty, Sites of Special Scientific Interest, Heritage Coast, Conservation Areas or Listed Buildings***
- (b) it can be demonstrated to the satisfaction of the Council that the applicant has explored the possibility of erecting antennas on an existing building, mast or other structure and that all such alternative options are not technically possible***
- (c) the proposal is designed, landscaped and screened to minimise any adverse impact on the appearance and amenity of its surroundings***
- (d) applications have considered the need to include additional structural capacity to take account of future demands for network development, including that of other operators.***

10.40 Telecommunications have the potential to reduce people's need to travel by facilitating home working and the transfer of information.

10.41 Planning Policy Guidance Note 8 (revised) on telecommunications makes it clear that planning authorities must be increasingly tolerant towards telecommunications development. Siting, design, landscaping and screening can be considerations, particularly in sensitive areas, but PPG8 does allow for location in Areas of Outstanding Natural Beauty and conservation areas where there are no other operational options. Where development is particularly sensitive justification will be required and options such as mast sharing or location on existing buildings will be expected.

## CHAPTER 11 - THE TOWN OF LEWES

In this chapter there are Policies and Proposals which deal with the following issues specific to Lewes:

- Lewes House Site (LW1)
- Land at Clayhill Nurseries (LW2)
- Malling Brooks Business Area (LW3-LW5)
- Land south of Pinwell Road (LW6)
- The Eastgate Area (LW7)
- The Townscape (LW8)
- Lewes Battlefield (LW9)
- Access to the River Ouse (LW10)
- The Green Core (LW11)
- Bus Station (LW12)
- Cliffe High Street (LW13)
- Bear Yard (LW14)

### Key Planning Issues

11.1 The Town of Lewes is fortunate, as it is a town with many resources. It is beautifully set in a hollow of the Sussex Downs Area of Outstanding Natural Beauty which has restricted new peripheral development in the town. It is a very attractive and popular town in which to live and work. It is well provided for in terms of facilities and local services. The economy of the town is healthy and the town centre is busy. The historic streets are attractive and the town is, therefore, a focus for much tourist activity, especially in the summer.

11.2 However, the popularity of the town is also one of its problems. Lewes is an historic town whose streets were not built to accommodate the volumes of traffic required by the residents and people who commute into the town to work. Parking, as well as traffic generation, are problematic issues. The planning influences on traffic management are, therefore, key policy issues to be tackled in this Plan. The attraction of the town as a place to live creates a high demand for private market and affordable housing. The provision of additional housing will be possible only where important historic and national features will not be prejudiced. Retention of the viability of the town centre for shopping will be important, not only in the interests of the community, but also in the interests of investment in the historic fabric of the town centre.

11.3 Lewes was also badly flooded in October 2000 when the River Ouse overtopped flood defences following a long period of extremely heavy rainfall. A total of 836 properties were affected. Following this, and other flood events throughout the country, the Government produced a revised PPG25 on Development and Flood Risk. As a result of this, a number of development sites, for both housing and business uses, have been deleted from the Plan. The housing allocation at Clayhill Nurseries has been greatly reduced in size, so that only the highest part can be developed in the 2001-2006 phase.

## **POLICIES AND PROPOSALS**

### **DISTRICT-WIDE POLICIES**

**This chapter sets out the detailed Policies and Proposals which apply only to the town of Lewes. It is important that they are considered in conjunction with the District-Wide Policies, as set out in chapters 4-10, for these Policies are also applicable. District-Wide Policies which are not site specific are listed in Appendix 1. District-Wide Policies with site-specific applications in Lewes are shown on the Proposals Map Inset Map No 1.**

### **POLICIES AND PROPOSALS SPECIFIC TO THE TOWN OF LEWES**

#### **Lewes Planning Boundary**

11.4 District-Wide Policy CT1 provides for development to be contained within planning boundaries, with the exception of certain types of rural development for which specific provision is made in the other policies of the Plan. The Planning Boundary for Lewes is shown on Inset Map No 1.

11.5 In order to protect the Sussex Downs Area of Outstanding Natural Beauty and the rural setting of the town of Lewes, it is important to avoid outward encroachment of development into the surrounding open countryside. Accordingly the Planning Boundary is drawn to reflect the well-defined edge of existing development.

11.6 To a large extent any further peripheral development is constrained by either the Sussex Downs Area of Outstanding Natural Beauty or by the low-lying land to the north of the town which is considered a flood risk area by the Environment Agency.

11.7 The land between the Planning Boundary and the Sussex Downs Area of Outstanding Natural Beauty is considered to be important to the setting of both.

#### **Residential Development**

11.8 District Wide policy RES2 (First Phase of Residential Development) identifies all site specific allocations for residential development during the next five years of the plan period (2001-2006). The policies for such sites in Lewes are set out in this chapter. Sites in Lewes included in the pool of potential housing sites for development in the second phase (2006-2011) are also shown on the Proposals Map.

11.9 The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, identifies a shortfall within Lewes of Informal Play Space and Equipped Play Areas. Any new housing would exacerbate this shortfall. Due to this, any developers of identified or unidentified housing sites will be expected to contribute towards outdoor playing space as specified under District Wide policy RES19 (Provision of Outdoor Playing Space).

11.10 Specific regard must also be paid to District Wide policies RES19 (Education Provision) and T1 (Travel Demand Management) for both identified and unidentified residential development.

### **Lewes House Site**

***LW1 Land between Lewes House and Friars Walk, and land between School Hill House and Lansdowne Place (0.9ha), as defined on Inset Map No 1, is allocated for a mixture of uses, in accordance with the Council's Development Brief, including:***

- (a) housing at a target minimum of 60 units***
- (b) a library***
- (c) cultural uses***

***Development will be subject to the following criteria:***

- (i) pedestrian links into the town centre and public transport facilities will need to be provided. This will involve off-site works to link the site to Friars Walk, and across Friars Walk to the railway station;***
- (ii) complies with all appropriate District wide policies.***

11.18 These two sites were released by the relocation of some of the District Council's activities to Southover House in 1999. They occupy sensitive, historic sites at the heart of the Lewes Conservation Area. However they also offer the opportunity for sustainable development by virtue of their proximity to the main shopping and commercial area, and to the bus and train stations. The Council therefore will seek to secure a high quality scheme which will enhance the setting of the important listed buildings, and which will contribute to the vitality, economy and townscape of Lewes without damage to the specific environment of the sites, or to the conservation area as a whole. Therefore a Development Brief has been prepared in order to provide detailed guidance for the comprehensive redevelopment of these rare major redevelopment sites in central Lewes.

11.19 These central sites offer a rare opportunity to provide a new public library to replace the largely temporary accommodation in Albion Street and at County Hall. This important civic use therefore could be a part of a mixed-use redevelopment, subject to the availability of resources within a timescale to be agreed by the District and County Councils. Should resources be unavailable the sites will not be sterilised by retaining the Library allocation beyond the agreed deadline.

11.20 It is estimated that the area could accommodate a target minimum of 60 dwellings of which around 24 dwellings should be affordable to meet local needs. Lewes has the highest affordable housing need in the District.

11.21 These town centre sites also provide the opportunity for new housing within walking distance of main facilities and public transport nodes. However their location at the heart of the central network of historic streets dictates that traffic generation needs to be carefully controlled. Therefore, private residential parking will be restricted in the interests of sustainability. Car free, or minimal parking provision, housing, in accordance with the Development Brief, will be required.

11.22 The Local Transport Plan, submitted to Government in July 2000, provides for a comprehensive parking strategy for the town of Lewes. Some issues relating to parking on this site will ultimately be resolved in accordance with this wider Strategy.

11.23 Lewes is an important centre for the arts in the District. A number of arts activities already take place in buildings and open spaces within and adjacent to the site. Retention and extension of these, together with the provision of public art, will be encouraged as part of a comprehensive development package.

### **Lewes Clayhill Nurseries**

***LW2 Land at Lewes Clayhill Nurseries (0.13ha), as defined on Inset Map No. 1, is allocated for residential development at a target minimum of 10 dwellings, subject to the following criteria:***

- (a) A full flood risk assessment showing satisfactory mitigation measures where necessary must be submitted with the planning application***
- (b) Access must be via The Spinneys or Malling Street. Detailed access design must be acceptable to the Highway Authority.***

11.24 An area of approximately 0.4ha to the south of The Spinneys is considered to be appropriate for residential development, in principle. It is estimated that the 0.4ha site could accommodate a target minimum of 25 dwellings, of which around 7 dwellings should be affordable to meet local needs. The proximity to employment, the superstore and primary school make it particularly suitable for affordable housing. This site is in a location appropriate for reduced parking standards in accordance with policy T14.

11.25 However, the site flooded in October 2000 and, as it slopes upwards from west to east, only 0.13ha adjacent to Malling Hill is likely to be developable, for a minimum of 10 units, until Lewes' flood defences are improved. It is likely that, to make this area available would require some cut and fill on the site in order to maintain the existing flood storage capacity. In any event, it will be necessary for a potential developer to submit a full flood risk assessment showing satisfactory flood mitigation measures before development can commence.

11.26 As the remaining 0.27ha, to the west of the allocation (shown as a 'pool' site on Inset No 1), lies within Lewes' planning boundary, once an adequate flood defence is provided for Lewes, it could, in principle, be developed.

11.27 The Highway Authority have concerns about access via both The Spinneys and Malling Street, although an acceptable solution is possible. The Highways Authority will therefore need to be satisfied by any access proposals

## **Economic Activity**

### **Malling Brooks Business Area**

***LW3 Land at Malling Brooks (west), as defined on Inset Map No 1, is allocated for development within Use Classes B1, B2 and B8.***

***Until adequate flood defences are provided, the following flood mitigation measures will be required to the satisfaction of the Council in consultation with the Environment Agency:***

- (a) Workspace on the ground floor of any development will not be permitted. Only garaging, penetrable by floor water, would be acceptable on the ground floor***
- (b) These garages must incorporate measures to reduce the impact of flooding, such as raised electrical points***
- (c) Development must incorporate adequate flood warning and evacuation measures.***

***LW4 Land at Malling Brooks (East), Lewes, as shown on Inset Map No 1, is allocated under Use Classes B1, B2 and B8 and for a car park.***

***Planning permission will not, however, be granted for uses B1, B2 or B8 until an adequate flood defence is provided and development accords with the requirements of the Environment Agency. Before any application for car parking is considered, the District Council, after consulting the Environment Agency, must be satisfied that car parking will not exacerbate the risk of flooding elsewhere.***

***Strips of land 5m wide to either side of the drainage ditches to east and west of the site should be retained free of development. Arrangements will be sought from a developer to ensure the subsequent management of the ditches for the enduring benefit of their established local nature conservation interest.***

***LW5 Every phase of development of the Malling Brooks Business Area shall provide for the planting of a dense screen of trees and shrubs within the adjoining section of the amenity buffer area, as defined on inset Map No 1.***

11.28 The Malling Brooks Estate is the only business and industrial estate within the town which is not yet fully developed. This site, therefore, provides the principal area for business development in the future.

11.29 The need for a landscaped buffer area to safeguard the amenities of residents in Spences Lane and Orchard Road has been recognised since the 1960s. A landscaped buffer should be provided by the developers along the

northern and eastern edge of the development sites which adjoin the houses in the Spences Lane/Orchard Road.

11.30 This will also help to knit the new development into the townscape, which is considered to be especially important as the Malling Brooks area is visible from many higher parts of the town, particularly the tourist centres in the historic core.

11.31 This area of Lewes flooded significantly in October 2000. This needs to be taken into account when considering any proposals for redevelopment of the two allocations at Malling Brooks. Malling Brooks (West) flooded to a depth of approximately 1.8 metres. Nevertheless, it is considered possible to develop the site provided that the workspace is raised above the maximum recorded flood level and the development does not result in the net loss of flood storage capacity, as this could exacerbate the risk of flooding elsewhere. This could be achieved by providing garages on the ground floor of any development, with the office etc. space on upper floors. In order for the development not to reduce flood storage capacity these garages must be allowed to flood in the event of a flood. Therefore, flood mitigation measures, such as raised electrical points must be included within the garages. Adequate flood warning and evacuation procedures must also be in place. These measures would need to be agreed with the Council in conjunction with the Environment Agency.

11.32 Malling Brooks (East) flooded to a depth of between 3.6 and 4.0 metres in October 2000. Therefore, if such flood levels were to reoccur, they would reach the first floor of any development on this site. It is therefore not possible to develop the site using the same approach as with Malling Brooks (West). Malling Brooks (East) cannot therefore be developed until an adequate flood defence is provided.

11.33 The Lewes Transport and Environmental Study 1994 concluded that a peripheral park and ride car park would not be an appropriate answer to parking provision in Lewes. Therefore, this idea was not progressed but the Study did consider that the possibility of an internal park and ride scheme should not be overlooked. This area, to the eastern edge of the Malling Brooks Industrial Estate was identified as the only available edge-of-centre location for the operation of such a scheme. It is within reasonable walking/cycling distance of the main shopping centre but is some way from the commercial and tourist heart of the town. However, it is well placed to intercept traffic entering the town from two of the aforementioned arterial routes into the town (namely the A27 from Southerham roundabout and the A26 from Earwig Corner). It was estimated that this site could accommodate in the region of 400 car parking spaces.

11.34 The principle remains acceptable. However, there is, as yet, no proposal. Therefore, at this time, parking remains only one of a number of acceptable land uses. The issue of parking in this location will be considered in the context of the Lewes town section of the Local Transport Plan which was submitted to Government by East Sussex County Council in July 2000.

11.35 The Environment Agency have stated that adequate access must be retained along the watercourse known as the Malling Brooks for future maintenance or improvement works and that provisions may be required in the

form of compensatory flood storage or an uprated pumping station to allow for any infill operations and increased surface water run-off.

### **Land South of Pinwell Road**

***LW6 Land south of Pinwell Road, as defined on Inset Map No 1, is allocated only for uses which are operationally related to the railway network.***

11.36 Formerly there were larger areas of railway land to the north-east of the railway station. These have now been redeveloped for alternative uses.

11.37 The railway provides an important alternative to the private car, especially for long journeys and freight transport. The retention of the railway infrastructure and operational land is, therefore, important to ensure its role in the future.

11.38 A large area to the north of the railway station is used for commuter parking and it is important that this is retained, in accordance with District-Wide Policy T3. There is, however, a conflict between the environmental objective of increasing rail use and minimising traffic through the historic streets of the town. In view of this an increase in parking levels at the station will not be acceptable.

11.39 The remaining land, which is under-used/vacant will, therefore, be reserved for business, storage/ distribution or other uses related directly to the operation of the railway network.

11.40 The Environment Agency have stated that there should be no buildings over and within eight metres of the culverted Winterbourne Stream which runs through the site.

### **Tourism**

11.41 Planning permission will be granted for tourism-related activities in accordance with District-Wide Policy E10. In particular, increased tourism, based on the town's historic and architectural resources could bring benefits to the town. Tourist income could help preserve the fabric of the town and also support shops and services which are used by residents.

11.42 The provision of further tourist accommodation will be supported in principle, subject to proposals not conflicting with other relevant Policies of the Plan. However, growth in tourism must be balanced against potential damage to the town from inappropriate forms of development. In particular, the issue of traffic generated by any proposal will need to be addressed carefully.

### **The Town Centre**

#### **Retail Strategy**

11.43 The function of Lewes as a shopping centre, both for day-to-day needs and for specialist goods, will be encouraged. It is important that a wide range of food and household goods should be obtainable locally in order to avoid the need for people to travel out for shopping. It must be recognised, however, that Lewes

cannot provide the volume of trade and type of such shopping available in centres nearby. Nevertheless, for a town of its size, Lewes offers a wide range of merchandise, both convenience items, and specialist, craft and quality goods. Such specialist enterprises are encouraged by the historic environment, by the presence of a prosperous population in the vicinity of the town, by a large daily influx of commuters, and by the tourist trade. These activities occupy many of the smaller shops in historic buildings and thereby help maintain the historic fabric of the town centre.

11.44 The two supermarket/superstores now make adequate provision for the convenience goods needed by the town and its catchment area.

11.45 For Lewes to retain its vitality and viability as a shopping centre it needs to retain its main retail activity within or close to the existing concentration of shopping in Cliffe High Street and High Street in accordance with Policies E3 to E5. In accordance with Policy E7 planning permission will not normally be granted for retail uses outside the town centre as defined on Inset Map No 1.

### **Primary Shopping Area**

11.46 In order to retain a concentrated focus of shopping activity District-Wide Policy E4 (Primary Shopping Area) shall apply to the following areas, as shown on Inset Map No 1:

- (a) the Eastgate Shopping Centre;
- (b) the north side of High Street and Cliffe High Street from Eastgate Street to North Court;
- (c) the north side of High Street from No 198 to Market Street;
- (d) the south side of High Street and Cliffe High Street from Eastgate Street to Foundry Lane;
- (e) the south side of High Street (School Hill) from Walwers Lane to Station Street.
- (f) between North Court and No. 20 Cliffe High Street (north side)
- (g) between 14a and 22a High Street (south side)
- (h) between Foundry Lane and Morris Road (south side of Cliffe High Street)
- (i) between Station Street and No 75 on the south side of the High Street.

11.47 Over the past ten years or so the once straggling and diffuse shopping area has become focussed on the Eastgate/Cliffe High Street area. The Policies aim to retain a strong shopping focus in this area. There is also a second smaller focus for shopping between the top of School Hill and the castle. In this upper town High Street area it is important to retain shopping as one of the area's traditional activities and as a service to residents, businesses and tourists.

11.48 Outside these areas, but within the town centre, it is not proposed to resist the loss of retail uses. Many of the small shops change proprietors fairly often, according to the particular strengths of the market, especially for antiques and specialist goods, and a flexible approach to this in the peripheral areas may help to ensure that historic buildings remain occupied and the area lively.

## The Eastgate Area

**LW7** *In the event of major redevelopment or change of use within the area bounded by Eastgate Street, Phoenix Causeway, the River Ouse and High Street (as shown on Inset Map No 1) priority will be given to the retention of a major foodstore and the introduction of a replacement bus interchange to serve the town centre.*

*However, any redevelopment can only occur after an adequate flood defence has been provided for the area.*

*All access and exit shall be from Phoenix Causeway as required by the Highway Authority. This may include works to Phoenix Causeway which shall be funded by the developer and completed before any new development is occupied.*

*Rear service access should be retained to the properties in the pedestrian precinct.*

*Public access shall be provided to the riverside between Phoenix Causeway and High Street, and the layout shall facilitate views across the river.*

*At least 180 publicly available car parking spaces shall be retained. However, any requirement above this level may be set aside if, by means of development within this area, conditions for pedestrians in adjacent historic streets would be improved through the re-routing of eastbound traffic directly to Phoenix Causeway.*

11.49 The development of Eastgate Centre in the 1970s provided the spark for the regeneration of retailing in Lewes Town Centre. The food supermarket and unit shops are the keystone for town centre retailing and must be retained in the Primary Shopping Area defined by Policy E4.

11.50 There are few opportunities for redevelopment in the historic town centre and from time to time over the past few years developers have considered redevelopment in this area. By the end of the Plan period there could be further development interest and it is considered prudent to include the above Policy to cover that eventuality in this Plan.

11.51 Access to the existing Safeway store is far from ideal. In particular, vehicles exiting and wishing to travel east across the river are forced to circulate through the historic core via Cliffe High Street, School Hill/Market Street or East Street. If car parking in the area was increased, the problem of access would become more acute. It would be inappropriate to extend retail and car parking facilities on the Eastgate site without a significant improvement on the access arrangements to reduce the volume of traffic passing unnecessarily through the historic core. Any redevelopment scheme should, therefore, make provision for access and exit to Phoenix Causeway in both directions.

11.52 The Highway Authority has prepared schemes demonstrating that it would be feasible to construct a slip road for cars and vans under Phoenix Causeway to allow traffic to join the road to travel eastwards. Any redevelopment schemes would need to demonstrate how this, or an alternative arrangement to take traffic generated out of historic streets, could be provided.

11.53 For the avoidance of conflict and congestion all development in the area will be required to safeguard rear access to properties fronting the High Street precinct and Eastgate Street.

11.54 The Council recognises the sensitivity of this site in townscape terms. It is one of the largest areas of 20th Century development in the Conservation Area. It is located at one of the main entrances to the historic town, and is also a key waterfront site. The site was, however, badly flooded in October 2000, so no development or raising of ground levels should take place until there is an adequate defence against flooding. Raising of ground levels in advance of such a defence being provided would not be an appropriate flood mitigation measure because of the consequent reduction in flood storage capacity, which could exacerbate the risk of flooding elsewhere. In assessing development proposals the Council will look for full compliance with Policy H5 in terms of materials and massing, although a landmark feature would be characteristic of this part of Lewes. Applicants will be required to submit a statement outlining their design approach for schemes which would have a significant impact on the Conservation Area.

11.55 Any redevelopment scheme should incorporate public access along the riverside. The layout of any scheme should also seek to take advantage of views across the river to the main elevation of the listed brewery on the opposite bank.

11.56 This area provides an important part of the parking stock available to the town centre and loss of public parking in this location would have a serious and adverse impact on the town centre as users of this car park are known to visit other parts of the town centre while shopping at Eastgate. Further development which generates additional parking demand should normally make appropriate provision under the policies of this Plan. However, further parking may not be required if a development proposal brought about two-way access between the site and Phoenix Causeway. Such access would occupy an amount of land, and the loss of additional land to could prejudice the viability of a scheme which would bring about a much-desired reduction of traffic in historic streets.

### **The River Ouse, Winterbourne and Cockshut Streams**

11.57 The River Ouse is a key landscape feature within the town centre. The conservation policies in Chapter 8 will be applied to protect key waterfront buildings and Policies ST3 and ST9 from Chapter 4 (Environmental Principles) will be applied to protect the setting and its natural features and habitats. Detailed consideration of the waterfront south of Cliffe Bridge is contained in The Railway Lane (Riverside) Development Brief, which is intended as Supplementary Planning Guidance.

11.58 North of Cliffe Bridge begins a corridor of green space which links the heart of the town centre to the open countryside. This green corridor includes the Riverside Path, The Malling Brooks Public Open Space, The Pells and land on both sides of the River at Landport and Malling Deanery. These spaces are, therefore, not included in the Planning Boundary.

11.59 The Cockshut and Winterbourne Streams, although smaller than the River Ouse, are locally important in visual terms.

11.60 Approval is required from the Environment Agency for any works within the channels of the River Ouse, the Cockshut and Winterbourne Streams or within a distance of eight metres of bank tops or landward toe of any defence.

## **The Historic Environment**

### **The Townscape**

***LW8 Planning permission will not be granted for development which would detract from the special character, setting and silhouette of the town of Lewes.***

11.61 Lewes is a nationally important and historic town and it is intended that conservation of the character of the town will be a prime consideration. With care and thought the streets and buildings of the past can serve the needs of the present and future community while giving the town character, beauty and historical continuity. With similar care and thought new buildings can be integrated into the townscape and can make their own contribution to the town.

11.62 Lewes comprises a number of areas of individually differing characters (for example, Southover, the High Street or the Wallands area). These combine into a harmonious composition. This difference is related not only to the character of the buildings, but also their uses. It is considered that this diversity should be maintained and it is emphasised that the conservation of the town centre does not imply that in the other parts of the town second rate standards of design are acceptable. Lewes has evolved by each Century adding its own contribution to create today's town, which is still, overall, "pleasantly set down". The outer parts of the town are the setting for the historic core just as much as the countryside is the setting for the town as a whole.

11.63 The downland and the river valley setting of the town are as important to the character of Lewes as its listed buildings. This applies both to the views of Lewes from without and to vistas of the countryside seen from the heart of the town centre.

11.64 The silhouette of the town is one of its distinctive characteristics and the Council will guard against further disruption to the town's historic skyline.

### **Areas of Established Character**

11.65 The following Areas of Established Character have been identified in Lewes. District-wide Policy H12 will apply to these areas:

Houndean/Brighton Road Area – The area has a low-density layout, about 7.5 dwellings per hectare and is typified by large two-storey brick-built detached properties within large plots. There is also a number of semi-detached properties. There is no particular building style. Some properties are tile-hung on first floors. Windows are predominantly of the casement variety. Roofs are tiled and some have pitched roof dormers. Garages are predominantly single and detached. Front gardens have walls with fencing above. Grass verges with trees in between the pavement and the road. The area has an abundance of mature trees and hedges in the public and private domain.

Gundreda Road/Ferrers Road Area – Gundreda Road is typified by large two-storey brick-built detached properties. Ferrers Road is typified by semi-detached properties. In both areas the properties have tiled roofs and are within fairly large plots. All are set back off the road with driveways leading to garages. There is a fairly low-density layout – about 12 dwellings per hectare. Windows are predominantly of the casement variety. Here also, grass verges with trees lie between the pavement and the road. In Ferrers Road the front garden walls are relatively low and brick-built. In Gundreda Road the front garden walls are brick with flint panels.

Cuilfail – The area does not have any particular building type or style. There are both bungalows and two and three-storey detached properties. There is a very low-density layout – about five dwellings per hectare. All properties are set back from the road in large plots, which are demarcated by hedges, in most instances, rather than walls or fences. There are grass verges alongside the tarmac private road. In this area it is particularly important that plots are not sub-divided or redeveloped at increased density. Low density and generous landscaping are the particular features which should be retained, particularly given the prominence of the area in the setting of the town and its relationship to the Sussex Downs Area of Outstanding Natural Beauty.

## **Lewes Battlefield**

***LW9 Planning permission will not be granted for development which would affect the landscape, setting or archaeological integrity of the Lewes Battlefield.***

11.66 In 1264 Simon de Montfort and the baronial army marched on the King at Lewes and positioned themselves on the crest of the Downs to the north-west of Lewes, broadly on the site of the Old Lewes racecourse.

11.67 Apart from the expansion of Lewes towards Offham Hill, the battlefield is essentially unchanged from the open grassland of 1264.

