

EAST SUSSEX AND BRIGHTON & HOVE STRUCTURE PLAN 1991-2011 SAVED POLICIES

As of 27 September 2007 a number of policies in the East Sussex and Brighton and Hove Structure Plan were saved by approval of the Secretary of State under paragraph 1(3) of Schedule 8 of the Planning and Compulsory Purchase Act 2004. This document sets out these saved policies.

The gaps in policy numbering are a result of the removal of the expired policies with the saved policies remaining unchanged. References to expired policies that appeared in the footnotes have also been removed along with the expired policies.

CHAPTER 1 - STRATEGY FOR A MORE ENVIRONMENTALLY SUSTAINABLE FUTURE

Twenty One Criteria for the 21st Century

S1

In order to meet the needs for development and change in the plan area in a way that is more environmentally sustainable in the longer term, all planning activities and development decisions should take account of the following criteria. Where appropriate, local planning authorities may require proposals for development to demonstrate how far they contribute to the achievement of these criteria.

The criteria are:-

- (a) meeting needs for a balance between homes, jobs and a range of facilities and services in order to improve the quality of life for all sections of the community, but not necessarily meeting all demands for development;
- (b) minimising impact on the environment, including residential areas, and compensating for the loss of environmental resources where their loss is acceptable and unavoidable in order to achieve other policies in the plan;
- (c) reducing the need to travel, particularly by car, and improving accessibility for all to a range of services and facilities by more environmentally friendly means of transport (including public passenger transport, walking and cycling);
- (d) not creating or perpetuating unacceptable traffic or transport conditions;
- (e) efficient and effective renewal and re-use of existing premises and “brown” sites, particularly in the urban areas to reduce the need for greenfield sites;
- (f) protecting and enhancing the attractiveness and individual character of urban and rural areas for residents, businesses and visitors;
- (g) protecting and enhancing water quality and maintaining groundwater and river levels for human consumption, industrial and agricultural water supply and to support local biodiversity;
- (h) avoiding the development of land which is unstable, at risk to flooding or which would be likely to increase the risk of flooding elsewhere;
- (i) protecting and enhancing air quality, including the reduction of air pollution and

the emission of greenhouse gases;

- (j) according with the objectives of and not causing damage to the Sussex Downs and High Weald Areas of Outstanding Natural Beauty (AONB), Ashdown Forest, downland, wetland, open heathland, ancient woodlands, undeveloped coast (including Heritage Coast), Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Special Areas of Conservation (SAC), Ramsar sites, nature reserves, ancient monuments, conservation areas, historic parks and gardens, battlefields and other areas of designated or recognised important landscape, archaeological, geological, ecological or historical character and their settings;
- (k) preventing development which would reduce strategic and other important gaps of valued countryside between settlements;
- (l) protecting and enhancing the provision of open and green spaces and community facilities in towns and villages where these are recognised as being of importance for environmental and/or community purposes;
- (m) protecting and enhancing conservation areas, other areas of acknowledged townscape importance, listed buildings and other buildings of acknowledged importance and their settings;
- (n) protecting agricultural land and preventing development on the best and most versatile (grades 1,2 & 3a);
- (o) disposing of waste in an environmentally acceptable and economically practical manner by reducing waste generation, increasing the re-use and treatment of waste, and minimising disposal to land;
- (p) protecting mineral resources and land with potential for filling with waste;
- (q) making efficient and effective use of existing or planned infrastructure and services;
- (r) being energy efficient and taking advantage of ambient sunlight;
- (s) avoiding and reducing unnecessary noise and artificial lighting;
- (t) safeguarding environmentally acceptable sites which are identified as having potential for renewable energy production from prejudicial development; and
- (u) promoting the principles of sustainable development among residents, businesses and visitors.

Infrastructure

- S2 Infrastructure providers are expected to plan their investment programmes to meet the provisions set out in this plan. In allocating land for development, local plans and development briefs should identify the necessary additional infrastructure and facilities required as a consequence of the development and the means of providing them.
- S3 In all cases development will not be permitted before the relevant planning authorities are satisfied that the infrastructure and facilities required to service the development are available or will be provided. This policy may involve the direct provision of capital works by developers, or commuted payments by landowners or developers towards the cost, in whole or part, of works to be provided by others.

Strategic Pattern of Development

- S4 The broad pattern and timing of change and development in the plan area will be guided by the following:-
- (a) focusing most development and change on existing towns, particularly the main coastal towns, through regeneration, including the implementation of existing commitments to development, and the efficient and effective renewal and re-use of existing premises and “brown” sites;
 - (b) supporting the early implementation of commitments to major high quality business development at north Bexhill, in the Polegate area, at Eastbourne, at Newhaven Eastside and Maresfield;
 - (c) making new allocations of land early in the plan period for high quality business development in the Brighton & Hove area;
 - (d) making new allocations of land early in the plan period for employment use as close to the Hastings urban area as practicable;
 - (e) the implementation of the existing allocation for the new community at north Bexhill;
 - (f) the expansion of the Low Weald towns¹ to provide for housing and to meet the associated needs for employment, other facilities, infrastructure and services in the period 2006-2011;
 - (g) limited allocations of land for housing in selected smaller towns and villages in Lewes, Rother, and Wealden districts in the period 2006-2011;
 - (h) strongly protecting the Sussex Downs and High Weald Areas of Outstanding Natural Beauty from major development;
 - (i) restricting development in the countryside, but allowing for development which is appropriate in scale and type where this would contribute to the objectives of achieving prosperous and attractive rural areas, and the protection and enhancement of the environment;
 - (j) ensuring development is well related to an improved strategic transport network (including the trunk roads, the primary routes and railways or other existing or potential public transport services) and that there is adequate transport capacity and appropriate access to meet the needs of the development;
 - (k) ensuring development is well related, both in scale and timing, to existing, programmed or other new infrastructure and services which are identified as being necessary for the development to proceed; and
 - (l) ensuring housing development is well related to the availability of sufficient existing and planned local employment opportunities.

¹ Although the Low Weald towns of Hailsham, Polegate and Uckfield are identified as potential locations for strategic housing allocations, specific proposals for the expansion of any or all of these towns will be brought forward through a future review of the Wealden Local Plan.

