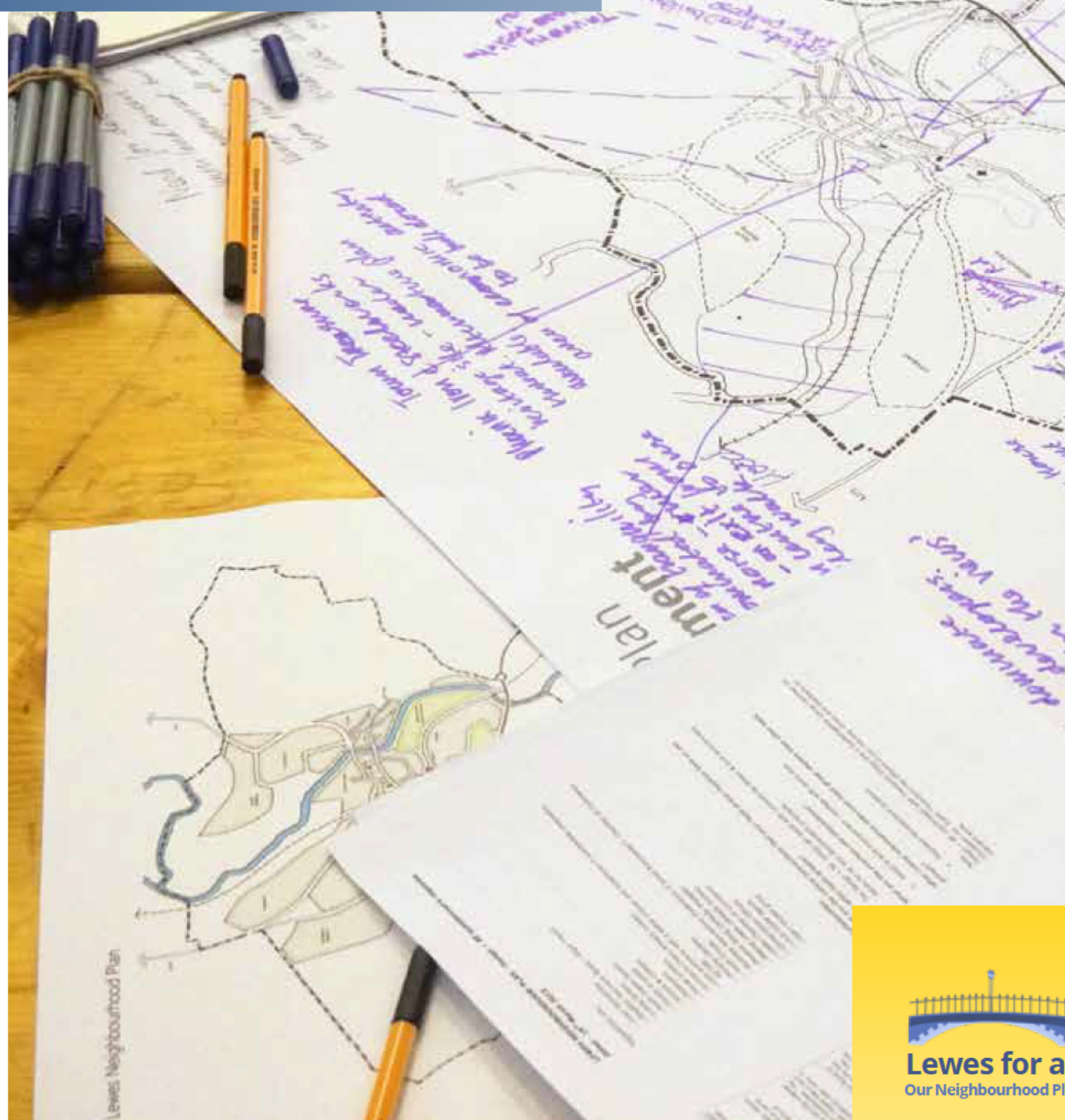


Lewes Town Council

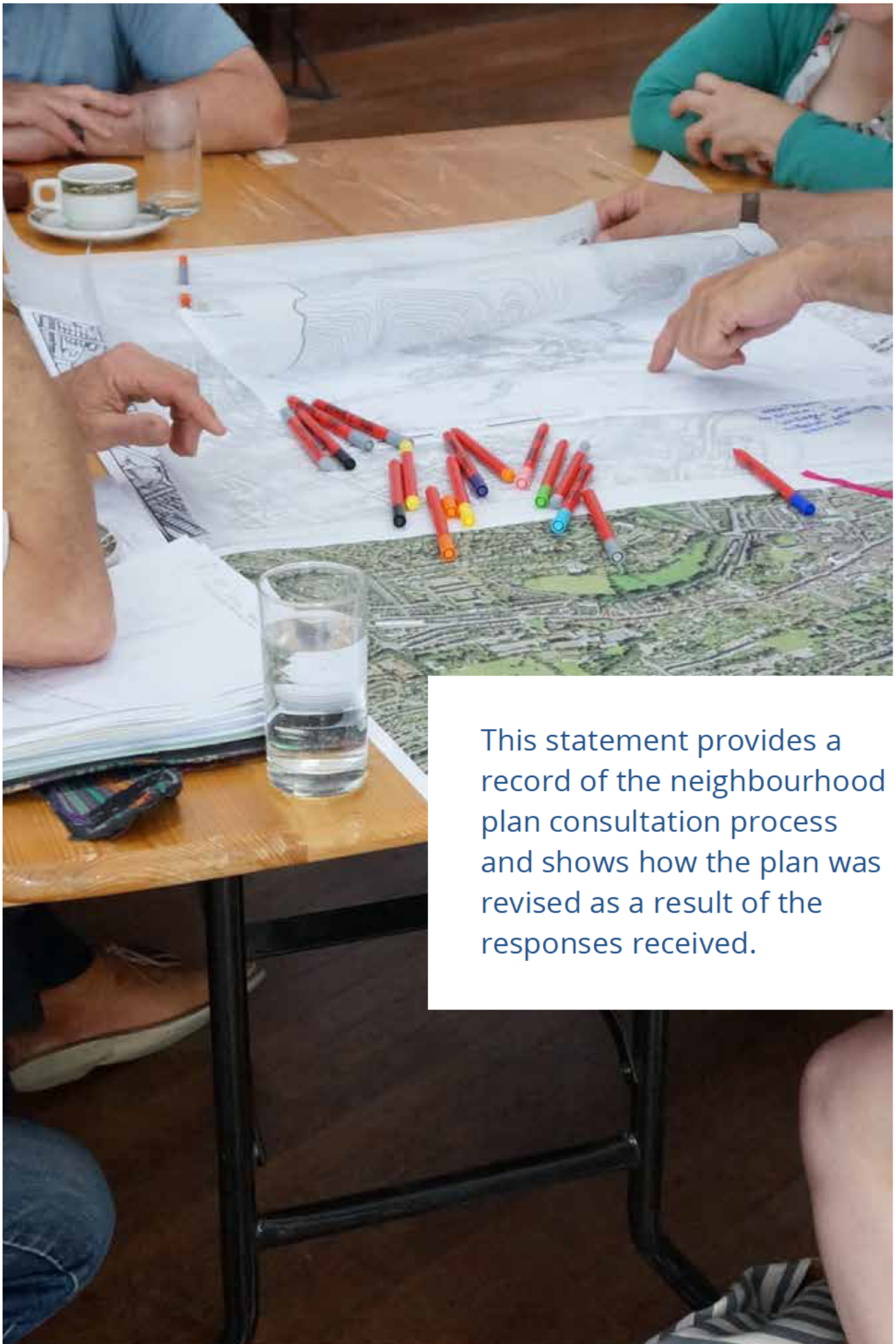
Consultation Statement

June 2018



Lewes for all
Our Neighbourhood Plan

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This statement provides a record of the neighbourhood plan consultation process and shows how the plan was revised as a result of the responses received.



This draft of the Lewes Neighbourhood Plan has been prepared by Lewes Town Council, the qualifying body responsible for plan preparation. Contact for further information:

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The qualifying body has received technical support during the preparation of this plan from Feria Urbanism, a planning and design studio that specialises in urban design, urban planning, neighbourhood strategies and community engagement. Contact for further information:

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Please note copies of this report and other supporting material can be found at www.lewes4all.uk

Introduction

Lewes Town Council has prepared a neighbourhood plan on behalf of those who live and work within the town of Lewes. The plan sets out a vision for the town through to 2033 and is supported by a set of planning policies and a series of specific projects.

In accordance with the neighbourhood planning regulations, the plan has been prepared through extensive community consultation. This report records that consultation process and shows how the plan was revised as a result of the responses received.



About This Document

This consultation statement provides a summary of the key consultation events that were organised as part of the plan-making process, together with a detailed record of the pre-submission consultation comments received.

Background to the Lewes Neighbourhood Plan

Lewes Town Council (LTC) announced in 2013 that it intended to produce a Neighbourhood Plan for Lewes, under provisions in the Localism Act 2011. A series of open public meetings had been held to begin the process. Lewes is a parished area having a separate Parish Council, and LTC was the lead body and must agree and publish the plan. It has been supported by the South Downs National Park Authority (SDNPA) but the actual definition of the plan's policy scope and content reflects the wishes of the community.

The plan must ultimately pass through a statutory process before becoming enforceable local planning policy: being subject to an independent planning examination and then needing to attract more than 50% affirmative votes in a public referendum.

Lewes Town Council had agreed to set up the Lewes Neighbourhood Plan Steering Group¹ (LNPSG) as an advisory body to address these ambitions and appointed councillors to form the nucleus of the group.

It was considered that the branding of the project should highlight community involvement and the LNPSG should be seen to work at arm's length, with routine reports and recommendations to Council for adoption. A list of community organizations had been agreed, who were invited to nominate representatives. This was later extended to include all bodies recorded as members of Lewes Town Partnership, as it was considered that this represented a wide range of appropriate groups who had each demonstrated a desire for community engagement.

Ninety-seven bodies were asked for representatives and the first meetings of the LNPSG saw around 30 attendees, gradually reducing to a kernel of around twelve regular contributors, some of whom volunteered to work in task-groups on specific topics which were developed to form elements of the plan. Terms of reference were recommended and approved, being based upon a model used successfully elsewhere in the national park.

A significant amount of research had been conducted, and community aspirations explored, by the LNPSG during 2014. This gave rise to a clear brief and in early 2015 a professional consultant was engaged by the council following a formal tender process, to manage the remaining process; helping the LNPSG to identify all relevant data; develop evidence and obtain public feedback to support a formal plan for Lewes.