11.68 A large part of the battlefield now lies within the Landport Bottom land recently acquired by the District and Town councils to provide public access. The Council will protect this important historic landscape and any archaeological remains and will promote access on public rights of way over private land. The battlefield is included on the Battlefield register compiled by English Heritage and

the Council will work with English Heritage and other acknowledged experts to provide interpretation of this significant milestone in English constitutional history.

## **Access to the River Ouse**

***LW10 Proposals for the redevelopment of sites adjacent to the River Ouse within the area defined on Inset Map No 1 shall provide, wherever appropriate, for riverside access and footpaths/cyclepaths.***

11.69 The potential amenities of the river and the riverside in Lewes are considerably under-exploited in Lewes at present. There are problems in the use of the river for many forms of boating activity due to its narrowness through the town centre and the tidal flow. However, opportunities exist to make further use of the river and its associated watercourses (north and south of the town).

11.70 The river banks could become a major attraction of the town by careful redevelopment, by repairing properties and landscaping open spaces. Approval is required from the Environment Agency for any works on or within 15 metres of the River Ouse flood embankments and walls. Proposals should not reduce the integrity of any defence or restrict any undertaking or maintenance or improvement works. The provision of the access strip in areas of open space could be utilised to form the basis of riverside walkways/bridleways/cycleways. On development sites this access should be provided by developers. Elsewhere it could be provided by local authorities, landowners or voluntary groups.

11.71 Also refer to Policy LW7 (The Eastgate Area) as this relates to the redevelopment of a waterfront site which should incorporate public access to the riverside.

## **Transport and Communications**

### **Traffic Management**

11.72 The problems of traffic in the historic streets of Lewes have long been recognised by both the County and District Councils. The difficulties of providing access to businesses and residences in historic towns with ancient street patterns creates conflicts which are extremely difficult to resolve without causing greater problems.

11.73 The issues were discussed extensively at the Town of Lewes Local Plan Inquiry in 1990 when the authorities were able to establish that there was no “engineering solution” to the problem, and the two Councils jointly recognised the need for a unified strategy. As a result, the Lewes Transport and Environment Study was commissioned in 1991 and involved independent consultants working with County and District Officers. The study recommendations were published in 1992 and were subject to a consultation period which extended over ten months during which over 1200 responses were received. A revised Strategy was approved by both the County and District Councils in 1994. The recommendations which relate to development and land-use matters have been incorporated into this Plan. Broadly speaking, the Strategy suggests traffic calming and pedestrian

priority within the historic areas of the town centre, a town-wide cycling strategy, the promotion of travel reduction and the management of on and off-street parking.

11.74 The District and County Councils, as major employers in the town, also committed themselves to reducing the amount of travel to work by car through promoting car sharing, encouraging public transport use and other measures. Other employers are to be given encouragement to take similar measures to reducing commuting by car in Lewes.

11.75 The District-Wide Policies in this Plan provide a framework for the control of development in Conservation Areas in general, and the specific issues arising in the historic County Town of Lewes covered in this chapter. The strategy for managing travel demands to the town of Lewes and within it will be developed through the new Local Transport Plan prepared by the Highway Authority, East Sussex County Council. It is currently in preparation and will build on the above strategies.

11.76 The aim of these policies and proposals in the Lewes Conservation Area, incorporating the town centre, is specifically to produce an integrated planning strategy to:

- reduce the growth of traffic in historic streets
- promote walking and cycling in the area by means of a strategic network of routes
- encourage the use of public transport; and
- maintain and, where possible, increase the attraction of the town as an accessible centre for shopping and services.

### **The Green Core**

***LW11 Within the “Green Core” designated on the Inset Map No 1, priority will be given to movement by cyclists and pedestrians. The District Council will work with the Highway Authority, landowners and developers to provide safe and convenient facilities through the implementation of a traffic management scheme, including improved footways and cycle routes, cycle parking and traffic calming and measures to restrict the impact of heavy goods vehicles and other traffic on the historic streets.***

11.77 The idea of a “Green Core” was agreed by the District and County Councils in the 1994 Transport Environment Strategy. It is defined in this Plan to give a clear focus to a general programme of improving pedestrian facilities. The Transport and Environment Strategy surveys established the considerable importance of walking for town centre journeys, even by those who have arrived in Lewes by car. Within the Green Core, therefore, there will be a general presumption in favour of walking as the predominant form of movement in order to encourage even greater use of this form of transport for local journeys.

11.78 The District Council proposes the re-establishment – in a figurative sense – of “town gates”. The gates would mark the entry to the green core within which emphasis will be placed on the pedestrian, public transport and the essential traffic

associated with the functioning of the area. Traffic would not be excluded but would be explicitly “calmed”. Traffic would have to accommodate itself to the functioning of the area, rather than vice versa.

11.79 Many of the most heavily used pedestrian routes in the town centre are deficient in terms of the width of the footway; the lack of crossing facilities; vulnerability to traffic fumes and noise and potential danger. In some cases, this is characteristic of the area and should not be changed. In other areas, improvements are necessary. The specific form of the improvement will vary according to detailed circumstances but will, typically, include widening (or providing) footways; measures to slow traffic and reduce pedestrian vulnerability; improved surfacing and maintenance of footways; particular attention to access for disabled people; improved pedestrian signing and various other measures.

11.80 The implementation of such works will have to compete with other areas for limited resources. Therefore, a priority will be to identify needs and possible solutions to form a blueprint for action as and when public and private resources become available, eg, in connection with development or through the Local Transport Plan prepared by the Highway Authority.

11.81 All works in the Conservation Area will need to be appropriate and an enhancement. Traditional traffic calming devices, such as humps with their associated signs and markings, can be alien features of the townscape. All future measures therefore will need to combine subtle understatement with effectiveness.

## **Bus Station**

***LW12 The bus station in Eastgate Street, as defined on Inset Map No 1, will be safeguarded from development which would prejudice its continuing function unless attractive, operationally satisfactory provision is made for replacement of the use on a site of equivalent convenience elsewhere in this part of the town centre.***

***Any proposal for redevelopment will need to incorporate flood mitigation measures such as ground raising, subject to there being no net loss of flood storage capacity.***

11.82 In accordance with District-Wide Policy, T2, future management proposals should pay special regard to the needs of the bus service in the use of town streets in order to achieve reliability of services, easy access to and from the bus station, convenient locations for bus stops, improved bus/rail interchange facilities, and the comfort and convenience of passengers.

11.83 While the bus station performs a vital transport role and is well located in relation to many important parts of the town centre, it is not a visual asset. The bus station and garage are unattractive utilitarian features at an important entrance to the historic core of the town. It is the interchange function which it is essential to retain in the area rather than the longer-term bus storage. Therefore, the principle of redevelopment is acceptable, in principle, providing that attractive, operationally-satisfactory interchange facilities for passengers are provided on a site elsewhere of equal convenience in this sector of the town. The relocation of bus storage to

a location outside the Conservation Area would be welcomed as a means of reducing traffic in historic streets.

11.84 The bus station site was partially flooded in October 2000, so flood mitigation measures will need to be provided in conjunction with any new development. As the site was only partially flooded, it may be possible to raise ground levels to mitigate against flooding whilst ensuring there is no net loss on flood storage capacity. The Environment Agency will be consulted to ensure that any measures are appropriate.

### **Cliffe High Street**

***LW13 All development in Cliffe High Street east of North Court and Bear Yard shall normally provide for rear service access and shall be designed so as not to preclude rear access to other properties (as shown on Inset Map No 1).***

11.85 The enhancement of the vitality and viability of Cliffe High Street has been a long-term policy of the Council. In view of the narrow width of Cliffe High Street and the large number of pedestrians which use the street, it is considered that as few vehicles as possible should need to use it. This can be achieved by ensuring that vehicles do not need to use the street to reach other parts of the area, and by the provision of rear access to as many premises as possible without major demolition.

### **Bear Yard**

***LW14 Planning permission will not be granted for any further buildings on the land between Bear Yard and the River Ouse (See Inset Map No1).***

11.86 Bear Yard is predominantly a servicing and car parking area for all adjoining properties, including the Central Electricity Sub-station. It provides a valuable area of open space which offers a glimpse of Strickland's Warehouse, a Grade II Listed Building, from Cliffe High Street, as well as fine views of the surrounding area.

### **Traffic and Parking**

11.87 Travel demand management and parking strategy are issues that have been under active debate over the last ten years in Lewes. There are no easy answers to the challenge of balancing the needs of the local economy, with the improvement of residential amenity, and the conservation of the historic urban fabric. Many of the measures necessary for creating a sustainable transport and parking strategy lie outside the remit of the District Plan. In 1999, however, the Government introduced a system for the Highway Authority [in this case the County Council] to prepare a statement of its transport strategy and its five year programme for all measures and initiatives for local transport in the County. This is to be carried out through the preparation of Local Transport Plans [LTPs]. The first full LTP for East Sussex was submitted to Government in July 2000. It will include local area transport strategies, one of which will be for the Lewes Urban Area.

11.88 When an integrated package of proposals for Lewes have been agreed through the LTP process the implications for development and land use will be incorporated as changes in the District Plan

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## CHAPTER 12 - NEWHAVEN AND SOUTH HEIGHTON

In this chapter there are Policies and Proposals which deal with the following issues specific to Newhaven and South Heighton:

- Court Farm Road (NH1)
- Downland Park (NH2)
- Castle Hill (NH3)
- South of Valley Road (NH4)
- West Quay (NH5)
- Land at The Marina (NH6)
- North East of Kings Avenue (NH7)
- West of Meeching Quarry (NH8)
- Denton Island (NH9)
- Eastside Business Area (NH10)
- River Ouse Estuary (NH11)
- Lorry Facilities/Park (NH12)
- Pedestrian Precinct (NH13)
- Castle Hill, The Promenade/West Beach (NH14-NH16)
- Avis Road Outdoor Sports Facilities (NH17)
- Lewes Road Recreation and Camping Area (NH18)
- Primary School Site (NH19)
- Upgrading and Expansion of The Port (NH20)
- Railway Quay (NH21)
- Transport Links to the Port (NH22)
- East Quay (NH23)
- North Quay (NH24)

### Key Planning Issues

12.1 Newhaven has many positive attributes. It is well-sited between the Sussex Downs Area of Outstanding Natural Beauty and the sea. Also there are established sea transport links with mainland Europe, and the port serves a wide variety of international and domestic shipping and other maritime needs. It is close to the Sussex Academic Corridor of centres of higher and further education.

12.2 In 1995 the Newhaven Economic Partnership (NEP) was established as a company with a wide range of economic and regeneration objectives. One of the first successes of the NEP was achieving Single Regeneration Budget (SRB) funding. Through this, and other funding regimes eg, Interreg, Pesca and the Heritage lottery, there are now several successful regeneration schemes which have been achieved within the town. These include the Denton Island Training and Business Centre, the improvements to The Fort and Castle Hill and the redevelopment of West Quay. These projects and others which are currently in fruition are revitalising the economy of Newhaven.

12.3 By virtue of its strong employment base and its location on important public transport routes Newhaven is one of the most sustainable settlement, for growth of

housing in the Lewes District. Consequently, the Plan's strategy for Newhaven balances housing and economic development with the protection of the urban, rural and coastal environment.

## **POLICIES AND PROPOSALS**

### **DISTRICT-WIDE POLICIES**

**This Chapter sets out the detailed Policies and Proposals which apply only to the town of Newhaven and the Parish of South Highton. It is important that they are considered in conjunction with the District-Wide Policies, as set out in Chapters 4-10, for these Policies are also applicable. District-Wide Policies which are not site specific are listed in Appendix 1. District-Wide Policies with site specific applications in Newhaven (including South Highton Parish) are shown on the Proposals Map Inset Map No 2.**

#### **Newhaven Planning Boundary**

12.4 District-Wide Policy CT1 provides for development to be contained within Planning Boundaries with the exception of certain types of rural development for which specific provision is made in other policies of the Plan. The Planning Boundary for Newhaven and the Parish of South Highton is shown on Inset Map No 2.

12.5 The Sussex Downs Area of Outstanding Natural Beauty (AONB) surrounds the town of Newhaven to the east, north and west. The boundary of the AONB is juxtaposed with the built-up area in many locations. Therefore, in order to recognise the character of the landscape the Planning Boundary in most locations has been drawn to reflect the extent of the existing built-up area, or areas which already have a current planning permission for development.

#### **Residential Development**

12.6 District Wide policy RES2 (First Phase of Residential Development) identifies all site specific allocations for residential development during the next five years of the plan period (2001-2006). The policies for such sites in Newhaven are set out in this chapter. Sites in Newhaven included in the pool of potential housing sites for development in the second phase (2006-2011) are also shown on the Proposals Map.

12.7 The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, identifies a shortfall within Newhaven of Outdoor Sports, Informal Play Space and Equipped Play Areas. Any new housing would exacerbate this shortfall. Due to this, any developers of identified or unidentified housing sites will be expected to contribute towards outdoor playing space as specified under District Wide policy RES19 (Provision of Outdoor Playing Space).

12.8 Specific regard must also be paid to District Wide policies RES20 (Education Provision) and T1 (Travel Demand Management) for both identified and unidentified residential development.

## **Court Farm Road**

***NH1 Land at Court Farm Road, as defined on Inset Map No 2, is allocated for residential development at a target minimum of 50 dwellings, subject to compliance with all appropriate District-Wide Policies.***

### **Capacity**

12.9 Court Farm Road has planning permission for 50 dwellings (ref LW/98/1383). Therefore, it is not included as an allocation in the Local Plan but is accounted for as a large site with planning permission. As at Summer 2000 the scheme was under construction.

## **Downland Park**

***NH2 Land at Downland Park, as defined on Inset Map No 2, is allocated for residential development at a target minimum of 67 dwellings subject to compliance with all appropriate District-Wide Policies.***

12.10 There have been mobile homes at Downland Park for many years. In October 1986 the majority of them were destroyed, or damaged by a storm. The site licence allows for 150 replacement mobile homes to be provided on the site. This work is currently being carried out and does not require planning permission.

12.11 In the event of a scheme being submitted which requires planning permission, then only the development of a smaller site area would be acceptable. This is to reflect the forecast coastal erosion which is likely to occur during the next 176 years. Consequently, a Planning Boundary has been defined showing a smaller area than the area covered by the existing site license. It is estimated that this area could accommodate a target minimum of 67 dwellings, of which around 17 dwellings should be affordable to meet local needs.

## **Castle Hill**

***NH3 Land on the lower eastern slope of Castle Hill, as defined on Inset Map No 2, is allocated for residential development at a target minimum of 38 dwellings, provided that the scheme***

- (a) respects the setting of the scheduled ancient monument and the maritime character of the area; and***
- (b) complies with all relevant District-Wide Policies.***

12.12 Castle Hill, Fort Road has planning permission for 41 dwellings. Therefore, it is not included as an allocation in the Local Plan but is accounted for as a large site with planning permission. The scheme is expected to commence in the next few years. However, if for any reasons the project does not proceed it is prudent to have a policy relating to the site.

## Layout, Form, Design and Access

12.13 The site is in an extremely sensitive and prominent location. It forms the foreground, in short and long views towards Newhaven Fort in its bold setting on top of Castle Hill at the mouth of the River Ouse estuary. However, a limited amount of carefully designed development could be accommodated along the foot of the slope fronting on to Fort Road.

12.14 It is estimated that this area could accommodate a target minimum of 38 dwellings of which around 10 dwellings should be affordable to meet local needs.

12.15 Development should be laid out in a linear form of terraced blocks fronting on to Fort Road in order to establish a visual continuity from existing traditional terraced housing to the north and the more recent development further to the south. In order to maintain the dominant form of Castle Hill, development should be restricted to the lower foot of the slope. Some excavation may be required to integrate the lower level of buildings into the slope. Buildings should, generally, not exceed two storeys, including any garaging or accommodation in the roofspace, although there is scope for three storey development towards the southern end of the site. This prominent riverside setting, however, does provide the opportunity for an innovative and imaginative design. The Plan does not prescribe a specific housing type, but it is suggested that a mix of flats and town houses would most appropriately meet the design requirements for this site.

12.16 The scale and form of the buildings should reflect the commercial quayside setting. The form of buildings should be simple but bold with horizontal emphasis and proportions. Detailing and materials should reflect the maritime character of the area.

12.17 Due to the risk of flooding, any new development must include an appropriate standard of flood protection and provision for future maintenance.

12.18 Vehicle access to the development shall be from Fort Road. Vehicle parking should be accommodated within the lower floor of the buildings or on the area between the new buildings and Fort Road.

## South of Valley Road

***NH4 Land south of Valley Road (0.76ha), as defined on Inset Map No 2, is allocated for residential development at a target minimum of 24 dwellings subject to compliance with all appropriate District-Wide Policies***

## Capacity

12.19 The land south of Valley Road is a long-standing commitment and has been allocated for residential development since the 1970s. It was also allocated in the Newhaven District Plan (adopted 1982) for residential development. Part of this allocation has now been constructed, however, there is still an area within the allocation which remains to be developed.

12.20 It is estimated that this area could accommodate a target minimum of 24 dwellings of which around 6 dwellings should be affordable.

## Design

12.21 Any development should respect the visibility of the site from long and short views, from the A259 in particular. In order to provide a development which blends into the existing form of development and landscape, it may be appropriate for some limited excavation to be carried out in the land form.

## **West Quay**

**NH5 Land at West Quay, as defined on Inset Map No 2, is allocated for the following uses:**

- (a) residential development (Use Class C3 - Dwellinghouses)**
- (b) small-scale specialised retail/food and drink premises which would not compromise the vitality or viability of the town centre.**

**Subject to the provision of:**

- (i) significant and high quality public open space**
- (ii) riverside walk/riverside amenities**
- (iii) public car park to cater for the users of the moorings and other recreational facilities**
- (iv) fishermen's facilities**

**In addition, any proposals will be expected to comply with the following criteria:**

- (v) the layout, design and height of any development should take account of vistas through the site, especially from Fort Road to the river and vice-versa, views into and out of the site and the backdrop of The Fort and Castle Hill**
- (vi) the design of any development should respect the marine characteristics of the area, including its marine environment**
- (vii) the provision of cycleways/pedestrian links from Riverside to Fort Road and Gibbon Road**
- (viii) public access will be retained at all times to the waterfront in addition to access for maintenance and improvement works to the tidal walls/defences. Within this area provision should be made for the Royal National Lifeboat institution facility**
- (ix) compliance with all appropriate District-wide Policies.**

12.22 West Quay has planning permission for 64 dwellings, public open space and car park and riverside cycleway/walkway and fishermen's complex. Therefore, it is not included as an allocation in the Local Plan but is accounted for as a large site with planning permission. The scheme is expected to commence in Autumn 2000, however, if for any reasons the project does not proceed it is prudent to have a policy relating to the site.

12.23 The land uses acceptable within this area are those that are considered would generate low-key activity but high footfall to the area and would take advantage of its waterfront setting. Consequently, the uses listed in Policy NH5 are advocated as being the most appropriate ones. In terms of residential provision on the site it is estimated that around 64 units could be provided. It is envisaged that the fishermen's facilities would include the improvement of those already existing, the modernisation of the jetties and the creation of specialised retailing of fish. West Quay is already popular on an informal basis for low-key recreational uses. It provides a resource which is well-used and valued by the local community and, when this area is developed for other uses, it is important that it remains accessible to the public. The public open space and riverside walk should provide a high quality focal point of public amenity area along the river frontage. The important criteria for the public open space is the quality of the space within the overall package of development on the site. However, the Council will still be seeking a substantial area of public open space. Also there is a shortfall of public car parking within the area around West Quay, in particular the northern part of the site. At present the area is used for informal parking. It is important that provision is made for public car parking (around 35 spaces) on land between Chapel Street, Health Centre and Police Station for users of the moorings and other recreational facilities.

12.24 In order to complement the existing distinctive features within this area, it is considered important that any new development at West Quay should respect vistas, views and the backdrop to the site. In particular it is important that vistas through the site are achieved from Fort Road to the river and vice-versa. This will ensure that the development does not create a strong visual barrier between the river and existing development, but blends into the townscape and harbour setting.

12.25 In addition, the retention of existing views and the creation of new views is important in developing the character of this site. One particular important view is from the swing bridge looking towards the harbour entrance. At present this view is open in aspect and any new development should ensure that its building line, height and rhythm respects this aspect.

12.26 Castle Hill, The Fort and the properties along Fort Road provide an attractive and unusual backdrop to the development on West Quay. Therefore, the development should respect and take advantage of these features and should not dominate them.

12.27 In addition, this area accommodates the Royal National Lifeboat Institution's boathouse and associated facilities. This is a critical service for the safe functioning of the Port and maritime area. However, its current location is not ideal and, therefore, its relocation within the riverside area would be acceptable.

### **Land at The Marina**

**NH6** *Land at The Marina, as defined on Inset Map No 2, is allocated for residential development at a target minimum of 100 units subject to:-*

- (a) no loss in the number of existing berths as at December 1999*
- (b) the provision of adequate parking to serve the berths*

- (c) new development must include an appropriate standard of flood protection (including safe access to the site) and provision for future maintenance**
- (d) compliance with appropriate District-wide policies.**

***In association with the residential development small-scale specialised retail/food and drink premises and leisure uses associated with The Marina activities would also be acceptable.***

12.28 The Marina lies in a very prominent position along the Quayside. It is appreciated that there is scope for the rationalisation of the existing uses within the site, whilst still maintaining the maritime character.

12.29 The site is at risk to flooding and, therefore, any development should provide adequate flood defence measures, and associated maintenance, in accordance with current planning guidance.

12.30 The Marina fulfils an important role in Newhaven and it is important that such a use is maintained within the site. However, it is considered that a target minimum of 100 units could also be accommodated within the site with around 25 affordable homes for local needs. In addition, small scale specialised retail/food and drink premises and other leisure uses associated with the Marina could contribute to the ambience of the area.

12.31 The provision of adequate car and trailer parking to serve the users of the Marina is considered as an important operational requirement for the Marina. Therefore, any scheme should ensure that adequate facilities are provided.

### **North East of Kings Avenue**

***NH7 Land at NE of Kings Avenue (0.19ha), as defined on Inset Map No 2, is allocated for residential development at a target minimum of eight dwellings, subject to compliance with all appropriate District Wide policies.***

12.32 The site comprises a wooded slope forming part of the Denton Conservation Area and other adjoining land rising up to the commencement of open downland above Fairholme Road. Development is acceptable within this site and around eight dwellings could be achieved within it. However, any development should respect the wooded slope which makes an important contribution to the Conservation Area.

### **West of Meeching Quarry**

***NH8 Land to the west of Meeching Quarry, as defined on Inset Map No 2, is allocated for residential development at a target minimum of 125 dwellings, provided that:***

- a) the buildings and layout are designed to respect the prevailing gradients on the site***
- b) the proposals take account of the findings of an ecological***

- baseline assessment and impact study of the site, providing appropriately for the retention of any protected species and including any necessary ecological mitigation measures**
- c) the proposals provide for the design and implementation of any engineering works necessary to prevent slumping of the western face of the existing quarry**
  - d) landscaped areas planted with suitable indigenous species are provided on the northern, eastern and southern boundaries of the site, and in the rectangular area set aside for access to the site, west of the allocated area**
  - e) the primary access to the site is from Court Farm Road across the area defined on the Proposals Map, to the west of the area allocated for residential development**
  - f) a second access is provided onto Gibbon Road or otherwise**
  - g) provision is made within the layout for the possibility of pedestrian and cycle routes into Tideway School**
  - h) the proposal complies with all relevant District-Wide Policies.**

12.33 Meeching Quarry and the area to the west is not a priority site for housing development in environmental terms. It is in need of special environmental consideration because it is a prominent site in an exposed position on the downs on the edge of the town which materially affects consideration of its use for housing. Consent was granted in 1947 for the extraction of chalk from the area which is now known as Meeching Quarry, together with an area to the west. Despite changes in legislation to control such development quarrying would be environmentally damaging. Therefore it was considered that the alternative of housing development would be less damaging to the environment. However, prior to the granting of planning permission for residential development the consent for chalk extraction should be rescinded by an appropriate legal agreement.

12.34 The site is regarded as "sustainable" in terms of accessibility to services and facilities, such as shops, schools and public transport. In addition, this site is now surrounded on three sides by residential development. Therefore, the use of this area for residential development is considered to be an optimum use and one whose impact on the landscape would be less than quarrying.

## Design

12.35 Any residential development should respect the open character of this site and its visibility in long views from the south and east. In order to provide a development which blends into the existing form of development and landscape, it may be appropriate for some limited excavation to be carried out in the land form.

## Landscaping

12.36 The site is sensitive in landscape terms because it forms a prominent undeveloped part of a ridge which is visible from the coastal path and from other open spaces and heritage areas. The development should therefore include areas set aside for planting with indigenous species at the top of the ridge next to the boundary with Tideway School/Gibbon Road, above and upon the steeply sloping valley crest overlooking Court Farm Road, at the top of the quarry face and in the

dry valley west of the allocated area. The latter area should be used to provide a soft edge to the development of the town. In addition, appropriate planting should be undertaken within the developed parts of the site to strengthen landscape character, create local identity zones and soften the visual effect of development in this exposed position.

#### Ecological Factors

12.37 There is evidence of occupation of the site by badgers and possibly by protected reptiles such as slow worms and lizards. Parts of the site have become, or are in the process of becoming, semi-naturalised. The Council will therefore require that an ecological baseline assessment and impact study be carried out. Development proposals must provide for the appropriate protection of protected species and show what provision is being made for other features of interest, either by retention or mitigation measures.

#### Capacity

12.38 It is estimated that this area could accommodate around a target minimum of 125 dwellings of which around 31 should be affordable to meet local needs. However, a Development Brief should be prepared which will assess in greater detail the environmental capacity of the site.

#### Access

12.39 The main vehicular access to the site should be achieved from Court Farm Road with a second access road on to Gibbon Road or otherwise, possibly serving a restricted function, taking account of the requirements of emergency access, public transport, pedestrians, cyclists and other road users and of conditions on surrounding roads.

12.40 Developers should discuss with the Education Authority the opportunities of providing pedestrian/cycle routes from the site directly into Tideway School.