Urban Areas

Definition of Development Boundaries

S5 In order to conserve the distinct landscape character, natural resources, woodland and agriculture of the countryside in general, the development boundaries of towns and appropriate villages will be defined in local plans to take account, in particular, of the need to protect the features listed in policy S1 (j)-(n). The definition of these boundaries will also need to take due account of the need for local facilities and, in particular, the allocations of land for housing and employment uses made in policies H1, E10 and E12. Outside these defined development boundaries agriculture and woodland will remain the main land uses and no development will be permitted unless it complies with the countryside development policies elsewhere in this plan.

Development and Change Within Towns

- S6 The existing settlement pattern will be broadly maintained and no new settlements will be developed. The majority of development in the plan period will be focused on the towns whilst maintaining and enhancing their local character and environmental quality. In particular:-
- (a) an integrated approach to the regeneration of existing towns will be pursued in order to improve their environmental, economic and social well-being;
 - (b) to reduce congestion and improve the environment, including air quality, accessibility within towns will be improved to give more emphasis to a choice of modes other than the private car, through both the transport changes themselves and their quality of design;
 - (c) town centres will be developed and regenerated as lively, multi-purpose centres for residents and visitors, including making the best use of underused and vacant premises. Emphasis will be given to improving the environmental quality of town centres as places to live, work, shop, visit and obtain a variety of services;
 - (d) the special features, distinctive buildings, areas, open spaces and other qualities within towns that contribute positively to their characters will be protected and enhanced from inappropriate development and change;
 - (e) major development should be located so as to reduce dependence on the car;
 - (f) measures will be taken to improve the countryside and public access to the countryside immediately beyond the edges of urban development.

Villages

- S8 The development boundaries of appropriate villages will be defined in local plans in accordance with policy S5 and the considerations below. In addition, these considerations will be used to determine the scale and nature of change in such villages.
- (a) The relationship of the village to its neighbouring towns and villages and the services and facilities they provide and the transport links between them in order to minimise the need for travel.
 - (b) The availability and capacity of infrastructure and services.
 - (c) The character of existing development in the vicinity, of the village as a whole

and its setting in the surrounding countryside.

- (d) The practicable and acceptable level of traffic and car parking.
- (e) The need to preserve and enhance buildings of historic, architectural or local interest and their settings, historic parks and gardens and conservation areas.
- (f) The need to maintain adequate open space and gaps in development which contribute to the character or amenity of the village.

The Countryside

S10 Outside defined town and village boundaries agriculture and woodland will remain the main land uses and development and change in the countryside will be strictly controlled.

- (a) Proposals for new development in the countryside will be required to demonstrate that a countryside location is necessary and that a town or village location would not be suitable.
- (b) In the countryside, conversions and/or changes of use of existing buildings² for employment, recreation, tourist accommodation and facilities, and institutional uses will be supported, without the need to demonstrate that a countryside location is necessary, provided:-
 - (i) their form, bulk and general design are in keeping with their surroundings; and
 - (ii) the use is appropriate to the area in terms of scale, type and impact on its surroundings (including traffic impact and impact on the vitality of towns and villages).
- (c) Additional housing development will not be allowed in the countryside unless it is:-
 - (i) housing for local needs which meets the requirements set out in policy H5; or
 - (ii) demonstrated by the applicant to the satisfaction of the planning authorities to be essential to the running of an enterprise which must be in a countryside location and is of an appropriate size and directly related to the enterprise; or
 - (iii) the conversion of a building in non-residential use which makes a valuable contribution to the rural scene and is the only practicable means of retaining it.

S11 To help the rural economy, some alternative uses of agricultural land and countryside may be permitted, where the use is appropriate to the area in terms of scale, type and impact on its surroundings (including traffic impact). These uses will be mainly for employment, recreation and tourist accommodation and facilities. Any such development must, where applicable:-

- (a) meet the requirements of policy S1;

² Such buildings must be of permanent and substantial construction and, if in open countryside, be capable of conversion without major or complete reconstruction.

- (b) make use of suitable existing buildings that could be converted or demonstrate for any new development that a countryside location is necessary;
- (c) be part of a whole farm or enterprise plan so that the ultimate extent of the new venture may be seen in its entirety and in relation to its setting; and
- (d) include positive or compensatory measures for environmental enhancement and/or management of the whole site.

Proposals will be judged by the local planning authority in relation to other activities and developments in the wider area, to ensure the cumulative impact will not give rise to adverse impacts on the character of the area, on infrastructure and on the vitality of towns and villages.

Area Policies

Polegate/Willingdon

S19 Polegate's residential and employment roles will be strengthened. Measures to improve the environment of Polegate shopping centre will be sought to take advantage of the opportunities that completion of the A27 Polegate Bypass and its connection to the A22 New Route will offer. These strategic road improvements and other appropriate transport measures will enable further peripheral expansion of the town to take place. A high quality business park will be developed to serve both the town and a wider area and the potential for rail access to it will be investigated. Polegate is also a location where major peripheral development may take place to contribute towards the new strategic housing allocations required for 2006-2011. The scale, nature and location of these major developments will be determined in the local plan. A Transport and Environment Strategy for the Greater Eastbourne area will be pursued to improve accessibility further, reduce reliance on the private car and enhance the environment for residents and visitors.

Hailsham

S20 Hailsham's role as a residential, employment, shopping and service centre will be strengthened. Ways of regenerating the town centre and improving the range and quantity of shopping and service facilities will be sought, subject to the provision of necessary infrastructure. Hailsham is a location where, following a period of consolidation, major peripheral expansion for housing and associated facilities may take place as part of the new strategic housing allocations required for 2006-2011. The scale, nature and location of any such strategic housing allocation will be determined in the local plan and is subject to the availability of appropriate transport infrastructure, and any other necessary measures, to ensure that it would not add to transport problems both locally and in the wider area. Some additional local employment provision will be required to serve both existing and future residents.

Heathfield

S21 Heathfield's role as a residential, local employment and service centre will be maintained and enhanced consistent with its countryside setting and the constraints imposed by the High Weald AONB. Within these constraints, opportunities to provide further employment for local people should be sought and the scale of any provision determined in the local plan.

Uckfield

S22 Uckfield's functions as a residential, employment, shopping and service centre will be developed. It is a location where, following a period of consolidation, major peripheral expansion for housing and associated facilities may take place as part of the new strategic housing allocations required for 2006-2011. The scale, nature and location of any such strategic housing allocation will be determined in the local plan and is subject to the availability of appropriate transport infrastructure, and any other necessary measures, to ensure that it would not add to transport problems both locally and in the wider area. Improved rail links and services to the town will be sought. Some additional local employment provision will be required to serve both existing and future residents.

