

Lewes District Council

# Housing Market Assessment of Lewes

Final Report  
2008

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# **Housing Market Assessment of Lewes**

A  
Final Report  
By

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## CONTENTS

	<b>Page</b>
1. INTRODUCTION AND BACKGROUND	1
2. IDENTIFYING THE SPATIAL EXTENT OF THE HOUSING MARKET	6
3. DRIVERS OF THE HOUSING MARKET	15
4. DEMOGRAPHIC DRIVERS OF DEMAND	23
5. ECONOMIC DRIVERS OF DEMAND	44
6. CHARACTERISTICS AND STRUCTURE OF HOUSING SUPPLY	60
7. HOUSE PRICES AND AFFORDABILITY	79
8. REVIEW OF LEWES DISTRICT'S HOUSING REQUIREMENTS	92
9. CONCLUSIONS AND IMPLICATIONS	101



## 1 INTRODUCTION AND BACKGROUND

- 1.1 An enhanced awareness of how the housing market functions is essential to the development of housing, planning, economic development and regeneration policies and strategies. In particular, there is increasing recognition of the importance of understanding the housing market and the dynamic between housing supply and demand in order to inform the spatial planning process.
- 1.2 Undertaking a Strategic Housing Market Assessment is a key requirement of Government's planning for housing policy set out in Planning Policy Statement 3 Housing<sup>1</sup> (hereafter referred to as PPS3). In the future, SHMAs will form an important part of the evidence base for developing plans and policies and for responding to changing household requirements.
- 1.3 Lewes District Council commissioned DTZ in February 2007 to undertake an HMA of the housing market that relates to Lewes. The benefits of SHMAs are set out in the CLG's<sup>2</sup> Strategic Housing Market Assessments - Practice Guidance<sup>3</sup>:
- To enable local authorities to think spatially about the nature and influence of the housing markets in respect of their local area and to enable regional bodies to develop long term strategic views of housing need and demand to inform regional spatial strategies and regional housing strategies
  - To provide evidence to inform policies aimed at providing the right mix of housing across the whole housing market – both market and affordable housing
  - To provide evidence to inform policies about the level of affordable housing required, including the need for different sizes of affordable homes
  - To support authorities in developing a strategic approach to housing through consideration of the housing need and demand in all housing sectors – owner occupied, private rented and affordable – by assessing the key drivers and relationships within the housing market
  - To draw together the bulk of the evidence required for local authorities to appraise strategic housing options and to ensure the most appropriate and cost-effective use of public funds.
- 1.4 This report provides evidence of the demographic and economic drivers of the housing market that relates to Lewes District, evidence on the stock and supply of housing within the housing markets and the implications in terms of house prices and affordability. As part of this study DTZ and Lewes District Council held a stakeholder event at which emerging evidence was presented and views were sought on the evidence itself and policy implications. Since this event stakeholders were offered the opportunity to comment on the draft HMA report. DTZ also consulted with a number of developers who are active within Lewes District in order to gain further insight from the private sector. Appendix 1 provides a summary of stakeholder engagement undertaken as part of the Lewes Housing Market Assessment.

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<sup>1</sup> CLG (2006) Planning Policy Statement 3 (PPS3) Housing

<sup>2</sup> Communities and Local Government – formerly known as DCLG and ODPM

<sup>3</sup> CLG (March 2007) Strategic Housing Market Assessments – Practice Guidance

