

123 LEWES 8th & 9th October Event Results

Policy 01 – Streets & Spaces

1.1 Streets & Lanes

- High Street – music on the bridge!
- Nevill Road – redesign to slow traffic and allow cycle/walking space.
- Hospital – improve entrance.
- Make speed control safe for cycles and keep pavements for pedestrians and vehicle free!
- Make pedestrian paths wide enough for pedestrians – i.e. enough room for a young family to walk safely down the street (with pushchairs and young children walking beside).
- End 'vehicle priority' in Lewes.
- Cycle-friendly road systems e.g. advanced stop boxes at traffic lights and counter-flow cycle lanes on one-way streets.
- Delivery trucks – time limits in the town centre to make better living/breathing space!
- More buses and better timetables.
- Discourage increased car parking – promote better public transport/car share/homes without parking.
- Cycle paths through the railway land.

1.2 Social & Civic Spaces

- South Malling – currently open play space/dog walking/falcon flying/bonfire.
- Phoenix – wonderful area of creativity currently with affordable rents – important to not lose this creative park.
- Priory Remains – amazing, free, historic site – need more like this and a great new play park for children. Improving other play parks would be great.
- Landport/Chalkpit area – quiet and tranquil place; star gazing.
- Train Station – better civic space.
- (south east of) A27/Kingston Road – vital dog walking space.
- Hospital – needs to be more relevant to the needs of the local people.
- Nevill – need better social space e.g. trees and raised beds near shops and at other intersections.
- Investigate compulsory purchase of land to provide facilities for the public which are currently blocked by estates controlled by the few.
- Need a REAL market space, not just a farmer's market!
- Not sycamore trees!
- Use local artists/crafts people to design and create street furniture.
- Bus station - redevelop area and keep bus facilities at street level.
- Bus station – knock it down and replace with a French-inspired town square (fountains/trees/sculptures etc).
- Need affordable space & studios for the creative industries that give our town its soul!

- Cliffe precinct – poor architecture and dull shops. It could be redeveloped with bars and cafes to foster social interaction and not just Costa!
- No development on any green areas remaining in Lewes – this would remove the breathing spaces that Lewes is unique for.
- Do not breach twitten walls – the sense of enclosed space is crucial to the distinctive and historic character of the twittens

1.3 River Corridor Strategy

- Transport by river to neighbouring areas.
- Cycle and disabled route along river.
- New foot and cycle bridges further north and south of the river, better connecting the wider area.
- River Corridor Strategy – should include communication and co-ordination with other communities along the river – the river by nature is dynamic and does not respect the neighbourhood boundary plan.
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1.4 Active River Frontage

- Railway Nature Reserve – educational/forest school with links to the River Ouse.
- South Malling (north of) – Waterside Picnic?
- Argos car park – acquire for communal green space.
- Argos – evict from town centre! Use river space for café and building space for crafts shops.
- Swimming platform on river like Piddinghoe!
- River – social element of the town.
- High density, affordable riverside housing to fund riverside cycle route with creative space nearby.
- Don't turn the river front into Camden.

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- Architecture style - benefits from blocks of buildings with strong street frontage on the primary roads that pass them, gradually dissolving into lower walls and twittens and odd side of house views as you come off the main drag. The effect is a strong variety of space from the corridor feel of the high street to the less formal, more exploratory topography of back roads where people live, create and socialise in their communities. The blocks themselves support a variety of garden sizes and also small businesses nestled in their communities that allow expansion or reduction of units – something to reflect the architecture and form of the tighter language of the high street. Lewes also benefits from many different style over many different time periods. Don't put Lewes in aspic – let's have high quality modern design in the mix as well. Modern vernacular with a scale that is sympathetic and provides delicate detailing as seen in historic architecture.
 - Give wild animals and plants their space too.

- North Street – retain 450 ‘real’ jobs, historic buildings and places for children/adolescents to learn/play.
- Prison – needs better integration into town.
- No large-scale housing/land developments or redevelopments by commercial companies. Small-scale only and land sold in smaller parcels to individuals.
- Large number of new homes but built in small parcels not all on one estate.
- Containment of Lewes boundary – no encroaching onto green areas.
- Need more sheltered but independent accommodation for the elderly.
- Permeable surfaces/areas to allow for nature to grow through and Sustainable Urban Drainage Systems.
- Views to the South Downs are distinctive and characteristic of Lewes.
- Emphasise active street fronts in Lewes and the importance of the skyline (the last metre of the building is crucial) and the first metre is equally important – on the human scale.

