

21 November 2025

Dear Members

Policy and Performance Advisory Committee - 27 November 2025

I am now able to enclose, for consideration, the following appendix at the above meeting that was unavailable when the agenda was printed.

Item No	Item
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	6(b) Lewes Local Plan - Draft Local Plan appendix 1 (Phase 2, Regulation 18) (Pages 3 - 130)
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Yours sincerely

Committee Services
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Lewes District Council

Local Plan – A Spatial Strategy for Development in our Plan Area (incorporating Site Allocations)

2020-2042

Phase 2 – Regulation 18 (December 2025)

Foreword

As the Cabinet Member responsible for Planning and Infrastructure, it is my privilege to introduce this draft Local Plan (Phase 2) for Lewes District Plan area. This document represents a critical step in shaping the future of our communities, our economy, and our environment for the period up to 2042.

Preparing a Local Plan is one of the most important tasks we undertake as a Council. It sets out a long-term, positive vision for where new homes, jobs, and essential infrastructure should be located, while fiercely protecting the unique character and precious landscapes that make our district such a special place to live and work.

The strategy we are presenting is both ambitious and pragmatic. It is vision-led and transport-driven, meaning we are prioritising development in locations that are, or can be made to be, well-served by sustainable transport—reducing reliance on the car and supporting healthier, more connected communities. We are focusing growth in our most sustainable towns and villages, while proposing new Strategic Green Gaps to prevent the coalescence of our cherished separate settlements.

We have had to make difficult choices. The national requirement for new homes is significant, and the availability of suitable land within our district is constrained, not least by the beautiful South Downs National Park which covers over half of our geographic area. This plan seeks to meet our housing needs in a way that is sustainable, ensuring new development is supported by the necessary schools, healthcare, transport, and green spaces.

This is your plan, and your voice is essential. The policies and site allocations in this document are in draft form. We want to hear your views on them. Have we got the spatial strategy right? Do the draft policies for each site adequately address the challenges and opportunities?

I encourage every resident, business, and organisation with an interest in our district's future to read this document and take part in the consultation. Your feedback will be carefully considered as we work to finalise the Plan for submission to the Government.

Together, we can create places and communities that is prosperous, resilient, and sustainable for generations to come.

Councillor Laurence O'Connor

**Cabinet Member for Planning & Infrastructure
Lewes District Council**

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Disclaimer: All mapping is for illustrative purposes and must not be replicated. The publication version of the consultation document will contain at scale maps for each site allocation.

1. Introduction

- 1.1. Lewes District Council is preparing a new local plan with a plan period 2020-2042.¹ Once adopted it will replace the current development plan which has an end date of 2030, and comprises the
- Part 1 Joint Core Strategy 2010-2030: Adopted in 2016 which sets out the strategic vision, objectives and spatial strategy for the district (including the areas that are within the South Downs National Park).
 - Part 2: Site Allocations and development management policies, which sets out more detailed (non-strategic) planning policies for different types of development.
- 1.2. Until the new local plan is adopted, the current local plan will continue to be used when making planning decisions.
- 1.3. The Local Plan will provide a positive vision for the plan area setting out a framework for meeting our identified housing and employment needs, new and improved infrastructure as well as other priorities and be a mechanism through which local communities can help shape their surroundings to the period to 2042. At the heart of the local plan, and within the wider planning system is the principal of sustainable development. This encompasses interdependent economic, social and environmental objectives.
- 1.4. Our spatial strategy is seeking to respond to this by setting out a vision led approach to places which are attractive, prosperous, safe healthy and easy to get around using sustainable transport modes.
- 1.5. The local plan is continuing to be prepared at time of significant change and uncertainty as a result of numerous planning reforms, changing government guidance and advice. For instance, National Development Management Policies, which the government has announced its intention to introduce and replace the non-strategic policies within a Local Plan are still awaited, and publication of these has been pushed back several times already.
- 1.6. Additionally, wider reforms announced by the government to local government structures and organisation, are also being borne in consideration during this Phase 2 consultation. While the impact of these will be post submission of the Lewes Local Plan, they are an influence on current preparations of local plans.
- 1.7. Our intention remains to progress, as quickly as possible, in order to meet the governments December 2026 deadline for the local plan to be submitted for independent examination. The new local plan, upon adoption, will provide a robust and up to date framework within which the necessary development and infrastructure will be delivered.

¹ To ensure that the spatial strategy has a 15-year period looking forward from adoption, the end period for the plan has been extended from 2040 to 2042.

2. Policy Context

National

- 2.1. The Local Plan is being developed within a structured hierarchy of planning legislation and policy that governs planning in England. At the top of this framework are several Acts of Parliament and Statutory Instruments related to planning, alongside the **National Planning Policy Framework (NPPF)**—which sets out the Government’s planning policies for England and guidance on how they should be implemented—and the **National Planning Practice Guidance**.
- 2.2. The **December 2024 NPPF** requires that Local Plans undergo regular review. Accordingly, this Local Plan has been prepared in line with the December 2024 NPPF and is consistent with its principles and policies.
- 2.3. One of the key updates in the December 2024 NPPF is the introduction of **vision-led transport planning**. The Lewes Local Plan’s spatial strategy places this approach at the heart of future development and growth within the plan area.
- 2.4. This is the ‘good growth’ that is the underlying foundation of our vision.
- 2.5. In addition to the NPPF changes, government has also proposed introducing National Development Management Policies. NDMPs are a new category of national planning policy introduced under the Levelling-up and Regeneration Act 2023 (LURA). Unlike the broader National Planning Policy Framework (NPPF), which guides plan-making and decision-taking, NDMPs are intended to directly influence planning decisions by overriding local policies where there is a conflict. At the time of drafting this Local Plan, details on the scope and content of NDMPs are still awaited, and whether they are to be introduced on a statutory or non-statutory basis.

Local

- 2.6. The Local Plan continues to be influenced by the Corporate Plan 2024-28 and in turn will have influence on a future Corporate Plan once adopted. The focus for the Corporate Plan is:
 - Responding to the challenges of the cost-of-living crisis
 - Providing leadership to the district in tackling the climate emergency
 - Creating sustainable community wealth
 - Building homes, you can afford to live in
 - Delivering high quality, responsive services to local people.

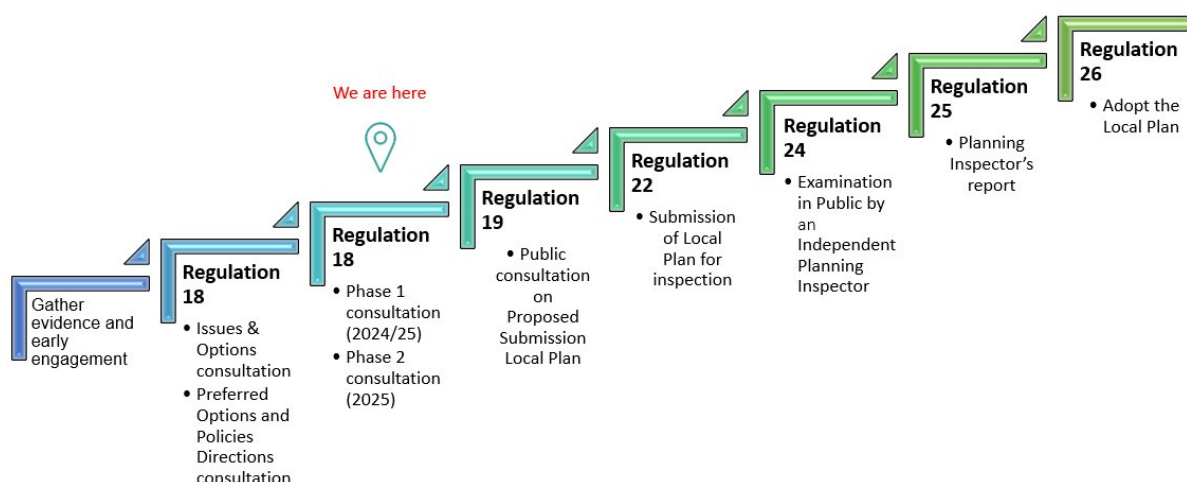
Neighbourhood Plans

- 2.7. Neighbourhood Plans will continue to play an important role in shaping future development in the plan area and will be used to inform decision-making.

- 2.8. Neighbourhood Plans, where reviewed to ensure they are in conformity with the Local Plan, may seek to identify and allocate development to meet any identified local housing need.

3. Plan making progress

- 3.1. Work on preparing a new Local Plan for the Lewes local plan area has been underway for several years. We have already consulted several times on proposals, and the Phase 2 consultation marks the fourth time that we are consulting on the emerging Local Plan under Regulation 18 of the plan making process.
- 3.2. Building upon the earlier consultations, we are now bringing forward this Phase 2 consultation on our spatial strategy which includes proposed site allocations.
- 3.3. The diagram below provides a visual representation of the progress of the Local Plan against the stages that it needs to go through in its preparation.



Vision, Aims and thematic policies

- 3.4. We set out the **vision and aims** for the Lewes Local Plan area in the '[Defining our policies and early site allocation policies](#)' at the Phase 1 consultation. While there will be some amendments to the policies to reflect previous consultation representations, updated evidence and any further change to planning policy at a national level they remain unchanged in their substance and can be viewed on our [website](#). In summary, the overarching vision for the Lewes local plan area is to be a place of sustainable and resilient communities, with a thriving economy, outstanding natural environment, and high quality of life for all.

Duty to Cooperate

- 3.5. The **duty to cooperate**, as established in the **National Planning Policy Framework (NPPF)**, places a legal obligation on local authorities to collaborate with neighbouring authorities and other relevant organisations on strategic cross-boundary planning issues. In preparing this Plan, the Council has actively engaged

and worked in partnership with adjoining authorities to address these matters to date and will continue to do so as the plan progresses through the next stages.

Sustainability Appraisal

- 3.6. A **Sustainability Appraisal (SA)** is a statutory requirement that accompanies each stage of the Local Plan's preparation. This ongoing appraisal process ensures that the Plan aligns with the principles of sustainable development, which the **National Planning Policy Framework (NPPF)** defines as "*meeting the needs of the present without compromising the ability of future generations to meet their own needs.*"
- 3.7. An accompanying SA Report assesses and compares the likely significant economic, social, and environmental effects of implementing the Plan, as well as the reasonable alternatives considered.

Policies Map

- 3.8.** A **Policies Map** accompanies this Plan, illustrating all relevant policy designations and site allocations. The map is available to view through the Council's **interactive mapping system**.
[ENTER URL]

Call for Sites

- 3.9. We have undertaken several 'call for sites' exercises during the preparation of the local plan. These gave landowners, developers and other stakeholders the opportunity to submit sites/areas of land that they may consider suitable for housing or economic development or that may be suitable to designate for other uses, such as renewable energy generation. We also asked specifically for sites suitable to accommodate Gypsy and Traveller pitches and for 'Green sites' to be put forward which could be used to help mitigate against climate change, in particular sites that would either be suitable for Biodiversity Net Gain or Carbon offsetting.
- 3.10. As we have now set out our spatial strategy, we are open to considering additional sites that are in line with the proposed strategy. You can complete a 'call for sites' form for any new site that you would like us to consider on the consultation portal.

4. Evidence Base

- 4.1. A suite of evidence studies has been published as part of the previous public consultations on the local plan. These studies are available from the council's website. These studies, where necessary, will be reviewed to ensure they remain up to date and additional studies may also be commissioned as we move forward through the plan making process.

4.2. In addition to the already published evidence studies, a number of new or updated evidence base studies will be made available for people to view on the consultation platform. The documentation is likely to include:

- Local housing needs assessment
- Strategic flood risk assessment, Level 2
- Landscape sensitivity assessment update (2025)
- Transport forecast modelling
- Green/Biodiversity study
- Housing apportionment study
- Settlement Hierarchy Review (2025)
- Site Selection Topic paper
- Spatial Strategy Topic paper

5. Scope of the consultation

5.1. This is the second Phase to the consultation on our Regulation 18 version of the draft Lewes Local Plan. We set out this approach in the Phase 1 consultation stage. Further in an attempt to respond to comments received through previous consultations about the length of the consultation documents, we have focussed this consultation on the Spatial Strategy (policies), Strategic Green Gap policy and Local Green Spaces (policy). The thematic Policies which were the focus of the Phase 1 consultation during winter of 2024/5 are not included in this Phase 2 consultation, unless indicated. Further, with the anticipated publication of NDMPs, it could mean that all non-strategic policies within local plans are replaced by these national policies. Nevertheless, any further comments on the policies within the Phase 1 consultation that are submitted to the Phase 2 consultation document will be taken into consideration before the Local Plan is finalised.

5.2. This consultation document, therefore, identifies housing sites located within the Lewes Local Plan area. It also identifies areas of land which are being proposed for the creation of strategic green gaps to protect settlements from coalescing. We are also presenting changes to settlement boundaries to reflect already built developments, and a list of Local Green Spaces (including those in adopted Neighbourhood Development Plans) which are being considered for safeguarding through the Local Plan is also included.

5.3. Responses to this consultation document will be reviewed and used to finalise proposals. Representations will be invited on the final proposals in the next stage of the plan making process at Regulation 19.

6. Having your say

6.1. Lewes District Council is inviting views on the proposed allocations. The consultation runs from the week of **XX December 2026 to 28 February 2026**. You can give us your views and thoughts in a number of ways:

- Online via the consultation platform (most preferred method)
- Email: localplan@lewes-eastbourne.gov.uk
- In writing: Lewes District Council, 6 High Street, Lewes, BN7 2AD.

7. The Spatial Development Strategy

Presenting a Spatial Strategy

7.1. The following section sets out what we consider is a vision led capacity spatial strategy. While we will continue to develop the Plan prior to its submission for Examination at the end of December 2026, we can now present the spatial strategy in this Regulation 18 Phase 2 consultation.



Figure 1: Map of the Lewes Local Plan Area

7.2. Figure 1 (above) illustrates the context of the plan area which covers the area of the district which lies outside of the South Downs National Park (SDNP). The areas that the Plan will cover are separated by the South Downs National Park and have distinct characteristics:

- the coastal area includes the towns of Seaford, Newhaven, Peacehaven and Telscombe, are tightly sandwiched between the English Channel and South Downs National Park, and,
- the countryside and villages of the Low Weald, to the north of the South Downs National Park and within district's boundary.

7.3. The 2024 National Planning Policy Framework Standard Methodology (SM) mandated housing need is an average of 872 dwellings per annum for the whole of Lewes District. The standard method for assessing local housing need provides a

minimum starting point in determining the number of homes needed in an area. The council does not consider there are circumstances to suggest the housing need is higher than the standard method figure.

- 7.4. Through joint work with other local planning authorities including the South Downs National Park, an agreed approach to apportionment has been developed. Using this approach means, that for our plan area the Standard Method calculation gives an unconstrained housing need of 682 dwellings per annum (15,004 over the 22 years of the plan's lifetime).
- 7.5. The spatial strategy sets out the overall approach to protecting and enhancing our natural, built and historic environments, while guiding the location, scale and form of new homes, employment provision, community services and facilities and supporting infrastructure. In setting out the long-term planning strategy for directing growth, it seeks to ensure that this growth is sustainable, transport-led, and infrastructure aligned, while acknowledging the environmental constraints, the availability of land for development, the viability of development and the need to balance such matters.

DRAFT Strategic Policy SDS1: A Vision led Spatial Strategy

This policy delivers on our vision and aims by establishing the overarching spatial framework for how and where development will take place in our plan area to 2042. It directs growth to the most sustainable locations — where transport, accessibility, and infrastructure capacity are best able to support it — and ensures the protection of our unique environment.

DRAFT Strategic Policy SDS1: Spatial Strategy

The distribution of new development is to be guided by a settlement hierarchy. The vision is that by 2042, a network of low-carbon climate resilient connected settlements support vibrant communities. Development will strengthen the distinctive identities of towns and villages, deliver infrastructure in step with growth, and safeguard the district's valued landscapes and natural environment.

DRAFT Strategic Policy SDS1: Spatial Strategy

Over the plan period (2020-2042) growth will be shaped by accessibility - ensuring new development supports walking, cycling, public transport, and digital connectivity — rather than being dependent on the private car.

The plan is:

- seeking a housing requirement of a total approximately 8,570 homes (net) within the plan-period
 - Growth guided by the Settlement Hierarchy (Policy SDS3)
- Retaining, promoting and regenerating employment development to meet the Plan area's need through the provision of sites to provide for approximately 4,900sqm of office space
- Safeguarding existing employment allocations for loss to meet other employment needs
- Providing new infrastructure to support the growth in the Plan area.
- Protecting, conserving and enhancing the heritage assets, landscape and rural character of the Plan area.
- Supporting tourism and healthy lifestyles.
- Supporting the ecological and biodiverse assets of the district

The provision of new development will seek to ensure that the schemes respond to and address environmental and social issues, including responding to climate change.

Why do we think we need this policy?

The council has determined the minimum number of homes needed following a local housing need assessment, based on the standard method set out in national planning guidance, and apportioned to the Local Plan area as set out in the Housing Apportionment Study (2025). There is a misalignment of the District Council's administrative boundary and its planning boundary, since over half of the local district's geographic area lies within the South Downs National Park planning area. While the NPPF is silent on whether local authorities whose geography is covered by a National Park can use an alternative approach to the standard method, the revised Planning Practice Guidance at Paragraph 14 makes it clear that an alternative method may need to be used within National Parks and potentially for local authorities which have a proportion of their land within National Parks. It must be remembered that the housing needs is an unconstrained assessment of the number of

homes needed in an area, and that the standard method for assessing housing need provides a minimum starting point for the number of homes needed.

Is any further work required to justify the policy?

Not at this stage.

What changes have we made to the policy direction we published in the Phase 1 consultation?

Policy has been refined and strengthened to provide the development requirements within the local plan area.

DRAFT Strategic Policy SDS2: Achieving Sustainable Development

A range of sites of different sizes have been identified in the Local Plan, including strategic sites above 50 homes and non-strategic sites of between 10-49 homes.

DRAFT Strategic Policy SDS2: Achieving Sustainable Development

To achieve sustainable development the local plan will support proposals for all new development, regardless of location, where it:

1. Accords with the policies in adopted Development Plan Documents.
2. Provides suitable land/buildings to help meet the identified development needs of the plan-area, prioritising locations with good access to services, jobs and transport.
3. Contributes to a net gain in biodiversity (Policy EN2)
4. Achieves the highest standards of design and placemaking (Policy D1).
5. Is resilient to climate change, including flood risk (Policy CC1).

6. Spatial distribution and form of growth

- a. Growth will be concentrated within and adjoining Tier 1 and Tier 2 settlements where public transport and active travel can provide realistic alternatives to the car.
- b. Development will be prioritised along identified transport corridors (rail lines, frequent bus routes, and strategic cycle corridors).
- c. Villages will accommodate small-scale development only where it reinforces community sustainability.
- d. Countryside locations and the South Downs National Park will be protected from inappropriate development that would harm their landscape or ecological value.

7. Vision-Led Transport Principles

- a. Development proposals must demonstrate in layout and phasing how they have prioritised transport solutions in the following order:
 - i. Walking, Wheeling, Cycling (inclusive access for all)
 - ii. Public Transport.
 - iii. Shared Mobility (car clubs, ride-sharing).
 - iv. Private Motor Vehicles.
- b. Allocations, made through the Local Plan, shall provide or enable early delivery of high-quality public transport and active-travel connections.
- c. All strategic allocations must incorporate comprehensive walking, cycling, and mobility-hub infrastructure, linking homes, services, and employment areas.
- d. Parking standards will be applied flexibly to encourage modal shift, supported by car-club provision, EV infrastructure and Travel Plans.
- e. Development that prejudices sustainable transport networks or increases car dependency will not be supported.

8. Environment, Design and Place-Making

- a. The spatial strategy will conserve and enhance the district's natural and historic environment, including the setting of the South Downs National Park and the coastal landscape.
- b. Settlement coalescence will be avoided through the designation and protection of strategic green gaps.
- c. New growth areas must include a substantial network of multi-functional green spaces infrastructure, minimum 20% biodiversity net gain (secured in perpetuity) and nature recovery networks.
- d. Higher densities (Policy H1) will be supported in accessible locations where design quality, public realm and amenity standards are exemplary.

- e. Development must create safe, accessible, and inclusive places that prioritise people over vehicles, with particular attention given to legibility, active frontages, and public realm
- f. All development will be expected to contribute to climate resilience through energy efficiency, water management, and sustainable construction materials.

9. Infrastructure Delivery and Phasing

- a. The Council will work with East Sussex County Council, transport operators and infrastructure providers to coordinate delivery.
- b. Development will be phased in accordance with the Infrastructure Delivery Plan (IDP).
- c. Occupation of development will be linked to delivery or secured funding of critical transport, utilities, education and health infrastructure.
- d. Planning obligations, Section 106 and CIL contributions will prioritise active travel, public transport and social infrastructure.
- e. Development must support and integrate with plans for a more frequent, reliable, and eventually zero-emission bus network. Major development proposals must include a Transport Assessment and Travel Plan.
- f. Digital Connectivity: All new homes must be equipped with gigabit-capable broadband infrastructure.

10. Monitoring and Adaptive Management

- a. The Council will monitor key indicators including mode share, housing completions, employment land development, accessibility, infrastructure delivery, and environmental performance.
- b. Where monitoring demonstrates that infrastructure or sustainability objectives are not being achieved, the Council may review the phasing, scale or distribution of growth through an early partial review of the Plan.

Why do we think we need this policy?

This policy establishes the spatial pattern of development across Lewes District to 2042, reflecting the evidence base and outcomes of the “*Towards a Lewes Local Plan: Spatial Strategy and Policy Directions*” consultation (2023) and the ‘*Defining our policies*’ and early *site allocation proposals*’ Phase 1 consultation (2024/5).

The approach set out through this spatial strategy is **vision-led and transport-driven**, meaning accessibility and infrastructure capacity determine where growth is directed — rather than fitting transport solutions to pre-determined sites.

The strategy builds on a tiered settlement hierarchy that recognises the different functions of different communities, ensuring that growth is managed positively for the benefit of current and future generations while protecting environmental assets.

By aligning land-use and movement, the policy seeks to reduce travel demand, supports active travel and public transport, and improves access to services and jobs.

Environmental protection is a central objective: the strategy ensures that the South Downs National Park, green corridors, and coastal landscapes remain key features of the district’s identity.

Infrastructure phasing is critical to delivery — development will only progress where transport and essential services can support it. The Council's Infrastructure Delivery Plan will provide detailed implementation schedules.

The main locations of growth

We already have an identified supply of housing sites and Table 1 outlines the components of the housing supply that contribute to meeting the Plan area's overall housing requirements, along with their spatial distribution.

These components include sites with planning permission as of April 1, 2025, sites allocated within this Local Plan, and those identified in approved neighbourhood plans.

An allowance for unforeseen development (windfall) is also included.

The table is intended to provide a summary of how new homes are distributed across the various tiers of the settlement hierarchy proposed in this plan.

It is not intended to serve as a basis for determining planning applications.

Table 1: components of housing provision and its spatial distribution

	Plan Period Delivery 1st April 2020 to 31st March 2025***	Dwellings on small sites with planning permission*	Deliverable Dwellings on larges sites with planning permission**	Existing LPP1 and LPP2 Allocations without planning permission	Allocations in made Neighbourhood Development Plans without planning permission	Proposed Strategic Allocations in this plan	Proposed Small Site Allocations in this plan	Windfall Development	Total
Tier 1	613	-	700	400	340	318	23	201	2595
Tier 2	705	-	304	-	34	1002	29	274	2348
Tier 3	82	-	199	-	-	-	-	41	322
Tier 4	100	-	373	10	-	1436	-	53	1972
Tier 5	14	-	125	-	-	-	-	8	147
Edge of HH and BH	75	-	-	-	-	585	-	-	660
Brighton (Falmer)	-	-	-	-	-	-	-	-	0
Rural	68	-	93	-	8	-	-	11	180
Various	190	154*	-	-	-	-	-	-	344
Total	1847	154	1794	410	382	3341	52	588	8568

*Dwellings on small sites of five or fewer units with planning permission have been subject to a 25% non-implementation ratio. This reflects the likelihood of small site permissions being implemented.

**Dwellings on sites that are not considered to be deliverable due to site availability or developer intentions, have been removed from the supply.

***Circa 150 dwellings have been granted permission between 31st March 2025 and 31st September 2025. This additional capacity has not been added to the trajectory at this stage to avoid double counting with the windfall allowance ahead of the comprehensive monitoring which is undertaken in April of each year.

Is any further work required to justify the policy?

Not at this stage.

What changes have we made to the policy direction we published in the Phase 1 consultation?

Policy has been refined and strengthened to provide more clarity and certainty over the development distribution that is being developed to deliver on the development needs of the local plan area.

Existing Policies

- Lewes Local Plan (2016) - Presumption in Favour of Sustainable Development
- Local Transport Plan 4 (East Sussex County Council)
- Interim Infrastructure Delivery Plan (IDP) 2025–2040
- Climate and Nature Strategy (LDC 2024)
- Settlement Capacity Study & Sustainability Appraisal (LDC 2023–24)

DRAFT

DRAFT Strategic Policy SDS3: Settlement Hierarchy

The purpose of the settlement hierarchy is to reflect the sustainability of settlements in terms of size of settlement, provision of services, facilities and access to sustainable modes of travel to link to other higher order settlements to access their services, facilities and employment.

While further work has been undertaken since the Phase 1 consultation this has not resulted in any changes to the settlement hierarchy and therefore the policy remains unchanged. For completeness Policy SDS3: Settlement Hierarchy is presented below.

DRAFT Strategic Policy SDS3: Settlement Hierarchy

The settlement hierarchy sets out a framework for the council to achieve its vision for the plan area, meet the scale of development required and enhance the quality of the built, natural, historic, social and cultural environments, while sustaining the vitality of communities.

The settlement hierarchy is shown in Table X and represented visually in the Figure X. The development requirements for the District Centres, Service Centres, Service Villages, Villages and Hamlets will be delivered through site allocations and/or through windfall development in accordance with other policies in this local plan.

Table X: Settlement Hierarchy 2024

Settlement category (Tier)	Functions	Settlements
Tier 1 – District Centre	Accessible settlements by road and public transport containing a range of shops, employment opportunities and facilities including a secondary school. Such settlements are not reliant upon other centres to meet day to day needs, but they require support from nearby larger towns and cities to meet other needs of their residents.	Seaford, Newhaven,
Tier 2 – Service Centre	Sustainable locations (with either a frequent bus or rail service) with a number of key services and facilities that meet many day-to-day needs of their residents and those from the wider rural hinterland. Some employment opportunities are available.	Peacehaven & Telscombe Ringmer
Tier 3 – Service Village	Villages that have a basic level of services and facilities, public transport provision (not necessarily frequent) and limited employment opportunities. Residents can have some of their day-to-day needs met in such locations, although higher order settlements need to be accessed to enable this to be fully achieved.	Newick, Plumpton Green
Tier 4 – Village	Villages that have very few facilities and services and have poor levels of accessibility to higher order settlements. Few, if any, employment opportunities are available.	Cooksbridge, Wivelsfield Green, North Chailey, Barcombe Cross, South Heighton

Broyle Side, South
Chailey
Chailey Green,

Tier 5 –
Hamlet

Settlements that generally have a population of less than 100, have a historic core (generally with a church), but are generally lacking social infrastructure and ease of accessibility to higher order settlements.

