

December 2024



Lewes District Council

Defining our policies and early site allocation proposals

Settlement Hierarchy Review Update

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1. Introduction

Background

- 1.1 Lewes District Council is in the process of developing a new Local Plan that will provide a framework to guide development within Lewes District, for the area outside of the South Downs National Park (SDNP), to 2040. A fundamental part of the plan making process is to review and update the evidence base relating to the new Local Plan where appropriate to inform the emerging plan.
- 1.2 A settlement hierarchy is a key tool that categorises settlements based on their sustainability. The settlement hierarchy classifies settlements based on the availability of amenities, services and facilities within and in close proximity of a settlement. This allows for a simple classification of whether a settlement can meet the day-to-day needs of the population. This in turn helps rationalise the settlements position and potential role within the district's spatial growth strategy.
- 1.3 It should be noted that the study does not determine how much growth should be allocated to each settlement. The allocation of growth that will be distributed across the district will be dependent on many factors, including but not limited to: the availability of land, environmental constraints such as landscape and flooding, as well as constraints such as the availability of infrastructure to support new growth. These aspects, and others, will be considered in the wider evidence base in the relevant documents and through the preparation of the Local Plan, in combination with this study, the Sustainability Appraisal (SA), the Habitats Regulations Assessment (HRA) and the subsequent settlement hierarchy.

Purpose of this study

- 1.4 This study updates and reviews the settlement hierarchy proposed within the Settlement Hierarchy Review (SHR, 2023). The SHR (2023) was informed by the Settlement Services Study (2023) and reviewed the existing settlement hierarchy set out in Lewes Local Plan Part 1 (LPP1) adopted in 2016, which was informed by the Rural Settlement Study (2013).
- 1.5 This study sets out the revised methodology the Council has used to assess settlements within the District in relation to the availability of amenities, services and facilities and accessibility of these via sustainable transport methods. The review identifies the settlements within the district that are the most sustainable based on an identified criteria and matrix scoring the presence of amenities, services and facilities and their accessibility.
- 1.6 This study is based on the existing level of services and facilities offered by a settlement, together with its location in relation to higher order settlements and

the provision of sustainable access to those settlements, for example, by public transport. It does not make any judgements or assess and analyse a settlement's future sustainability.

1.7 This study sets out the following:

- A review of the methodology and settlement hierarchy proposed in the Settlement Hierarchy Review (2023)
- A quantitative assessment of the current services, facilities and amenities in settlements across the district, including accessibility by sustainable transport
- Categorisation of settlements into tiers based on the results of the quantitative assessment
- A qualitative review encompassing a summary and assessment of each settlement in how each relates to the wider district in terms of its spatial attributes and connectivity
- A newly proposed settlement hierarchy for Lewes District

2. Policy Context

National Policy and Planning Practice Guidance

- 2.1 The National Planning Policy Framework (NPPF) sets out the planning policies for England and how these should be applied. However, it does not provide specific advice for the preparation and production of settlement hierarchies. Paragraphs 2.2 - 2.8 below summarise what we consider to be the most relevant policy context informing our settlement assessment methodology.
- 2.2 Paragraph 7 of the NPPF sets out that the purpose of the planning system is to contribute to the achievement of sustainable development, which it defines at a high level as “meeting the needs of the present without compromising the ability of future generations to meet their own needs”. In addition, the NPPF highlights the UK’s commitment to the UN’s 17 Global Goals for Sustainable Development (see figure 1.)



Figure 1. UN Sustainable Development Goals.

- 2.3 Paragraph 9 of the NPPF sets out that planning policies should play an “*active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area*”. Lewes District is comprised of a mix of distinctly urban and rural areas, along with coastal and inland areas. This means a one-size-fits all approach to guiding development is not appropriate, taking account of local circumstances.
- 2.4 Continuing this thread, as mentioned, Lewes district is comprised of a significant area of rural landscape; para 83 of the NPPF highlights the importance of promoting sustainable development in rural areas, “*Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller*

settlements, development in one village may support services in a village nearby.”

- 2.5 Regarding supporting a prosperous rural economy, the NPPF sets out that planning policies should enable “the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship” (para 88). To be able to assist with the retention and development of local services and facilities, we need to understand where these are.
- 2.6 NPPF Paragraph 97(a-e) clearly sets out that planning policies and decisions should plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities; guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs; and ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.
- 2.7 In addition, paragraph 109 of the NPPF defines the need for the planning system to actively manage patterns of growth and maximise sustainable transport opportunities which can help improve public health.
- 2.8 These aspects of national planning policy clearly demonstrate a need to classify settlements into a hierarchy which can then be used to develop a spatial strategy and establish effective networks to guide sustainable development.

Settlement Hierarchy in Lewes Local Plan Part 1 (2016)

- 2.9 The existing, adopted settlement hierarchy shown in Table 1 as adopted within LPP1, was established using data from the Rural Settlement Study (RSS)(2013) and Technical Note 2 for the South East Plan (2006). The RSS (2013) was undertaken as part of the evidence base for LPP1. This study performed two main tasks; establishing a settlement hierarchy by carrying out a settlement services survey of the rural settlements in the district and provided detailed settlement appraisals that also considered Housing Need, Community Need, Economic Need, Strategic Housing Land Availability and Environmental and Landscape Factors.
- 2.10 Within the existing settlement hierarchy, none of the towns in Lewes District were identified as primary or secondary regional centres, although some towns within the vicinity of the district were. The primary regional centres included Brighton and Eastbourne, secondary regional centres included Haywards Heath and district centres included Burgess Hill and Uckfield. These towns were considered to exert a strong influence on Lewes District and were therefore identified in the hierarchy. The approach of including Brighton, Eastbourne, Haywards Heath and Burgess Hill in the settlement hierarchy was

supported by the Planning Inspector for the Examination for LPP1, who concluded that the inclusion of these areas and overall hierarchy itself was logical.

