

Soundness Self-Assessment Checklist

This note was prepared by AMEC and URS on behalf of the Planning Advisory Service. It aims to help local authorities prepare their plans in advance of an examination, taking into account the requirements of the National Planning Policy Framework. A separate checklist looks at legal compliance.

In summary – the key requirements of plan preparation are:

- Has the plan been positively prepared i.e. based on a strategy which seeks to meet objectively assessed requirements?
- Is the plan justified?
- Is it based on robust and credible evidence?
- Is it the most appropriate strategy when considered against the alternatives?
- Is the document effective?
- Is it deliverable?
- Is it flexible?
- Will it be able to be monitored?
- Is it consistent with national policy?

The Tests of Soundness at Examination

The starting point for the examination is the assumption that the Council has submitted what it considers to be a sound plan. Those seeking changes should demonstrate why the plan is unsound by reference to one or more of the soundness criteria.

The tests of soundness are set out in the National Planning Policy Framework (NPPF) (para 182): “The Local Plan will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is sound. A local planning authority should submit a plan for examination which it considers is ‘sound’ “, namely that it is:

1. Positively Prepared: based on a strategy which seeks to meet objectively assessed development and infrastructure requirements

This means that the Development Plan Document (DPD) should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The NPPF, together with the Marine Policy Statement (MPS) set out principles through which the Government expects sustainable development can be achieved.

2. Justified: the most appropriate strategy when considered against the reasonable alternatives, based on proportionate evidence

This means that the DPD should be based on a robust and credible evidence base involving:

- Research/fact finding: the choices made in the plan are backed up by facts.

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- Evidence of participation of the local community and others having a stake in the area; and

The DPD should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The DPD should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.

3. Effective: deliverable over its period based on effective joint working on cross-boundary strategic priorities

This means the DPD should be deliverable, requiring evidence of:

- Sound infrastructure delivery planning;
- Having no regulatory or national planning barriers to delivery;
- Delivery partners who are signed up to it; and
- Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.
- The DPD should be flexible and able to be monitored.

The DPD should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.

4. Consistent with national policy: enabling the delivery of sustainable development

The demonstration of this is a 'lead' policy on sustainable development which specifies how decisions are to be made against the sustainability criterion (see the Planning Portal for a model policy www.planningportal.gov.uk). If you are not using this model policy, the Council will need to provide clear and convincing reasons to justify its approach.

The following table sets out the requirements associated with these four tests of soundness. Suggestions for evidence which could be used to support these requirements are set out, although these have to be viewed in the context of the plan being prepared. Please don't assume that you have got to provide all of these, they are just suggestions of what could be relevant.

In addition, the Legal Compliance checklist (a separate document, see www.pas.gov.uk) should be completed to ensure that this aspect is covered.

The Duty to Co-operate will also be assessed as part of the examination process.

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Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<p>Positively Prepared: the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.</p>		
<p><i>Vision and Objectives</i></p> <p>Has the LPA clearly identified what the issues are that the DPD is seeking to address? Have priorities been set so that it is clear what the DPD is seeking to achieve?</p> <p>Does the DPD contain clear vision(s) and objectives which are specific to the place? Is there a direct relationship between the identified issues, the vision(s) and the objectives?</p> <p>Is it clear how the policies will meet the objectives? Are there any obvious gaps in the policies, having regard to the objectives of the DPD?</p> <p>Have reasonable alternatives to the quantum of development and overall spatial strategy been considered?</p> <p>Are the policies internally consistent?</p> <p>Are there realistic timescales related to the objectives?</p> <p>Does the DPD explain how its key policy</p>	<ul style="list-style-type: none"> • Sections of the DPD and other documents which set out (where applicable) the vision, strategic objectives, key outcomes expected, spatial portrait and issues to be addressed. • Relevant sections of the DPD which explain how policies derive from the objectives and are designed to meet them. • The strategic objectives of the DPD, and the commentary in the DPD of how they derive from the spatial portrait and vision, and how the objectives are consistent with one another. • Sections of the DPD which address delivery, the means of delivery and the timescales for key developments through evidenced infrastructure delivery planning. • Confirmation from the relevant agencies that they support the 	<p>Strategic issues, visions and objectives were addressed in the adopted Local Plan Part 1: Joint Core Strategy (LPP1), which is a joint plan with the South Downs National Park Authority, covering the whole of the Lewes District.</p> <p>The LPP2 is a non-strategic plan that supports and seeks to deliver the strategic objectives and spatial strategy of the LPP1 by allocating additional sites to meet development growth identified in LPP1 and setting out detailed non-strategic development management policies to guide development and change.</p> <p>As such, the policies are closely aligned to the identified issues, vision, and objectives of the LPP1 and actively seek to assist the delivery of the LPP1 spatial strategy and core policies. It is not the role of the LPP2 to review the spatial strategy or matters of development quantum.</p> <p>The LPP2 policies fall into three categories:</p> <ul style="list-style-type: none"> • Housing allocation sites which seek to deliver the required number of houses • Employment site allocations which seek to provide greater market choice and assist regeneration objectives • Development management policies which set out detailed criteria to assist with the determination of

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<p>objectives will be achieved?</p>	<p>objectives and the identified means of delivery.</p> <ul style="list-style-type: none"> Information in the local development scheme, or provided separately, about the scope and content (actual and intended) of each DPD showing how they combine to provide a coherent policy structure. 	<p>planning applications.</p> <p>The format of the LPP2 document mirrors the structure of the LPP1 document, so that the user can readily see how the policies aim to deliver a common set of objectives. See 'Index of Policies' (pages 3-4). This is further expanded upon in the supporting text to each policy section (and sub-sections in the case of the development management policies).</p>
<p><i>The presumption in favour of sustainable development (NPPF paras 6-17)</i></p> <p>Plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas.</p> <p>Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:</p> <ul style="list-style-type: none"> —any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or —specific policies in this Framework indicate development should be restricted. 	<ul style="list-style-type: none"> An evidence base which establishes the development needs of the plan area (see Justified below) and includes a flexible approach to delivery (see 'Section 3 Effective', below). An audit trail showing how and why the quantum of development, preferred overall strategy and plan area distribution of development were arrived at. Evidence of responding to opportunities for achieving sustainable development in different areas (for example, the marine area) 	<p>The LPP1 identifies the strategic needs for development, including the overall quantum of development, spatial strategy and the distribution of development over the plan period 2010 to 2030</p> <p>The LPP2 uses the evidence base that informed the LPP1, as well as further evidence based assessments. The main updates are the 2017 Strategic Housing and Economic Land Availability Assessment, and the Habitat Regulations Assessment Addendum 2018.</p> <p>The housing, employment, and Gypsy and Traveller site allocations are supported by Background Papers, which discuss the available sites and describes why allocations were chosen.</p> <p>The SA process has been used alongside new evidence and consultation responses to inform and support the preferred policy options within the Plan. The SA Report details why the preferred options were taken forward.</p>

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<p>Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay. All plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally.</p>	<ul style="list-style-type: none"> • A policy or policies which reflect the principles of the presumption in favour of sustainable development (see model policy at www.planningportal.gov.uk) 	<p>The LPP1 contains a policy that reflects the presumption in favour of sustainable development and reference to this policy is made within the LPP2 (page 63, para.4.3)</p>
<p><i>Objectively assessed needs</i></p> <p>The economic, social and environmental needs of the authority area addressed and clearly presented in a fashion which makes effective use of land and specifically promotes mixed use development, and take account of cross-boundary and strategic issues.</p> <p>Note: Meeting these needs should be subject to the caveats specified in Paragraph 14 of the NPPF (see above).</p>	<ul style="list-style-type: none"> • Background evidence papers demonstrating requirements based on population forecasts, employment projections and community needs. • Technical papers demonstrating how the aspirations and objectives of the DPD are related to the evidence, and how these are to be met, including from consultation and associated with the Duty to Co-operate. 	<p>Spatial Policies 1 and 2 of the LPP1 set out the level and distribution of housing growth to be delivered across the whole of Lewes District up to 2030.</p> <p>The LPP2 only covers the area outside the South Downs National Park and therefore the district-wide housing requirement has been divided between the two local planning authority areas. The disaggregation has been agreed between the District Council and the National Park authority, as set out in a Statement of Common Ground appended to the Duty to Cooperate Statement. .</p> <p>Background papers have been produced to support the housing, employment and Gypsy and Traveller allocations within the LPP2.</p>