Wivelsfield,
Barcombe

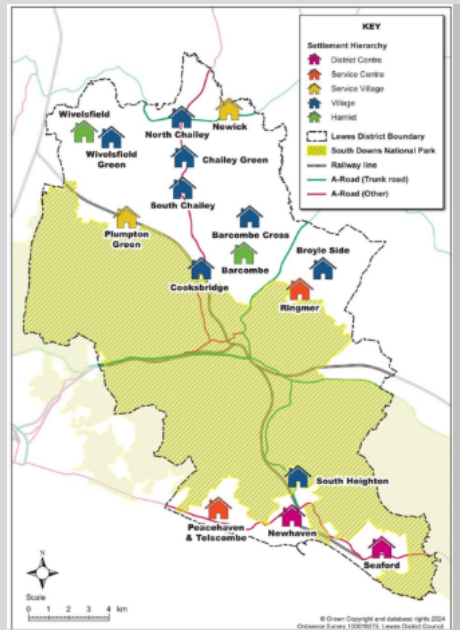


Figure X: Visual representation of Settlement Hierarchy 2024

DRAFT Strategic Policy SDS4: Settlement Boundaries

The countryside needs to be protected from inappropriate development which would detract from the rural character of and landscape quality of the area. Although the NPPF states that 'to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities' the reality is that many of our smaller settlements and communities do not have the level of services and facilities that are needed to support larger scale new housing development.

While a review of settlement boundaries has been undertaken and the boundaries have been redrawn to include development that has already been built since the boundaries were previously drawn, Policy SDS4: Settlement Boundaries remains unchanged since the Phase 1 consultation and for completeness it is presented below.

Policy SDS4: Settlement Boundaries

Settlement boundaries are defined on the adopted Policies Map and will apply to District Centres, Service Centres, Service Villages, Villages and Hamlets within the context of the new plan. Land which is outside of settlement boundaries, and which is not allocated for development in a Development Plan Document, is defined as countryside.

Within defined settlement boundaries, a presumption in favour of sustainable development applies and subject to consideration of other relevant policies of the development plan, development proposals will be supported where they:

- a. are of a nature and scale that is proportionate to the role and function of the settlement,
- b. re-use vacant dwellings/buildings or previously developed land that is not of high biodiversity value.

New residential, employment and town centre use development will not be supported in the countryside except where it is in accordance with national planning policy or specific policies as expressed in the development plan.

***NEW* DRAFT Strategic Policy SDS5: Small Development Sites**

These are sites that have been identified through the LAA and Small Site Selection process as being suitable and available for development, that are in conformity with the spatial strategy but have a capacity below the strategic development threshold of 10 homes. It is proposed to allocate these sites for residential development to help meet the need to identify 10% of the land supply on small development sites in accordance with NPPF 2024 Paragraph 73.

DRAFT Strategic Policy SDS5: Small Development Sites

Proposals for residential development on small sites within defined settlement boundaries will be supported where they:

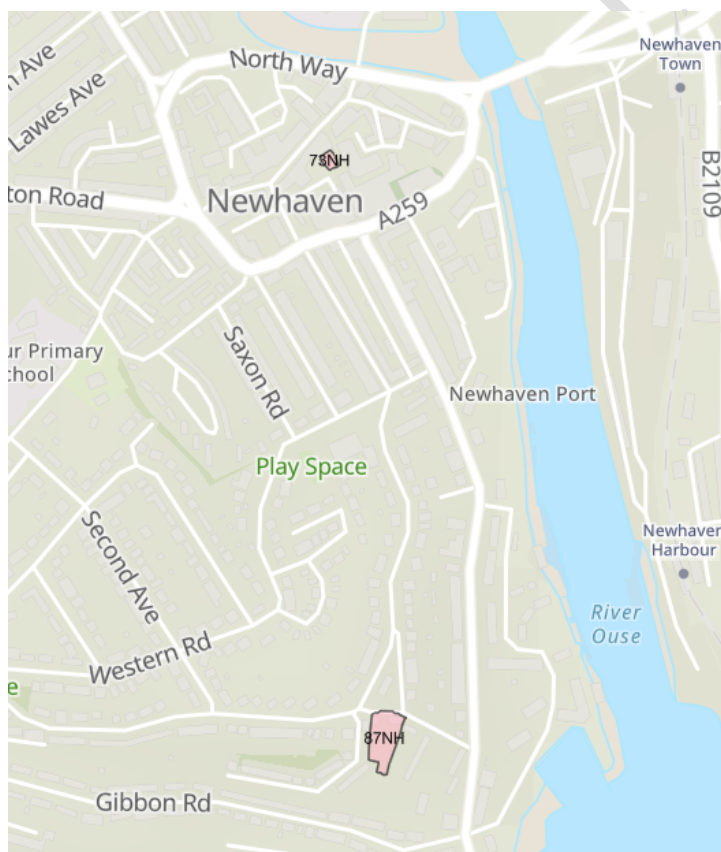
- a) are on previously developed land, or where development would complete the existing built form of the settlement
- b) are for no more than 9 dwellings
- c) are of a scale, design and density that is in keeping with the character of the surrounding area
- d) can be satisfactorily accessed using sustainable transport modes and do not place undue pressure on local infrastructure.

Site Name	LAA Ref	PDL / Green	Settlement Hierarchy	Settlement	Indicative Site Capacity	Proposed Use
SDS3.1 - Land at the White Hart	73NH	PDL	Tier 1	Newhaven	8	Residential
SDS3.2 - Land at 5 and 7 Geneva Road	87NH	Green	Tier 1	Newhaven	2	Residential
SDS3.3 - Land North of Crown Hill	08SF	Green	Tier 1	Seaford	3	Residential
SDS3.4 - White Lion Hotel	42SF	PDL	Tier 1	Seaford	5	Conversion of upper floor accommodation to residential.
SDS3.5 – Dane Close	44SF	PDL	Tier 1	Seaford	5	Residential
SDS3.6 - Land at Cliff Park Close	39PT	Green	Tier 2	Peacehaven	7	Residential

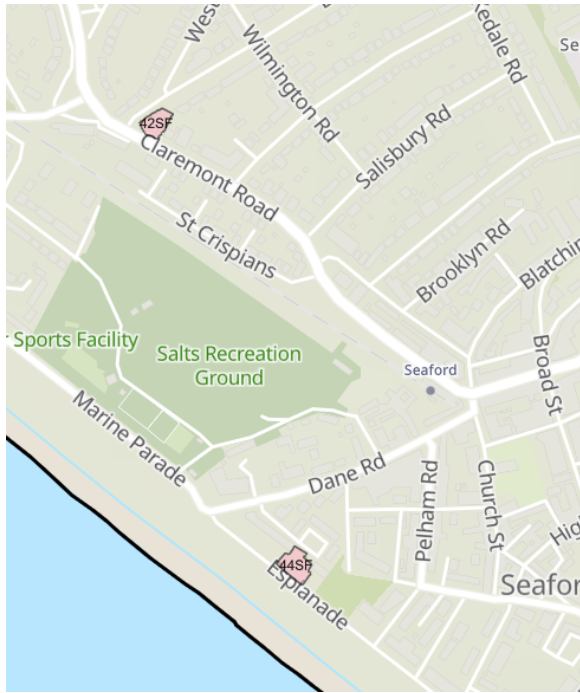
Site Name	LAA Ref	PDL / Green	Settlement Hierarchy	Settlement	Indicative Site Capacity	Proposed Use
SDS3.7 - 226 to 230 South Coast Road	81PT	PDL	Tier 2	Peacehaven	8	Residential
SDS3.8 - 327 South Coast Road	92PT	PDL	Tier 2	Peacehaven	2	Residential
SDS3.9 – Land east of Norlington Lane	55RG	Green	Tier 2	Ringmer	5	Self Build
SDS3.10 – Land at Lionville Cottage	70RG	PDL/Green	Tier 2	Ringmer	7	Residential
Total					52	

The sites will be available to view on the proposals map but locations of the sites within each settlement are shown below.

Small Sites in Newhaven

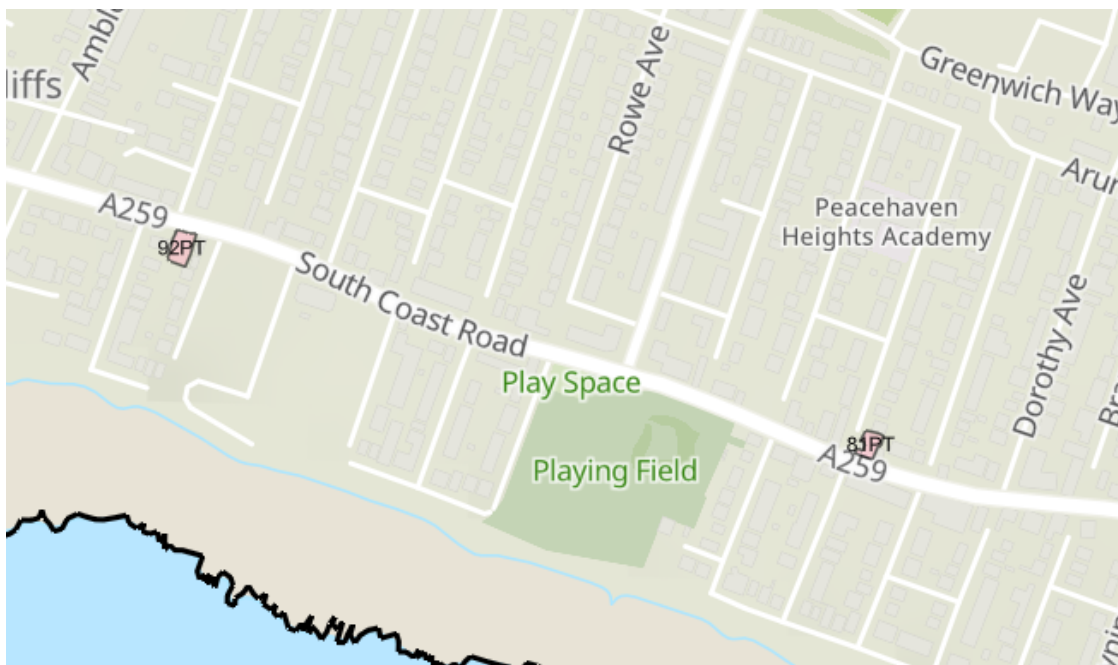
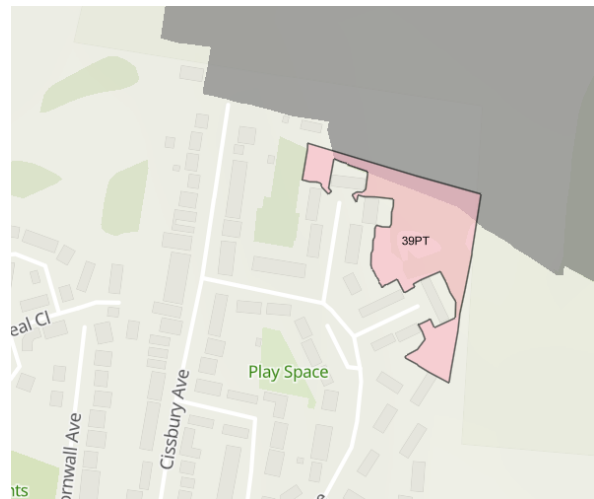


Small Sites in Seaford

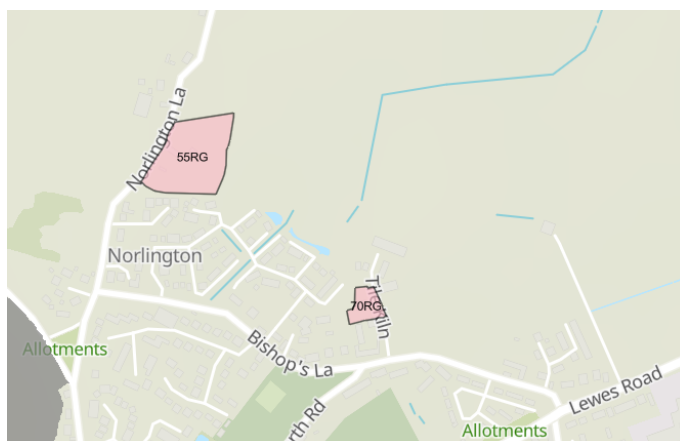


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Small Sites in Peacehaven and Telscombe



Small Sites in Ringmer



DRAFT Strategic Policy SDS6: Strategic Green Gaps

The Phase 1 consultation document included wording within Policy NE5 proposing strategic green gaps. The responses to the consultation have been reviewed and the policy wording updated. The policy has been amended to include a further proposed green gap between Haywards Heath and Burgess Hill (within the Local Plan area). A number of other areas were suggested for consideration as strategic green gaps but are not being proposed for allocation. A list of these suggested green gaps is included in Appendix 03.

DRAFT Strategic Policy SDS6: Strategic Green Gaps

1. Areas between the following settlements as shown on the policies map are designated as strategic green gaps and will be protected in order to retain the separate identities and character of these settlements:
 - a. Land between Newhaven and Peacehaven
 - b. Land to the north of Ringmer and west of Broyle Side
 - c. Land between Newick and North Chailey
 - d. Land between Haywards Heath and Burgess Hill
2. The purpose of Strategic Green Gaps is to:
 - a. provide long-term protections from coalescence.
 - b. retain the separate identities of settlements.
 - c. protect settlements' open or rural settings.
3. Within designated green gaps, minor development proposals (extensions to existing buildings or new ancillary buildings) may be supported where the purpose and function of the Strategic Green Gap is not undermined, individually or collectively, including the physical or visual separation of settlements.
- 4.

Why do we think we need this policy

The spatial strategy seeks to manage growth in the most sustainable locations to ensure that the most valued and sensitive land is protected.

Maintaining green gaps between settlements has been long standing in the plan area, where settlement boundaries have been used to make a clear distinction between town and village locations and the countryside. The purpose of settlement boundaries has been to positively focus growth within settlements while protecting the character and beauty of the countryside.

Between the coastal towns the open landscapes create a sense of travelling between the urban areas. The open landscapes are important for recreation and nature and for maintaining the identity of the separate settlements. In the north of the district, while some settlements are in close proximity, they maintain separate identities to which their rural settings are vitally important.

Although the primary function of the green gaps is to avoid coalescence they have secondary benefits for biodiversity, green infrastructure and flood mitigation and storage.

While these areas are protected by Policy SDS3 Settlement Boundaries it is considered that the strategic green gaps policy is of additional value, helping to ensure that development that is otherwise appropriate in the countryside does not contribute to coalescence and the character of the settlements is maintained.

The green gaps in whole or in part, consist of sites that have been assessed as part of the Land Availability Assessment for development potential. The gaps have not been treated as absolute constraints to development, nor are they proposed to avoid meeting our development needs.

Evidence

It should be emphasised that the strategic green gaps are not defined on the basis of landscape quality, although they may contain areas of high quality landscape, nor because they contain historic features or afford strategic or significant views. They are countryside that is predominantly green open space that is free from development and treated as open countryside by the existing Lewes Local Plan.

What did you tell us about the policy direction?

Natural England - Supportive of the policy aims, particularly the retention of a green gap between Newhaven and Peacehaven but raised concerns about potential conflict between this policy and proposed site allocations.

East Sussex County Council - Supported the policy approach.

Wealden District Council - Noted that, to avoid creating additional constraints to development, all options for housing and employment growth should be considered before introducing a green gap policy.

Parish Councils - Parish councils were generally supportive of the policy aims and for the green gaps included, and a further green gap was proposed to protect both Haywards Heath and Burgess Hill. Several councils suggested that areas under speculative pressure within the immediate setting of the SDNP should be designated as 'green buffers', and concerns were expressed that proposed site allocations would conflict with this policy, enabling coalescence between settlements. It was noted that evidence to support selection of these areas, setting out which areas have been reviewed, discounted, and the reasons why, should be available. It was also suggested that clear criteria for establishing, protecting, and adjusting green gaps should be set out, to reduce risk of development through 'exceptional circumstances' clauses.

Interest Groups - Sussex Wildlife Trust and the Ramblers Association were supportive of the policy aims. Railfuture supported the green gap proposed between Ringmer and Broyle Side.

Public - People were generally supportive of the policy aims and for each of the green gaps included. Several other green gaps were proposed between: Cooksbridge, Old Cooksbridge (Conservation Area), Hamsey, Offham, and North End; Newhaven and Seaford; Bishopstone and Seaford; Saltdean and Telscombe Cliffs; and Plumpton and East

Chiltington. Some people suggested that areas under speculative pressure within the immediate setting of the SDNP should be designated as 'green buffers'. Many people expressed concern that proposed site allocations would conflict with this policy, enabling coalescence between settlements.

It was noted that evidence to support selection of these areas, setting out which areas have been reviewed, discounted, and the reasons why, should be available. A few people proposed that clear criteria for establishing, maintaining, and adjusting green gaps should be set out, along with a definition of 'coalescence' in relation to green gaps, to prevent misinterpretation and reduce risk of development through 'exceptional circumstances' clauses. It was also noted that boundaries should be clearly defined and large enough to maintain a gap.

Industry Respondents - Noted that all options for housing and employment growth should be considered before introducing a green gap policy.

Is any further work required to justify the policy?

None.

How has the policy changed since the Phase 1 publication?

An additional green gap location has been identified and included within the policy, land between Haywards heath and Burgess Hill. No significant wording changes have been made to the policy. The following issues were raised through the consultation:

- All available options for housing and employment growth should be explored prior to designating green gaps.

The Lewes land availability assessment (LAA) is a detailed evaluation of the potential of land within the district for development. It assesses the suitability, achievability, and availability of sites put forward for allocation for a range of uses within the local plan and has included assessment of sites within the proposed green gaps where they have been submitted for assessment.

- Potential conflict between this policy and proposed site allocations.

The proposed areas of the strategic green gaps will consider the proposed allocations and development potential.

- Criteria for establishing, protecting, and adjusting green gaps should be set out.

The supporting text provides the justification for the green gaps proposed. When the green gap boundaries have been defined, it is not intended that these will be adjusted. This policy is intended to safeguard those settlements most at risk of coalescing.

- Additional green gaps proposed.

These are included in Appendix 03

- 'Green buffers' proposed within the immediate setting of the SDNP.

Weight is already given within the NPPF to avoiding or minimising the impacts of development upon the setting of the SDNP. The policy context to protect the setting of the SDNP already exists.

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***NEW* DRAFT POLICY SDS7: Local Green Spaces**

The NPPF enables Local Plans to designate green spaces that are of particular importance to the local community as Local Green Spaces. The designation should only be used where the land is not extensive, is local in character and reasonably close to the community it serves. It must also be demonstrably special, for example because of its beauty, historic significance, recreational value, tranquillity or wildlife. The level of protection afforded to land designated as a Local Green Space is similar to that for designated Green Belt. These are sites where development would only be permitted to come forward in very special circumstances. A Local Green Space can only be designated, or have the designation removed, through the plan making process.

Many existing Neighbourhood Plans within the District have designated Local Green Space (LGS) sites. With the government's withdrawal of funding to support neighbourhood plans, an element of uncertainty now exists. Given this, the Local Plan will also now consider the designation of LGS's.

A Local Green Space Designation Methodology has been drafted to support this consultation. A call for evidence in relation to those sites identified for potential consideration as a Local Green Space through the methodology and for submission of further sites runs alongside this consultation.

National Planning Policy Framework paragraph 107 sets out the criteria for assessment of a Local Green Space designation as;

The Local Green Space designation should only be used where the green space is;

- a) in reasonably close proximity to the community it serves;
- b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historical significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- c) local character and is not an extensive tract of land.

The Lewes Local Green Space Designation Methodology sets out how sites will be identified and assessed for their local significance and value. Sites identified will be considered against the methodology and those assessed as suitable for Local Green Space Designation will be set out in the next local plan consultation.

Draft Strategic Policy SDS7: Local Green Spaces

The following green areas, as defined on the policies map, are designated and protected as Local Green Spaces:

Sites to be confirmed following assessment

Development will not be permitted within a Local Green Space unless there are very special circumstances² where the public benefits of the proposed development would outweigh the harm that would be caused by development within the Local Green Space.

² National Planning Policy Framework 2024 Paragraph 154 or as amended.

Enhancements consistent with Local Green Space designation will be supported, and will be required where proposed development that is judged to meet the very special circumstances test would impact on the Local Green Space.

Development proposals must demonstrate that they do not conflict with the reasons that the Local Green Space has been demonstrated to be special to the local community or prejudice its role as a Local Green Space.

Is any further work required to justify the policy?

We will need to review the responses received through the consultation to the call for evidence. The sites to be allocated as Local Green Spaces will be presented in the next stage Local Plan.

DRAFT

8. Strategic Green Gap Allocations

- 8.1. Strategic Green Gaps are a planning tool to prevent coalescence of settlements and maintain their separate identities. They are not specifically defined to protect the countryside or landscape but help maintain a sense of place for both residents of, and visitors to, the settlements on either side of the gaps. When travelling through a strategic gap a traveller should have a clear sense of having left the first settlement, having travelled through an undeveloped area and then entered the second settlement.
- 8.2. The following section sets out the four areas that are being taken forwards as Strategic Green Gaps. The Strategic Green Gap policy (SDS6) identifies these areas as strategic green areas, and the policy requirements expected from these sites, while the individual policy for each area, as set out in the following section, provides further explanation for the areas designated as a Strategic Green gap.

DRAFT

Policy SGG1: Newhaven to Peacehaven

Policy SGG1: Newhaven to Peacehaven

The areas between the coastal towns are vital for protection and restoration of landscape character, and for recreation.

The King Charles III England Coast Path runs through this area, which is an easily accessible open space important for the adjacent communities. The coastal path is a popular flat recreational route for both residents and tourists, providing access to the landscape and seascape.

The Lewes Biodiversity Study 2023¹ identifies the area as containing priority habitats including maritime cliff and slope and good quality semi-improved grassland.

The cliffs form part of the Brighton to Newhaven Cliffs SSSI, notable for the extensive exposure of upper cretaceous chalk, the site features important habitats of chalk grassland, supporting rare plants and a breeding colony of seabirds. The area also contains the Peacehaven Heights Local Wildlife Site and is part of the East Brighton Downs Biodiversity Opportunity Area² and forms part of the Brighton and Lewes Downs Biosphere³. An aim of the Biosphere is to focus on learning how people and nature can flourish together and cites an opportunity to support projects that pioneer ways to balance the daily needs of people and nature.

The site is within an area of known mesolithic, neolithic, bronze age and roman, medieval, post-medieval activity and includes a Scheduled Ancient Monument (SAM) (burial mound - bowl barrow dating to Late Neolithic to the Late Bronze Age periods showing the sites historical importance.

This gap is important in providing a visual break between settlements which is particularly important given the density of Newhaven and Peacehaven. The identification of this gap will protect the general openness of the area.

The area falls within the Peacehaven, Newhaven, Seaford and Saltdean Downland Character Area B1 within the Lewes District Landscape Character Assessment 2023⁴. The assessment of the character area sets out the high influence from the adjacent settlement areas and urbanising features with localised areas of high tranquillity where panoramic views are available towards the South Downs National Park to the north and south out to sea with the area representing a transitional landscape between the South Downs National Park, settlement edges and the coastline. The assessment identifies a key issue, or forces for change in the area as development encroaching into areas of open space between the settlement area which provides a separate sense of settlement identity.

The area falls within two parcels assessed in the Lewes Landscape Sensitivity Study 2023⁵ Peacehaven B and Newhaven C. The assessment of Parcel Peacehaven B identifies a high indicator of high landscape sensitivity includes the functional value of the parcel as a gap between the densely settled areas of Peacehaven and Newhaven and the recreational access through the parcel. The parcel assessment also identifies the strong sense of place and coastal landscape at the parcel.

The proposed area as shown on the proposed policies map, is the area to the south of the South Downs National Park designation, between the built-up areas of Newhaven and Peacehaven. As shown green below.



DRAFT

Policy SGG2: Land to the north of Ringmer and west of Broyle Side

The site primarily consists of arable land and the gap between the settlements is relatively small and vulnerable to development pressure. The gap is important to preserve the two settlements' historical individual character.



Land between Ringmer and Broyle Side

The Lewes Biodiversity Study does not identify any protected or designated areas, nor priority habitats. However, the area has a watercourse and main river running through from the north to the south-east, the river forms a natural boundary and setting for an open space between the two settlements.

The area between Ringmer and Broyleside transects two Landscape Character areas as defined in the Lewes District Landscape Character Assessment 2023⁶. To the north of Lewes Road falls within the Barcombe, Plumpton and Cooksbridge Western Low Weald Character Area C2, and the area to the south of Lewes Road the Glynde and Ringmer Eastern Low Weald Character Area D1.

The Barcombe, Plumpton and Cooksbridge Western Low Weald Character Area is summarised as a semi-rural landscape with a semi-enclosed character and a varied tranquillity with localised urbanising influences from development and transport routes. The Glynde and Ringmer Eastern Low Weald Character Area is described as a transitional landscape due to the urban and rural land uses, with increased areas of tranquillity and remoteness away from settlements. The character areas key characterises include planned, enclosed agricultural land typically of modern form.

Both character areas have identified key issues or forces for change as the expansion of settlement areas, expanding the urban influences.

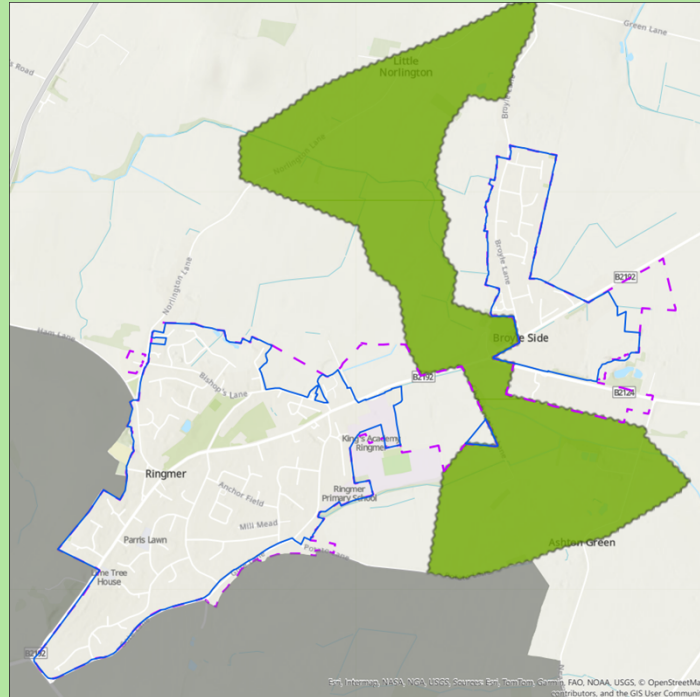
The area falls within Parcels Ringmer B and C and Broyle Side A and D as assessed in the Lewes District Landscape Sensitivity Study 2023⁷. The study in assessment of Ringmer B specifically identifies that the parcel contributes to the separate identity of Broyle Side and Ringmer which results in a very high susceptibility to change. The study identifies a key indicator of high sensitivity includes protecting the landscape setting of Ringmer and Broyle Side. Equally parcel Broyle Side A identifies a key indicator of high sensitivity including the functional value of the parcel as the rural setting to the linear patten of Broyle Side.

Land to the South of Lewes Road, assessed in parcel Ringmer C is identified as high scenic quality given the proximity to the SDNP. The perception of the parcel as part of a remote agricultural landscape is identified as increased in the context of the adjacent

rising landform of the SDNP. Parcel Broyle Side D is identified as having scenic value and inter-visibility with the SDNP.

It is important to consider the planning permissions granted in the area between Ringmer and Broyleside and the potential site allocations. The strategic gap is not proposed to restrict development but to ensure that the planned development in the area comes forward while respecting the separate identities of Ringmer and Broyle Side.

The green gap is considered appropriate given the proposed site allocations in this area to preserve the separate identities of Ringmer and Broyle Side and provide protection for public open space.



Policy SGG3: Land between Newick and North Chailey

The gap between the edge of Newick and the commencement of development within North Chailey is relatively small, but in most part covered by trees and vegetation which aids physical and visual separation of the settlements. This gap is important to maintain the separate character and to preserve the rural setting of either settlement.