1 There have been 27 LNPSG meetings over four years and notes of these meetings can be found on <http://www.lewes4all.uk/>

Ultimately, as a planning policy document with significant legal status, the plan was to incorporate housing site allocations; green infrastructure; community facilities and infrastructure; enhance existing sustainable transport/street routes in and around the town; protect and enhance the built and natural environment, and reflect the aspirations of the community.

Series of Engagement Events

Lewes Town Council is keen to ensure that the final neighbourhood plan reflects local opinions and local needs. To ensure that public engagement and consultation was effective, input from the community has been sought at every stage and this has been invaluable to the production of the neighbourhood plan.

Work on the Lewes Neighbourhood Plan began in early 2014 when the designated boundary for the Lewes Neighbourhood Plan was approved by the South Downs National Park Authority (SDNPA). Since early 2015, Lewes Town Council and the (Lewes Neighbourhood Plan Steering Group (LNPSG) has been assisted in its work by FERIA Urbanism, an urban design and planning practice based in Bournemouth. The team organised and ran several key events to engage the community:

1/ An interactive workshop event for members of the LNPSG on 26th March 2015 to share their own thoughts and ideas on a range of topics.

2/ A visioning event for the public held on 4th June 2015 examined the critical issues in some detail.



An interactive workshop event for members of the LNPSG in March 2015 allowed them to share their own thoughts and ideas on a range of topics.

3/ Three-Day Design Forum for the public held on 30th June, 1st and 2nd July 2015. This examined how change can be accommodated, designed, and planned in Lewes.

4/ A 100+ page Interim Report was produced in July 2015, based on the work during the first half of the year. This was subject to an online questionnaire over the summer months.

5/ A poster exhibition held on 8th and 9th October 2015 to inform local residents of the questionnaire responses and to gather further responses and reactions.

6/ A further poster exhibition was held on 19th and 20th November 2015, sharing the evolving ideas with the public and setting out a series of draft planning policies. There was particular involvement from the students of Priory School at this event.

Copies of materials (e.g. task sheets, posters, slide shows etc) from all the consultation events can be found on the Lewes4All website ²

2 <http://www.lewes4all.uk/>

Engaging Younger People



Poster advertising the two dedicated weekends aimed at younger people

Following the series of open public events held during 2015, there were two dedicated weekend sessions targeting the involvement of younger people. In part, these were a response to the fact the 2015 events were predominantly attended by older people. These targeted sessions were designed and delivered by staff at the University of Brighton on Saturday 12th and 19th March 2016. The results can be found on a dedicated page ³ on the Community 21 Young Digital Citizenship website.

³ <https://community21.org/partners/lewes/>

An Effective Consultation Process

As set out in Section 14 (a) of the 2012 Neighbourhood Planning (General) Regulations, consultation on the plan and plan-making process must be brought to the attention of the people who live or work in the town. In response to this aspect of the regulations, the neighbourhood plan process in Lewes has been designed to encourage members of the community to shape discussions and form dialogues with fellow residents, with land owners and with other interest groups. The result has been that the different groups involved in the process have all been able to find shared outcomes.