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NPPF Principles: Delivering sustainable development		
1. Building a strong, competitive economy (paras 18-22)		
Set out a clear economic vision and strategy for the area which positively and proactively encourages sustainable economic growth (21),	<ul style="list-style-type: none"> • Articulation of a clear economic vision and strategy for the plan area linked to the Economic Strategy, LEP Strategy and marine policy documents where appropriate. 	The LPP1 sets out the economic vision and strategy for the district. The LPP2 seeks to help deliver this vision through allocating sites for employment purposes and development management policies which promote the diversification and growth of the rural economy and the retention and improvement of visitor accommodation.
Recognise and seek to address potential barriers to investment, including poor environment or any lack of infrastructure, services or housing (21)	<ul style="list-style-type: none"> • A criteria-based policy which meets identified needs and is positive and flexible in planning for specialist sectors, regeneration, infrastructure provision, environmental enhancement. • An up-to-date assessment of the deliverability of allocated employment sites, to meet local needs, (taking into account that LPAs should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of an allocated site being used for that purpose) para (22) 	<p>Spatial Policy 1 of the LPP1 set out the employment floorspace requirements of the district over the period 2012 to 2031, whilst LPP1 Core Policy 4 (<i>Encouraging Economic Development and Regeneration</i>) provide a criteria-based policy which seeks to stimulate and maintain a buoyant and balanced local economy.</p> <p>An assessment of the deliverability of existing allocated employment sites was undertaken by consultants as part of the Employment and Economic Land Assessment carried out in 2010 and updated in 2012. This has informed the employment site allocations in the LPP2. The supporting text to Policy E1 describes the barriers to investment in this location in the past.</p>

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<p>2. Ensuring the vitality of town centres (paras 23-37)</p>		
<p>Policies should be positive, promote competitive town centre environments, and set out policies for the management and growth of centres over the plan period (23)</p>	<ul style="list-style-type: none"> • The Plan and its policies may include such matters as: definition of networks and hierarchies; defining town centres; encouragement of residential development on appropriate sites; allocation of appropriate edge of centre sites where suitable and viable town centre sites are not available; consideration of retail and leisure proposals which cannot be accommodated in or adjacent to town centres. 	<p>This issue is not addressed within the LPP2 because issues relating to town centres, including Core Policy 4 which seeks to promote and enhance the vitality and viability of the retail and town centres in the district, are contained within the LPP1.</p>
<p>Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community services and residential development needed in town centres (23)</p>	<ul style="list-style-type: none"> • An assessment of the need to expand (the) town centre(s), considering the needs of town centre uses. • Primary and secondary shopping frontages identified and allocated. 	<p>See above.</p>
<p>3. Supporting a prosperous rural economy (para 28)</p>		
<p>Support sustainable economic growth in rural areas. Planning strategies should promote a strong rural economy by taking a</p>	<ul style="list-style-type: none"> • Where relevant include a policy or policies which support the sustainable growth of rural 	<p>The LPP1 sets out the economic vision and strategy for the rural areas of the district whilst Core Policy 4 (<i>Encouraging Economic Development and Regeneration</i>) sets out the</p>

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<p>positive approach to new development. (28)</p>	<p>businesses; promote the development and diversification of agricultural businesses; support sustainable rural tourism and leisure developments, and support local services and facilities.</p>	<p>strategic policy framework for supporting the rural economy . The LPP2 seeks to help deliver this vision through additional development management policies which promote the diversification and growth of the rural economy and the retention and improvement of visitor accommodation (Policies DM9: Farm Diversification, DM10: Employment Development in the Countryside, DM11: Existing Employment Sites in the Countryside, DM12: Caravan and Camping Sites, and DM13: Existing Visitor Accommodation).</p>
<p>4. Promoting sustainable transport (paras 29-41)</p>		
<p>Facilitate sustainable development whilst contributing to wider sustainability and health objectives. (29)</p> <p>Balance the transport system in favour of sustainable transport modes and give people a real choice about how they travel whilst recognising that different policies will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. (29)</p> <p>Encourage solutions which support reductions in greenhouse gas emissions and congestion (29) including supporting a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport. (30)</p>	<ul style="list-style-type: none"> • Joint working with adjoining authorities, transport providers and Government Agencies on infrastructure provision in order to support sustainable economic growth with particular regard to the facilities referred to in paragraph 31. • Policies encouraging development which facilitates the use of sustainable modes of transport and a range of transport choices where appropriate, particularly the criteria in paragraph 35. • A spatial strategy and policy which seeks to reduce the need to travel through balancing housing and 	<p>The spatial strategy set out in the LPP1 seeks to ensure that new development growth takes place in the most sustainable locations. The housing and employment site allocations in the LPP2 will help to deliver the spatial strategy.</p> <p>In addition, LPP1 Core Policy 13 (<i>Sustainable Transport</i>) promotes and supports development that encourages travel by walking, cycling and public transport and reduces the proportion of journeys made by car..</p> <p>The LPP2 supports Core Policy 13 through additional development management policies that seek to achieve an increase in sustainable travel modes, i.e. Policies DM35 (<i>Footpath, Cycle and Bridleway Network</i>), DM36 (<i>Station Parking</i>) and DM37 (<i>Former Lewes to Uckfield railway line</i>).</p>

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<p>Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development. (31)</p> <p>Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure. (32)</p> <p>Ensure that developments which generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised (34)</p> <p>Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. (35)</p> <p>Policies should aim for a balance of land uses so that people can be encouraged to minimize journey lengths for employment, shopping, leisure, education and other activities. (37)</p> <p>For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day</p>	<p>employment provision.</p> <ul style="list-style-type: none"> • Policy for major developments which promotes a mix of uses and access to key facilities by sustainable transport modes. • If local (car parking) standards have been prepared, are they justified and necessary? (39) • Identification and protection of sites and routes where infrastructure could be developed to widen transport choice linked to the Local Transport Plan. 	
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<p>activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties. (38)</p> <p>The setting of car parking standards including provision for town centres. (39-40)</p> <p>Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice. (41)</p>		
<p>5. Supporting high quality communications infrastructure (paras 42-46)</p>		
<p>Support the expansion of the electronic communications networks, including telecommunications' masts and high speed broadband. (43)</p> <p>Local planning authorities should not impose a ban on new telecommunications development in certain areas, impose blanket Article 4 directions over a wide area or a wide range of telecommunications development or insist on minimum distances between new telecommunications development and</p>	<ul style="list-style-type: none"> • Policy supporting the expansion of electronic communications networks, including telecommunications and high speed broadband, noting the caveats in para 44. 	<p>LPP2 contains a specific policy DM32: Telecommunications Infrastructure, which sets out the criteria that need to be satisfied for new telecommunications apparatus. The supporting text states that such applications will be determined solely on planning grounds.</p>

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existing development. (44)		
6. Delivering a wide choice of high quality housing (paras 47-55)		
Identify and maintain a rolling supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements; this should include an additional buffer of 5% or 20% (moved forward from later in the plan period) to ensure choice and competition in the market for land. 20% buffer applies where there has been persistent under delivery of housing (47)	<ul style="list-style-type: none"> • Identification of: <ul style="list-style-type: none"> a) five years or more supply of specific deliverable sites; plus the buffer as appropriate • Where this element of housing supply includes windfall sites, inclusion of 'compelling evidence' to justify their inclusion (48) • A SHLAA 	<p>The Five Year Housing Land Supply at 1 October 2018 identified that the Lewes District (outside the SDNP) has a 5.22 year housing land supply (including 5% buffer).</p> <p>The inclusion of windfall sites within the five year supply was strongly supported by the LPP1 Inspector who considered that within the district, based on past performance and the strength of the local housing market, windfalls are very likely to be a continual source of supply.</p> <p>The SHLAA covering the District outside of the SDNP is updated and managed on an annual basis.</p>
Identify a supply of developable sites or broad locations for years 6-10 and, where possible, years 11-15 (47).	<ul style="list-style-type: none"> • Identification of a supply of developable sites or broad locations for: a) years 6-10; b) years 11-15 	<p>LPP1 Spatial Policies 1 and 2 set out the level and distribution of housing growth to be delivered over the Plan period (2010-2030) across the whole of the Lewes District.</p> <p>The LPP2 disaggregates the housing requirement between Lewes District inside and Lewes District outside the National Park, which was been agreed with the SDNPA through the Duty to Co-operate Statement.</p> <p>LPP2 sets out the level and distribution of housing growth for settlements outside the National Park; the housing growth that has been identified or will be delivered through neighbourhood plans; and provides allocations to meet the residual housing growth.</p> <p>The SHELAA (2018) identifies the supply of developable sites</p>