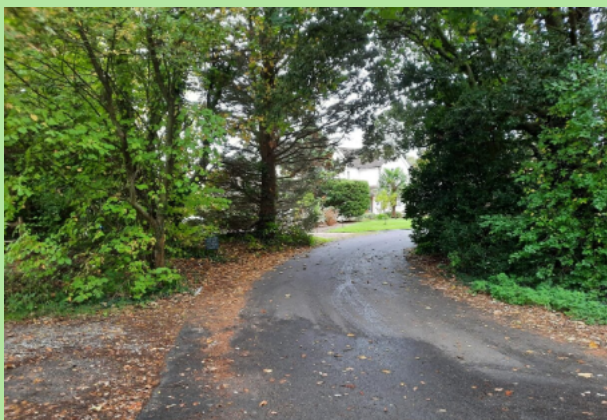
The area falls within the Wivelsfield, Newick and Chailey Western Low Weald Character Area C1 within the Lewes District Landscape Character Assessment 2023⁸. The character area is summarised as having generally an enclosed character due to the density of the vegetation, with a settlement patterns characterised by edges of settlement, small scale linear and nucleated settlements and linear ribbon development along the winding road network. The study sets out that overall the character area away exhibits a higher rural and tranquil character beyond the settlements and road network. The character area assessment has identified a key issue or forces for change as the expansion of settlement areas, expanding the urbanising influences.

The area falls within two parcels assessed in the Lewes District Landscape Sensitivity Study 2023⁹ Newick A and D. The assessment of Parcel D identifies indicators of a high landscape sensitivity in terms of the functioning of the natural and ecological systems and recreational value of the Suitable Alternative Natural Green space (SANG) designation. The parcel assessment also identifies a limited influence on the parcel from the settlement due to the containment from mature vegetation.

The area contains Reedens Meadow a SANG which was provided by developer Thakeham as part of a mitigation strategy to reduce the recreational pressure on the Ashdown Forest. Reedens Meadow is just under 12ha of public open space, consisting of grassland, scrub and trees.

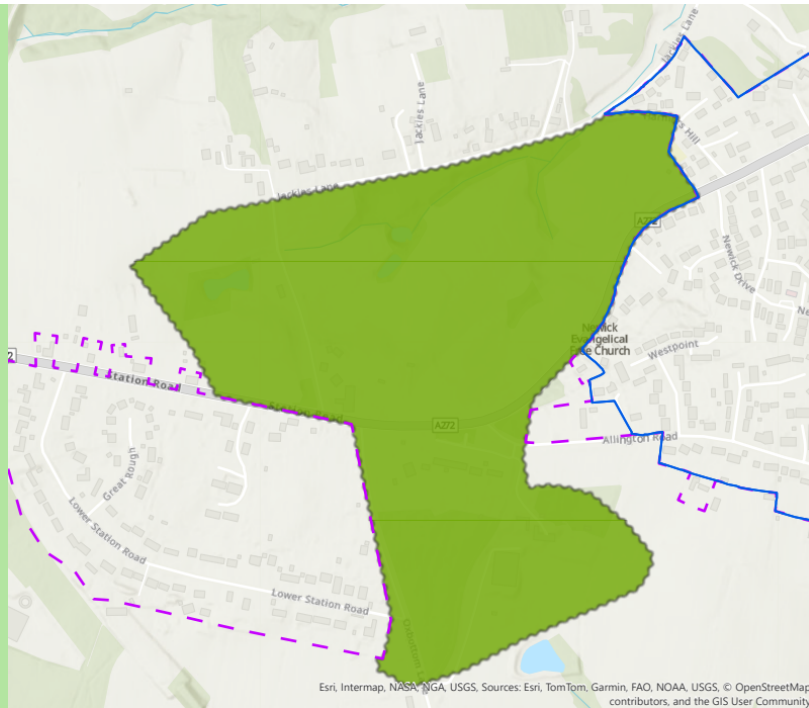
Woodland to the south of the area is identified as deciduous woodland, a priority habitat. There are also group TPO's covering areas of woodland to the south of the strategic gap. Holly Lodge to the south of Station Road is a Grade II listed building the setting of this building forms part of the strategic gap.

There are a group of residential properties at Oxbottom Close, and the cluster of buildings at Headway Sussex included in the green gap, the policy would not restrict minor development to these properties/buildings providing the proposals respect the open character and do not harm the purpose of the strategic gap.



Oxbottom Close

The proposed area as shown on the proposed policies map, is the area to the East of Oxbottom Lane to Alder Lake Farm and the area north of Western Road including the area of the existing SANG, as shown below.



Esri, Intermap, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

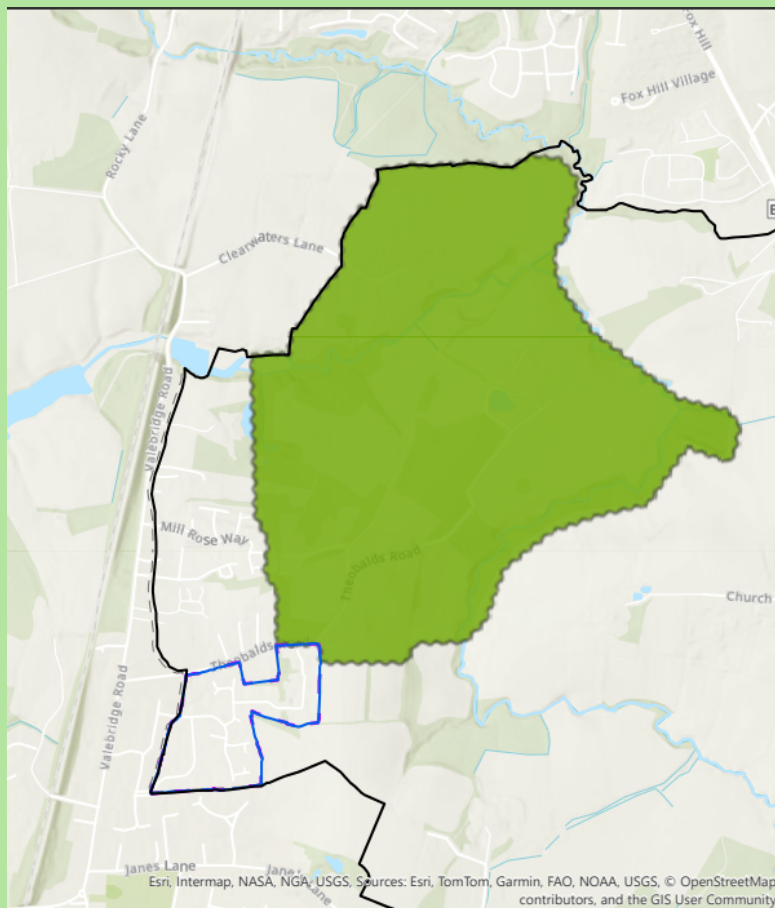
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Policy SGG4: Land between Haywards Heath and Burgess Hill

The district boundary means that only part of the area between Haywards Heath and Burgess Hill is within the Local Plan area. The area to the west of the district boundary within Mid Sussex District Council area is designated as a local green gap¹⁰. A strategic green gap on the Lewes District side of the boundary would complement this designation. The area to the south of Haywards Heath is at increasing pressure from development within the Lewes Local Plan area, the designation of land within Lewes District as a strategic green gap here would assist with the prevention of coalescence of the two towns.

The Lewes Biodiversity Study identifies priority Habitat deciduous woodland within this area. The area falls within Landscape Character Area C3: Ditchling Common and the Western Low Weald of the Lewes District Landscape Character Assessment 2023¹¹. The study identifies the area as characterised by the large continuous and amalgamated blocks of woodland, including ancient woodland and the dispersed pattern of scattered farmsteads. The assessment of the character area identified a key issue or forces for change as the further expansion of development in a landscape with little relationship to the built form due to the mature woodland vegetation.

There are a number of public rights of way through the area which provide recreational value.



9. A place-based approach to development.

- 9.1. The Local Plan area is diverse in its settlement types, scale and the communities which work and live here. A number of factors including population size, number and range of facilities and services, settlement characteristics, accessibility, local employment opportunities and the functional relationship with other settlements have all been considered in developing the spatial strategy policies.
- 9.2. The most sustainable places to live in are our higher tier settlements and Policies SDS1 and SDS2 seek to protect and enhance the services and facilities provided by our different settlements.
- 9.3. However, the supply of new sites in these higher order settlements is almost depleted and we are reliant on a very limited number of sites through which to deliver new housing allocations. Consequently, in seeking to meet the identified housing need, and for preparing the Local Plan positively, as required by National Planning Policy, the vision led spatial strategy is seeking to make allocations in the Local Plan area, as set in this section. It is making strategic (50+ units) and non-strategic (between 10-49 units) allocations.
- 9.4. The success of strategic allocations is critically dependent on the timely delivery of transport, education, health and water infrastructure. The Infrastructure Delivery Plan (IDP) is a key part of our plan making evidence base. As we progress through the plan making process to Regulation 19, the IDP is to be refined and updated so that we can understand the types of infrastructure that will be needed to support development and when that infrastructure will be needed.
- 9.5. At this stage of the plan making process, we have set out the types of infrastructure that we think will be needed to support the delivery of the allocations within this consultation document. Further consultation and collaboration with infrastructure providers and development proponents through the local plan-making process will allow for a better understanding the types of infrastructure that will be needed and how it will be delivered.

Coastal Towns

- 9.6. The three coastal towns collectively account for the largest proportion of housing stock and population within the plan area. However, in terms of their position within the settlement hierarchy, it is only Newhaven and Seaford which are in highest order Tier 1 settlement category. Opportunities for strategic scale development are limited in these two settlements. New site allocations being proposed are for:

Newhaven

Table 2: Newhaven Allocation proposals

Policy Allocation Ref.	Corresponding LAA reference	No. of dwellings
NH1 – The Old Shipyard	16NH	69

NH2 – Newhaven Workshop	64NH	23
NH3 – Transit Road	79NH	126
	Total	218

Seaford

Table 3: Seaford Allocation proposals

Policy Allocation Ref.	Corresponding LAA reference	No. of dwellings
SF1 – Chyngton Field	01SF	30
SF2 – St John’s School	36SF	40
SF3 – Talland Parade	DCS25	17
SF4 – Sutton Place	37SF	13*
	Total	100

* Subject to confirmation of capacity for 8 homes within the grounds of the Grade II listed building

Peacehaven and Telscombe and East Saltdean

9.7. Although in a lower tier (Tier 2) than the other two coastal towns, Peacehaven and Telscombe accord with the spatial strategy policies, and similar to Newhaven and Seaford, opportunities for strategic scale allocations are limited. New site allocations are for:

Table 4: Peacehaven & Telscombe Allocation proposals

Policy Allocation Ref.	Corresponding LAA reference	No. of dwellings
PT1 – Land South of Valley Road	41PT 70PT 76PT	90
PT2 – Land at Cornwall Avenue	47PT	16
PT3 – Land at 1 South Coast Road	19PT	32
PT4 – Land at Lower Hoddern Farm	77PT	15
PT5 – Moulands Caravans, East of Telscombe Cliffs Way	DCS12 DCS13	10
PT6 – Dew Drop Inn, Steyning Avenue	88PT	14
	Total	177

Ringmer and Broyle Side

9.8. Ringmer is within the second Tier in the settlement hierarchy, and outside of the higher order Tier 1 settlements presents the largest opportunity for delivering a ‘transport vision-led’ spatial strategy. The close proximity of the Tier 4 settlement Broyle Side to Ringmer means that future development in this area needs to be planned and delivered in a strategic manner.

- 9.9. In response to the council's 'Call for sites' exercises, a large number of submissions were made, of which several are now being taken forward as proposed allocations. Three strategic scale allocations are being proposed and one non-strategic allocation and detailed policies for each are presented below. The new site allocations are for:

Table 5: Ringmer and Broyle Side Allocation proposals

Policy Allocation Ref.	Corresponding LAA reference	No. of dwellings
RG1 – Land between Ringmer and Broyle Side	51RG 81RG 50RG 67RG 42RG	1150*
RG2 – Land at Harrisons Lane	46RG	35
BR1 – Land North of The Broyle	30RG 64RG	340
BR2 – Land South of The Broyle	60RG 65RG	80
	Total	1,605

*Note that the RG1 Allocation includes 95 homes with consent on site 42RG.

Cooksbridge

- 9.8 Cooksbridge is a Tier 4 settlement that accords with the spatial strategy. Its relative proximity to the higher order settlement of Lewes (outside of the local plan area), the presence of a mainline railway station connecting the village with other settlements, and opportunities to improve more sustainable transport options such as cycling and bus services, mean that Cooksbridge presents an opportunity to implement a vision led approach to development based on enhancing existing services and implementing sustainable transport opportunities. The new site allocations are for:

Table: 6 CooksBridge Allocation proposals

Policy Allocation Ref.	Corresponding LAA reference	No. of dwellings
CB1 – Land to the North of Cooksbridge	11HY	151
CB2 – Land to the East of Cooksbridge	19HY	600
	Total	751

Edge of Haywards Heath

- 9.9 Haywards Heath is outside of the Local Plan area and within the adjoining Mid-Sussex District Council administrative boundary.
- 9.10 In response to the council's 'Call for sites' exercise, a number of submissions were made on the edge of Haywards Heath and within the Local Plan area. Some of the sites lie across the administrative boundaries. Several are now being taken forward as

a single proposed allocation to the south east of Haywards Heath and a further site to the south of Haywards Heath. The new site allocations are for:

Table 7: Haywards Heath Allocation proposals

Policy Allocation Ref.	Corresponding LAA reference	No of dwelling
HH1 – Land to the South East of Haywards Heath	35WV 41WV 40WV 48WV	435
HH2 – Land to the South of Haywards Heath	39WV	150
	Total	585

Settlements in Tiers 3-5 and rural areas

9.11 The Local Plan has not identified a housing requirement for these settlements (excluding Cooksbridge and Broyle Side) neither made any specific development allocations in these settlements. National policy notes at Paragraph 83 that “To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities” the preceding Paragraph 82 sets out the need for development within rural areas to respond to local needs. The early part of the plan period has seen extensive unplanned growth within Tier 3-5 settlements. However, there remain pressures on these communities particularly with regard to the affordability of housing. Our local plan Policy H5: New Residential Development in the Countryside sets out a supportive framework for the delivery of community led and self-build affordable housing closely related to rural settlements through the operation of rural exception sites. Where communities would like to see further development come forward that is not primarily intended to meet affordable housing needs, the Neighbourhood Development Plan process can support the allocation of sites in Tier 3 to 5 settlements.

Figure 2: Settlement Hierarchy extract for Tier 3-5 settlements

Tier 3	Service Village	Villages with a basic level of services and facilities, some public transport provision (albeit not necessarily frequent), and limited local employment opportunities. While residents are able to meet some of their day-to-day needs within the settlement, access to higher-order settlements is required to fully meet their wider needs.	Newick, Plumpton Green.
Tier 4	Village	Villages with very limited services and facilities, and poor accessibility to higher-order settlements. Employment opportunities are minimal, if available at all.	Cooksbridge, Wivelsfield Green, North Chailey, Barcombe Cross, South Heighton, Broyle Side, South Chailey, Chailey Green.

Tier 5	Hamlet	Settlements typically with a population of fewer than 100 residents, often characterised by a historic core – commonly including a church – but generally lacking in social infrastructure and exhibiting poor accessibility to higher-order settlements.	Wivelsfield, Barcombe.
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10 Housing Site Allocation

- 10.9 This section of the Local Plan sets out the council's sites allocations in accordance with the spatial strategy in Policy SDS1, for housing. **Sites Allocation policies are only being consulted on for new sites that are not already included as allocations in the adopted Development Plan Documents (i.e. Local Plan Parts 1 & 2 and made Neighbourhood Development Plans).** While we are able to ensure that the existing Local Plan allocations that we intend to bring forward within the new local plan are deliverable, we need to work with those towns and parish councils where Neighbourhood Development Plans have been prepared to ensure that the sites allocated by made NDP are still available for the intended use, and that the site owners intend to bring them forward. Allocations from the adopted Local Plan (LPP1 & LPP2) and made NDPs that it is intended to carry forward and can be seen at Appendix 02.
- 10.10 The new site allocations are identified as strategic and non-strategic and make provision for residential, environmental [strategic green gaps, LGS] and other land uses. The allocations are important in helping to address the council's strategic priorities.
- 10.11 The purpose of stating the number of homes in the site allocations is to give an indication of the scale of development expected. The actual number of homes on each site will be determined through the planning application process in the context of the relevant policy requirements in the plan and the objective of making efficient use of land.
- 10.12 All of the allocated sites in this plan, can be views on the interactive GIS map on the council's website.

Site Allocations Policies: Newhaven

Strategic Policy NH1: The Old Shipyard

LAA Site reference: 16 NH	Site Area: 0.64 ha.
LAA Site name: The Old Shipyard, Robinson Road, Newhaven	
Use: Residential	
Indicative Net Yield within Plan period: Approximately 69 homes	
Site Plan: 	

Site requirements

The site is allocated for development of 69 dwellings. The site was previously proposed by as an Early Site Allocation Proposal under reference Site ESAP 05 and is also the subject of planning application LW/19/0858 which is under consideration.

The site is a vacant boatyard and is partly within the existing settlement boundary. The site also partially falls within the Minerals Consultation Area. Any development on this site will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process:

- Progress in accordance with a detailed Masterplan, infrastructure delivery strategy and phasing strategy to be agreed with the local planning authority.

- The site lies adjacent to a boatyard. Therefore, any development that comes forward must submit Noise and Air Quality Impact Assessments and include measures to minimise exposure to air and noise pollution in accordance with Policy HW2.
- There is potential for contamination associated with boatbuilding activity. Therefore, any development that comes forward must carry out appropriate contamination risk assessment, with potential mitigation measures identified where appropriate in accordance with Policy HW2.
- The site has high potential for archaeological interest on the site. Proposals must include a Historic Environment Record (HER) informed desk-based assessment of potential (archaeological) interest(s) and implement necessary mitigation measures.
- The site lies adjacent to a Local Wildlife Site (LWS) and several habitats have been identified in close proximity to the site. A Preliminary Ecological Assessment should be carried out in support of any application, and development will be required to avoid or mitigate any impact on the LWS itself in accordance with Policy NE3.
- The site is located adjacent to parcel Newhaven A of the Landscape Sensitivity Study, which is assessed as having a very high sensitivity to change for all form of development. The site is also in close proximity to the South Downs National Park and acts as an important gateway leading up to the Ouse. Development of the site is required to meet the highest standards of design, layout and construction and ensure that visual impacts on the landscape, including views of the site from the South Downs National Park to the north and west, are not compromised in accordance with Policy D2.
- The landscape strategy for the site should enhance the parcel of land as a gateway into the South Downs National Park. Any development that comes forward must submit a Landscape and Visual Impact Assessment (LVIA) to guide the design of the scheme in accordance with Policy D3.
- The site includes significant areas within Flood Zone 3b (49%) Functional Floodplain where no part of the proposed development should come forward. Proposals will be required to submit a site-specific Flood-Risk Assessment (FRA) and Drainage strategy to demonstrate that the proposed development will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Provision for safe access/egress should also be considered as part of the site-specific FRA.
- Finished Floor Levels (FFLs) of residential units within the design flood extent should be raised above the design flood event plus a minimum 300mm freeboard.
- Any development that comes forward on site must retain the 16m wide undeveloped buffer strip alongside tidal Main River and explore opportunities for riverside restoration.
- Any proposed development on site must contribute to the maintenance and enhancement of existing flood defence infrastructure. Where necessary,

development may also be required to contribute to the provision of new flood defence measures to ensure long-term resilience against flood risk.

- Provision of an appropriate access point(s) (all modes) must be taken from Robinson Road which would require a new connection to the Robinson Road to enable sufficient visibility splays. Further consultation and agreement with the Local Highway Authority (LHA) in respect of an appropriate access proposal will be required.
- The Robinson Road is unadopted with highway rights and therefore any development that comes forward on this site should upgrade the access to the site and bring the road up to highway standards.
- There is currently no footpath on the eastern side of Robinson Road and adjacent to the site, and this will need to be addressed as part of any proposal. Given the existing pedestrian access and cycle routes along the Ouse path adjacent to the site, and its proximity to town centre services, a bus stop, and a train station, any future development should prioritise active travel measures in accordance with Policies CC1 and IC6.
- There is Public Right of Way (PRoW) along the southern boundary of the site, which should be retained and enhanced where appropriate. Schemes should also assess the feasibility of linking the site into the wider Public Rights of Way (PRoW) network in accordance with Policy IC9.
- Given the nature and scale of the site, a Transport Statement and Sustainable Travel Plan will be required for submission in accordance with policy IC6 and East Sussex County Council (ESCC) guidance. Development may/will also be required to provide capacity mitigation to A259 junctions.
- Any development that comes forward should deliver off-street parking to serve residential units in order to mitigate any additional on-street parking pressure.

Policy NH2: Newhaven Workshop

LAA Site reference: 64 NH	Site Area: 0.52 ha
LAA Site name: Unit 1 Newhaven Workshop, Transit Road	
Use: Residential	
Indicative Net Yield within Plan period: Approximately 23 homes	

Site Plan:



Site requirements

The site is allocated for residential mixed use, with 23 residential dwellings. The site was previously proposed by as an Early Site Allocation Proposal under reference Site ESAP 04 and is also the subject of planning application LW/24/0706 currently under consideration.

The site is within the existing settlement boundary. Any development on this site will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process:

- The site lies adjacent to an operating railway, Newhaven Port and industrial uses with potential adverse noise and air quality impacts. Therefore, any residential development that comes forward must submit Noise and Air Quality Impact Assessments and include measures to minimise exposure to air and noise pollution in accordance with Policy HW2.

- There is potential for contamination given surrounding historic land uses. Therefore, any development that comes forward must carry out appropriate contamination risk assessment, with potential mitigation measures identified where appropriate in accordance with Policy HW2.
- Development will be required to achieve a minimum of 20% biodiversity net gain in accordance with Policy NE3
- Requires submission of a Green and Blue Infrastructure Plan in accordance with Policy NE2.
- The site is predominantly in Flood Zone 3a (89%), with the remaining area in Flood Zone 2, and is also subject to risks of groundwater and surface water flooding. Thus, in accordance with Policy W1, any development proposal will be required to submit a site-specific Flood-Risk Assessment (FRA) and Drainage strategy to demonstrate that the proposed development will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Provision for safe access/egress should also be considered as part of the site-specific FRA.
- Finished Floor Levels (FFLs) of residential units should be raised above the design flood event plus a minimum 300mm freeboard.
- Any proposed development on site must contribute to the maintenance and enhancement of existing flood defence infrastructure. Where necessary, development may also be required to contribute to the provision of new flood defence measures to ensure long-term resilience against flood risk.
- The site has access on to Transit Road with two alternative access options from Beach Road. Any development that comes forward would require to upgrade the Transit Road to meet highway standards and will be required to conduct further consultation and agreement with the Local Highway Authority (LHA) in respect of an appropriate access proposal.
- Given the nature and scale of the site, a Transport Statement and Sustainable Travel Plan will be required for submission in accordance with policy IC6 and East Sussex County Council (ESCC) guidance. Development may/will also be required to provide capacity mitigation to A259 junctions.
- In accordance with Policy IC6, any future development that comes forward should improve pedestrian access to Transit Road and Beach Road and deliver an inclusive integrated active travel network.

Strategic Policy NH3: Transit Road

LAA Site reference: 79 NH	Site Area: 0.61 ha.
LAA Site name: Land Between Beach Road and Transit Road	
Use: Residential mixed use	
Indicative Net Yield within Plan period: Approximately 126 homes	

Site Plan:



Site requirements

The site is identified for development of 126 dwellings and commercial uses at ground floor level. The site was previously proposed by as an Early Site Allocation Proposal under reference Site ESAP 06 and is also the subject of planning application LW/23/0304 currently under consideration.

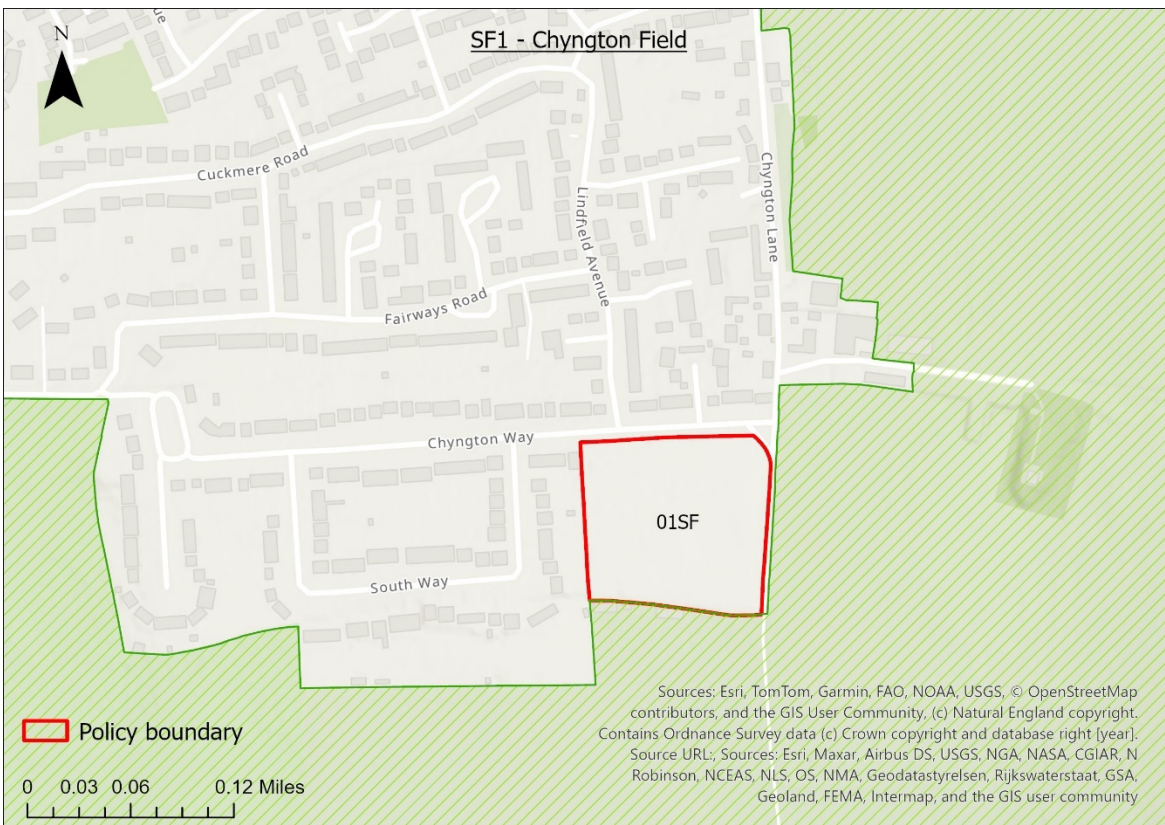
The site is within the existing settlement boundary. Any development on this site will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process:

- Progress in accordance with a detailed Masterplan, infrastructure delivery strategy and phasing strategy to be agreed with the local planning authority.
- The development will be required to meet the highest standards of design, layout and construction and positively respond to the context, townscape, landscape, public realm, and character of Newhaven in accordance with Policy D2.

- The site lies adjacent to an operating railway, Newhaven Port and industrial uses with potential adverse noise and air quality impacts. Therefore, any residential development that comes forward must submit Noise and Air Quality Impact Assessments and include measures to minimise exposure to air and noise pollution in accordance with Policy HW2.
- Any development that comes forward must submit a Landscape and Visual Impact Assessment (LVIA) to guide the design of the scheme.
- The site is entirely within Flood Zone 3a and is susceptible to ground water flooding at surface. A small part of the site is also subject to surface water flooding. In accordance with Policy W1 development proposals will be required to submit a site-specific Flood-Risk Assessment (FRA) and Drainage strategy to demonstrate that the proposed development will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Provision for safe access/egress should also be considered as part of the site-specific FRA.
- Finished Floor Levels (FFLs) of residential units should be raised above the design flood event plus a minimum 300mm freeboard.
- Any proposed development on site must contribute to the maintenance and enhancement of existing flood defence infrastructure. Where necessary, development may also be required to contribute to the provision of new flood defence measures to ensure long-term resilience against flood risk.
- The site has an existing vehicular access from Beach Road. Further consultation and agreement with the Local Highway Authority (LHA) in respect of an appropriate access proposal will be required.
- The site is situated within a sustainable location and within walking distance of train station, bus stops and Newhaven Town Centre, development proposals will be expected to prioritise active travel measures in accordance with Policy CC1 and IC6.
- Given the nature and scale of the site, a Transport Statement and Sustainable Travel Plan will be required for submission in accordance with policy IC6 and East Sussex County Council (ESCC) guidance. Development may/will also be required to provide capacity mitigation to A259 junctions.