Table 1. The Settlement Hierarchy as defined in LPP1 (2016).

Settlement category	Function	Settlements within this category
Primary Regional Centre	A large settlement accessible by road and public transport with a centre containing a large range of retail units, including the sale of higher order goods, a range of leisure opportunities, significant levels of employment and facilities such as a hospital with A & E services. Such settlements meet all of their own needs for higher level services	Brighton and Eastbourne (both settlements are outside Lewes District, but they exert a strong influence on the district)
Secondary Regional Centre	A settlement accessible by road and public transport with a centre containing a range of retail units, including high street chains. A reasonable range of leisure opportunities are available, and the town contains significant levels of employment. Key facilities, such as a hospital, are available. Such settlements meet the majority of their own needs.	Haywards Heath (this settlement is outside Lewes District, but it exerts a strong influence on the northern part of the district)
District Centre	Accessible settlements by road and public transport containing a range of shops, employment opportunities and facilities including a secondary school. Such settlements are not reliant upon other centres to meet day to day needs, but they require support from nearby secondary or primary centres to meet the higher level needs of their residents.	Burgess Hill (this settlement is outside Lewes District, but it immediately borders the eastern boundary and is an influence on the north western part of the district), Uckfield (outside Lewes District, but is a strong influence on the north eastern part of the district), Seaford, Newhaven, Peacehaven & Telscombe and Lewes (now within SDNP).
Rural Service Centre	Sustainable locations (with either a frequent bus or rail service) with a number of key services and facilities that meet many day to day needs of their residents	Newick, Ringmer

	and those from the wider rural hinterland. Some employment opportunities are available.	
Service Village	Villages that have a basic level of services and facilities, public transport provision (possibly not frequent) and limited employment opportunities. Residents can have some of their day-to-day needs met in such locations, although higher order settlements need to be accessed to enable this to be fully achieved.	Barcombe Cross, Plumpton Green, and Wivelsfield Green. <i>The following settlements now fall within the SDNP;</i> Ditchling, Firle, Glynde,
Local Village	Villages that have very few facilities and services and have poor levels of accessibility to higher order settlements. Few, if any, employment opportunities are available.	Broyle Side, Cooksbridge, Chailey North, Chailey South, South Street (Chailey Parish), South Heighton. <i>The following settlements now fall within the SDNP;</i> Falmer, Kingston, Piddinghoe, Rodmell
Hamlet	Settlements that generally have a population of less than 100, have an historic core (generally with a church), but are generally lacking social infrastructure and ease of accessibility to higher order settlements.	Barcombe, Chailey Green, Wivelsfield. <i>The following settlements now fall within the SDNP;</i> Bishopstone, Norton, East Chiltington, Hamsey, Offham, Plumpton, Iford, Streat, Southease, Tarring Neville, Telscombe Village, Westmeston.

Settlement Hierarchy in Settlement Hierarchy Review (2023)

2.11 The Settlement Hierarchy Review (SHR 2023) was carried out as part of the evidence base in preparation for the new local plan. A Regulation 18 Preferred Options consultation was held from November 2023 to February 2024, within which the SHR (2023) was published.

2.12 The SHR (2023) performed the following main tasks:

- Reviewed the existing settlement hierarchy

- Reviewed the methodology used to formulate the existing settlement hierarchy as set out in LPP1 (2016) which was informed by the Rural Settlement Study (2013)
- Proposed a new settlement hierarchy based on the outcomes of the review.

2.13 The main outcomes of the SHR (2023) were: removal of all settlements outside the Local Planning Authority (LPA) boundary, rationalising South Chailey and South Street into one settlement for the purposes of the settlement hierarchy and setting out a newly proposed settlement hierarchy to help inform the emerging local plan, shown in Table 2.

Table 2. Proposed Settlement Hierarchy included in 'Towards a Local Plan spatial strategy and policy directions (Regulation 18 Consultation)' (2023)

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

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

- 3.1 In determining the methodology for this update to the SHR (2023), the approach used to inform the proposed settlement hierarchy set out in the SHR (2023) was reviewed following comments received on the settlement hierarchy in the Regulation 18 Preferred Options consultation. Furthermore, best practice examples of settlement hierarchies and settlement hierarchy reviews have also informed this SHR.
- 3.2 While the SHR (2023) methodology is still appropriate and sets out a quantitative and qualitative basis for establishing a new settlement hierarchy, it is considered that an additional stage is required to the 4-stage approach that was set out in the SHR (2023). The new stage (Stage 1) allows a review of the comments received during the Regulation 18 Preferred Options consultation to be taken into account. As such, the methodology is comprised of the following 5-stages:
- 3.3 Stage 1 comprised of a review and summary of the Preferred Options consultation responses.
- 3.4 Stage 2 defined the matrix, classifications and data used to inform the reviewed settlement hierarchy as outlined below:
- Defined the scoring matrix used to inform stage 3 of the study
 - Reviewed the classifications within the existing settlement hierarchy and updated where necessary
 - Outlined the population data for each settlement for use in the Stage 4 assessment
- 3.5 Stage 3 comprised of a quantitative assessment of facilities and services outlined below:
- Utilised the Settlement Services Study (2023), Economic Needs Assessment (ENA), Town Centre Retail Study and Open Space Study to inform the availability of facilities and services
 - Conducted further desk-based/ field study if required to complete missing data from the above studies
 - Scored the settlements against the availability of services, facilities and sustainable transport based on the weighting outlined in Tables 3 and 4 below
 - Indicatively classified settlements based upon the scoring outcomes
- 3.6 Stage 4 comprised a qualitative assessment of the settlements outlined below:
- Conducted qualitative assessments of each settlement regarding circumstances which influence the quantitative score