During the plan preparation stages, there have been a series of consultation and engagement events that have directly influenced the drafting of this plan. All consultation material relating to these events (e.g. slide shows, reports and posters) have been published online during the plan preparation. From the outset, Lewes Town Council and the LNPSG



A 100+ page Interim Report was produced in July 2015, based on the work during the first half of the year. This was subject to an online questionnaire over the summer months.

has tried to ensure that a broad cross-section of the local community has been involved in the plan-making process.

The consultation and engagement process has been open and transparent and interest groups such as land owners, local developers and representatives of local businesses have all been included in the process. All these groups are considered appropriate consultation bodies to include, as defined in the neighbourhood planning (General) Regulations Regulation Schedule 1.

The planning team at South Downs National Park Authority (SDNPA) has provided a detailed response to the Regulation 14 pre-submission draft which helped Lewes Town Council and the LNPSG revise the plan to get it ready for submission.

Plan Preparation Process

The work in 2015 was very much focused around the need to gather a range of views on the future of Lewes through a consultation process. The events in March, June, July, October and November 2015 were designed to understand community opinions and refine them into a workable set of plan ingredients.

There follows a summary of each of these events. In the first half of 2016, work was undertaken to refine the ingredients and begin developing more fully-formed planning policies. In parallel, work was undertaken by the LNPSG to identify land for housing that could successfully be allocated in the neighbourhood plan.

While the search for housing land was an integral part of the process in 2015, it had not been able to identify land suitable for allocation in the draft plan.

The LNPSG met in September 2016 and prioritised identification of housing sites to meet the numbers required, following identification of the strategic sites in the Joint Core Strategy. This work was concluded in March 2017. A Sustainability Appraisal of the draft plan was undertaken between January 2017 and April 2017. This has further informed the vision, objectives, and planning policies.

The pre-submission consultation ran between 8th May and 21st June 2017. Comments received during this time have informed the creation of the submission version of the plan.

Visioning Event 4th June 2015



A visioning event for the public held in June 2015 examined various issues in some detail.

This evening event asked the community several key questions about both the community and about the place. It helped understand more about the challenges and opportunities faced by different demographic groups and helped to define the main

challenges facing the town. It also started to define what makes Lewes unique, as knowing more about the specific strengths of the town has helped to inform plan policies that will enhance and protect these positive qualities. This event also asked about how new development can learn from other places:

- Where are the best bits in the local area that can act as inspiration? And where are the recent mistakes that should be avoided?
- It asked direct questions about growth too. If the town is to grow, which direction will be best and why? How does this relate to how people move around and which are the preferred routes?
- What are the challenges associated with movement? Not just cars, but all modes of travel and transport.

The responses to all these questions were summarised in a short report and this was used to inform the subsequent Three Day Design Forum held in June/July 2015. The visioning event was attended by representatives of local interest groups and around 60 participants engaged in the different tasks on the evening.

Three Day Design Forum 30th June, 1st & 2nd July 2015



The Three-Day Design Forum held in June and July 2015. This examined how change can be accommodated, designed, and planned in Lewes.

Working over three consecutive days, the community rapidly but thoroughly addressed a multitude of issues. The tasks undertaken during the three days provided a better understanding about the uses and activities within the neighbourhood area (e.g. where people live and where they work, go to school etc.); access and movement (e.g. how people move around); the streets and spaces (e.g. what special qualities streets, lanes and open spaces have); and form and detail (e.g. the architecture and materials that are appropriate to the local context).

Participants worked in small groups, undertook site visits and also held larger group plenary sessions at the end of each day. The venue was kept open late into the evening each day so the community could view the work in progress and the final evening comprised a public meeting when all the work to date was explained. The final slideshow (200+ slides)

was made publicly available as a download. A key output from the three days was the development of a series of policy themes and concepts that have been successfully used as a basis for future work stages later in the year.

The results of both the Three Day Design Forum and the Visioning Event were captured in the Neighbourhood Plan Interim Report (July 2015). An online questionnaire was issued at this time, seeking comments on all the work.

Questionnaire Results & Draft Policy Exhibition 8th & 9th October 2015



The poster exhibition held in October 2015 informed local residents of the questionnaire responses and gathered further responses and reactions.

Following the publication of the Interim Report in July 2015, a series of questions were asked about the appropriateness of the emerging policy themes and the general strategy of the neighbourhood plan. The responses were generally positive and broadly endorsed the content of the plan at this stage.

This poster exhibition was designed to inform local residents of these generally positive responses made to the Interim Report via a questionnaire over the summer months.

The posters were also designed to be interactive, with white space left onto which attendees could write their own comments in response to the quotes taken from the questionnaire responses. The comments received during the exhibition further endorsed the way in which the plan was being developed and the main ingredients of the policy themes.

This gave the neighbourhood plan committee confidence to proceed to the next stage in the process, the drafting of more complete policy text, maps and diagrams. These were subject to further testing by the community at a further two-day drop-in event later in the year.

Draft Planning Policies Consultation Report Exhibition 19th & 20th November 2015



A further poster exhibition was held in November 2015, sharing the evolving ideas with the public

By this stage in the process, there was now draft set of policies, a vision statement and a set of plan objectives. The the views of the community were now sought to ensure that these were right and appropriate for Lewes. A poster exhibition was arranged over two days to allow local residents and businesses to see the latest draft of the work and provide their comments and feedback on the work so far. There was particular involvement from the students of Priory School at this event.

Large format print copies of the draft policies consultation report were made available in the venue across the two days, while extracts of key sections of the document were displayed as posters. During the two days of the event, the Feria Urbanism team made a short slideshow presentation, explaining the process so far and setting out how the various draft policies in neighbourhood plan had

been formulated. They also explained how the policies were designed to work together to protect and enhance the parish in line with the wishes expressed by local residents and local businesses.

This event was the final consultation event before the drafting of the pre-submission consultation version of the plan. This work began in earnest in the first part of 2016.

Pre-Submission Consultation From 8th May until 21st June 2017

The pre-submission consultation ran between 8th May and 21st June 2017. Comments received during this time have informed the creation of the submission version of the plan.

In order to promote the pre-submission consultation period, over 24th and 25th May 2017, a poster exhibition was held in the Corn Exchange in Lewes. The posters provided a summary of the planning policy content of the neighbourhood plan. Print copies of the full plan were made available for those attending to read and copies of the supporting questionnaire were also provided.

Many of those who attended the exhibition completed a questionnaire on the day and returned it to the LNPSG members who were in attendance. Others preferred to complete the online version of the questionnaire in their own time, prior to the closing of the pre-submission period on 21st June 2017.

During the exhibition, a presentation was made by the FERIA Urbanism team, explaining the process that had led to the pre-submission version of the plan and highlighting the main policy content. This presentation was captured on video and made available in the days afterwards online.