Site Allocation Policies: Seaford

Policy SF1: Chyngton Field

LAA Site reference: 01SF	Site Area: 2.75 ha
Site name: Land to the South of Chyngton Way, Seaford	
Use: Residential	
Indicative Net Yield within Plan period: Up to 30 homes	
Site Plan: 	

Site requirements

The site is located to the south of Chyngton Way, and is well related with built development within Seaford and bordering the South Downs National Park. The Chyngton Lane Conservation Area is to the north of the site. The site was previously proposed as an Early Site Allocation Proposal under reference Site ESAP21. The site is allocated for the delivery of up to 30 homes.

The area is subject to archaeological considerations, and is covered by two Archaeological Notification Areas (ANAs), with a small portion identified as a site of local archaeological interest.

Any residential development on this site will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process:

Density

- The location of the site and its proximity to the adjacent South Downs National Park requires a landscape led approach to development reflecting the character of surrounding development. A density of approximately 15 dwellings per hectare is considered appropriate to development of the site.

Affordable Housing

- An affordable housing contribution is required in accordance with Policy H3.

Landscape and Design

- A Landscape and Visual Impact Assessment (LVIA) is required in accordance with Policy D3. The site is within Parcel Seaford B in the Landscape Sensitivity Study and which has a high-medium sensitivity to medium-scale residential development.
- The landscape strategy for development of the site should enhance the parcel of land as a gateway into the South Downs National Park with building heights limited to reflect the surrounding character of two-storey development in accordance with Policy D3.

Heritage

- The site is close to the Chyngton Lane Conservation Area, adjacent to the Chyngton Way Area of Established Character designated by the Seaford Neighbourhood Plan. Development of the site should consider impacts on the setting of the Conservation Area. An appropriate heritage assessment will be required in accordance with Policy D4.
- The site is covered by two Archaeological Notification Areas (ANA), the majority by Seaford and Seaford Head ANA with high potential for prehistoric landscape, medieval town and military remains and the north east corner by the Chyngton ANA with high potential for deserted medieval village and historic farm complex findings. Applications must include a Historic Environment Record (HER) informed desk-based assessment of potential archaeological interest.

Biodiversity

- Appropriate ecological and arboriculture assessments will be required reflecting the likely presence of protected species on the site with mitigation measures for adverse impacts identified in accordance with Policy NE1.
- Applications should include the retention and enhancement of existing boundary hedgerows in accordance with Policy NE4. The existing boundary hedgerows on the parcel should be protected where appropriate and new planting should connect into the wider green infrastructure network. A Green and Blue Infrastructure Plan should be prepared in accordance with Policy NE2.

- A Preliminary Ecological Assessment should be carried out with particular reference to reports of badgers on the site.
- Development will be required to achieve a minimum of 20% biodiversity net gain in accordance with Policy NE3.

Infrastructure

- A Public Right of Way (PROW) exists along the eastern boundary of the site, and any development is required to enhance this existing route and contribute to the improvement of PROW both on and off site, in accordance with Policy IC9.
- Proposals are expected to take a proactive approach to improving walking and wheeling access to the South Downs National Park from the site, strengthening connections between communities, promoting recreational access to the countryside, and supporting health and wellbeing.
- Proposed access from Chyngton Way, requires further investigation and consultation with the Local Highways Authority in terms of its achievability and specifically the provision of appropriate visibility splays to demonstrate capacity for two-way vehicle movements.
- Chyngton way is at risk of surface water flooding and anecdotal evidence suggests that the site is also susceptible to surface water flooding. Development of the site will need to demonstrate that it will be safe from flooding and not increase risk of flooding elsewhere in accordance with Policy W1. A site specific flood risk assessment will be required.
- Ongoing discussions with infrastructure providers will further establish and define infrastructure requirements generated by the site. The delivery of infrastructure in support of development and including items identified in the Lewes IDP as appropriate, will be secured either through direct provision by the developer or financial contributions in accordance with Policy IC1.

Policy SF2: St John's School

LAA Site reference: 36SF	Site Area: 2.8 ha
Site name: Former St John's School, Firle Road, Seaford	
Use: Residential and Public Open Space	
Indicative Net Yield within Plan period: Up to 40 dwellings.	
Site Plan:	



The site is a former school within the built-up area and settlement boundary of Seaford, surrounded by existing residential properties. It comprises a main school building and associated school playing field. The site falls within the Firle Road Area of Established Character as designated by the Seaford Neighbourhood Plan. The site was previously proposed as an Early Site Allocation Proposal under reference Site ESAP20.

Site requirements

The site is allocated for residential development of up to 40 homes and 1.15 ha of open space. The development may include C2 residential accommodation and could make use of conversions of the existing buildings.

Residential development on this site will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process.

- Affordable Housing should be provided in accordance Policies H3 and H4 as appropriate.
- There is potential for contamination and remediation costs associated with the previously developed land. Applicants will be required to demonstrate that all works, including investigations into the nature of any contamination, can be undertaken without escape of contaminants that could cause unacceptable risk to health or to the environment in accordance with Policy HW2.
- The site is within the built-up area of Seaford but is within an Area of Established Character (Firle Road). The density of development should reflect the surrounding area and achieve a net density of a minimum of 15dph. Any proposed design needs to balance the need to achieve minimum density requirements while reflecting the features that contribute to the Area of Established Character in which the site is located in accordance with Policy D4.
- Proposals should consider the retention and conversion of the existing main building.
 - Parts of the site are at risk of surface water flooding. Development of the site will need to demonstrate that it will be safe from flooding and not increase risk of flooding elsewhere in accordance with Policy W1. A site specific flood risk assessment will be required.


Biodiversity

- The existing bank of trees within the site adjacent to Firle Road are subject to a group TPO and should be protected and retained in accordance with Policy NE4.
- Development will be required to achieve a minimum of 20% biodiversity net gain in accordance with Policy NE3.
- A Preliminary Ecological Assessment should be carried out with particular reference to reports of badgers on the site.

Infrastructure

- The site has two existing access points onto Firle Road. The main site access should be the southern access point for all Transport modes. The northern access point should be retained as a pedestrian and cyclist access point but may also be utilised for emergency vehicles. The access points will require upgrade in accordance with the Policy IC6.
- Consideration of the ability to provide pedestrian footways connecting with wider pedestrian provision must be demonstrated in consultation with the Local Highways Authority in accordance with Policy IC6.
- Development proposals are expected to retain the existing area of open space to the east of the site. This area will be safeguarded for community recreational use and development of the site will be required to enhance public accessibility to the open space within the scheme.

Policy SF3: Talland Parade

LAA Site reference: DCS25	Site Area: 0.17 ha
Site name: Talland Parade, Seaford	
Use: Mixed use	
Indicative Net Yield within Plan period: Approximately 17 homes	
Site Plan: 	

The site is located within Seaford Town Centre, occupying a corner position on Seaford High Street. Given its prominent location an element of retail or commercial use at ground floor level should be retained to contribute to the vitality of the town centre, while upper floors could be converted to residential dwellings and extended to maximise the efficient use of land. The site was previously proposed as an Early Site Allocation Proposal under reference Site ESAP18. The site is allocated for a minimum of 17 homes with retail and/or commercial space at ground floor level.

Site requirements

Development on this site will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process:

Affordable housing

Affordable Housing should be provided in accordance Policies H3 as appropriate.


Landscape and Design

- The site is within the Seaford Town Centre Conservation Area, and there are a number of listed buildings in the surrounding area. Redevelopment of the site must consider the local heritage significance and ensure the development makes a positive contribution to local character and the conservation area.

Infrastructure

- The site is within walking distance of Seaford Train Station and bus stops on A259. Bus services operate daily. The existing rear car park should provide servicing for the ground floor commercial uses and limited car parking for residents.
- Ongoing discussions with infrastructure providers will further establish and define infrastructure requirements generated by the site. The delivery of infrastructure in support of development and including items identified in the Lewes IDP as appropriate, will be secured either through direct provision by the developer or financial contributions and in accordance with Policy IC1.
- Part of the site is within Flood Zone 3, a site specific Flood Risk Assessment will be required.

Policy SF4: Sutton Place

LAA Site reference: 37SF	Site Area: 1.2 ha
Site name: Sutton Place (PDL/Green)	
Use: Residential	
Indicative Net Yield within Plan period: Up to 13 homes	
Site Plan: 	

The site is a former school located within the built-up area and settlement boundary of Seaford, surrounded by existing residential properties. It has been vacant for some time and includes a Grade-II listed building within its grounds.

Any residential development on this site must comply with the relevant policies of the Lewes Local Plan. Development should address the existing access constraints through alternative access arrangements and carefully consider the setting of the Grade II listed building.

The site is allocated for residential development of up to 13 home to include conversion of the Grade II Listed Building Sutton Place and up to 8 new homes in the grounds.

Site requirements

- An affordable housing contribution will be required in accordance with Policy H3.
- Applications for the development of the site must be supported by an appropriate Heritage Assessment in accordance with Policy D4.

- Any demolition works within the site new must demonstrate that all necessary investigations and works can be carried out safely, without releasing harmful substances that could pose a risk to people or the environment in accordance with Policy HW2. Proposals must prioritise the retention and conversion of the existing main building in accordance with the findings of the Heritage Assessment. Redevelopment of the wider site should complement the heritage led approach, with any new development sensitively integrated within the grounds to complement the setting of the listed building.
- The existing bank of trees are subject to TPO. Applications should include the retention and enhancement of existing boundary hedgerows and TPO trees in accordance with Policy NE4.
- Appropriate ecological and arboriculture assessments will be required reflecting the likely presence of protected species on the site. Development will be required to achieve a minimum of 20% biodiversity net gain in accordance with Policy NE3.

Infrastructure

- The site currently has two access points existing, one from Eastbourne Road (A259) and another from Sandore Close. All vehicular access should be directed via Sandore Close.
- Any new development should improve pedestrian access from both Eastbourne Road and Sandore Close, include features that support walking and cycling in accordance with Policies IC6 and IC9.
- A small part of the site is subject to low risk of surface water flooding. Any new development needs to show it will be safe from flooding for its lifetime and will not increase flood risk elsewhere. A Site-specific Flood Risk Assessment should be provided in accordance with Policy W1.

Site Allocations Policies: Peacehaven and Telscombe (and East Saltdean)

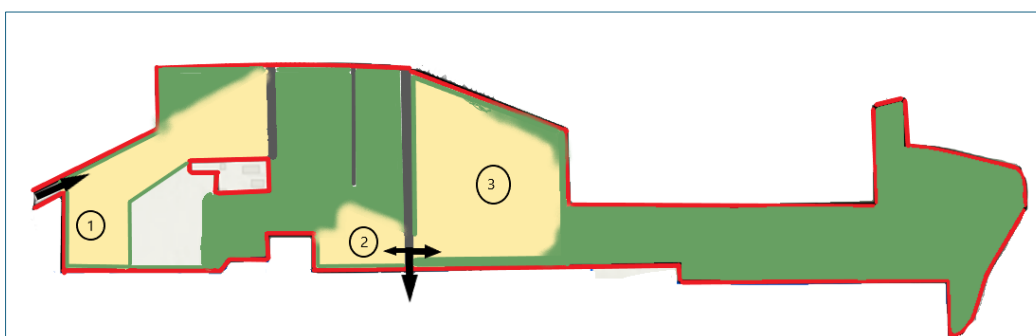
Strategic Policy PT1: Land South of Valley Road

LAA Site references: 41PT (includes 70PT and 76PT)	Site Area: 17ha
Site names: Land at Valley Road, Peacehaven	
Use: Residential and Green Infrastructure	
Indicative Net Yield within Plan period: 90 dwellings	

Site Plan:



Concept Masterplan (subject to further desktop publishing):



The Valley Road area of Peacehaven 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 generally very steep and are prominent in the wider landscape. The area has a

distinct character and a mix of current uses, including dispersed residential properties. The area is predominantly green and wooded with arable land, grassland and woodland making up a large proportion of the area. Several areas of woodland are identified as priority habitats Deciduous Woodland.

Many plots are used for grazing horses and equestrian uses are evident. The Valley provides a transition between the built-up area of Peacehaven and the South Downs National Park to the north, it feels rural in contrast with the adjacent built up area of Peacehaven and has a distinct character. The area is also an important recreational resource used heavily by walkers, it is important that the existing inviting walking, riding and cycling routes linking Peacehaven with the SDNP are retained.

Site requirements

The site is allocated for the delivery of approximately 90 homes including serviced plots for self-builders within the areas shown as appropriate for development (blue) on the site allocation plan. Land shown as protected for green infrastructure (green) shall be retained or enhanced for biodiversity/green infrastructure. The density of the overall scheme needs to respond to the landscape sensitivity; across the area it is expected the density of development will be between 20-30dph.

There are multiple landowners within the allocation, and the successful delivery of the site is contingent on these landowners working together to deliver sustainable development in complementary schemes. It is expected that the site would come forward in a maximum of three separate parcels. Each parcel will be required to submit supporting information to demonstrate how the proposed development of the parcel complies with the overall vision for the area and contributes to the delivery of the sustainable development of the site as a whole.

The location of the site at the edge of Peacehaven, and forming a transition to the SDNP to the north requires a landscape led approach to development. Masterplans for the parcels should be prepared in support of planning applications which should be informed by the existing landscape features and characteristics, sense of place and views to and from the SDNP. The masterplan should be integrated with multifunctional green infrastructure.

Parcel 1: Land to the east of Downs Walk (1.3ha)

The parcel could accommodate approximately 20 homes.

Vehicle and pedestrian access from Downs Walk could be proposed to access the parcel. Applicants will need to demonstrate that there is sufficient frontage for a 5.5m wide carriageway with appropriate visibility splays and 2m wide footpaths on either side.

The density should be lower to the west of Roderick Avenue North in consideration of the existing development, and constraints including deciduous woodland and flood risk. This parcel could be appropriate for self build or custom housebuilding, however this must be part of a masterplan for the parcel.

Parcel 2: Land to the West of Roderick Avenue North (0.5ha)

The main vehicular and pedestrian access points to the development should be via Roderick Avenue North. Roderick Avenue North is an unadopted highway, upgrading will be required to bring this road to adoptable standard and to become fully adopted.

To the west of the site there are areas identified as priority habitat deciduous woodland, this habitat is currently fragmented and in accordance with proposed Policy NE2 effort should be made to connect these habitats as part of a landscape led masterplan.

The site could accommodate approximately 10 dwellings.

Arboriculture and ecological surveys will be required.

The main vehicular and pedestrian access points to the development should be via Roderick Avenue North. Roderick Avenue North is an unadopted highway, upgrading will be required to bring this road to adoptable standard and to become fully adopted.

Applicants will need to demonstrate that there is sufficient frontage for a 5.5m wide carriageway with appropriate visibility splays and 2m wide footpaths on either side.

Parcel 3: Land to the East of Roderick Avenue North

To the East of Roderick Avenue North, the site could deliver approximately 60 homes at a net density of up to 30dph, and this should include a mix of homes.

The main vehicular and pedestrian access points to the development should be via Roderick Avenue North. Roderick Avenue North is an unadopted highway, upgrading will be required to bring this road to adoptable standard and to become fully adopted.

Applicants will need to demonstrate that there is sufficient frontage for a 5.5m wide carriageway with appropriate visibility splays and 2m wide footpaths on either side.

Relevant for all Parcels

Development on this site allocation will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process:

- Affordable housing will be expected to be delivered on site in accordance with Policy H3.
- Proposals should evaluate the feasibility of employing decentralised energy technologies in accordance with Policy CC2, and where feasible, also examine opportunities to extend the system beyond the site boundary to neighbouring buildings.

Design and Landscape

- A Landscape and Visual Impact Assessment (LVIA) will be required to inform the design of any proposed scheme. The LVIA should inform the creation of a landscape led masterplan for the site.

Biodiversity

- Appropriate ecological and arboricultural assessments will be required reflecting the likely presence of protected species on the site.
- Development will be required to achieve a minimum of 20% biodiversity net gain in accordance with Policy NE3.
- A Green and Blue Infrastructure Plan will be required in accordance with Policy NE2. The GBI infrastructure plan should identify the existing habitats and potential for enhancement/reconnection of priority habitats across the site.
- Where appropriate, GBI should be integrated with the landscaping and tree planting within the scheme to ensure that the visual impact of the development is softened.

Historic Environment

- The archaeological potential of the site has yet to be determined. The site lies in close proximity to two Archaeological Notification Areas relating prehistoric activity and evidence of Mesolithic, Neolithic, Bronze Age and Roman activity exists in the wider area therefore archaeological potential is likely to be high. Proposals must include an Historic

Environment Record (HER) informed desk-based assessment of potential archaeological interests.

Flood Risk

- While the site is within Flood Zone 1, there is a major surface water flow path that runs through the site which will need to be considered when designing the site layout.
- A Flood Risk Assessment and drainage strategy will be required to demonstrate that the development will be safe for its lifetime and will not increase flood risk elsewhere. These must be agreed with the relevant authority and the local planning authority and implemented in accordance with Policy W1.


Transport

- A Transport Assessment and Sustainable Travel Plan will be required, in accordance with Policy IC8 and East Sussex County Council (ESCC) guidance.
- A Transport Statement and Sustainable Travel Plan will be required, in accordance with Policy IC6 and Highways Authority guidance. Given the anticipated impact of development at the site on junctions of the A22, A26 and B2192, proportionate financial contributions to deliver relevant mitigations will be required.
- Opportunities to support modal shift from private car to active travel and public transport both on and off site will need to be explored through further transport modelling.

Infrastructure

- Ongoing discussions with infrastructure providers will further establish and define infrastructure requirements generated by the site. The delivery of infrastructure in support of development and including items identified in the Lewes IDP as appropriate, will be secured either through direct provision by the developer or financial contributions and in accordance with Policy IC1.
- Outdoor playing space will need to be provided in accordance with Policy HW5.

Policy PT2: Land at Cornwall Avenue

LAA Site reference: 47PT	Site Area: 0.4 ha
Site name: Land at Cornwall Avenue, Peacehaven	
Use: Residential and Allotments	
Indicative Net Yield within Plan period: Approximately 16 homes	
Site Plan: 	

The site at Cornwall Avenue, Peacehaven is allocated for 16 residential dwellings and the 0.15ha of allotment provision.

Under Local Plan (2003) Policy PT18, the land was safeguarded for a potential extension of the allotment site located to the south. However, the site is not currently in allotment use. The site was previously proposed as an Early Site Allocation Proposal under reference Site ESAP15. The site could deliver a terraced row of homes at Cornwall Avenue, a further terraced row of homes extending Montreal Close and a small apartment block of 2 to 4 flats off Seaview Avenue. The remainder of the site could accommodate two allotment areas, one positioned along the site boundary near Seaview Avenue, and the other located within the central site area, extending the allotments towards Montreal Close.

Residential development on this site will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process:

Site requirements

- An affordable housing contribution is required in accordance with Policy H3.
- The site lies partially within an Archaeological Notification Area (ANA). Any application must, therefore, be accompanied by a Historic Environment Record (HER) informed desk-based assessment of potential (archaeological) interest(s).
- A Green and Blue Infrastructure Plan is required in accordance with Policy NE2.
- Development will be required to achieve a minimum of 20% biodiversity net gain in accordance with policy NE3.
- Appropriate ecological and arboriculture assessments will be required reflecting the likely presence of protected species on the site with mitigation measures for adverse impacts identified in accordance with Policy NE1.
- The extension of the allotments on the site will be expected to be established through direct provision by the developer in collaboration with Peacehaven Town Council in accordance with Policy IC1.
- Ongoing discussions with infrastructure providers will further establish and define infrastructure requirements generated by the site. The delivery of infrastructure in support of development and including items identified in the Lewes IDP as appropriate, will be secured either through direct provision by the developer or financial contributions and in accordance with Policy IC1.

Policy PT3: Land at 1 South Coast Road

LAA Site reference: 19PT	Site Area: 0.42 ha
Site name: Motel, 1 South Coast Road, Peacehaven	
Use: Residential	
Indicative Net Yield within Plan period: Approximately 32 homes	
<p>Site Plan:</p>  <p>Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, (c) Natural England copyright. Contains Ordnance Survey data (c) Crown copyright and database right [year]. Source URL: Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community</p>	

The site is situated on the edge of the built-up area of Peacehaven. It comprises previously developed land within the planning boundary of Peacehaven. Although a range of services are available within Peacehaven, the site's edge-of-town location places it outside convenient walking distance; however, public transport is accessible nearby via adjacent bus stops.

Historically, the site operated as a petrol station and motel, which were demolished around 2009/2010. It remained vacant for several years and has been hoarded since 2017. Vehicular access is currently provided from South Coast Road at its junction with the Highway. A previous planning permission for 25 dwellings (LW/12/0240) has now lapsed. The site is currently subject to a live planning application for 10 dwellings and 22 units of


supported housing accommodation (LW/23/0276). The site was previously proposed as an Early Site Allocation Proposal under reference Site ESAP16.

Residential development on this site will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process.

Site requirements

- An affordable housing contribution is required in accordance with Policies H3 and H4.
- The site is previously developed land (PDL) which included a petrol station which presents a potential risk of contamination. Any future residential development must demonstrate that all necessary works which including site investigations and remediation, can be undertaken without the release of contaminants that could pose an unacceptable risk to human health or the environment in accordance with Policy HW2.
- Applicants should prepare a Green and Blue Infrastructure Plan in accordance with Policy NE2. Development will be required to achieve a minimum of 20% biodiversity net gain in accordance with policy NE3.
- Access for all modes of transportation will be provided from South Coast Road at its junction with the Highway, with the existing access sufficient to enable two-way vehicular movements,
- To ensure safe and inclusive connectivity, the development must provide a suitable pedestrian crossing to link with existing routes and deliver secure, accessible pedestrian access throughout the site.

Policy PT4: Land at Lower Hoddern Farm

LAA Site reference: 77 PT	Site Area: 0.8 ha.
LAA Site name: Lower Hoddern Farm	
Use: Residential	
Indicative Net Yield within Plan period: Approximately 15 homes	
Site Plan:	
	

Site requirements

The site is a greenfield adjacent to the adopted planning boundary of Peacehaven with recent residential development to the south. The site is allocated for development of 15 dwellings. The site was previously proposed as an Early Site Allocation Proposal under reference Site ESAP14.

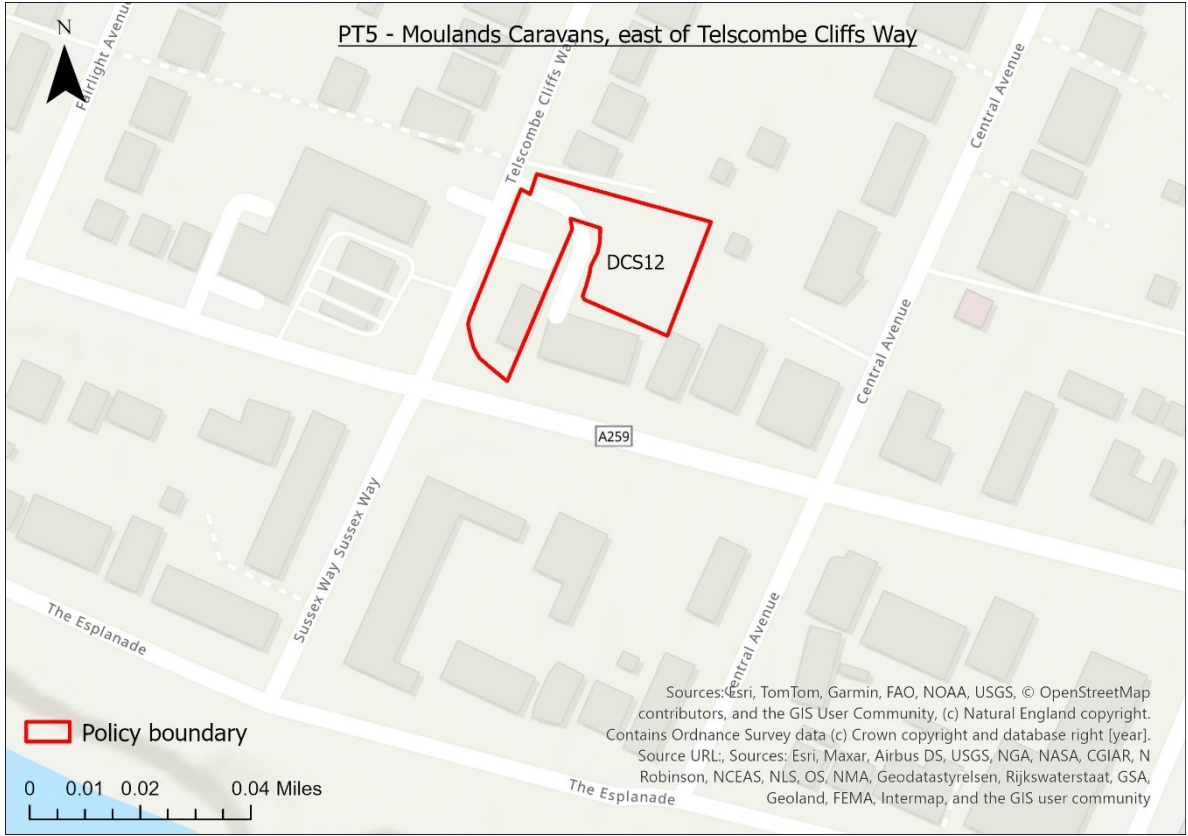
Any development on this site will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process:

- There are existing industrial uses to the north and east of the site. Therefore, any development that comes forward must submit Noise and Air Quality Impact

Assessments and include measures to minimise exposure to air and noise pollution in accordance with Policy HW2.

- Hoddern Farm, to the north-east of the site, is Grade II Listed. Consideration will need to be given to the Farm's setting and an appropriate heritage assessment will be required in accordance with Policy D4.
- The site lies within an Archaeological Notification Area (ANA) and has archaeological records pertaining to the site and/or its surrounding area. Therefore, any development that comes forward must be accompanied by a Historic Environment Record (HER) informed desk-based assessment of potential (archaeological) interest(s).
- The site falls within Parcel Peacehaven and Telscombe Cliffs A of the Landscape Sensitivity Study, which is assessed as having a medium sensitivity to small-scale residential development. The site also lies within the setting of SDNP. Development must be supported by a Landscape and Visual Impact Assessment (LVIA). The design of the scheme should be landscape-led, of high quality, and avoid elevated positions.
- Trees on the site must be retained and integrated into any scheme layout/design in accordance with Policy NE4.
- Proposals will be expected to identify the most productive agricultural land within the site and demonstrate how community food growing, agriculture, or horticulture will be included on the Grade 2 agricultural land within the site, in accordance with Policy HW6.
- The site has an existing access adjacent the existing properties to Pelham Rise, which would require upgrading and widening in accordance with current guidelines. Further consultation and agreement with the Local Highway Authority in respect of an appropriate access proposal will be required.
- Given the existing footpath links and proximity to the primary school, convenience store and public transport, any future development should prioritise active travel measures in accordance with Policies CC1 and IC6. Development should also seek to address the current lack of dedicated cycle infrastructure by enhancing connectivity and filling gaps in connectivity.
- There is an existing Public Right of Way (PRoW) along the northern boundary of the site that should be retained and enhanced, in accordance with Policy IC9.