#### Shops and other facilities

12.41 Subject to accordance with District-Wide Policies in respect of neighbourliness, the incorporation of proposals for neighbourhood services, such as shops, surgeries etc, would be welcomed.

### **Economic Activities**

#### **Denton Island**

**NH9 *Planning permission will be granted for the following uses on Denton Island:***

- (a) *non-residential education and training centre (Use Class D1)***
- (b) *museum, public hall, library, art gallery, exhibition (Use Class D1 XVI)***

- (c) cinema, concert hall and other indoor and outdoor sports and leisure uses (Use Class D2 XVIII)**
- (d) theatres (Use Class D2)**
- (e) hotel (Use Class C1)**
- (f) small-scale marina and boat building yard(s)**
- (g) public slipway**
- (h) business uses (Use Class B1)**
- (i) coach park**

**subject to the following criteria:**

- (i) any proposal should make a positive contribution to the regeneration of Newhaven and the vitality and viability of the town centre**
- (ii) the layout, design and form of any development should complement, and take advantage of, the views from and to the town centre ring road and proposed recreational area at Lewes Road**
- (iii) safe and attractive pedestrian/cycle links should be provided from Denton Island to the town centre and railway station and within the Island**
- (iv) proposals for development on the east bank of the Island should provide appropriate bunding and landscaping to mitigate the visual and aural impact of the uses at North Quay, unless the proposed use is itself dependent on direct access to the river**
- (v) appropriate landscaping along the western bank which provides a prominent and attractive frontispiece to the Island without compromising the views into and out of it**
- (vi) the provision of public riverside amenity area(s) and footpath/cycleway**
- (vii) no works shall be undertaken which would reduce the integrity of the tidal defences or access thereto for future maintenance or improvement works**
- (viii) new works must include an appropriate standard of flood protection and provision for future maintenance**
- (ix) compliance with all appropriate District-Wide Policies.**

12.42 Denton Island is in a prime location as it is adjacent to the town centre, has a riverside frontage and is close to the port. The Island has been identified in the Single Regeneration Budget as a key site for redevelopment, and a package of regeneration measures funded by SRB and South East England Regional Development Agency commenced in 1999.

12.43 In Autumn 1999 a Training and Enterprise Training Centre was opened on the Island, which provides up-to-date training facilities and business advice services; and public open space and infrastructure improvements are due for completion in 2001.

12.44 A small area to the south of the Island is currently in retail use. The continuation of this use is acceptable within this site as it could bring complementary benefits to other proposed uses on the remainder of the Island.

However, in accordance with Policy E6, planning permission will not be granted for any further retail development on the Island unless it cannot be accommodated in the town centre. Proposals must be accompanied by a full impact statement that the development will not affect the vitality or viability of the town centre. This is in line with the sequential approach advocated in PPG6.

12.45 In 1996 a Retail Study was commissioned by a consortium of local authorities in East and West Sussex. One of the findings of the Study was that retail uses on Denton Island would be likely to affect the vitality and viability of the town centre. Specialist retailing subsidiary to a leisure use or craft workshops would, however be acceptable subject to controls.

12.46 The Island is protected to a certain degree from flooding by tidal walls. These have been improved in recent years following flooding of the Island. With rising sea levels it is essential that access is retained to enable improvement works and maintenance operations to be undertaken. Location of landscaping is particularly important to ensure access is not restricted.

### **Eastside Business Area**

**NH10** *The area to the east of the existing Eastside Industrial Area, is allocated for business uses (Use Classes B1, B8) subject to the following criteria:*

- (a) a new access road shall be provided to the business area which will also provide access to the new port development (see also Policy NH20)*
- (b) a landscaped zone in the River Ouse estuary area is created as an integral element of the environmental approach to the new development (see Policy NH11).*
- (c) safe and convenient pedestrian routes and cycleways should be provided alongside the access road, around the perimeter of the area, ie. along the Pargut Bank (linking into the wider countryside area to the east) and to and from Beach Road*
- (d) the pumping station should be upgraded as part of the development proposal.*
- (e) compliance with all appropriate District-wide Policies.*

12.47 The Eastside Business Area was originally designated for industrial development in the Newhaven District Plan. The development of this greenfield site provides the opportunity for a flagship development to make a key contribution towards the employment needs of Newhaven and the western part of the County. The development of the area should focus on international trade and port-related activities. Such activities could include port and maritime support services. The Business Park has significant employment potential, estimated at around 1,500 jobs.

12.48 The Eastside Business Area was one of the projects included in the Single Regeneration Bid and it was successful in achieving funding towards the provision of the landscaped buffer element of the whole package of proposals for this area (See also Policy NH11).

12.49 A new access road will need to be provided to serve the Business Park and the proposed port facilities. The East Sussex County Council, as the highway authority, promoted the provision of the road and planning permission was granted in June 1996. The line of the proposed access road follows the eastern boundary of the site covered by Policy NH10 above. However, in addition to this main spine road it is desirable to encourage the existing businesses along Beach Road to link into the internal road network of the Business Park. This may necessitate Pargut Bank to be breached which is acceptable in principle, provided that the cycleways and pedestrian routes are still provided to a satisfactory standard. It is intended that, once the majority of businesses along Beach Road have the opportunity to link into the new road, appropriate traffic calming measures along Beach Road will be implemented in order to provide a more attractive environment for users and occupiers of the area.

12.50 The site is within an area identified by the Environment Agency as at risk to flooding from the sea. Therefore, it will be necessary to raise the existing ground level prior to the start of construction of the site.

12.51 The existing pumping station was not designed to deal with flows from the proposed development. Therefore, there is an increased risk of failure of the pumps. Consequently, the pumping station should be upgraded to serve the proposed development.

### **River Ouse Estuary**

***NH11 The River Ouse Estuary area will accommodate a major environmental initiative which will include the enhancement of wildlife and informal recreation in the area as well as providing an environmental buffer between the countryside, the Eastside Business Area and The Port***

12.52 The River Ouse Estuary area is designated as a Site of Nature Conservation Importance. It is recognised that the expansion of the Port, the development of the Eastside Area and the associated access road requires an environmental response to ensure that new infrastructure investment contributes to the sustained development of the area. Planning permission has been granted for a scheme which includes water features, appropriate bunding and landscaping. A landscaped buffer will be provided as part of the works as mitigation against the development of the Eastside Business Area, The Port and associated new road.

12.53 This substantial buffer will be designed to accommodate cycleways, pedestrian links, surface water run-off/balancing ponds (which will have the dual purpose of serving as wildlife habitats) and a natural habitat area. The natural habitat area is important as the site is part of a larger Site of Nature Conservation Importance (SNCI) which was designated by the District Council in 1993. The SNCI provides a habitat for a wide variety of species ranging from wading birds to herb rich meadows. In addition, within the SNCI there are also Great Crested Newts which are a European protected species. Any development proposals will ensure that appropriate mitigation measures are taken so that an acceptable replacement habitat is provided for the newts. The balancing ponds will also be

constructed large enough to accommodate the surface water run-off from the Business Area as well as the road.

### **Lorry Facilities/Park**

***NH12 Land south-east of North Quay is allocated for a lorry park and associated facilities (as shown on Inset Map No 2) such as toilets, showers, refreshments and stopover facilities, provided that it complies with all other appropriate District-Wide Policies.***

12.54 The port and other businesses within the area generate heavy goods vehicles and lorries whose requirements for parking and the use of other basic service facilities cannot be met by the existing provision. Therefore it is important for HGV and lorry drivers to have convenient facilities in the area of the A26/A259. The facilities which would be acceptable on this site include toilets, showers and basic refreshment and stopover facilities.

### **Tourism**

12.55 Planning permission will be granted for tourism-related activities in accordance with District-Wide Policy E10. Newhaven offers varied potential for tourism. It has the opportunity to use its maritime, industrial, historic and natural heritage to stimulate tourism in the area. The proposed regeneration of the Westside Waterfront area from Lewes Road to West Beach is intended to create an attractive and varied experience for visitors to the river and seaside. Encouragement of increased local and foreign visitor trade is seen as important in bringing in finance to the local economy, particularly to cafes, public houses, the town centre and guest houses. Proposals for the development of visitor facilities associated with local factories, such as visitor shops will be encouraged.

### **Town Centre**

#### **Primary Shopping Area**

12.56 In order to retain a concentrated focus of shopping activity District-Wide Policy E4 (Primary Shopping Area) shall apply to the following areas, as shown on Inset Map No 2.

- (a) 4-38 High Street (even nos)
- (b) 1-27 High street (odd nos)
- (c) 1-12 South Lane (including Newhaven Square)

12.57 District-Wide Policies E3 to E5 detail the Council's approach with regard to ensuring the promotion of the town centre vitality and viability.

12.58 In addition, Paragraph 12.44 explains how the regeneration of Denton Island could create a beneficial symbiotic relationship between the activities on the Island and the town centre.

## **Pedestrian Precinct**

***NH13 Planning permission will not be granted for developments which restrict rear access to the properties in the High Street. Wherever possible the District Council will require rear access to be provided to properties which do not currently enjoy this facility.***

12.59 A Traffic Order was made in the mid-1970s, with an amendment in 1996 to facilitate the holding of a street market, restricting vehicular traffic, with the exception of service vehicles requiring access to the front of the properties in the High Street. As a result of the successful implementation of a policy in the adopted Newhaven District Plan, nearly all the premises in the High Street now have a rear access.

12.60 When considering planning applications the Council will be looking towards increasing the number of properties which enjoy rear access. Only a very limited amount of vehicular traffic now needs to use the pedestrian precinct area. Consequently, some environment enhancement works have been carried out in the High Street, such as the provision of lighting, seating, hanging baskets. The opportunity exists also for holding a street market in this traffic-free area.

## **Area of Established Character**

12.61 District-Wide Policy H12 will apply to Nos 38 to 86 Fort Road (See Inset Map No 2) which is considered to be an Area of Established Character.

12.62 This terrace of Edwardian properties in Fort Road is attractive in itself and its elevated position in the forefront of views from the ferry make it an important landmark in visitors' first view of the town. Therefore, it has now been designated as an Area of Established Character.

## **Recreation and Community Services**

### **Castle Hill, The Promenade / West Beach**

***NH14 Planning permission will not be granted for uses which would prejudice the use of Castle Hill, The Promenade and West Beach for informal recreation.***

***Planning permission will be granted for visitor facilities, such as toilets and refreshment facilities, on the undercliff section of The Promenade.***

***Any proposals for the area should respect:***

- (a) the panoramic views, open downland and waterside location***
- (b) the ecological and geological significance of the area***
- (c) the natural maritime character of this site and its important aspect as 'the Gateway to Sussex'***
- (d) the operational requirements for port operation and marine safety***
- (e) the need for safe pedestrian and cycle routes throughout the***

**area.**

**NH15 Planning permission will not be granted for any buildings or structures on Castle Hill, which will be conserved as a major public informal open space.**

**NH16 Planning permission will be granted for additions/alterations to the military museum and visitor centre at The Fort provided that:**

- (a) any development, internal or external, respects the importance of this site as an Ancient Monument**
- (b) the form and appearance of the original buildings and spaces remain the dominant features of the site**
- (c) compliance with all appropriate District-Wide Policies.**

12.63 Castle Hill, The Fort, The Promenade and West Beach have been enjoyed for many years for informal recreation. The area has great potential in that it offers a unique combination of historical countryside and marine features of interest.

12.64 Castle Hill is a prominent landmark from both long and short term views and any buildings would detract from its special open character. Parts of the Hill are recognised as a Site of Special Scientific Interest and a Site of Nature Conservation Importance. The Napoleonic Fort was constructed inside Castle Hill with tunnels honeycombing the cliffs linking the parade ground which is sunken within the hill top to the promenade area below the cliffs. The Fort is a scheduled Ancient Monument attracting many visitors.

12.65 The area between the cliffs and The Promenade is far less prominent than the higher, sloping contours of Castle Hill. Indeed, this area is principally only visible in the approach from the sea, from where it is dominated by the backdrop of the cliffs. However, it is a most important aspect as it creates the first impression when approaching Newhaven Harbour, therefore, it is important that the natural potential of this area is fully utilised without irreversible damage to this landmark view.

12.66 The Council has been successful in obtaining Single Regeneration Budget and lottery finance for the improvement of visitor facilities in this area, and the restoration of The Fort's history using multi-media techniques. In order to make this a more attractive area for people to visit, some limited services are important. Such services might include toilets and refreshment facilities. Any buildings should respect this important location as a "Gateway to Sussex" and should be of a high standard of design. Buildings should be subservient to the landscape and should not detract from it. Substantial development will not be acceptable. The Lunette Battery Ancient Monument will be protected as an important heritage feature.

12.67 A comprehensive scheme will be prepared for enhancement, conservation, interpretation and pedestrian and cycle links at Castle Hill Coastal Park and the West Beach area.

## **Avis Road Outdoor Sports Facilities**

***NH17 Land at Avis Road, as defined on Inset Map No 2, is allocated for outdoor sports facilities.***

12.68 Open land lying between the Avis Way Industrial Estate and Denton performs an important role as a green buffer to safeguard the identity of the Denton and Mount Pleasant residential areas as separate from the industrial estate to the west. It is considered that this buffer is ideal for an area for sports facilities.

## **Lewes Road Recreation and Camping Area**

***NH18 Land at Lewes Road, as defined on Inset Map No 2, is allocated for comprehensive development for a mixture of uses comprising:***

- (a) a seasonal touring caravan and camping site of up to 100 pitches, on land in the north-western corner of the site***
- (b) recreational facilities, including two football pitches, a cricket square, four tennis courts and a pavilion; a childrens' playground; a kick-about area; and an informal natural park, all on the former raised tip and land to the south of it***
- (c) areas throughout the site (but particularly in the area north of the raised tip) to be managed for their ecological interest, including interpretive/educational facilities***
- (d) a well screened public car park***
- (e) retention and planting of belts and groups of indigenous trees and shrubs along the northern and western boundaries of the site and within it.***

***Provision should be made for attractive public access routes to the main points of interest throughout the site (except the caravan and camping site) and, in particular, for improved public access to the river bank.***

12.69 On the northern boundary of the town, on the edge of the downs and the Ouse Valley, there lies a large area of mainly derelict land which has the potential to make a major contribution to recreation and tourism in Newhaven. The northern part of the site falls within the Sussex Downs Area of Outstanding Natural Beauty. The whole area, with the exception of the existing playing fields was also designated as a Site of Nature Conservation Importance in 1992. The disturbed ground of the former tip at the north of the site is a mosaic of habitats and supports several rare plants. The meadows to the north vary from a dry, tall sward in the north-west to damper grassland with brackish channels and pools in the east. The fields, the brackish pools and ditches are also of considerable value. Despite the site being of such important ecological value it is considered that the land uses proposed in Policy NH18 could be achieved in a manner which is compatible and sensitive to the ecological interests of the site. Any proposals considered under the remit of this Policy will need to demonstrate that they comply with Policy ST9 (Protection of Natural Features and Habitats).

12.70 At the northern extreme of the site is a former landfill site. Consideration may need to be given to the possibility of landfill gas. Also, to the south of this is the operational household waste site for which the County Council are responsible for planning and operational matters.

12.71 A detailed appraisal brief for the site has been prepared by consultants. The brief has more detail on how the site could be developed within the overall framework of Policy NH18. The implementation of these proposals will mark the northernmost point in the regeneration of the west side waterfront.

#### Touring Caravan and Camping Site

12.72 The location of the proposed touring and camping site should enable it to blend into the landform. It should be located in the north-western corner of the site on land which is currently meadowland. This location provided segregation from other areas within the site which would afford privacy for the users. The site should be constructed to accommodate around 100 pitches.

#### Children's Playground

12.73 The children's playground could be located at the southern end of the site as it will be readily accessible from the town and adjacent car park. The pedestrian circulation system should be designed to ensure that footpaths surround the playground and it would be advantageous if the playground were overlooked at the northern end by the sports pavilion. Such measures would provide a measure of security both for the protection of the children playing there and to lessen the risk of vandalism.

#### Car Park

12.74 A car park should be surfaced in an appropriate natural material. The access to the car park is likely to be from the existing entrance to the waste disposal site.

#### Sports Facilities

12.75 The sports facilities should include two football pitches, a cricket square, four tennis courts and a sports pavilion. They should be sited in proximity to each other for convenience and ease of supervision and in a location which means that the facilities are readily accessible from the town and the proposed car park.

#### Informal Park Area

12.76 Part of the existing meadow area would make an ideal informal park area. Also, within the area, the opportunity should be taken to provide an educational area. The area should include a variety of different habitats with the aim of promoting a greater understanding of the local natural history.

## Riverside

12.77 A designated footpath already exists on top of the flood protection embankment, but access to this should be improved by the provision of access points at intervals along the embankment, particularly where it would enable the residents of the Valley Road Estate to reach this important amenity. Currently, there is the Newhaven Household Waste Disposal Site within part of the area.

### **Primary School Site**

***NH19 Planning permission on land close to Tideway School will not be granted for uses other than education.***

12.78 Existing primary school provision is estimated to be sufficient to cater for the existing demands within the town. However, in the event of the implementation of the residential commitments at Harbour Heights, West Quay, Valley Road and west of Meeching Quarry, it may be necessary to provide a new primary school. East Sussex County Council as Education and Planning Authority would be responsible for determining any planning application for a new primary school. The District Council will be one of the statutory consultees. (see also policy RES20 - Education Provision)

### **Newhaven Harbour**

#### **Upgrading and Expansion of The Port**

***NH20 Land at East Quay and East Beach, as defined on Inset map No 2 (Area A), is allocated for the upgrading and expansion of the port, provided that:***

- (a) a full environmental impact assessment is submitted with the planning application***
- (b) the proposed access road has been, or is in the process of being, provided***
- (c) provision is made for access to The Port by public transport***
- (d) adequate screening is provided along the eastern edge of the proposal site***
- (e) the proposals are in compliance with all appropriate District-Wide Policies.***

***Encroachment onto other land between Mill Creek and the former railway line, as separately defined on Inset Map No 2 (Area B), may be permitted (to the minimum extent necessary ) if it can be demonstrated to be essential to the expansion of the port in order to support the continuing operation of a modern cross-channel passenger and freight vehicle ferry service. In such event planning permission will only be granted within Area B for open storage uses, including vehicle and trailer parking.***

***Any planning permission for Area B would be dependent on acceptable measures being taken to minimise the visibility and impact of the use through the design of any lighting , fencing , earth bunds and other features.***

12.79 The District Council recognises that the expansion and enhancement of the Port is a vital component to help revitalise the economy of the local area. Therefore, land is allocated to provide a sufficient area to accommodate fully satisfactory operating conditions for an operator of cross-channel ferries. Although Newhaven is a relatively small port, it still provides important maritime links to mainland Europe and beyond.

12.80 Newhaven's corresponding ferry port of Dieppe has benefited from a new outer harbour ferry terminal building. It is considered necessary to encourage investment in modern port infrastructure, to take advantage of the important strategic location of Newhaven and to respond to opportunities to introduce new, faster services such as the larger high-speed catamaran.

12.81 In order to cater for modern-day shipping/maritime requirements it is necessary to expand the Port. It is proposed that this expansion should take place on land east of East Quay and East Pier. However, in order to minimise the impact of the use on the open appearance of the Ouse Valley and the beach area, the development of Area B, as shown on the Proposals Map, will only be acceptable if it is demonstrated to be essential to the expansion of the port in order to support the continuing operation of a modern cross-channel passenger and freight vehicle ferry service. Also, to protect this sensitive area only open storage will be acceptable.

12.82 It is recognised that the scale of the proposed development will, undoubtedly, have an impact on the environment of the area. Therefore, the starting point for any project of this scale would be to undertake an Environmental Impact Assessment to ascertain the necessary mitigation measures which need to be taken into account to ensure that the project does not have an adverse impact on the environment of the area, both marine and terrestrial.

12.83 To accommodate the additional vehicular movements which will be generated by the new facilities it is important that the proposed port access road is provided, or at least under construction by the time the new facilities are operational. The use of Beach Road for this level of traffic would be unsatisfactory both in terms of capacity and safety.

12.84 Due to a risk of flooding, any new development at Newhaven Harbour must include an appropriate standard of flood protection, and provision for its future maintenance.

### **Railway Quay**

***NH21 Planning permission will be granted for port related uses at Railway Quay. However, in the event of Railway Quay becoming surplus to the direct operational requirements of the Port, the land will be allocated for mixed development to include the following uses:***

- (a) Residential development at a target minimum of 200 units plus any of the following uses**
- (b) Business (Use Class B1), or**
- (c) Leisure (Use Class D2), or**
- (d) Food and drink (Use Class A3), or**
- (e) Factory outlet centre**

**Subject to compliance with the following criteria:**

- i) the design, character and layout of any scheme should respect the maritime character of the site**
- ii) sensitive re-use is made of existing listed buildings**
- iii) compliance with all appropriate District wide policies.**
- iv) new development must include an appropriate standard of flood protection (including safe access to the site) and provision for future maintenance.**

**Planning permission will not be granted for general retailing at Railway Quay.**

**All proposals will need to demonstrate satisfactorily that there will be no adverse impact on;**

- (v) the operation of the remaining port,**
- (vi) vehicular/cycle/pedestrian access to the remaining port area and**
- (vii) the surrounding highway network.**

12.85 In the event of the expansion of the Port (see Policy NH20) or consolidation of existing uses, then it is likely that Railway Quay will become surplus to the direct operational requirements of the Port the site would be appropriate for a mixed development and uses should include a mix of residential, and any of the following uses: business, leisure, food and drink and factory outlet centre. General retailing would, however, not be acceptable on the site as it would have an adverse impact upon the vitality and viability of Newhaven Town Centre. Appropriate conditions would be attached to any planning permission for a factory outlet centre to ensure that the use did not revert to general retailing. It is considered that a target minimum of 200 units could be accommodated within the site between 2001-2011 with around 50 units providing affordable homes for local needs.

12.86 The development should take full advantage of the attractive waterfront setting and the two listed buildings which are within the site. Also within, and out the site, there should be a high standard of pedestrian and cycle links including easy, safe and convenient access to the town centre and railway station.

12.87 Railway Quay currently provides important operational land and access for part of the Port. Any development proposals will need to be accompanied by a statement demonstrating that the proposals will not prejudice the operation of the port through the loss of operational land, parking access etc. Proposals would not be permitted which would have unacceptable traffic impact on local roads in the Eastside area.

12.88 The site is currently at risk to flooding and, therefore, any development should provide adequate flood defence measures, and associated maintenance, in accordance with current planning guidance. Safe access should also be provided.

### **Rail Transport Links to the Port**

***NH22 Planning applications for the development of the Port will be refused unless they provide satisfactory links to the main Railtrack network for freight and passengers, including interchange facilities.***

12.89 The Port of Newhaven is the only port on the south coast between Folkestone and Portsmouth with direct rail access to the Quay. Newhaven Harbour Station directly serves the port. It is important, in accordance with PPG13 (Transport) and other Government guidance to provide opportunities for rail transport, including freight handling at this important transport interchange.

### **East Quay**

***NH23 In the event of the existing ferry and cargo berths at East Quay becoming redundant, then planning permission will be granted only for other commercial port-related uses.***

12.90 If the existing ferry berths are relocated at East Quay (See Policy NH20) then the re-use of the existing facilities for other port-related uses would be acceptable. This land is valuable water frontage which should be retained for purposes associated with sea transport. The introduction of non-port-related uses in this key area of Newhaven Harbour will not be permitted. Due to the risk of flooding, any new development must include an appropriate standard of flood protection, and provision for its future maintenance.

### **North Quay**

***NH24 Planning permission will be granted by the District Council only for port-related uses (B1-B8) at North Quay (see Inset Map No 2)***

12.91 The limited depth of the River Ouse north of the bridge restricts the size of ships which can use North Quay. Also, the need to open the swing bridge to allow access has some limitations.

12.92 The advantage of the North Quay area is that it is relatively isolated due to its location between the river and the railway line. Therefore, it is well suited to accommodate business uses which are generally regarded as un-neighbourly such as scrap merchants, aggregate wharves etc. Permission, therefore, will not be granted by the District Council for activities which do not have a significant relationship to the Port. This Policy operates in parallel with those in the East Sussex Mineral Local Plan.

12.93 North Quay is identified in the adopted East Sussex and Brighton and Hove Minerals Local Plan as an area where the retention and further development of facilities for receiving and processing sea borne imported aggregates would be supported. North Quay is also identified as a Minerals Consultation Area (MCA)

where consultation with the County Council is required on applications for development which would sterilise important mineral facilities.

12.94 North Quay is also identified as an area of search for an Energy from Waste facility in the East Sussex and Brighton and Hove Waste Local Plan First Deposit Draft (November 2000). The District Council have made representations against the proposal.

12.95 Due to a risk of flooding, any new development must include an appropriate standard of flood protection and provision for its future maintenance.

## CHAPTER 13 - PEACEHAVEN AND TELSCOMBE

In this chapter there are Policies and Proposals which deal with the following issues specific to Peacehaven and Telscombe:

- The A259 South Coast Road (PT1)
- Land East and West of Peacehaven Sports Park (PT2)
- Intensification and Infilling (PT3)
- Telscombe Cliffs Way (PT4)
- Business Development (PT5)
- Meridian and Bolney Avenue Industrial Estates Link (PT6)
- South Coast Road (PT7)
- Meridian Centre (PT8, PT9)
- Access and Permeability at the Meridian Centre (PT10)
- The Joff Youth Club (PT11)
- The Coasts, Cliff top and Foreshore (PT12, PT13)
- Coast Protection Works and Access to the Beach (PT14)
- Telscombe Tye and Telscombe Village (PT15)
- Outdoor Sports Provision (PT16)
- Informal Public Open Space (PT17)
- Allotments (PT18)
- The Valley Road Area (PT19-PT21)
- Neighbourhood Centres (PT22)
- Primary School (PT23)

### Key Planning Issues

13.1 The area of Peacehaven and Telscombe (“the towns”) are favoured with many positive attributes. They are in a good location set between beautiful countryside and the sea. In addition, they are close to major towns such as Newhaven and Brighton. The towns have a good population cross section with a broad range of ages and skills.