- 3.7 The Stage 4 assessment, where relevant, accounts for contextual matters that lie outside the scope of the quantitative assessment, such as other locally important considerations that cannot be accounted for in the quantitative assessment. For example, it references the location of the settlement within the wider district and in relation to other nearby settlements, providing a sound basis from which to identify, in particular, how the settlements relate to one and other for service provision and better understand where improvements are needed to foster sustainable development in the settlement network.
- 3.8 Stage 5 proposed an updated settlement hierarchy for the new local plan based upon the output of the assessments within Stages 2 and 3.

4. Stage 1 – Review of Consultation Responses

4.1 As referenced in paragraphs 2.8 - 2.10 above, a Regulation 18 Preferred Options consultation was carried out during Winter 23/24. During this consultation, the following question was asked in relation to the settlement hierarchy:

- *Do you think there is an alternative settlement hierarchy that we should consider? If so, what is it?*

4.2 Responses received were generally supportive of the approach to the proposed settlement hierarchy, with some responses suggesting how the methodology could be improved. The comments received have been qualitatively summarised into four key areas, with proposed actions to address each point as shown in Table 3 below.

Table 3. Summarised areas and actions.

Key area for improvement	Action
Active travel/ sustainable transport is not prioritised appropriately; should have greater weighting in the scoring and assessment of how sustainable a settlement is.	Add an extra tier in the 'Bus Service' section in sustainable transport. Add 'Walking and Wheeling' category in sustainable transport. Revise the sustainable transport scoring from an additive score to a scoring multiplier.
The final scores do not reflect the true difference between sustainability of settlements	This is not an area that can be specifically addressed as it would mean consciously altering the methodology/ final scores to give certain settlements specific scores which would introduce bias to the quantitative scoring and therefore undermine the methodology. This has however been indirectly addressed through the other improvements that have been made which now provide a more accurate assessment of each settlements' sustainability.
Scoring system doesn't account for number of services	The scoring system has been revised to add 'frequency' to appropriate amenities, services and facilities

Settlements outside the LPA should be accounted for in terms of contribution to sustainability of settlements (Haywards Heath, Lewes, Uckfield, Brighton, Burgess Hill)	The settlements listed which are outside the LPA boundary, but are acknowledged to exert a strong influence on how the network of settlements within the LPA boundary operate, have been accounted for in the new 'Walking and Wheeling' category assessment in sustainable transport.
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5. Stage 2 – Defining Scoring Matrix, Classifications and Population

Scoring Matrix

- 5.1 The assessment criteria set out in Table 4 below is derived from the SHR (2023) and desktop research (which included analysis of other settlement hierarchy reviews, settlement studies and neighbourhood plans). However, the assessment criteria have been updated from the SHR (2023) to reflect cultural changes that have occurred since it was published, and account for comments received listed in Table 3 above.
- 5.2 These updates better reflect the way that services are accessed, particularly since COVID-19, whereby services and facilities were required to be accessed through remote methods. This trend has continued as society has returned to a post Covid normal day-to-day life. Working from home is now more common and services are more frequently accessed remotely and through different formats e.g virtual meetings, medical consultations. In addition, there has been an increased importance and significance placed on social justice, diversity and inclusion in present day culture. These two cultural changes have led to the conclusion that the method of scoring amenities, services and facilities in primary and secondary categories is outdated and requires amendment, especially given the variance in how individual people use amenities, services and facilities. As such, all amenities, services and facilities have now been given the same baseline score. Additionally, certain facilities and services have a frequency criteria and adjusted scoring to reflect this.
- 5.3 The services and facilities identified have been justified in accordance with their role in sustaining a settlement and supporting the day-to-day needs of residents. This allows for a provisional ranking based on the availability of a range of services.

Table 4. Amenities, Services and Facilities assessment criteria

Amenities, Services and Facilities	Score
Pre-school/ Nursery Local childcare is typically important for working families. The assessment includes private childcare facilities, nurseries and pre-schools. <i>Source: Settlement Services Study</i>	10
Primary School State primary schools cater for a local demand and provide an essential day-to-day facility that should be immediately accessible primarily via	10

<p>active travel methods. Increasingly, schools extend their facilities to meet local community needs beyond primary education.</p> <p><i>Source: Settlement Services Study</i></p>	
<p>Secondary School State funded secondary schools are often located in larger settlements and serve a wider community. Significant numbers of secondary school pupils travel independently by public transport or school buses, which is why they are defined as a secondary facility vs primary schools that are listed as a primary facility. In addition to education, schools also provide a valuable focus for community leisure activities.</p> <p><i>Source: Settlement Services Study</i></p>	10
<p>Other Educational Facility This includes fee paying/independent schools. Fee paying schools tend to serve a wider catchment than the settlement they are located within and may play a more limited role in meeting the needs of residents of that settlement. They are also often important local employers.</p> <p><i>Source: Settlement Services Study and desktop research</i></p>	10
<p>Doctors/ GP Surgery/ Chemist Doctors' surgeries and chemists provide an essential healthcare service often used by those that have impaired movement which should therefore be readily accessible to meet local demand. They further hold an integral role in maintaining the health of a community particularly in rural areas.</p> <p><i>Source: Settlement Services Study</i></p>	10
<p>Dentist A dentist is a service beneficial to the overall healthcare provision that a settlement can offer. However, demand for a dentist is typically significantly less frequent than that for a GP.</p> <p><i>Source: Settlement Services Study</i></p>	10
<p>Supermarket A supermarket provides groceries and other readily available goods to the public, and often contain other services such as, but not limited to: postal services, opticians, comparison goods and cafes.</p> <p><i>Source: Settlement Services Study</i></p>	10
<p>Convenience Store Provision of an area to purchase groceries is a regular necessity. These spaces are particularly important in rural communities providing readily available goods to those who do not have regular access to car travel.</p>	10