Crowborough

S23 The role of Crowborough as a residential, local employment, shopping and service centre will be maintained and enhanced consistent with the countryside setting of the town and the constraints imposed by the High Weald AONB and its transport network. Within these constraints, opportunities to provide further employment for local people should be sought and the scale of any provision determined in the local plan.

Implementation, Monitoring and Review

Implementation

- S29 The strategy and policies in this plan will be implemented through a variety of means by a variety of authorities, agencies and businesses. The structure plan authorities will:-
- (a) use their powers to implement directly those policies and proposals within their responsibilities through:-
 - (i) direct provision of services or works;
 - (ii) ensuring local plans conform with the structure plan;
 - (iii) the preparation of minerals and waste local plans; and
 - (iv) the discharge of its own development control functions.
 - (b) give advice on the interpretation of the plan in relation to development proposals, local plans and the provision of infrastructure by others;
 - (c) work with District Councils and others to develop in more detail the strategic proposals for major development;
 - (d) prepare supplementary planning advice elaborating upon particular aspects of the plan, as necessary; and
 - (e) use its influence to lobby for change and decisions on any issues, as necessary, which contribute to the achievement of the strategy.

Monitoring and Review

- S30 The structure plan authorities will monitor the implementation of this plan by assessing changes in the social, economic and physical environment in relation to the desired outcome of the plan. In particular:-
- (a) Supplementary Planning Guidance will be issued on the amount, location and nature of employment space required to achieve the economic objectives of the plan; and
 - (b) environmental and other criteria and targets will be developed to assist in

measuring plan performance.

CHAPTER 2 - ECONOMY AND EMPLOYMENT

General

- E1 In order to improve the economy and prosperity of the plan area a strong, positive approach to economic development, integrated with environmental protection, will be pursued which will include:-
- (a) developing partnerships (including with mainland Europe) to combine the resources and efforts of all the key authorities, agencies and private sector to implement a common economic strategy;
 - (b) promotional activities to change the image and business perception of the plan area as a location for economic success;
 - (c) urgently providing strategic sites for modern businesses that will be suitable to attract inward investment and provide for the expansion of existing businesses;
 - (d) fostering the growth of existing businesses;
 - (e) continuing to lobby for major improvements in strategic road, rail and sea communications which are environmentally acceptable;
 - (f) supporting telecommunications networks and businesses using telecommunications which benefit the local economy and are acceptable in environmental terms;
 - (g) broadening the economic base through developing sectors of the economy which are currently under-represented but have growth potential locally;
 - (h) building on existing economic assets to develop local strengths in particular sectors;
 - (i) encouraging the tourist industry³ by supporting investment to provide high quality attractions and accommodation;
 - (j) maintaining a high quality environment and encouraging the provision of facilities which improve the attraction of the plan area as a business location;
 - (k) taking advantage of grant aid and other funding sources that may be available, particularly to target action at regenerating priority areas of the plan area; and
 - (l) supporting efforts to improve the training and retraining of the local workforce to match the growth sectors in the economy.

³ Policies supporting tourism and the arts are included in Chapter 7.

Land and Premises

Quantity

- E2 Provision of land and premises for business, industrial and warehouse uses⁴ will be guided by estimates of future floorspace requirements for different parts of the plan area, in accordance with the most recent supplementary planning guidance⁵ and also taking into account the plan's objectives for achieving sustainable development.
- E3 For each part of the plan area, employment space will be provided which:-
- (a) meets the property requirements of the local economy;
 - (b) is sufficient to meet the needs of the estimated future local workforce;
 - (c) is consistent with a planned reduction in unemployment and out-commuting rates;
 - (d) helps to broaden the economy;
 - (e) is conducive to the early and continuing attraction of inward investment from firms outside the plan area to boost the local economy;
 - (f) is located in areas accessible to the local workforce by public transport and other alternatives to the private car; and
 - (g) provides for the specific needs of small firms, including starter units.
- E4 The required space will be provided through the complementary approaches of:-
- (a) urban regeneration to maximise the potential of the existing supply of business land and premises; and
 - (b) new land allocations to:-
 - (i) meet the assessed shortfall in requirements over the plan period, and provide a range of types and sizes of premises;
 - (ii) provide particularly, in the short term, for high quality business or high technology uses in accessible areas where a high quality environment can be created to attract inward investment as well as suitable local firms.

Safeguarding Existing Land and Premises

- E5 In order to protect the level of the existing stock of industrial and commercial premises⁶ and reduce the extent of new land allocations, the loss of existing suitably located industrial and commercial⁷ sites to other uses will be resisted. The only exception to this will be redundant sites of the type covered by policy E6 and waste management facilities covered by policy W9(a).

⁴ Use classes B1, B2 and B8.

⁵ See Tables 1 and 2 in the Explanatory Memorandum Economy and Employment Chapter which set out quantified floorspace requirements.

⁶ Use classes B1, B2 and B8.

Regeneration of Existing Land and Premises

- E6 Studies will be undertaken to identify employment sites and premises that are genuinely redundant and, by virtue of their location or other special circumstances, are unlikely to be re-usable or redeveloped for industrial or commercial uses within the plan period. Where such sites are demonstrated to be redundant, they should be reallocated through local plans to other more appropriate uses in accordance with other structure plan policies, provided more marketable replacement sites are allocated or otherwise available to achieve the amounts of development required in each part of the plan area.
- E7 Support will generally be given to proposals which provide for or assist the re-use of vacant or underused employment sites and premises for appropriate business, industrial or warehousing activities⁸.
- E8 Environmental upgrading schemes will be encouraged and supported to improve the attractiveness of existing industrial or commercial areas⁹ or undeveloped sites allocated for business, industrial and warehouse uses, especially where this is demonstrated to be a primary reason for the lack of investment interest or re-occupation of vacant premises.

Provision of New High Quality Business Development

Implementing Business Parks

- E11 Measures will be taken to implement existing committed proposals, where sites are already allocated, for high quality business parks and business development at the following locations:-
- (a) Maresfield;
 - (b) Eastbourne Park;
 - (c) Sovereign Harbour, Eastbourne;
 - (d) Newhaven Eastside; and
 - (e) north Bexhill.
- E12 Land will be brought forward to implement the committed proposal for a major, high quality business park at Polegate, where the site has not yet been identified.