13.2 The towns’ problems result from their recent and rapid evolution. Many of which stem from the failure of services and infrastructure to keep pace with development. The problems most often associated with the area are the poor local economy and the limited employment base locally. There are also high levels of unemployment.

13.3 There is a lack of services, play/sports facilities, public services, and in particular a lack of facilities for the young. There is also a restricted range of shopping provision and poor conditions on the main and local roads, with congestion at peak hours.

13.4 In recent years various new services, facilities and sports opportunities have been provided. The challenge for the future is to continue to augment this “community infrastructure” and to make the area more self-sufficient. The increase

of local employment would bring social and environmental benefits. However, it will be equally important to safeguard the environmental assets of the area and to promote quality in the built environment.

## **DISTRICT-WIDE POLICIES**

**This Chapter sets out the detailed Policies and Proposals which apply only to Peacehaven and Telscombe. It is important that they are considered in conjunction with the District-Wide Policies, as set out in Chapters 4-10, for these Policies are also applicable. District-Wide Policies which are not site specific are listed in Appendix 1. District-Wide Policies with site specific applications in Peacehaven and Telscombe are shown on the Proposals Map Inset Map No 3.**

### **Peacehaven and Telscombe Planning Boundary**

13.5 District-Wide Policy CT1 provides for development to be contained within Planning Boundaries with the exception of certain types of rural development for which specific provision is made in other policies of the Plan. The Planning Boundary for Peacehaven and Telscombe is shown on Inset Map No 3.

13.6 The Sussex Downs Area of Outstanding Natural Beauty boundary already defines the built area of the northern and eastern edges of East Saltdean, the western and northern edges of Telscombe Cliffs and part of the eastern side of Peacehaven.

13.7 The downland between East Saltdean and Telscombe cliffs is known as Telscombe Tye. This land is within the Sussex Downs Area of Outstanding Natural Beauty and creates the separate identities of East Saltdean and Telscombe Cliffs. Footpaths and bridleways cross the Tye and it is a very valuable open area for residents and visitors.

### **Residential Development**

13.8 District Wide policy RES2 (First Phase of Residential Development) identifies all site specific allocations for residential development during the next five years of the plan period (2001-2006).

13.9 The Local Plan Inspector's report into the 2001/2 Proposed Modifications Local Plan Inquiry recommends that a total of 50 units per year could be built in phase 1 (2001-2006) in Peacehaven and Telscombe through windfall developments and allocated sites within reasonable walking distance from the A259 with "very limited effect on peak hour congestion". However, the Inspector also makes it clear that the developers of these sites will have to contribute towards the package of transport measures in order to expedite their delivery.

13.10 Completions of large and small sites in Peacehaven and Telscombe combined have totalled an average of 13 per year in the period 1991-2001. Therefore in the 5 year period to 2006 a total of 65 units are likely to come forward via these 'windfall' sites. This leaves a remainder of 37 units per year or 185 units over the 5 year period that will be developed on the sites east and west of

Peacehaven Sports Park (see Policy PT2). The release of sites will be managed via the use of section 106 legal agreements attached to planning permission(s). In the event of unidentified sites performing differently (more or less coming forward than 13 units/year), the capacity of the sites will be revised accordingly.

13.11 The second phase of the Local Plan period is from 2006 – 2011. Para 5.7 contains a 'pool' of sites from which sites will be drawn to meet the housing need in the second phase, in conjunction with any more sustainable sites that may also come forward.

13.12 Sites in Peacehaven included in the pool of potential housing sites for development in the second phase (2006-2011) are also shown on the Proposals Map. These include the remainder of the east/west of Peacehaven Sports Park sites and the Valley, though this is a less sustainable site given its distance from the A259 transport corridor and the town's centre.

13.13 The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, identifies a shortfall within Peacehaven and Telscombe of Outdoor Sports, Informal Play Space and Equipped Play Areas. Any new housing would exacerbate this shortfall. Due to this, any developers of housing sites will be expected to contribute towards outdoor playing space as specified under District Wide policy RES19 (Provision of Outdoor Playing Space).

13.14 Specific regard must also be paid to District Wide policies RES20 (Education Provision) and T1 (Travel Demand Management) for residential development.

### **The A259 South Coast Road**

***PT1 Until the package of measures to increase transport choice and reduce reliance on the private car on the A259 corridor have been implemented, new permissions for house building and conversions in Peacehaven and Telscombe will be managed so that the annual completion rate will not exceed 50 dwellings per year.***

13.15 For many years the volume of traffic on the A259, especially at peak times, has been of concern. The Local Plan allocates land at Keymer Avenue for business use to increase the level of local employment opportunities (policy PT5) and the recently built secondary school has helped to reduce the length and number of journeys on the main road. However, Peacehaven and Telscombe do not have a full range of shops and other services so people still need to travel to other towns via the A259, and public transport and other alternative ways of travelling need to be improved.

13.16 A study commissioned by the relevant local authorities entitled "Focus on A259 South Coast Road Transport Problem – a preliminary review of options" was published in 1999. It concluded that any relief to congestion, however achieved, would be likely to be cancelled out by more traffic being drawn in and that highway construction would not be the answer.

13.17 Improved public transport, freed from the worst effects of congestion, and the establishment of land use policies to promote sustainable patterns of development, were seen by the study to be essential pre-requisites for the resolution of the problem. Development would need to meet the strategic objective of minimising increases in congestion. Sites close to the public transport corridor and facilities would be preferable to sites some distance from them, and a public transport system and other sustainable transport facilities would need to provide a timely, attractive and viable alternative to the car for a substantial number of journeys. The new secondary school and increased recreation and employment land provision through the Local Plan allocations will also help to make the towns more self-sufficient.

13.18 The Local Transport Plan (LTP) now includes a package of measures to increase transport choice. These include dedicated bus lanes and a highly recognisable, high-profile central route, providing a fast and frequent link to surrounding towns akin to a Light Rapid Transport system, in conjunction with measures to promote more flexible working arrangements and to make walking and cycling more attractive options.

13.19 Permissions for new housing will be controlled with the aim of limiting additional new dwellings to no more than 50 per year until the package of measures in the LTP have been completed. Contributions commensurate with the scale of the development will be sought from developers to bring forward these measures which will help ensure that public transport, walking and cycling are made more attractive and a real alternative to use of the private car along this busy main road.

#### **Land east and west of Peacehaven Sports Park**

***PT2 Land east and west of Peacehaven Sports Park (see inset map no.3) is allocated for residential development for a combined total of no more than 185 dwellings in the Local Plan period 2001- 2006.***

***However, this development will be managed to ensure that no more than 50 completed units per year come forward in Peacehaven and Telscombe.***

***Development of these sites will also be subject to the following criteria:***

- (a) a landscape buffer of at least 10m width shall be provided along the northern edge of these sites***
- (b) contributions will be required towards bringing forward a package of measures to increase transport choice on the A259 and reduce reliance on the private car***
- (c) compliance with all relevant District Wide policies***

13.20 At the first Local Plan Inquiry the Inspector had identified the sites east and west of Peacehaven Sports Park as 'candidate sites' for residential development due to their close proximity to a range of shops and services and to the A259 public transport corridor.

13.21 The Inspector at the Proposed Modifications Inquiry agreed with the District Council over the importance of implementing the package of measures to improve transport conditions on the A259, but considered that in the interim until the package was implemented, that a total of 50 dwellings per year could still be absorbed by the road.

13.22 However, the Inspector made it clear that developers of sites in Peacehaven and Telscombe would have to contribute towards these works to expedite their delivery. Therefore developers of the sites east and west of the sports park will be required to financially contribute towards these works.

13.23 The development of housing on these sites will also deliver affordable housing for the towns. Furthermore, to ensure that the development does not further stretch existing services or facilities, developers will be required to contribute towards the upgrade of secondary school facilities and the laying out of the new recreation park if it is demonstrated that the development would place a burden on existing levels of provision.

### **Intensification and Infilling**

***PT3 Planning permission will not be granted for intensification or infilling unless the following criteria are met in addition to Policy ST3:***

- (a) the plot is similar in width and depth to the generality of other plots in the area***
- (b) the street scene is not impaired***
- (c) the proposed dwelling(s) is/are compatible in height, mass and detailing with the existing dwellings adjacent or in the area.***

13.24 The gridiron layout of Peacehaven imposes its own discipline on the streetscene and layout of dwellings. Over a number of years there has been a particular local problem caused by developers seeking to add additional buildings into a well-established pattern of development.

13.25 Infill development in the space between existing properties can have implications for the residential amenities of the locality and the character of the street scene. Infilling proposals may be acceptable if they involve previously undeveloped plots, or parts of very large gardens or where they fill unsightly gaps in the developed frontage. Infilling in plots which are too small for the development will not be accepted.

### **Telscombe Cliffs Way**

***PT4 Any new development on Telscombe Cliffs Way will be accessed from Kirby Drive. No new vehicular access for residential development will be allowed on to the unmade parts of Telscombe Cliffs Way and Telscombe Road***

13.26 The northern part of Telscombe Cliffs Way, and the western end of Telscombe Road are unmade tracks. Both roads are important in terms of

recreation. One is a bridleway and they link the town with the countryside and sports pitches on the western edge of Telscombe Cliffs Way. Although cars do use these tracks for access to existing properties, the Council will aim to resist new vehicular accesses. Any residential development in the vicinity of Telscombe Cliffs Way or the western end of Telscombe Road, on small unidentified sites, will be required to provide access from Kirby Drive.

## **Economic Activity**

### **Industry and Commerce**

13.27 The Plan intends to provide for more self-sufficient towns in terms of providing services and employment in the area. Increased employment opportunities would benefit the working population as well as the overall economic performance of the area. Increasing local business and employment would do much to reduce the need to travel out of the area for work, and would help to control the increase of traffic on the A259.

13.28 Many of the industrial and commercial uses in the Peacehaven and Telscombe area are local firms that have originated in the area. The Policies in this Plan are intended to facilitate the expansion requirements of local firms and to allow for incoming small firms to set up locally. There should also be the flexibility for new and existing firms to create office space in the local environment close to services and residential areas in order to promote employment opportunities locally.

13.29 It is important on grounds of sustainability that employment opportunities are close to places of residence so that the need to travel is minimised. At the same time it is important that the areas for industrial activities do not encroach upon the residential amenity of the area. The industrial areas must, therefore, be contained within their sites. The B2 (General Industrial) Use Class contains some anti-social uses which the Council will resist in units closest to housing, where consent is required. Any proposals outside these sites will be judged against the District-Wide Environmental Principles (Chapter 4) and other relevant Policies. Any proposals to use sites or buildings on the industrial estates for uses which are not business uses, industrial or warehouse uses (Use classes B1, B2, B8) will be considered in the context of Policy E1. This seeks to resist the loss of employment which is particularly important in the Peacehaven and Telscombe area.

### **Business Development**

***PT5 Land to the north of Keymer Avenue, as identified on Inset Map No 3, is allocated for offices and business uses (under Use Class B1), subject to the following criteria:***

- (a) the sole means of vehicular access to the site shall be from Hoyle Road, in order to keep business and residential traffic apart,***
- (b) a landscape buffer of at least 5m shall be provided to separate the development from properties in Capel Avenue, Keymer Avenue and along the northern and eastern edges of the sites.***
- (c) compliance with all relevant District-Wide policies***

13.30 The intention of the Plan is to encourage economic and employment growth by utilisation of opportunities in existing sites or areas in conjunction with the release of a new, greenfield site on land to the north Keymer Avenue.

13.31 It is intended that this new land release forms a central business core in conjunction with the Meridian and Bolney Avenue Industrial Estates and the proposed business link (see Policy PT6). The new business site would be intended to attract new business and innovation to the towns in order to increase the self-sufficiency of Peacehaven and Telscombe, and reduce the levels of out-commuting. This allocation is therefore an important component in the strategy to minimise increases in congestion on the A259.

### **Meridian and Bolney Avenue Industrial Estates Link**

**PT6 Land south of Hoyle Road (see Inset Map No 3), Peacehaven, is allocated for:**

- (a) Industrial/warehouse units for B1 or B8 uses**
- (b) a link road of 6.75m carriageway width from Hoyle Road to the Bolney Avenue Industrial Estate (access to the northern end of Bolney Avenue is to be closed to vehicular traffic)**
- (c) At least two units should be, or capable of being subdivided into, units of no more than 400sq.m in order to nurture new business in the towns**
- (d) a landscape buffer between the rear boundaries in Damon Close and any development of this site**

**Subject to the following criteria:**

- (i) the link road will be constructed prior to the occupation of the industrial estates**
- (ii) all relevant District-Wide policies are complied with.**

13.32 The Bolney Avenue Industrial Estate is a small estate to the east of the Meridian Industrial Estate. It is surrounded on three sides by residential properties. Concern has been expressed that traffic generated by the industrial estate is having an adverse effect on the residential amenity of local roads. Large industrial traffic is competing with the local traffic and pedestrians in the area. An alternative access for the industrial estate is the best way to resolve the problem by separating the traffic generated by the industrial estate from the residential area.

13.33 The alternative access proposed will allow the industrial estate to expand naturally, be more appropriate for traffic generated by users of the industrial estate and provide the opportunity for environmental gains for the residents of Bolney Avenue and the surrounding residential areas.

13.34 The access will be through the existing Meridian Industrial Estate. The northern end of Bolney Avenue can then be stopped up so that access for industrial traffic will be through Holye Road.

13.35 The District Council will support the undertaking of a “Prohibition of Driving Order” closing that part of Bolney Avenue which lies to the north of Rayford Close to vehicular traffic to protect the residential amenity of Rayford close, Damon Close and part of Bolney Avenue. In the event of the closure of Bolney Avenue being unsuccessful then it will not be acceptable to provide a link from Hoyle Road to Bolney Avenue.

13.36 A buffer zone of planting is proposed to separate the new development and the rear of the properties on Rayford Close and Damon Close.

### **Primary Shopping Area**

13.37 The A259 South Coast Road is the main road linking the towns on the coast. However, it has also been evolving into an important business and shopping zone. Further economic growth and employment-generating uses would be encouraged within the planning boundaries of these two towns, but to retain activity and vitality along the A259, the central area is designated a ‘primary shopping area’ under policy E4 and loss of retail units will be resisted.

13.38 Due to South Coast Road’s mix of uses, there are only short lengths which are considered to be fulfilling a primary shopping area function, and hence are designated under policy E4, in order to retain a concentrated focus of shopping activity. These are as follows:

- (a) 224-238 north side of South Coast Road (even numbers)
- (b) 201-241 south side of South Coast Road (odd numbers).

### **Development along South Coast Road**

***PT7 Along the A259, within the Planning Boundaries of Peacehaven and Telscombe (but outside the primary shopping area defined under Policy E4) planning permission will be granted for the development of commercial uses (Use Classes A1, A2, A3, B1, D1, and D2) subject to compliance with District-Wide Policies.***

13.39 In places the South Coast road is performing a high street function. Many of the retail outlets are small family-run local or specialist businesses. These businesses often complement many of the town centre uses found in the Meridian Centre. They are a mixture of uses which rely on a through flow of prospective customers, such as local services, and uses that are limited in the Meridian Centre, such as financial services. Some of the larger retail outlets which require large amounts of space are also featured along the South Coast Road. After a period of readjustment following the development of the Meridian Centre, the South Coast Road has evolved a role combining secondary town centre uses, neighbourhood shopping centre facilities and services for passing trade.

13.40 Outside the primary shopping area, development or changes of use to most commercial or community uses would be acceptable in principle, providing that District-Wide Policies are complied with. The whole of the South Coast Road is evolving into an area where commercial uses co-exist with residential uses and the

interests of the respective uses will have to be balanced. It is one of the few opportunities for business development in the Peacehaven and Telscombe area. Therefore, business growth will be encouraged and there will be no presumption in favour of residential uses along the length of the A259 in this area.

## **Meridian Centre**

### **Town Centre Role**

***PT8 Planning permission will be granted for proposals which would not have a significant adverse impact on the vitality and viability of the Meridian Centre.***

***PT9 At the Meridian Centre in the areas defined on Inset Map No 3, planning permission will be granted for town centre uses in accordance with Policies E3 and E4, provided that:***

- (a) accessibility on foot, cycle and public transport is maintained and, where possible, improved***
- (b) there is no overall loss of parking spaces***
- (c) the landscaping of the car park is not adversely affected***
- (d) new uses are physically integrated with the existing and future uses in the Meridian Centre area***
- (e) the development complies with District-Wide Policies.***

13.41 The Meridian Centre is the intended town centre of Peacehaven. It was planned into the town by the County Council as planning authority in the late 1970s. Much of the new town centre was completed by the mid-1980s.

13.42 The Centre includes a shopping centre, with free parking, and other services such as a library, health centre, surgery, leisure complex, a park, town council offices community hall and facilities.

13.43 There is an industrial estate adjacent to the Meridian Centre. The units are all classed under the Town and Country Planning (Use Classes) Order as B1 Light Industrial/Office use or B8 (warehousing).

13.44 The continued viability of the shopping function of the Meridian Centre is important for the continued evolution of a self-sufficient community in the towns of Peacehaven and Telscombe. Therefore, when considering planning applications for the Meridian Centre the town Centre Policies E3-E5 will apply. The widening of the range of shopping available is desirable, but in considering planning applications for edge-of-centre and out-of-centre locations, Policies E6 and E7 will require developers to demonstrate no adverse impact on the Meridian Centre. In particular, this will apply to proposals for convenience goods retailing in view of the sufficiency of the supply in the coastal zone of the District.

### **Town Centre Open Spaces**

13.45 Two important open spaces at the Meridian Centre are protected by Policy RE2.

13.46 The original concept for the Meridian Centre included public open space. Land was acquired subsequently by the Council and laid out as the Meridian Park. This provides informal recreation in a landscaped setting. Its users in the future will be drawn from the surrounding residential area as well as the patrons of the Meridian Centre.

13.47 The second open space at the Meridian Centre is the playing field at the rear of the Joff Youth Club. This serves youth sport in general and also has provided the venue for fetes etc. This space provides a resource which is not replicated by the Meridian Park and, therefore, it is considered important to continue to safeguard it as part of the town's open space resource.

### **Growth of Town Centre Activities**

13.48 The only options for growth are to expand into the industrial estate or on to the car parking areas.

13.49 The volume of car parking at the Meridian Centre is a valuable resource to the Centre. At present this is often under-used and, in the long term, the viability of the Meridian Centre may suffer from lack of space to expand. There is considerable mature landscaping at the Meridian Centre which people, especially women and the elderly, may find intimidating. Some landscaping could be removed to consolidate parking spaces, but it is important that a screen should remain between the parking and the road and residential areas nearby. It is also important that the parking areas are well lit, attractive and with security for its users in mind. There are 389 parking spaces on all the car parks at the Meridian Centre, north and south. Although this is technically under provision by today's parking standards, as long as there is no net loss of parking for the centre and the new landscaping of the centre is acceptable, reorganisation of the car park may be acceptable.

13.50 It is not proposed that additional parking would be required for any modest growth of the Centre. It is anticipated that additional facilities will be patronised by people already visiting the Centre and increased patronage will take up considerable space capacity outside peak hours. The improvement of pedestrian, cycle and public transport access is, therefore, seen as a higher priority.

13.51 Alternatively, or additionally, some of the industrial units at the Meridian Industrial Estate could change their uses to town centre uses. By this means the natural tendency for growth of town centres could be accommodated. The broadening of uses could be expanded to include more of the industrial units beyond Units 1,2 and 3 which have previously been granted permission for use as retail warehouses. The Peacehaven area is lacking in leisure and entertainment facilities. These buildings could be converted to such uses without prejudice to the Centre as a whole. Employment would still be provided and this could help the town to be more self-sufficient. However, proposals for retail uses on the estate will only be acceptable if they comply with Policy E6 which relates to edge-of-centre retailing. In particular, any retail development would need to have a direct and attractive pedestrian link to the Meridian Centre shops. In this respect the perimeter road footways would not suffice.

## **Access and Permeability at the Meridian Centre**

***PT10 At the Meridian Centre, Peacehaven, the Council will not grant planning permission for proposals that prejudice:***

- (a) the flow of pedestrians and shoppers through and around the Meridian Centre along key desire lines***
- (b) the safe and convenient access to the Meridian Centre by public transport, cycle or on foot.***

13.52 Access to the Meridian Centre by car is already good and the Council intends that this situation should remain. However, the Centre is also situated within easy walking or cycling distance of many homes. Safe and direct access for pedestrians and cyclists will become increasingly important in the future.

13.53 Good access to the centre will become increasingly important as the range of facilities increases. Facilitating pedestrian and cycle access is also part of the strategy of encouraging less use of private cars as part of the Plan's environmental and sustainable strategy.

13.54 The accessibility of the Centre by bus and taxi will be an equally important issue. There is already good access from the bus stop north of the superstore and, in any future changes, bus passenger access must be at least as good.

## **The Secondary School Area**

13.55 For many years, secondary school pupils in the Peacehaven and Telscombe area were obliged to travel to Tideway School in Newhaven, to Lewes or to Brighton. It was not considered acceptable on transport and sustainability grounds for the whole population of secondary school-aged people in Peacehaven and Telscombe to travel long distances to school. These movements clearly added to the congestion problems on the A259.

13.56 A school is also a local centre for many activities, including wider benefits, such as adult education and the general use of school facilities for public use. The school can provide a cultural and community focus for Peacehaven.

13.57 The Secondary school has been provided through the Private Finance Initiative and is to admitted its first pupils in September 2001. The school has also been designed so that it can be easily extended and new housing in Peacehaven may result in an exceeding of the capacity of the Secondary School. If this is shown to be the case, developers will be expected to fund such further school places as are required as a result of their development.

## **The Joff Youth Club**

***PT11 Proposals for alternative uses for the strip of land between the school field and the Joff field, as shown on Inset Map No 3, will provide a main footpath/cycleway link to the school site.***

13.58 The Joff Youth Centre on Sutton Avenue caters for the youth of Peacehaven and Telscombe area. The Joff is also a valuable community resource for many different groups of all ages from the playgroup to the dance group for older members of the community. There may be a need in the future for some built expansion of The Joff premises.

13.59 The Joff field is a very important casual kick-about space for young people. The field is used for a number of organised events such as archery and football matches. It is also used for informal activities by multiple groups of young people. The playing field has been included in the calculation comparing the existing provision of outdoor playing space to the National Playing Field Association guidelines. The loss of this valuable playing field would exacerbate an already serious shortfall of playing fields and other outdoor playing space. The Joff is, therefore, one of the two central open spaces to be protected by Policy RE2.

### **The Coast and Countryside**

***PT12 The cliff top and foreshore between Longridge Avenue and Friars Bay (See Inset Map No 3) will be protected as a zone of public amenity value. In accordance with District-Wide Policy RE2, planning permission will not be granted for development which would mean irreversible loss of open land and public open space or damage to natural features of acknowledged value.***

***PT13 No development will be permitted which could prejudice public access to the cliff top.***

13.60 Although narrow, the undeveloped land remaining along the cliff top is of special amenity value to the whole built-up area. In a few places the undeveloped area widens out and extends back to the coast road giving important vistas out to sea from within the urban area. Significant areas are publicly owned and most of the remainder is accessible by public footpath. The entire area provides an important, informal recreational resource. The area is also very important in terms of nature conservation and is designated as a Site of Special Scientific Interest.

13.61 Whilst most of the cliff top land is either in public ownership or accessible by public footpath, there are some areas which fall into neither category. However, these areas are important as overall components of the cliff top strip and their open character still makes the land of public amenity value, principally in visual terms. Development of these areas would be undesirable and would erode the open character. It is in respect of covering these areas that this policy differs from Policy RE2 and is, therefore required to take account of these local circumstances.

13.62 The existing cliff top car parks at Fairlight Avenue, Roderick Avenue South and Steyning Avenue South are important facilities for people visiting the cliff top and the beach. These will be protected under District-wide Policy T13. Where appropriate, enhancement works will be undertaken.

## **Coast Protection Works and Access to the Beach**

***PT14 Planning permission will be granted for further coast protection works along the cliffs in Peacehaven and Telscombe, subject to:***

- (a) environmental assessment***
- (b) the vehicular and pedestrian maintenance access being continuous with the existing works***
- (c) compliance with other District-Wide Policies***

13.63 The sea defence schemes in the area have been constructed in phases over a fifty-year programme. Phases 1, 2, 3 and 4 are complete. The previous phases have involved the trimming back of the cliff wall and a mass concrete sea wall constructed together with the creation of an undercliff area.

13.64 The District Council has completed Phase 4 of the defence works at Peacehaven. MAFF (The Ministry of Agriculture, Fisheries & Food) has agreed in principle to fund preparation of a strategy to consider the options for 'holding the line' at the remaining undefended stretch between East Saltdean and Peacehaven. This is consistent with the Shoreline Management Plan for the coastline from Selsey Bill to Beachy Head.

13.65 The key criterion for the funding of any future schemes by the Ministry of Agriculture, Fisheries and Food is that a positive cost benefit analysis is achieved. The land is valued and that value is compared to the cost of the works. Where no properties are in danger a positive cost benefit is difficult to achieve. Amenity land, such as the cliff top between East Saltdean and Telscombe Cliffs has not had a high enough financial value in the past to justify the cost of previous works. However, the Council will continue to negotiate with the Ministry of Agriculture, Fisheries and Food in view of the proximity of the A259.

13.66 Whilst the delivery of sea defences is a complex process involving various agencies and bodies, coastal defences also provide access to the beach which gives rise to recreation opportunities. The beach at Peacehaven and Telscombe is an exceptional resource with a great potential for recreation, though it must be borne in mind that the cliffs are a designated Site of Special Scientific Interest (SSSI), in part due to the presence of the cliff-nesting sea-birds and any recreational development or use must respect the natural quality of the area.