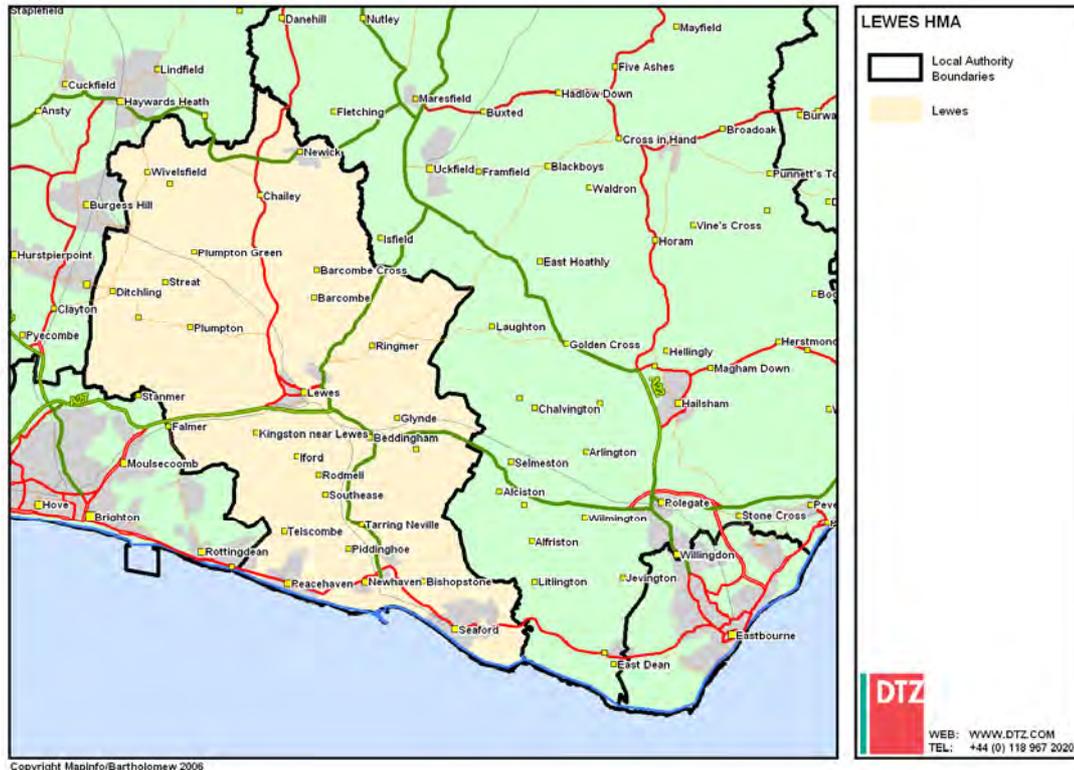
- 1.5 It is important to state up front that there are some aspects for which HMAs are designed that are not covered by this report. First, this study has been completed at a point in the planning process where regional and local plans are in transition. The focus of *this* HMA has been on the evidence base required to inform elements of policy that are not yet determined i.e. the nature of development rather than the overall number of new dwellings. However, consultation with stakeholders highlighted that the issue of the overall housing requirement was a serious concern for the development industry, despite the significant level of work and debate that has gone into this element as part of the South East Plan process.
- 1.6 In recognition of this issue we have included a review of the housing requirements for Lewes in Section 8. We do not attempt to produce our own estimate of the overall housing requirement for the District or the wider Sussex Coastal sub-region, rather we set out the considerations that have informed the South East Plan process and comment on the implications of the overall level of housing to be provided, for example in terms of affordability and commuting patterns. It is also important to consider policies in relation to the nature of new development (eg tenure, type and size) in the context of the overall level of housing provided.
- 1.7 In the debate about the overall volume of new housing to be provided it is also important to note that HMAs are a discrete part of the evidence base for strategic planning and housing policies, limited to the evidence base around the housing market. It is not the role of this HMA to balance these considerations against other aspects of sustainable development such as environmental (eg the effect of the National Park) or infrastructure considerations that will inform strategic land allocations. This is the role of the Draft South East Plan and Local Development Framework process, in particular Sustainability Appraisal. Only by consideration of all the issue in the round will authorities be able to determine what is achievable in terms of development overall and on particular sites.
- 1.8 It is worth highlighting some of the wider policy considerations that will frame what can be achieved in relation to housing policy but are not covered by this HMA. Some of these have been considered through the South East Plan process, others are being considered by authorities through their LDF processes or may require future work:
- DTZ has not considered the economics of development as part of this study. This is not a requirement of the HMA according to the CLG guidance although the new policies in PPS3 demand a greater understanding of what is achievable. Local authorities are now required to ensure that their affordable housing targets reflect an assessment of the likely economic viability of land for housing in the area, taking into account factors such as the availability of public subsidy. Understanding development economics is therefore critical in determining policies, particularly at the site specific level. Related to what is achievable in terms of new development, and in terms of affordable housing policies, is the issue of the infrastructure required to support new housing development
  - Second, DTZ has not undertaken an assessment of land supply for housing development or, as part of this, an assessment of the constraints on individual development sites, which will also be critical for Lewes and adjacent authorities in determining how each will meet their housing target, particularly over the longer term
  - Third, there are also real issues around extensive areas of land with high-order environmental designations including the proposed National Park boundaries, which constrain the level of development in some areas, including significant parts of Lewes District. The HMA has not assessed these constraints so comments in this report in relation to these are based on other sources, including the Draft South East Plan and Panel Report.

- 1.9 Finally, given that housing and planning policy is in a period of transition as a result of the Draft South East Plan and the emerging Local Development Framework it would be useful to review this Housing Market Assessment in 2009/10 prior to the examination of the Council's Core Strategy. This would also have the benefit of being able to draw on the adopted South East Plan and completion of HMAs and policies in adjacent authority areas, including Mid Sussex and Eastbourne and Wealden as well as Brighton and Hove, which will have a bearing on the housing market in Lewes. Such a review could include an assessment of overall housing demand and need. It is important to note that overall housing demand cannot be properly assessed at the local authority level because of the significant migration flows that exist between authority areas within the South East region. Ideally, it would be worth considering a review of housing demand jointly with the other authorities in the Sussex Coastal Sub-Region, or those within the Wider Coastal Area which we define in Section 2.

### **Lewes Context**

- 1.10 Lewes District is situated on the South Coast of England, approximately 55 miles to the south of London, and comprises:
- The town of Lewes, the county town of East Sussex, which lies at the centre of the district
  - The coastal towns of Seaford, Newhaven and Peacehaven
  - A large rural area comprising a large number of villages and small towns
- 1.11 The urban area of Brighton abuts the District to the west, and the urban areas of Haywards Heath, Burgess Hill and Keymer abut the western boundary of the District. To the east are Eastbourne and Wealden Districts, though Lewes District is separated by a large area of countryside from Eastbourne and its urban satellites (eg Polegate) located in Wealden District. However, relatively significant development is planned for the town of Uckfield within the northern area of Wealden which is likely to have implications for the northern areas of Lewes District. A context map of Lewes District is presented in Figure 1.1.