Policy PT5: Moulands Caravans, East of Telscombe Cliffs Way

LAA Site reference: DCS12 & DCS 13	Site Area: 0.20 ha
LAA Site name: 374 South Coast Road and Land to the rear of 370 South Coast Road	
Use: Residential	
Indicative Net Yield within Plan period: A minimum of 10 homes	
Site Plan: 	

The site is situated at the junction of Telscombe Cliffs Way and Eastbourne Road (A259). It is within the adopted settlement boundary and built-up area of Telscombe, in a location close to bus stops, a local convenience store, and a primary school within walking distance. The site offers potential for redevelopment. The site was previously proposed as an Early Site Allocation Proposal under references Site ESAP22 and ESAP23.


The site includes an unused two-storey property and is presently associated with an adjacent motorhome showroom and vehicle storage. It occupies a corner plot, bordered by a four-storey residential block and surrounded by a mix of residential and commercial uses. The site is allocated for the delivery of a minimum of ten homes and may be suited to a medium density development apartment scheme which would respond positively to the site context.

Residential development on this site will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process:

Site requirements

- Affordable Housing should be provided in accordance Policies H3.
- The site is previously developed land (PDL) and is currently used as a vehicular storage facility and showroom and there is potential for contamination on site. Any future residential development must demonstrate that all necessary works which including site investigations and remediation, can be undertaken without the release of contaminants that could pose an unacceptable risk to human health or the environment. This must be carried out in accordance with Policy HW2.
- Any residential developments will require careful consideration to avoid adverse impacts on amenity, privacy, and outlook of the surrounding mixed-use character of the area according to Policy D1.
- Development proposals should demonstrate relevant design and density policies, ensuring that building scale, massing, and orientation take full advantage of the sea views while respecting the character of adjacent properties and the wider townscape according to Policy D2.
- Applications should be accompanied by a Green and Blue Infrastructure Plan in accordance with Policy NE2. Development will be required to achieve a minimum of 20% biodiversity net gain in accordance with Policy NE3.
- Development on the site is required to minimise the use of materials and creation of waste and promote waste hierarchy according to Policy CC6.
- Part of the site intersects an area of low surface water flood risk. In accordance with Policy W1, any development proposal will be required to submit a site-Specific Flood-Risk Assessment (FRA) and Drainage Strategy. Provision of SuDs should be designed with reference to the latest East Sussex County Council's guidance. Where possible, the drainage system should be multifunctional and be incorporated into the Green and Blue Infrastructure Network and must also preserve natural water flow and flood routing.
- Access for all modes of transportation will be provided from Telscombe Cliffs way from the existing road into the site. Consideration should be given to the provision of safe pedestrian crossing opportunities associated with the development.

Policy PT6: Dew Drop Inn, Steyning Avenue

LAA Site reference: 88 PT	Site Area: 0.12 ha.
Site name: The Dewdrop Inn, 19 Steyning Avenue	
Use: Residential	
Indicative Net Yield within Plan period: 14 homes	
Site Plan:	
	

Site requirements

The site is allocated for the development of 14 dwellings. The site has been proposed by the Council as an Early Site Allocation Proposal in the Regulation 18 Local Plan (Site ESAP 13) and is also the subject of planning application (LW/25/0224) currently under consideration.

The site is within the existing settlement boundary. Any development on this site will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process:


- Part of the site intersects with an area of high surface water flood risk. Any development proposal will be required to submit a site-specific Flood-Risk Assessment (FRA) and Drainage strategy in accordance with Policy W1.

- Access will be as existing and onto Steyning Avenue, subject to improvement and consultation with and approval of the Local Highway Authority (LHA).
- Development on site must provide a suitable amount of parking, must be safely accessible and must not generate excessive levels of traffic.

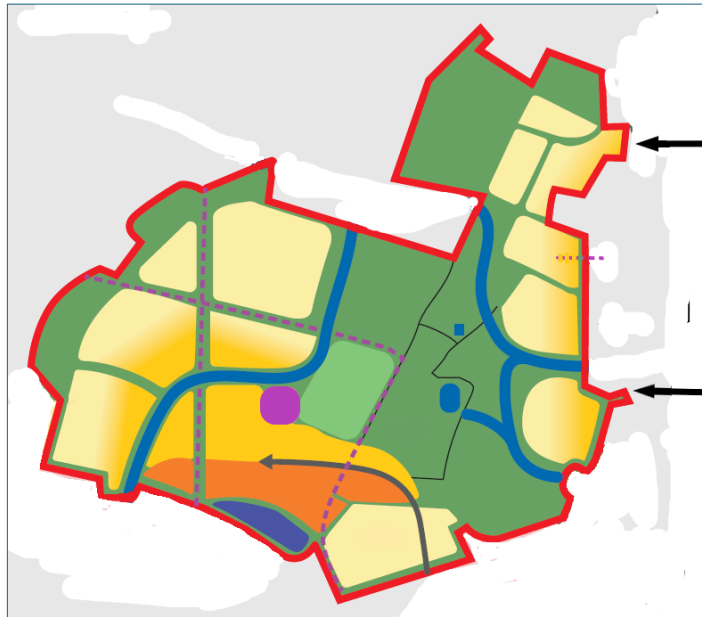
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Site Allocation Policies: Ringmer and Broyle Side

Strategic Policy RG1: Land Between Ringmer and Broyle Side

LAA Site references: 42RG, 81RG, 50RG, 67RG 51RG (Includes 56RG and 57RG)	Site Area: 83.8 ha
LAA Site names: Land North of Lewes Road, Ringmer Land at Norlington Lane Land North of Fingerpost Farm Land North of Ringmer Land at Lower Barn Farm Land West of Broyle Lane Land at Howells Bank Farm, Broyle Lane	
Use: Residential, Commercial and Community Facilities, Primary School, Strategic Green Infrastructure, Play Space, Open Space	
Indicative Net Yield within Plan period: Approximately 1150 homes	
Site Plan: 	

Concept Masterplan (subject to further desktop publishing):



The site lies between Ringmer and Broyle Side. It has previously been within agricultural use and is perceived as a countryside gap separating Ringmer from Broyle Side within long distance views from the South Downs National Park. The site has a largely open character with few defining features. Parts of the site are susceptible to flooding and the existence of the flood corridor lends the site to the provision of enhanced riverside parkland landscaping within the scheme that could also contribute to the management of flood risks at this location.

The site is allocated for the delivery of approximately 1150 homes including specialist homes for those with support needs, a new primary school with early years provision, community and retail facilities in a new local centre, play and sports facilities and strategic open space. The type of community facilities to be included within the allocation could include healthcare facilities and community spaces as guided by the infrastructure development plan.

There are multiple landowners within the proposed allocation, and the successful delivery of the site is contingent on these landowners working together to deliver sustainable development in complementary schemes. It is expected that the development will be brought forward by individual landowners and developers. Each proponent will be required to submit supporting information to demonstrate how the individual development complies with the allocation masterplan and contributes to the delivery of the site as a whole, while recognising that some elements of the allocation have been granted consent (application reference LW/23/0752 for 95 homes) and some elements are subject to live planning applications (LW/24/0760 for up to 140 homes).

The density of the overall scheme needs to respond to the landscape sensitivity; it is expected that higher density development of between 30-40dph will be appropriate at the

existing boundary with Ringmer while lower density development of between 10-30dph will be appropriate throughout the rest of the site.

Site requirements

Development on this site will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process:

- Affordable housing will be expected to be delivered in accordance with Policy H3. Each parcel will be expected to contribute to the delivery of affordable housing.

Historic Environment

- The archaeological potential of the allocation is high with Archaeological Notification Areas relating to the Arlington to Barcombe Roman Road and medieval & post-medieval village, medieval potteries and post-medieval brick kilns intersecting with parts of the site and two further Archaeological Notification Areas relating to a 19th century barracks and Lower Lodge Farm where there is likely to be evidence of prehistoric activity. Planning applications must include a Historic Environment Record (HER) informed desk-based assessment of potential archaeological interests.
- The west of the site is within close proximity to the Ringer Conservation Area and there are a number of Grade II listed buildings which are close to the site boundaries on Norlington Lane and Lewes Road. Of particular note are Grade II listed Norlington Farmhouse and Fingerpost Farm. Further non designated heritage assets of Lea Cottage and Sarnic on Broyle Lane and Two timber framed barns at Norlington Farm, Norlington Lane are also close to the site. Consideration needs to be given to potential impacts on both the setting of the Conservation Area and the listed buildings. A Heritage Impact Assessment will need to be submitted for each land parcel in accordance with Policy D4.

Design and Landscape

- The allocation is considered to be within the setting of the South Downs National Park. From elevated parts of the South Downs National Park, the site is currently viewed as a countryside gap separating Ringmer and Broyle Side. There are also distant views to the High Weald Area of Outstanding Natural Beauty. In order to minimise impacts on the setting of the South Downs National Park, a countryside gap needs to be maintained between Ringmer and Broyle Side. This area will be identified on the policies map and designated as a strategic green gap.
- In order to minimise impacts on the wider landscape, development will be expected to avoid the area to the west of the site due to proximity to Norlington. Development should be concentrated in the southwestern and eastern areas of the site closest to existing development at Ringmer and Broyle Side. Taller structures and denser development massing should be located in the southwestern portion of the site close to Ringmer.
- A well-defined landscape buffer is to be provided to define a new village edge to Ringmer to the north west, reflecting the rural character of Norlington Lane and avoiding visual coalescence with properties along the lane, in accordance with Policy D3.
- A well-defined landscape buffer is to be provided to define a new village edge to Broyle-Side to the north, reflecting the character of the surrounding countryside, in accordance with Policy D3.
- Intervisibility should be enabled from the site towards the South Downs National Park, the wider countryside and the existing settlements of Ringmer and Broyle-Side through the arrangement of new streets and the provision of a network of green open spaces within the residential areas to engender a sense of place and connection with the existing settlements, in accordance with Policy D1.
- A Landscape and Visual Impact Appraisal will need to accompany planning applications for the site.
- The allocation will be expected support public health in both the design of the individual homes and the design of the public realm in accordance with Policies HW3 and HW4.

Biodiversity

- The site includes mature hedgerows and trees which provide good potential for habitat for a wide variety of species. Some of the trees are protected by TPO. In addition, existing buildings on the site may provide roosting habitats. Local records of bats, reptiles and amphibians (including Great Crested Newts) mean that appropriate ecological and aboricultural assessments will be required. An overall achievement of 20% biodiversity net gain for the whole of the site will be required, in accordance with Policy NE3. Individual applicants will be expected to demonstrate how the contribution for a specific application site within the allocation will be met.
- A Green and Blue Infrastructure Plan, incorporating both new and existing footpaths will be required in accordance with Policy NE2. Where appropriate, Green and Blue Infrastructure should be integrated with the landscaping and tree planting within the scheme to ensure that the visual impacts of the development,

particularly in areas visible from elevated viewpoints within the South Downs National Park, is softened. There are also opportunities to incorporate Green and Blue Infrastructure with drainage strategies and natural flood management techniques.

Flooding

- The majority of the allocation is within Flood Zone 1; however, some areas of the allocation are within Flood Zone 3b predominantly along the water courses. There are also a number of overland waterflows across the allocation and some susceptibility to groundwater flooding at surface. The hydrological landscape around Ringmer and Broyle Side requires consideration of the impacts within the catchment area.
- Appropriate Flood Risk Assessments and drainage strategies will be required in accordance with Policy W1 to demonstrate that the development will be safe for its lifetime and will not increase flood risk elsewhere. There are likely to be opportunities to implement natural flood management techniques within the scheme alongside SUDS.

BMV

- The allocation comprises Grade 3 agricultural land with moderate to high potential that some of the land within the allocation could be classified as Best and Most Versatile in Grades 1,2 or 3a. Proposals will be expected to identify the most productive agricultural land within the site and demonstrate how community food growing will be included on Best and Most Versatile Agricultural Land, in accordance with Policy HW6.

Climate change

- Proposals should evaluate the feasibility of employing decentralised energy technologies in accordance with Policy CC2, and where feasible, also examine opportunities to extend the system beyond the site boundary to adjacent sites.

Site access

- Three main all mode access points are identified for the site. These are onto the B2192, Lewes Road and onto Broyle Lane. Two potential secondary access points onto Bishop's Lane and Tile Kiln have also been identified. Two further potential emergency vehicle access points have been identified aligned with the existing PRow network to link the development with Norlington Lane. The suitability of the access points will be agreed with the Highways Authority in accordance with Policy IC6.
- A Transport Statement and Sustainable Travel Plan will be required, in accordance with Policy IC6 and Highways Authority guidance. Given the anticipated impact of development at the site on junctions of the A22, A26 and B2192, proportionate financial contributions to deliver relevant mitigations will be required.

- Opportunities to support modal shift from private car to active travel and public transport both on and off site will need to be explored through further transport modelling.
- The integration of new and existing ProWs within the site into the wider PRow network will need to be considered in accordance with Policy IC9. Facilitation of active travel routes within the allocation should aim to link development at Broyle Side with the new local centre.

Infrastructure

- The inclusion of new educational facilities within the allocation should be guided by engagement with the appropriate education authority. Where financial contributions to education provision are gathered from sites within the allocation following the adoption of the local plan, an appropriate cascade should be included in the legal agreement to ensure that contributions support education provision within the allocation in the first instance.
- A series of complimentary accessible outdoor playing spaces should be provided throughout the allocation in accordance with Policy HW5.
- Opportunities for food infrastructure, including community food growing provision, should be incorporated into the scheme in accordance with Policy HW6. The provision of an appropriate level of food retailing should be incorporated into the local centre.
- Ongoing discussions with infrastructure providers will further establish and define infrastructure requirements generated by the site. The delivery of infrastructure in support of development and including items identified in the Infrastructure Delivery Plan as appropriate, will be secured either through direct provision by the developer or financial contributions in accordance with Policy IC1. Funded infrastructure provision is likely to include community space, health facilities, education provision, play and sports facilities.

Policy RG2: Land at Harrisons Lane

LAA Site reference: 46RG	Site Area: 3.5ha
LAA Site name: Land East of Harrisons Lane	
Use: Residential and Open Space	
Indicative Net Yield within Plan period: Up to 35 homes	
Site Plan: 	

The site consists of agricultural land at the edge of Ringmer. It has previously been used for grazing and has been the subject of previous planning applications for a larger quantum of residential development. The site is allocated for the delivery of up to 35 homes and open space. The sensitive location of the site at the edge of Ringmer at its boundary with the South Downs National Park requires a landscape led approach to development. While higher density development may form part of the scheme close to Harrisons Lane, an overall net density of 20dph is appropriate to this site. The main vehicular and pedestrian access to the site should be from Harrisons Lane. This will require careful consideration to ensure the safety of those travelling to and from the adjacent primary school is not compromised.

Site requirements


Development on this site will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process:

- Affordable housing will be expected to be delivered on site in accordance with Policy H3.
- A Landscape and Visual Impact Assessment (LVIA) will be required to inform the design of the scheme. The LVIA should inform the creation of a well-defined landscape buffer to the scheme which will define a new village edge and protect views from the SDNP, in accordance with Policy D3. This should include the retention and enhancement of existing boundary hedgerows in accordance with Policy NE4.
- Appropriate ecological and aboriginal assessments will be required reflecting the likely presence of protected species on the site. Development will be required to achieve a minimum of 20% biodiversity net gain in accordance with Policy NE3.
- A Green and Blue Infrastructure Plan will be required in accordance with Policy NE2. Where appropriate, GBI should be integrated with the landscaping and tree planting within the scheme to ensure that the visual impact of the development, particularly in areas visible from elevated viewpoints within the National Park, is softened.
- Proposals will be expected to identify the most productive agricultural land within the site and demonstrate how community food growing, agriculture, or horticulture will be included on the Grade 2 agricultural land within the site, in accordance with Policy HW6.
- The archaeological potential of the site has yet to be determined. Proposals must include an Historic Environment Record (HER) informed desk-based assessment of potential (archaeological) interest(s).
- The site is partially affected by surface water flooding, with approximately 4% located within Flood Zone 3b. A Flood Risk Assessment and drainage strategy will be required to demonstrate that the development will be safe for its lifetime and will not increase flood risk elsewhere. These must be agreed with the relevant authority and the local planning authority and implemented in accordance with Policy W1.
- Proposals should evaluate the feasibility of employing decentralised energy technologies in accordance with policy CC2, and where feasible, also examine opportunities to extend the system beyond the site boundary to neighbouring buildings.
- Access for all modes of transport is to be provided from Harrison Lane. Applicants will need to demonstrate that there is sufficient frontage for a 5.5m wide carriageway with appropriate visibility splays and 2m wide footpaths on either side. A secondary access point for emergency vehicles may also be appropriate from Potato Lane, provided that the rural character of Potato Lane is not compromised through such provision.
- A Transport Assessment and Sustainable Travel Plan will be required, in accordance with Policy IC8 and East Sussex County Council (ESCC) guidance.

- An accessible equipped outdoor playing space will need to be provided within the development in accordance with Policy HW5. This should be located close to site access on Harrisons Lane and the primary school boundary to support community cohesion.
- Ongoing discussions with infrastructure providers will further establish and define infrastructure requirements generated by the site. The delivery of infrastructure in support of development and including items identified in the Lewes IDP as appropriate, will be secured either through direct provision by the developer or financial contributions and in accordance with Policy IC1.

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Strategic Policy BR1: Land North of the Broyle

LAA Site references: 30RG and 64RG	Site Area: 20.8 ha
LAA Site names: Land east of Broyle Side and Land at Upper Broyle Farm	
Use: Residential, Convenience Retail, Allotments and Open Space	
Indicative Net Yield within Plan period: Approximately 340 homes	
Site Plan: 	
Concept Masterplan: To be added	

The site consists of agricultural land to the east of Broyle Side. It is largely open in character with few defining features. This presents an opportunity to provide a well defined settlement edge through the provision of strategic landscaping which could also enhance biodiversity. The site is affected by flooding including through surface water flows and development provides an opportunity to enhance attenuation and storage within the site to alleviate wider flood impacts in the area.

The site is allocated for the delivery of approximately 340 homes including 9 serviced plots for self builders, 200m² of convenience retail floorspace, 0.5ha of allotment provision and outdoor play space. The location of the site at the edge of Broyle Side requires a landscape

led approach to development. An overall net density of 20dph is appropriate to this site, albeit the density should be lower to the north and east of the site in consideration of the edge of settlement location.

The main vehicular and pedestrian access points to the development should be from the B2192 and should be considered with reference to consented development to the south, and proposed allocations to the south in identifying the location of the access and pedestrian crossing points. A masterplan for the overall allocation should be prepared in support of applications on the site, including any reserved matters applications associated with outline application LW/25/0391. Proponents will be expected to demonstrate how both parts of the development will manage the combined flood risk, ensure the delivery of serviced plots for self builders and provide an appropriate location for convenience retail, accessible to the wider community at Broyle Side.

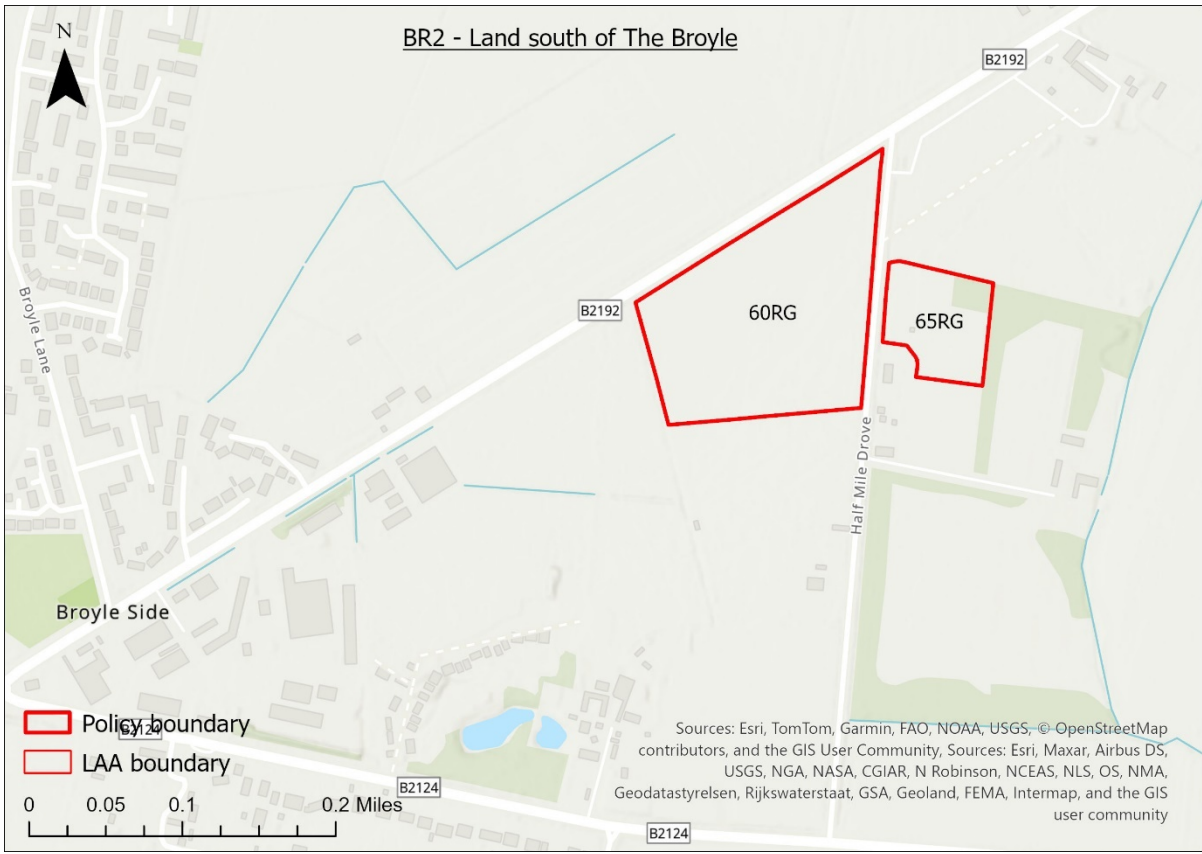
Site Requirements

Development on this site will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process:

- Affordable housing will be expected to be delivered on site in accordance with Policy H3. An affordable housing contribution will not be expected from the homes proposed for self-build.
- Nine serviced plots for self-builders should be provided on site in an area of 0.5ha. These plots should be demonstrably marketed collectively and individually for a continuous period of 18 months. Should any of the plots remain unsold following the marketing period, these may revert to the proponent for sale and build out on submission of evidence of marketing and on receipt of consent from the council. A contribution in lieu of affordable housing will then be required.
- A Landscape and Visual Impact Assessment (LVIA) will be required to inform the design of the scheme. The LVIA should inform the creation of a well-defined landscape buffer to the scheme which will define a new village edge to Broyle Side in accordance with Policy D3. This should include the retention and enhancement of existing boundary hedgerows in accordance with Policy NE4.
- Appropriate ecological and aboricultural assessments will be required reflecting the likely presence of protected species on the site. Development will be required to achieve a minimum of 20% biodiversity net gain in accordance with Policy NE3. A Green and Blue Infrastructure Plan will be required in accordance with Policy NE2 and should consider the location of consented GBI to the south (LW/22/0282). Where appropriate, GBI should be integrated with the landscaping and tree planting within the scheme to ensure that the visual impact of the development is softened.
- The archaeological potential of the site has yet to be determined. The lies in close proximity to an Archaeological Notification Area relating to Lower Lodge Farm, Laughton Road where prehistoric activity was identified and lies within the 18th-century Broyle Enclosure. Proposals must include an Historic Environment Record (HER) informed desk-based assessment of potential archaeological interests.

- Part of the site is within Flood Zone 3b and parts of the site are affected by surface water flooding and are susceptible to groundwater flooding below surface. The hydrological landscape around Ringmer and Broyle Side requires consideration of the impacts within the catchment area.
- Appropriate Flood Risk Assessments and drainage strategies will be required in accordance with Policy W1 to demonstrate that the development will be safe for its lifetime and will not increase flood risk elsewhere. There are likely to be opportunities to implement natural flood management techniques within the scheme alongside SUDs.
- Proposals should evaluate the feasibility of employing decentralised energy technologies in accordance with Policy CC2, and where feasible, also examine opportunities to extend the system beyond the site boundary to neighbouring buildings.
- Access for all modes of transport is to be provided from the B2192. Applicants will need to demonstrate that there is sufficient frontage for a 5.5m wide carriageway with appropriate visibility splays and 2m wide footpaths on either side. A new pedestrian route linking the site with the continuous pedestrian footway to Broyle Side must be provided as part of the scheme. Further pedestrian links with Broyle Side should be made utilising the play area at Broyle Close. A pedestrian crossing linking with the consented scheme to the south (LW/22/0282) and proposed allocations at Broyle Side should also be established, if possible. The development should support cycle infrastructure to Broyle Side through the extension of the existing cycleway.
- A Transport Assessment and Sustainable Travel Plan will be required, in accordance with Policy IC8 and East Sussex County Council (ESCC) guidance.
- Community food growing should be included within the site in the form of a minimum of 0.5 ha of allotment provision in accordance with Policy HW6.
- Convenience retail floorspace of circa 200m² should be provided close to one of the main access points within the allocation in order to minimise the need to travel to Ringmer for convenience retail purposes.
- Outdoor playing space will need to be provided in accordance with Policy HW5 and with reference to the play provision planned in the consented scheme to the south (LW/22/0282). Any play areas included in the allocated scheme should be complementary to those consented to the east of Broyle Side to ensure that playing pitch and play provision within walking distance of the allocation is varied.
- Ongoing discussions with infrastructure providers will further establish and define infrastructure requirements generated by the site. The delivery of infrastructure in support of development and including items identified in the Lewes IDP as appropriate, will be secured either through direct provision by the developer or financial contributions and in accordance with Policy IC1.

Strategic Policy BR2: Land South of the Broyle

LAA Site references: 60RG 65RG
Site names: Land on west side of Half Mile Drove Land at 4 Half Mile Drove
Site Area: 5.8 ha
Use: Residential and Open Space
Indicative Net Yield within Plan period: Up to 80 homes
Site Plan:  <p>BR2 - Land south of The Broyle</p> <p>Legend: Policy boundary LAA boundary </p> <p>Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community</p>
Concept Masterplan: To be added

The site consists of two parcels of land east and west of Half Mile Drove. While physically removed from existing built development in Broyle Side, consented development to the west of the sites will link development with the built up area of Broyle Side.

The site is allocated for the delivery of up to 80 homes and allotments. The location of the site at the edge of Broyle Side requires a landscape led approach to development. An

overall net density of 20dph is appropriate to this site, albeit the density should be lower close to Half Mile Drove in recognition of the rural character of the lane.

The area of land to the west of Half Mile Drove is allocated for the delivery of up to 75 homes. The area of land to the east of Half Mile Drove is allocated for the delivery of allotments and up to 5 self-build homes on serviced plots to be accessed from Half Mile Drove. The main vehicular and pedestrian access to the development area to the west of Half Mile Drove should be from the B2192 and should be considered with reference to consented development to the west, and proposed allocations to the north in identifying the location of the access and the extension of pedestrian footways. A masterplan for the overall allocation should be prepared in support of any applications on the site. Proponents will be expected to demonstrate how both parts of the development will ensure the delivery of serviced plots for self builders, and an appropriate access and utilities for the allotment site.