## **Sport, Recreation and Community Services**

### **Telscombe Tye and Telscombe Village**

***PT15 Planning permission will not be granted for any development that is incompatible with the public recreation use and conservation of the landscape and natural features of Telscombe Tye (See also District-Wide RE and ST Policies).***

13.67 Telscombe Tye has registered common rights which limit agricultural activities to grazing. A large area is managed as an environmentally sensitive area. The area is crossed with footpaths and bridleways. It is, therefore, a popular open space for walking and riding activities which are limited to the Rights of Way. The Tye is owned by Telscombe Town Council and is protected by Countryside and Area of Outstanding Natural Beauty (AONB) planning Policies CT1 and CT2. As such, any development of this open area would not be acceptable.

13.68 Telscombe village is a remote downland village of considerable history and attraction. Most of the village is a conservation area and will be protected by the Conservation Area and Listed building Policies of this Plan.

## **Outdoor Sports Provision**

### **Lower Hoddern Farm**

***PT16 Land at Lower Hoddern Farm (see Inset Map No 3) is allocated for public open space and sports pitches to serve the Peacehaven area, subject to the following criteria:***

- (a) vehicular access will be from Piddinghoe Avenue only***
- (b) any associated built development such as changing rooms will be located close to the existing sports buildings at Piddinghoe Avenue, as shown on the Proposals Map, in order to minimise impact on the open countryside***
- (c) car parking to serve the sports pitches/open space will be located close to the existing at Piddinghoe Avenue, as shown on the Proposals Map***
- (d) the main pedestrian accesses to the sports pitches will be from the west (the Meridian Centre), from the east (the Sports park)***
- (e) boundaries to the sports park / open space will not restrict views into the open countryside***

13.69 In accordance with the National Playing Fields Association standards which require 1.6 – 1.8ha of outdoor sports facilities to be provided for every 1,000 population at the base date of 1991, there was estimated to be a shortfall of around 22ha. Policy PT16 will provide approximately 11.3 hectares of new recreation space on the towns. New recreation land has to be provided gradually to ensure that it is absorbed into the fabric of the town and is sufficiently utilised. For this reason 11.3 hectares will be provided in the plan period, and the provision of recreation land in the towns will be reviewed after that time. The development of additional housing in the towns would exacerbate this shortfall of recreational land, therefore the developers of any sites that may come forward in the period to 2011 will be expected to contribute towards the cost of laying out this new recreation land.

13.70 Lower Hoddern Farm is a large tract of open, relatively flat, centrally placed land in Peacehaven. The use of approximately 11.3 hectares of the northern part of this land for sports pitches and open space is not irreversible in the long term and recreational use is therefore compatible with policy which relates to the

protection of high quality agricultural land, though it is likely that some levelling will be required.

13.71 The land allocated for open space and sports provision is currently agricultural land in private ownership. The local authorities will need to develop funding and purchase arrangements in association with any developers of housing site(s) in the vicinity.

### **Land North of Bannings Vale**

***PT17 Land north of Bannings Vale (as defined on Inset Map No 3) will be safeguarded for an informal public open space, subject to:***

- (a) no significant alteration of ground levels***
- (b) the use of only natural ground surfaces, and***
- (c) no installation of lights or permanent structures***

13.72 There is a lack of informal public open space within the East Saltdean area and no opportunities to provide such facilities within the built-up area. Therefore, land which lies outside the Planning Boundary and is within the Sussex Downs Area of Outstanding Natural Beauty, north of Bannings Vale is allocated for such a use. Due to the sensitive location of the site it is important that the facilities are appropriate to the character of the AONB. In order to ensure this, an environmental appraisal of the site and the proposal will first be undertaken.

### **Allotments**

***PT18 Land adjacent to the allotments at Cornwall Avenue (as defined on Inset Map No 3) will be safeguarded for an extension to the allotment use.***

13.73 There is a need for more allotments in the area. The allotments in east Peacehaven at Cornwall Avenue are popular and most allotment holders are allocated half a plot each.

13.74 More allotments would be beneficial and there is some benefit in expanding the existing site. The land is in private ownership (0.4ha), but there is vehicular and pedestrian access and the land is reasonably sheltered from sea winds. The use in this area is well established and the land quality is good.

### **General Indoor Leisure Uses**

13.75 Many of the younger residents of the area find it lacking in leisure uses, such as a cinema, tenpin bowling alley etc. Although large scale commercial uses are unlikely to materialise because of the economics of establishing such activity, smaller scale leisure uses could be accommodated within the Planning Boundary of Peacehaven and Telscombe. Planning applications would be considered under the appropriate District Wide policies in this plan.

13.76 Any such facility in the Peacehaven and Telscombe area, as well as providing indoor recreation for local people, could also help to attract visitors to the area with benefits to the local economy.

### **The Valley Area**

***PT19 Within the Valley area, Peacehaven, planning permission will not be granted for uses which detract from the immediate natural setting and character of routes (defined on Inset Map No 3) which are of value for walking and riding.***

13.77 The Valley Road area of Peacehaven lies to the north of Peacehaven and the eastern part of Telscombe. The area comprises a valley, with ridge lines to the north and south. The southern ridge follows the line of Telscombe Road. The northern ridge lies parallel to, but south of, The Lookout. The valley bottom generally follows Valley Road. The Valley sides are very steep in places, and form spur lines which are prominent in the landscape.

13.78 The area is an attractive and idiosyncratic mixture of land uses, that is predominantly green and wooded. Arable land, grassland and woodland use makes up a large proportion of the area. Much grassland is used for grazing horses and shelters are much in evidence. There is a scattering of individual houses on large plots, often with numerous small outbuildings. There are some informal businesses operating from the area, such as caravan open storage and landscaping operations.

13.79 The Valley provides a transition between the built-up area and the Sussex Downs Area of Outstanding Natural Beauty (AONB), the boundary of which is along the northern ridge. The area is an important informal recreation resource in an area of recreational deficit. The first Local Plan Inspector identified an area of the Valley as a candidate site for consideration for a limited amount of housing development, and whilst it did not satisfy the criteria in the assessment of sites for release between 2001 and 2006, it is contained in the pool of sites for consideration for the period 2006-2011 under para 5.7.

13.80 The area is currently covered by countryside policies, and in considering planning applications for development or uses that are acceptable under the policies, the Council will seek to safeguard several routes in the Valley into open countryside, that warrant special treatment. These are well used routes that are particularly attractive, and afford exceptional views of the Valley. They link areas of the town with the countryside, so that in walking, riding or cycling out of the town, an inviting green swathe of pathway leads through the Valley into the downland.

13.81 These ways, or views, are marked on the Proposals Map as routes. They should be kept predominantly green to enable the urban fringe semi-rural character to be retained, and to protect and enhance the recreational potential.

13.82 There are numerous concrete/chalk tracks, some private. The routes are prominent in the Valley and should remain as they are to complement the semi-rural nature of the vista.

## Private Recreation Proposals

**PT20** *In the area between the Planning Boundary at the Valley, Peacehaven and the Sussex Downs AONB, planning permission will be granted for horsekeeping activities and leisure and recreational uses (Class D2 of the Town and Country Planning (Use Classes) Order), subject to the following criteria:-*

- (a) the proposal will be for development which is essentially outdoor and open in character*
- (b) there will be no adverse impact on the Sussex Downs AONB, the character of the Valley, the important wildlife habitats, the key landscape features and the existing informal recreation uses of the area*
- (c) the proposal normally will not involve the building of new structures. Proposals which use existing buildings will be preferred*
- (d) footpaths and bridleways will be maintained*
- (e) the traffic generated by the use will not adversely affect the character or key landscape features of the Valley area*
- (f) The proposals will not result in an unacceptable level of pollution, nuisance or other adverse impact to the amenities of neighbouring properties.*

***A temporary planning permission may be granted where a trial period is desirable in order to assess the effect of a proposal on the area.***

13.83 In the Valley, under the District Wide policies, some commercial recreation and leisure uses could be acceptable. The urban fringe character of the land, which is described above, is compatible in principle to low key outdoor recreation development, along the lines considered acceptable within a wider countryside context. The proposed policies can parallel those for recreation development in rural areas in general, with an emphasis on the unique character of the Valley in particular.

## Valley Park

**PT21** *Land at Roderick Avenue (north) Valley Road (as identified on Inset Map No 3) will be laid out and safeguarded as informal public open space*

13.84 There is an acknowledged shortage of informal play/open space in Peacehaven. Parts of the Valley are already used for this purpose, as described earlier, but at the discretion of private landowners. There is one area within the Valley which is particularly suited to accommodate a park use. It is a composite of different types of landscape from open grassland to trees and scrub. The variety can offer an interesting and imaginative open space for children and families.

13.85 The land allocated for a park is currently in private ownership. The local authorities will need to develop funding and purchasing arrangements in association with any developers of housing site(s) in the vicinity.

## **Neighbourhood Centres**

***PT22 Land at Chatsworth Park, adjoining the car park off Central Avenue (as defined on Inset Map No 3) will be safeguarded for a neighbourhood centre.***

13.86 The need for neighbourhood centres was identified in the Peacehaven and Telscombe Local Plan 1986. The concept of a neighbourhood centre was intended to encompass a hall or similar facility available to groups and societies for regular meetings or specific events. Telscombe Town Council claim that there is still a need for such a facility in the area.

13.87 North Peacehaven requires an additional community facility to cater for a wide variety of interests. There is a considerable demand for larger premises in the north of the town from many other groups. The Town Council does hold a small room in the Meridian County Primary School, but it is too small for many users and often booked up well in advance. No site has been identified at present and it is recognised that the extent of development in the area now makes this task difficult. In the absence of an identified site for the centre, a site specific policy is not appropriate. If such a proposal comes forward it will be assessed under District-wide Policies.

13.88 In addition, there is a shortage of a community room in East Saltdean. Due to the built-up nature of the area there is little opportunity evident to provide such a facility within the Planning Boundary. Therefore, in the event of no suitable site coming forward within the built-up area, then it may be acceptable to provide such a facility within the Sussex Downs Area of Outstanding Natural Beauty north of Bannings Vale, as identified under PT17 for an area of informal open space, subject to an appraisal of the environmental impact of such a proposal.

## **Primary Schools**

***PT23 On land at Arundel Road, (see Inset Map No 3), Planning Permission will not be granted for uses other than educational.***

13.89 The County Council as Education Authority is responsible for the provision of primary schools in the Peacehaven and Telscombe area. The requirement for an additional primary school is now considered unlikely to become evident within the Plan period due to works to regenerate and consolidate existing primary school provision. However, given the development constraints around Peacehaven, it is considered prudent to safeguard the site for educational uses.

## **Cemetery**

13.90 Peacehaven Town Council consider that there is a need for a crematorium or cemetery to cater for the Peacehaven and Telscombe area. Due to the economics of crematoria, it is not usual to find them located in local areas. They are normally found in sub-regional areas. The Peacehaven and Telscombe area is served by the crematoria in Brighton or Eastbourne. Cemeteries are usually a more local facility. Also they can accommodate memorials for relatives who have

been cremated elsewhere. Just under one hectare is considered sufficient for the purpose. There is no particular requirement (with the exception of a maintenance building) for any buildings or other structures in conjunction with the cemetery and so a downland site may be appropriate. Proposals are not sufficiently advanced for any site to be shown on the proposals map.

### **Traffic Calming on Estate roads**

13.91 There are roads within the residential areas of Peacehaven, Telscombe and East Saltdean area which suffer from speeding traffic and “rat running”. This can be detrimental to the amenity of local residents as well as being potentially dangerous. Traffic calming measures have been used successfully to slow traffic down through residential areas and even to discourage “rat running”.

### **Cycle Route**

13.92 The County Council has approved a Cycling Strategy which aims to implement a network of utilitarian cycle routes around the county in order to promote alternative forms of transport (See Policies T6-T7). In the Peacehaven, Telscombe and East Saltdean area the Cycle Strategy proposes that a route is formed from Newhaven through the area to Brighton.

13.93 Structural improvements to Rushy Hill could include the provision of a cycle track from Newhaven to Peacehaven. The creation of cycle links through Peacehaven, perhaps using Arundel Road, will enable cyclists using this route to avoid the often congested A259 and would act as an incentive to consider alternative forms of transport.

13.94 This Local Plan includes policies to make use of the undercliff walk created by the coastal protection works for a recreational amenity. Suggested environmental enhancements for the recreational use of the undercliff walk have included the marking out of a dedicated cycle route. However, any such proposal would be primarily recreational. The proposal to consider the creation of a cycle link on existing road routes, especially on routes which may be considered for traffic management measures, is more desirable in the long term as they would be usable at all times and more secure for lone riders.

### **Spinal Footways**

13.95 There are two spinal footways for pedestrians and/or cycle use which link Firle Road and Glynn Road and which were planned into the new development when the town expanded. They are not notated as public rights of way.

13.96 In places the paths are broad, attractively surfaced and bordered by well-tended front gardens. They are inviting short cuts away from traffic with close links to children’s play areas. In other parts of the footways the paths are narrow and densely planted with high growing native species. They can appear dark and poorly lit and may intimidate pedestrian users. In these areas, some enhancement may be appropriate. Both pathways cross main traffic routes through Peacehaven. The western path crosses Heathy Brow, a wide road carrying fast-moving traffic with very little frontage development. The eastern path crosses

Pelham Rise which has similar characteristics and a pedestrian underpass which formed part of the eastern footway has been enhanced and repainted through local community action.

## CHAPTER 14 - THE TOWN OF SEAFORD

In this chapter there are Policies and Proposals which deal with the following issues specific to Seaford:

- Land North of Cradle Hill (SF1)
- Land North of Belvedere Gardens (SF2)
- Land East of Kammond Avenue (SF3)
- Land East of Saxon Lane (SF4)
- Land at Blatchington Road (SF5)
- Former Micklefield School (SF6)
- Station Approach (SF7)
- Cradle Hill Industrial Estate (SF8)
- Footpath to Church Lane (SF9)
- Car Parking (SF10)
- Bishopstone Conservation Area (SF11)
- Land north of Alfriston Road (SF12)
- Land at The Brickfield (SF13)
- The Seafront (SF14 – SF16)

### Key Planning Issues

14.1 Seaford is a popular town in which to live. It lies in a beautiful location between the Sussex Downs Area of Outstanding Natural Beauty and the coast, most of which is designated as Heritage Coast. In the town centre, there is a broad spectrum of services and facilities typical for a town the size of Seaford. The town centre offers a good range of shops. In addition, there are ample opportunities for leisure pursuits ranging from formal facilities at The Downs Leisure Centre and informal recreation such as walking on the seafront and the surrounding downland. A key issue, therefore, is the need to protect the quality of life and the environment in Seaford and to retain a viable town centre.

14.2 The town has been subject to much pressure for residential development in recent years especially to the north of the town. This has resulted in areas of the town that have been developed without accompanying services, especially open spaces and play areas. The northern parts of the town are to some extent isolated from the historic part of Seaford and access to a good level of service provision has not been achieved. The main weakness of the town is, therefore, the need to bring services up to standard in this area. The town's deficiencies in sports pitches and employment are also issues to be addressed.

## POLICIES AND PROPOSALS

### DISTRICT-WIDE POLICIES

**This section sets out the detailed Policies and Proposals which apply only to Seaford, including Bishopstone. It is important that they are considered in conjunction with the District-Wide Policies, as set out in Chapters 4-10, for these Policies are also applicable. District-Wide Policies which are not site**

specific are listed in Appendix 1. District-Wide Policies with site specific applications in Seaford and Bishopstone are shown on the Proposals Map (Inset Map No 4).

## **POLICIES AND PROPOSALS SPECIFIC TO THE TOWN OF SEAFORD**

### **Seaford Planning Boundary**

14.3 District-wide Policy CT1 provides for development to be contained within Planning Boundaries with the exception of certain types of rural development for which specific provision is made in other policies of the Plan. The Planning Boundary for Seaford is shown on Inset Map No 4.

14.4 The Planning Boundary has been drawn largely to reflect the edge of the existing built-up area. To the north, west and east of the town the Sussex Downs Area of Outstanding Natural Beauty closely follows the line of the Planning Boundary.

### **Residential Development**

14.5 District Wide policy RES2 (First Phase of Residential Development) identifies all site specific allocations for residential development during the next five years of the plan period (2001-2006). Policies for such sites in Seaford are contained in this chapter.

14.6 The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, identifies a shortfall within Seaford of Outdoor Sports, Informal Play Space and Equipped Play Areas. Any new housing would exacerbate this shortfall. Due to this, any developers of identified or unidentified housing sites will be expected to contribute towards outdoor playing space as specified under District Wide policy RES19 (Provision of Outdoor Playing Space).

14.7 Specific regard must also be paid to District Wide policies RES20 (Education Provision) and T1 (Travel Demand Management) for both identified and unidentified residential development.

### **Land north of Cradle Hill**

***SF1 Land North of Cradle Hill, as defined on Inset Map No 4, is allocated for residential development at a target minimum of 45 dwellings provided that;***

- (a) the buildings and layout are designed to respect the prevailing gradients on the site***
- (b) landscaped areas planted with suitable indigenous species are provided around the site***
- (c) vehicular access should be from an extension to Cradle Hill Road***

***The developer will be required to undertake comprehensive landfill gas investigations and assessments. The local authority must be satisfied that the effect of any landfill gas present is mitigated.***

14.8 The site borders onto environmentally sensitive downland. Considerable emphasis will, therefore, be placed on the careful siting and design of any development. The boundaries of the site have been carefully considered in order that any development blends in to the landform and is not visually intrusive in short and long views.

14.9 It is estimated that the area could accommodate around a target minimum of 45 dwellings of which around 12 units should be affordable to meet local needs. Vehicular access to the area will be gained from Cradle Hill Road.

14.10 The site is adjacent to a former landfill site to the north of Barn Rise. Before the land is released, the developer must undertake investigations and assessments to determine whether the former landfill site is producing gas and, if so, whether gas is migrating on to the allocated site. Measures to control any migrating gas will be required.

#### **Land north of Belvedere Gardens**

***SF2 Land North of Belvedere Gardens, as defined on Inset Map No 4, is allocated for residential development at a target minimum of 40 dwellings provided that;***

- (a) the buildings and layout are designed to respect the prevailing gradients on the site;***
- (b) landscaped areas planted with suitable indigenous species are provided around the site.***

14.11 The site borders onto environmentally sensitive downland. Considerable emphasis will, therefore, be placed on the careful siting and design of any development. The boundaries of the site have been carefully considered in order that any development blends in to the landform and is not visually intrusive in short and long views.

14.12 It is estimated that the area could accommodate around a target minimum of 40 dwellings of which around 10 units should be affordable to meet local needs.

#### **Land East of Kammond Avenue**

***SF3 Land at Kammond Avenue (1.42ha), as identified on Inset Map No 4, is allocated for residential development at a target minimum of 43 units subject to the following criteria:***

- (a) vehicular access shall be from Alfriston Road***
- (b) the existing tree belt on the southern part of the site shall be retained. Proposals which necessitate the removal of trees or shrubbery, other than the minimum required for the provision of access, will not be acceptable. The developer will be required to make provision for remedial surgery and additional planting in order to enhance this screening feature***

- (c) ***the existing tree buffer to the east of the site shall be retained and consolidated by additional planting to provide a definite edge to the built up area***
- (d) ***development shall be appropriate to its edge of settlement location particularly in terms of density, layout, materials and diversity of housing types and styles, and***
- (e) ***the proposal complies with all appropriate District-Wide Policies.***

14.13 This site is a disused nursery covering 1.42ha. It is considered that a limited amount of residential development on this site abutting Kammond Avenue would not be detrimental to the character and appearance of the area, provided that the tree screen along the Alfriston Road frontage is retained or, where necessary, replaced and enhanced.

14.14 It is important that special consideration is given to the layout, density, materials and diversity of housing types and styles in order to provide a form of development appropriate to this edge of settlement location. Outline planning permission has been granted for residential development at a density of 8.6 units per acre, giving 30 houses over this 1.42 hectare site. Therefore, it is not included as an allocation in the Local Plan, but is accounted for as a large site with planning permission. However, if for any reason the development does not proceed it is prudent to have a policy relating to the site. In line with PPG3 (Housing) which seeks to make more efficient use of available land, and District Wide policy RES4, the District Council will seek a minimum density of 30 units per hectare when considering any renewal of outline planning permission. In this eventuality, the site should accommodate a target minimum of 43 dwellings, of which around 11 should be affordable to meet local needs.

#### **Land East of Saxon Lane**

**SF4 *Land East of Saxon Lane (0.07ha), as identified on Inset Map no.4, is allocated for residential development at a target minimum of 6 units subject to the following criteria:***

- (a) ***access is designed to minimise the opening(s) created in the boundary walls***
- (b) ***particular care is taken in the design and layout of the scheme both to retain the more worthwhile trees on the site and to provide an appropriate planting scheme, and***
- (c) ***the proposal complies with all appropriate District Wide Policies.***

14.15 The site is located within the Town Centre Conservation Area giving easy access to a wide range of services and public transport. It is owned by the District Council. It is therefore particularly appropriate for sheltered housing development. It is envisaged that a target minimum of six units could be provided on the site. Given the town centre location, this is an instance where a level of on-site parking below the standard requirement will be acceptable under policy T14. Due to the need to respect the character of the conservation area it is important that the existing boundary wall and trees are retained wherever possible.

## **Gas Works, Blatchington Road**

**SF5 Land at the former Gas Works site, Blatchington Road (0.34 ha), as identified on Inset Map No 4, is allocated for residential development at a target minimum of 30 dwellings subject to compliance with all appropriate District Wide policies.**

14.16 The former gas works site is now surplus to requirements. It is within an area of mixed uses but is considered to be suitable for residential development. It can accommodate a target minimum of 30 dwellings of which around 8 should be affordable to meet local needs.

14.17 As the site is in proximity to public transport nodes there may be the opportunity to relax parking standards and seek a contribution, in lieu, towards appropriate mitigation measures such as a contribution towards the improvement of public transport facilities.

14.18 Due to the previous use of the land, it is important to ensure that any potential contamination issues will be dealt with appropriately. Therefore all the general principles in relation to derelict or contaminated land, as stated in Policies ST22, ST23 and ST24 and their associated paragraphs, must be applied to this development, as relevant.

## **Former Micklefield School**

**SF6 Land at the former Micklefield School (1.25ha), as identified on Inset Map No. 4, is allocated for residential development at a target minimum of 38 dwellings, subject to:**

- (a) vehicular access into the site being from Sutton Avenue**
- (b) adequate space being reserved for vehicular access, parking, dropping-off and manoeuvring for the nursery use, if this continues, and**
- (c) compliance with all other relevant policies of the Plan.**

14.19 The former Micklefield School site is located in an established residential area on the south-eastern side of the town. The land, measuring 2.2 hectares overall, comprises a large building of an institutional scale and appearance occupying the front part of the site. To the rear is an open area comprising the former school's grass playing fields and recreational facilities.

14.20 The school has relocated, leaving all but the small nursery building towards the front of the site vacant. Policy 4.372 of the 1990 Seaford Local Plan indicates that, in the event of the cessation of educational use of an established private school site, planning permission will be given, in principle, to an institutional use which would maintain the site's open character and provide local employment opportunities.

14.21 Since then, however, there has been a growing emphasis on sustainable development of 'brownfield' sites in urban areas for new housing. This site is

within a residential area and is relatively close to town centre shops and services and, as such, is a sustainable option for contributing towards meeting the District's requirement for new housing in comparison to other sites in the District.

14.22 Regardless of ownership, past availability to the public or degree of use the playing field represents an existing recreational resource, and as such is protected under Policy RE 2. This approach is consistent with advice in PPG17. In view of the severe shortfall of public recreational open space in the town, and the constraints on providing additional open space for formal recreation, it is considered to be of primary importance to retain the grass playing field to the rear of the site which may contribute towards improved recreational provision within this residential neighbourhood.

14.23 Subject to the above, any development would have to take into account the relatively spacious, well landscaped character of development in the locality. The layout should pay particular regard to maintaining the established spacious character of Sutton Avenue along the frontage of the site. It is envisaged that a target minimum of approximately 38 houses can be accommodated on the northern 1.25 hectares of the site of which around 10 should be affordable to meet local need.

14.24 Any redevelopment of the northern part of the site should allow for adequate space for vehicular access, parking, dropping-off and manoeuvring, and amenity space in connection with the nursery, should the nursery use continue on the site.

### **Station Approach**

**SF7** *Land at Station Approach (0.12ha), as identified on Inset map No 4, is allocated for residential use (Use Class C3) at a target minimum of 24 units, subject to the following criteria:*

- (a) development shall be imaginatively designed to a high architectural standard reflecting its prominent position*
- (b) development shall not exceed three storeys in height above the existing level of Station Approach*
- (c) parking requirements shall be met by using existing ground levels to provide parking at a lower level than Station Approach*
- (d) vehicular access shall be provided from Claremont Road, and*
- (e) the development complies with all other relevant District-Wide Policies.*

14.25 A large part of the town centre is Conservation Area and has an established tightly-knit townscape. There is, therefore, little obvious opportunity for new development or redevelopment in the central area.

14.26 The site on the corner of Station Approach and Claremont Road is vacant. It is a prominent site on a major junction on the A259 opposite the railway station. In its present condition it detracts from the character and image of the town centre. Its development, therefore, could potentially considerably enhance the character and appearance of the town centre. The site measures 0.12 ha.

14.27 Outline planning permission for the erection of six shops with seventeen flats and car parking on the site was granted in 1985. This outline consent, last renewed in 1992, has now expired.

14.28 This site was one of two chosen to be used for a design competition held by the District Council in order to raise the profile of good design within the district. The choice of this site reflects the Council's view that it is very important in townscape terms. Any application for planning permission should be of a high standard of design reflecting the prominent and central location of the site. The opportunity exists here to provide a "landmark" building for the town. Reduced parking standards will be acceptable on this site in accordance with policy T14. Vehicular access and servicing shall be provided from Claremont Road, which is some seven metres lower than Station Approach. Potentially, car parking could be provided on several levels on the lower part of the site without adverse environmental impact.