1.1 Streets & Lanes

Lewes is a vibrant town with a range of different outdoor activities and events happening at any one time. It is therefore important for the town to maintain and enhance its current livelihood. Pedestrian paths need to be improved both in accessibility and safety. Any new development should encourage this and make footpaths wide enough for groups of people to safely walk along. Limiting the times for delivery trucks to enter the town centre will result in better public space. Vehicular paths also need to make room for cycle-friendly road systems e.g. introducing cycle lanes, counter-flow lanes in one-way streets and advanced stop boxes at junctions. These cycle paths should then lead to rural open spaces where the bicycle can continue to be used along the river side and surrounding landscape.

1.2 Social & Civic Spaces

Lewes has a good collection of social and civic spaces currently and as new development takes place, there should be provision for more. Open spaces that may also be replaced by any development should be re-sited in an equally suitable location for its purpose. Areas of green space that lie on the outskirts of the current built up areas are regularly used for recreational means and should not be lost. Equally, the green spaces that are enclosed in the centre of Lewes are vital 'breathing spaces' for the town and unique to the character of Lewes. For the civic spaces throughout Lewes, introducing more environments that encourage socialisation could vastly improve the areas. Encouraging the local artists and crafts people to design and create street furniture could be a way for new design to have as positive and meaningful purpose to the town. For those commuting in and out of Lewes, the transport hubs such as the bus and rail stations need to become more engaging and enjoyable public spaces, fostering activities and events.

1.3 River Corridor Strategy

The river by nature is dynamic and is not constrained by the neighbourhood boundary plan. Therefore, any river corridor strategy needs to include communication and co-ordination with other neighbouring communities along the river. Implementing new foot and cycle bridges further north and south of the river would allow for better connections to the wider areas and not just from one destination to the next. There should be access for all abilities and modes of recreational transport along the river; such as for bicycles, walkers and the boating communities. The possibility to introduce public transport via the river should also be considered.

1.4 Active River Frontage

To encourage an active river frontage, the existing railway land and its nature reserve could provide educational opportunities and activities, linking with the River Ouse. Much of the river frontage to the south end of Lewes is currently lined with car parks and industrial space. There is great potential for this all to be redeveloped and used by cafes and crafts workshops for the public to interact with and enjoy. The river plays a

large part in the history of Lewes and could be positively exploited much further as the social element of the town. Introducing housing and interactive working spaces along the river could help to fund the river corridor strategy.

123 LEWES 8th & 9th October Event Results

Policy 02 – Access & Movement

2.1 Active Travel Networks

- Lewes should aim to be as car-free as possible. Park & Ride services, excellent bus services, bike routes and pedestrian crossings. Good links to rail.
- Level riverside areas should contain all facilities/shopping/working/living/play.
- Advanced stop for cycles at traffic lights, one-way street counter flows.
- Co-ordinate transport – we currently have separate train and bus stations.
- Give priority to pedestrians and not cars.
- Egrets Way link from Newhaven via Lewes to Uckfield – see Shane Snow & DoFT presentation
- Need pedestrian/cycle route crossing – we live North Malling, link to Hamsey.
- Cycle routes a must!
- Wide cycle route from north to south would be lovely.
- Ensure that the Egrets Way creates access to the countryside for Lewesians of all ages and ability – especially to the historic villages and lower Ouse valley.
- Better access to local rural areas that are farmed with consideration to wildlife and welcome to visitors.
- There is no pedestrian crossing between the one at The Elephant & Castle and the one on East Street. On East Street, pedestrians often have to wait for 20 cars to go by, and then only have a few seconds to cross once the green man shows; not enough time for the less able.
- Expand 20mph zones across whole of town; ensure this by forcing drivers to brake and change gear. Rumble strips avoid writing on roads.
- Line roads on at least one side with pavement/cycle paths for safety and encouragement to venture into countryside.
- Balance historic cobbled streets with the needs of the users.
- More seating near bus stops/outside of shops/surgery.
- Widen the path to the Malling Down Reserve – access is currently difficult from the Lewes side and only encouraged from the Ringmer Road.
- Old ford across the river between Old Malling and Landport; reinstate bridge over river?
- Make connections between Malling and Landport when developing North Street/Malling area to ensure that the whole town benefits from development investment.
- Ensure the cross-Lewes cycle route is developed in line with the Sustrans network requirements & is well signposted!