Site requirements

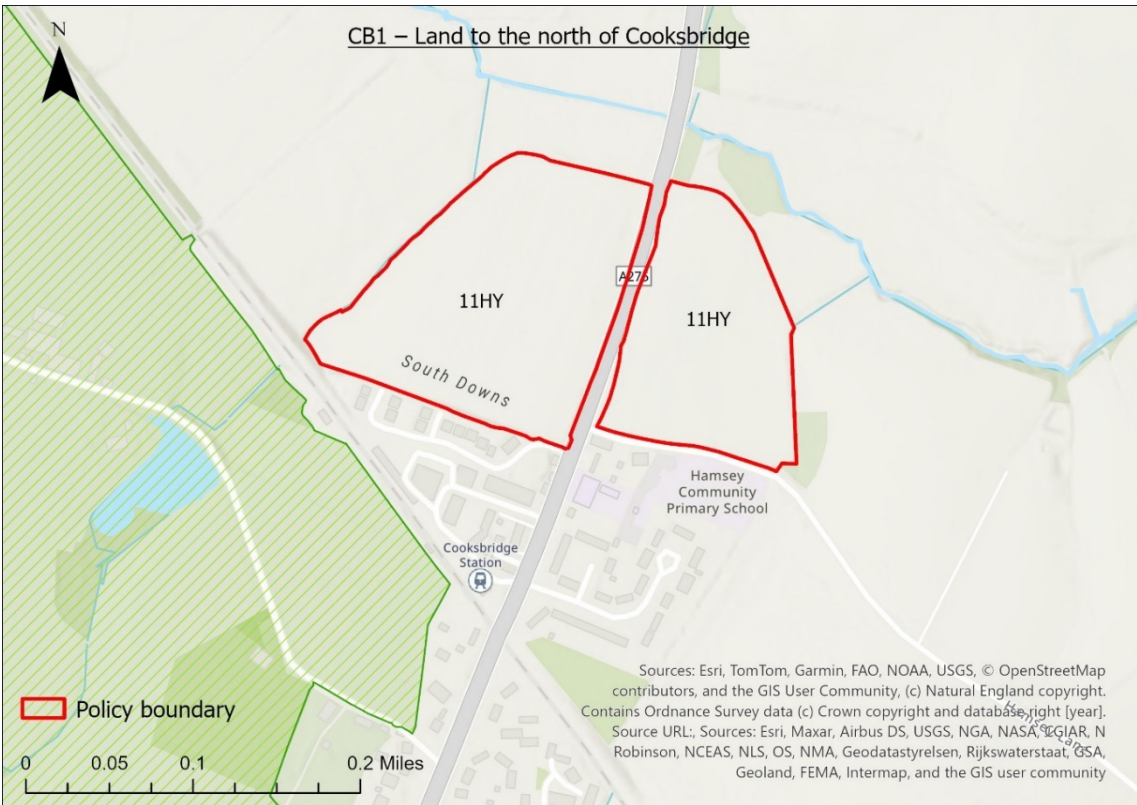
Development on this site will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process:

- Affordable housing will be expected to be delivered on site in accordance with Policy H3. The affordable housing contribution will be based on the homes anticipated to the west of Half Mile Drove. An affordable housing contribution will not be expected from the homes proposed for self-build.
- Five serviced plots for self-builders should be provided on land to the east of Half Mile Drove with access achieved from Half Mile Drove. These plots should be demonstrably marketed collectively and individually for a continuous period of 18 months. Should any of the plots remain unsold following the marketing period, these may revert to the proponent for sale and build out on submission of evidence of marketing and on receipt of consent from the council. A contribution in lieu of affordable housing will then be required.
- A Landscape and Visual Impact Assessment (LVIA) will be required to inform the design of the scheme. The LVIA should inform the creation of a well-defined landscape buffer to the scheme which will define a new village edge to Broyle Side in accordance with Policy D3. This should include the retention and enhancement of existing boundary hedgerows in accordance with Policy NE4.
- Appropriate ecological and aboricultural assessments will be required reflecting the likely presence of protected species on the site. Development will be required to achieve a minimum of 20% biodiversity net gain in accordance with Policy NE3. A Green and Blue Infrastructure Plan will be required in accordance with Policy NE2 and should consider the location of consented GBI to the west (LW/22/0282). Where appropriate, GBI should be integrated with the landscaping and tree planting within the scheme to ensure that the visual impact of the development is softened.
- The archaeological potential of the site has yet to be determined. Proposals must include an Historic Environment Record (HER) informed desk-based assessment of potential (archaeological) interest(s).

- The site is partially affected by surface water flooding. The hydrological landscape around Ringmer and Broyle Side requires consideration of the impacts within the catchment area.
- Appropriate Flood Risk Assessments and drainage strategies will be required in accordance with Policy W1 to demonstrate that the development will be safe for its lifetime and will not increase flood risk elsewhere. There may be opportunities to implement natural flood management techniques within the scheme alongside SUDs.
- Proposals should evaluate the feasibility of employing decentralised energy technologies in accordance with Policy CC2, and where feasible, also examine opportunities to extend the system beyond the site boundary to neighbouring buildings.
- Access for all modes of transport is to be provided from the B2192 for the development area to the west of Half Mile Drove. Applicants will need to demonstrate that there is sufficient frontage for a 5.5m wide carriageway with appropriate visibility splays and 2m wide footpaths on either side. Pedestrian footways linking the site with both Ringmer and Broyle Side will be required on the B2192. The development area to the east of Half Mile Drove will need to establish appropriate access points for each of the self-build plots and for the allotments. A new pedestrian route linking the areas to the east and west of Half Mile Drove to each other and onto the B2192 must be provided as part of the scheme. A pedestrian link to the consented scheme to the west (LW/22/0282) should also be established, if possible.
- A Transport Assessment and Sustainable Travel Plan will be required, in accordance with Policy IC8 and East Sussex County Council (ESCC) guidance.
- Outdoor playing space will need to be provided in accordance with Policy HW5 and with reference to the play space planned in the consented scheme to the west (LW/22/0282). Any play areas included in the allocated scheme should be complementary to those consented to the east of Broyle Side to ensure that play provision within walking distance of the allocation is varied.
- Ongoing discussions with infrastructure providers will further establish and define infrastructure requirements generated by the site. The delivery of infrastructure in support of development and including items identified in the Lewes IDP as appropriate, will be secured either through direct provision by the developer or financial contributions and in accordance with Policy IC1.

Site Allocation Policies: Cooksbridge

Strategic Policy CB1: Land to the north of Cooksbridge

LAA Site reference: 11HY	Site Area: 8.4ha
LAA Site name: Land North of Hamsey Lane, Cooksbridge	
Use: Residential, Convenience Retail and Open Space Provision	
Indicative Net Yield within Plan period: Approximately 151 homes	
Site Plan: 	
Concept Masterplan: To be added	

The site comprises greenfield land located immediately adjacent to the northern settlement boundary of Cooksbridge, and within walking distance of a primary school. It falls within the setting of the South Downs National Park (SDNP), which borders the site to the west, separated by a railway line.

The majority of the site falls within Flood Zone 1; however, a small area along the northern boundary adjacent to the watercourse lies within Flood Zone 3b. Parts of the site are also subject to low to medium risk of surface water and groundwater flooding.

The site benefits from sustainable transport opportunities, being within walking distance of Cooksbridge railway station and local bus stops. The station provides regular hourly services

to Lewes, Eastbourne and onwards to London Victoria. Enhanced pedestrian and cycle connections to existing transport infrastructure would be required to maximise accessibility.

Potential impacts on designated heritage assets, including nearby listed buildings and the Old Cooksbridge Conservation Area to the north should be taken into consideration. Part of the site lies within close proximity to an Archaeological Notification Area (ANA).

Site requirements

The site is allocated for delivery of up to 151 homes, a flexible-use facility dedicated to either Use Class E or F2 purposes, a drop off area for Hamsey Community Primary School, a community food growing area, outdoor play space, green and blue infrastructure, and open space provision. Located at the edge of Cooksbridge, a landscape led approach to development is essential, given the site's sensitive location – situated in close proximity to both the Old Cooksbridge Conservation Area to the North and adjacent to the boundary of the South Downs National Park to the west. An overall net density of 20dph is appropriate for this site. The site is currently subject to planning application LW/25/0339 for the provision of 151 homes, commercial floorspace, public open space, play areas, and a community orchard. The main vehicular and pedestrian access to the site should be from the A275, situated at a sufficient distance north of the junction with Hamsey Lane.

A masterplan for the overall allocation should be prepared in support of any applications on the site. Proponents will be expected to demonstrate how development will be integrated with the adjacent site to the southeast (Site Allocation CB2) through a coordinated approach to site layout, flood risk management, provision of pedestrian and cycle links, green infrastructure and ecological corridors.

Development on this site will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process:

- Affordable housing will be expected to be delivered on site in accordance with Policy H3.
- The development must provide a mix of dwelling sizes and tenures within the scheme, in line with Policy H2.
- A Health Impact Assessment (HIA) will be required to identify and mitigate the potential health and wellbeing impacts of the development, in accordance with Policy HW1.
- Intervisibility should be enabled from the site towards the South Downs National Park, the wider countryside, and the existing settlement of old Cooksbridge, through the arrangement of new streets and open spaces to engender a sense of place and connection with the existing settlements, in accordance with Policy D1.
- A Landscape and Visual Impact Assessment (LVIA) will be required to inform the scheme's design. This should be based on the most recent East Sussex County Landscape Character Assessment, Lewes District Landscape Character Assessment and Sensitivity studies, and the South Downs Landscape Character Assessment and/or Partnership Management Plan. The LVIA must guide the establishment of a well-defined landscape buffer, delineating the new village edge and safeguarding the

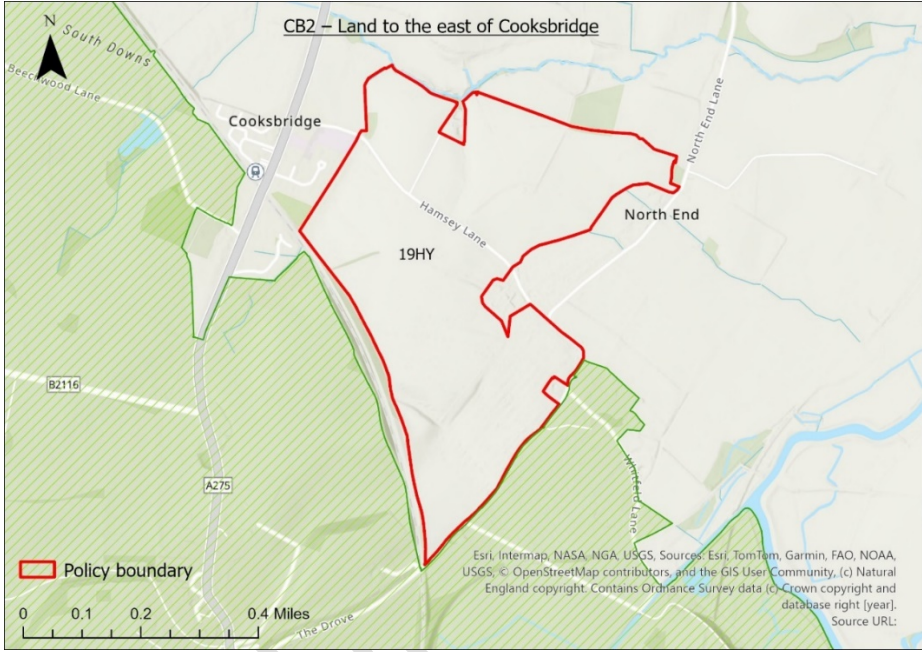
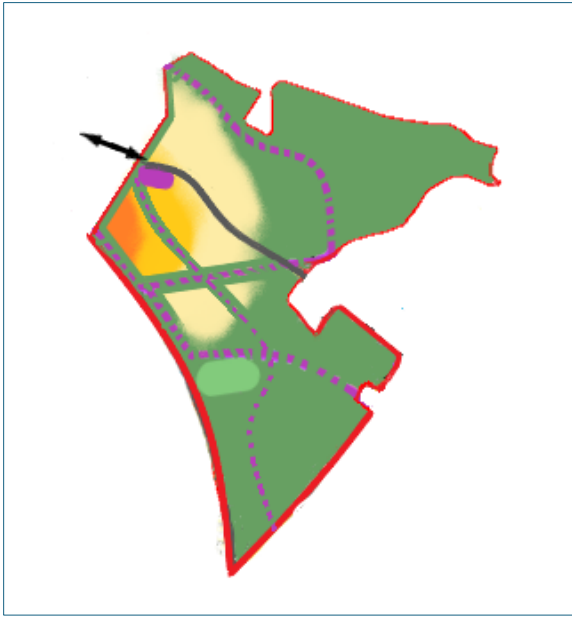
settings of the SDNP and Old Cooksbridge Conservation Area, in accordance with Policy D3 and Policy D4. This should include the retention and enhancement of existing mature trees and boundary hedgerows, in line with Policy NE4, and will need to be demonstrated and implemented through an appropriate landscaping strategy.

- Appropriate ecological and arboriculture assessments will be required, reflecting the likely presence of protected species on the site. Development will be required to achieve a minimum of 20% biodiversity net gain in accordance with Policy NE3.
- A Green and Blue Infrastructure Plan will be required in accordance with Policy NE2. Where appropriate, GBI should be integrated with the landscaping and tree planting within the scheme to ensure that the visual impact of the development, particularly in areas visible from elevated viewpoints within the National Park and Old Cooksbridge Conservation Area, is minimised. The TPO group located at the southern edge of the western field and the watercourse along the northern boundary should be incorporated into the GBI Plan.
- The northern boundary of the site is situated in close proximity to an ANA. The archaeological potential of the site has yet to be determined. Proposals must include an Historic Environment Record (HER) informed desk-based assessment of potential (archaeological) interest(s).
- The site is partially affected by surface water flooding, with approximately 1% located within Flood Zone 3b. A Flood Risk Assessment and drainage strategy will be required to demonstrate that the development will be safe for its lifetime and will not increase flood risk elsewhere. These must be agreed with the relevant authority and the local planning authority and implemented in accordance with Policy W1. Where possible, multifunctional sustainable drainage systems (SuDs) should be implemented and incorporated into the GBI network.
- In accordance with Policy HW2, lighting design must minimise adverse impacts on the South Downs International Dark Sky Reserve. Noise and Air Quality Impact Assessments are required for development adjacent to the western boundary with the railway line. Odour Assessments are required for the sewage pumping station adjacent to the site's northern boundary and the A275, and for the wastewater treatment works to the east of the site. Agreed mitigation measures must be implemented.
- Access for all modes of transport is to be provided from the A275 and should be considered with reference to Site Allocation Policy CB2 to the southeast in identifying the location of the access and pedestrian crossing points. Applicants will need to demonstrate that there is sufficient frontage for appropriate visibility splays, and 2m wide footpaths on either side linking the main access points with Cooksbridge must be provided. A dropping off point for the school should be included within the scheme, linking the site with the primary school via a pedestrian crossing.
- Development proposals must incorporate measures to mitigate impacts on the local road network and address effects on the strategic road network, as identified through a site-specific Travel Plan and Transport Assessment, in accordance with Policy IC8 and East Sussex County Council (ESCC) guidance.

- Outdoor playing space will need to be provided in accordance with Policy HW5. Any play areas included in the allocated scheme should be complementary to existing provision within Cooksbridge, to ensure that play provision within walking distance of the allocation is varied.
- Proposals must demonstrate how food growing opportunities will be incorporated within open space provision, in accordance with Policy HW6. This should be complementary to existing provision within Cooksbridge, to ensure that provision is varied.
- A flexible-use facility for convenience retail (Use Class F2) or commercial, business, or service uses (Use Class E) should be provided near a principal access point within the allocation. This will reduce the need to travel beyond Cooksbridge for convenience shopping and support the local economy.
- Ongoing discussions with infrastructure providers will further establish and define infrastructure requirements generated by the site. The delivery of infrastructure in support of development and including items identified in the Lewes IDP as appropriate, will be secured either through direct provision by the developer or financial contributions and in accordance with Policy IC1.

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Strategic Policy CB2: Land to the East of Cooksbridge

LAA Site reference: 19HY	Site Area: 61ha
LAA Site name: Land North of Cooksbridge	
Use: Residential	
Indicative Net Yield within Plan period: Approximately 600 homes	
Site Plan: 	
Concept Masterplan (subject to further desktop publishing): 	

The site comprises greenfield land located immediately adjacent to the eastern settlement boundary of Cooksbridge, and within walking distance of a primary school. It falls within the setting of the South Downs National Park (SDNP), which lies adjacent to the southern portion, separated by a railway line along the southwestern boundary. The site is in close proximity to several Sites of Special Scientific Interest (SSSIs) and priority habitats.

The majority of the site falls within Flood Zone 1; however, a small area along the northern boundary adjacent to the watercourse lies within Flood Zone 3b. Parts of the site are also subject to surface water and groundwater flooding.

The site benefits from sustainable transport opportunities, being within walking distance of Cooksbridge railway station and local bus stops. The station provides regular hourly services to Lewes, Eastbourne and onwards to London Victoria. Enhanced pedestrian and cycle connections to existing transport infrastructure would be required to maximise accessibility. Public Rights of Way traverse the site and should be integrated into any proposed layout.

Potential impacts on designated heritage assets, including nearby listed buildings and the Old Cooksbridge Conservation Area to the north should be taken into consideration. An historic mill is present, and part of the site also falls within an Archaeological Notification Area (ANA).

The south-eastern portion of the site performs an important function in maintaining the physical and visual separation between Cooksbridge and Hamsey. The site contributes to the rural setting of Cooksbridge and provides functional links to the adjacent watercourse. It forms part of the wider agricultural landscape and the perceptual setting of the SDNP. Levels of tranquillity are generally high, although reduced near the A275, railway line, and existing settlement.

Site requirements

The site is allocated for delivery of approximately 600 homes, including 9 serviced plots for self builders, an extension to Hamsey Primary School, a flexible-use space for a combined community and cycle hub, outdoor play areas and sports or leisure facilities, active travel measures, green and blue infrastructure, and open space provision.

A landscape led approach to development is essential, given the site's sensitive location – situated in close proximity to both the Old Cooksbridge Conservation Area to the north and adjacent to the boundary of the South Downs National Park to the west and southeast.

An overall net density of 30dph is appropriate for this site, with higher densities and taller structures focused in the northwest portion adjacent to the existing settlement, to minimise impacts on the setting of the South Downs National Park and avoid coalescence with the neighbouring settlements of Hamsey and Offham. To the north and east, a lower net density of 20 dwellings per hectare is appropriate, reflecting the edge-of-settlement location and the rural character of Hamsey Lane.

Proponents will be expected to demonstrate how development will be integrated with the adjacent site to the northwest (Site Allocation CB1) through a coordinated approach to site layout, flood risk management, provision of pedestrian and cycle links, green infrastructure and ecological corridors.

The main vehicular and pedestrian access to the site should be from the northern section of Hamsey Lane. The design must provide a safe and efficient junction with the A275, incorporating appropriate visibility splays and traffic management measures. Particular consideration should be given to ensuring the safety of pupils and other pedestrians

travelling to and from the adjacent primary school, incorporating measures to minimise potential conflicts between vehicles and pedestrians.

A masterplan for the overall allocation should be prepared in support of any applications on the site. Proponents will be expected to demonstrate the development how flood risk will be managed, how the delivery of serviced plots for self-builders will be ensured, and how appropriate access and utilities to community food growing areas will be delivered.

Development on this site will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process:

- Affordable housing will be expected to be delivered on site in accordance with Policy H3. An affordable housing contribution will not be expected from the homes proposed for self-build.
- Nine serviced plots for self-builders should be provided on site in an area of 0.5ha. These plots should be demonstrably marketed collectively and individually for a continuous period of 18 months. Should any of the plots remain unsold following the marketing period, these may revert to the proponent for sale and build out on submission of evidence of marketing and on receipt of consent from the council. A contribution in lieu of affordable housing will then be required.
- The development must provide a mix of dwelling sizes and tenures within the scheme, in line with Policy H2.
- A Health Impact Assessment (HIA) will be required to identify and mitigate the potential health and wellbeing impacts of the development, in accordance with Policy HW1.
- Intervisibility should be enabled from the site towards the South Downs National Park, the wider countryside, and the existing settlements of old Cooksbridge, Hamsey, and Offham, through the arrangement of new streets and open spaces to engender a sense of place and connection with the existing settlements, in accordance with Policy D1. A Landscape and Visual Impact Assessment (LVIA) will be required to inform the design of the scheme. This should be based on the most recent East Sussex County Landscape Character Assessment, Lewes District Landscape Character Assessment and Sensitivity studies, and the South Downs Landscape Character Assessment and/or Partnership Management Plan.
- A landscape strategy will be required to identify key views and the location, form, and timing for advanced structural planting, and to demonstrate how the long-term protection and maintenance of structural landscaping will be achieved. The strategy should include the retention and enhancement of existing mature trees and hedgerows, in line with Policy NE4, and create a well-defined landscape buffer which will delineate the new village edge and safeguard the setting of the SDNP and Old Cooksbridge Conservation Area, in accordance with Policy D3 and Policy D4. Structural planting should be implemented at the earliest stage to maximise its effectiveness for mitigation and biodiversity enhancement.
- Appropriate ecological and aboricultural assessments will be required, reflecting the presence of rare and protected species on the site and proximity to priority habitats to the north. Development will be required to achieve a minimum of 20% biodiversity net gain in accordance with Policy NE3. A Green and Blue Infrastructure Plan will be required in line with Policy NE2. Where appropriate, GBI should be integrated with the landscaping and tree planting within the scheme to ensure that the visual impact of the development, particularly in areas visible from elevated viewpoints within the National Park and Old Cooksbridge Conservation Area, is minimised, while retaining key views of natural and historic

landmarks. Alluvial grazing marsh and streamside vegetation along the branch of the River Ouse bordering the northern boundary should be retained and, where appropriate, reinforced to support ecological value and landscape character. Green corridors should be enhanced or established along active travel routes.

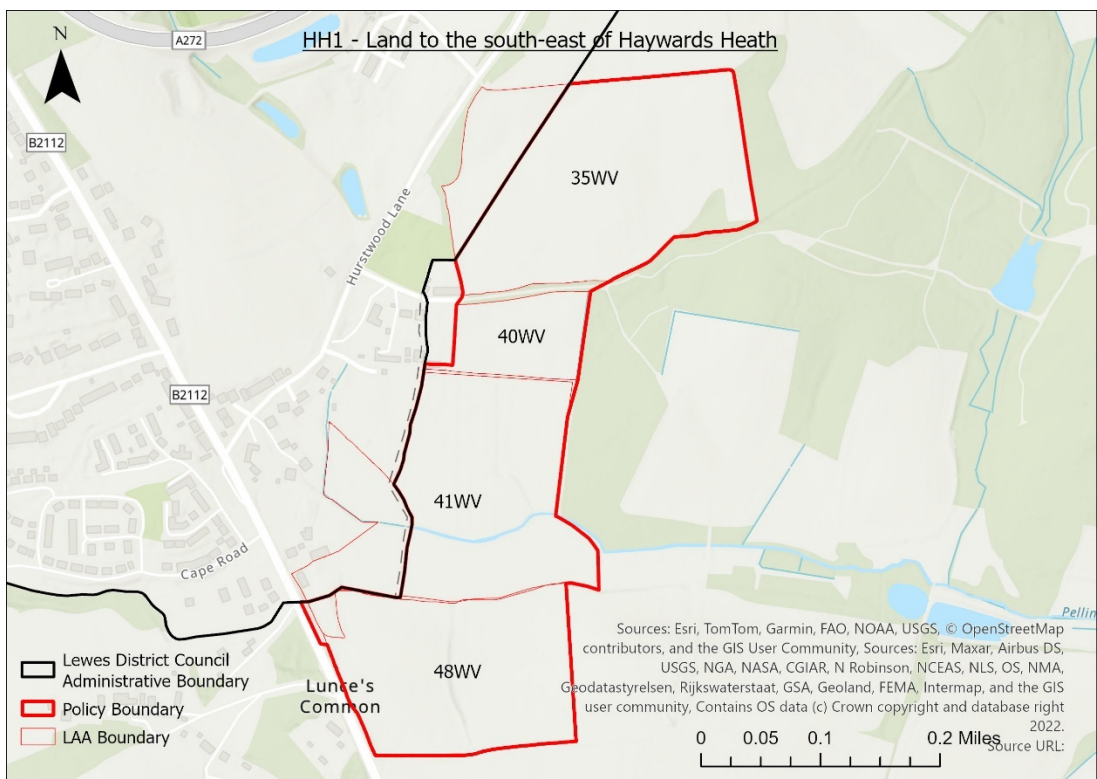
- A minor section of the site along the eastern boundary intersects with an ANA. The archaeological potential of the site has yet to be determined. Proposals must include an Historic Environment Record (HER) informed desk-based assessment of potential (archaeological) interest(s). The historic mill situated within the site must be retained and incorporated into the proposed layout.
- The site is partially affected by surface water and ground water flooding, with approximately 1% located within Flood Zone 3b. Where development is proposed within areas of the site affected by Flood Zone 2, an Exception Test must be submitted. A Flood Risk Assessment and drainage strategy will be required to demonstrate that the development will be safe for its lifetime and will not increase flood risk elsewhere. These must be agreed with the relevant authority and the local planning authority and implemented in accordance with Policy W1. Where possible, multifunctional sustainable drainage systems (SuDs) should be implemented and incorporated into the GBI network. A branch of the River Ouse lies adjacent to the northern boundary; development must not be situated within 8 metres of the riverbank.
- In accordance with Policy HW2, lighting design must minimise adverse impacts on the South Downs International Dark Sky Reserve. Noise and Air Quality Impact Assessments are required for development adjacent to the western boundary with the railway line, with agreed mitigation measures to be implemented.
- The main access for all modes of transport is to be provided from the northern section of Hamsey Lane. The access point should be considered with reference to Site Allocation Policy CB1 to the northwest in identifying the location of the access and pedestrian crossing points both on Hamsey Lane and at the junction with the A275. Applicants will need to demonstrate that there is sufficient frontage for appropriate visibility splays, provide 2m wide footpaths on either side and incorporate appropriate traffic management measures. Particular regard should be given to pedestrian safety, especially for pupils travelling to and from the adjacent primary school, with measures to minimise vehicle-pedestrian conflict. A continuous footpath along Hamsey Lane, linking the site to the A275 and the primary school, must be provided as part of the scheme. The ATE toolkit should be used to assess active travel credentials. A secondary emergency access point from Hamsey Lane, north of The Drove level crossing, may be acceptable provided the rural character of Hamsey Lane is preserved. Suitable access arrangements must be provided for self-build plots and community food growing areas.
- Development should contribute to the enhancement of, and maximise opportunities to deliver, safe and attractive connections to the local public rights of way network, including cycle routes and bridleways, in accordance with Policy IC9. Severance or re-routing should be avoided unless it demonstrably improves accessibility, safety, or user experience.
- In accordance with Policy IC8 and East Sussex County Council (ESCC) guidance, development proposals must incorporate measures to mitigate impacts on the local road network, including the railway level crossings on the A275 and The Drove, and address effects on the strategic road network, as identified through a Transport Assessment and site-specific Travel Plan.
- Provision of a flexible-use space to incorporate a community hub, and a cycle hub, must be provided to meet the needs of the local community (Policy IC4) and to support the visitor economy (Policy E7).

- Outdoor playing space and outdoor sports or leisure facilities will need to be provided in accordance with Policy HW5. Any play areas, sports or leisure facilities included in the allocated scheme should be complementary to existing provision within Cooksbridge, to ensure that provision within walking distance of the allocation is varied.
- Proposals must demonstrate how food growing opportunities will be incorporated within open space in parts of the site where Best and Most Versatile (BMV) agricultural land has been identified, in accordance with Policy HW6. These should be complementary to existing provision within Cooksbridge, to ensure that provision is varied.
- Proposals should evaluate the feasibility of employing decentralised energy technologies in accordance with Policy CC2, and where feasible, also examine opportunities to extend the system beyond the site boundary to neighbouring buildings.
- Ongoing discussions with infrastructure providers will further establish and define infrastructure requirements generated by the site. The delivery of infrastructure in support of development and including items identified in the Lewes IDP as appropriate, will be secured either through direct provision by the developer or financial contributions and in accordance with Policy IC1.
- Contributions to an extension to Hamsey Primary will be required in order to accommodate the anticipated increase of pupils generated by the development.