By close of the consultation period, there had been 219 questionnaires submitted. With the questionnaire containing 30 individual questions (although not all of them obligatory to answer) this generated 2,281 individual responses on the contents of the draft plan.

“The pre-submission questionnaire generated 2,281 individual responses about the specific content of the draft neighbourhood plan”



A banner was hung across the Cliffe High Street to advertise the pre-submission consultation period.



A window display containing key extracts from the plan was placed in the Town Hall, to further promote the pre-submission consultation period.



The poster exhibition in May 2017 provided a summary of the planning policy content of the neighbourhood plan.



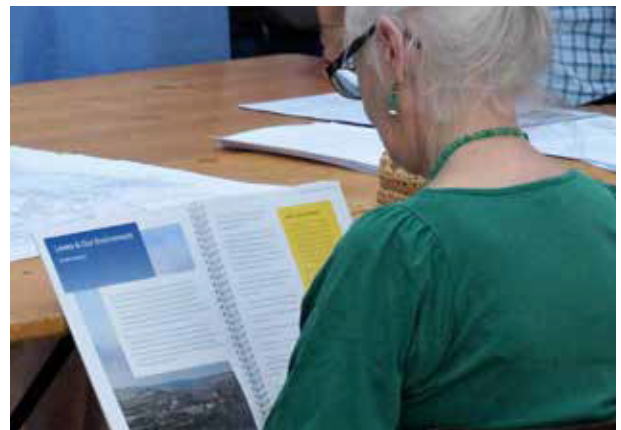
Many of those who attended the exhibition completed a questionnaire on the day.



Print copies of the full plan were made available for those attending to read and copies of the supporting questionnaire were also provided.



On 25th May 2017, a slide show presentation was made by the FERIA Urbanism team, explaining the process that had led to the pre-submission version of the plan and highlighting the main policy content. This presentation was captured on video and made available online.



The members of the LNPSG were encouraged by the number of people attending the exhibition that took the time to sit down to read the plan from cover to cover before submitting their comments.

Pre-Submission Consultation Responses

The table opposite summarises of the responses registered from the pre-submission questionnaire, which asked a series of questions about the draft version of the Lewes Neighbourhood Plan.

Summary of the Responses Received

As shown by the table, the level of support for each draft policy was always over 50% while the level of objection stays below 10% for each policy. This was encouraging and demonstrated clear support for all aspects of the draft version of the neighbourhood plan.

Resulting Actions & Revisions

Following a review of the responses received during the pre-submission period, the LNPSG decided that its revision strategy would be to keep the submission version of the neighbourhood plan broadly the same as the draft version with changes to be made only to areas of detail rather than to major areas of substance. There follows on pages 18 — 21 a table setting out a summary of the changes made. On pages 22 — 145 are details of all the responses received via the questionnaire.

Responses Received From Statutory Consultees

As set out in Section 14 (a) of the 2012 Neighbourhood Planning (General) Regulations, consultation on the plan and plan-making process must be brought to the attention of a range of statutory consultees.

The statutory consultees were written to by Lewes Town Council on 3rd May 2017 and comprised the following list of organisations:

East Sussex County Council; Lewes District Council; LEP Network c/o Essex County Council; Environment Agency; Historic England; Natural England; Highways England; Network Rail; Homes and Communities Agency; Marine Management Organisation; Southern Water; National Grid; British Gas; E.ON UK; EDF Energy; Npower; Scottish Power; SSE; Sainsbury's Energy; M&S Energy; Co-operative Energy; Southern Gas Networks; Sky Telephone/Broadband; BT Group plc; TalkTalk Group; Plusnet; Local Clinical Commissioning Group; Chamber of Commerce; Friends of Lewes; Priory Trust; Pells Pool Community Association; Lewes CAAG; Lewes District Seniors Forum; 3VA; Lewes Town Partnership; Lewes Area Access Group; Lewes Living Streets; Common Cause Co-operative Ltd; U3A; WEA; Sussex & Surrey Police; Lewes District Association of Local Councils (28 Lewes District parishes).

Summary

This collaborative approach towards finding shared solutions to resolve issues across the town has had the support from the various interest groups. Lewes Town Council and the LNPSG sincerely hopes that this support for the process to date will also translate into support for the submission plan at examination and at referendum.

Code	Topic	Object %	Do Not Know %	Support %
LE1	Natural Capital	3.55	23.86	72.59
LE2	Biodiversity	2.54	22.34	75.13
HC1	Protection of Community Infrastructure	4.37	23.50	72.13
HC2	New Services & Facilities	5.46	27.32	67.21
HC3	Heritage Protection	6.56	21.31	72.13
HC4	The Working Town	4.92	27.87	67.21
HC5	Sustainable Tourism	6.01	25.68	68.31
PL1	General Housing Strategy	8.47	22.60	68.93
—	Lewes Low Cost Housing	7.34	23.73	68.93
—	Suggested Housing Sites	—	—	—
PL2	Architecture & Design	4.52	27.12	68.36
—	Design Guidance	—	—	—
PL3	Flood Resilience	1.69	23.16	75.14
PL4	Renewable Energy, Resource & Efficiency	1.69	23.73	74.58
AM1	Active Travel Networks	7.51	24.28	68.21
AM2	Public Transport Strategy	4.05	26.59	69.36
AM3	Car Parking Strategy	9.25	36.99	53.76
SS1	Historic Streets	3.49	22.09	74.42
SS2	Social & Civic Spaces	2.91	25.58	71.51
SS3	Protection & Enhancement of Green Spaces	4.65	17.44	77.91
—	Nominations for Green Space Protection	—	—	—
SS4	River Corridor Strategy	3.49	24.42	72.09

This table summarises of the responses registered from the pre-submission questionnaire, which asked a series of questions about the draft version of the Lewes Neighbourhood Plan.

Revisions Made to the Pre-Submission Version of the Plan

The table below summarises the changes made to the pre-submission version of the plan in order to create the submission version. Various text revisions were made to the front end of the plan (i.e. Lewes and Our History, Neighbourhood Plan Objectives, Vision Statement etc) but the table below shows the revisions made to the policy sections only.

Code	Topic	Summary of Revisions Made as a Result of the Pre-Submission Consultation
LE1	Natural Capital	Minor adjustment to the wording of various aspects of the policy statements.
LE2	Biodiversity	Minor adjustment to the wording of various aspects of the policy statements.
HC1	Protection of Community Infrastructure	Minor adjustment to the wording of various aspects of the policy statements.
HC2	New Services & Facilities	Minor adjustment to the wording of various aspects of the policy statements.
HC3	Heritage Protection	Policy split into parts A) and B) as considered too long in its original form. Minor adjustment to the wording of various aspects of the policy statements.
HC4	The Working Town	Minor adjustment to the wording of various aspects of the policy statements.
HC5	Sustainable Tourism	Minor adjustment to the wording of various aspects of the policy statements.