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		<p>for years 6 to 10, and 11 to 15. The SHELAA is updated and managed throughout Lewes District Council. The area inside the SDNP, which is not included in the Lewes Local Plan Part 2, has its own SHELAA.</p> <p>Completions and permissions are monitored annually. Additionally, there is an Authority Monitoring Report (AMR) produced every year, which details how the Local Plan policies are helping to achieve the objectives. The AMR sets out how many units have been delivered in the district by town and parish areas, and updates the remaining requirement.</p>
<p>Illustrate the expected rate of housing delivery through a trajectory; and set out a housing implementation strategy describing how a five year supply will be maintained. (47)</p>	<ul style="list-style-type: none"> • A housing trajectory • Monitoring of completions and permissions (47) • Updated and managed SHLAA. (47) 	<p>The Housing Trajectory is included in the LPP1. This trajectory includes the anticipated delivery of both market and affordable housing in the district over the plan period. It is informed by the AMR. The trajectory shows that the district's housing target can be met with a continuous supply of housing land being available across the plan period.</p> <p>A Housing Implementation Strategy was produced in September 2014. It sets out the approach for managing housing delivery in Lewes district to 2030 in order to support the delivery of the housing target set out in the JCS. As described in the introduction <i>“it identifies the district's sources of housing supply for the plan period; the anticipated trajectory for affordable and market housing; the five year housing supply from the point of adoption; an assessment of risks to housing delivery; ways to manage and mitigate the identified risks; and the proposed framework for monitoring</i></p>

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		<p><i>and reviewing housing delivery.</i>” It should read in conjunction with the Joint Core Strategy Background Paper: Justification for the Housing Strategy and the SHLAA.</p>
<p>Set out the authority’s approach to housing density to reflect local circumstances (47).</p>	<ul style="list-style-type: none"> • Policy on the density of development. 	<p>LPP1 Core Policy 2 sets out the approach to densities, reflecting local circumstances. This is supplemented by Policies DM25 (<i>Design</i>) and DM34 (<i>Areas of Established Character</i>) in the LPP2.</p>
<p>Plan for a mix of housing based on current and future demographic and market trends, and needs of different groups (50) and caters for housing demand and the scale of housing supply to meet this demand. (para 159)</p>	<ul style="list-style-type: none"> • Policy on planning for a mix of housing (including self-build, and housing for older people • SHMA • Identification of the size, type, tenure and range of housing) required in particular locations, reflecting local demand. (50) • Evidence for housing provision based on up to date, objectively assessed needs. (50) • Policy on affordable housing and consideration for the need for on-site provision or if off-site provision or financial contributions are sought, where these can these be justified and to what extent do they contribute to the objective of 	<p>LPP1 Core Policy 1 (<i>Affordable Housing</i>) and Core Policy 2 (<i>Housing Type, Density and Mix</i>) sets out the Council’s approach to improving access to housing and achieving mixed and balanced communities. Core Policy 1 is supported by the Lewes District Affordable Housing SPD adopted in 2018.</p> <p>LLP2 Policy DM2 (<i>Affordable Homes Exception Sites</i>) carries forward, suitably updated, ‘saved Policy RES10 of the Lewes District Local Plan 2003, as required by LPP1 Core Policy 1. This updated policy includes provision for open-market housing where it can be demonstrated that an affordable housing scheme would be unviable without cross-subsidy.</p>

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	<p>creating mixed and balanced communities. (50)</p>	
<p>In rural areas be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate (54).</p> <p>In rural areas housing should be located where it will enhance or maintain the vitality of rural communities.</p>	<ul style="list-style-type: none"> • Consideration of allowing some market housing to facilitate the provision of significant additional affordable housing to meet local needs. • Consideration of the case for resisting inappropriate development of residential gardens. (This is discretionary)(para 53) • Examples of special circumstances to allow new isolated homes listed at para 55. 	
7. Requiring good design (paras 56-68)		
<p>Develop robust and comprehensive policies that set out the quality of development that will be expected for the area (58).</p>	<ul style="list-style-type: none"> • Inclusion of policy or policies which seek to increase the quality of development through the principles set out at para 58 and approaches in paras 59-61, linked to the vision for the area and specific local issues 	<p>LPP1 Core Policy 11 (<i>Built and Historic Environment and High Quality Design</i>) seeks to ensure that all forms of new development are designed to a high standard and maintain and enhance the local vernacular and ‘sense of place’ of individual settlements. It is supported by the more detailed design criteria set out in LPP2 Policies DM25 (<i>Design</i>), Policy DM4 (<i>Residential Conversions in the Countryside</i>), DM10 (<i>Employment Development in the Countryside</i>), DM27 (<i>Landscape Design</i>), Policy DM28 (<i>Residential Extensions</i>) and DM34 (<i>Areas of Established Character</i>)).</p>

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<p>8. Promoting healthy communities (paras 69-77)</p>		
<p>Policies should aim to design places which: promote community interaction, including through mixed-use development; are safe and accessible environments; and are accessible developments (69).</p>	<ul style="list-style-type: none"> • Inclusion of a policy or policies on inclusive communities. • Promotion of opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments which bring together those who work, live and play in the vicinity; safe and accessible environments where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion; and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas. (69) 	<p>LPP1 Core Policies 1 (<i>Affordable Housing</i>) 2 (<i>Housing Type, Density and Mix</i>), 6 (<i>Retail and Town Centres</i>), 7 (<i>Infrastructure</i>), 11 (<i>Built and Historic Environment and High Quality Design</i>) and 13 (<i>Sustainable Travel</i>) seek to promote safe and accessible environments that promote community interaction. The LPP2 also supports this objective through Policies DM25 (<i>Design</i>), DM16 (<i>Children’s Play Space in New Housing Development</i>) and DM2 (<i>Affordable Homes Exception Sites</i>).</p>
<p>Policies should plan positively for the provision and use of shared space, community facilities and other local services (70).</p>	<ul style="list-style-type: none"> • Inclusion of a policy or policies addressing community facilities and local service. • Positive planning for the provision and integration of community 	<p>LPP1 Core Policies 7 (<i>Infrastructure</i>) and 8 (<i>Green Infrastructure</i>) seek to improve accessibility to key community services and facilities and provide the new and upgraded infrastructure that is required to create and support sustainable communities. These policies are supported by Policies DM15 (<i>Provision of Outdoor Playing Space</i>) and</p>

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	<p>facilities and other local services to enhance the sustainability of communities and residential environments; safeguard against the unnecessary loss of valued facilities and services; ensure that established shops, facilities and services are able to develop and modernize; and ensure that housing is developed in suitable locations which offer a range of community facilities and good access to key services and infrastructure.</p>	<p>DM16 (<i>Children’s Play Space in New Housing Development</i>) in the LPP2.</p>
<p>Identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities; and set locally derived standards to provide these (73).</p>	<ul style="list-style-type: none"> • Identification of specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. (73) • A policy protecting existing open space, sports and recreational buildings and land from development, with specific exceptions. (74) • Protection and enhancement of rights of way and access. (75) 	<p>The Lewes District Outdoor Playing Space Review (2004) and Informal Recreational Space Study (2005) concluded that provision was generally adequate across the district but there were identified deficiencies in some outdoor sports provision in the towns and deficiencies in children’s equipped play space in all the towns and parishes when measured against the Council’s adopted standards. An audit of outdoor playing space carried out across the district in 2014 confirmed a similar situation.</p> <p>Core Policies 7 (<i>Infrastructure</i>) and 8 (<i>Green Infrastructure</i>) in the LPP1 seek to retain and enhance existing sports and recreational facilities and other green spaces. These policies are supported by LPP2 Policy DM14 (<i>Multifunctional Green Infrastructure</i>), DM15 (<i>Provision for Outdoor Playing Space</i>), DM16 (<i>Children’s Play Space in New Housing Development</i>).</p>

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		LPP2 Policy DM36 (<i>Footpath, Cycle and Bridleway Network</i>) seeks to ensure that development will not harm the convenience, safety or amenity value of the footpath, cycle or bridleway network.
Enable local communities, through local and neighbourhood plans, to identify special protection green areas of particular importance to them – ‘Local Green Space’ (76-78).	<ul style="list-style-type: none"> • Policy enabling the protection of Local Green Spaces. (Local Green Spaces should only be designated when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period. The designation should only be used when it accords with the criteria in para 77). Policy for managing development within a local green space should be consistent with policy for Green Belts. (78) 	<p>LPP1 Core Policy 11 (<i>Green Infrastructure</i>) sets out the overall strategic framework for managing and enhancing the green infrastructure network across the district. It aims to resist development that would undermine the functional integrity of the green infrastructure network or would result in the loss of existing green spaces, unless either mitigation measures are incorporated within the development or alternative and suitable provision is made elsewhere in the locality.</p> <p>Lewes District Council supports town and parish councils preparing their own Neighbourhood Plans, enabling them to identify Local Green Spaces of particular importance to their communities. Within the LPP2 area, both the Wivelsfield Neighbourhood Plan and the Plumpton Neighbourhood have designated Local Green Spaces..</p>
9. Protecting Green Belt land (paras 79-92)		
Local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance	<ul style="list-style-type: none"> • Where Green Belt policies are included, these should reflect the need to: <ul style="list-style-type: none"> ○ Enhance the beneficial use of the Green Belt. (81) ○ Accord with criteria on 	There is no Green Belt area within Lewes District.