<p><i>Source: Settlement Services Study</i></p>	
<p>Specialist Food Retailers This includes fishmongers, bakeries and butchers. These facilities often provide local food options which help reduce food miles, and often serve as important social and cultural nodes within the local community.</p> <p><i>Source: Desktop research</i></p>	10
<p>Comparison Goods These are all relatively important services that would be used regularly by the community but are not considered to be essential for day-to-day living. This category includes a variety of shops and retail which can reduce the need to travel outside of the village. They differ from other shops by providing comparison goods and some services.</p> <p><i>Source: Town Centre Retail Study</i></p>	10
<p>Post Office Post offices comprise a key community facility that offer key services particularly in rural areas.</p> <p><i>Source: Settlement Services Study</i></p>	10
<p>Employment Area Having readily available local employment opportunities reduces the need to travel by car.</p> <p><i>Source: Economic Needs Assessment 2023</i></p>	10
<p>Library Libraries form an important service and help to support education and provide access to IT services. Libraries can offer space for adult learning, children's reading groups, room hire and exhibition and display space.</p> <p><i>Source: Desktop research</i></p>	10
<p>Place of worship Places of worship provide facilities for social and recreational activity in addition to its primary purpose.</p> <p><i>Source: Settlement Services Study</i></p>	10
<p>Community/ Village Hall These spaces provide a key facility that operates and enables a range of social, recreational and cultural activities that are accessed regularly. These are essential to help manifest strong community bonds and promote good mental health.</p>	10

<i>Source: Settlement Services Study</i>		
Open Space Access to a network of high-quality open spaces and opportunities for increasing physical activity is important for the health and well-being of communities as it benefits both physical and mental health. National policy and guidance stress the importance of providing a range of facilities which are accessible and cater for all ages, abilities and genders. <i>Source: Open Space Study</i>		10
Sports and Play facilities Comprising both indoor and outdoor spaces, these facilities are an important leisure and play resource contributing to the physical and mental health of communities. They also encourage positive community bonds. <i>Source: Open Space Study</i>		10
Eating and Drinking Cafes, pubs and other eateries provide employment opportunities and often function as hubs of local communities. They also can have function room spaces where community events can be held. <i>Source: Desktop research</i>		10

- 5.4 In addition, accessibility by public transport and active travel to these amenities and services contribute to sustainable settlements' scoring. Public transport and active travel scoring is set out in Table 5.

Table 5. Public transport and active travel service provision.

Frequency	Frequency of service/ accessibility	Weighting Multiplier
Bus service <i>Source: Settlement Services Study & desktop research</i>		
Hourly or Better 6 days a week 7am-7pm then some service till 10pm	Very High	2.0
Hourly or better 6 days a week 7am-7pm	High	1.5
Daily 6 days a week	Medium	1.0
Infrequent	Low	0.5
Train service <i>Source: Settlement Services Study & desktop research</i>		
More than 4 before noon and 4 after noon	High	1.5
Less than 4 before noon and 4 after noon	Medium	1.0

Infrequent	Low	0.5
Walking and Wheeling <i>Source: Settlement Services Study & desktop research</i>		
Cycleway/ pathway to a tier 1 or 2 settlement	High	1.5
Cycleway/ pathway to a tier 3 or 4 settlement	Medium	1.0
Cycleway/ pathway to a tier 5 or no settlement	Low	0.5

- 5.5 The way in which sustainable transport has been scored is to apply a weighting multiplier to the settlement services score (Appendix 1), instead of adding an additive score to the settlement services score. This allows for sustainable transport and accessibility of services to have a much greater weighting in determining a settlements' sustainability.
- 5.6 A new category of 'Walking and Wheeling' reflects the accessibility between settlements via active travel; whether there is a dedicated cycle lane/ path or a pathway for pedestrians between settlements. For this category, settlements from outside the LPA boundary that exert a strong influence on how settlement networks with the LPA boundary function, have been accounted for. The settlements outside the LPA boundary which have been included are Brighton, Burgess Hill, Haywards Heath, Lewes and Uckfield. In each of the LPA boundaries in which these settlements are contained, they are considered the highest tier of sustainability in their respective areas, so for this element of the assessment they are considered 'Tier 1' settlements.
- 5.7 'Bus Service' provision is included as a new category, and a frequency descriptor of 'Very High' has been added to reflect settlements which typically provide a night-time offer of employment or leisure and therefore have a later running public transport service.

Settlement Hierarchy Classifications

- 5.8 Following completion of Stage 2, a provisional hierarchy was established from the settlement classification definitions. The proposed settlement hierarchy classification definitions are found within the SHR (2023) and listed in Table 6 below. It is important to review how each settlement category is defined in light of the adjusted scoring criteria above.
- 5.9 Following the Regulation 18 Preferred Options consultation, and in reviewing best practice examples of other settlement hierarchy reviews, it is considered that having 'Classification Definitions' that are different to the 'Functions' set out in the settlement hierarchy is unnecessary and confusing. As such, classification definitions will match the functions of settlements listed in the settlement hierarchy. In addition, it is considered that the settlement category names should be as clear as possible and use objective language. As such,

the word 'Rural' has been removed from the Tier 2 category name and 'Local' has been removed from the Tier 4 category name, as shown in Table 6.