Academic Corridor

- E14 In the Brighton area support will be given to the promotion and development of an Academic Corridor focused along the A27/A270 Lewes Road from Brighton town centre to Falmer by:-
- (a) supporting the development of the higher education and research functions of the universities, within the environmental constraints imposed by their AONB and conservation area locations;

⁷ Use classes B1, B2 and B8.

⁸ Within classes B1, B2 and B8 as appropriate.

⁹ Use classes B1, B2 and B8.

- (b) supporting the Innovation Centre on the campus of the University of Sussex which is aimed at encouraging new high technology enterprises which can take advantage of the research base of the Universities;
- (c) assisting in the provision of accommodation and facilities for new high technology, media related and information-based businesses with links to the academic institutions;
- (d) promoting the concept of the Academic Corridor and the advantages of the research capabilities, particularly outside the area to attract high technology businesses to relocate into the area;
- (e) assisting incoming companies to find suitable sites and also assisting in the rehabilitation of business accommodation in the Corridor.

Rural Economy

- E17 To promote and maintain a range of employment opportunities in the rural areas, support will be given to appropriate employment development in accordance with the needs of the area and policies S7-S12. In particular, support will be given to:-
- (a) employment provision in the East Sussex Rural Development Area and other identified priority areas;
 - (b) enterprises using and marketing local produce; and
 - (c) developing the tourist industry.

Provision of Childcare Facilities

- E18 Where new business development or regeneration is to take place, local plans will be expected to include policies to facilitate the provision of day care facilities for children, particularly those of pre-school age. The provision of such facilities, either in their own right, or in association with employment development will be encouraged and supported in principle.

CHAPTER 3 - HOUSING

Housing Provisions

H1 Provision will be made for a net increase to the dwelling stock as follows:-

- (a) 35,000 dwellings for the period 1991-2006.
- (b) 10,400 dwellings for the period 2006-2011, consistent with the reducing ability of existing settlements to accommodate further growth and the prospects for growth in employment. In order to meet this provision, new allocations of housing land will be required for approximately 3,800 dwellings, approximately 3,300 of which will be in Wealden District and largely focused on the existing towns in the Low Weald.
- (c) The distribution of these provisions between districts is as follows:

<u>net dwellings</u>	<u>1991-2006</u>	<u>2006-2011</u>	<u>1991-2011</u>
Brighton & Hove	8,100	1,300	9,400
Eastbourne Borough	7,100	1,800	8,900
Hastings Borough	5,400	600	6,000
Lewes District	3,900	700	4,600
Rother District	3,900	1,600	5,500
Wealden District	6,600	4,400	11,000
Brighton & Hove and East Sussex	35,000	10,400	45,400

Affordable Housing

- H4 Local plans will establish detailed requirements for affordable housing¹⁰ and will set appropriate targets both for overall provision and for suitable individual sites allocated for housing development. In addition, and where justified by the extent of identified needs, local plans will include the criteria according to which the local planning authority would seek an element of affordable housing on other (windfall) sites coming forward for development. They will also set out policies for establishing, where appropriate, conditions to ensure that dwellings provided as affordable housing to meet local needs remain available for that purpose.
- H5 Permission may exceptionally be granted for affordable housing on land within or adjoining rural settlements and small towns where housing development would not normally be permitted (an “exceptions” site), provided that:-
- (a) the housing will meet a proven specific local need, has the support of the local planning authority, and it is demonstrated that the need cannot be met in a nearby town or village;
 - (b) the development is small in scale and in keeping with the form and character of the settlement;

¹⁰ Affordable housing here refers to accommodation aimed at meeting the needs of local residents who cannot afford to rent or buy houses generally available on the open market. The more detailed definition of affordable housing will be established in local plans in the light of Circular 6/98 which advises that this should include both low-cost market and subsidised housing. However, such definitions should also clearly relate to the nature and scale of identified needs and it may be appropriate, in certain circumstances, for local plans to establish separate targets for low-cost market and subsidised housing provision.

- (c) appropriate arrangements are made to ensure that the dwellings will remain available in the long-term as affordable housing to meet the local needs of subsequent occupants; and
- (d) no market accommodation to meet general demand is built on any part of an exceptions site, even where this is intended to generate a cross-subsidy to the affordable housing provision.

Other Local Housing Requirements

- H6 Encouragement and support will be given to schemes which aim to provide accommodation by a variety of means and tenures to meet specific local requirements including, in particular, those for:-
- (a) low-cost housing for people on the margins of the private housing market;
 - (b) sheltered housing;
 - (c) “lifetime” housing and other accommodation designed to be suitable for people with disabilities or mental health problems; and
 - (d) other accommodation suitable for people receiving care in the community.
- H7 Housing requirements arising from any significant increase in the numbers of students or nurses should be met through additional purpose-built accommodation in order to minimise the impact on the local housing market from these groups. The development of such accommodation should, wherever possible, be close to the relevant institution concerned, and will not be counted as contributing towards meeting the housing provisions established in policy H1.

Maintaining the Existing Housing Stock and Protecting Housing Land

- H10 In order to protect the level of the existing housing stock and its planned growth:-
- (a) development involving the significant net loss of existing dwellings will not be permitted unless it involves the improvement of substandard housing; and
 - (b) alternative development proposals will not be permitted on land allocated for housing or with permission for housing which would result in a significant net loss of planned dwelling numbers in the area.

CHAPTER 4 - TRANSPORT

Integrated Transport and Environment Strategy

TR1 The priorities of the integrated transport and environment strategy are:-

- (a) reduction of the impact of traffic on communities and the environment by measures including appropriate parking policies, traffic management and restraint, safety and speed reduction measures;
- (b) encouragement of and provision for greater use of walking, cycling and public transport (including buses), particularly in urban areas and town centres;
- (c) to increase awareness of the problems arising from motor traffic and promote a more environmentally responsible attitude to the use of the car as part of traffic demand management;
- (d) maintenance and enhancement, where appropriate, of the existing regional and local rail networks and improvement to the rail services provided;
- (e) maintenance and improvement of essential public transport in rural areas and support for innovative schemes, including community transport provision;
- (f) the early completion of improvements to the trunk road network in East Sussex (A23, A27/A259, A26 (south of the A27), A21) as part of the national road network. Longer distance traffic will be encouraged to use the trunk roads;
- (g) early provision of and/or improvement of links from the trunk road network into the main coastal towns;
- (h) the location of new development so as to: reduce the need to travel; make best use of strategic transport corridors; maximise opportunities for moving freight by rail or water; and be accessible by public transport. Jobs and housing should be located in close proximity to each other, with housing areas including school and other community facilities, close by to encourage walking and cycling;
- (i) major development proposals to be supported by a travel impact assessment which explains how the development contributes to the objectives of both minimising the need to travel by private car and encouraging access by more environmentally friendly forms of transport, including public passenger transport, cycling and walking;
- (j) opposition to major development proposals which generate significant numbers of journeys in locations accessible only by car; and
- (k) support for improvements in telecommunications in order to reduce the need to travel.