Figure 1.1: Lewes Context Map



### Policy Background

- 1.12 The new Planning Policy Statement (PPS) 3 sets out the **national** planning policies for housing, which should guide regional planning bodies and local authorities in developing regional spatial strategies and local development frameworks. The national policy framework reflects the need for flexibility in planning between urban and rural areas, and in areas experiencing high or low demand.
- 1.13 The aim of PPS3 is to provide high quality and a sufficient quantity of housing which includes a mix of housing in terms of tenure, price and to support a variety of households and improve choice.
- 1.14 PPS3 was published the day before the Examination in Public of the South East Plan began and so the development of the **Regional** Spatial Strategy for the South East (South East Plan) was largely undertaken without the benefit of the new policy. The South East Plan sets out the spatial strategy for the South East region to 2026. Key objectives of the plan are to ensure adequate levels of development, make better use of land, secure a step-change in the delivery of affordable housing, provide the right type of housing, and make better use of the existing housing stock. The Draft South East Plan Panel Report therefore comments on the extent to which the Plan meets PPS3 objectives (see Section 8).
- 1.15 The Draft South East Plan currently proposes an annual house building rate of 220 dwellings per year in Lewes up to 2026. Higher build rates have been considered through the Examination in Public which examined a wide range of evidence between November 2006 and March 2007 and resulted in an increase in proposed targets for the Sussex Coastal sub-region though the Panel have suggested the increase be delivered in the other authorities that make up the sub-region.

- 1.16 The South East Plan also focuses on each of the planning **sub-regions** in the South East. Lewes lies within the Sussex Coast Sub-Region in the South East Plan, which will provide the framework for the emerging LDF. This sub-region is recognised as being characterised by greater deprivation, lower GVA per head, higher unemployment and a more poorly qualified workforce than other parts of the South East.
- 1.17 Throughout the analysis, in order to provide an understanding of how Lewes fits into a wider housing market area and how the District compares to adjacent authorities and the South East in terms of its characteristics, Lewes is benchmarked against the City of Brighton & Hove, Wealden and Mid Sussex Districts, East Sussex and the South East as a whole. Towards the end of this study, DTZ has also undertaken an assessment of the housing market relating to Brighton and Hove. Given the significant inter-relationship between Brighton and Hove and Lewes (explained in Section 2 in particular) we have added where possible data on the 'Wider Coastal Area' which includes Brighton and Hove, Adur, coastal Lewes and Lewes town. Further explanation of this market area is provided in Section 2. The adjacent authorities within West Sussex are in the process of undertaking a housing market assessment. The findings of this study and any subsequent policy changes may have implications for Lewes District given the proximity of settlements in the North West of Lewes District to Burgess Hill and Haywards Heath. For this reason, it would be worth considering a review of this HMA in the future in order to take account of new evidence and emerging policies in adjacent authorities.

### Report Structure

- 1.18 The remainder of this report is set out as follows:
- **Section 2** identifies the geographical extent of the housing market that relates to Lewes
  - **Section 3** outlines the drivers of the housing market
  - **Section 4** sets out the demographic drivers of demand
  - **Section 5** sets out the economic drivers of demand
  - **Section 6** demonstrates the characteristics of the housing stock and scale of supply
  - **Section 7** presents an analysis of house prices and affordability and reports the findings of the DCA Housing Need Survey (2005)
  - **Section 8** reviews the proposed housing requirements for Lewes District and the wider Sussex Coastal Sub-Region
  - **Section 9** sets out implications for policy that arise from the evidence presented in this report.



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## **2 IDENTIFYING THE SPATIAL EXTENT OF THE HOUSING MARKET**

- 2.1 The first requirement of any HMA is to establish the geographical extent of the housing market – in this case the market or markets that relate to Lewes District. In order to do this it is important to establish what is meant by a housing market and the sub-regional dimension of housing markets.
- 2.2 In economic terminology a market is where buyers and sellers come together to exchange goods or services at an agreed price. The price mechanism is the means by which demand and supply are brought into balance. Excess demand will result in prices being bid up. Excess supply will mean that prices fall until buyers are found for the surplus goods or services.
- 2.3 The housing market is a particularly complex market for a variety of reasons:
- First, housing is a high value commodity. Purchases by individuals are typically financed over a long period of time. The decision to purchase is therefore of great importance to individuals and subject to the influence of the cost of capital – interest rates
  - Second, housing is both a consumer good and an investment good. A consumer good is one that people buy to derive immediate benefits from – a pleasant place to live, a roof over their head. An investment good is bought to provide a financial return
  - Third, because housing is built to last, at any point in time only a fraction of the total stock of housing is ‘on the market’ – that is, available for sale. Typically in any year around 10% of the stock of housing may change hands, and new supply (newly built homes) comprise only 10% of total sales in any year (that is 1% of the total stock)
  - Fourth, the housing market is highly regulated. The location and volume of new development is controlled through the town planning system. Minimum quality standards are set for new building and existing housing
  - Finally, because shelter is a basic human requirement, considerable resources are provided to ensure that those who cannot afford market housing are adequately housed either through direct provision of housing (council or housing association homes) or subsidy (Housing Benefit).
- 2.4 The final dimension that distinguishes the housing market from many product markets is that it has a strong spatial dimension. Location matters. Thus, while it is possible to talk of a national housing market and regional housing markets, in practice most buyers seek to move within the same sub-region because they wish to continue to live in that general area because of their sense of belonging, their family or broader social relationships, their jobs or access to particular services – most notably, particular schools.
- 2.5 Typically one expects a sub-regional housing market to comprise an area in which some 70% of all household moves are contained, excluding long distance moves which are associated with a major lifestyle change – for example a change in the place of work, retirement to a different part of the country, or a decision to share accommodation with a partner who is located in a different part of the country.
- 2.6 There are a number of other ways to think about the likely extent of sub-regional housing markets. The area of the sub-regional housing market area will map onto the area of search considered by the majority of households – not ignoring the fact that many people will confine their search to a much more localised area, or have limited choice to move further afield.