Table 6. Settlement hierarchy classification definitions

Settlement category	Existing definition	Revised definition
District Centre (Tier 1)	<ul style="list-style-type: none"> • All 6 key services • A frequent bus or rail service • At least 6 secondary facilities/ services 	Accessible settlements by road and public transport containing a range of shops, employment opportunities and facilities including a secondary school. Such settlements are not reliant upon other centres to meet day to day needs, but they require support from nearby secondary or primary centres to meet the higher level needs of their residents.
Service Centre (Tier 2)	<ul style="list-style-type: none"> • At least 5 key services • A frequent bus or rail service • At least 4 secondary facilities/ services 	Sustainable locations (with either a frequent bus or rail service) with a number of key services and facilities that meet many day to day needs of their residents and those from the wider rural hinterland. Some employment opportunities are available.
Service Village (Tier 3)	<ul style="list-style-type: none"> • At least 3 key services (one including a convenience store) • At least an infrequent bus or rail service • At least 3 secondary facilities/ services 	Villages that have a basic level of services and facilities, public transport provision (not necessarily frequent) and limited employment opportunities. Residents can have some of their day-to-day needs met in such locations, although higher order settlements need to be accessed to enable this to be fully achieved.
Village (Tier 4)	<ul style="list-style-type: none"> • At least 2 key services • An infrequent bus or rail service • At least 1 secondary facility/ service 	Villages that have very few facilities and services and have poor levels of accessibility to higher order settlements. Few, if any, employment opportunities are available.
Hamlet (Tier 5)		Settlements that generally have a population of less than 100, have a historic core (generally with a church), but are generally lacking social infrastructure and ease of

		accessibility to higher order settlements.
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Settlement Populations

- 5.10 Table 7 provides population data as of 2021. The lowest level of information available for population data is 'Lower Super Output Areas' (LSOA). In rural locations, these areas cover a number of smaller settlements and typically relate to a wider parish area rather than an individual settlement (village or hamlet) area.
- 5.11 In some cases, a LSOA crosses the plan area boundary and into the area of the SDNP that is within the Lewes District boundary. In these instances, it includes population data for those settlements that are within the SDNP plan area. For example, within Table 9, the LSOA for Barcombe and Cooksbridge includes the settlements of Barcombe, Barcombe Cross and Cooksbridge which are within the plan area, but also include Hamsey and Offham which are within the SDNP planning area, so consequently not within the district's plan area.
- 5.12 As such, the population data used is as contextual data to help build a picture of the character of each of the parishes within which the settlements are located. This is as part of the stage 4 assessment.

Table 7. Settlement Populations (2021).

LSOA	Area	Population (2021)
1A	Barcombe and Cooksbridge	2,230
1C	North Chailey and Chailey Green	1,866
1B	South Chailey	1,106
1E, 1D	Newick	2,446
2A	Wivelsfield	2,964
2D	Plumpton Green	1,059
4B, 4C	Ringmer and Broyle Side	3,499
6, 7, 10	Peacehaven & Telscombe	28,125
8, 9	Newhaven	12,690
11, 12, 13	Seaford	23,864

6. Stage 3 – Quantitative Assessment of Settlements

Quantitative Settlement Scoring

- 6.1 The amenities, facilities and services available in each settlement are shown in Appendix 1, with the associated total services score being calculated and shown. Table 8 shows the amenities, facilities and services score, taken from Appendix 1, multiplied by the sustainable transport multiplier for each settlement, and the final total score.

Table 8. Settlement scores.

	Category	Settlement	Services Score	Bus	Train	Active Travel	Travel Multiplier	Total Score
Tier 1	District Centre	Seaford	180	2	1.5	1.5	1.67	300
		Newhaven	180	2	1.5	1.5	1.67	300
Tier 2	Service Centre	Peacehaven & Telscombe	160	2	0.5	1.5	1.33	213
		Ringmer	135	2	0.5	1.5	1.33	180
Tier 3	Service Village	Plumpton Green	90	1	1.5	0.5	1.00	90
		Newick	100	1	0.5	1	0.83	83
Tier 4	Village	North Chailey	65	1	0.5	1	0.83	54
		Barcombe Cross	70	1	0.5	0.5	0.67	47
		Wivelsfield Green	70	1	0.5	0.5	0.67	47
		South Highton	45	1	0.5	1.5	1.00	45
		South Chailey	55	1	0.5	0.5	0.67	37
		Cooksbridge	25	1	1.5	1.5	1.33	33
		Chailey Green	35	1	0.5	1	0.83	29
		Broyle Side	20	2	0.5	1.5	1.33	27
Tier 5	Hamlet	Barcombe	10	0.5	0.5	0.5	0.50	5
		Wivelsfield	10	0.5	0.5	0.5	0.50	5

7. Stage 4 – Qualitative Assessment of Settlements

Coastal Towns

- 7.1 The settlements of Peacehaven & Telscombe, Newhaven and Seaford are on the coast in the plan area. They are connected via the A259 coastal road, that further connects these settlements to Brighton to the west and Eastbourne to the east.