Accessibility

TR3 Development proposals should provide for the demand for access that they create. This demand shall be met, wherever possible, by a balanced provision for access by public transport, cycling and walking, with car parking providing for any acceptable residual requirements. Major developments must be accompanied by a comprehensive travel impact assessment. Furthermore, as relevant, all developments will be expected to meet the following criteria:-

- (a) appropriate provision must be made for cycling and pedestrians in terms of access and parking;
- (b) appropriate provision must be made for public transport;
- (c) road safety must not in any way be significantly worsened;
- (d) appropriate highway infrastructure, traffic management and speed reduction measures should be incorporated within the development and where necessary in the surrounding areas;
- (e) traffic congestion and parking problems of the surrounding area must not be significantly worsened; and
- (f) appropriate provision should be made for access for people with disabilities.

Walking

TR4 Improved access and facilities for pedestrians will be encouraged and supported, including measures to:-

- (a) pedestrianise shopping areas where appropriate and where alternative servicing arrangements can be secured;
- (b) increase the provision and use of pedestrian priority areas;
- (c) emphasise and encourage use of the existing pedestrian network of footways in urban streets by maintenance of the current fabric, and the provision of adequate lighting, safety and security facilities;
- (d) develop housing, employment opportunities, schools and other facilities in locations which encourage the use of walking as a form of transport and provide for safe, convenient pedestrian routes which link, where appropriate, to the existing network;
- (e) provide ramps for wheelchairs, prams and pushchairs, and tactile paving at appropriate locations to help those with impaired vision; and
- (f) maintain and upgrade the network of rights of way, including public footpaths.

Cycling

TR5 Improved facilities for cyclists, both for utility and recreational purposes, will be encouraged and supported including:-

- (a) the provision and maintenance of safe and convenient cycle routes;
- (b) the improvement of roads and rights of way to provide for the needs of cyclists, including the provision of priorities for cyclists at junctions and other appropriate locations;
- (c) the development of coherent local cycle networks;
- (d) the provision of safe, secure cycle parking facilities at appropriate locations, including town centres, schools, places of employment, and transport interchanges; and

- (e) ensuring development proposals provide for the needs of cyclists in terms of both access and parking facilities.

TR6 The construction and promotion of a strategic network of cycle routes within the plan area will be supported. As part of this, the development of a South Coast Cycle Route, through the development of cross-boundary initiatives with Kent, West Sussex, Hampshire and other south coast authorities and the realisation of the National Cycle Network will be encouraged and supported.

Public Passenger Transport

TR9 Improved access onto public passenger transport for people with disabilities and those with young children or shopping will be sought through encouraging better vehicle, station and street infrastructure design, and through the provision of County Rider bus services using vehicles specially adapted for use by people with disabilities.

Redundant or Disused Transport Routes

TR13 New uses on redundant or disused transport routes will not be permitted until it has been established that they are no longer required as a route by any means of transport.

TR14 Development will not be permitted which would significantly prejudice the possible future reinstatement of:-

- (a) the former Lewes to Uckfield railway north of the junction of the Hamsey Loop at Hamsey. Possible routes to connect with the Lewes to Haywards Heath line would need to be investigated;
- (b) a Polegate to Pevensey rail link;
- (c) the former Eridge to Tunbridge Wells railway;

and investigations will continue into the possible reinstatement of the railways, including as part of the strategic transport network.

Park and Ride

TR15 Park and ride will be encouraged and supported to serve main urban areas particularly where all of the following apply:-

- (a) it will improve the environment of the town centre for all users, through reducing the number of cars using the town centre and the consequent decrease in congestion and emissions;
- (b) there is no significant adverse impact on the area in which the parking facilities are located;
- (c) it will not encourage significant net additional or longer car journeys or undermine existing public transport services or their improvement;
- (d) it accords with any transport and environment strategy for the area;
- (e) the site is located on, or near to a main access route which ensures it will be attractive to potential users;
- (f) the facilities can be safe and secure for users and their vehicles; and

- (g) appropriate planning controls can and will be applied to ensure that the site reverts to uses in accordance with planning policies for the area, should its use for park and ride cease.

Parking Standards for Development

TR16 All new development should comply with adopted local authority parking standards. Minimum standards for operational parking and the mobility impaired and maximum standards for non-operational parking will be prepared for broad classes, scales and locations of development. The standards will seek to minimise the use of the car, whilst meeting the needs of servicing and the mobility impaired and will reflect accessibility by public transport, bicycle and on foot. Their application will take account of local circumstances, including environmental impact, impact on traffic conditions, personal security, the availability of suitable public off-street parking and the scope for the adoption of green travel plans¹¹.

Cycle Parking

TR18 All development proposals should make provision for secure and convenient cycle parking in accordance with adopted local authority standards. These should be based upon minimum standards of provision and take into account the scale, broad class and location of the development including access to strategic and local cycle networks, and access to opportunities for combining cycling with the use of public transport.

Public Off-Street and On-Street Parking

TR19 Parking policies for different areas of the plan area should be developed which will need to determine the quantity, location, cost and duration of stay of public car parking with the following aims:-

- (a) achieving a consistent approach across the plan area, between competing centres and between on and off-street provision;
- (b) reducing and managing the demand for travel by car and encouraging increased accessibility by other means of transport;
- (c) being sensitive to the particular needs of different areas, taking account of the following:-
 - (i) the car parking needs of the area;
 - (ii) the social and economic needs of the area;
 - (iii) the availability or potential for alternative means of transport;
 - (iv) the traffic capacity of the road network;
 - (v) the impact of car parking on the environment including the environmental effects of traffic;
 - (vi) safety for pedestrians, other car park users and other road users;
 - (vii) the need to determine priorities between different groups of users (e.g. shoppers and commuters);
 - (viii) parking policies in adjoining areas and competing centres; and
 - (ix) requirements for the provision of lorry and coach parking.