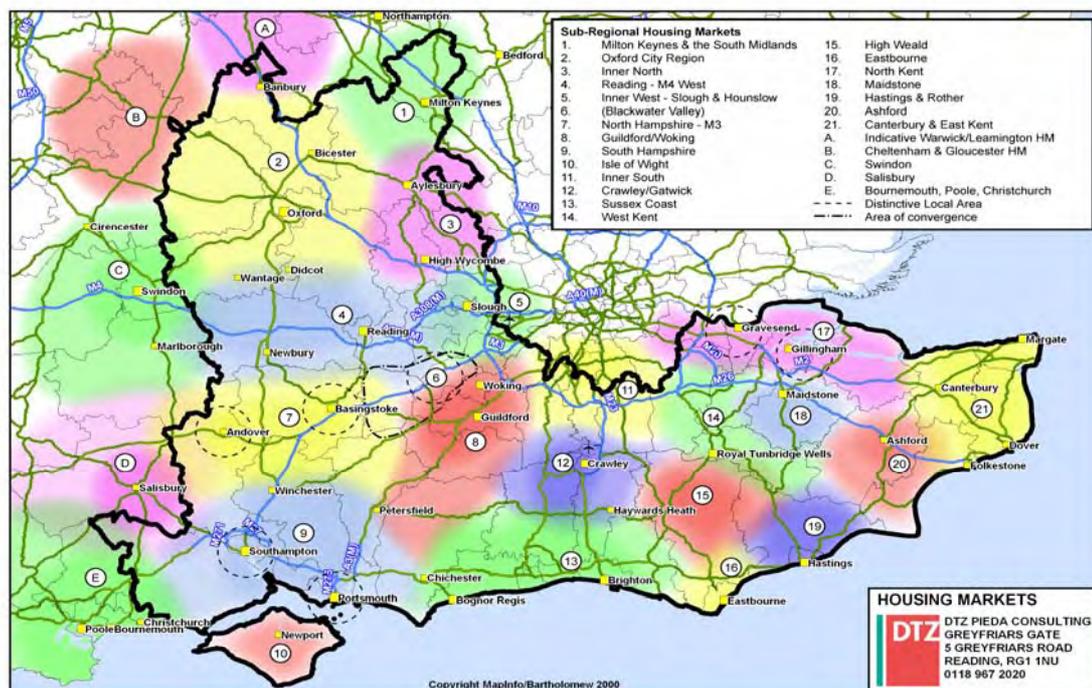
However the fact that certain socio-economic groups may have more limited choices is a characteristic of the housing market, not something that determines the boundaries of the sub-regional housing market.

- 2.7 One would also expect a close relationship between the boundaries of sub-regional housing markets and sub-regional labour markets – generally referred to as Travel to Work Areas (TTWAs). TTWAs delineate the areas within which at least 70% of the workforce in employment live and work. Across the South East around 65% of all households contain people who are in work, and unless these people are taking up a job in another location outside an acceptable journey time, they are likely to look for somewhere to live within the same travel to work area if they move home.
- 2.8 Below the sub-regional level there are local housing markets. For example smaller towns have their own housing market characteristics, as will particular parts of larger towns and cities. Such areas can achieve a high level of self containment – because many household moves are of relatively short distance. Rural areas also have their own market characteristics though many rural areas are functionally part of sub-regional housing markets based on large centres of employment – cities or towns.

### The Housing Market Relating to Lewes

- 2.9 In May 2004 DTZ was commissioned by the South East England Regional Assembly and Regional Housing Board to undertake a study to identify the spatial extent of sub-regional housing markets across the whole of the South East Region. The findings have been used in the development of the Regional Housing Strategy and Regional Spatial Strategy. The final map of the South East's housing sub-regions to emerge from the study is presented in Figure 2.1 below.

**Figure 2.1: Spatial Delineation of the South East's Sub-Regional Housing Markets**



- 2.10 The work carried out for the Regional Assembly on the South East’s housing markets looked in detail at patterns of household and travel to work movements at a district level as well as a range of other indicators.<sup>4</sup> This research concluded that Lewes District falls predominantly within the Sussex Coastal sub-regional housing market. This area comprises a concentration of integrated household and travel to work movements stretching from Chichester in the west to Lewes in the east. However, this ‘linear’ sub-region was also found to function in a very different way to a traditional city region market, with a number of distinct and overlapping sub-markets operating within it.
- 2.11 Within the Sussex Coast sub-region DTZ identified three distinct sub-markets:
- Brighton (from Newhaven in the east to Southwick in the west)
  - Worthing (from Southwick/Shoreham in the west to Littlehampton in the east)
  - Chichester (from Littlehampton in the east to Havant in the west).
- 2.12 This research suggests that Lewes falls to some extent within a wider market centred on Brighton and Hove.