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2.2 Way-Finding Systems

- Cycling infrastructure needed.
- Look at how Chichester does parking – good signage to and from car parks into the town.
- Enable people to access other parts of Lewes without having to go into the centre of Lewes and back out again.

- Cycle path should continue on from the Ringmer one.
- Do not overspend on technological solutions until low-value/low-intervention/small-scale signage has been installed throughout Lewes in an integrated way.
- Ensure signage is at eye-level and not 20ft high on a post (e.g. signposting on Brook Street).

2.3 Public Transport Strategy

- More buses throughout the day and evening – link Lewes with the surrounding area.
- Uckfield [railway?] line should be reinstated.
- Smaller, regular buses to transport people around town and for visitors who could park on provided space just outside of the town.
- Keep Compass Buses.
- Free/cheap buses so that we use the town to shop – most of the shops are at the bottom of the hill!
- Santander Bike Scheme?
- Car share incentives.
- Bicycle parking spaces.
- River path at 2 levels?
- Funicular to run up School Hill instead of cars and buses.
- Electric buggies for hire in the Precinct?
- Consider 'Norwegian-style' bike lifts on the steeper hills in Lewes.
- Free local transport via small 'hopper' type electric buses – serve villages too. Paid for out of car-parking charges?
- Plan for a park and ride in the future. Try closing the town to private traffic for the day – see what happens?
- Night-time economy of the future and 24hr needs.

2.4 Car Parking Strategy

- Small multi-storey at Tesco beside Causeway Bridge? – 3 levels, 400 cars and charging points for electrical vehicles.
- Reduce, consider – plan Park and Ride using existing buses.
- Air pollution needs addressing – move towards electric houses/hybrids/small 'hoppers'.
- Shame on Lewes for having no electric car charging points. These are common place in mainland Europe. EDF provides free charging points.
- Deck the station with a car park?
- Include Phoenix Rising!
- There is room for a cycle route/pavement along Offham Road. Makes access in and out (especially for children) safer.
- Could make 2 parking places at the St. Pancras end and make it easier to cross the road.
- Parking fees should contribute to the town and not private pockets.
- Town centre parking should not be free – unless electric vehicles – discourage parking.
- Lewes is either like a race track, or totally gridlocked.
- Argos car park and other car parks near to rail station – build over them.
- Charge the same for parking in car parks as on roads. It is currently cheaper to park on the road.
- Don't lose surface car parks – build over them!
- Ensure residents along roads in the town centre are provided with adequate parking spaces: currently, visitors in the Pells area have a majority of spaces.

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- Make both ends of Grange Road narrower to facilitate children crossing.
 - Wider pavements in the bottle-neck.
 - Route bus to Depot Cinema.
 - Try to prevent rat-runs. The Santon development is likely to produce rat-runs through the Pells area to reach northern exit points in Lewes town.
 - Restore 50,000m² of saltmarsh south of the town for wetlands, eco-tourism - natural 'sponge' for floods.
 - Encourage return to shopping in Lewes rather than internet – so get rid of white van chaos!
 - Late night venues – where can people in Lewes go dancing and to see the world-class music? Zu has hosted many spectacular shows and club nights – if it closes what can replace it? Where can people dance?
 - Any new development should enhance the good that our surroundings currently do for us e.g. access to nature is a health benefactor, so improve it! Housing developments can decrease run off into waterways if porous surfaces and green roofs are being used.
 - Recognise that we can and must reach net zero climate gas emissions by 2030 in the UK, and that Lewes will have to fit with this.
 - A Lewes wind turbine? Support for housing to get solar panels installed.

- Do we have to wait until someone is maimed trying to cross the road between Waitrose and the bus station? This section of road needs to be made pedestrian priority or shared use.
- More litter bins.

2.1 Active Travel Networks

There is strong support to encourage Lewes to be as car-free as possible, whilst maintaining and improving the current public transport services that are available. Public footpaths and crossings should be greatly enhanced, and clearer cycle routes should be implemented throughout the centre of the town. The town should begin to move towards prioritising pedestrians and cyclists, and lessening the impact of cars in the area. Better foot connections should be made between the neighbourhoods in Lewes, such as the potential links that the Landport area and Malling require. Encroaching developments such as the Phoenix Rising proposal should aim to encourage these links and help to better connect the town to its wider vicinity. Introducing more seating throughout the town and achieving the correct balance between historic street surfaces and accessibility needs will help residents and visitors to further enjoy the different aspects that Lewes has to offer. Enhancing the river side cycle and footpath route to allow connection throughout the town and to neighbouring towns is a necessity and it needs to ensure that those of all abilities can enjoy this travel network.