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<p>landscapes, visual amenity and biodiversity; or to improve damaged and derelict land. (81)</p> <p>Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. (83)</p> <p>When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. (84)</p> <p>Boundaries should be set using ‘physical features likely to be permanent’ amongst other things (85)</p>	<p>boundary setting, and the need for clarity on the status of safeguarded land, in particular. (85)</p> <ul style="list-style-type: none"> ○ Specify that inappropriate development should not be approved except in very special circumstances. (87) ○ Specify the exceptions to inappropriate development (89-90) ○ Identify where very special circumstances might apply to renewable energy development. (91) 	
<p>10. Meeting the challenge of climate change, flooding and coastal change (paras 93-108)</p>		
<p>Adopt proactive strategies to mitigate and adapt to climate change taking full account of flood risk, coastal change and water supply and demand considerations. (94)</p>	<ul style="list-style-type: none"> ● Planning of new development in locations and ways which reduce greenhouse gas emissions. ● Support for energy efficiency improvements to existing building. ● Local requirements for a building’s 	<p>LPP1 Core Policy 12 (<i>Flood Risk, Coastal Erosion, Sustainable Drainage and Slope Stability</i>) recognises the district’s vulnerability to climate change, in particular flooding and coastal erosion, and introduces a number of measures to minimise the negative effects.</p> <p>LPP1 Core Policy 11 (<i>Built and Historic Environment and</i></p>

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	<p>sustainability which are consistent with the Government’s zero carbon buildings policy. (95)</p>	<p><i>High Quality Design</i>) seeks to ensure that new development adequately addresses the need to reduce resource and energy consumption</p> <p>The District Council has applied a sequential, risk-based approach to the location of development growth, taking into account the current and future impacts of climate change, so as to avoid flood risk to people and property.</p>
<p>Help increase the use and supply of renewable and low carbon energy through a strategy, policies maximising renewable and low carbon energy, and identification of key energy sources. (97)</p>	<ul style="list-style-type: none"> • A strategy and policies to promote and maximise energy from renewable and low carbon sources, • Identification of suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources (see also NPPF footnote 17) • Identification of where development can draw its energy supply from decentralised, renewable or low carbon supply systems and for co-locating potential heat customers and suppliers. (97) 	<p>LPP1 Core Policy 14 (<i>Renewable and Low Carbon Energy and Sustainable Use of Resources</i>) seeks to reduce locally contributing causes of climate change, by promoting low carbon and renewable energy and encouraging the sustainable use of resources. It is supported by LLP2 Policy DM26 (<i>Refuse and Recycling</i>) which seeks to ensure the provision of accessible, well-designed and easy to use waste and recycling facilities in all new developments.</p>
<p>Minimise vulnerability to climate change and manage the risk of flooding (99)</p>	<ul style="list-style-type: none"> • Account taken of the impacts of climate change. (99) 	<p>LPP1 Core Policy 12 (<i>Flood Risk, Coastal Erosion, Sustainable Drainage and Slope Stability</i>) guides</p>

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	<ul style="list-style-type: none"> • Allocate, and where necessary re-locate, development away from flood risk areas through a sequential test, based on a SFRA. (100) • Policies to manage risk, from a range of impacts, through suitable adaptation measures 	<p>development away from areas of flood risk identified in the Lewes District Strategic Flood Risk Assessment (2009).</p> <p>LPP2 Policies DM14 (<i>Multi-functional Green Infrastructure</i>) and DM27 (<i>Landscape Design</i>) also seek to encourage adaptation to climate change. LPP2 site allocation policies require Flood Risk Assessments where appropriate..</p>
<p>Take account of marine planning (105)</p>	<ul style="list-style-type: none"> • Ensure early and close co-operation on relevant economic, social and environmental policies with the Marine Management Organisation • Review the aims and objectives of the Marine Policy Statement, including local potential for marine-related economic development • Integrate as appropriate marine policy objectives into emerging policy • Support of integrated coastal management (ICM) in coastal areas in line with the requirements of the MPS 	<p>The UK Marine Policy Statement has been taken into account in the preparation of the LPP1 and the local planning authority will continue to have regard, where appropriate, to the Marine Policy Statement and the emerging South Marine Plans and designations in subsequent plan making and decision taking. The MMO has been consulted at all stages in the preparation of LPP2.</p>
<p>Manage risk from coastal change (106)</p>	<ul style="list-style-type: none"> • Identification of where the coast is likely to experience physical 	<p>LPP1 Core Policy 12 (<i>Flood Risk, Coastal Erosion, Sustainable Drainage and Slope Stability</i>) guides</p>

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	<p>changes and identify Coastal Change Management Areas, and clarity on what development will be allowed in such areas.</p> <ul style="list-style-type: none"> • Provision for development and infrastructure that needs to be re-located from such areas, based on SMPs and Marine Plans, where appropriate. 	<p>development away from both undeveloped and unstable areas of coast. Some of these were identified in the Beachy Head to Selsey Bill (South Downs) Shoreline Management Plan 1st Review (2006).</p>
11. Conserving and enhancing the natural environment (paras 109-125)		
Protect valued landscapes (109)	<ul style="list-style-type: none"> • A strategy and policy or policies to create, protect, enhance and manage networks of biodiversity and green infrastructure. • Policy which seeks to minimise the loss of higher quality agricultural land and give great weight to protecting the landscape and scenic beauty of National Parks, the Broads and AONBs. 	<p>LPP1 Core Policy 10 (<i>Natural Environment and Landscape Character</i>) seeks to conserve and enhance the natural environment of the district, including landscape assets, biodiversity, geodiversity, priority habitats and species and statutory and locally designated sites. It is supported by LPP2 Policies DM19 (<i>Protection of Agricultural Land</i>) which seeks to ensure that development does not take place of good quality agricultural land and DM24 (<i>Protection of Biodiversity and Geodiversity</i>).</p>
Prevent unacceptable risks from pollution and land instability (109)	<ul style="list-style-type: none"> • Policy which seeks development which is appropriate for its location having regard to the effects of pollution on health, the natural environment or general amenity. 	<p>LPP! Core Policy 9 (<i>Air Quality</i>) seeks to improve air quality in the district. It is supplemented by LPP2 Policies DM20 (<i>Pollution Management</i>), DM21 (<i>Land Contamination</i>), DM22 (<i>Water Resources and Water Quality</i>) and DM23 (<i>Noise</i>), which seek to ensure that development will not have an unacceptable impact on health, the natural environment or</p>

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		local amenity.
<p>Planning policies should minimise impacts on biodiversity and geodiversity (117)</p> <p>Planning policies should plan for biodiversity at a landscape-scale across local authority boundaries (117)</p>	<ul style="list-style-type: none"> • Identification and mapping of local ecological networks and geological conservation interests. • Policies to promote the preservation, restoration and re-creation of priority habitats, ecological networks and the recovery of priority species 	<p>LPP2 Policy DM24 (<i>Protection of Biodiversity and Geodiversity</i>) seeks to protect sites and areas recognised for their biodiversity and geodiversity value.</p>
<p>12. Conserving and enhancing the historic environment (paras 126-141)</p>		
<p>Include a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk (126)</p>	<ul style="list-style-type: none"> • A strategy for the historic environment based on a clear understanding of the cultural assets in the plan area, including assets most at risk. • A map/register of historic assets • A policy or policies which promote new development that will make a positive contribution to character and distinctiveness. (126) 	<p>LPP1 Core Policy 11 (<i>Built and Historic Environment and High Quality Design</i>) sets out the Council’s approach to safeguarding the historic environment. It is supported by LPP2 Policy DM33 (<i>Heritage Assets</i>) which sets out the Council’s requirements for development proposals that could affect a heritage asset or its setting.</p> <p>All known historic assets are recorded on the County-wide Historic Environment Record (HER).</p>
<p>13. Facilitating the sustainable use of minerals (paras 142-149)</p>		
<p>It is important that there is a sufficient supply of material to provide the</p>	<p>Account taken of the matters raised in relation to paragraph 143 and 145,</p>	<p>East Sussex County Council and the South Downs National Park Authority are the minerals and waste planning authority</p>