**Absolute Household and Travel to Work Movements**

- 2.13 Figure 2.2 shows absolute household movements at Local Authority level for both 2001 and 2006 using data from the NHS Patient Register. As examined in the mapping above, Lewes experiences significant population migration to and from Brighton and Hove. However, the number of people moving into Lewes from Brighton and Hove (1,550 in 2006) is markedly higher than flows in the opposite direction (730 in 2006) that produces the largest net inflow into Lewes from Brighton and Hove (820 in 2006). The second largest net inflow into Lewes is from London (all Boroughs), as shown in Figure 2.2.
- 2.14 In both 2001 and 2006 there were small net outflows from Lewes to Eastbourne and Wealden. However, the migratory relationship with Mid-Sussex has been in decline with a net inflow of 150 people in 2001 compared to 20 in 2006.

**Figure 2.2: Migration Movements To and From Lewes in 2001 and 2006**

	2006			2001		
	Inflow	Outflow	Net flow	Inflow	Outflow	Net flow
Brighton and Hove	1,550	730	820	1,440	800	640
Mid Sussex	360	340	20	460	310	150
Eastbourne	150	310	-160	130	300	-170
Wealden	400	420	-20	350	570	-220
London (All Boroughs)	760	400	360	810	340	470

Source: ONS/ NHS Patient Register

- 2.15 In contrast, in 2006 the relationship with Brighton and Hove appears to have been reinforced with net in-migration of 820 people, an increase since 2001.
- 2.16 Figure 2.3 below shows the most significant travel to work movements to and from Lewes according to the 2001 Census (more recent comparable data is not available). In terms of residents commuting out of Lewes, the largest flow (7,700) is to the nearby urban centre of

<sup>4</sup> DTZ (2004) Identifying Local Housing Markets in the South East of England for The South East Regional Assembly, South East Housing Board, English Partnerships and Housing Corporation

Brighton and Hove. The adjacent districts of Wealden, Mid Sussex and Eastbourne also attract large commuting flows from Lewes.

- 2.17 However, Figure 2.3 also shows that Crawley and London provide a major source of employment for those living in Lewes. Crawley is an important employment location due to the presence of Gatwick Airport and the business activity connected with it, whilst London as a whole also draws its employees from a very wide geographical area due to the diversity and highly paid nature of its jobs.
- 2.18 In terms of those people who work in Lewes but live elsewhere a different pattern is apparent, with London and Crawley being much less significant as origins than as destinations. This reflects the volume and type of job opportunities available in Lewes that typically do not draw employees from a particularly wide geographical area.

**Figure 2.3: Travel to Work Movements To and From Lewes**

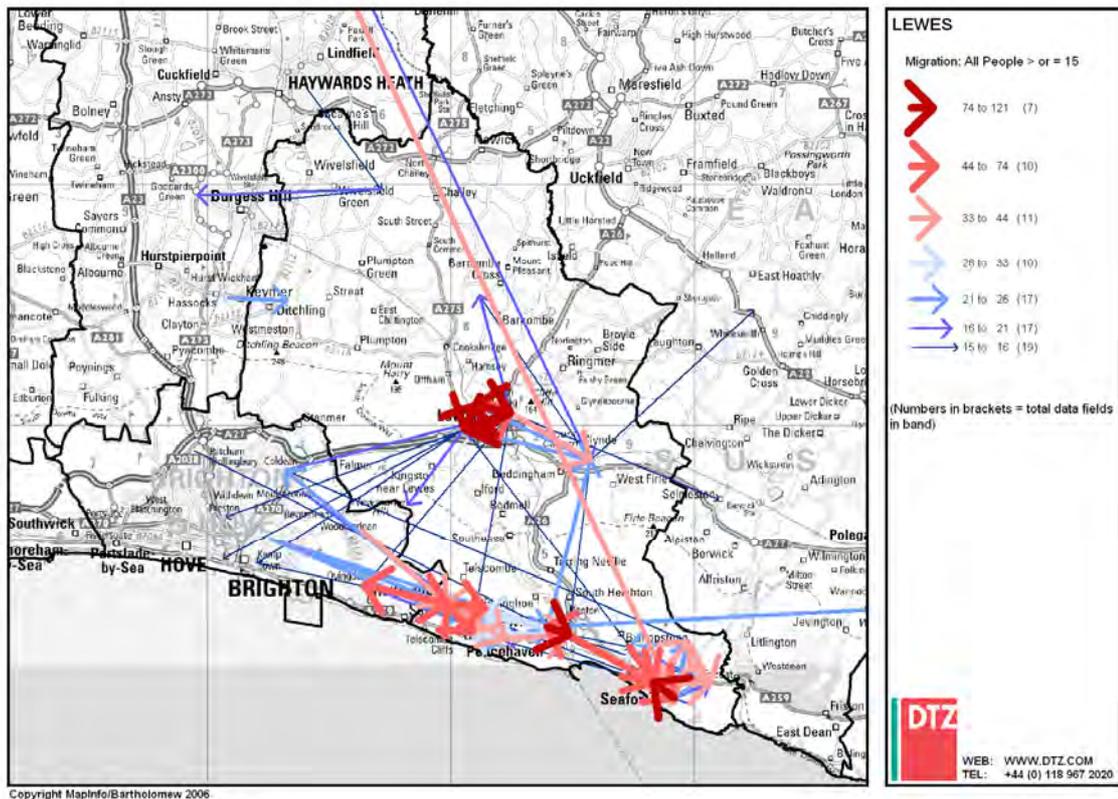
	2001 Inflow	2001 Outflow	2001 Net flow
Brighton and Hove	4,000	7,700	-3,700
Mid Sussex	1,440	2,090	-650
Eastbourne	1,340	950	390
Wealden	2,920	1,560	1,360
Crawley	110	1,060	-950
London (All Boroughs)	180	1,880	-1,700