2.2 Way-Finding Systems

To encourage successful way-finding systems within Lewes, signage, access and infrastructure will need improving. The system could begin with small-scale intervention through integrated signage that is easily found and understood. This would enable cyclists and walkers to find their way around and across Lewes without necessarily having to travel through the centre of the town and back out. Cycle and footpaths should link to others in the surrounding areas such as the Ringmer pathway. Good signage to and from car-parks will also encourage greater use of the surrounding landscape.

2.3 Public Transport Strategy

For Lewes to improve and encourage the use of public transport, the town needs to look to future needs. The changing economy and enhanced technology has resulted in a change in when and where people work and socialise. Public transport should cater to this and look to provide greater choice and ease of access as the town develops. Car-share incentives and bicycle schemes could help with the change in movement, alongside improved bus and rail services. These improvements could be implemented through a greater choice of destination, night-time availability and encouragement of park and ride schemes. Lewes could move to a more sustainable environment by encouraging electric hop-on/hop-off buses that run throughout the town and to the wider areas. The town could also implement cycle schemes that assist cyclists whilst they move around the town i.e. providing bicycle parking spaces and lifts on steeper hills.

2.4 Car Parking Strategy

There is strong consensus for Lewes to become much less car orientated. Whilst there should still be provision for personal vehicles, the electric vehicle or alternate methods of movement should be encouraged. There are suggestions to introduce car parks over service buildings or to retain and build over existing car parks. The town needs to

provide parking for visitors but the location of these car parks need to be carefully considered. Air pollution in certain areas of Lewes needs to be addressed and the safety of pedestrians on pavements should be prioritised over the location of road-side car parking.

123 LEWES 8th & 9th October Event Results

Policy 03 – Good Places For Living

3.1 Site Selection Criteria

- Leave Malling Brooks – one of few tranquil noise-free areas; good pedestrian access into Countryside without use of car.
- Build large housing in already spoiled places – e.g. north of Houndean area/along the access road to A27 from Prison.
- For development in Lewes to be realistic and sustainable, the development will rely on the surrounding environment to be healthy. The NP needs to construct policies that recognise this.
- 'No' to Old Malling Farm housing!
- Open up sites for self-build, cooperative housing – get younger families involved so they can afford and learn.
- Diverse mix of housing areas – flexible space to allow for adaptation – less strict zoning.
- Local affordable workshop spaces
- Local housing for local people, not just new-comers.
- Affordable housing – 40% of market rate not 80-90%!
- Affordable housing for all – out with private lettings
- Village links
- Need amenities: doctors, surgeries, local shops, parks, allotment areas, schools – needs to be integral and not an add-on.
- Access and freedom of movement for the infirm in a town of hills needs to be considered. The riverside is ideal for this and needs to be available for non-car owners.
- Remember that Lewes is the county town and hub for surrounding villages – should offer good services for residents and local Non-residents.
- Field between Baxters Filed and Paddock is not currently used.

3.2 Infill Site Policy

- Thank the Victorians for the parks because we haven't had any given since!
- West of Old Malling – disused railway and trees.
- Wide verges could have wildflower corridors?
- North of Houndean – good south facing site but needs limiting so as not to encroach on horse-riding space.
- Council offices – limit access but introduce small amount of affordable housing?
 - This is a community transfer and not designated for housing (other persons view)
- North point of river (still in the boundary) is the last tranquil point of the river valley adjacent to the town. West end of Lewes would be better to develop as there is already noise pollution here.
- East St. car park (originally housing) could be used for housing if station car park is double decked.

- If allotments are built on – need re-siting.
- West and south of Houndean (north of A27) – not tranquil countryside – houses need sound-proofing.
- Fuel station/small store off A27 roundabout on the west end of the borough.
- Could the prison be a site for housing?
- Patch of land encompassed by The Priory, railway line and A27 – possible land development?
- Re-build recycling centre and provide access to A27.
- Encourage re-use of vacant/derelict buildings.