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<p>infrastructure, buildings, energy and goods that the country needs. However, since minerals are a finite natural resource, and can only be worked where they are found, it is important to make best use of them to secure their long-term conservation (142)</p> <p>Minerals planning authorities should plan for a steady and adequate supply of industrial materials (146)</p>	<p>including matters in relation to land in national / international designations; landbanks; the defining of Minerals Safeguarding Areas; wider matters relating to safeguarding; approaches if non-mineral development is necessary within Minerals Safeguarding Areas; the setting of environmental criteria; development of noise limits; reclamation of land; plan for a steady and adequate supply of aggregates. This could include evidence of co-operation with neighbouring and more distant authorities.</p>	<p>for Lewes District. The East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan was adopted 2013, and the Waste and Minerals Site Plan was adopted in 2017.</p>
<p>Justified: The plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.</p> <p>To be 'justified' a DPD needs to be:</p> <ul style="list-style-type: none"> • Founded on a robust and credible evidence base involving: research / fact finding demonstrating how the choices made in the plan are backed up by facts; and evidence of participation of the local community and others having a stake in the area. • The most appropriate strategy when considered against reasonable alternatives. 		
<p>Participation</p> <p>Has the consultation process allowed for effective engagement of all interested parties?</p>	<p>The consultation statement. This should set out what consultation was undertaken, when, with whom and how it has influenced the plan. The statement should show that efforts</p>	<p>Extensive consultation has been undertaken to allow all interested parties to engage in the preparation of LPP2. Consultation was undertaken in accordance with the adopted SCI.</p> <p>A series of 'Issues & Options' Topic Papers were consulted</p>

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	<p>have been made to consult hard to reach groups, key stakeholders etc. Reference SCI</p>	<p>upon in 2013, and a Draft Plan (and SA) was consulted upon between 30th November and 25th January 2018.</p> <p>A Pre-Submission LPP2 was published for representations to be made between 24th September 2018 and 5th November 2018.</p> <p>A summary of how the consultation was undertaken, who was consulted and how, and the main issue arising and how these were addressed, is contained with the Regulation 22 Statement of Consultation.</p>
<p>Research / fact finding</p> <p>Is the plan justified by a sound and credible evidence base? What are the sources of evidence? How up to date, and how convincing is it?</p> <p>What assumptions were made in preparing the DPD? Were they reasonable and justified?</p>	<ul style="list-style-type: none"> • The studies, reports and technical papers that provide the evidence for the policies set out in the DPD, the date of preparation and who they were produced by. <p>AND</p> <ul style="list-style-type: none"> • Sections of the DPD (at various stages of development) and SA Report which illustrate how evidence supports the strategy, policies and proposals, including key assumptions. <p>OR</p> <ul style="list-style-type: none"> • A very brief statement of how the main findings of consultation support the policies, with reference to: reports to the council on the issues raised during 	<p>The preparation of LPP2 has drawn on earlier evidence gathered during the LPP1 process, in addition to further evidence-based assessments. As the policies and allocations contained in this document flow from the overarching development strategy and strategic policies of LPP1, they will have the same time horizon and largely the same evidence base. There are two notable updates to the LPP1 evidence base: the 2018 Strategic Housing and Economic Land Availability Assessment (SHELAA) and the Habitat Regulations Assessment Addendum 2018, relating specifically to the Local Plan's effect on air quality in relation to the Ashdown Forest.</p>

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	<p>participation, covering both the front-loading and formulation phases; and any other information on community views and preferences.</p> <p>OR</p> <ul style="list-style-type: none"> For each policy (or group of policies dealing with the same issue), a very brief statement of the evidence documents relied upon and how they support the policy (where this is not already clear in the reasoned justification in the DPD). 	
<p>Alternatives</p> <p>Can it be shown that the LPA’s chosen approach is the most appropriate given the reasonable alternatives? Have the reasonable alternatives been considered and is there a clear audit trail showing how and why the preferred approach was arrived at? Where a balance had to be struck in taking decisions between competing alternatives, is it clear how and why the decisions were taken?</p> <p>Does the sustainability appraisal show how the different options perform and is it clear that sustainability considerations informed</p>	<ul style="list-style-type: none"> Reports and consultation documents produced in the early stages setting out how alternatives were developed and evaluated, and the reasons for selecting the preferred strategy, and reasons for rejecting the alternatives. This should include options covering not just the spatial strategy, but also the quantum of development, strategic policies and development management policies. An audit trail of how the evidence base, consultation and SA have 	<p>The Sustainability Appraisal that accompanies LPP2 has assessed the reasonable alternatives for the policy areas and explains why particular options/approaches were chosen. The options/approaches were assessed using a sustainability framework that balanced social, environmental and economic considerations to identify sustainable options.</p> <p>The SA Report was updated at each stage in the preparation of LPP2.</p>

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<p>the content of the DPD from the start?</p>	<p>influenced the plan.</p> <ul style="list-style-type: none"> • Sections of the SA Report showing the assessment of options and alternatives. • Reports on how decisions on the inclusion of policy were made. • Sections of the consultation document demonstrating how options were developed and appraised. • Any other documentation showing how alternatives were developed and evaluated, including a report on how sustainability appraisal has influenced the choice of strategy and the content of policies. 	
<p>Effective: the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities.</p> <p>To be 'effective' a DPD needs to:</p> <ul style="list-style-type: none"> • Be deliverable • Demonstrate sound infrastructure delivery planning • Have no regulatory or national planning barriers to its delivery • Have delivery partners who are signed up to it • Be coherent with the strategies of neighbouring authorities 		

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<ul style="list-style-type: none"> • Demonstrate how the Duty to Co-operate has been fulfilled • Be flexible • Be able to be monitored 		
<p>Deliverable and Coherent</p> <ul style="list-style-type: none"> • Is it clear how the policies will meet the Plan’s vision and objectives? Are there any obvious gaps in the policies, having regard to the objectives of the DPD? • Are the policies internally consistent? • Are there realistic timescales related to the objectives? • Does the DPD explain how its key policy objectives will be achieved? 	<ul style="list-style-type: none"> • Sections of the DPD which address delivery, the means of delivery and the timescales for key developments and initiatives. • Confirmation from the relevant agencies that they support the objectives and the identified means of delivery, such as evidence that the plans and programmes of other bodies have been taken into account (e.g. Water Resources Management Plans and Marine Plans). • Information in the local development scheme, or provided separately, about the scope and content (actual and intended) of each DPD showing how they combine to provide a coherent policy structure. • Section in the DPD that shows 	<p>The visions and objectives are contained within LPP1. Within LPP1, each policy is preceded by the strategic objectives, and a summary of the sections of the NPPF and the documents that relate to it.</p> <p>LPP2 is a non-strategic plan that supports and seeks to deliver the strategic objectives and spatial strategy of the LPP1 by: allocating additional sites to meet development growth identified in LPP1; and setting out detailed non-strategic development management policies to guide development and change.</p> <p>LPP2 policies complement each other and those that exist in LPP1, and are internally consistent.</p>

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	<p>the linkages between the objectives and the corresponding policies, and consistency between policies (such as through a matrix).</p>	
<p>Infrastructure Delivery</p> <ul style="list-style-type: none"> • Have the infrastructure implications of the policies clearly been identified? • Are the delivery mechanisms and timescales for implementation of the policies clearly identified? • Is it clear who is going to deliver the required infrastructure and does the timing of the provision complement the timescale of the policies? 	<ul style="list-style-type: none"> • A section or sections of the DPD where infrastructure needs are identified and the proposed solutions put forward. • A schedule setting out responsibilities for delivery, mechanisms and timescales, and related to a CIL schedule where appropriate. • Confirmation from infrastructure providers that they support the solutions proposed and the identified means and timescales for their delivery, or a plan for resolving issues. • Demonstrable plan-wide viability, particularly in relation to the delivery of affordable housing and the role of a CIL schedule. 	<p>Infrastructure and service providers were consulted at all stages during the preparation of both the LPP1 and the LPP2.</p> <p>A draft Infrastructure Delivery Plan (IDP) was published in 2018, alongside the Submission LPP2. This sets out the infrastructure that will be required to support the level of development proposed, along with responsibilities for delivery, mechanisms and timescales.</p> <p>Plan viability was assessed as part of the preparation of the LPP1 and the CIL Charging Schedule.</p>