Source: 2001 Census

- 2.19 As part of this study (and in parallel as part of the Brighton and Hove HMA) household movements and travel to work patterns have been examined at a more detailed scale using ward level data in order to better understand the extent of the market and relationships between different authority areas.
- 2.20 Figures 2.4 and 2.5 trace the pattern of household movements to and from the wards in Lewes in the year preceding the 2001 Census (the latest available). Figure 2.4 highlights all instances where more than 15 people moved from a particular ward to another ward, while Figure 2.5 highlights all instances where more than 25 people moved from a particular ward to another ward. Using a higher threshold helps to illustrate the most significant linkages between the areas.
- 2.21 The most prominent feature of the analysis is that, in 2001, there was quite a high level of integration in terms of household movements between the coastal settlements of Peacehaven, Newhaven and Seaford. Peacehaven also experienced fairly significant levels of in-migration from Brighton & Hove, but particularly from immediately across the District boundary in Rottingdean, though also from central Brighton. There is clearly something of a coastal housing market.
- 2.22 In contrast while there is a degree of in and out migration between Lewes town and Brighton and Hove – and the relationship is stronger than with any other urban area – Lewes in 2001 exhibited a high level of self containment, suggesting a strong local market. Those small movements leaving Lewes tending to have a southern bias, perhaps indicative of movements from Lewes of people seeking cheaper housing or village housing to the south of the town, where competition from London commuters is less intense.

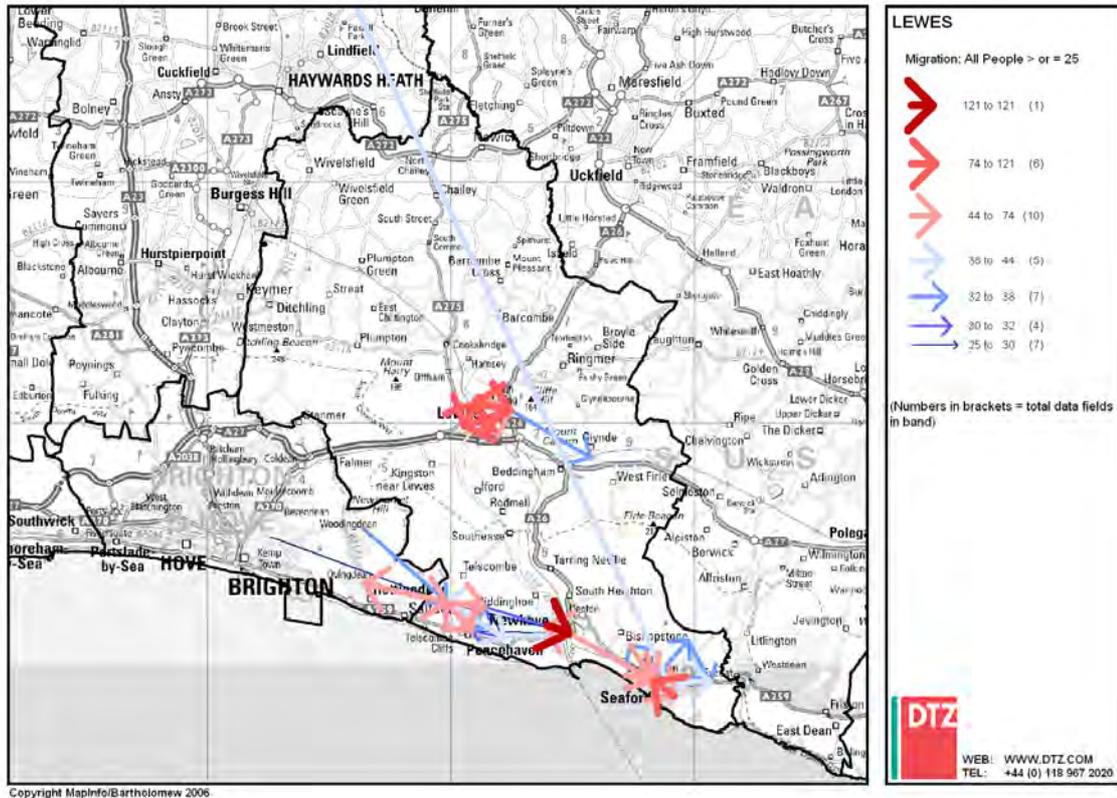
2.23 As is commonly the case the number of movement from/to rural wards is too small to show up, indicative generally that turnover is less in rural areas as well as that migration patterns are more dispersed. However it is worth noting that the analysis highlights some linkage between the north west of the district and Haywards Heath and Burgess Hill.

**Figure 2.4: Ward Level Household Migration Movements (> or = 15)**



2.24 It is also important to note that household migration to and from Lewes is selective. In 2006, 1,550 people moved into Lewes from Brighton and Hove and 730 moved from Lewes to Brighton and Hove. There was net in-migration of people from all age cohorts although the most numerous were 25-44, 0-15 and 45-64. It is likely that net in-migration of 0-15 and 25-44 age groups is associated with family type households moving from Brighton to Lewes, for a range of reasons including the fact that house prices within the City are on average higher than in Lewes District.