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Site Allocation Policies: Edge of Haywards Heath

Strategic Policy HH1: Land to the South East of Haywards Heath

LAA Site references: 35WV, 40WV, 41WV, 48WV	Site Area: 26.6 Ha
LAA Site names: Land at Hurstwood Hurstwood Lodge, Haywards Heath Land adjacent to Cleavewater Barn, Lunce's Hill, Haywards Heath Land to the East of Lunce's Hill	
Use: Residential and Open Space	
Indicative Net Yield within Plan period: Minimum of 435 homes	
Site Plan: 	
Concept Masterplan: To be added	

Located on the outskirts of Haywards Heath, the southeastern portion of the town's adopted settlement boundary intersects with the site. The site is greenfield, fringed by development to the north and west, and open countryside to the south and east. The northwestern portion of the site abuts Hurstwood Lane and the westernmost border lies adjacent to the B2112 (Lunce's Hill). The site falls within Flood Zone 1; however, parts of the site are subject to surface water flooding due to the presence of Pellingford Brook which flows from east to west across the land. The site benefits from sustainable transport opportunities, being within walking distance of local bus stops. Enhanced pedestrian and cycle connections to existing transport infrastructure would be required to maximise accessibility. Public Rights of Way

traverse the site and should be integrated into any proposed layout. Potential impacts on designated and non-designated heritage assets, including nearby listed buildings to the north and west should be taken into consideration. A small part within the west of the site is located within 250m of an historic landfill, which will require mitigation. The southern part of the site performs an important function in maintaining the physical and visual separation between Haywards Heath and the hamlet of Wivelsfield.

Site requirements

The site is allocated for the delivery of 435 homes including up to 12 self-build homes on serviced plots, active travel measures, community space, outdoor play areas and sports or leisure facilities, food growing spaces, green and blue infrastructure, and open space provision. Located at the edge of Haywards Heath, the site requires a landscape-led approach to development, with design and layout minimising adverse impacts on sensitive views and the surrounding countryside. The density of the overall scheme needs to respond to the landscape sensitivity; it is expected that higher density development of 50dph will be appropriate nearest the existing settlement boundary with Haywards Heath, while lower density development of 30dph will be appropriate within the southernmost parcel.

There are multiple landowners within the allocation, and the successful delivery of the site is contingent on these landowners working together to deliver sustainable development in complementary schemes. It is expected that the development will be brought forward by individual landowners and developers. Each proponent will be required to submit supporting information to demonstrate how the individual development complies with the allocation masterplan and contributes to the delivery of the site as a whole, while recognising that the northernmost parcel (Site Allocation Policy HH1 (35WV)) of this allocation is subject to two live planning applications (LW/25/0071 and DM/25/0827) for 150 homes. The western part of Site Allocation Policy HH1 (41WV) is also proposed as a housing allocation for 36 dwellings under Policy DPA5 of the Regulation 19 draft Mid Sussex Local Plan.

The land to the west, north and east of the site has planning consent (LW/22/0517 and DM/22/2272) for the delivery of approximately 375 homes, a two-form entry primary school, burial ground, allotments, and open space with associated infrastructure.

The main vehicular access points to the site should be from Hurstwood Lane and Lunce's Hill (B2112). An active travel connection should be created using Colwell Lane to the southwest.

A masterplan for the overall allocation should be prepared in support of applications on the site, with the proposed phasing of each parcel for development clearly indicated. Proponents will also be expected to demonstrate how development will be integrated with the consented development (LW/22/0517) to the north and Site Allocation Policy HH2 to the west of Lunce's Hill in identifying the location of the access, dedicated cycleway, extension of pedestrian footways, pedestrian crossing points, flood risk management, green infrastructure and ecological corridors. In addition, it must be set out how serviced plots for self builders will be ensured, and how appropriate access and utilities to community food growing areas will be delivered.

Development on this site will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process:

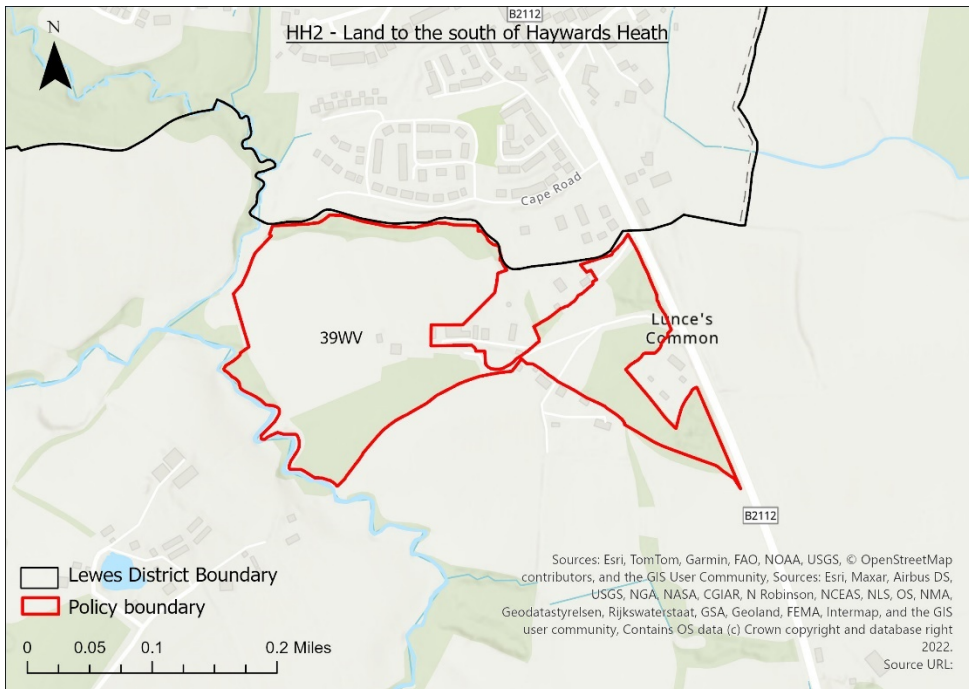
- Affordable housing will be expected to be delivered in accordance with Policy H3. Each parcel will be expected to contribute to the delivery of affordable housing. An

affordable housing contribution will not be expected from the homes proposed for self-build.

- Up to 0.6ha should be provided on site for twelve serviced plots for self-builders. These plots should be demonstrably marketed collectively and individually for a continuous period of 18 months. Should any of the plots remain unsold following the marketing period, these may revert to the proponent for sale and build out on submission of evidence of marketing and on receipt of consent from the council. A contribution in lieu of affordable housing will then be required.
- The development must provide a mix of dwelling sizes and tenures within the scheme, in line with Policy H2.
- A Health Impact Assessment (HIA) will be required to identify and mitigate the potential health and wellbeing impacts of the development, in accordance with Policy HW1.
- Long distance views of the wider countryside should be retained through the arrangement of new streets and open spaces to engender a sense of place and connection with the existing settlements, in accordance with Policy D1. A Landscape and Visual Impact Assessment (LVIA) will be required to inform the design of the scheme. This should be based on the most recent East Sussex County Landscape Character Assessment, Lewes District Landscape Character Assessment and Sensitivity studies, and the South Downs Landscape Character Assessment and/or Partnership Management Plan.
- A landscape strategy will be required to identify key views and the location, form, and timing for advanced structural planting, and to demonstrate how the long-term protection and maintenance of structural landscaping will be achieved. The strategy should include the retention of existing mature trees and woodland, along with the preservation and enhancement of existing boundary hedgerows, in line with Policy NE4, and create a well-defined landscape buffer which will define a new settlement edge. Structural planting should be implemented at the earliest stage of each phase to maximise its effectiveness for mitigation and biodiversity enhancement. An appropriate buffer of a minimum of 15 metres is required between development and adjacent Ancient Woodland within the site and adjacent to the eastern boundary.
- Appropriate ecological and arboriculture assessments will be required reflecting the likely presence of protected species on the site. Development will be required to achieve a minimum of 20% biodiversity net gain in accordance with Policy NE3. A Green and Blue Infrastructure Plan will be required in accordance with Policy NE2 and should consider the location of consented GBI to the west, north, and east (LW/22/0517). Where appropriate, GBI should be integrated with the landscaping and tree planting within the scheme to ensure that the visual impact of the development, particularly in elevated areas, is minimised. Green corridors should be enhanced or established along active travel routes. The Pellingford Brook should be incorporated into the GBI scheme.
- The archaeological potential of the site has yet to be determined. Proposals must include an Historic Environment Record (HER) informed desk-based assessment of potential (archaeological) interest(s). A Heritage Impact Assessment (HIA) is required to understand the impact of development proposals on the character and setting of neighbouring Grade II and II* listed buildings, and non-designated heritage assets.
- The site is partially affected by surface water flooding due to the presence of Pellingford Brook. A Flood Risk Assessment and drainage strategy will be required to demonstrate that the development will be safe for its lifetime and will not increase flood risk elsewhere. These must be agreed with the relevant authority and the local planning authority and implemented in accordance with Policy W1. Where possible, multifunctional sustainable drainage systems (SuDs) should be implemented and incorporated into the GBI network.

- A Preliminary Risk Assessment must be submitted for the part of the site located within 250m of an historic landfill, in accordance with Policy HW2. Retention or creation of GBI within the affected area is encouraged to mitigate further environmental harm.
- Access for all modes of transport is to be provided from Lunce's Hill (B2112) and Hurstwood Lane. The latter will require significant upgrading to accommodate two-way vehicular movement and pedestrian footpaths. Applicants will need to demonstrate that adequate access can be achieved at both access points and that there is sufficient frontage for a 5.5m wide carriageway with appropriate visibility splays and 2m wide footpaths on either side. An active travel connection should be created using Colwell Lane, while the site as a whole should be taken into consideration when identifying the location of active travel routes and pedestrian crossing points. Existing Public Rights of Way must be retained, extended, and integrated into the site layout through sensitive design and within a generous green corridor, in accordance with Policy IC9. A dedicated cycleway leading from the site access point on Lunce's Hill and joining with the roundabout at the junction with Fox Hill to the north will be required.
- The south-western corner of Site Allocation Policy HH1 (40WV) and the north-western section of Site Allocation Policy HH1 (41WV) should be safeguarded to provide vehicular and active travel connectivity between the two land parcels.
- The non-designated heritage asset barn within the grounds of Cleavewater, adjacent to Lunce's Hill, should be sensitively repurposed as a community space, to meet the needs of the local community, in accordance with Policy D4 and Policy IC4.
- Outdoor playing space and outdoor sports or leisure facilities will need to be provided in accordance with Policy HW5. Any play areas, sports or leisure facilities included in the allocated scheme should be complementary to existing local provision, to ensure that provision within walking distance of the allocation is varied.
- Proposals must demonstrate how food growing opportunities will be incorporated within open space provision, in accordance with Policy HW6. These should be complementary to existing provision within neighbouring areas, to ensure that provision is varied.
- Development must consider the location of underground sewerage infrastructure, ensuring appropriate easements, access for maintenance, and protection of the asset in line with statutory requirements.
- Outdoor playing space and outdoor sports or leisure facilities will need to be provided in accordance with Policy HW5. Any play areas, sports or leisure facilities included in the allocated scheme should be complementary to existing local provision, to ensure that provision within walking distance of the allocation is varied.
- Proposals must demonstrate how food growing opportunities will be incorporated in open space provision, in accordance with Policy HW6. These should be complementary to existing provision within neighbouring areas, to ensure that provision is varied.
- Ongoing discussions with infrastructure providers will further establish and define infrastructure requirements generated by the site. The delivery of infrastructure in support of development and including items identified in the Lewes IDP as appropriate, will be secured either through direct provision by the developer or financial contributions and in accordance with Policy IC1.

Strategic Policy HH2: Land to the South of Haywards Heath

LAA Site reference: 39WV	Site Area: 10.99ha
LAA Site name: Land at Rogers Farm, Haywards Heath	
Use: Residential	
Indicative Net Yield within Plan period: Approximately 150 homes	
Site Plan: 	
Concept Masterplan: To be added	

The site comprises greenfield land, located at the southern residential edge of Haywards Heath, adjacent to the district boundary with Mid Sussex District. It is within walking distance of existing bus stops and connected to a continuous pedestrian network linking to Haywards Heath. Currently no other local facilities are within walking distance. Access is proposed via Lunce's Hill (B2112).

The site is bordered by woodland identified as priority habitat to the north and west and a group Tree Preservation Order falls within the eastern boundary. It is also in close proximity to several Grade II listed buildings and may contribute to their setting.

Set predominantly within Flood Zone 1, the site's western and south-western areas fall within Flood Zones 2 and 3, while parts of the site are at low to medium risk of surface water flooding. Overhead powerlines traverse the south-western boundary and Public Rights of Way cross the site from north-east to south-west and must be incorporated into the layout through sensitive design.

Site requirements

The site is allocated for the delivery approximately 150 homes including up to 6 self build homes on serviced plots, active travel measures, outdoor play areas and sports or leisure facilities, food growing spaces, green and blue infrastructure, and open space provision.

Located at the edge of Haywards Heath, the site requires a landscape-led approach to development. An overall net density of 50dph is appropriate for this site.

The land to the east of Lunce's Hill is comprised of two site allocation policies. The site to the northeast is subject to two current planning applications (LW/25/0071 and DM/25/0827) for the delivery of approximately 130 homes including up to 6 self-build homes on serviced plots, active travel measures, community space, outdoor play areas and sports or leisure facilities, food growing spaces, green and blue infrastructure, and open space provision under Site Allocation Policy HH1 (41WV). The northwestern portion of this site is also proposed as a separate housing allocation for 30 dwellings under Policy DPA6 of the Regulation 19 draft Mid Sussex Local Plan.

The land to the southeast of Lunce's Hill is proposed for the allocation of 125 homes including up to 5 self-build homes on serviced plots, active travel measures, outdoor play areas and sports or leisure facilities, food growing spaces, green and blue infrastructure, and open space provision under Site Allocation Policy HH1 (48WV).

The main vehicular and pedestrian access to the site should be from the B2112 Lunce's Hill, via the consented residential development adjoining the northeastern boundary. This should be considered with reference to the proposed allocations to the east (Site Allocation Policies HH1 (41WV) and HH1 (48WV) in identifying the location of the access, dedicated cycleway, extension of pedestrian footways, and pedestrian crossing points.

A masterplan for the overall allocation should be prepared in support of any applications on the site. Proponents will also be expected to demonstrate how development will be integrated with existing residential development to the north in identifying flood risk management, green infrastructure and ecological corridors. In addition, it must be set out how serviced plots for self builders will be ensured, and how appropriate access and utilities to community food growing areas will be delivered.

Development on this site will be expected to comply with the relevant policies of the Lewes Local Plan and development should address specific known constraints and opportunities as follows, as identified from the LAA and site selection process:

- Affordable housing will be expected to be delivered on site in accordance with Policy H3. An affordable housing contribution will not be expected from the homes proposed for self-build.
- The development must provide a mix of dwelling sizes and tenures within the scheme, in line with Policy H2.
- A Health Impact Assessment (HIA) will be required to identify and mitigate the potential health and wellbeing impacts of the development, in accordance with Policy HW1.

- Long distance views of the wider countryside should be retained through the arrangement of new streets and open spaces to engender a sense of place and connection with the existing settlements, in accordance with Policy D1.
- Up to five serviced plots for self-builders should be provided on site in an area of 0.3ha. These plots should be demonstrably marketed collectively and individually for a continuous period of 18 months. Should any of the plots remain unsold following the marketing period, these may revert to the proponent for sale and build out on submission of evidence of marketing and on receipt of consent from the council. A contribution in lieu of affordable housing will then be required.
- A Landscape and Visual Impact Assessment (LVIA) will be required to guide the design of the scheme. The LVIA should inform the creation of a well-defined landscape buffer to the scheme which will define a new settlement edge, in accordance with Policy D4. This should include the retention of existing trees and woodland located within the site, as well as the preservation and enhancement of existing boundary hedgerows, in line with Policy NE4.
- Appropriate ecological and aboricultural assessments will be required reflecting the likely presence of protected species on the site and proximity to priority woodland habitat to the north and west. Development will be required to achieve a minimum of 20% biodiversity net gain in accordance with Policy NE3. A Green and Blue Infrastructure Plan will be required in accordance with Policy NE2. Where appropriate, GBI should be integrated with the landscaping and tree planting within the scheme to ensure that the visual impact of the development on the surrounding countryside is softened. The group TPO along the eastern boundary should be incorporated into the GBI Plan.
- The archaeological potential of the site has yet to be determined. Proposals must include an Historic Environment Record (HER) informed desk-based assessment of potential (archaeological) interest(s). A Heritage Impact Assessment (HIA) is required to understand the impact of development proposals on the character and setting of neighbouring Grade II listed buildings Rogers Farmhouse, The Old Cottage and Cleavewater.
- The site is partially affected by surface water flooding, with the western boundary and southwestern corner falling within Flood Zones 2 and 3. A Flood Risk Assessment and drainage strategy will be required to demonstrate that the development will be safe for its lifetime and will not increase flood risk elsewhere. These must be agreed with the relevant authority and the local planning authority and implemented in accordance with Policy W1. Where possible, multifunctional sustainable drainage systems (SuDs) should be implemented and incorporated into the GBI network.
- Development must consider the location of underground mains water infrastructure, ensuring appropriate easements, access for maintenance, and protection of the asset in line with statutory requirements.
- A Preliminary Risk Assessment must be submitted for the part of the site containing an historic landfill, in accordance with Policy HW2. The incorporation or retention of

GBI within affected area may help to mitigate potential environmental harm and contribute to wider site resilience.

- Access for all modes of transport is to be provided from the B2112 Lunce's Hill, via the consented residential development adjoining the northeastern boundary. This should be considered with reference to Site Allocation Policy HH1 (41WV) to the northeast and Site Allocation Policy HH2 (48WV) to the southeast of Lunce's Hill in identifying the location of the access and pedestrian crossing points. Applicants will need to demonstrate that there is sufficient frontage for a 5.5m wide carriageway with appropriate visibility splays and 2m wide footpaths on either side without causing significant harm to the group TPO along the eastern boundary.
- The existing Public Right of Way crossing the site from northeast to southwest must be retained and integrated into the site layout through sensitive design and within a generous green corridor, in accordance with Policy IC9.
- Development must consider the presence of overhead powerlines, ensuring appropriate safety clearances, access for maintenance, and mitigation of visual impact through sensitive design and landscaping.
- Contributions will be expected towards a dedicated cycleway leading from the site access point towards and joining with the roundabout at the junction with Fox Hill to the north.
- Outdoor playing space and outdoor sports or leisure facilities will need to be provided in accordance with Policy HW5. Any play areas, sports or leisure facilities included in the allocated scheme should be complementary to existing local provision, to ensure that provision within walking distance of the allocation is varied.
- Proposals must demonstrate how food growing opportunities will be incorporated within open space provision, in accordance with Policy HW6. These should be complementary to existing provision within neighbouring areas, to ensure that provision is varied.
- Ongoing discussions with infrastructure providers will further establish and define infrastructure requirements generated by the site. The delivery of infrastructure in support of development and including items identified in the Lewes IDP as appropriate, will be secured either through direct provision by the developer or financial contributions and in accordance with Policy IC1.

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Appendix 01 – Plan Housing Trajectory

The Council has a responsibility to ensure that the districts housing requirement is met, in accordance with Policy SDS1: Spatial Strategy of the Lewes Local Plan. In addition to meeting the housing requirement over the whole plan period, the council is also expected to ensure that sites come forward in a timely manner and that a housing land supply of at least five years is demonstratable over the plan period.

The council will produce a housing trajectory for the plan period and a five year housing land supply calculation for the first five years from the adoption of the plan. The table below sets out the anticipated five year housing land position from the expected adoption date of the plan during 2027.

PLACEHOLDER 5YHLS table

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											Plan Period Year					8	9	10	11	12
											Years From adoption					1	2	3	4	5
											Anticipated delivery in year									
											277	368	790	677	796					
Proposed Allocation Ref	Trajectory Category	Planning Permission	Site Name	LP/ND P Ref.	LAA Ref	PDL/ Green	Settlement Hierarchy 2025	Settlement	Parish	Plan Period Net	2027/ 28	2028 /29	2029 /30	2030 /31	2031 /32	Anticipated contribution to 5YHLS from adoption				
-	LP Allocation	-	Land Adjacent Mill Lane	CH03 LPP2	05CH	Green	Tier 4	South Chailey	Chailey	10			10			10				
-	LP Allocation	LW/23/0380 - Resolution to Grant	Land at Harbour Heights	SP7 LPP1	38NH	Green/ PDL	Tier 1	Newhaven	Newhaven	400					25	25				
-	LP Allocation	LW/18/0627 - OUT	Land to the East of Bridgelands, Barcombe Cross	BA03 LPP2	08BA	Green	Tier 4	Barcombe Cross	Barcombe	6				6		6				
-	LP Allocation	LW/19/0926	Land at the Marina	NH02 LPP2	-	PDL	Tier 1	Newhaven	Newhaven	337				14		14				
-	NDP Allocations	-	Seahaven Caravans	H3(a) NNP	02NH	PDL	Tier 1	Newhaven	Newhaven	22					22	22				
-	NDP Allocations	-	Beach Road	H3(c) NNP	-	PDL	Tier 1	Newhaven	Newhaven	60					20	20				
-	NDP Allocations	LW/24/0285 COU to Class E on part of the site.	Land at Clinton Road	H3(d) NNP	65NH	PDL	Tier 1	Newhaven	Newhaven	0				15	13	28				
-	NDP Allocations	LW/19/0858 - PCO	Robinson Road Depot, Robinson Road	H4 NNP	-	PDL	Tier 1	Newhaven	Newhaven	69		20	29	20		69				
-	NDP Allocations	LW/16/0831	Reprodex House, Norton Road	H3(b) NNP	-	PDL	Tier 1	Newhaven	Newhaven	80			20	30	30	80				
-	NDP Allocations	-	Dane Valley	SEA14 i SNP	04SF and 29SF	PDL	Tier 1	Seaford	Seaford	104					25	25				
-	NDP Allocations	-	Holmes Lodge, 72 Claremont Road	SEA14 v SNP	20SF	PDL	Tier 1	Seaford	Seaford	12					12	12				

											Plan Period Year					8	9	10	11	12
											Years From adoption					1	2	3	4	5
											Anticipated delivery in year					277	368	790	677	796
Proposed Allocation Ref	Trajectory Category	Planning Permission	Site Name	LP/ND P Ref.	LAA Ref	PDL/ Green	Settlement Hierarchy 2025	Settlement	Parish	Plan Period Net	2027/ 28	2028 /29	2029 /30	2030 /31	2031 /32	Anticipated contribution to 5YHLS from adoption				
-	NDP Allocations	-	Station Approach Dane Road	SEA14 vi SNP	24SF	PDL	Tier 1	Seaford	Seaford	12					12	12				
-	NDP Allocations	LW/21/0529	Jermyn Ford, 10 Claremont Road	SEA14 ii SNP	45SF	PDL	Tier 1	Seaford	Seaford	20			18			18				
-	NDP Allocations	-	Brooklyn Hyundai, Claremont Road	SEA14 iv SNP	46SF	PDL	Tier 1	Seaford	Seaford	13					13	13				
-	NDP Allocations	LW/22/0286	Florence House	SEA14 x SNP	22SF	Green	Tier 1	Seaford	Seaford	7		7				7				
-	NDP Allocations	LW/22/0629	Sevensisters Pub, Alfriston Road	SEA14 vii SNP	-	PDL	Tier 1	Seaford	Seaford	7	7					7				
-	NDP Allocations	-	East of Little Manor, Vicarage Way	RES2 RNP	-	Green	Tier 2	Ringmer	Ringmer	5					5	5				
-	NDP Allocations	-	Norlington Farm barn conversion	RES22 RNP	-	PDL	Tier 2	Ringmer	Ringmer	1					1	1				
-	NDP Allocations	-	Busy Bee Redevelopment	RES27 RNP	15RG	PDL	Tier 2	Ringmer	Ringmer	8					8	8				
-	NDP Allocations	-	Farthings Garden, North Road	RES28 RNP	16RG	Green	Tier 2	Ringmer	Ringmer	6					6	6				
-	NDP Allocations	-	Redevelopment of shopping precinct maisonettes	RES26 RNP	36RG	PDL	Tier 2	Ringmer	Ringmer	14					14	14				
-	NDP Allocations	LW/21/0351	Site To The Rear Of 2 - 16 Broyle Close, Ringmer	RES10 RNP	-	PDL	Tier 4	Broyle Side	Ringmer	6	6					6				
-	NDP Allocations	LW/24/0343	Averys Nursery, Uckfield Road	EMP20 RNP	43RG	PDL	Rural	Rural	Ringmer	52	12	25	15			52				
-	NDP Allocations	-	Farmhouse, Upper Lodge Farm	RES17 RNP	-	PDL	Rural	Rural	Ringmer	1					1	1				
-	NDP Allocations	-	Green Lane Farm, barn conversion	RES23 RNP	-	PDL	Rural	Rural	Ringmer	1					1	1				

											Plan Period Year					8	9	10	11	12
											Years From adoption					1	2	3	4	5
											Anticipated delivery in year					277	368	790	677	796
Proposed Allocation Ref	Trajectory Category	Planning Permission	Site Name	LP/ND P Ref.	LAA Ref	PDL/ Green	Settlement Hierarchy 2025	Settlement	Parish	Plan Period Net	2027/ 28	2028 /29	2029 /30	2030 /31	2031 /32	Anticipated contribution to 5YHLS from adoption				
-	NDP Allocations	-	Lower Mount Farm	RES16 RNP	-	PDL/Green	Rural	Rural	Ringmer	1					1	1				
-	NDP Allocations	-	Plashett Park Farm barn conversions	RES33 RNP	-	PDL	Rural	Rural	Ringmer	3					3	3				
-	NDP Allocations	-	Rural brownfield site, Ashton Green	RES21 RNP	-	PDL	Rural	Rural	Ringmer	2					2	2				
-	NDP Allocations	LW/19/0237 - OUT	Site Adjoining 4, Strawlands	5.2 PNP	13PL	Green	Tier 3	Plumpton Green	Plumpton	12				12		12				
-	NDP Allocations	LW/21/0867	Springfield Industrial Site	2.i WNP	-	PDL	Tier 5	Wivelsfield	Wivelsfield	29	15					15				
-	Permissions	LW/20/0609 - OUT	Former Hamsey Brickworks, South Chailey	-	16HY	Green	Rural	Rural	Hamsey	12			12			12				
-	Permissions	LW/21/0977 - OUT	Evershed Court, Fairlight Avenue, Telscombe Cliffs	-	86PT	PDL	Tier 2	Telscombe	Telscombe	5	5					5				
-	Permissions	LW/22/0459 - OUT	Land West Of Barcombe Mills Road	-	10BA	Green	Tier 4	Barcombe Cross	Barcombe	70			20	30	20	70				
-	Permissions	LW/22/0418 - OUT	Land West Of A275, South Common	-	27CH	Green	Tier 4	South Chailey	Chailey	56			16	20	20	56				
-	Permissions	LW/22/0688	McBeans Orchid Nursery, Resting Oak Hill, Cooksbridge	-	12HY	PDL	Rural	Rural	Hamsey	7			7			7				
-	Permissions	LW/23/0766	Camoy's Court Farm, Barcombe Mills Road	-	-	Green	Rural	Rural	Barcombe	5			5			5				
-	Permissions	LW/24/0170	Grassington Farm, Warren Lane	-	-	PDL	Rural	Rural	Chailey	5	5					5				
-	Permissions	LW/23/0769	1 Meeching Road, Newhaven	-	-	PDL	Tier 1	Newhaven	Newhaven	5			5			5				