### **Economic Activities**

#### **Cradle Hill Industrial Estate**

**SF8** *Land at Cradle Hill Industrial Estate, as shown on Inset Map No 4, is allocated for industrial development, subject to the following criteria:*

- (a) the site of the proposed extension shall be excavated to the generally prevailing levels of the existing estate prior to the commencement of any development*
- (b) the height of the development shall be no higher than the existing buildings*
- (c) the scheme shall provide for any off-site highway works proportional to the additional traffic created by the development, (or a contribution to such works) if measures of this kind are demonstrated to be a pre-requisite of development*
- (d) the eastern boundary of the Cradle Hill Estate extension shall be clearly demarcated with a substantial landscaped buffer of varying width, but no less than four metres, to be provided at the time of the layout of the estate roads, and*
- (e) the proposal complies with all appropriate District-Wide Policies.*

14.29 Outside the town centre the Cradle Hill Industrial Estate provides the town's only other major employment opportunities.

14.30 The traditional employment profile of the town is made up primarily by smaller local firms, as opposed to national companies. Given the limited potential for major employment generating development, it is considered that the smaller, local firms are the most likely way in which the economy of Seaford may expand during the Plan period. Modest expansion of the Cradle Hill Industrial Estate would provide suitable premises for new businesses and for expansion of existing firms.

14.31 The Estate is located on the edge of the town adjacent to open downland with access through residential areas. Its extension is, therefore, constrained by environmental and traffic grounds.

14.32 The setting of the Estate, on the edge of open downland, requires that any extension should be well integrated into the landscape. The existing buildings have been constructed on excavated land so as not to be visually intrusive on the skyline. The land allocated for extension should, therefore, be excavated to a similar level prior to development taking place. A substantial landscape buffer will also be required along the eastern edge in order to demarcate the boundary of the town and to screen it from view from the open countryside to the east.

14.33 Access to the area of land allocated for extension should be provided by extending the existing estate road eastwards. Cradle Hill Road is presently too narrow to meet full adoption standards.

14.34 The existing intersection of Cradle Hill Road and Vale Road junctions with Alfriston Road are not considered satisfactory. The effect of the additional traffic generated as a direct result of this development on this highway infrastructure and highway safety will be very carefully examined as part of a development proposal.

14.35 If it is considered that improvements are required to the local highway infrastructure in order to allow the development to proceed then the developer/landowner will be expected to fund these improvements proportional to the requirements generated by the proposed development itself.

## **Tourism**

14.36 Planning permission will be granted for tourism-related activities in accordance with District-Wide Policy E10.

14.37 One of the biggest assets of the Seaford area is its natural setting, including the seafront, Seaford Head, the surrounding downland and its historic environment. It is considered that the economy of Seaford could benefit considerably by more actively promoting the area to tourists in terms of attracting a wider range of shops and facilities thus maintaining existing jobs and creating more employment.

14.38 Residents may consider that there would be some disadvantages in attracting more visitors, for example, through congestion on the roads. It is considered, however, that the economic benefits would outweigh such disadvantages. Moreover, it is the unspoilt and tranquil nature of the town which is its attraction and it should be promoted as such, offering an alternative to the more overtly commercial character of the nearby tourist centres such as Eastbourne and Brighton.

14.39 The most appropriate locations for visitor accommodation are the town centre and the seafront.

14.40 In accordance with Policies E10 and E11, the Council will encourage the provision and improvement of accommodation and facilities for visitors. The

conversion or redevelopment of premises to provide accommodation for tourists will be encouraged, provided that nearby properties do not suffer loss of amenity by reason of additional traffic generation or disturbance. Additionally, Policy E13 & E15 protect against the loss of existing accommodation which would result in a shortfall in the local area.

## **Town Centre**

### **Shopping, Commercial and Town Centre Uses**

14.41 District-wide Policy E4 (primary shopping area) shall apply to the following areas, as identified on Inset Map No 4:

- (a) the eastern and western sides of Broad Street south of Clinton Place;
- (b) High Street from South Street to Broad Street on the northern side and from South Street to No 30a High Street on the southern side;
- (c) the northern and southern sides of Place Lane;
- (d) Church Street from Nos 26 to 36 on the eastern side and from Nos 53 to 57 on the western side;
- (e) the southern side of Dane Road from Church Street to Green Lane;
- (f) the north side of Dane road east of Richmond Road

14.42 As a whole, Seaford town centre is relatively stable at present. The short term prospects suggest that emphasis is placed on filling vacancies and shop extensions. There may also be potential for small-scale infill development in the town centre and it is considered that, in the short to medium term, any retail growth can be accommodated within the town centre.

14.43 Seaford town centre remains the main shopping area for residents. The District-wide Policies for town centres, Policy E3 to Policy E5, will be operated to safeguard the vitality and viability of Seaford town centre.

14.44 In accordance with Policy E6 and Policy E7, planning permission will not normally be granted for retail uses outside Seaford town centre, other than for neighbourhood shops.

14.45 A considerable element of the town centre is residential, which helps to retain “life” and activity within the central area outside of business hours. Residential accommodation is found mainly in Sutton Road, East Street, Crouch Lane, Saxon Lane, Church Lane, Steyne Road, Church Street and Pelham Road.

14.46 Within the central core, however, the use of flats over shops has decreased, as in other centres. The use of flats above shops can increase activity in town centres, make valuable use of under-utilised premises and ensure that buildings are kept in good repair. The District Council will encourage the retention and creation of residential accommodation on the upper floors in the town centre in accordance with Policy E5 and Policy H6.

14.47 The strength of Seaford town centre is that it is a local shopping centre providing both day-to day and specialist goods. It is considered very important to

maintaining the viability and vitality of the town centre that a primary retail area be identified and protected.

14.48 Planning Policy Guidance Note 6 indicates that the vitality and viability of town centres depends on a mixture of independent land uses such as shops, leisure facilities and restaurants, entertainments and the arts, offices and residential accommodation although it is acknowledged that the “retail function should continue to underpin such centres.” It is recognised that banks and other financial institutions for example, can be well located in town centres, but that they “should not be allowed to dominate the primary shopping areas in a way that undermines the retail function.”

14.49 The central core of the town centre, that is Broad Street, parts of High Street, Church Street, Dane Road and Place Lane is designated as the primary shopping area. Within this area, changes of use of ground floor frontages from shops will not normally be permitted. Favourable consideration will be given to the introduction of further such uses in this area.

14.50 In order to minimise the dissipation of the Primary Shopping Area, uses like banks, building societies, estate agents and insurance offices, although providing an essential service, will be given secondary consideration, particularly where their concentration would be likely to intrude into prime ground floor shopping frontages. Within the remainder of the town centre, such as Clinton Place and Sutton Road, there is at present a mixture of shops and other small business and service uses, such as building societies, solicitors, estate agents, etc which complement the retail uses within the town centre.

### **Footpath to Church Lane**

**SF9** *A pedestrian way (minimum two metres width) linking Broad Street (between Nos 17 and 25 Broad Street) to Church Lane will be protected from development. Developers will be required to incorporate such a link (or the relevant parts of such a link) in any proposals for redevelopment of any of the land or premises in the area of the route shown on Inset Map No 4. The Council will seek to secure the dedication of this route as a public right of way.*

14.51 This proposal was incorporated in the adopted 1990 Plan as a means of maintaining the permeability of the town centre for pedestrians who would otherwise have lengthy detours to cross the town centre.

### **Car Parking**

**SF10** *Land identified on Inset Map No.4 is allocated for an extension to the Richmond Road car park.*

14.52 The population of the town will increase during the plan period, therefore, it is likely that the demand for the public car parking will increase. Also, an extension of the Richmond Road car park will provide the opportunity to encourage greater use of the rail network by providing a 'park and ride' scheme.

## Historic Environment

### Bishopstone Conservation Area

***SF11 Planning permission will not be granted for any development which would detract from the isolated character of Bishopstone village and its downland setting in the Bishopstone valley as shown on Inset Map No 4. No further development will be allowed to intrude into the valley or the ridgelines around the valley.***

14.53 This Conservation Area is based around the old village of Bishopstone. Set in the Bishopstone Valley, to the west of Seaford, it is separated from the town of Seaford and the modern Rookery way development by an open wedge of fields and the Rookery escarpment with the result that it retains the unspoilt character of an isolated downland hamlet.

14.54 The Council has in the past successfully sought to retain the attractive character of the village by restricting the intrusion of buildings into the valley including protection of the particularly sensitive skyline formed by the ridges on the east and south sides. It is considered that any further development beyond the existing limits of development adjacent to these ridgelines would seriously damage the setting of the Conservation Area.

14.55 On street parking by the Church and Village Hall erodes verges and compromises the character and appearance of the Conservation Area. As part of the District Council's general commitment towards encouraging environmental enhancements to the Conservation Area, suitable locations for the creation of an off-street parking area will be investigated in order to enhance the historic character of the village and improve the local amenity.

### Areas of Established Character

14.56 The following have been identified in Seaford. District-Wide Policy H12 will apply to these areas:

Firle Road has a very spacious and informal character formed by large detached dwellinghouses of varying styles set in large, well landscaped gardens on either side of the road which has grass verges between the road and the footways. Two private schools, set in maturely landscaped gardens contribute to the established character of the area. The spacious character is reflected in the low-density of development of 4.5 dwellinghouses per hectare.

St Peter's Road has a denser development pattern than Firle Road, but still retains an attractive spacious character.

Glebe Drive has a relatively high density of 16 dwellinghouses per hectare which does not reflect the semi-rural, tranquil character of this little backwater. The character of this cul-de-sac is formed by the unmade up surface of the private road, the lack of footways and street lighting, and the level of screening afforded by the mature vegetation in the area.

Belgrave Road, Westdown Road and Beacon Road. This is an established residential area laid out in a formal style with broad tree-lined streets.

Sutton Park Road. The main townscape feature of this area is the quality of formal public space, comprising the war memorial and an attractive group of mature trees contained by predominantly three storey development to the north and south. The formal rhythm of the large red brick and tile hung Victorian semi-detached town houses along the northern side of the Avondale Road complements the open space.

Corsica Hall. The Hall is a large, classically proportioned listed building set on a small hillock surrounded by low-lying open land between the town centre and The Esplanade. The area is a major landmark in views from the seafront.

Chyngton Road and Cuckmere Road. Located on the southern edge of the town, adjacent to Seaford Head Golf Course, this area has a very spacious character with a density of some six dwellinghouses per hectare. The large detached dwellinghouses are set in generous, maturely landscaped gardens. The majority of the houses are of a broadly similar age and although there is a variety of styles they do form a congruous group. Brick and flint walls form an almost continuous front boundary to the properties along the north side of Chyngton Road. Cuckmere Road runs parallel with and to the north of Chyngton Road. The houses in the street are relatively large and set in spacious gardens and have a Sussex character. Local materials have been extensively used. The unmade up road surface, lack of footways and street lighting, flint boundary walls with render coping and mature vegetation give the area an informal, semi-rural character appropriate to its edge-of-town location.

Chyngton Way. Chyngton Way is an extension of Chyngton Road to the east linking through to Chyngton Lane Conservation Area and the track to South Hill Barn. The area reflects a much later stage of development than Chyngton Way and Cuckmere Road with a much higher density of development, smaller dwellinghouses on the north side and bungalows on the south, comprehensively laid out with a definite building line in an open plan estate. Nevertheless, the area has a spacious character by virtue of a tree-lined wide grass verges between the highway and the pavements and "open plan" front gardens. The spacious character is accentuated by the proximity of open downland to the south.

Blatchington Road/Richmond Terrace. This area has a very intimate informal character created by the tightly-knit townscape mix of traditional terraced housing and small-scale commercial sites randomly interspersed with small, but well landscaped, open spaces. Built form is dominated by the domestic scale and rhythm of the terraced blocks, some of which are fairly intact, notably Nos 30 to 38 Blatchington Road and Richmond Terrace. The area also includes a yard containing a group of small-scale commercial workshops and storage buildings which, in conjunction with the terraced housing, gives the area the character of a traditional "working"/artisan quarter on the edge of the town centre. This commercial yard has recently been granted outline planning permission for residential development.

## **Recreation and Community Services**

### **Land north of Alfriston Road**

***SF12 Land north of Alfriston Road (1.9 ha), as defined on Inset Map No 4, is allocated for outdoor sports facilities.***

14.57 There is a shortfall of outdoor sports and recreation facilities within the town (see Topic Paper entitled 'Outdoor Playing Space in the Lewes District'). Therefore, there is a need to allocate additional land in Seaford for outdoor sports and recreation facilities.

14.58 The land to the north of Alfriston Road is well screened from the road, however, attention will need to be paid to its northern boundary to ensure that there is a gradual transition between the recreation land and the downland. Careful landscaping of the western boundary, with the cemetery, will also be required.

### **Land at the Brickfield**

***SF13 Land at The Brickfield, as defined on Inset Map No.4, is allocated for informal public open space.***

14.59 The Brickfield is an open space of landscape and recreational value both to Seaford Seafront, and to residents of the surrounding area. It also has an important role in terms of the storage of floodwater from land drainage which cannot discharge to the sea and white water from the sea. It is a designated Site of Nature Conservation Interest, being an unusual and relatively untouched coastal habitat. In 1998 The Secretary of State refused permission for waste tipping and development at the site, and confirmed a Compulsory Purchase Order for the purchase of the land by the Council for open space purposes. The CPO processes are currently underway, and the site is not yet in public ownership.

## **Transport**

### **The Principle Road System**

14.60 The main road which passes through the town of Seaford is the A259, Brighton to Eastbourne Road. At the time of preparation of the 1990 Seaford Local Plan the County Council had approved various proposals to assist the flow of traffic along the A259. These included improvements at Ewedown Hill between Chyngton Lane and west of Exeat Bridge. Since then, the priority has altered to improving the A27 trunk road. The narrow, winding nature of the A259 at Ewedown Hill is a "natural" form of traffic calming and will deter traffic using the A259 which should be using the A27. It is, therefore, not now proposed to implement any improvements at Ewedown Hill.

## **Traffic Management**

14.61 The Council will seek to maintain the overall vitality and viability of Seaford by maintaining accessibility. Nevertheless, it will promote the enhancement of historic areas and the town centre, and protect residential amenity by using District-Wide Policies to control the generation and/or the impact of traffic.

14.62 The Council will facilitate mobility by pedestrians, cyclists and users of public transport by means of the establishment of safe and convenient routes between major residential, industrial, shopping and recreational areas through the application of District-Wide Policies to planning applications.

14.63 It is considered important to maintain the accessibility of residential and commercial areas of Seaford, without allowing motor vehicles to congest and spoil the environment. Furthermore, many people within the area do not have access to private transport and have to rely on alternative modes of transport such as public transport, walking and cycling.

14.64 The evidence from town centre parking surveys indicates that the majority of journeys are made by private car, nevertheless substantial numbers of people use alternative forms of transport, including walking, for at least part of their journey. There is no doubt that this pattern is repeated for other journeys within the town. The Plan aims generally to encourage some people to use alternatives to the private car, and within Seaford by making walking and cycling safer. Such alternatives are generally more sustainable than private car travel, as well as being more healthy for users and, as such, should be encouraged.

14.65 The District Council will, therefore, seek the provision of a rational system of footpaths and cycleways, providing circulation routes within residential areas and linking into other systems. Particular consideration will be given to linking residential areas to the main centres of employment, educational, social and recreational facilities.

14.66 The District-Wide Policies provide for traffic calming measures to be incorporated into new development, along with any measures to facilitate access by public transport.

14.67 There are roads within residential areas of Seaford which suffer particularly from speeding traffic and “rat-running”. Residents are concerned that this can be potentially dangerous and harmful to residential amenities. Areas of particular concern are Sutton Avenue, Alfriston road and the Belgrave Road area. A Working Party including local councillors, residents’ associations and the Highway Authority has been set up to consider these and other similar issues within the town.

14.68 Rail links are important to Seaford and District-Wide Policy T3 will be particularly applicable to safeguarding the railway and improving car and cycle parking to serve stations.

## **The Seafront**

14.69 In considering planning applications a high and appropriate standard of design will be required for all development adjoining the seafront (see also District-Wide Policies ST3).

***SF14 Planning permission will not be granted for development along The Esplanade and Marine Parade which would be detrimental to the existing uncommercial character of the seafront area.***

***SF15 Development will not be permitted west of Connaught Road along the seafront unless it retains its present low profile and open character, thereby retaining the reduction in height and density of development which occurs between the central part of the seafront and the open land which lies west of The Buckle.***

***SF16 Planning permission will not be granted for development along the seafront east of the Buckle, which would restrict the vista along the seafront towards Seaford Head.***

14.70 The character of the seafront is a very important asset to the town. Its character is derived from its openness and informality, which has escaped any major form of commercialism. Accordingly, it is important that these elements are retained as it is the unspoilt character of the seafront which is the attraction to many residents and visitors.

14.71 Completion of sea defence works has allowed a number of enhancements to be carried out along the seafront and further enhancements are proposed.

14.72 The character of the western end of the seafront is very different, being primarily one or two-storey detached dwellings. At the westernmost end there is a mixture of dwellings, a car park, sea defence depot and a filling station, all of which are situated in front of a low chalk cliff face which lies from Buckle Drive westwards.

14.73 All the development at present is set back from the road sufficiently to maintain an open vista along the seafront towards Seaford Head (looking east) and Newhaven (looking west). It is considered essential to the character of Seaford that this seafront vista should be maintained.

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## **CHAPTER 15 - BARCOMBE PARISH**

In this chapter there are Policies and Proposals which deal with the following issues specific to Barcombe Parish

- Recreational facilities (BA1)

### **Key Planning Issues**

15.1 Barcombe Parish is truly rural in character. Although the Parish does not fall within the Sussex Downs Area of Outstanding Natural Beauty, the countryside can still be regarded as worthy of protection. Barcombe Cross is a compact settlement which, whilst not significant in historic terms, has a traditional English village character which is worthy of protection.

### **POLICIES AND PROPOSALS**

#### **DISTRICT-WIDE POLICIES**

**This chapter sets out the detailed proposal which applies only to the Parish or Barcombe. It is important that it is considered in conjunction with the District-Wide Policies, as set out in Chapters 4-10, apply to Barcombe Parish. District-Wide Policies which are not site specific are listed in Appendix 1. District-Wide Policies with site specific applications in Barcombe Parish are shown either on the main Proposals Map or on the Inset Map Nos 5a and 5b.**

#### **PARISH SPECIFIC POLICIES AND PROPOSALS**

##### **Barcombe Planning Boundary**

15.2 District-Wide Policy CT1 provides for development to be contained within planning boundaries with the exception of certain types of rural development for which specific provision is made in other policies of the Plan. The Planning Boundary for Barcombe is shown on Inset Map No 5a.

15.3 Although Barcombe Cross is reasonably well provided with services, poor public transport provision would mean that occupiers of new housing would inevitably be heavily dependant on private vehicles for most journeys. Further to this, road links to major settlements are partly via minor C roads. Therefore on sustainability grounds new residential allocations in Barcombe Cross will be avoided.

##### **Residential Development**

15.4 District Wide policy RES2 (First Phase of Residential Development) identifies all site specific allocations for residential development during the next five years of the plan period (2001-2006). There are no such sites in Barcombe. As Barcombe

has a planning boundary it is possible that unidentified housing sites could come forward.

15.5 The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, identifies a shortfall within Barcombe of Informal Play Space and Equipped Play Areas. Any new housing would exacerbate this shortfall. Due to this, any developers of unidentified housing sites will be expected to contribute towards outdoor playing space as specified under District Wide policy RES19 (Provision of Outdoor Playing Space).

15.6 Specific regard must also be paid to District Wide policies RES20 (Education Provision) and T1 (Travel Demand Management) for unidentified residential development.

### **Recreational Facilities**

***BA1 On land to the south of the recreation ground planning permission will be granted for an extension to the Barcombe Cross Recreation Ground, subject to compliance with all appropriate District-Wide Policies (See Inset May 5a).***

15.7 The recreation ground is a large open space for the Village of Barcombe Cross and it is well-used for a variety of sporting and leisure activities. Recently, great improvements have been made by the Parish Council in providing a new changing/community pavilion at the recreation ground and achieving joint use of a sports hall at the primary School. Although there is no statistical shortage of playing fields as shown by the application of the National Playing Fields Association Six-Acre Standard, local experience is that it can become congested with different organised games competing for space. In a questionnaire, establishing recreational facilities provision, Barcombe Parish Council recognised that when organised games occupied the playing field, people have nowhere to go for informal recreation. Land is therefore allocated for an extension to the South of the recreation ground.

## CHAPTER 16 - BEDDINGHAM AND GLYNDE PARISH

In this Chapter there are policies and proposals which deal with the following issues specific to Beddingham and Glynde Parishes:

- Industrial development at Balcombe Pit (BG1)

### Key Planning Issues

16.1 Glynde is an important historic village set in the Sussex Downs Area of Outstanding Natural Beauty. The conservation of the village and its setting need to be safeguarded. Nevertheless, it is also a working village whose vitality should be retained. The re-use of Balcombe Pit to provide rural employment without an adverse impact on the area is, therefore, a key issue for the future.

### POLICIES AND PROPOSALS

#### DISTRICT-WIDE POLICIES

This chapter sets out the detailed Policies and Proposal which applies only to the parishes of Beddingham and Glynde. It is important that it is considered in conjunction with the District-Wide Policies, as set out in Appendix 1, as these Policies are also applicable. District-Wide Policies which are not site specific are listed in Section E. District-Wide Policies with site specific applications in the Parishes of Beddingham and Glynde are shown either on the main Proposals Map or on the Inset Map No 6.

#### PARISH SPECIFIC POLICIES AND PROPOSALS

##### Industrial Development at Balcombe Pit

**BG1** *Land at Balcombe Pit (See Inset Map No 6) is allocated for development for:*

- (a) ***Business Uses (Use Class B1)***
- (b) ***General Industry (Use Class B2)***

***Subject to compliance with the following criteria:***

- (i) ***a landscaping scheme is submitted and implemented prior to the commencement of the development***
- (ii) ***development should not materially increase traffic movement to that generated by the existing industrial and business use, thus necessitating the upgrading of the existing access to Glynde Village***
- (iii) ***compliance with all relevant District-Wide Policies.***

16.2 Balcombe Pit is currently operational for the extraction of chalk and, indeed, the Brighton and Hove and East Sussex Minerals Local Plan identifies the potential for an extension of the Pit for chalk extraction. It states that any proposal for an extension at Balcombe Pit will be supported where it is not within the Sussex Downs Area of Outstanding Natural Beauty and has satisfactory access. If the chalk extraction is implemented it would not prejudice the business and industrial uses proposed in the District Local Plan.

16.3 The site itself is well-screened from view from the road by the quarry walls themselves. Existing trees and vegetation growing on and above the western chalkface of the Pit also help to screen the site. The Pit is, however, visible from the Downs and Glynde Place. Access to the site is gained via an existing road which serves the Pit and stems from the main road running through the village. A separate entrance off Mill Lane provides access to the mineral working and is likely to service any future mineral uses in the minerals area.

16.4 The Government is keen to encourage the formation of small-scale businesses in rural areas which do not create an unacceptable level of disturbance in the surrounding area. In view of this and its proximity to the railway network, it is considered that this site is suitable for small-scale light and general industrial activities. It will, however, be important that any new use does not generate an unacceptable level of traffic through the Conservation Area.

### **Recreation Provision**

16.5 The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, identifies a shortfall within Beddingham and Glynde of Informal Play Space and Equipped Play Areas. The provision of such facilities would be acceptable under District Wide policy CT1.

## **CHAPTER 17 - CHAILEY PARISH**

In this chapter there are Policies and Proposals which deal with the following issues specific to Chailey Parish:

- Chailey Brickworks (CH1)
- New Heritage (CH2)

### **Key Planning Issues**

17.1 There are relatively few facilities and resources for residents of the scattered settlements in the Parish of Chailey. Such services there are, are being scattered rather than centralised. The residents need to travel, usually by car, and of all the Parishes in the District, they have the furthest distance to travel to facilities in towns.

17.2 The Parish has some important centres for health and industry which provide employment for people from a wide area. The problem in the future will be accommodating growth and change in a manner appropriate to a countryside environment.

### **POLICIES AND PROPOSALS**

#### **DISTRICT-WIDE POLICIES**

**This Chapter sets out the detailed Policies and Proposals which apply only to the Parish of Chailey. It is important that they are considered in conjunction with the District-Wide Policies, as set out in Chapters 4-10, for these Policies are also applicable. District-Wide Policies which are not site specific are listed in Appendix 1. District-Wide Policies with site specific applications in Chailey Parish are shown either on the main Proposals Map or on Inset Map Nos 7a – 7f.**

#### **PARISH SPECIFIC POLICIES AND PROPOSALS**

##### **Chailey Planning Boundaries**

17.3 District-Wide Policy CT1 provides for development to be contained within planning boundaries, with the exception of certain types of rural development for which specific provision is made in other policies of the Plan. The Planning Boundaries for Chailey are shown on Inset Maps 7a – 7f.

##### **Residential Development**

17.4 District Wide policy RES2 (First Phase of Residential Development) identifies all site specific allocations for residential development during the next five years of

the plan period (2001-2006). Policies for such sites in Chailey are contained within this chapter.

17.5 The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, identifies a shortfall within Chailey of Informal Play Space and Equipped Play Areas. Any new housing would exacerbate this shortfall. Due to this, any developers of identified or unidentified housing sites will be expected to contribute towards outdoor playing space as specified under District Wide policy RES19 (Provision of Outdoor Playing Space).

17.6 Specific regard must also be paid to District Wide policies RES20 (Education Provision) and T1 (Travel Demand Management) for both identified and unidentified residential development.

### **Chailey Brickworks**

***CH1 In the event of the cessation of the existing use at Chailey Brickworks, planning permission will be granted for business/ industrial purposes (B1 and B2) on the area of the main building, car parks and clamping sheds.***

17.7 Chailey Brickworks is an important established employer within the area. However as Chailey is an unsustainable location for substantial employment growth it is considered that in the event of the present use ceasing, any alternative employment use should be small scale. Therefore, any re-use of the site for employment should be confined to a smaller area comprising the main building, the clamping sheds and their more immediate surroundings.