Figure 2.5: Ward Level Household Migration Movements (&gt; or = 25)



2.25 Consultation with stakeholders including developers active within Lewes suggested that some distinction needs to be made between different geographies within Lewes District and that these display different characteristics and are likely to appeal to different segments of the market:

- The coastal area of Lewes was described by one consultee as a relatively ‘insular’ part of the market, which aspires to emulate Brighton and Eastbourne in terms of development but in reality is much less affluent and vulnerable to the downturn in the apartment market. Other consultees pointed out that the towns of Seaford, Newhaven and Peacehaven and Telescombe are relatively distinct with different characteristics. Improvements to road infrastructure (A259 and A27) have the potential to improve integration to neighbouring areas. The coastal areas is not particularly related to the outer rural areas of Lewes District
- Lewes town was described as a relatively buoyant part of the market and where demand for different types of homes is more mixed
- The outer rural areas particularly in the north of the District are more related to towns outside of Lewes District and the possible development of Burgess Hill will impact on these areas and likely to increase demand for homes. There was a feeling that there was greater demand for family type accommodation in the rural areas, which reflects a whole range of factors around perceived quality of life.

- 2.26 The second determinant of the spatial extent of housing markets is the pattern of travel to work movements. These have been mapped in the same format as household migration movements and are presented in Figures 2.6 and 2.7.
- 2.27 In travel to work terms Brighton and Hove clearly exerts a greater influence on Lewes District than in terms of household movements. It is noticeable that there is a strong web of travel to work relationships between the coastal towns, with the pattern of movement being generally from east to west, so there is significant level of out-commuting from Peacehaven and Newhaven into Brighton and Hove, particularly into central Brighton.
- 2.28 Lewes as the main employment centre in the District draws people in from the coastal towns and from Brighton and Hove, but in 2001 there were also significant out flows to Brighton and Hove. There seems to be greater travel to work patterns between north east Brighton and Lewes than with the central area. Again the north west of the District and the settlement of Wivelsfield exhibits a relationship in terms of travel to work patterns with Haywards Heath in particular and to a lesser extent Burgess Hill.
- 2.29 The pattern of travel to work movements therefore reveal a lower level of self-containment in the labour force of Lewes District than in terms of household movements and highlight the strong commuting flows that Brighton attracts from Peacehaven and Newhaven. They also show more self-contained labour markets in Lewes town and Seaford.

Figure 2.6: Ward Level Travel to Work Movements (> or = 40)

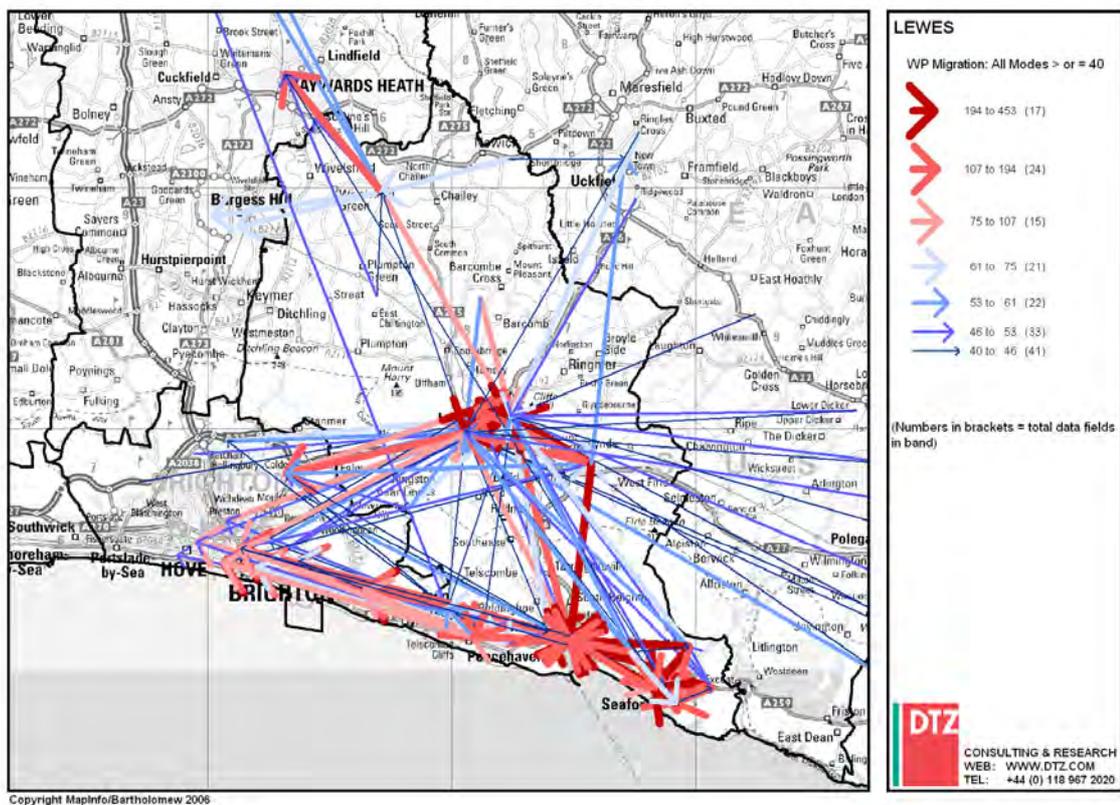
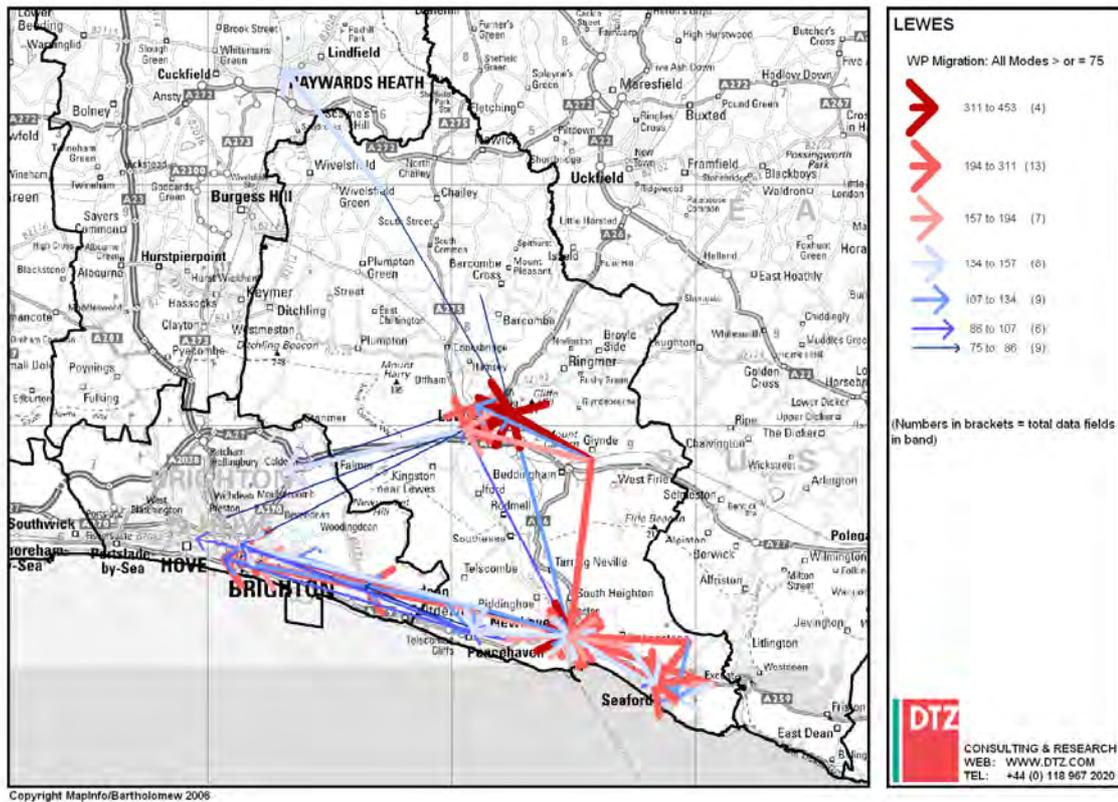