3.3 Greenfield Site Policy

- Owner not willing to sell land north of Landport – used for horses/developing biodiversity and flood plain.
- Increase biodiversity south of The Priory/A27.
- Return the land south of the A27 to saltmarsh.
- Preserve access to Landport Bottom from Baxter's Field
- Greenfield should be a last resort but must serve housing need.
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3.4 Architecture & Design

- Stop glass and metal designs.
- Use local materials
- River boat houses
- Affordable houses
- Houses should have front doors on to the street, not gated or hidden.
- Create 'pattern language' – see Christopher Alexander. Choice of materials/design features should complement heritage with modern builds.
- Design can be innovative without 'costing the earth' – Making Lewes has made valuable contribution here.
- Provide excellent rental/owned accommodation for all age groups including older people.
 - Free up family homes
 - Allows older people to be less stressed/isolated and to live in easy-to-maintain homes.
- Community space provision.
- Planning bodies must be better informed about design and include educated representation of the area in question.
- North Street development: Encourage LDC to collaborate with Lewes Phoenix Rising for a positive outcome. Buildings last a very long time!
- Zero carbon development and even a net producer.
- Local builders and craftspeople involved.
- Smaller, cheaper houses not for rich landowners.
- All new development should have energy alternatives built in.
- More community space to meet – villages often have wonderful village halls!
- Developers must be held to the materials of their original planning consent and not allowed to impoverish the environment on cost grounds.

- Increase council housing stock.
- No large scale developments by commercially driven companies – results in modern ‘Tesco’ style buildings lacking aesthetic value, modern materials and full of fake styling where cost is the overriding consideration.
- Local companies combined with local labour and supply.
- In the historic core – should match medieval scale and style.
- Quality – needs parameters to adhere to – expansion on the word.
- Houses should have minimum internal areas to reverse trends towards ugly, small living spaces.
- It’s depressing to see good quality material used to make ugly, unimaginative houses.
- Good massing – detailed 1st and last metres – street and skyline.
- Avoid bulky boxes built in good quality materials.
- The transitioned spaces between public and private are critical
- Replace the bridges that have been taken down at the south end of the railway land.
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- The ONS calculated a 25% increase in population by 2060. At 2 people per household, Lewes needs to cater for 2000 new homes.
 - No car parking, just car clubs and electric vehicles
 - Plan to respond to 21st century issues in 21st century ways, not 20th century ways.
 - Future-proof job creation – reflecting existing concentration of creative industries, home-workers, new media.
 - Balance attracting workers and residents of Lewes.
 - Reduce trends towards commuter town status.
 - Provide affordable living for those that keep Lewes alive – key workers – health service/rubbish services etc.
 - Lewes should aim to create own energy and sell back to grid through energy schemes.
 - Cater for full social spectrum
 - Don’t expand the town outside current boundaries – especially south of the railway line or north west towards Offham.
 - Make business rates relate to income.
 - Essential food shops need to be throughout the town and not just at the bottom.
 - Discourage parking in town, but not cars.
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 - There was a good brick-laying course at Sussex Downs College – now curtailed due to lack of bricks – reinstate this sort of approach!

4.1 Site Selection Criteria

The criteria for site selection should be based upon location, relation to neighbouring areas within Lewes and accessibility. For new development to be sustainably viable and a positive addition to the town, it needs to be integrated fully with the immediate surrounding areas. Any new development should enhance the lives of new and existing residents and should ensure that local services, amenities and infrastructure are readily available. Introducing much more affordable housing into Lewes is crucial and should be spread evenly throughout the town. There should also be room for workshop spaces close by to development that is aiming to provide for the working resident. For the less infirm, it is vital for access and freedom of movement to be incorporated into the site selection criteria. The flatter areas of the river side are considered to be a good example of choice for housing for those less able to negotiate a hillside topography. Lewes is a county town and needs to ensure that it provides good opportunity and services for the surrounding villages too.

4.2 Infill Site Policy

For infill development to provide positive outcomes to areas of Lewes, the access to and scales of proposed developments need to be carefully considered. Access should be limited and not impede on the quality of the existing area, whilst the size and scale of buildings should be of suitable proportion and in-keeping with the surrounding area. If enclosed green spaces or allotment land is built upon, suitably alternate spaces should be sought to re-site these. The option to develop on land that is currently not well used or considered to be of poor quality i.e. air/sound pollution should be explored first, before encroaching upon the more valuable and tranquil areas within Lewes. The redevelopment or reuse of vacant and derelict buildings should also be encouraged; such as the council offices, prison land and also car-parks.

4.3 Greenfield Site Policy

There is support for the protection of Greenfield sites and for development on these sites to be discouraged where it is not essential. The open land to the north west of the built area of Lewes has been suggested as viable development area, however it is integral to maintain the green link running from the central of Lewes via Baxter's Field. The areas to the extremities of neighbourhood plan boundary could be further enhanced as natural space through an increase in the biodiversity of the land.