Code	Topic	Summary of Revisions Made as a Result of the Pre-Submission Consultation
PL1	General Housing Strategy	Some sites included in the pre-submission draft removed at the request of SDNPA. No additional sites added. Plan and table updated to reflect revised list of housing sites and overall numbers.
—	Lewes Low Cost Housing	Previous version of policy considered not in general conformity with national and local planning policy. However, the ambition of the Lewes Low Cost Housing has been retained in revised form and is encouraged where possible across a range of housing sites. See plan for details.
—	Suggested Housing Sites	Some sites included in the pre-submission draft removed at the request of SDNPA. No additional sites added. Mitigation details, as informed by the supporting SA report, added to specific housing allocation sites.
PL2	Architecture & Design	Minor adjustment to the wording of various aspects of the policy statements.
—	Design Guidance	Minor adjustment to the wording of various aspects of the guidance.
PL3	Flood Resilience	Minor adjustment to the wording of various aspects of the policy statements.
PL4	Renewable Energy, Resource & Efficiency	Minor adjustment to the wording of various aspects of the policy statements.

Code	Topic	Summary of Revisions Made as a Result of the Pre-Submission Consultation
AM1	Active Travel Networks	Minor adjustment to the wording of various aspects of the policy statements.
AM2	Public Transport Strategy	Minor adjustment to the wording of various aspects of the policy statements.
AM3	Car Parking Strategy	Minor adjustment to the wording of various aspects of the policy statements.
SS1	Historic Streets	Minor adjustment to the wording of various aspects of the policy statements. The single supporting diagram now separated out into individual layers to make it easier to understand.
SS2	Social & Civic Spaces	Minor adjustment to the wording of various aspects of the policy statements. The single supporting diagram now separated out into individual layers to make it easier to understand.
SS3	Protection & Enhancement of Green Spaces	Minor adjustment to the wording of various aspects of the policy statements. Plan and table updated to reflect new sites added.
—	Nominations for Green Space Protection	New sites were nominated and these have been included in the submission version of the plan. New category of Local Community Space introduced. Plan and table updated.

Code	Topic	Summary of Revisions Made as a Result of the Pre-Submission Consultation
SS4	River Corridor Strategy	Minor adjustment to the wording of various aspects of the policy statements. The supporting diagram revised to make it easier to understand. Photos enlarged.
—	Appendix 5 — Views	Inclusion of two new views and addition of a map to show locations of views.

Q2 Which parts of the plan do you most like and why? *

1	Comments on Draft Neighbourhood Plan 'm broadly supportive of this plan but would like to make a few comments as follows Page 19 Surprised no churches listed some are amongst the oldest buildings in the town Furthermore Lewes is notable for its turbulent religious history an important part of its heritage would have thought importance of churches as heritage not mentioned on page 48 either Page 27 Affordable housing insert word attractive? Perfectly possible with good design sadly not always achieved Page 29 Create large peripheral car parks for people travelling by road to Lewes for work or visiting generally Chichester is a good example of this Draft Policy PL2 n my opinion the greatest threat to the attractiveness of Lewes will come from unattractive building development sadly this is not uncommon However it is very subjective one person's contemporary gem will be another person's eyesore will admit to being a traditionalist when it comes to building and if one is wishing to preserve the attractiveness of Lewes you won't go wrong with a policy which favours that Unattractive extensions can also seriously spoil the wider townscape the recent changes in planning rules have not helped this Draft Policy PL4 No more large wind turbines please The one at Ringmer is a gross intrusion on the Downs skyline Draft Policy AM3 tem 3 partially deals with the point have made regarding page 29 above sn't there potential for a peripheral car park on the land around where the household waste site is in the Ham Lane area? People could even walk into town and surely for health and wellbeing that's to be encouraged Stuart Billington 21/6/17
2	t is not clear what this document is intended to do (other than set out possible housing sites) t seems far too general for use as a planning document The best part is the specific proposals for additional housing
3	t is not clear what this document is intended to do (other than set out possible housing sites) t seems far too general for use as a planning document The best part is the specific proposals for additional housing
4	• We support the key principals
5	like the fact that Lewes is being looked as a whole and retaining the towns unique culture and history while making way for appropriate growth
6	Use of brownfield sites
7	Overall liked the tone of the plan but arrived late in the morning and did not have the time to read the whole in great details and relate this questionnaire to each specific part of the plan However indicated to one of the planning representatives my main concerns and have completed nos 16 18 and 23 plus a few other sections
8	Good plan Definitely support it
9	Why? s Lewes Bowls Club not shown on map? This Council owned and has been there over 75 years t is between 9 & 10 on your map
10	think the River Corridor plan is positive
11	NO DEVELOPMENT OF GREEN F ELD S TES AND THE 220 NEW HOMES PLANNED AS PART OF NE GHBOURHOOD PLAN TO BE ON BROWN F ELD AND NOT ON THE DOWNS
12	very much like each of the aspirations expressed in the vision statement on p 23 and will be very pleased if we can fulfil them
13	THAT LEWES CAN MEET TS HOUS NG NEEDS W TH N THE SETTLEMENT BOUNDARY W THOUT RECOURSE TO GREENF ELD S TES BEYOND TH NK THERE ARE SUFF C ENT BROWN F ELD S TES WH CH CAN BE USED AND EVEN THESE SHOULD BE SURVEYED TO ENSURE THAT W LDL FE W TH N THEM S NOT COMPLETELY DESTROYED T S ESSENT AL THAT THERE S NO DEGRADAT ON OF THE NATURAL ENV RONMENT AND ECOSYSTEMS EX ST NG N THE SURROUND NG COUNTRYS DE
14	That Lewes can meet its housing needs within the settlement boundary through brown field sites without recourse to the green field sites beyond
15	The parts on low cost housing
16	Provision for low cost maker space to continue the tradition of making in Lewes One of the key factors keeping the community together
17	Ecosystem services very forward thinking Walkway along the river is a positive step forward and makes the most of Lewes assets for residents and tourists alike
18	The concept of Lewes Low Cost Housing as it gives the future generation of Lewes a chance to Access the local housing market in the town they grew up in

* Q1 was name and contact details, omitted from this report for data protection reasons