Figure 2.7: Ward Level Travel to Work Movements (&gt; or = 75)



- 2.30 However, the pattern of travel to work movements is likely to have changed since 2001. Section 5 of this report identifies that in terms of economic output the economy of Lewes has stagnated over the past 5 years and employment is lower than in 2001. At the same time both jobs and output in Brighton and Hove have grown rapidly. This is likely to have had the effect of greatly increasing the volume of out-commuting from Lewes District to Brighton and Hove.
- 2.31 Thus in 2001, DTZ would, on the basis of the analysis of household movement and travel to work patterns, have described the housing market in Lewes District as comprising a set of local markets, subject to the influence of the Brighton and Hove market, but not dominated by this market. Interestingly at this time the coastal towns seemed to be more integrated with Brighton and Hove than the town of Lewes.
- 2.32 However, given the pattern of job growth in Brighton and Hove and the absence of growth in Lewes in the years since 2001, DTZ expect that Lewes District and in particular the coastal towns and Lewes town are much more integrated in labour market terms into the Brighton and Hove labour market. DTZ would expect that this would also have led to greater integration in terms of the housing market as well and this appears to be supported by evidence on migration patterns in 2006 which show that net in-migration to Lewes from Brighton and Hove has increased since 2001.
- 2.33 In the Brighton and Hove HMA, DTZ defined a wider coastal market (known as the Wider Coastal Area), centred on Brighton and Hove and including parts of Lewes District (including the sub-markets of coastal Lewes and Lewes town) and the whole of Adur. This area is considered in subsequent sections of this report recognition that the housing market associated with the City of Brighton and Hove is likely to have extended since 2001.

2.34 On the basis of this evidence DTZ use the following benchmarks in the rest of this report.

- Lewes District: it is important for the Council to understand the characteristics of the District even though the market does not respect administrative boundaries
- Brighton and Hove: given the strength of the relationship between Lewes and Brighton and Hove it is important to consider the characteristics of the City
- Wider Coastal Area: where possible we have included data for this market area which we suggest is likely to reflect the reality of the market in 2008
- Wealden District
- Mid Sussex District
- East Sussex County
- South East Region.

2.35 The wards within Lewes District that are included within the Wider Coastal Area along with Brighton and Hove and Adur authority areas are as follows:

<b>2001 Wards Included Within the Wider Coastal Area - Lewes</b>
East Saltdean and Telscombe Cliffs
Kingston
Lewes Bridge
Lewes Castle
Lewes Priory
Newhaven Denton and Meeching
Newhaven Valley
Ouse Valley and Ringmer
Peacehaven East
Peacehaven North
Peacehaven West
Seaford Central
Seaford East
Seaford North
Seaford South
Seaford West



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