4.4 Architecture & Design

Lewes needs to promote good architecture through better definition of what is considered to be good quality design. The transitional spaces between private and public space are critical and parameters need to be set in place for development to adhere to. There should be considered massing of buildings, with detailed design continuing from the street and eye level through to the skyline. Local designers and construction companies should combine with local labour and material supply. This will provide positive ecological and economic impacts and help locals to have a greater input into the future of the town. Smaller, more affordable homes need to be introduced and energy alternatives should be introduced at design stage. It is important

for new developments to incorporate the historic and unique values that have built Lewes whilst still looking to the future through modern design.

123 LEWES 8th & 9th October Event Results

Policy 04 – Heritage & Community

4.1 Protection of Existing Community Services & Facilities

- Viability to be determined by locals not developers
- Protect the open space surrounding the east of the town
- Western Road toilets must be retained
- Protect St Mary's
- Retain recycling centre – always busy
- The Phoenix area is an example of a community – it must be protected and preserved.
- Ensure that valuable public green spaces such as Southover Gardens are maintained.

4.2 Implementation of New Community Services & Facilities

- Develop St Anne's site for 2/3 halls/meeting rooms/hub café (consult with community)
- Refurb bus depot and services – introduce shelters to the outlying areas
- A cable car for Lewes to get up the hill!
- As well as houses we need dentists, car making, tyre replacement, artist structures, concert venues etc all in Phoenix.
- Support local community food shop not just Friday market.
- Chamonix has a beautiful, free multi-storey car park – keeps cars off street and encourages shoppers – could have that in North Street.
- Regenerate the top of the town. St Anne's area – to make it more vibrant.
- Ensure there is provision for the start of life (nursery/play group etc)

4.3 Protection & Enhancements of Heritage Assets

- Key views to heritage assets in the town.
- Ironworks building – heritage in what they are and what they house.
- Avoid universal chains which will deter from a unique Lewes.
- Positively foster and encourage use of Priory gardens for open air events/concerts etc
- Ensure Victoria Hospital is maintained and expanded – growing population.
- PR should be seen as a prized jewel. Don't destroy it.
- Tourism – signage/accommodation/coach parks/infrastructure – don't move office from perfect central location
- River – how can it be used? River bus? Public slipway?

4.4 The Working & Making Town

- Let's adopt the Phoenix Rising plan.
- Keep PR small scale, affordable, prioritise existing businesses
- No more expensive housing on prime sites.
- Vale our creative community – affordable space for work – culture and community of Lewes.

- The real talent and activity is now in the arts
 - Don't allow Lewes to become a clone historic visitor town
 - Affordable/flexible/time limited start-up business space for micro businesses.
 - Create space for 21st century economy – business world is changing fast.
 - Need more post offices – an essential resource for small/online/making businesses.
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- Lewes is top heavy – everything happens at the bottom.
- Parking has to be considered for any new development

4.1 Protection of Existing Community Services & Facilities

There is emphasis on the viability of community services to be determined by the locals and not developers. Green space that is currently valuable to the community, such as Southover Gardens and the land encompassing the east of Lewes should be protected and maintained. Residents urge for places of community service such as St. Mary's, Western Road public toilets and the Recycling Centre to be retained where possible and if removed, there should be a suitable alternate.

4.2 Implementation of New Community Services & Facilities

The site of St. Anne's could be a new alternate to existing community facilities, providing several halls, meeting rooms and a hub café for wider, social integration. To ensure that the spaces would cater for all, the community should be consulted at design stage if this were to be implemented. The public transport services could be improved through redevelopment of the bus depot and improved bus shelters on the outskirts of the town. There should be a greater emphasis on an expanding local economy with local food shops, health services, creative services and concert venues introduced to the Phoenix Rising area.

4.3 Protection & Enhancements of Heritage Assets

It is vital that key views into the town and its heritage assets are maintained and enhanced through good design. Buildings such as the Ironworks and sites such as The Priory gardens provide links to Lewes's industrial and historic past and should be positively exploited. The River Ouse is a topographical asset and there should be careful thought to how it can be used in the future.

4.4 The Working & Making Town

Phoenix Rising is considered a prized jewel and a prime example of one of the many unique attributes to Lewes. Small and affordable development would suit this area and there should be priority for existing businesses. The creative community is highly valued and this needs to be reflected in the design of any development here. There is strong support for Lewes to maintain its distinctive identity and for the town to avoid becoming a clone of many other historic towns across the nation. Lewes should create spaces for the future economy and lead the way in encouraging new and existing businesses of all scales.