19	The concept of Lewes Low Cost Housing As it gives the future generation of Lewes a chance to live and work in the Town they grew up with Since 1995 house prices in Lewes have gone up 622% this is not relative to the increase in anyone's salaries during the same period
20	Vision Making the Town much more pedestrian friendly This will require a transformation of traffic patterns numbers and foot and highway design and maintenance
21	Parts of
22	Site allocations key part of the document and subject to a great deal more detail seem to be reasonably sensible
23	THE NEW RIVER WALK WAY
24	The opening section is a very clear statement of what Lewes is about The details of the development sites were well presented although do not agree with all the recommendations
25	Meeting housing needs for local people with affordable homes Avoid building on the Downs by using brownfield sites Reducing needs to commute out of town Overall a well constructed and presented plan
26	Response to climate change truly affordable housing
27	haven't been able to read all the plan because of problems with my eyesight but liked the sections on historic environment & art & culture as it seemed that these areas were taken seriously not just paid lip service
28	Green spaces restrict development to brownfield sites
29	Additional cycle paths
30	have only been able to read a small part of the plan because of my eyesight but liked the section on creativity and historic nature of the town because it seems that the plan is taking them seriously rather than simply paying lip service
31	The low cost housing as it is DESPERATELY needed
32	the proposal to protect and preserve for future generations green land outside the existing settlement boundary as mapped on 18 19 as well as green spaces within Lewes e.g. p24 agree we should NOT accept development on greenfield land the downs which give our town its unique character and provide such rich 'natural capital' support the proposal for improved cycle routes and for minimising traffic in Lewes support the preservation of Lewes's unique historic buildings and character and fully support the proposal that any new developments must be on brownfield sites and must increase 'natural capital'
33	Overall principles and research gone into it Not sure how adaptable if changes happen over next few years or before it is adopted
34	Overall the plan is a welcome step for the Town of Lewes and there is much to recommend its content and vision for the future it is clear that a lot of work has gone into the plan and experts consulted However there are a few sections where policies and actions could be stronger or do not go far enough if this plan is to act as a vision for the next 15 years Buildings that currently provide public services like education health etc must be retained in public hands and NOT sold to private developers so that should needs change that can be used again EG Pells School currently
35	Those which pertain to safe sustainable access to Lewes for pedestrians cyclists equestrians and users of mobility vehicles
36	The value given to eco friendly attributes especially the importance of balancing green spaces to enriches the quality of life
37	Draft Policy SS4 River corridor strategy shared use and Draft policy SS1 historic streets
38	Your summary objectives look well balanced in particular sustainable community objectives
39	like the plan which seems well considered The housing issue is obviously of concern and the importance of making clear that affordable housing should relate to Lewes prices is essential

40	<p>fully support the plan (set out on pages 54 to 57) to meet housing needs by building ONLY within the existing settlement boundary (as defined by the map on p 18 19) by developing only on brownfield sites wholeheartedly agree we can resist urban sprawl and protect our precious irreplaceable greenfield sites which provide habitats for wildlife and well being in myriad ways to residents and tourists alike support the proposal to resist 'the impetus to build outside the footprint of the town' an impetus which comes from profit driven private developers and would benefit only their own pockets leaving the inhabitants of Lewes our wildlife and our descents ever poorer strongly support the proposal to keep all development within the existing settlement boundary as mapped on page 18 19 agree with the central place of a 'sustainable' vision meaning sustaining wildlife and 'natural capital' E.g. On P27 support the focus on respect for the historic fabric and views in the local landscape (p28) n short preserving the rich 'natural capital' and historic beauty of Lewes for future generations support the emphasis on protecting the local environment eg on page 30 absolutely agree our environment is our life support system both fundamentally and for our well being support the suggestion that planning applications which increase our 'natural capital' ie those which build new housing on brownfield sites and improve the 'natural capital' of these areas (eg by including new green spaces) will be favoured agree it is important to support independent businesses in the town Lewes is a rare town in that it has a unique character not identikit by chain stores would like to retain this unique character by supporting independent businesses and by retaining and protecting beautiful historic features such as twittens and flint built buildings (as suggested on p46) Clearly this beauty benefits not just the well being of the residents of Lewes but the tourist industry too fully support the valuing of tradition skills and creative makers as well as the intention to share the expertise of these craftspeople within the community also encourage creative solutions to environmental issues such as green roofs On p106 fully support the designation of green spaces which will be completed protected from development also support improved cycle routes (p28)</p>
41	<p>There are many aspects of the plan that are excellent love the fact that so much emphasis is put on protecting our natural capital and the green field sites around the town am strongly in favour of the redevelopment of brown field sites as a way of upgrading the natural capital of these spaces (page 54 57) while protecting the existing settlement boundary t is extremely important to me to maintain this boundary and not sprawl onto the downs when the need for 220+ houses can be met with the brownfield sites strongly agree also with the emphasis on developing housing sites using small local builders (p56) to maintain character and diversity of build The emphasis on eco friendly building materials is also very important like that cycling will be promoted more (p28) like that maintaining a balance of shopping on the high street is also considered am extremely worried about the slow erosion of shops from the top of the high street and would favour any plan that encourages independent retail in this area The skill Shed (51) is a fabulous idea have read a lot about the positive social impact that these spaces can have on bringing together people to share skills ideas and simply be social in a workshop space This idea in particular would suit Lewes so well and is such a positive project to promote</p>
42	<p>AM1 and AM2 have the potential to provide immeasurable improvements to quality of life for residents and visitors by making it easier to move within and around Lewes</p>
43	<p>1 HC1 existing facilities such as the hospital recycling centres etc are vital also we need policies that will encourage rather than diminish the number of smaller shops 2 AM1 and AM2 focus on these aspects has the capability of providing immeasurable improvements to living in Lewes 3 SS1 in particular protecting the twittens</p>
44	<p>about low cost housing because it's desperately needed especially in this area</p>
45	<p>Locally affordable housing and workspace</p>
46	<p>limiting developments to settlement boundary</p>
47	<p>impressed with it all Lots of work obviously gone into it Particular like the idea of opening up the river frontage</p>
48	<p>Locally affordable housing Locally affordable workspace Flexible housing for all generations and incomes</p>
49	<p>Low cost housing with new development restricted to brownfield sites Recognition of the value of the high landscape value of the Downs and the meadows and surroundings of the river for amenity tourism recreation and wildlife Access to town and countryside including provision/signposting of cycling and walking routes Encouragement of environmentally friendly design in building Preservation of the special historic/landscape/visual character of Lewes Protection of community infrastructure and places of employment</p>
50	<p>The protection of greenfield sites the commitment to find required housing within the existing settlement boundaries</p>
51	<p>All good but particularly like the plans to link out/in with other local communities and countryside etc Lewes is a difficult place to cycle in/around</p>
52	<p>thought that asking people of Lewes was a start Unfortunately individuals attention spans are limited The amount of information you have asked for People will lose interest Apart from individuals or companies who have a vested interest like the</p>
53	<p>like the focus on sustainability balanced with the attempt to break the vicious circle of rising house prices and rents which price local people on average incomes out of the market also appreciate the intention to connect with Lewes' history</p>
54	<p>The goals of increasing biodiversity and providing housing which is genuinely affordable for residents on average local incomes Camping area for hill walkers</p>