Trunk Roads

¹¹ Plans committing the user of premises or proposed development to aim to reduce car trips generated by the use and often secured by legal agreement. Typically, these include encouragement for staff/visitors to travel by public transport, bicycle or on foot or by car sharing, as well as encouragement for tele- or home-working and off-peak travel.

TR21 The early implementation of the Government's proposed A27 Polegate Bypass in the national roads programme is supported. The following improvements to the South Coast Trunk Road are also supported in principle.

A27 Wilmington Bypass
A27 Selmeston Bypass
A259 Pevensey-Bexhill Improvement
A259 Bexhill and Hastings Western Bypass
A259 Hastings Eastern Bypass

TR22 The Government will be urged to include in the national roads programme appropriate improvements to:-

- (a) the A21 within East Sussex serving the Hastings area to improve communications between Hastings and London; and
- (b) the A26 south of Beddingham to improve access to the port of Newhaven.

TR23 The Government will be urged to implement, at the earliest opportunity, appropriate solutions to transport problems along:-

- (a) the A259 corridor east of Hastings; and
- (b) the A27 west of Beddingham and east of Southerham.

A22, A26, A229, A272 Primary Routes and Other Roads

TR24 There will be a presumption against the improvement of primary routes or sections of them, except as specifically provided for in other policies in the plan, and of other rural and urban roads. Limited improvements to the primary route network and other roads will be supported, but only to single carriageway standard and only where clear local safety, economic or environmental benefits are demonstrated.

Trans European Networks - Sea, Road and Rail

TR25 Recognition of the importance of the Newhaven to Dieppe ferry service as a strategic trans-European sea transport route will be sought to build on the acceptance of Newhaven as a port eligible for funding assistance under the Trans European Network guidelines.

TR26 The inclusion of the Trunk Road link from Newhaven to the M25 in the Trans European Network, comprising A26/A27/A23/M23 will be sought to complement the agreed inclusion of the London-Gatwick-Lewes-Newhaven and London-Brighton rail routes in the Trans European Network.

TR27 The inclusion of the South Coast Trunk Road in the Trans European Network, comprising the A27/A259 from Portsmouth to Folkestone and the Channel Tunnel will be sought to complement the agreed inclusion of the Southampton-Brighton-Ashford rail route in the Network.

Roadside Facilities

TR28 The provision of roadside and tourist facilities in appropriate locations in association with primary routes will be supported where a need is demonstrated, in accordance with East Sussex County Council's strategy for roadside facilities¹² and where they accord with other priorities of the Structure Plan. Local plans should identify strategic locations where there is a need for such facilities. Where possible, the development and use of overnight accommodation facilities in towns and villages is supported and, therefore, additional overnight roadside accommodation will be resisted.

Commercial facilities in the countryside must:-

- (a) demonstrate why the facilities are required, why a location in an existing built up area is not possible and why the chosen location is the best possible in balancing the need to serve the maximum number of travellers and to fit in with its surroundings, and highway requirements;
- (b) seek to provide all necessary commercial facilities on one site;
- (c) provide other facilities which will be available to the general public, such as toilets, telephones, tourist information, picnic area as appropriate, and have appropriate opening hours.

Lorry Routing

TR30 Lorries, in particular larger vehicles, will be encouraged to use the strategic road network wherever possible and avoid unsuitable roads, villages, towns and other sensitive locations, except as required for local access. Traffic management and other measures will be introduced, as resources allow, to support the use of lorry route networks and reduce the adverse impact on communities and the environment.

Targets

TR31 Targets should be set for specific areas within the plan area, and their progress monitored, to include the following objectives:-

- (a) reduce the rate of road traffic growth;
- (b) reduce the number and severity of road casualties;
- (c) improve air and water quality, and reduce noise pollution;
- (d) increase the share of journeys undertaken by public transport, walking and cycling; and
- (e) reduce number and lengths of journeys.

¹²

Roadside Facilities on Primary Routes in East Sussex: A Strategy, ESCC, July 1988.

Area Policies

Shoreham Port¹³

TR32 The use of Shoreham Port as a commercial sea port will be supported, and its development for other uses may be permitted provided that they do not threaten the commercial viability of the port and its importance for aggregate imports and processing. Future development must operate within the access constraints imposed by the highway network, and no activities will be permitted which would generate significant increases in traffic, especially lorries, on the existing network unless it can be demonstrated that there are overriding benefits to the local community and economy. The relevant local authorities and the Shoreham Port Authority will review the strategy for development at Shoreham Port, including the potential of the site for high quality business development. These studies will include investigations relating to the need and opportunities for improving access to the port by sustainable modes and road access between the port and the trunk road network.

Brighton & Hove

TR34 As part of the transport and environment strategy for Brighton & Hove, the implementation of the A23 London Road/Brighton Station area traffic management scheme will be sought.

TR35 Measures to reduce traffic congestion on the A259 between west Newhaven and Rottingdean, particularly at Rottingdean crossroads, will be investigated.

Newhaven Port¹⁴

TR36 Development proposals to sustain the port of Newhaven as an international commercial port will be encouraged and supported.

- (a) Provision will be made for developments which encourage:-
 - (i) the remedy of deficiencies in, and the growth of port facilities for cross-Channel passenger and freight trades;
 - (ii) deep sea and other freight trades;
 - (iii) commercial fishing;
 - (iv) leisure boating; and
 - (v) the sea-borne aggregates trade.
- (b) Support will be given to:-
 - (i) appropriate development proposals within the port related to the diversification of present maritime activities; and
 - (ii) the improvement of trunk road links to Newhaven and accordingly the Government will be urged to give priority to the improvement of the A26 (south of the A27) to Newhaven, by including it in the national roads programme.
- (c) Support may be given to developments for other uses on land which may no longer be required for port activities provided that they do not threaten the commercial viability of the port.

¹⁴

See also policy E11(d).

- (d) The retention and improvement of rail services to Newhaven, including rail access to the ferry and freight terminals and the North Quay sidings, will be sought.
- (e) The construction of a Newhaven Eastside port access road is proposed.