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<p>Co-ordinated Planning</p> <p>Does the DPD reflect the concept of spatial planning? Does it go beyond traditional land use planning by bringing together and integrating policies for the development and use of land with other policies and programmes from a variety of agencies / organisations that influence the nature of places and how they function?</p>	<ul style="list-style-type: none"> • Sections of the DPD that reflect the plans or strategies of the local authority and other bodies • Policies which seek to pull together different policy objectives • Expressions of support/representations from bodies responsible for other strategies affecting the area 	<p>Strategic issues and priorities, including development needs, were addressed in LPP1, which is a joint plan with the South Downs National Park Authority, covering the whole of the Lewes District.</p> <p>LPP2 is a non-strategic plan that supports and seeks to deliver the strategic objectives and spatial strategy of the LPP1, in the area outside of the National Park.</p> <p>The LPP1 and the LPP2, taken together, provide policies for development that take account of the needs of communities and how places function.</p> <p>LPP1 specifically identifies other strategy documents that informed the development of the plan, including the Sustainable Community Strategy, the Lewes Regeneration Strategy 2012 – 2015, the South Downs National Park Partnership Management Plan 2014-2019, East Sussex County Council’s Local Transport Plan8 , the relevant Catchment Flood Management Plans and Shoreline Management Plans, the East Sussex Economic Development Strategy, the Water Resources Management Plans prepared by South East Water and Southern Water, and the East Sussex Environment Strategy.</p> <p>In addition, LPP2 references Local Transport Plan 2011-2026, East Sussex Rail Strategy, Minerals and Waste Local Plans, and also contains links with policies in Draft Brighton & Hove City Council’s City Plan.</p>
<p>Flexibility</p> <ul style="list-style-type: none"> • Is the DPD flexible enough to respond to a 	<ul style="list-style-type: none"> • Sections of the DPD setting out the assumptions of the plan and identifying the circumstances 	<p>The housing allocations within LPP2 are also subject to LPP1 which have flexibility in terms of affordable housing contributions and mix of development which will provide</p>

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<p>variety of, or unexpected changes in, circumstances?</p> <ul style="list-style-type: none"> • Does the DPD include the remedial actions that will be taken if the policies need adjustment? 	<p>when policies might need to be reviewed.</p> <ul style="list-style-type: none"> • Sections of the annual monitoring report and sustainability appraisal report describing how the council will monitor: <ol style="list-style-type: none"> a. the effectiveness of policies and what evidence is being collected to undertake this b. changes affecting the baseline information and any information on trends on which the DPD is based • Risk analysis of the strategy and policies to demonstrate robustness and how the plan could cope with changing circumstances • Sections within the DPD dealing with possible change areas and how they would be dealt with, including mechanisms for the rate of development to be increased or slowed and how that would impact on other aspects of the strategy and on infrastructure 	<p>flexibility for the implementation of LPP2 site allocations.</p> <p>LPP2 contains a Monitoring Framework which includes four new indicators specifically related to LPP2. These four indicators are in addition to the monitoring framework contained within LPP1. The monitoring framework is to ensure that the new policies are flexible to any changes.</p> <p>Both plans will be monitoring using these frameworks on an annual basis through the AMR.</p> <p>The LDS identifies that the preparation of a Local Plan Part 1: Joint Core Strategy Review will commence in autumn 2020, which will allow an opportunity to take remedial action to be taken if policies need adjustment.</p>
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	<p>provision</p> <ul style="list-style-type: none"> Sections of the DPD identifying the key indicators of success of the strategy, and the remedial actions which will be taken if adjustment is required. 	
<p>Co-operation</p> <ul style="list-style-type: none"> Is there sufficient evidence to demonstrate that the Duty to Co-operate has been undertaken appropriately for the plan being examined? Is it clear who is intended to implement each part of the DPD? Where the actions required are outside the direct control of the LPA, is there evidence that there is the necessary commitment from the relevant organisation to the implementation of the policies? 	<ul style="list-style-type: none"> A succinct Duty to Co-operate Statement which flows from the strategic issues that have been addressed jointly. A 'tick box' approach or a collection of correspondence is not sufficient, and it needs to be shown (where appropriate) if joint plan-making arrangements have been considered, what decisions were reached and why. The Duty to Co-operate Statement could highlight: the sharing of ideas, evidence and pooling of resources; the practical policy outcomes of co-operation; how decisions were reached and why; and evidence of having effectively co-operated to plan for issues which need other organisations to deliver on, common objectives for elements of strategy and policy; a memorandum of understanding; 	<p>The LPP2 Duty to Co-operate Statement details how non-strategic cross boundary issues were addressed with neighbouring authorities. It identifies two matters where duty to cooperate considerations arise, in relation to the Ashdown Forest SAC and the provision of permanent pitches for Gypsy and Traveller accommodation.</p> <p>The Duty to Co-operate Statement identifies how neighbouring authorities have been engaged in meeting needs for G&T accommodation, and how LDC has been an active participant in the Ashdown Forest Working Group, which was involved the creation of a Statement of Common Ground to address the strategic cross boundary issue of air quality impacts on the Ashdown Forest Special Area of Conservation (SAC) arising from traffic associated with new development.</p> <p>The Statement of Consultation also identifies how engagement was undertaken with specific and general consultation bodies.</p>

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	<p>aligned or joint core strategies and liaison with other consultees as appropriate.</p>	
<p>Monitoring</p> <ul style="list-style-type: none"> • Does the DPD contain targets, and milestones which relate to the delivery of the policies, (including housing trajectories where the DPD contains housing allocations)? • Is it clear how targets are to be measured (by when, how and by whom) and are these linked to the production of the annual monitoring report? • Is it clear how the significant effects identified in the sustainability appraisal report will be taken forward in the ongoing monitoring of the implementation of the plan, through the annual monitoring report? 	<ul style="list-style-type: none"> • Sections of the DPD setting out indicators, targets and milestones • Sections of the current annual monitoring report which report on indicators, targets, milestones and trajectories • Reference to any other reports or technical documents which contain information on the delivery of policies • Sections of the current annual monitoring report and the sustainability appraisal report setting out the framework for monitoring, including monitoring the effects of the DPD against the sustainability appraisal 	<p>Monitoring a local plan should be a strategic activity, designed to identify the possible need for rectifying activity, so LPP2 does not generally require substantial additional monitoring.</p> <p>However LPP2 (Appendix 4) does contain Monitoring Framework to ensure that the new policies are flexible to any changes. This is in addition to the monitoring framework that is contained within LPP1.</p> <p>The Sustainability Appraisal also contains a number of indicators for monitoring the effects of LPP2.</p> <p>The monitoring will be an ongoing process, implemented through the Authority Monitoring Report.</p>
<p>Consistent with national policy: the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.</p> <p>The DPD should not contradict or ignore national policy. Where there is a departure, there must be clear and convincing reasoning to justify the approach taken.</p>		

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<ul style="list-style-type: none"> • Does the DPD contain any policies or proposals which are not consistent with national policy and, if so, is there local justification? • Does the DPD contain policies that do not add anything to existing national guidance? If so, why have these been included? 	<ul style="list-style-type: none"> • Sections of the DPD which explain where and how national policy has been elaborated upon and the reasons. • Studies forming evidence for the DPD or, where appropriate, other information which provides the rationale for departing from national policy. • Evidence provided from the sustainability appraisal (including reference to the sustainability report) and/or from the results of community involvement. • Where appropriate, evidence of consistency with national marine policy as articulated in the UK Marine Policy Statement • Reports or copies of correspondence as to how representations have been considered and dealt with. 	<p>LPP2 is consistent with national policy as set out in the NPPF 2012, as transition arrangements from the NPPF 2018 indicate is acceptable for plans submitted before 24th January 2019.</p> <p>Following initial work and prior to the DM Policies being fully drafted the POS were engaged to undertake a critical assessment of the approach with a focus on consistency with National Policy and the continued relevance of a DM Policies approach. This confirmed consistency with national policy.</p>
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Planning policy for traveller sites

Planning Policy for Traveller Sites was published in 23 March 2012 and came into effect on 27 March 2012. Circular 01/06: Planning for Gypsy and Traveller Caravan Sites and Circular 04/07: Planning for Travelling Showpeople have been cancelled. Planning Policy for Traveller Sites should be read in conjunction with the National Planning Policy Framework, including the implementation policies of that document.

The government's aim in relation to planning for traveller sites is:

'To ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic life of travellers whilst respecting the interests of the settled community'.

Government's aims in respect of traveller sites are:

- That local planning authorities (LPAs) make their own assessment of need for the purposes of planning
- That LPAs work collaboratively, develop fair and effective strategies to meet need through the identification of land for sites
- Plan for sites over a reasonable timescale
- Plan-making should protect green belt land from inappropriate development
- Promote more private traveller site provision whilst recognising that there will always be those travellers who cannot provide their own sites
- Aim to reduce the number of unauthorised developments and encampments and make enforcement more effective.