Newhaven

- 7.2 Newhaven is located on the southern border of Lewes District, on the coast. In LPP1, Newhaven was defined as a District Centre. In recent years the town has experienced regeneration, and the town centre and enterprise zone are undergoing transformation.
- 7.3 The town has significant international ferry links to Dieppe, port operations, rail connectivity with two stations, and comprises a significant employment offer within the plan area. All services at the most frequently occurring incidences in the plan area are available in the town. The two railway stations provide a high frequency train service alongside a very high frequency bus service that runs along the coast and also provides service northwards to the wider district area. The A259 carriageway provides coastal through access to Brighton, Peacehaven and Telscombe (~2.5miles) to the west and Seaford and Eastbourne to the east.
- 7.4 Newhaven was assessed as a 'District Centre' within the SHR (2023); the town benefits from excellent public transport provision and a high level of employment offer. It is considered that this classification remains appropriate.
- Recommended Local Plan classification – District Centre.**

Peacehaven and Telscombe

- 7.5 Peacehaven and Telscombe towns are located on the southern border of Lewes District, on the coast to the west of Newhaven, adjoining the administrative area of Brighton and Hove City Council. The towns mostly comprise historic plotland development with a grid like street pattern. Peacehaven and Telscombe are separate towns but are considered as one neighbourhood area for the purposes of this study.
- 7.6 There is a high frequency of bus service that runs along the coast. The nearest railway station is in Newhaven approximately 2.5 miles to the east, and the A259 coastal road provides the sole access in and out of the town. All services barring a supermarket and alternative educational facility are available in the towns; planning permission for a supermarket to replace the facility in the Meridian Centre has been granted.

- 7.7 Peacehaven and Telscombe was assessed as a 'District Centre' in the SHR (2023). However, upon reviewing how the settlement functions within the district, in combination with the settlement score from stage 3 of this assessment, it is considered that the settlement function more closely relates to that of a Service Centre rather than its current classification. The revised classification therefore moves this settlement down to the 2nd order tier category.

Recommended Local Plan classification – Service Centre.

Seaford

- 7.8 Seaford is the largest town in the plan area and is located on the south-eastern border of the plan area, on the coast to the east of Newhaven. The A259 coastal road provides the arterial access through the town, connecting Brighton, Peacehaven & Telscombe and Newhaven to the west, and Eastbourne to the east.
- 7.9 There is a highly frequent bus service that runs along the coast, in addition to services to the northern areas of the district. The railway station provides a high frequency of train service and is located in the centre of the town as the last stop on the line. All services are available, barring a community hall. However, there are venues within the town that the community can rent and so the function of a community hall is still retained within the town.
- 7.10 Seaford was assessed as a 'District Centre' in the SHR (2023). The town benefits from excellent public transport provision, tourist and employment offers. As such it is considered that the existing classification remains appropriate.

Recommended Local Plan classification – District Centre.

South Highton

- 7.11 South Highton is located in the southern portion of the plan area just north of, and as an extension to, Newhaven.
- 7.12 The settlement benefits from services such as an employment area and village hall. The settlement has a medium frequency of bus service that primarily connects the settlement to Newhaven, which is also where the nearest train station is located.
- 7.13 The SHR (2023) classified South Highton as a local village. It is considered that the existing classification remains appropriate.

Recommended Local Plan classification –Village

Summary

- 7.14 The coastal settlements comprise District centres, a Service Centre and a Village, providing a wide range and quantity of services and facilities that are enjoyed by residents on a district level. Higher-level facilities and services that

residents of these settlements seek out, such as hospitals and wider entertainment facilities, are typically found in Eastbourne and Brighton.

Northern Plan Area

- 7.15 The remaining settlements within the plan area are located in the north of the district and are separated from the coastal settlements of Peacehaven & Telscombe, Newhaven and Seaford by the SDNP that runs horizontally through the middle of the district area.

Barcombe Cross

- 7.16 Barcombe Cross is located in the centre of the Barcombe parish, which is located towards the centre of the northern portion of the plan area. The hamlets comprising the remainder of the parish, Barcombe (to the south), Spithurst (to the north) and Barcombe Mills (to the east) have less than 100 inhabitants. The settlement is accessed by car via narrow country roads and Lewes is the nearest centre.
- 7.17 Barcombe Cross benefits from services such as a primary school, a convenience store, post office and community hall. The bus service is considered to offer a medium frequency of service with the settlement being serviced by the 122/124 to Lewes with the last bus arriving in the village at 6.00pm. The nearest railway station is at Cooksbridge approximately 2½ miles away which connects to Lewes, Haywards Heath, Gatwick and London.
- 7.18 Within the SHR (2023), Barcombe Cross was classified as a ‘Service Village’, with it being recognised that the settlement widely comprises a sustainable community that is constrained by public transport access. While it is acknowledged that the settlement benefits from some amenities and service provision which serve the residents that live in the settlement, its lack of accessibility, particularly via active travel, means that its function more closely relates to that of a Village.

Recommended Local Plan classification – Village.

Barcombe

- 7.19 Barcombe is located in the south-east of the northern portion of the plan area, approximately 1 mile south of Barcombe Cross, the main village of the parish.
- 7.20 The hamlet consists of a small number of properties close to the only facility available in the settlement by way of a church and is accessed by small country roads. There is no bus service or walking and wheeling links and the Cooksbridge railway station is located approximately 2 miles south-west of the settlement.
- 7.21 The SHR (2023) classified Barcombe as a hamlet. The situation in terms of facilities and services remains the same.

Recommended Local Plan classification – Hamlet.