Eastbourne

TR37 Development and implementation of the approved transport and environment strategy for Greater Eastbourne will be sought. This strategy will include, where appropriate, encouragement of increased use of public transport and provision for cycling and walking, traffic management and traffic calming measures, and environmental improvements.

Bexhill and Hastings

TR39 Development and implementation of the transport and environment strategy for Bexhill and Hastings will be sought. This strategy emphasises the need for the economic regeneration of this area, and outlines the role which transportation policies can play in this process. It will include encouragement of increased use of public transport and provision for cycling and walking, traffic management and traffic calming measures, and environmental improvements.

TR40 The construction of the link roads (Bexhill Northern Approach Road and Hastings Spur Road Phase 2) with the A259 Bexhill and Hastings Western Bypass are proposed.

Port of Rye¹⁵

TR42 Support will be given to sustaining and developing the present maritime activities of the port of Rye consistent with the environmental, road traffic and port capacity constraints appropriate to the Rye town and Rye Harbour area and the River Rother. Improved links to the port that will benefit its operation and/or reduce environmental problems associated with access, will be supported.

High Weald and the A272

- TR43
- (a) It is proposed to introduce traffic calming and management measures in the High Weald area.
 - (b) Schemes for East Grinstead (in West Sussex) which would lead to a significant increase in traffic in East Sussex will be opposed.
 - (c) Bypasses of Forest Row and Nutley will not be supported.
 - (d) In conjunction with West Sussex County Council, investigations will be carried out into transport and related problems and the scope for action in the general area bounded between the A22, A23/M23 and the A272.

CHAPTER 6 - THE ENVIRONMENT

General

EN1 Development and change will be required to sustain, conserve and, where possible, enhance the character, local diversity and quality of the landscape and natural and built environment of the plan area including, where appropriate, the creation of new, equally good and distinctive local character. Features contributing to landscape character will be protected. A landscape assessment of the plan area will be carried out and advice provided as supplementary planning guidance for use in local plans.

Landscape

Areas of Outstanding Natural Beauty (AONB)

EN2 Conserving and enhancing landscape quality and character will be the primary objective in the Sussex Downs and High Weald Areas of Outstanding Natural Beauty. This will be sought through measures including:-

- (a) careful control of development;
- (b) programmes of countryside management and enhancement, including the restoration of key features such as chalk grassland and heathland;
- (c) promoting local awareness;
- (d) supporting the viability of the local economy in ways which are compatible with the primary objective;
- (e) traffic management and traffic calming; and
- (f) minimising the impact of any development within AONBs, or close to them and affecting their setting, by measures to carefully integrate the development into the AONB landscape and, where appropriate, providing compensating environmental resource for any necessary loss that is accepted.

EN3 In order to protect and promote the quiet enjoyment of Areas of Outstanding Natural Beauty, development within them will be limited to that derived from the character and qualities of the countryside, having regard to the social and economic well-being of the areas. Development involving change or damage to their character or qualities, including significant increases in noise and/or intrusion from traffic or other activity, or having a significant adverse effect on established views, will not be permitted.

EN4 On open downland and within the medieval Pale of Ashdown Forest, stricter criteria than in policy EN3 will apply. No development will be allowed other than that which provides for the needs of quiet recreation such as walking, cycling and riding, or which specifically enhances the landscape.

The Coast

- EN6 The existing character of the coastal environment, both urban and rural, should be conserved and enhanced and positive measures taken to restore character where this has been damaged. The undeveloped coast will be conserved for quiet informal recreation and nature conservation. Particular attention will be given to the conservation and enhancement of the Sussex Heritage Coast and the Rye Bay Lowland Coast of Regional Significance. Consideration will be given to seeking Heritage Coast status for the Hastings to Dungeness shore.

Urban Fringe Areas

- EN7 The landscape character of urban fringe areas - that is, usually areas within 2km. of the predominantly built up areas of major towns - will be subject to positive measures to improve landscape character whilst encouraging appropriate recreational use and public access. Priority in implementing this policy will apply to the urban fringes of Brighton & Hove, Eastbourne, Bexhill and Hastings.

Remote and Tranquil Areas

- EN8 The plan area's diminishing stock of areas of relative remoteness and tranquillity will be protected. These will be identified through landscape assessment work in supplementary planning guidance and referred to in local plans. Measures to protect and extend such areas will be sought and proposals for development will not be acceptable, unless compelling justification is provided of overriding benefits and it is demonstrated that there are no alternative sites for or methods of achieving those benefits.

Extensive and Noisy Activities in the Countryside

- EN9 Activities that require extensive use of land, such as golf courses, and noisy activities will not be acceptable in remote and unspoiled landscapes. Where a case can be established for such uses and the development can be satisfactorily assimilated into the landscape, locations in areas of damaged or disturbed landscapes or in urban fringes will be preferred provided the noise impact on neighbouring areas is acceptable.

Water Quality and Conservation

- EN11 Proposals which would have a significant adverse effect on the quality and quantity of water resources which are important for human consumption and use, and biodiversity (including aquifers, groundwater sources, rivers, lakes, reservoirs, seawater and bathing water) will not be acceptable.
- EN12 Measures to conserve and make best use of existing water resources, including reducing wastage, will be encouraged and supported. Proposals for the development of new strategic water resources will be permitted if it has been demonstrated that all appropriate measures for managing the existing resources have been implemented and the existing resources cannot provide the necessary supplies.

Air Quality

- EN13 Support will be given to the monitoring of air quality and the development of policies and action programmes to maintain air quality and, wherever possible, to improve it.

Light Pollution

- EN14 Development proposals and transport and replacement lighting schemes will be required, where applicable, to include measures for minimising light pollution, especially in remote and unspoiled landscape.

Nature Conservation

- EN17 The existing natural resource of species, habitats and geological features, including statutory sites of national and international importance and their settings, ancient woodland, and other sites of demonstrable geological, landscape or wildlife importance (including the active residence of specially protected species)¹⁶ will be protected from damage. Particular regard will be paid to the protection of river corridors and the special habitats of downland, wetland, open heathland, ancient woodland, meadows, salt marsh and shingle.
- EN18 Actions to increase the extent and diversity of the natural resource will be supported. These may take the form of extensions to existing wildlife habitats, the creation of new habitats, the protection or creation of “habitat corridors” and the location or creation of new geological exposures. Land surplus to agricultural requirements will be considered for habitat creation.
- EN19 Environmentally sensitive agriculture will be encouraged and supported, with priority given to areas of wildlife and landscape importance. Proposals for the improvement of agricultural land which conflict with significant wildlife interests will be opposed.
- EN20 Where major development, for which there is an established need, would result in significant loss of important habitat, measures to provide compensating and equivalent habitat will be required.
- EN21 Within towns, areas of wildlife interest will be identified, protected and enhanced, with priority given to maintaining connections between habitat areas.