In addition local planning authorities should:

- Include fair, realistic and inclusive policies
- Increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply
- Reduce tensions between settled and traveller communities in plan-making and decision-taking
- Enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure
- Have due regard to protection of local amenity and local environment

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Policy Expectations	Possible Evidence	Evidence Provided
Policy A: Using evidence to plan positively and manage development (para 6)		
Early and effective community engagement with both settled and traveller communities.	<ul style="list-style-type: none"> • Early and effective engagement undertaken, including discussing travellers' accommodation needs with travellers themselves, their representative bodies and local support groups. 	LPP1 Core Policy 3 – Gypsy and Traveller Accommodation sets out the identified permanent pitch needs. This was informed by the 2015 East Sussex and South Downs National Park Gypsy and Traveller Accommodation Assessment (GTAA) which worked with travellers, resident and travelling through the area, and representatives to establish their accommodation needs for the remaining Plan period. The GTAA was published and available as part of the LPP1 examination. Through its Plan preparation stages LPP2 has highlighted the requirement to deliver Core Policy 3, consulting on options and undertaking an open call-for-sites.
Co-operate with travellers, their representative bodies and local support groups, other local authorities and relevant interest groups to prepare and maintain an up-to-date understanding of likely permanent and transit accommodation needs of their areas.	<ul style="list-style-type: none"> • Demonstration of a clear understanding of the needs of the traveller community over the lifespan of your development plan. • Collaborative working with neighbouring local planning authorities. • A robust evidence base to establish accommodation needs to inform the preparation of your local plan and make planning decisions. 	The five East Sussex local planning authorities and South Downs National Park Authority jointly commissioned consultants to undertake a Gypsy and Traveller Accommodation Assessment (GTAA). The GTAA assessed the need for permanent and transit pitches within East Sussex and identified by local planning authority.
Policy B: Planning for traveller sites (paras 7-11)		
Set pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of	<ul style="list-style-type: none"> • Identification, and annual update, of a supply of specific, deliverable sites sufficient to provide 5 years worth of sites against locally set target. 	Core Policy 3 of LPP1 identifies the need for permanent Gypsy and Traveller pitches, separated to inside and outside the SDNP. It also sets out criteria to be used to determine planning

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Policy Expectations	Possible Evidence	Evidence Provided
<p>travellers in your area, working collaboratively with neighbouring LPAs. Set criteria to guide land supply allocations where there is identified need. Ensure that traveller sites are sustainable economically, socially and environmentally.</p>	<p>Identification of a supply of specific, developable sites or broad locations for growth for years 6-10, and, where possible, for years 11-15.</p> <ul style="list-style-type: none"> • An assessment of the need for traveller sites, and where an unmet need has been demonstrated a supply of specific, deliverable sites been identified. • Policy which takes into account criteria a-h of para 11 	<p>application and guide site allocations. The 2018 Gypsy and Traveller Background Paper demonstrates how Draft Policy GT01 has been considered against Core Policy 3 and national policy. Draft Policy GT01 has been also assessed through the LPP2 sustainability appraisal and scored against the economic, social and environmental objectives set out in the framework.</p>
<p>Policy C: Sites in rural areas and the countryside (para 12)</p>		
<p>When assessing the suitability of sites in rural or semi-rural settings LPAs should ensure that the scale of such sites do not dominate the nearest settled community.</p>		<p>In consultation with East Sussex County Council Traveller Team the suitability, in terms of size, was one on the considerations taken into account. The 2018 Gypsy and Traveller Background Paper contains the assessment in regard to 'residential amenity' of nearest neighbours and settled community.</p>
<p>Policy D: Rural exception sites (para 13)</p>		
<p>If there is a lack of affordable land to meet local traveller needs, LPAs in rural areas, where viable and practical, should consider allocating and releasing sites solely for affordable travellers' sites.</p>	<ul style="list-style-type: none"> • If a rural exception site policy is used, and if so clarity that such sites shall be used for affordable traveller sites in perpetuity. 	<p>Not applicable.</p>
<p>Policy E: Traveller sites in Green Belt (paras 14-15)</p>		
<p>Traveller sites (both permanent and temporary) in the Green Belt are inappropriate development. Exceptional limited alteration to the defined Green Belt boundary (which might be to</p>	<ul style="list-style-type: none"> • Green Belt boundary revisions made in response to a specific identified need for a traveller site, undertaken through the plan making process. 	<p>Not applicable.</p>

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Policy Expectations	Possible Evidence	Evidence Provided
accommodate a site inset within the Green Belt) to meet a specific, identified need for a traveller site ... should be done only through the plan-making process.		
Policy F: Mixed planning use traveller sites (paras 16-18)		
Local planning authorities should consider, wherever possible, including traveller sites suitable for mixed residential and business uses, having regard to the safety and amenity of the occupants and neighbouring residents.	<ul style="list-style-type: none"> • Consideration of the need for sites for mixed residential and business use (having regard to safety and amenity of the occupants and neighbouring residents), or separate sites in close proximity to one another. • N.B. Mixed use should not be permitted on rural exception sites 	Not applicable. No need for mixed sites was identified in the GTAA.
Policy G: Major development projects (para 19)		
Local planning authorities should work with the planning applicant and the affected traveller community to identify a site or sites suitable for relocation of the community if a major development proposal requires the permanent or temporary relocation of a traveller site.	<ul style="list-style-type: none"> • Where a major development proposal requires the permanent or temporary relocation of a traveller site, the identification of a site or sites suitable for re-location of the community. 	Not applicable. There are no current development proposals requiring the relocation of existing sites.

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Integration of marine and terrestrial planning

As the UK marine area and marine plan area boundaries extend up to the level of mean high water spring tides while terrestrial planning boundaries generally extend to mean low water spring tides (including estuaries), the marine plan area will physically overlap with that of some terrestrial plan. Local authorities with any tidal frontage, even if far inland and not conventionally regarded as coastal, must therefore take full account of the MMO, the MPS and marine plans under S.58 of the Marine and Coastal Access Act and the Duty to Co-operate in Section 110 of the Localism Act 2011. A full list of the local planning authorities whose areas overlap with the UK marine area appears in Appendix One.

Furthermore, the Duty to Co-Operate requires all local planning authorities, even if landlocked, to take account, where relevant, of the MMO's plans and activities when preparing their Local Plans. Finally, the NPPF requires LPAs to take the MPS into account under the tests of soundness (specifically, to test if an emerging DPD is consistent with national policy, which includes the MPS).

The Marine and Coastal Access Act 2009 (the Act) provided for the introduction of a marine planning system for England's inshore and offshore marine area, establishing the Secretary of State as the Marine Planning Authority for these areas. The Act also provided for the establishment of the Marine Management Organisation (MMO) and for the Secretary of State to delegate various planning functions. The planning functions including preparation and review were delegated to the MMO in 2010. The Act also provided for the adoption of the UK Marine Policy Statement (MPS). The MPS was adopted on 18 March 2011 and provides the policy framework for marine planning and for all decisions likely to affect the marine area.

There are eleven plan areas in English waters, for each of which a Marine Plan will be prepared by the MMO and adopted by the Secretary of State for the Environment, Food and Rural Affairs.

In practical terms, all activities undertaken in the marine area require land based infrastructure, without which our ability to benefit economically and socially from activities in the marine area would be extremely limited.

The UK Government's vision for the marine environment, as articulated in the MPS, is:

'clean, healthy, safe, productive and biologically diverse oceans and seas'.

In the absence of a marine plan prepared by the MMO and adopted by the Secretary of State the MPS is the relevant marine policy document. Where a marine plan has been adopted both the MPS and the Marine Plan are relevant marine policy documents for the marine plan area.

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As articulated in the Marine and Coastal Act and the MPS, the Government aims for the MPS and marine planning systems to sit alongside and interact with existing planning regimes across the UK. Specifically, s.58 of the Marine and Coastal Access Act requires all¹ public bodies to:

- take authorisation or enforcement decisions that affect or might affect the UK marine area in accordance with the MPS and relevant Marine Plans, unless relevant considerations indicate otherwise
- state their reasons where authorisation or enforcement decisions are not taken in accordance with the MPS and relevant Marine Plans
- have regard to the MPS and relevant Marine Plans when taking decisions that affect or might affect the UK marine area which are not authorisation or enforcement decisions²

In addition, the MPS seeks integration of marine planning and the terrestrial planning system through:

- Consistency between marine and terrestrial policy documents and guidance
- Liaison between respective responsible authorities for terrestrial and marine planning, including in plan development, implementation and review stages
- Sharing the evidence base and data where relevant and appropriate so as to achieve consistency in the data used in plan making and decisions

These aims are further supported by footnote 36 in the NPPF.

¹ Like the Duty to Co-Operate, no distinction is made by the Marine and Coastal Access Act between public authorities with a tidal frontage and those without. Emphasis is placed on the likelihood of the decision being made affecting the marine area.

² For example, decisions about what representations they should make as a consultee or about what action they should carry out themselves.