											Plan Period Year					8	9	10	11	12
											Years From adoption					1	2	3	4	5
											Anticipated delivery in year					277	368	790	677	796
Proposed Allocation Ref	Trajectory Category	Planning Permission	Site Name	LP/ND P Ref.	LAA Ref	PDL/ Green	Settlement Hierarchy 2025	Settlement	Parish	Plan Period Net	2027/ 28	2028 /29	2029 /30	2030 /31	2031 /32	Anticipated contribution to 5YHLS from adoption				
-	Permissions	LW/23/0757	Land At Railway Road	-	-	PDL	Tier 1	Newhaven	Newhaven	33			15	18		33				
-	Permissions	LW/24/0626	Garage Compound, Western Road, Newhaven	-	-	PDL	Tier 1	Newhaven	Newhaven	5	5					5				
-	Permissions	LW/21/0224	Newhaven Fire Station, Fort Road	-	52NH	PDL	Tier 1	Newhaven	Newhaven	6		6				6				
-	Permissions	LW/22/0152	2 Chapel Street	-	84NH	PDL	Tier 1	Newhaven	Newhaven	6	6					6				
-	Permissions	LW/22/0356	Seaford Constitutional Club, Crouch Lane	-	27SF	PDL	Tier 1	Seaford	Seaford	40		20	20			40				
-	Permissions	LW/24/0757	The Shore, 7 Dane Road, Seaford		-	PDL	Tier 1	Seaford	Seaford	7		7				7				
-	Permissions	LW/21/0967	83 - 89 (Odds) Sutton Road, Seaford	-	39SF	PDL	Tier 1	Seaford	Seaford	33	10	10	13			33				
-	Permissions	LW/24/0606	Alfa Court 366 South Coast Road, Telscombe Cliffs	-	-	PDL	Tier 2	Telscombe	Telscombe	5	5					5				
-	Permissions	LW/23/0395	1 Bramer Avenue	-	-	PDL	Tier 2	Peacehaven	Peacehaven	7			7			7				
-	Permissions	LW/24/0551	36 South Coast Road, Peacehaven		-	PDL	Tier 2	Peacehaven	Peacehaven	5	5					5				
-	Permissions	LW/21/0694	Land Opposite Bishops Close	-	21RG	Green	Tier 2	Ringmer	Ringmer	68	28	20				48				
-	Permissions	LW/24/0401	Land At Broyle Gate Farm, Lewes Road, Ringmer	-	01RG	Green	Tier 2	Ringmer	Ringmer	100			25	30	30	85				
RG1	Permissions	LW/23/0752	Land North Of Lewes Road, Ringmer		42RG	Green	Tier 2	Ringmer	Ringmer	95	20	30	30	15		95				
-	Permissions	LW/22/0255	Land between The Broyle and Round House Road	Includes	48RG	Green	Tier 4	Broyle Side	Ringmer	53	20	20	13			53				

											Plan Period Year					8	9	10	11	12
											Years From adoption					1	2	3	4	5
											Anticipated delivery in year					277	368	790	677	796
Proposed Allocation Ref	Trajectory Category	Planning Permission	Site Name	LP/ND P Ref.	LAA Ref	PDL/ Green	Settlement Hierarchy 2025	Settlement	Parish	Plan Period Net	2027/ 28	2028 /29	2029 /30	2030 /31	2031 /32	Anticipated contribution to 5YHLS from adoption				
				RES25 RNP																
-	Permissions	LW/22/0282	Land To The South Of The Broyle, Ringmer	-	48RG - Part	Green	Tier 4	Broyle Side	Ringmer	70			7	20	20	47				
-	Permissions	LW/21/1000	Land West of Oxbottom Lane, Newick	-	21CH	Green	Tier 3	Newick	Chailey	21	10					10				
-	Permissions	LW/23/0606	16 High Street, Newick		37NW	PDL	Tier 3	Newick	Newick	19		8	11			19				
-	Permissions	LW/23/0511	104 Allington Road, Newick		24NW	Green	Tier 3	Newick	Newick	5	5					5				
-	Permissions	LW/23/0673	Land at Nolands Farm, Plumpton Green	-	24PL and 26PL	Green	Tier 3	Plumpton Green	Plumpton	81		25	11				36			
-	Permissions	LW/21/0942	Land south of Camelia Cottage, Station Road	-	34CH	Green	Tier 4	North Chailey	Chailey	7			7			7				
-	Permissions	LW/24/0691	Grassington Farm	-	-	PDL	Tier 4	North Chailey	Chailey	8	8					8				
-	Permissions	LW/23/0645	Kings Court East Grinstead Road	-	40CH	PDL	Tier 4	North Chailey	Chailey	7		7				7				
-	Permissions	LW/11/1078	The Old Rectory, Heighton Road	-	-	PDL	Tier 4	South Heighton	South Heighton	11			11			11				
-	Permissions	LW/24/0178	Land East of Ditchling Road, Wivelsfield	-	32WV	Green	Tier 5	Wivelsfield	Wivelsfield	96	30	16				46				
NH1	Potential 10+ Allocations	LW/19/0858 PCO	The Old Shipyard, Robinson Road, Newhaven	-	16NH	PDL	Tier 1	Newhaven	Newhaven	69					69	69				
NH2	Potential 10+ Allocations	LW/24/0706 PCO	Unit 1 Newhaven Workshop, Transit Road	-	64NH	PDL	Tier 1	Newhaven	Newhaven	23		23				23				

											Plan Period Year					8	9	10	11	12
											Years From adoption					1	2	3	4	5
											Anticipated delivery in year					277	368	790	677	796
Proposed Allocation Ref	Trajectory Category	Planning Permission	Site Name	LP/ND P Ref.	LAA Ref	PDL/ Green	Settlement Hierarchy 2025	Settlement	Parish	Plan Period Net	2027/ 28	2028 /29	2029 /30	2030 /31	2031 /32	Anticipated contribution to 5YHLS from adoption				
NH3	Potential 10+ Allocations	LW/23/0304 - PCO	Land Between Beach Road And Transit Road	-	79NH	PDL	Tier 1	Newhaven	Newhaven	126			126			126				
SF1	Potential 10+ Allocations	-	Land to the South of Chyngton Way, Seaford	-	01SF	Green	Tier 1	Seaford	Seaford	30			15	15		30				
SF2	Potential 10+ Allocations	-	Former St John's School, Firle Road, Seaford	-	36SF	PDL/ Green	Tier 1	Seaford	Seaford	40			25	15		40				
SF3	Potential 10+ Allocations	-	Talland Parade	-	DCS25	PDL	Tier 1	Seaford	Seaford	17					17	17				
SF4	Potential 10+ Allocations	-	Sutton Place	-	37SF	PDL/ Green	Tier 1	Seaford	Seaford	13					13	13				
PT1	Potential 10+ Allocations	-	Land on the South Side of Valley Road	-	41PT	Green	Tier 2	Peacehaven	Peacehaven	90					25	25				
PT2	Potential 10+ Allocations	LW/22/0859 - Refused	Land at Cornwall Avenue, Peacehaven	-	47PT	Green	Tier 2	Peacehaven	Peacehaven	16			16			16				
PT3	Potential 10+ Allocations	LW/23/0276 - PCO	Motel, 1 South Coast Road	-	19PT	PDL	Tier 2	Peacehaven	Peacehaven	32		32				32				
PT4	Potential 10+ Allocations	-	Lower Hoddern Farm	-	77PT	Green	Tier 2	Peacehaven	Peacehaven	15			15			15				
PT5	Potential 10+ Allocations	-	374 South Coast Road	-	DCS12	PDL	Tier 2	Telscombe	Telscombe	5			5			5				
PT5	Potential 10+ Allocations	-	Land to the rear of 370 South Coast Road	-	DCS13	PDL	Tier 2	Telscombe	Telscombe	5			5			5				

											Plan Period Year					8	9	10	11	12
											Years From adoption					1	2	3	4	5
											Anticipated delivery in year					277	368	790	677	796
Proposed Allocation Ref	Trajectory Category	Planning Permission	Site Name	LP/ND P Ref.	LAA Ref	PDL/ Green	Settlement Hierarchy 2025	Settlement	Parish	Plan Period Net	2027/ 28	2028 /29	2029 /30	2030 /31	2031 /32	Anticipated contribution to 5YHLS from adoption				
PT6	Potential 10+ Allocations	LW/25/0224 - PCO	The Dewdrop Inn, 19 Steyning Avenue	-	88PT	PDL	Tier 2	Peacehaven	Peacehaven	14		14				14				
RG1	Potential 10+ Allocations	-	Land North of Fingerpost Farm	-	81RG	Green	Tier 2	Ringmer	Ringmer	40				40		40				
RG1	Potential 10+ Allocations	-	Land West of Broyle Lane	-	50RG	Green	Tier 4	Broyle Side	Ringmer	125			25	50	50	125				
RG1	Potential 10+ Allocations	LW/21/0694 on Part of the site (21RG)	Land North of Ringmer	-	51RG	Green	Tier 2	Ringmer	Ringmer	750				25	50	75				
RG1	Potential 10+ Allocations	LW/24/0760 - OUT PCO	Land at Howells Bank Farm, Broyle Lane	-	67RG	Green	Tier 4	Broyle Side	Ringmer	140	25	50	50	15		140				
RG2	Potential 10+ Allocations	LW/21/0986 and LW/22/0472 OUT. Appeal Dismissed.	Land East of Harrisons Lane	-	46RG	Green	Tier 2	Ringmer	Ringmer	35			25	10		35				
BR1	Potential 10+ Allocations	-	Land at Upper Broyle Farm	-	64RG	Green	Tier 4	Broyle Side	Ringmer	160			25	50	50	125				
CB1	Potential 10+ Allocations	LW/25/0339 - PCO	Land North of Hamsey Lane, Cooksbridge	-	11HY	Green	Tier 4	Cooksbridge	Hamsey	151		25	50	50	26	151				
CB2	Potential 10+ Allocations	-	Land North of Cooksbridge	-	19HY	Green	Tier 4	Cooksbridge	Hamsey	600					25	25				
SS6	Potential Small Allocations	-	Land adjacent to 22 & 30 Cliff Park Close	-	39PT	Green	Tier 2	Peacehaven	Peacehaven	7					7	7				

											Plan Period Year									
											8	9	10	11	12					
											Years From adoption					1	2	3	4	5
											Anticipated delivery in year					277	368	790	677	796
Proposed Allocation Ref	Trajectory Category	Planning Permission	Site Name	LP/ND P Ref.	LAA Ref	PDL/ Green	Settlement Hierarchy 2025	Settlement	Parish	Plan Period Net	2027/ 28	2028 /29	2029 /30	2030 /31	2031 /32	Anticipated contribution to 5YHLS from adoption				
SS10	Potential Small Allocations	-	Land at Norlington Farm east of Norlington Lane	-	55RG	Green	Tier 2	Ringmer	Ringmer	5					5	5				
SS11	Potential Small Allocations	LW/20/0733 - Expired	Lionville Cottage		70RG	PDL/ Green	Tier 2	Ringmer	Ringmer	7	7					7				
-	Small Sites - Permission	Various	Various	Various	-	Various	Various	Various	Various	123*	50					50				
-	Windfall	Various	Various	Various	-	Various	Various	Various	Various	588		42	42	42	42	168				

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Appendix 02 – List of allocated sites in NDPs, LPP1 & LPP2 to be carried forward.

These are sites which are allocated in made adopted plans and will form part of the supply for the new local plan subject to confirmation of availability.

	Allocation Type	Planning Permission	Site Name	LP/NDP Ref.	LAA Ref	Settlement	Parish	Delivered 2020 to 2025	Further Homes Anticipated
1	LPP1	LW/23/0380 - Resolution to Grant	Land at Harbour Heights	SP7 LPP1	38NH	Newhaven	Newhaven	0	400
2	LPP2	LW/19/0205	South of Valley Road	NH01 LPP2	-	Newhaven	Newhaven	0	24
3	LPP2	LW/19/0926	Land at the Marina*	NH02 LPP2	-	Newhaven	Newhaven	0	337
4	LPP2	LW/18/0627 - OUT	Land to the East of Bridgelands, Barcombe Cross	BA03 LPP2	08BA	Barcombe Cross	Barcombe	0	6
5	LPP2	LW/23/0090	Land North of High Street, Barcombe	BA02 LPP2	05BA	Barcombe Cross	Barcombe	0	26
6	LPP2	LW/20/0576	Land South of Layden Hall, East Grinstead Road, North Chailey	CH02 LPP2	08CH	North Chailey	Chailey	0	6
7	LPP2	None	Land Adjacent Mill Lane	CH03 LPP2	05CH	South Chailey	Chailey	0	10
8	NDP	None	Seahaven Caravans	H3(a) NNP	02NH	Newhaven	Newhaven	0	22
9	NDP	LW/16/0831	Reprodux House, Norton Road (Bevan Funnell)	H3(b) NNP	-	Newhaven	Newhaven	0	80
10	NDP	None	Beach Road	H3(c) NNP	-	Newhaven	Newhaven	0	60
11	NDP	None	Land at Clinton Road	H3(d) NNP	-	Newhaven	Newhaven	0	28
12	NDP	LW/19/0858 - Pending Consideration	Robinson Road Depot, Robinson Road	H4 NNP	-	Newhaven	Newhaven	0	69
13	NDP	LW/20/0360	Old Conservative Club, South Way	H7 NNP	-	Newhaven	Newhaven	0	13
14	NDP	None	Dane Valley	SEA14 i SNP	04SF and 29SF	Seaford	Seaford	0	104
15	NDP	LW/21/0529	Jermyn Ford, 10 Claremont Road	SEA14 ii SNP	45SF	Seaford	Seaford	0	20
16	NDP	None	Brooklyn Hyundai, Claremont Road	SEA14 iv SNP	46SF	Seaford	Seaford	0	13

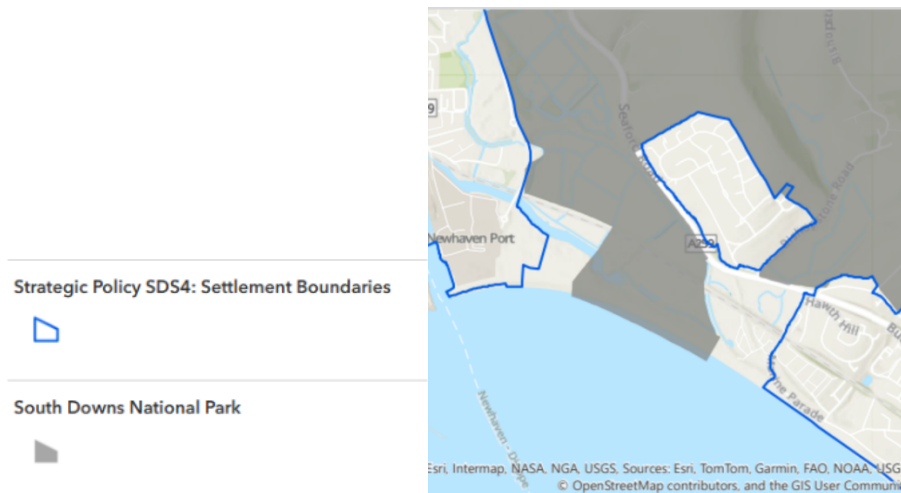
	Allocation Type	Planning Permission	Site Name	LP/NDP Ref.	LAA Ref	Settlement	Parish	Delivered 2020 to 2025	Further Homes Anticipated
17	NDP	None	Holmes Lodge, 72 Claremont Road	SEA14 v SNP	20SF	Seaford	Seaford	0	12
18	NDP	None	Station Approach Dane Road	SEA14 vi SNP	24SF	Seaford	Seaford	0	12
19	NDP	LW/22/0629	Sevensisters Pub, Alfriston Road	SEA14 vii SNP	-	Seaford	Seaford	0	7
20	NDP	LW/22/0286	Florence House	SEA14 x SNP	22SF	Seaford	Seaford	0	7
21	NDP	LW/20/0799	Elm Court, Blatchington Road	SEA14 ix SNP	25SF	Seaford	Seaford	0	9
22	NDP	LW/22/0230	Westbourne, Lewes Road	RES1 RNP	-	Ringmer	Ringmer	0	2
23	NDP	None	East of Little Manor, Vicarage Way	RES2 RNP	-	Ringmer	Ringmer	0	5
24	NDP	LW/21/0351	Site To The Rear Of 2 - 16 Broyle Close, Ringmer	RES10 RNP	-	Broyle Side	Ringmer	0	6
25	NDP	LW/22/0690	Holfords Cottages, Norlington Lane	RES14 RNP	-	Rural	Ringmer	0	2
26	NDP	None	Lower Mount Farm	RES16 RNP	-	Rural	Ringmer	0	1
27	NDP	None	Farmhouse, Upper Lodge Farm	RES17 RNP	-	Rural	Ringmer	0	1
28	NDP	LW/22/0849	Clayhill House, Uckfield Road, Ringmer	RES19 RNP	-	Rural	Ringmer	0	5
29	NDP	None	Rural brownfield site, Ashton Green	RES21 RNP	-	Rural	Ringmer	0	2
30	NDP	None	Norlington Farm barn conversion	RES22 RNP	-	Ringmer	Ringmer	0	1
31	NDP	None	Green Lane Farm, barn conversion	RES23 RNP	-	Rural	Ringmer	0	1
32	NDP	None	Redevelopment of shopping precinct maisonettes	RES26 RNP	36RG	Ringmer	Ringmer	0	14
33	NDP	None	Busy Bee Redevelopment	RES27 RNP	15RG	Ringmer	Ringmer	0	8
34	NDP	None	Farthings Garden, North Road	RES28 RNP	16RG	Ringmer	Ringmer	0	6
35	NDP	LW/22/0443	Pippins garden development, Bishops Lane	RES29 RNP	-	Ringmer	Ringmer	0	6
36	NDP	None	Plashett Park Farm barn conversions	RES33 RNP	-	Rural	Ringmer	0	3
37	NDP	LW/24/0343	Averys Nursery, Uckfield Road	EMP20 RNP	43RG	Rural	Ringmer	0	52
38	NDP	LW/21/0700	Land at the Telephone Exchange, Goldbridge Road	HO3 NNP	-	Newick	Newick	0	36

	Allocation Type	Planning Permission	Site Name	LP/NDP Ref.	LAA Ref	Settlement	Parish	Delivered 2020 to 2025	Further Homes Anticipated
39	NDP	LW/22/0220	Woods Fruit Farm, Goldbridge Road	HO4 NNP	27NW	Newick	Newick	33	5
40	NDP	LW/22/0320	Land At Western End Of, Riddens Lane	5.1 PNP	12PL	Plumpton Green	Plumpton	0	20
41	NDP	LW/19/0237 - OUT	Site Adjoining 4, Strawlands	5.2 PNP	13PL	Plumpton Green	Plumpton	0	12
42	NDP	LW/21/0867	Springfield Industrial Site	2.i WNP	-	Wivelsfield	Wivelsfield	0	29
43	NDP	None	Second Site Land at Hundred Acre Lane	2.iii WNP	-	Wivelsfield Green	Wivelsfield	0	2
							Total	33	1,484

*Note – Land at the Marina includes both C2 and C3 units. 1.9 C2 units is counted as 1 C3 unit.

Appendix 03 - Strategic Green Gap Proposals not taken forward

1. The Phase 1 consultation invited submissions of areas where Strategic Green Gaps may be considered for designation. The following were put forward and reviewed. The outcome of this was that these suggested green gap sites from public consultation were not appropriate to taken forward as Strategic Green Gap allocations.
2. As set out earlier in the document, the designation of strategic green gaps is to reinforce the spatial strategy and provide protection from coalescence where close proximity threatens the separate identifies or open settings of existing settlements. The policy is not proposed to provide green buffers to settlements, the settlement boundaries separate settlements from open countryside.
3. **Cooksbridge, Old Cooksbridge (Conservation Area), Hamsey, Offham, and North End.**
 - 3.1. Offham is situated just over 1km to the south of Cooksbridge, within the SDNP, the designation of the SDNP provides sufficient protection against coalescence.
 - 3.2. North End is a cluster of properties to the east of Cooksbridge and is not identified as a settlement within the Lewes Settlement Hierarchy. Old Cooksbridge and Cooksbridge Conservation Area are situated approximately 0.5km to the north of Cooksbridge. Old Cooksbridge is also not identified as a settlement in the Lewes Settlement Hierarchy.
 - 3.3. As above the settlement gap policy is not intended to provide buffers to settlements but to protect coalescence of settlements. It is not considered appropriate to designate a strategic green gap around Cooksbridge, given the proximity and size of surrounding building clusters. The area to the north and east of Cooksbridge has also been identified as an area of growth within the local plan spatial strategy. The policy is not proposed to provide green buffers; the settlement boundaries provide defensive boundaries beyond the site allocation policies.
4. **Newhaven and Seaford;**
 - 4.1. This area is largely situated within the SDNP and therefore outside of the local plan area. It is considered that the designation of the SDNP provides sufficient protection against the coalescence of these towns and therefore it is not necessary to designate a strategic green gap in this location. Additionally, the area to the east of the SDNP boundary and west of Seaford is defined as Flood Zone 3b and therefore development in this area would be contrary to National Policy.



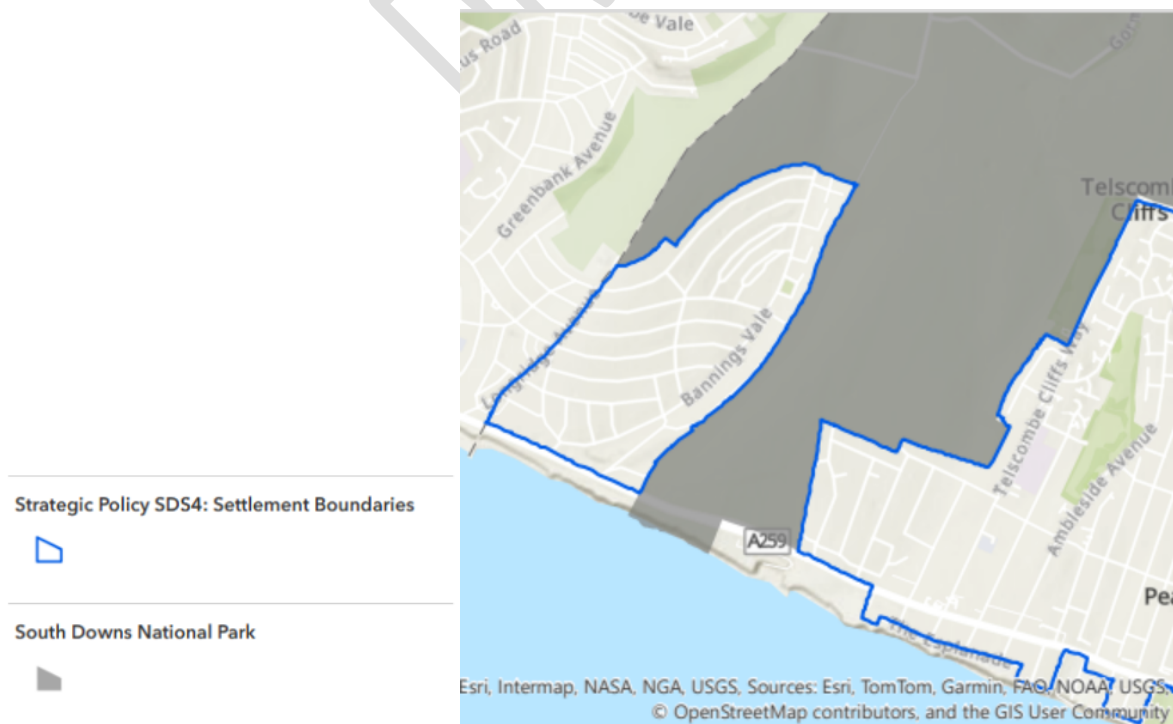
5. Bishopstone and Seaford;

5.1. Bishopstone site between Newhaven and Seaford, to the north of the A259.

Similarly, as to the consideration of a potential strategic gap designation between Newhaven and Seaford, the SDNP designation envelopes Bishopstone all bar the southern edge.

6. Saltdean and Telscombe Cliffs

6.1. This area is largely situated within the SDNP and therefore outside of the local plan area. Therefore, it is not possible to designate a strategic green gap through the Lewes District Local Plan in this location.

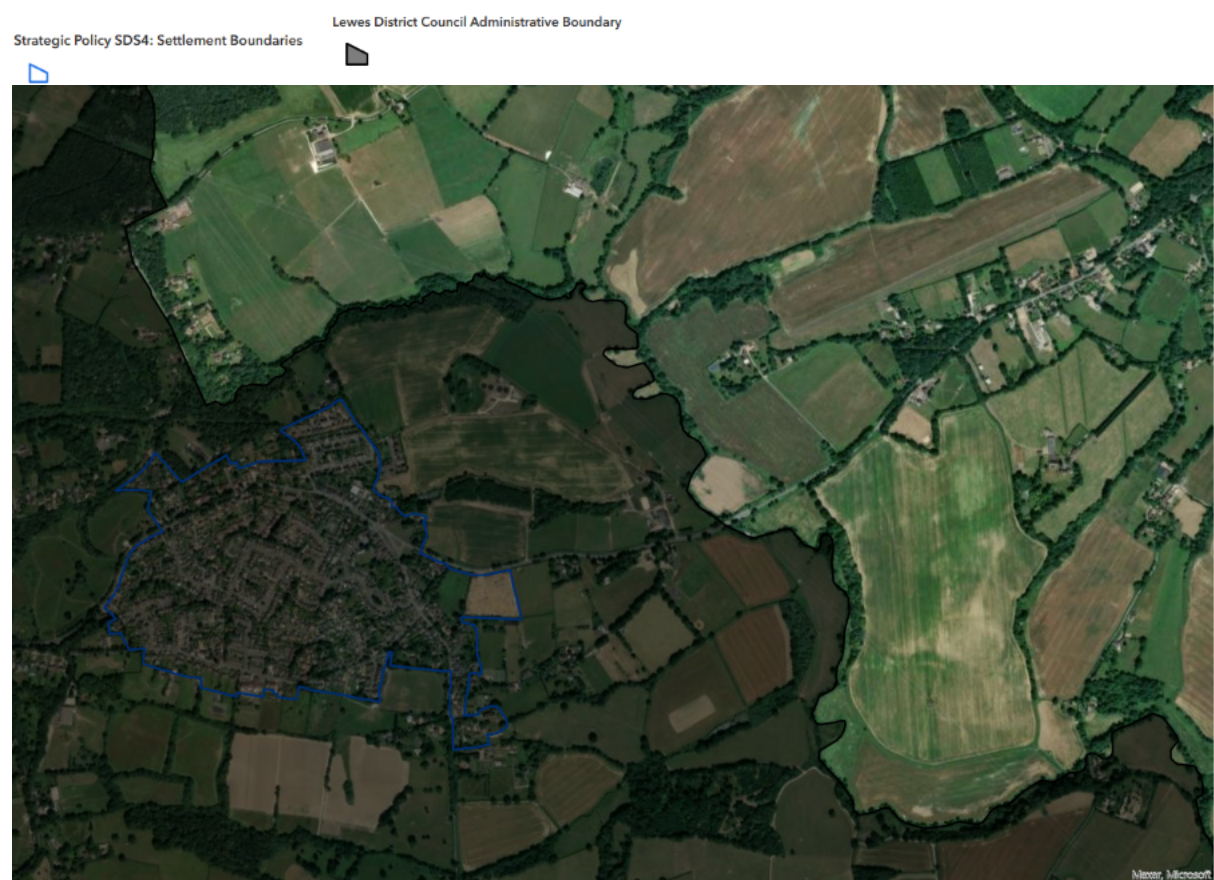


7. Plumpton and East Chiltington.

7.1. East Chiltington is situated within the South Downs National Park outside the Plan area. The policy doesn't seek to apply green buffers around existing settlements but to set out strategic gaps between the largest towns and villages to prevent coalescence.

8. Newick and Piltdown

8.1. Piltdown is a considerable distance from Newick within Wealden District Council area. The strategic gap policy is not intended to provide extensive green buffers to settlements, the settlement boundaries separate settlements from open countryside.



END OF DOCUMENT – CONSULTATION DETAILS TO BE PROVIDED HERE

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