### **New Heritage**

***CH2 Land at New Heritage (5.45 ha), as defined on Inset Map No 7f, is allocated for re-use, development, and/or redevelopment for the following purposes or mix of purposes:***

- (a) non-residential institutional use (class D1); or***
- (b) a leisure use which is appropriate both to a rural area and to the character of the site (class D2); or***
- (c) up to a maximum of 40 dwellings (class C3); or***
- (d) residential institutional use (Class C2); or***
- (e) a hotel (Class C1).***

***all subject to the following criteria:***

- (i) there shall be no significant increase in the traffic likely to be generated by the proposed use as compared with an assessment of what the position would be if the existing use rights were still being fully exercised. This increase shall not lead to the necessity for off-site highways works and***
- (ii) the proposals shall not result in an overall increase in the footprint or mass of development on the site and shall generally respect its loose-knit and spacious pattern and***

- (iii) the Chapel and the Trecarrel shall be retained within the layout; and**
- (iv) the scheme shall include generous tree and shrub planting throughout the site and on the site boundary, in particular for reinforcement planting within Chailey Clump, and provide clear arrangements for the retention and on-going management of the green areas**
- (v) with reference to the green areas referred to in (iv) above, there may be no objection to minor re-alignment of the boundaries of the 'village green' provided that an equivalent overall area is retained and**
- (vi) the proposal shall comply with all appropriate District-Wide Policies.**

#### Type of development

17.8 Development of this rural area would normally be contrary to many planning policies seeking to avoid unsustainable development. However, the site is substantially developed with a number of large, utilitarian buildings likely to be regarded as redundant by any future buyers of the premises. It is therefore classified as 'previously-used'. A developer of the site would be expected to contribute towards improvements to the existing public transport network in order to improve the site's sustainability.

17.9 The rural character of the surrounding area and the limited nature of the access road to the site make it important that any proposals meet the following parameters. Firstly, the traffic levels generated by the new use should not exceed those which would be obtained if the existing use rights were still being fully exercised. Also, in order to retain the rural character of the area, no off-site works shall be necessary as a result of development. Secondly, the footprint and general mass of any new buildings on the site should not be significantly increased from existing levels. If these two criteria are met the impact of any new development should not be significantly worse in traffic, landscape and general sustainability terms than the existing provision.

17.10 In the event of the site being used for residential development it is estimated that the site could accommodate a target minimum of 40 units with around 10 homes providing for local needs.

#### Buildings to be retained

17.11 The most notable building on the site is the Chapel. It is of a simple, honest design typical of its era when designers were influenced by the 19<sup>th</sup> Century Arts and Crafts movement. It has a domestic vernacular style with hipped dormers, plain tiled hipped roofs, dark stock bricks and a weatherboarded tower reminiscent of Sussex windmills. Not only is this building interesting in its own right, it will also make a great contribution to the character of any future development.

17.12 The dwellinghouse, called Trecarrel, situated close to the western boundary is also of interest. As with the Chapel, it displays characteristics of the Arts and Crafts Movement. Its style, which suits the rural setting, can be described as

being in the southern English cottage vernacular. The main features include a swept gable roof and horizontal window ranges.

17.13 It is considered that the two buildings should be retained to provide at least some historic continuity with the past use of the site by Chailey Heritage and its forebears.

#### Landscaping

17.14 Chailey Clump is an important area of woodland on the southern boundary of the site. This area has suffered from tree damage or loss during the storm of October 1987. Any proposals should reinforce the woodland and new planting will be required on the southern boundary to provide a backdrop and help integrate new development into the surrounding countryside.

17.15 A detailed survey of existing trees and shrubs will be expected in order to provide information to assess development proposals in relation to existing landscaping. A landscaping scheme should be submitted and all species and size of all plant material must be approved by the District Council.

17.16 The inclusion of various open spaces and green areas on the site is important to assist the achievement of well-planned development. In the event of the site being developed for residential purposes, the provision of community facilities would also be important. It is particularly important to retain the central open space in any new development. It will help retain the loose grouping which presently exists. Such a central space could act as a communal space if a residential scheme is developed. It could be an ideal location for a play area.

## **CHAPTER 18 - DITCHLING PARISH**

### **Key Planning Issues**

18.1 Ditchling is an historic village set in attractive countryside, some of which is included in the Sussex Downs Area of Outstanding Natural Beauty. Key issues will be the protection of the character of the village and countryside under the District-Wide Policies.

### **POLICIES AND PROPOSALS**

#### **DISTRICT-WIDE POLICIES**

**The District-Wide Policies, as set out in Chapters 4-10, apply to Ditchling Parish. Policies which are not site specific are listed in Appendix 1. District-Wide Policies with site specific applications in Ditchling Parish are shown either on the main Proposals Map or on the Inset Map No 8a and 8b.**

#### **PARISH SPECIFIC POLICIES AND PROPOSALS**

18.2 There are no Policies or Proposals which relate specifically to Ditchling Parish.

#### **Ditchling Planning Boundary**

18.3 District-wide Policy CT1 provides for development to be contained within Planning Boundaries, with the exception of certain types of rural development for which specific provision is made in other policies of the Plan. The Planning Boundary for Ditchling are shown on Inset Maps No 8a and 8b.

#### **Residential Development**

18.4 District Wide policy RES2 (First Phase of Residential Development) identifies all site specific allocations for residential development during the next five years of the plan period (2001-2006). There are no such sites in Ditchling. As Ditchling has a planning boundary it is possible that unidentified housing sites could come forward.

18.5 The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, identifies a shortfall within Ditchling of Informal Play Space and Equipped Play Areas. Any new housing would exacerbate this shortfall. Due to this, any developers of unidentified housing sites will be expected to contribute towards outdoor playing space as specified under District Wide policy RES19 (Provision of Outdoor Playing Space).

18.6 Specific regard must also be paid to District Wide policies RES20 (Education Provision) and T1 (Travel Demand Management) for unidentified residential development.

## **Village car park**

18.7 Traffic congestion and on-street parking is one of the main problems associated with Ditchling Village, and any measures which can be taken to ameliorate the problem will bring positive environmental benefits to the village. After an investigation into possible locations for extra car parking, it is considered that the best practicable environmental option for the provision of new car parking spaces in Ditchling is through the rationalisation of the existing well used, recessed and well-screened car park. The relocation of recycling facilities within the site, removal of the central grassed area and more efficient layout of car parking spaces is likely to raise its capacity by an additional 12-15 vehicle spaces.

18.8 The Parish Council, the Ditchling Traders' Association and the Ditchling Traffic Working Group have all identified the need for an additional car park to the west of the village centre.

## **Areas of Established Character**

18.9 The following Areas of Established character have been identified in Ditchling Parish. District-Wide Policy H12 will apply to these areas:

Beacon Road – Houses here are large, detached properties enclosed in large plots. Extensive gardens are walled and well-treed.

Clayton Road – Again, large, detached houses in extensive gardens. Strips of grass in foreground to walled gardens fronting road.

Common Lane – Houses diverse in style and set well back from the road, often hidden in trees, with long drives.

Shirleys – Diverse houses in large plots, individual gardens with a variety of boundary materials, some open. Private cul-de-sac with seat and lamp at entrance. Green strips on frontage of road. Gardens often extending down to road.

## **Article 4 Direction**

18.10 In 1972 an Article 4 Direction was applied to the central core of Ditchling Conservation Area. This direction requires planning permission to be sought for developments, such as extensions, buildings within curtilage or gates, walls etc, which would otherwise be permitted development.

## **CHAPTER 19 - EAST CHILTINGTON PARISH**

### **Key Planning Issues**

19.1 East Chiltington is one of the most thinly populated parishes in the District. Its “poor” road access by narrow lanes helps to maintain its quiet and remote character. The key issue will be to retain this relative isolation in the future.

### **POLICIES AND PROPOSALS**

#### **DISTRICT-WIDE POLICIES**

The District-wide policies, as set out in Chapters 4-10, apply to East Chiltington Parish. Policies which are not site specific are listed in Appendix 1. District-Wide Policies with site specific applications in the Parish of East Chiltington are shown either on the main Proposals Map or on the Inset Map No 9.

#### **PARISH SPECIFIC POLICIES AND PROPOSALS**

19.2 There are no policies or proposals which relate specifically to East Chiltington parish.

#### **Recreation Provision**

19.3 The Topic Paper “Outdoor Playing Space in the Lewes District”, updated August 2000, identifies a shortfall within East Chiltington of Informal Play Space and Equipped Play Areas. The provision of such facilities would be acceptable under District Wide policy CT1.

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## CHAPTER - 20 FALMER PARISH

In this chapter there are Policies and Proposals which deal with the following issues specific to Falmer Parish:

- University of Sussex (FL1)

### Key Planning Issues

20.1 Falmer village is divided into two parts by the A27, but still retains much of its character. It lies very close to the two universities which now reach beyond the edge of Brighton. The key issues for the village will be the maintenance of its identity and relief from the pressures of traffic generated by the universities.

### POLICIES AND PROPOSALS

#### DISTRICT-WIDE POLICIES

**This Chapter sets out a detailed Proposal which applies only to the Parish of Falmer. It is important it is considered in conjunction with the District-Wide Policies, as set out in Chapters 4-10, for these Policies are also applicable. District-Wide Policies which are not site specific are listed in Appendix 1. District-Wide Policies with site specific applications in Falmer Parish are shown either on the main Proposals Map or on Inset Map No 10.**

#### PARISH SPECIFIC POLICIES AND PROPOSALS

##### University of Sussex

***FL1 Land at the University of Sussex, Falmer (see Inset Map No 10) is allocated for the expansion of academic and related teaching; research and development facilities; or other appropriate developments directly related to the activities of the University, subject to measures being taken to avoid:***

- (a) an increase in peak hour traffic flows into and out of the Campus***
- (b) a reduction in the number of parking spaces safeguarded for Falmer residents, and***
- (c) an increase in the number of cars using the campus as a whole.***

20.2 The University of Sussex is located on the western boundary of the District. Although most of its buildings are located within Brighton & Hove Authority, the academic-related high-technology research buildings lie within the Lewes District. The University lies wholly within the Sussex Downs Area of Outstanding Natural Beauty and the original design concept respected this sensitive setting. The area for development within the District is in a location which will not prejudice the Downland setting.

20.3 From the early 1980s the University has adopted a positive approach towards attracting the research and development aspects and activities of high technology academic-related companies on to the Campus. The main reasons for this have been to promote academic development through closer research relationships and to improve opportunities for students through access to industrial/commercial experiences. As a result, a number of academic-related high technology enterprises have now been established on Campus including those related to the Sussex Innovation Centre. However, it is important to ensure that the future development carried out on Campus has, and maintains, a direct relationship with academic research and development.

20.4 However, it is considered that traffic issues affecting Falmer, particularly relating to traffic reduction, need to be addressed prior to any further development on that part of the Campus which falls within the Lewes District. A parking scheme, intended to facilitate residents' parking, but preclude parking by University staff/students/visitors and a 'green transport plan' are to be implemented.

20.5 The existing parking facilities on the Campus are clearly inadequate to cope with the increased demand to the extent that, during the morning, peak parking frequently overflows into Falmer Village. The problem has largely been caused by the expansion of the University without any commensurate increase in parking places. The problem has been exacerbated by the increase in car use generated by the rail operator's change of fare structure, which has prevented them from offering advantageous fares to the University.

### **Brighton University**

20.6 Although no part of Brighton University Campus falls within the Lewes District, its principal access (namely, Village Way) does. The District Council will object to any proposals for the intensification of uses on the Brighton University Campus until traffic generation and car parking issues associated with the Campus have been addressed.

### **Recreation Provision**

20.7 The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, identifies a shortfall within Falmer of Informal Play Space and Equipped Play Areas. The provision of such facilities would be acceptable under District Wide policy CT1.

## **CHAPTER 21 - FIRLE**

### **Key Planning Issues**

21.1 Firle Parish contains some of the loveliest countryside in the District and Firle Village is one of its most historic villages. The key issue for the future will be the safeguarding of this important heritage.

### **POLICIES AND PROPOSALS**

#### **DISTRICT-WIDE POLICIES**

**The District-Wide Policies, as set out in Chapters 4-10 apply to Firle Parish. Policies which are not site specific are listed in Appendix 1. District-Wide Policies with site specific applications to Firle Parish are shown either on the main Proposals Map or on Inset Map No 11.**

#### **PARISH SPECIFIC POLICIES AND PROPOSALS**

21.2 There are no Policies or Proposals which relate specifically to Firle Parish.

#### **Recreation Provision**

21.3 The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, identifies a shortfall within Firle of Informal Play Space and Equipped Play Areas. The provision of such facilities would be acceptable under District Wide policy CT1.

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## **CHAPTER 22 - HAMSEY PARISH AND ST JOHN (WITHOUT)**

In this chapter there are Policies and Proposals which deal with the following issues specific to the Parishes of Hamsey and St John (Without):

- Hamsey Brickworks (HY1)

### **Key Planning Issues**

22.1 The Parishes are predominantly rural in character and need the protection of Countryside Policies. The population is mainly concentrated at New Cooksbridge around the railway station. Within this small settlement there is a primary school, village hall, two small shop units, pub, recreational ground and allotments. Although there is a railway station and a weekday bus service, both of these have services of a limited frequency. Therefore, the settlement is not sustainable in terms of accommodating housing growth beyond the present built up area.

### **POLICIES AND PROPOSALS**

#### **DISTRICT-WIDE POLICIES**

**This Chapter sets out detailed Policies and Proposals which applies only to the Parishes of Hamsey and St John (Without). It is important that it is considered in conjunction with the District-Wide Policies, as set out in Chapters 4-10, as these Policies are also applicable. District-Wide Policies which are not site specific are listed in Appendix 1. District-Wide Policies with Site Specific applications in Hamsey Parish and St. John (Without) are shown either on the main Proposals Map or on Inset Map Nos 12a-12d.**

#### **PARISH SPECIFIC POLICIES AND PROPOSALS**

##### **Cooksbridge Planning Boundary**

22.2 District-Wide Policy CT1 provides for development to be contained within planning boundaries, with the exception of certain types of rural development for which specific provision is made in other policies of the Plan. The Planning Boundary for Cooksbridge is shown on the Inset Map No 12a.

22.3 In order to protect the rural setting of the village, it is important to resist outward encroachment of development into the surrounding open countryside

##### **Residential Development**

22.4 District Wide policy RES2 (First Phase of Residential Development) identifies all site specific allocations for residential development during the next five years of the plan period (2001-2006). There are no such sites in Hamsey. As Hamsey has a planning boundary it is possible that unidentified housing sites could come forward.

22.5 The Topic Paper “Outdoor Playing Space in the Lewes District”, updated August 2000, identifies a shortfall within Hamsey of Informal Play Space and Equipped Play Areas. Any new housing would exacerbate this shortfall. Due to this, any developers of unidentified housing sites will be expected to contribute towards outdoor playing space as specified under District Wide policy RES19 (Provision of Outdoor Playing Space).

22.6 Specific regard must also be paid to District Wide policies RES20 (Education Provision) and T1 (Travel Demand Management) for unidentified residential development.

### **Hamsey Brickworks**

***HY1 Land at Hamsey Brickworks, as identified on the Inset map No 12b, is allocated for use within Classes B1, B2 and B8, subject to the following criteria:***

- (a) the total floorspace of all buildings and associated development on the site (new or existing) will not exceed 2180m<sup>2</sup>. All new buildings will not materially exceed the height of existing buildings***
- (b) a landscaping scheme requiring the planting of trees on the northern, western and southern edges of the site and the retention and management of the existing mature woodland tree belt to the east shall be submitted and approved by the Local Planning Authority. Such a scheme shall be implemented prior to the commencement of the development***
- (c) if appropriate, permitted development rights will be removed on any proposed development***
- (d) compliance with any other appropriate District-Wide Policies.***

22.7 The brickworks have been in existence for many years and, in 1948, planning permission was granted for the continued working of clay. Since then, various permissions have been granted for the construction of additional plant and buildings within the pit. The latest permission, granted in 1978, has since lapsed. An Interim Development Order (IDO) permission for clay extraction remains in force, but further workings can only take place once a new scheme of planning conditions is approved by the mineral planning authority.

22.8 The site is unusual in many respects. It is a very well-screened site in an open countryside location which has limited scope for access improvement. In addition, there are features within the site which lend themselves to particular uses, such as the adjoining woodland and the lake. The site would have poor access for residential development but, apart from that, it is so remote from services that this option is rejected. However, in determining appropriate land uses the retention of employment generating uses in the rural areas is considered appropriate.

22.9 Opportunities for industrial/commercial premises to broaden the economic base and boost employment in the rural area are few, particularly sites with a

history of industrial activity. Light industry, office use, general industry and storage and distribution could be appropriate uses for the site. Conditions may be applied to limit hours of operation (including loading/unloading) in order to reduce the noise impact on neighbouring properties.

### **Area of Established Character**

22.10 An Area of Established Character has been identified in Cooksbridge to the west of the A275 and south of the railway line (See Inset map No 12a). District – Wide Policy H12 will apply to this area.

22.11 The area is characterised by spacious plots with rich, mature vegetation and trees. The large houses are a mixture of styles and age and are set well back from the road.

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## **CHAPTER 23 - IFORD PARISH**

### **Key Planning Issues**

23.1 The key issue will be the protection of the Sussex Downs Area of Outstanding Natural Beauty and historic Iford Village.

### **POLICIES AND PROPOSALS**

#### **DISTRICT-WIDE POLICIES**

**The District-Wide Policies, as set out in Chapters 4-10 apply to Iford Parish. Policies which are not site specific are listed in Appendix 1. District-Wide Policies with site specific applications to Iford Parish are shown either on the main Proposals Map or on Inset Map No 13.**

#### **PARISH SPECIFIC POLICIES AND PROPOSALS**

23.3 There are no Policies or Proposals which relate specifically to Iford Parish.

### **Recreation Provision**

23.4 The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, identifies a shortfall within Iford of Outdoor Sports and Informal Play Space. The provision of such facilities would be acceptable under District Wide policy CT1.

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## **CHAPTER 24 - KINGSTON PARISH AND ST. ANN (WITHOUT)**

### **Key Planning Issues**

24.1 Kingston is subject to pressures on the village and on the countryside, which spill out from Lewes and Brighton. Despite its location in the Sussex Downs Area of Outstanding Natural Beauty, there will be the need in the future to be resilient in the cause of retaining its scale and ensuring that land uses are appropriate.

### **POLICIES AND PROPOSALS**

#### **DISTRICT-WIDE POLICIES**

**District-Wide Policies, as set out in Chapters 4-10, apply to Kingston Parish and St Ann (Without). Policies which are not site specific are listed in Appendix 1. District-Wide Policies with Site Specific applications in Kingston Parish and St. Ann (Without) are shown either on the main Proposals Map or on Inset Map No 14.**

#### **PARISH SPECIFIC POLICIES AND PROPOSALS**

24.2 There are no Policies or Proposals which relate specifically to Kingston Parish & St. Ann (Without)

#### **Kingston Planning Boundary**

24.3 District-Wide Policy CT1 provides for development to be contained within planning boundaries, with the exception of certain types of rural development for which specific provision is made in other policies of the Plan. The planning boundary for Kingston is shown on Inset Map No 14.

24.4 In order to protect the rural setting of Kingston, it is important to resist outward encroachment of development into the surrounding open countryside, which is designated as the Sussex Downs Area of Outstanding Natural Beauty. Accordingly, the Planning Boundary is drawn to reflect the edge of existing development.

#### **Residential Development**

24.5 District Wide policy RES2 (First Phase of Residential Development) identifies all site specific allocations for residential development during the next five years of the plan period (2001-2006). There are no such sites in Kingston and St. Ann. As Kingston has a planning boundary it is possible that unidentified housing sites could come forward.

24.6 The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, identifies a shortfall within Kingston of Informal Play Space and Equipped Play Areas. Any new housing would exacerbate this shortfall. Due to

this, any developers of unidentified housing sites will be expected to contribute towards outdoor playing space as specified under District Wide policy RES19 (Provision of Outdoor Playing Space). The Topic Paper identifies a shortfall within St Ann (Without) of Outdoor Sports, Informal Play Space and Equipped Play Areas. The provision of such facilities would be acceptable under District Wide policy CT1.

24.7 Specific regard must also be paid to District Wide policies RES20 (Education Provision) and T1 (Travel Demand Management) for unidentified residential development.

### **Areas of Established Character**

24.8 The following Areas of Established Character have been identified in Kingston. District-Wide Policy H12 will apply to these areas:

Wellgreen Lane – Relatively large, detached residential houses of various styles and building materials set well back from the edge of the road to the village in maturely vegetated plots, creating a semi-rural approach into the village centre.

The Avenue and Kingstonridge – This area is on the northern edge of the village. The western side of Ashcombe Lane and The Avenue are made up of a variety of established houses set back from the road. The roadside grass verges, regular street trees, the space in front of the houses and maturely landscaped gardens give The Avenue a very spacious and pleasant character. Kingstonridge runs along a ridge above the northern edge of the village. This area has a tranquil, semi-rural character.

## **CHAPTER 25 - NEWICK PARISH**

In this chapter there are Policies and Proposals which deal with the following issues specific to Newick Parish:

- Extension to the Playing Field (NW1)
- Woodgate Dairy (NW2)

### **Key Planning Issues**

25.1 The protection of the countryside for its own sake will be a priority. Within that discipline, the creation of additional employment by means of farm diversification, e.g. barn conversion, would benefit village residents who face a fair commuting distance to the nearest employment centres. The development of a telecottage or similar enterprise would be particularly useful. The retention of the village scale and character both in modern and historic areas will also be important.

### **POLICIES AND PROPOSALS**

#### **DISTRICT-WIDE POLICIES**

**This Chapter sets out the detailed Policies and Proposals which apply to the Parish of Newick. It is important that they are considered in conjunction with the District-Wide policies, as set out in Chapters 40-10 for these policies are also applicable. Policies which are not site specific are listed in Appendix 1, District-Wide Policies with Site Specific applications in Newick Parish are shown either on the main proposals Map, on Inset Map No 15, or on Inset Map No 7e.**

#### **PARISH SPECIFIC POLICIES AND PROPOSALS**

##### **Newick Planning Boundary**

25.2 District-Wide Policy CT1 provides for development to be contained within planning boundaries with the exception of certain types of rural development for which specific provision is made in other policies of the Plan. The Planning Boundary for Newick is shown on Inset Map No 15. Sheffield Park straddles the Newick/Chailey parishes and is shown on Inset Map 7e.

25.3 Accordingly the Planning Boundary is drawn largely to reflect the well-defined edge of existing development.

##### **Residential Development**

25.4 District Wide policy RES2 (First Phase of Residential Development) identifies all site specific allocations for residential development during the next five years of the plan period (2001-2006). There are no such sites in Newick. As Newick has a

planning boundary it is possible that unidentified housing sites could come forward.

25.5 The Topic Paper “Outdoor Playing Space in the Lewes District”, updated August 2000, identifies a shortfall within Newick of Outdoor Sports, Informal Play Space and Equipped Play Areas. Any new housing would exacerbate this shortfall. Due to this, any developers of unidentified housing sites will be expected to contribute towards outdoor playing space as specified under District Wide policy RES19 (Provision of Outdoor Playing Space).

25.6 Specific regard must also be paid to District Wide policies RES20 (Education Provision) and T1 (Traffic Demand Management) for unidentified residential development.

### **Extensions to Playing Field**

***NW1 Planning permission will be granted for the extension of the present Newick recreation area south of Allington Road westwards to the boundary of the primary school playing fields as shown on the Proposals Map (see Inset Map No 15).***

25.7 As seen in para 25.5 there is a shortfall of outdoor sports, informal play space and equipped play areas in Newick Parish.

25.8 This proposed extension of 4.00ha which would include the rugby pitch used by Newick Rugby Club with the agreement of the landowner, and would additionally provide space for an additional rugby and football pitch as requested by the Parish Council. In the event of the existing use ceasing the Council would be willing to grant planning permission for recreational use.

### **Woodgate Dairy**

***NW2 Planning permission will be granted for the extension of the Woodgate Dairies site, Sheffield Park, Chailey, for business and industrial uses (Use-Classes B1, B2 and/or B8) subject to:***

- (a) a Woodland Landscape and Wildlife Management Plan being submitted, and approved by the District Council, for the hatched area on the Proposals Map, prior to the implementation of the scheme. This Plan will be incorporated into a planning agreement between the developer and the District Council***
- (b) compliance with all appropriate District wide policies.***

25.9 Woodgate Dairies is a thriving and successful local industry providing employment opportunities in the rural area. The redevelopment of the existing site is acceptable under District-wide Policy E1, subject to compliance with the appropriate District-wide policies.

25.10 It is accepted that in order to provide a more efficient and up-to-date milk packaging plant that a larger area of land may be required in the future than is

currently occupied. Consequently, the release of an area to the south of the existing site is proposed. The area allocated for the proposed extension is woodland and, therefore, prior to this additional area being released for business and industrial uses (Use Classes B1, B2 and/or B8) it will be necessary for the developer/landowner to submit a Woodland Management Plan, to be agreed by the District Council, for the remaining woodland area, including the former railway embankment and the recent planting along the eastern boundary, as well as new planting in the open field to the south east of the proposal. These measures will provide compensation for the loss of part of the woodland area and may indeed provide the opportunity for some experimentation with regard to the transference of habitats from the woodland which will be lost to the new area to be planted. The Woodland Management Plan will be subject to an appropriate legal agreement or conditions as part of any consent granted.

25.11 The site has planning permission for business uses, but as this has not yet been implemented, the allocation will remain.

### **Areas of Established Character**

25.12 The following areas of established character have been identified in Newick. District-Wide Policy H12 will apply to these areas:

High Hurst Close and Allington Road – High Hurst Close is a cul-de-sac, part of which is a private road. There are large detached houses and bungalows of varying type and character (all are post-World War II). The gardens are large and the area is well treed.