55	like the emphasis on truly affordable housing (Lewes Low Cost Housing Scheme) The emphasis on maintaining a strong connection with nature in the EcoSystems ideas like the way my town is described as a multi layered community with strong individuality
56	Lewes low cost housing which answers the most urgent need in our town
57	like most of the plan and think that that it has been well thought out in general
58	sustainable communities addresses points think are important such assets protected For everyone not just the wealthy
59	Overall holistic vision at beginning bringing social and environmental issues together strongly approve of the genuinely affordable (Lewes Low Cost) housing and like the context of Lewes in its whole environment
60	As a Civic Society our interests naturally draw us towards the sections on Heritage & Community and Streets & Spaces
61	Vision statement & Neighbourhood Plan objectives
62	Reference to environmental & architectural conservation / protection
63	the recommendation for low cost housing because it is desperately needed in this area
64	Lewes low cost housing emphasis on maintaining the character of the town emphasis on sustainability and acknowledgement of the need to mitigate the effects of climate change
65	The document is well produced clear and well illustrated like the principles and the focus on well being quality of life and sustainability like the objectives and the specific actions to meet the objectives lie the amount of consultation and public engagement that has been part of the process The steering group and everyone involved in the production of the document should be congratulated appreciate their effort and commitment to Lewes and it's people
66	Housing & Environmental sections
67	The requirement for sustainable building stringent controls on change of use and cycling/walking routes are very important to ensure the town maintains its look and feel
68	Having lived with the downs as our back garden for 60 years we like "brownfield sites should be developed to avoid greenfield development especially downland"
69	Some sections of the plan get across the character of Lewes and its residents well
70	admire the care seriousness and good faith of the work that has gone into this document There is a constructive attempt (p 56) to define a local standard for 'Low Cost Housing' that takes the issue more seriously than the national definitions of what's 'affordable' The ordering of transport priorities (p 94) placing the pedestrian first and the car last is progressive and future facing There is also a will to give change of use regulations some teeth (p 39) hope this works The attention to Lewes's awkward relationship with its river (p 110) is also welcome
71	like the attempts to redress the balance in favour of people who have lived in Lewes and the immediate area all their lives to keep the town as an attractive place to live as well as to visit the attempts to keep work space in face of market pressures to turn Lewes into a dormitory for London rather than the busy market town it used to be
72	The importance given to providing genuinely affordable housing as distinct from that defined as affordable by government agencies 80% of market rate in Lewes is far beyond most young people's means
73	Recognition of the environment for eg walking cyclong use of brownfield sites for housing need for low cost housing
74	all of it well written
75	getting rid of street furniture
76	getting rid of street furniture
77	overall good
78	Overall approach good
79	Overall approach good
80	overall approach
81	Reduce/reuse/ recycle therefore reducing need to build dwellings outside town Building on brownfield sites is good The need for healthy lifestyle is recorded
82	The detailed evidence of Lewes' history culture and other attributes which make it essential that these are weighed heavily in the approval of any new housing
83	approve of it in general The pictures are well presented

84	Very impressed with the Plan as a whole most like maintaining the ethos of Lewes it is very special very much like the idea of developing the riverside (grew up in Kingston/Richmond upon Thames where the riverside is of great importance to residents very beautiful and used a lot also think the affordable housing proposal is amazing the acknowledgement that it should mean 'affordable' according to the average earnings of residents Very pleased to see that cycle routes are to be improved
85	object to the plan in its entirety Good brochure promoting Lewes and its history lets not tarnish it with more development
86	The special Lewesian approach to solve problems in the Town Protection of Downland Protection of the special nature and location of Lewes within the South Downs National Park and the UNESCO Brighton & Hove Biosphere
87	Emphasis on maintaining integrity of historic and conservation areas and views of Lewes Affordable housing and biodiversity
88	like it all with the exception below
89	like all of it very much if have to choose it's the Environment section p 30ff which explains the importance of the natural environment to us in clear and convincing ways WATER is our most important ecosystem service and we have to use it more sensibly
90	Draft Policy PI1 General Housing Strategy
91	n the main 'm happy with the vision set out in the plan in particular Draft Policy SS3 Protection & Enhancement of Green Spaces
92	like the commitment sustainability and the environment to maintaining our heritage and the character of the town to supporting local jobs and housing for people who work here and to supporting cycling and walking and better transport links to the villages
93	like the emphasis on the independent spirit of Lewes and its historic character
94	Opening up access to the river More cycle paths Protecting green spaces
95	Opening up access to the river More cycle paths Protecting green spaces
96	like the emphasis on the preservation of the historic core and the ecological features
97	Objective 6 At present the town is overwhelmed by traffic including at speed &/or illegally parked plus noisy to severe detriment of pedestrian access comfort safety
98	The Downs because they are beautiful and help to keep people healthy Wonderful for people to walk on the Downs as we need people to get more exercise Easy access to the Downs is very important No picture of the Downs for Houndean Rise Why?
99	Aims to protect the unique character of Lewes and it's surrounding countryside
100	Natural capital biodiversity sustainability
101	The proposals regarding affordable housing because truly affordable housing is essential for the town
102	supporting additional building within the existing brownfield sites within the settlement boundary
103	The document imaginative illustrations lucid literate text with only a modicum of ambiguity and 'officialese' But even more impressive is the amount of solid work from a wide range of contributors An excellent effort
104	Page 48 list of historic buildings not (yet) nationally listed list of parks & historic gardens kept and kept up to date infilling every little gap in historic core will lead to a Chelsea like over development and a city density Look at Broomans Lane Page 49 item 2 and item 4 Page 56 column 2 last para
105	like the fact that the imperatives of providing locally affordable housing and workplaces are placed in the context of sustainability and preservation of the Downs The objectives can and must be achieved within the settlement area as defined on pages 18 and 19 These boundaries must not be breached The distinctive features of Lewes the environment heritage healthy lifestyle and biodiversity are mutually enhancing the offering Lewes has for living working and attracting tourism
106	Well presented and easily understood
107	like the principles expressed in the summary and visions and the objectives These have been well thought out and cover all essential considerations without jarring or conflicting with each other also particularly like Policies HC1 3 and 4 as addressing (for me) essential public realm issues
108	Awareness of environmental issues especially need for control water Respect for towns history
109	Awareness of environmental issues especially need for control water Respect for towns history
110	Station car park is an excellent idea Affordable housing options is well needed
111	Station car park is an excellent idea Affordable housing options is well needed