Broyle Side

7.22 Broyle side is located in the south-east of the northern portion of the plan area. In LPP1 the settlement was classified as a Local Village, and further described within the RSS (2013) as a 'cluster village' with Ringmer, located approximately 1 mile to the west, on which the Broyle Side community relies on for the majority of its day-to-day needs.

7.23 The settlement benefits from services in the form of an employment area (Broyle Business Area) and children's play area. There is a very high frequency of bus service providing regular connections to Ringmer, Lewes and Brighton.

7.24 The SHR (2023) assessed Broyle Side as a 'Village'. It is considered that the existing classification remains appropriate.

Recommended Local Plan classification – Village.

Cooksbridge

7.25 Cooksbridge is located on the border with the SDNP within the northern portion of the plan area and comprises the largest settlement within the parish of Hamsey, which is largely located in the SDNP.

7.26 Cooksbridge benefits from services such as a primary school, community hall and sports facility. There is a high frequency of rail service and a medium frequency of bus service to nearby Lewes.

7.27 The SHR (2023) assessed Cooksbridge as a 'Village'. It is considered that the existing classification remains appropriate.

Recommended Local Plan classification –Village.

Newick

7.28 Newick is located to the north-east in the plan area, on the A272 which links the village to Haywards Heath to the west and Uckfield to the east (both are outside the district boundary). The settlement is nucleic in form, predominantly developed around a large green space.

7.29 The settlement benefits from a range of services and facilities which serve the residents of the community for several of their day-to-day needs. It is serviced by a medium frequency bus service and has a medium level of accessibility by active travel, which constrains the accessibility of the settlement. All nearby train stations are approximately 6 miles away.

7.30 The SHR (2023) classified Newick as a 'Service Centre', denoting that the village benefitted from many aspects of a sustainable village, whilst acknowledging that the settlement suffered from a lack of public transport. Due to the increased weighting of sustainable transport on the scoring of settlements in this study.

Recommended Local Plan classification is – Service Village.

Chailey Green

- 7.31 Chailey Green is located in the north of the northern portion of the plan area, towards the middle of the wider Chailey parish. The settlement comprises a nucleated historic settlement that is also a conservation area.
- 7.32 Chailey green benefits from services including a Primary school and Community Hall. There is a medium frequency of bus service with the nearest railway stations being located approximately 7miles away in Wivelsfield and Lewes. There are medium levels of accessibility in terms of walking and wheeling, with kerbside pathways which run to North and South Chailey, both approximately 1 mile from Chailey Green in their respective directions.
- 7.33 The SHR (2023) classified Chailey Green as a 'Hamlet' but did acknowledge it would have met the requirement to be classified as a 'Village'. The settlement benefits from reasonable sustainable transport connectivity; due to the increased weighting of sustainable transport on the scoring of settlements in this study.

Recommended Local Plan classification is – Village.

North Chailey

- 7.34 North Chailey is located in the north of the northern portion of the plan area at the junction of the A22 and A275, approximately 1 mile west of Newick. The settlement is largely clustered around the highway junction with a ribbon development which extends to the east and west. There is a lack of clear foot paths which do not connect to one another. There are also no cycleways along the A roads which bisect Chailey.
- 7.35 North Chailey benefits from services such as a special education service (Chailey Heritage School), an employment area and convenience store, although there is a meeting room where certain community uses can take place, it is not a defined community hall and therefore not identified as such. There is a medium frequency of bus service to the settlement and a medium level of accessibility via walking and wheeling as there is a kerbside pathway which links to Chailey Green to the south and Newick to the east. The nearest train station is located approximately 5 miles away in Haywards Heath.
- 7.36 The SHR (2023) classified North Chailey as a 'Village'. The situation in terms of facilities and services remains the same as in 2023.

Recommended Local Plan classification – Village

South Chailey

- 7.37 South Chailey is located in the centre of the northern portion of the plan area and is a settlement comprised of South Chailey and South Street.
- 7.38 South Chailey benefits from services such as a doctor's surgery, convenience store and post office. There is a medium frequency of bus service that

provides links to Newick and Lewes. The nearest railway stations are located in Wivelsfield and Lewes, approximately 6 miles away.

- 7.39 The SHR (2023) classified South Chailey as a 'Village'. The situation in terms of services and facilities remains the same as in 2023.

Recommended Local Plan classification – Village.

Plumpton Green

- 7.40 Plumpton Green is located in the west of the northern portion of the plan area. South Chailey is the nearest settlement within the plan area and is located approximately 2 miles to the north-east of Plumpton Green.

- 7.41 The settlement is linear in form and benefits from services such as a primary school, convenience store, post office and community hall. Plumpton Green has a train station situated at the southern end of the settlement which offers a high frequency of service and is on the main Eastbourne to London line. The settlement has a medium frequency of bus service and low level of accessibility via walking and wheeling.

- 7.42 The SHR (2023) classified Plumpton Green as a 'Service Village'. The situation in terms of facilities and services remains the same as in 2023.

Recommended Local Plan classification – Service Village.

Ringmer

- 7.43 Ringmer is located in the south-east of the northern portion of the plan area and is the largest village within the plan area. There is a cycle path connecting Ringmer to Lewes.

- 7.44 The settlement benefits from a wide array of services and facilities and has high levels of accessibility by way of a very high frequency of bus service that runs to Lewes, Brighton, Uckfield, Tunbridge Wells. The nearest railway stations are located at Glynde approximately 2.5 miles away and Lewes approximately 3.5 miles away.

- 7.45 The SHR (2023) classified Ringmer as a 'Service Centre'. The situation in terms of services and facilities remains the same in 2023.

Recommended Local Plan classification – Service Centre.