Cricketfield – This is a Council housing development consisting of mostly semi-detached housing, some terraced and a few bungalows. The gardens are open plan and the open space between the buildings and the setting make this a pleasant area of established character.

North of Village Hall – This area is typified by large houses on large plots, with very attractive gardens and long drives. The area is, again, heavily treed, hiding the houses which are well set back from the road.

South of Western Road – Similar to the above, but the plots are not so large. There is a mixture of houses and bungalows.

Harmers Hill – This area is very much on the fringe of the village. There is a mixture of house style and type. Some is fairly modern and some pre-war. The area is typified by narrow roads and high hedges.

Land between Western Road and West Point – Consists of a mixture of housing type. There are some fairly modern houses, but most are Victorian or older. The plot size is also very variable. The area is characterised by large areas of open space which are quite heavily treed.

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## **CHAPTER 26 - PIDDINGHOE PARISH**

In this chapter there are Policies and Proposals which deal with the following issues specific to the Parish of Piddinghoe:

- Recreational Use at Piddinghoe Pond (PH1)

### **Key Planning Issues**

26.1 The Parish comprises traditional Sussex downland and river landscape with Piddinghoe Village sitting on the banks of the River. The village forms part of the landscape character of the Sussex Downs Area of Outstanding Natural Beauty and it is the intention of the Plan to ensure that changes do not occur which would prejudice their important characteristics.

### **POLICIES AND PROPOSALS**

#### **DISTRICT-WIDE POLICIES**

**This Chapter sets out a detailed Policies and Proposals which applies only to the Parish of Piddinghoe. It is important that it is considered in conjunction with the District-Wide Policies, as set out in Chapters 4-10, for these Policies are also applicable. District-Wide Policies which are not site specific are listed in Appendix 1. District-Wide Policies with Site Specific applications in Piddinghoe Parish are shown either on the main Proposals Map or on Inset Map No 2.**

#### **PARISH SPECIFIC POLICIES AND PROPOSALS**

##### **Piddinghoe Planning Boundary**

26.2 District-Wide Policy CT1 provides for development to be contained within Planning Boundaries with the exception of certain types of rural development for which specific provision is made elsewhere in the Plan. The Planning Boundary for Piddinghoe is shown on Inset Map No 2.

##### **Residential Development**

26.3 District Wide policy RES2 (First Phase of Residential Development) identifies all site specific allocations for residential development during the next five years of the plan period (2001-2006). There are no such sites in Piddinghoe. As Piddinghoe has a planning boundary it is possible that unidentified housing sites could come forward.

26.4 The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, identifies a shortfall within Piddinghoe of Informal Play Space and Equipped Play Areas. Any new housing would exacerbate this shortfall. Due to

this, any developers of unidentified housing sites will be expected to contribute towards outdoor playing space as specified under District Wide policy RES19 (Provision of Outdoor Playing Space).

26.5 Specific regard must also be paid to District Wide policies RES20 (Education Provision) and T1 (Travel Demand Management) for unidentified residential development.

### **Piddinghoe Pond**

***PH1 At Piddinghoe Pond, as shown on the Proposals Map (Inset Map No 2), planning permission will be granted for additional facilities associated with boating and watersports, providing that they do not have an adverse impact on the character of the area and subject to compliance with all appropriate District-Wide Policies.***

26.6 Piddinghoe Pond is a disused pit which, at one time, supplied clay to Asham Cement Works in Beddingham. The works have since closed and the flooded pit forms a large pond. The Newhaven and Seaford Sailing Club first bought the pond in 1957 to promote and facilitate the sport of yachting and have done so ever since.

26.7 The Council consider that the pond provides a useful and safe facility for watersports and its continued use is supported as an important leisure amenity. Despite its central location in the Ouse valley its on-shore buildings are inconspicuous and any further changes will be required to maintain a similar low impact on the landscape. In considering any planning application associated with the intensification of activities at the pond the Council will consider the impact on the immediate area and in the village, eg, by virtue of traffic generation.

## **CHAPTER 27 - PLUMPTON PARISH**

### **Key Planning Issues**

27.1 Plumpton Parish accommodates several large-scale uses and yet manages to retain a strongly rural character, helped by the system of rural roads which it is necessary to use to reach it. The retention of this countryside is a key issue for the future as is the control of growth at Plumpton Green in order to safeguard the village scale and character.

### **POLICIES AND PROPOSALS**

#### **DISTRICT-WIDE POLICIES**

**District-Wide Policies, as set out in Chapters 4-10 apply to Plumpton Parish. Policies which are not site specific are listed in Appendix 1. District-Wide Policies with Site Specific applications in Plumpton Parish are shown either on the main Proposals Map or on Inset Map No 16.**

#### **PARISH SPECIFIC POLICIES AND PROPOSALS**

27.2 There are no Policies or Proposals specific to Plumpton Parish.

#### **Plumpton Planning Boundary**

District-Wide policy CT1 provides for development to be contained within planning boundaries with the exception of certain types of rural development for which specific provision is made in other policies in the Plan. The planning boundary for Plumpton Green is shown on Inset map No 16.

#### **Residential Development**

27.5 District Wide policy RES2 (First Phase of Residential Development) identifies all site specific allocations for residential development during the next five years of the plan period (2000-2005). There are no such sites in Plumpton. As Plumpton has a planning boundary it is possible that unidentified housing sites could come forward.

27.6 The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, identifies a shortfall within Plumpton of Informal Play Space and Equipped Play Areas. Any new housing would exacerbate this shortfall. Due to this, any developers of unidentified housing sites will be expected to contribute towards outdoor playing space as specified under District Wide policy RES19 (Provision of Outdoor Playing Space).

27.7 Specific regard must also be paid to District Wide policies RES20 (Education Provision) and T1 (Travel Demand Management) for unidentified residential development.

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## **CHAPTER 28 - RINGMER PARISH**

In this chapter there are Policies and Proposals which deal with the following issues specific to Ringmer Parish:

- Caburn Field (RG1)
- Land adjacent to telephone exchange (RG2)
- Land adjacent to Ringmer Community College (RG3)
- Community/Recreation Area, The Broyle (RG4)

### **Key Planning Issues**

28.1 Ringmer is a satellite village to the town of Lewes, which provides a range of employment and services. For this reason it is considered to be the next most sustainable option for locating residential development after the urban sites. The village is therefore identified for residential growth.

28.2 The village has a special problem relating to the provision of recreational open space, which means that the Plan must address the provision of a new recreational ground in the Plan period.

## **POLICIES AND PROPOSALS**

### **DISTRICT-WIDE POLICIES**

**This Chapter sets out the detailed Policies and Proposals which apply only to the Parish of Ringmer. It is important that they are considered in conjunction with the District-Wide Policies, as set out in Chapters 4-10, for these Policies are also applicable. District-Wide Policies which are not site specific are listed in Appendix 1. District-Wide Policies with site specific applications in Ringmer Parish are shown either on the main Proposals Map or on the Inset Map Nos 17a-17c.**

### **PARISH SPECIFIC POLICIES AND PROPOSALS**

#### **Ringmer Planning Boundary**

28.3 District-Wide Policy CT1 provides for development to be contained within planning boundaries with the exception of certain types of rural development for which specific provision is made in other policies of the Plan. The Planning Boundary for Ringmer is shown on Inset Maps 17a – 17c.

## **Residential Development**

28.4 District Wide policy RES2 (First Phase of Residential Development) identifies all site specific allocations for residential development during the next five years of the plan period (2001-2006). There are two such sites within Ringmer - Caburn Field, and land adjacent to the telephone exchange. There is also a 'pool' of potential sites for the second part of the plan period (2006-2011) which includes land to the north of Bishops Lane.

28.5 The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, identifies a shortfall within Ringmer of Outdoor Sports, Informal Play Space and Equipped Play Areas. Any new housing would exacerbate this shortfall. Due to this, any developers of unidentified housing sites will be expected to contribute towards outdoor playing space as specified under District Wide policy RES19 (Provision of Outdoor Playing Space).

28.6 Specific regard must also be paid to District Wide policies RES20 (Education Provision) and T1 (Travel Demand Management) for residential development. This is particularly important in Ringmer as there is a need to enhance and upgrade non-car transport links between Ringmer and Lewes.

### **Caburn Field**

***RG1 Land at Caburn Field as identified on Inset Map No. 17a, is allocated for residential development at a target minimum of 40 dwellings, subject to the following:***

- (a) No development shall take place until a replacement playing field of equivalent area and quality is available and ready for use at an acceptable location in Ringmer and***
- (b) The developer will be required to make a contribution, in proportion to the expected travel demands of the development, to measures to promote travel between Ringmer and Lewes by means other than the private car and***
- (c) The scheme shall comply with all appropriate District-Wide Policies***

28.7 It is likely that, during the first phase of the Plan Period the Ringmer Football Club, whose ground is Caburn Field, will wish to relocate to an alternative site thus releasing their present site. The Club provides an important recreational resource for the village and the surrounding area and relocation will allow the club to improve its facilities.

28.8 The present site, covering approximately 1.3ha, is located in proximity to most of the facilities, services and public transport links in the centre of the village. It is enclosed on three sides by residential development. Therefore, residential development is appropriate at this location.

28.9 It is estimated that the area could accommodate a target minimum of 40 dwellings of which around 10 dwellings should be affordable to meet local needs.

28.10 A local traffic safety scheme for Earwig Corner was implemented in 1998. With no further highways works foreseen at this junction it is important for measures to be taken to promote transport between Ringmer and Lewes by means other than the private car. All new housing schemes in Ringmer should contribute towards such methods as may be feasible, in proportion to the travel demands which they create.

#### **Land adjacent to Ringmer telephone exchange**

***RG2 Land adjacent to Ringmer Telephone Exchange, as identified on Inset Map No 17a, is allocated for residential development at a target minimum of 75 dwellings, subject to the following:***

- (a) Vehicular access to the site shall be by means of a single access onto the B2192 and***
- (b) The development shall provide a gateway feature or other effective traffic calming measure to slow traffic passing the site on the entrance into Ringmer and***
- (c) The developer will be required to make a contribution, in proportion to the expected travel demands of the development, to promote travel between Ringmer and Lewes by means other than the private car and***
- (d) The development shall provide wherever possible for the retention of existing trees and hedges and will require a landscaping scheme for new planting due to this village-edge location and***
- (e) The development shall comply with all appropriate District-Wide Policies.***

28.11 The site covers an area of approximately 2.5ha and slopes up away from the B2192. It is screened by existing trees and hedges along the southern and eastern boundaries. The western boundary of the site will require new tree planting as part of an appropriate planting scheme to ameliorate the impact of development on the site.

28.12 It is estimated that the area could accommodate a target minimum of 75 dwellings of which around 19 should be affordable to meet local needs.

#### **Land adjacent to Ringmer Community College**

***RG3 Land to the east of Ringmer Community College,(as identified on Inset Map No 17b) is allocated for development for sports and recreation facilities to comprise an indoor sports hall for joint use by the school and the community; a pitch and clubhouse/spectator stand for Ringmer Football Club; a cricket pitch and pavilion for Ringmer Cricket Club; community sports pitches, including an all-weather surface; a youth centre; any other appropriate facilities; car parking; provision of cycle storage and associated cycle access; and a community open space/informal recreational area at the east end of the site close to The Broyle.***

***No planning application for an individual element of the above will be permitted prior to the approval of a master plan providing for all the above elements. Any partial development of the site will be required not to prejudice the longer term achievement of the master plan.***

***All development on the site should ensure that:***

- (a) boundary planting along the Lewes Road frontage in the form of the existing field hedges is retained and reinforced wherever possible***
- (b) any proposals for floodlighting or other forms of exterior lighting do not cause glare that would be intrusive in the open area between Ringmer and The Broyle or damage the residential amenities of nearby residents***
- (c) the siting, scale and design of any buildings minimises visual intrusion in the open area between Ringmer and the Broyle***

28.13 The shortfall of outdoor sports areas as identified in The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, corroborates local experience of existing facilities that are inadequate in terms of quality and availability. Existing sites are often constrained, and may infringe upon the residential amenities of adjoining and nearby neighbourhood properties.

28.14 Currently, Ringmer Community College is one of only five secondary schools in East Sussex without access to an existing or planned sports hall, and lacks an all-weather playing surface. The present level of sports provision does not assist delivery of the modern curriculum to the best possible standards; however the sports accommodation required could not be conveniently provided on-site without impinging on the existing playing fields or separating the facility to an inconvenient extent from existing sports provision. Therefore, provision of the necessary school sports facilities on this adjacent site would be a wholly appropriate location.

28.15 The area should act as a transition zone between the village and the open countryside. Any buildings should be located on the western edge of the site in order to reduce their visual impact. The most informal recreational uses should be located at the eastern side of the allocated area in order to retain the green and open character of the site.

28.16 The area of land allocated for sports development is deemed sufficient in size to provide for all the uses outlined in the above policy. The Master Plan must ensure that development can go ahead within the site boundaries without threatening the setting of the listed buildings at Broyle Gate Farm, or the amenities of their occupiers, whilst taking into account two hedges within the site that are subject to Hedgerow Retention Notices. Should the Master Plan demonstrate that the development of these community and recreational facilities would have an unacceptable affect on any of these factors, the District Council will consider an extension of the site to include adjoining land to the south east.

## **Community / Recreation Area, The Broyle**

***RG4 On land west of Broyle Lane, north of the existing recreation area (See Inset Map No 17c) planning permission will be granted for recreation/community uses, subject to compliance with other appropriate District-Wide Policies.***

28.17 The Broyle at present has only a small amount of recreational or community space, particularly in the northernmost part. Reserving this site for recreation or community use will allow for either the expansion of the existing recreational site, which is immediately to the south, or an additional community facility required by residents.

#### **Areas of Established Character**

28.18 The following Areas of Established Character have been identified in Ringmer Parish. District-Wide Policy H12 will apply to these areas:

Gote Lane - This area is characterised by large detached properties set back from the road in large well-vegetated plots. Hedges rather than walls or fences are used as boundaries.

Lewes Road - This area is also characterised by large detached properties within large well-vegetated plots. It helps to provide a transitional zone between the open countryside and the more densely developed area to the north.

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## **CHAPTER 29 - RODMELL PARISH**

### **Key Planning Issues**

29.1 The Parish comprises both downland and river floodplain within the Sussex Downs Area of Outstanding Natural Beauty. The main settlement is the village of Rodmell. The key issues will be the protection of the character of the countryside and the village.

### **POLICIES AND PROPOSALS**

#### **DISTRICT-WIDE POLICIES**

**District-Wide Policies, as set out in Chapters 4-10, apply to Rodmell Parish. Policies which are not site specific are listed in Appendix 1. District-Wide Policies with site specific applications in Rodmell Parish are shown either on the main Proposals Map or on Inset Map No 18.**

#### **PARISH SPECIFIC POLICIES AND PROPOSALS**

29.2 There are no Policies or Proposals which relate specifically to Rodmell Parish.

#### **Rodmell Planning Boundary**

29.3 District-Wide Policy CT1 provides for development to be contained within planning boundaries with the exception of certain types of rural development for which specific provision is made elsewhere in the Plan. The Planning Boundary for Rodmell is shown on Inset Map No 18.

#### **Residential Development**

29.4 District Wide policy RES2 (First Phase of Residential Development) identifies all site specific allocations for residential development during the next five years of the plan period (2001-2006). There are no such sites in Rodmell. As Rodmell has a planning boundary it is possible that unidentified housing sites could come forward.

29.5 The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, identifies a shortfall within Rodmell (and Southease) of Informal Play Space and Equipped Play Areas. Any new housing would exacerbate this shortfall. Due to this, any developers of unidentified housing sites will be expected to contribute towards outdoor playing space as specified under District Wide policy RES19 (Provision of Outdoor Playing Space).

29.6 Specific regard must also be paid to District Wide policies RES20 (Education Provision) and T1 (Travel Demand Management) for unidentified residential development.

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## **CHAPTER 30 - SOUTHEASE PARISH**

### **Key Planning Issues**

30.1 The Parish comprises both downland and river floodplain within the Sussex Downs Area of Outstanding Beauty. The key issues will be the protection of the character of the countryside and the settlement of Southease.

### **POLICIES AND PROPOSALS**

#### **DISTRICT-WIDE POLICIES**

**The District-Wide Policies, as set out in Chapters 4-10 apply to Southease Parish. Policies which are not site specific are listed in Appendix 1. District-Wide Policies with site specific applications to Southease Parish are shown either on the main Proposals Map or on Inset Map No 19.**

#### **PARISH SPECIFIC POLICIES AND PROPOSALS**

30.2 There are no Policies or Proposals which relate specifically to Southease Parish.

### **Recreation Provision**

30.3 The Topic Paper 'Outdoor Playing Space in the Lewes District', updated August 2000, identifies a shortfall within Rodmell (and Southease) of Informal Play Space and equipped play areas. The provision of such facilities would be acceptable under District Wide Policy CT1.

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## **CHAPTER 31 - STREAT PARISH**

### **Key Planning Issues**

31.1 The key issue will be the protection of the countryside and the character of the isolated settlement of Streat.

### **POLICIES AND PROPOSALS**

#### **DISTRICT-WIDE POLICIES**

**The District-Wide Policies, as set out in Chapters 4-10 apply to Streat Parish. Policies which are not site specific are listed in Appendix 1. District-Wide Policies with site specific applications to Streat Parish are shown either on the main Proposals Map or on Inset Map No 20.**

#### **PARISH SPECIFIC POLICIES AND PROPOSALS**

31.2 There are no Policies or Proposals which relate specifically to Streat Parish.

### **Recreation Provision**

31.3 The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, identifies a shortfall within Streat of Outdoor Sports, Informal Play Space and Equipped Play Areas. The provision of such facilities would be acceptable under District Wide policy CT1.

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## **CHAPTER 32 - TARRING NEVILLE PARISH**

### **Key Planning Issues**

32.1 The key issue will be the protection of the Sussex Downs Area of Outstanding Natural Beauty.

### **POLICIES AND PROPOSALS**

#### **DISTRICT-WIDE POLICIES**

**The District-Wide Policies, as set out in Chapters 4-10 apply to Tarring Neville Parish. Policies which are not site specific are listed in Appendix 1. District-Wide Policies with site specific applications to Tarring Neville Parish are shown either on the main Proposals Map or on Inset Map No 21.**

#### **PARISH SPECIFIC POLICIES AND PROPOSALS**

32.2 There are no Policies or Proposals which relate specifically to Tarring Neville Parish.

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## **CHAPTER 33 - WESTMESTON PARISH**

### **Key Planning Issues**

33.1 Westmeston is a sparsely populated rural parish, the largest settlement of which is Westmeston Village. Key issues will be the protection of the character of the village and countryside and the rural community under District-Wide Policies.

### **POLICIES AND PROPOSALS**

#### **DISTRICT-WIDE POLICIES**

**District-Wide Policies, as set out in Chapters 4-10, apply to Westmeston Parish. Policies which are not site specific are listed in Appendix 1. District-Wide Policies with site specific applications in Rodmell Parish are shown either on the main Proposals Map or on Inset Map No 22.**

#### **PARISH SPECIFIC POLICIES AND PROPOSALS**

33.2 There are no Policies or Proposals which relate specifically to Westmeston Parish.

#### **Recreation Provision**

33.3 The Topic Paper “Outdoor Playing Space in the Lewes District”, updated August 2000, identifies a shortfall within Westmeston of Equipped Play Areas. The provision of such facilities would be acceptable under District Wide policy CT1.

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## **CHAPTER 34 - WIVELSFIELD PARISH**

In this chapter there are policies which deal with the following issues:

- Land at Theobald Road (WV1)

### **Key Planning Issues**

34.1 The countryside in the Parish is mostly pleasant farmland, worthy of protection for its own sake. The village of Wivelsfield Green is situated close to employment and urban facilities at Haywards Heath and Burgess Hill, and is, therefore, subject to pressures for housing growth.

34.2 Travelling distances to these towns are short by comparison with some other villages in the District and the roads are relatively good. However, the village itself has few facilities and services, despite having undergone housing growth in recent years. This growth has resulted in the Primary School reaching capacity on its constrained and isolated site.

34.3 The settlement of Wivelsfield situated to the north-west of Wivelsfield Green is much older in character, which is reflected by the designation of most of it as the Church Lane Conservation Area.

### **POLICIES AND PROPOSALS**

#### **DISTRICT-WIDE POLICIES**

**This Chapter sets out a detailed Proposals which applies only to the Parish of Wivelsfield. It is important that it is considered in conjunction with the District-Wide Policies, as set out in Chapters 4-10, these Policies are also applicable. District-Wide Policies which are not site specific are listed in Appendix 1. District-Wide Policies with site specific applications in Wivelsfield Parish are shown either on the main Proposals Map or on the Inset Map Nos 23a-23d.**

#### **PARISH SPECIFIC POLICIES AND PROPOSALS**

##### **Wivelsfield Planning Boundary**

34.5 District-Wide Policy CT1 provides for development to be contained within Planning Boundaries with the exception of certain types of rural development for which specific provision is made in other policies of the Plan. The Planning Boundary for Wivelsfield is shown on Inset Map Nos 23a–23d.

34.6 The Planning Boundary includes the built-up area of the village. The houses fronting Slugwash Lane, South Road and other areas of very low density have been excluded from the planning boundary to protect from infilling and increased densities.

34.7 There is also a Planning Boundary around the land which adjoins Burgess Hill. There are no facilities in this part of the Parish, but due to the close proximity of Burgess Hill, it is likely that many of the residents look to the town for services.

34.8 The old Wivelsfield settlement, centred on Church Lane, does not have a planning boundary.

### **Residential Development**

34.9 District Wide policy RES2 (First Phase of Residential Development) identifies all site specific allocations for residential development during the next five years of the plan period (2001-2006). Policies for such sites in Wivelsfield are contained in this chapter.

34.10 The Topic Paper "Outdoor Playing Space in the Lewes District", updated August 2000, identifies a shortfall within Wivelsfield of Outdoor Sports, Informal Play Space and Equipped Play Areas. Any new housing would exacerbate this shortfall. Due to this, any developers of unidentified housing sites will be expected to contribute towards outdoor playing space as specified under District Wide policy RES19 (Provision of Outdoor Playing Space).

34.11 Specific regard must also be paid to District Wide policies RES20 (Education Provision) and T1 (Travel Demand Management) for unidentified residential development.

**WV1** *Land at Theobalds, as identified on Inset Map No 23d, is allocated for residential development at a target minimum of 70 dwellings, subject to compliance with all other the following:*

- (a) vehicular access to the site shall be via the Downscroft estate*
- (b) the development shall provide wherever possible for the retention of existing trees and hedges and will require a landscape buffer of at least 10m width along the northern, eastern and southern edges of the site*
- (c) the development shall comply with all relevant District-wide Policies*

34.12 This site comprises 2.33ha of land immediately adjoining the developed area of Burgess Hill, although it lies within Lewes District.

34.13 In the context of Lewes District, the site is relatively well located in relation to urban services and facilities, employment sources and reasonably frequent public transport (both buses and trains). Although development here would extend the

urban area into a generally undeveloped zone the site is fairly well self-contained visually and, with careful attention to the retention of trees and vegetation, need not affect the setting of Theobalds, a listed building. It is therefore allocated for a minimum of 70 units, of which at least 18 should be affordable.

34.14 Access to the site must be via the Downsview Estate. Access via Theobalds Road would require road improvements on third party land under multiple ownership. Theobalds Road also joins Valebridge Road near to the brow of a hill, which would have safety implications.

### **Primary School**

34.15 The existing primary school, in the Church Lane conservation area, is remote from the majority of the parish population, and the building is now outmoded and on too small a site to allow extension. There is no longer the capacity on the existing site to accommodate increased children arising from incremental housing growth on infill sites within planning boundaries. Therefore, developers of any housing sites in Wivelsfield parish will be expected to contribute towards the provision of improved educational facilities through policy RES 20.

34.16 The site of the new primary school will be identified in the context of any future proposal to release land for housing at Wivelsfield for the period 2006-2011. Should public funding become available in advance of the release of any land for residential development, a site for a primary school will be considered under Policy CT1.

34.17 Should the existing primary school become redundant as a result of a new school being provided on this site, then the existing school site would be considered appropriate for residential development, as an exception to policies RES4 and E9. The site's existing location within a conservation area makes it appropriate for conversion rather than redevelopment, and it is considered that the existing buildings would be more suitable for a conversion to housing than to employment use. The poor access to the site also indicate the unsuitability of the site for employment uses.

### **Springfield Farm**

34.18 There has been a history of illegal uses at Springfield Farm and the District Council has successfully completed enforcement action against these uses. Due to the countryside character of the site, it is considered that the most suitable use for the site would be a return to its original agricultural usage.

34.19 The site has good transport links and a close proximity to bodies of population. The site could be viable for re-use or redevelopment for a relatively intensive form of agriculture, such as poultry, horticulture or even free-range poultry, although it is likely that soil samples would need to be analysed first in order to identify any contaminants resulting from the unauthorised industrial uses. The site is outside the boundary of Wivelsfield in the countryside and is, therefore, unsuitable for any redevelopment for non-agricultural uses. The access road also

passes very close to two dwellings which could experience significant disturbance if the site were developed for non-agricultural uses.

### **Areas of Established Character**

34.20 The following Areas of Established Character have been identified in Wivelsfield Parish. District-Wide Policy H12 will apply to these areas:

South of Wivelsfield Green Road – The character of this area depends upon retaining detailed elements of the streetscene, such as walls, fences, trees and vegetation and appropriate street furniture. Although the houses are modern, they are of a variety of individual designs with hedged gardens and some well-treed. Most of the houses are detached or semi-detached. Any fragmentation of these plots would result in cramped unneighbourly over-development and backland development. The setting is one of open countryside.

North of North Common Road – The character of this area is one of low-density housing in large plots on the rural fringe. The area is well covered with tree and hedge belts and, whilst the houses are a mix of styles and types, fragmentation of the plots would not be in keeping with the character of this area which forms a transition between the rural and built up-areas.