Built Environment

- EN26 Encouragement will be given to the development of programmes and packages of measures to regenerate urban areas, town centres, seafront and other popular visitor areas, through linked initiatives on environmental, economic development and transport improvements. In particular, support will be given to local plan policies, strategies, action programmes and proposals which identify:-
- (a) underused or vacant buildings and actively encourage their effective and efficient re-use, particularly those of historic or architectural interest;
 - (b) “run down” areas needing comprehensive regeneration and develop programmes of improvement or redevelopment which build on their distinctive local character;
 - (c) areas, groups of buildings and buildings of particular historic or local distinctive character, and seek their protection, restoration, and, where appropriate, their regeneration;

¹⁶ This policy includes sites notified under the Ramsar convention, Special Protection Areas (SPA) and Special Areas of Conservation (SAC); Sites of Special Scientific Interest (SSSI), National, Marine and Local Nature Reserves (NNR, MNR, LNR); and non-statutory sites such as Sites of Nature Conservation Importance (SNCI) and Regionally Important Geological Sites (RIGS).

- (d) open and “green” spaces, which are of importance to the character of the urban area and the community (including areas of wildlife interest), and seek to protect, restore and enhance these areas, except where the creation of replacement “green” space and wildlife habitat on an alternative site would be acceptable;
- (e) environmental improvements, including landscape treatment and improved maintenance of streetscape.

Telecommunications

EN30 Proposals for telecommunications facilities will be supported provided it is demonstrated that they are part of a comprehensive plan for developing a telecommunications network and, for above ground facilities, they meet the following criteria:-

- (a) the use of existing buildings or structures will be favoured, provided the environmental impact is acceptable;
- (b) new purpose built structures will only be acceptable where:-
 - (i) there is a lack of suitable existing buildings or structures that would meet operational and technical requirements and could be used in an environmentally acceptable manner; and
 - (ii) there is no other site able to meet operational and technical requirements where the environmental impact would be less; and
- (c) approval of proposals will be subject to arrangements being secured for the removal of the structure should it no longer be required for its original purpose.

CHAPTER 7 - LEISURE AND TOURISM

General

- LT2 Proposals for the provision of high quality leisure, tourist and conference facilities in the plan area will be encouraged and supported, which:-
- (a) are compatible with the retention of important landscape and townscape character;
 - (b) increase the tourist or recreational appeal of the plan area;
 - (c) are accessible by a variety of means of transport, particularly by public transport, cycling or walking;
 - (d) avoid damage to sites of designated natural or historic interest; and
 - (e) provide for equal access to facilities and activities for all social, economic and cultural groups and for people with disabilities in these different groups.

Tourism

- LT4 Measures to protect and enhance the environment for tourists will be supported, including:-
- (a) visitor management of the most sensitive sites;
 - (b) restricting activities in sensitive locations to those compatible with local character;
 - (c) encouraging the use of public transport, cycling and walking to gain access to facilities;
 - (d) restricting development on the undeveloped coast.

Information

- LT10 The provision of visitor information facilities will be encouraged and supported.

Sport and Recreation

Sporting Facilities and Activities

- LT13 Proposals which involve the loss of sporting facilities, such as playing fields, will not be permitted unless it can be shown that the overall supply of such facilities remaining within the area is adequate, and where appropriate meets national guidance, or that appropriate alternative provision will be made in the area.

Major Sporting Venues

- LT14 The improvement of existing major sporting venues will be supported, subject to the impact on their surroundings being acceptable to the relevant planning authorities. Alternatively, if necessary improvements cannot be accommodated on-site, relocation of such facilities will be supported, subject to complying with policy S1, other relevant policies and the following criteria:-
- (a) the new location being accessible to existing and new markets;

- (b) the new location being well served by public transport and the transport and traffic impact of development being satisfactory;
- (c) wherever practicable, the facility being suitable and available for a range of sporting and other leisure uses;
- (d) any ancillary, non-sporting development also according with other planning policies;
- (e) the new facility being developed and available for use, before the existing one is closed; and
- (f) it being demonstrated to the satisfaction of the local authorities that, where a location is proposed outside a town or village development boundary, there are no alternative sites available and that there is a compelling justification to warrant overriding other policies.

Informal Recreation

- LT15 The provision of new recreational routes, which improve access to the coast and countryside for cyclists, walkers and horseriders will be encouraged and supported, particularly close to towns and villages.
- LT16 The maintenance and improvement of the network of rights of way, open access land and accessible water will be encouraged and supported, including the implementation of the County Council's Rights of Way and Access to the Countryside Strategy¹⁷.
- LT17 The use of public transport and journeys by bicycle and on foot to gain access to the countryside will be encouraged and supported, including implementation of the County Council's Cycling Strategy¹⁸.

The Arts

- LT18 The upgrading of existing facilities and new provision for the visual, creative and performing arts will be encouraged and supported, particularly:-
- (a) in the coastal towns;
 - (b) proposals which involve the renovation and refurbishment of existing buildings of historic character;
 - (c) community arts activities and facilities close to the communities they serve;
 - (d) the provision of studio and workshop space for arts practitioners and the clustering of like activities;
 - (e) proposals which develop the linkages between arts and tourism;
 - (f) multi-purpose facilities capable of accommodating arts events along with other, including outdoor, activities.

¹⁷ *East Sussex Access to the Countryside and Rights of Way Strategy*, ESCC, January 1995.

¹⁸ *Cycling Strategy*, ESCC, June 1994.

CHAPTER 9 - MINERALS

Hydrocarbons

MIN13 The councils support, in principle, exploration for oil and gas. However, such proposals will not be supported where they would seriously harm open downland (defined as areas of open chalk country on the Sussex Downs) or land within Ashdown Forest (defined as the area enclosed by the Pale of 1372). Approval of an application to explore for oil and gas will not commit the councils to permitting further development of a field for appraisal or production.