Wivelsfield Green

- 7.46 Wivelsfield Green is located to the north-west corner in the northern portion of the plan area.

- 7.47 The settlement benefits from services such as a primary school, convenience store and post office which contribute towards meeting the day-to-day needs of the residents of Wivelsfield Green. However, the settlement is constrained in terms of sustainable transport access, with a medium frequency of bus service and low accessibility in terms of walking and wheeling. While there is

a train station called 'Wivelsfield', the station is not actually situated in Wivelsfield Parish but is located approximately 2 miles west of Wivelsfield Green, within the settlement of Burgess Hill. Wivelsfield Green is located approximately 3 miles east from Burgess Hill and 3 miles south from Haywards Heath.

- 7.48 The SHR (2023) classified Wivelsfield Green as a 'Service Village'. However, the settlement lacks accessibility in terms of sustainable transport connectivity. Due to the increased weighting of sustainable transport on the scoring of settlements in this study the revised classification therefore moves this settlement down.

Recommended Local Plan classification is – Village.

Wivelsfield

- 7.49 The settlement of Wivelsfield is located to the north-west in the northern portion of the plan area and constitutes the original historic settlement of the wider Wivelsfield Parish.
- 7.50 The settlement benefits from a church. There are no sustainable transport services to the settlement.
- 7.51 The SHR (2023) classified Wivelsfield as a 'Hamlet'. The situation in terms of facilities and services remains the same as in 2023.

Recommended Local Plan classification – Hamlet.

Summary

- 7.52 The northern part of the district's plan area comprises a mosaic of rural settlements. The network and interaction of these settlements on a needs basis largely follows the settlement hierarchy classifications in terms of lower order settlements (smaller villages) relying on higher order settlements (larger villages) for day-to-day requirements.
- 7.53 The service centre and service villages are geographically spaced relatively evenly throughout the northern plan area. Higher-level facilities and services that residents of these settlements seek out, such as hospitals and wider entertainment facilities, are typically found in Burgess Hill, Haywards Heath and Lewes, with this reliance being reflected in the updated sustainable transport multiplier.

8. Stage 5 – Updated Settlement Hierarchy

8.1 Through the analysis of the characteristics, services and facilities of each settlement, the revised hierarchy is proposed in Table 9. In summary the key changes proposed are:

- Renaming of 'Rural Service Centres' to 'Service Centres' and 'Local Village' to 'Village'
- Peacehaven & Telscombe reclassified as a 'Service Centre'
- Newick reclassified as a 'Service Village'
- Barcombe Cross, Wivelsfield Green and Chailey Green reclassified as 'Village'

Table 9. Proposed Local Plan Settlement Hierarchy

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

	to higher order settlements. Few, if any, employment opportunities are available.	South Heighton, Barcombe Cross, Chailey Green, Wivelsfield Green, South Chailey.
Hamlet	Settlements that generally have a population of less than 100, have a historic core (generally with a church), but are generally lacking social infrastructure and ease of accessibility to higher order settlements.	Barcombe, Wivelsfield.

Appendices

Appendix 1 – Settlement Services Scores

Settlements/ Services Frequency	Education						Medical	Retail and Employment								Community					Leisure		Score
	Nursery		Primary School		Secondary School	Other Educational Facility	GP Surgery/ Chemist	Dentist	Supermarket	Convenience Store		Specialist Food Retailers	Comparison Goods	Post Office	Employment Area	Library	Place of Worship	Community Hall	Open Space	Sports Facility	Eating and Drinking		
1	2+	1	2+	Any	Any	Any	Any	Any	1-2	3+	Any	Any	Any	Any	Any	Any	Any	Any	Any	Any	1-3	4+	
Newhaven	-	✓	-	✓	✓	✓	✓	✓	✓	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-	✓	180
Seaford	-	✓	-	✓	✓	✓	✓	✓	✓	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-	✓	180
Peacehaven & Telscombe	-	✓	-	✓	✓	-	✓	✓	X	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-	✓	160
Ringmer	✓	-	X	X	✓	X	✓	✓	X	✓	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-	135
Newick	✓	-	✓	-	X	X	✓	X	X	✓	-	✓	✓	✓	X	X	✓	✓	✓	✓	✓	-	100
Plumpton Green	✓	-	✓	-	X	✓	X	✓	X	✓	-	X	X	✓	X	X	✓	✓	✓	✓	✓	-	70

Barcombe Cross	✓	-	✓	-	X	X	X	X	X	✓	-	X	X	✓	X	X	✓	✓	✓	✓	✓	-	90
Wivelsfield Green	✓	-	✓	-	X	X	X	X	X	✓	-	X	✓	✓	X	X	✓	X	✓	✓	✓	-	70
North Chailey	X	X	X	X	X	✓	X	✓	X	✓	-	X	X	X	✓	X	✓	X	✓	✓	X	X	65
South Chailey	✓	-	X	X	✓	X	✓	X	X	✓	-	X	X	✓	X	X	✓	X	X	X	✓	-	55
South Heighton	X	X	X	X	X	X	X	X	X	X	X	X	X	X	✓	X	X	✓	✓	✓	✓	-	45
Chailey Green	✓	-	✓	-	X	X	X	X	X	X	X	X	X	X	X	X	✓	✓	X	X	✓	-	35
Cooksbridge	X	X	✓	-	X	X	X	X	X	X	X	X	X	X	X	X	X	✓	✓	X	X	X	25
Broyle Side	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	✓	X	X	X	20
Barcombe	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	✓	X	X	X	X	X	10
Wivelsfield	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	✓	X	X	X	X	X	10