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Policy Expectations	Possible Evidence	Evidence Provided
Key requirements under the Duty to Co-Operate		
Consistency between marine and terrestrial policy documents and guidance	<ul style="list-style-type: none"> • Demonstration of consistency of aim between relevant local plan policies and marine policy documents (i.e. the MPS and any relevant adopted marine plans) • Proof of collaborative working with the MMO and that the MPS has been taken into account. 	<p>LPP1 confirms that regard has been given to UK Marine Policy Statement, the national framework for decisions affecting the marine environment to ensure integration with the marine planning regime. The local planning authority will continue to have regard, where appropriate, to the Marine Policy Statement and the emerging South Marine Plans and designations in subsequent plan making and decision taking.</p> <p>The MMO were consulted at all stages in the preparation of LPP2, although did not provide any representations.</p>
Liaison between respective authorities responsible for terrestrial and marine planning, including in plan development, implementation and review stages	<ul style="list-style-type: none"> • Early and effective policy development engagement undertaken, including discussions with the MMO • Evidence of iteration of policies and plans as a result of engagement with the MMO 	<p>The MMO were consulted at all stages in the preparation of LPP2, although did not provide any representations.</p>

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Policy Expectations	Possible Evidence	Evidence Provided
	<ul style="list-style-type: none"> • Evidence of engagement with the MMO in relation to monitoring, implementation and throughout the policy cycle • Support of integrated coastal management (ICM) in coastal areas in line with the requirements of the MPS 	
<p>Sharing the evidence base and data where relevant and appropriate so as to achieve consistency in the data used in plan making and decisions</p>	<ul style="list-style-type: none"> • Evidence that the LPA has shared or provided relevant data to the MMO that can help inform Marine Plans or MPS review • Demonstration that local plan policy has been underpinned by data provided by the MMO or the MPS • Explicit cross-referencing in local plan to MPS, the MMO, their roles, and relevant marine plans 	<p>LPP1 confirmed that the preparation of the plan took into account the MPS and emerging South Marine Plan.</p> <p>LPP1 Core Policy 12 Flood Risk, Coastal Erosion, Sustainable Drainage and Slope Stability aims to prevent development on unstable areas of coastline and areas at risk of erosion and slope failure, such as those identified in the South Downs Shoreline Management Plan.</p>
<p>Marine Policy Statement- Chapter 2: General Principles for Decision-Making³</p>		

³ As the Marine Policy Statement was not targeted specifically at terrestrial planning authorities, some of its sections are, in practice, relevant to marine planning authorities only and/or there is already a comprehensive policy framework governing terrestrial development (e.g. energy infrastructure), Where this is considered to be the case, i.e. where it is considered likely that a terrestrial planning DPD would be found sound without referencing that section, the section in question has been omitted from this checklist.

Soundness Self-Assessment Checklist

Policy Expectations	Possible Evidence	Evidence Provided
<p>Sections 2.1 -2.2: The UK vision for the marine environment</p>		
<p>The UK vision for the marine environment ('clean, healthy, safe, productive and biologically diverse oceans and seas')</p> <p style="padding-left: 40px;">Achieving the vision through marine planning</p>	<ul style="list-style-type: none"> • Reference in DPD where appropriate to UK vision for the marine environment • Contribution to the vision through local plan policies and supporting text 	<p>LPP2 contributes to the UK vision for the marine environment, in particular through the following policies:</p> <ul style="list-style-type: none"> • Policy DM18: Recreation and Rivers • Policy DM20: Pollution Management • Policy DM22: Water Resources and Water Quality • Policy DM24: Protection of Biodiversity and Geodiversity
<p>Section 2.4: Considering benefits and adverse effects in marine planning</p>		
<p>Consider benefits and adverse effects of plan policies</p>	<ul style="list-style-type: none"> • Consideration of benefits and adverse effects of policy on the marine area as appropriate within the DPD's sustainability appraisal 	<p>The Sustainability Appraisal identifies that the South Marine Plan was considered in identifying the sustainability objectives that were used to assess the</p>

Soundness Self-Assessment Checklist

Policy Expectations	Possible Evidence	Evidence Provided
		benefits and adverse effects of each policy.
Section 2.5: Economic, social and environmental considerations	<ul style="list-style-type: none"> • 	
Contribute to the objectives of relevant EU Directives (Marine Strategy Framework Directive and Water Framework Directive)	<ul style="list-style-type: none"> • Reference to relevant EU Directives in DPD and sustainability appraisal • Consideration of contribution of DPD policies to the objectives of relevant EU Directives 	Policy DM22 (<i>Water Resources and Water Quality</i>) seeks to ensure that there will be no adverse impact on the water environment, both within the district and beyond, through surface or storm water run-off, water abstraction or sewerage discharge in accordance with the Water Framework Directive. The appropriate management of surface water run-off is addressed by LPP1 Core Policy 12 (<i>Flood Risk, Coastal Erosion, Sustainable Drainage and Slope Stability</i>).
Marine Policy Statement- Chapter 3: Policy Objectives for Key Activities		
3.1 Marine Protected Areas		

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Policy Expectations	Possible Evidence	Evidence Provided
<p>Incorporate identified areas and features of importance for nature conservation</p> <p>Activities or developments that may result in adverse impacts on biodiversity should be designed or located to avoid such impacts</p>	<ul style="list-style-type: none"> • Identification of relevant areas and features of importance for nature conservation within relevant marine plan area(s) • Consideration of impacts of policy and/or terrestrial development on those areas and features of importance • Measures to mitigate, monitor and manage negative impacts on those areas and features of importance 	<p>LPP2 identifies the Beachy Head West Marine Conservation Zone (MCZ) that runs parallel to the district’s coastline between Brighton to the west and Beachy Head to the east.</p> <p>LPP2 Policy DM24 (<i>Protection of Biodiversity and Geodiversity</i>) identifies that development which would be likely to adversely affect a MCZ will only be permitted where the benefits of the development, at this site, outweigh the damage to the nationally recognised special interest of the designated site.</p>
<p>3.4 Ports and shipping</p>		
<p>Take into account and seek to minimise any negative impacts on shipping activity, freedom of navigation and navigational safety</p> <p>Protect the efficiency and resilience of</p>	<ul style="list-style-type: none"> • Evidence that policy with potential impact on ports and shipping minimises negative impacts on sector • Where relevant, evidence that economic, employment and transport policies are protective of ports and shipping sector 	<p>Newhaven Port is owned and operated by Newhaven Port and Properties (NPP), who published a masterplan in 2012 to provide a strategic framework for the</p>

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Policy Expectations	Possible Evidence	Evidence Provided
<p>continuing port operations</p>		<p>development of the port over the next 20-30 years. Lewes District Council, East Sussex County Council and Newhaven Town Council have agreed to work with NPP to achieve the implementation of this masterplan.</p> <p>LPP2 Policy E1 allocates employment uses associated with Newhaven Port. Employment development which is not associated with port-related activity will be permitted only where it can be demonstrated that such development would not undermine the operational use of the Port.</p> <p>The further expansion and enhancement of Newhaven Port is supported by LPP1 Core Policy 4 (<i>Economic Development and Regeneration</i>).</p>

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Policy Expectations	Possible Evidence	Evidence Provided
3.8 Fisheries		
Consider potential economic, social and environmental impacts of other developments on fishing activity	<ul style="list-style-type: none"> Where relevant, evidence that other policies minimise negative impacts on fishing activity and/or aquaculture 	There is no dedicated physical infrastructure for fishing in Lewes District
3.9 Aquaculture		
Consider the benefits of encouraging the development of efficient, competitive and sustainable aquaculture industries	<ul style="list-style-type: none"> Where relevant, evidence that the benefits of aquaculture industry development have been considered 	There is no dedicated physical infrastructure for aquaculture in Lewes District
3.10 Surface water management and waste water treatment and disposal		
Maximise opportunities for co-existence of waste water infrastructure with other activities in the marine environment	<ul style="list-style-type: none"> Reference to and consideration of the co-existence of waste water infrastructure with other marine activities, including the potential for waste water infrastructure to mitigate marine impacts through design or location 	The appropriate management of surface water run-off is addressed by LPP1 Core Policy 12 (<i>Flood Risk, Coastal Erosion, Sustainable Drainage and Slope Stability</i>).
3.11 Tourism and recreation		
Consider the potential for tourism and recreation in the marine environment and	<ul style="list-style-type: none"> Where relevant, reference to marine tourism and recreation Evidence that the potential for marine tourism and recreation 	LPP2 Policy DM18 (<i>Recreation and Rivers</i>)

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Policy Expectations	Possible Evidence	Evidence Provided
the benefits this will bring to the economy and local communities	has been recognised in plan-making	covers part of the River Ouse that is within the South Marine Area, and it is considered that this policy recognises the potential for marine tourism.