112	Objective 6 At present the town is overwhelmed by traffic including at speed to illegally parked the noisy to serene destruction of pedestrian access comfort safety
113	The riverside green corridor river paths and protection of views and natural environment also protection of historic and cultural significance of Lewes they are all of great importance to me as a Lewes resident
114	Generally the whole plan
115	The Planning Principles established The accuracy of the social context and the particular flavours of Lewes The thoroughness and openness of the report
116	Proposed sites for new housing within the town
117	all but for me affordable housing "eco" friendly i.e. clean water less air pollution more "green"space more cycling&walking paths keeping the character and history here which in turn is good for Tourism
118	housing strategy affordable housing is key for the future success of this town
119	Good Places for Living Good to see derelict eyesore areas identified as potential residential areas This would address the need for housing while improving the environment visually and allow us to feel (even more) proud of our town
120	not much it lacks a coherent plan for the town what is our future if it is tourism (which it is) then we ought to be prioritising that
121	Locally affordable housing for local people really local really affordable
122	am interested in what is proposed regarding getting in and around Lewes in particular cycling
123	am very impressed overall with the ambition and scale of the plan in terms of (1) providing affordable housing (2) providing appropriate development for Lewes with high density of smaller units on brownfield sites and no expansion to greenfield sites right housing right place (3) ambitious attention to local ecological impacts and enhancements in terms of biodiversity and water usage and to sustainable future living in terms of energy conservation and generation (4) attention to the preservation of the town heritage and architecture (5) desire to limit car travel
124	Commitment to affordable housing within the town being restricted to brownfield sites
125	Riverside path and proposed improvements along river Avoidance of greenfield sites
126	The suggested development sites section is most important to me But liked the sections that dealt with things like our history environment heritage etc as take so much of this for granted and felt good being reminded
127	Recognises the intrinsic character of the town Lewesness and the need to move forward and address issues such as housing service provision and employment to ensure the town doesn't stagnate and decline
128	Open spaces my concern for the Railway Land
129	like continuing the tradition of infilling gaps
130	Green space low impact energy integration 'affordable' housing and provision for light industrial startups
131	Use of old garage blocks
132	agree with all of it
133	River corridor Preservation of town green spaces
134	The maps and the pictures which help explain the proposed building sites and the public realm strategy which shows clearly the proposed plans
135	Housing proposals in particular
136	The aim of achieving housing that people can actually afford rather than "affordable housing" The sustainability options
137	affordable housing possibility
138	All good
139	Building affordable housing
140	HC3 Heritage Protection Because Lewes is a unique town with a long and socially important history it would be an act of vandalism in my opinion to allow it's unique character to be compromised
141	Retain heritage
142	Affordable housing young people who have moved away to study etc and not have been able to return to the town they love because of high price of housing either to rent or buy it's also important to protect the natural environment and therefore fully support objective number 8

143	think it is an excellent plan much better than the Consultation Report of November 2015 and succeeds in representing views about Lewes that recognize strongly support the overarching principles of 'reduce reuse recycle' and the insistence we resist the impetus to build outside the existing settlement boundary as indicated on the map on pp 18 19 strongly agree that greenfield development must be avoided and applaud the steering committee's work in identifying more than enough brownfield sites within the existing settlement boundary to meet housing requirements
144	Broad agreement with N Plan objectives
145	n contrast to the November 2015 Consultation Report was very impressed with the May 2017 draft of the plan and the overarching vision it succeeded in articulating n particular valued the general principles it communicated of 'reduce reuse and recycle' and its commitment to avoiding development outside the existing footprint of the town especially on greenfield sites very much support its vision for protecting the integrity of Lewes as a vibrant and historical downland town and resisting the continued urban sprawl into the surrounding countryside
146	affordable housing based on actual average local salary people are as important as structures
147	where development is proposed within the town

Q3 Which parts of the plan could be improved and why?

1	Some aspects of the plan are very aspirational. They look like someone's pet projects rather than serious proposals. It needs to be made clear which parts of the plan are simply aspirations and which have realistic prospects of being achieved over the next few years. There is not enough about preservation of the existing historic buildings of Lewes. There is no mention of these in the summary. Instead, there is repeated insistence on creativity, artists etc. as though these are the only ways in which Lewes is important. Encouraging technological start ups would probably be better for the local economy. There is a lack of joined up thinking. For example, there is very little about parking, even though many new housing units are to be built and some existing parking will be lost. Nor is there anything about facilities such as schools, even though a local primary school is to close. It may be that these things have been considered and allowed for, but reference should be made to their necessity, at least in the short term. (I am aware that these are not down to Lewes Town Council, but the same is true of other items in the plan). Appendix 2 is irrelevant to the plan.
2	Some aspects of the plan are very aspirational. They look like someone's pet projects rather than serious proposals. It needs to be made clear which parts of the plan are simply aspirations and which have realistic prospects of being achieved over the next few years. There is not enough about preservation of the existing historic buildings of Lewes. There is no mention of these in the summary. Instead, there is repeated insistence on creativity, artists etc. as though these are the only ways in which Lewes is important. Encouraging technological start ups would probably be better for the local economy. There is a lack of joined up thinking. For example, there is very little about parking, even though many new housing units are to be built and some existing parking will be lost. Nor is there anything about facilities such as schools, even though a local primary school is to close. It may be that these things have been considered and allowed for, but reference should be made to their necessity, at least in the short term. (I am aware that these are not down to Lewes Town Council, but the same is true of other items in the plan). Appendix 2 is irrelevant to the plan.
3	<ul style="list-style-type: none"> Can the final version strengthen development principal that the planning authority only consider development on Green field sites when all brown field have been used There is not enough quantitative values or targets. too many qualitative statements which will be hard to evaluate any development against. Example on page 24 "Providing sufficient housing to meet the real needs of local people" plus "a balance will be sought with policies that benefit both people and the environment" A lot of Lewes residents are concerned about the Council Tax precept charged for the open spaces in Lewes and would like to see those spaces taken into the ownership of the borough council. This should also include St Mary's Social Centre
4	No Comment
5	It is so long. How can it be shortened? Maybe by indicating areas that are general and history and then indexing the detailed ones more clearly.
6	Unfortunately, I completed most of the survey and then lost all my responses. I would like to make a few points here instead. I am concerned that plans for homes only include one parking space each. I think that is overly optimistic and will cause problems for the town. I don't agree that car parks should be built on without proper provision for alternative sites within the town. I am concerned that the green areas in Malling have not been designated 'Green Spaces'. They add to the feel of Malling overall, are used by children and dog walkers, provide views of the castle and are potential sites for future wild flower cultivation.
7	I feel that the provision of one car parking space per residence is shortsighted. Living in an area in Lewes where there is generally only one space per house there are consequently problems with too many cars parked outside houses. I also feel the green areas in Malling should be earmarked as Green Spaces. I am extremely concerned that despite Lewes struggling for car parking in the town the plans include building on those car parks without providing alternatives.
8	CLEARER NEED TO SET GROUND RULES FOR VERY SENSITIVE DEVELOPMENT OF THE LARGEST TOWN WITHIN A NATIONAL PARK AND FOR LEWES AS A CULTURAL AND HISTORICAL GEM
9	MORE CLARITY AROUND PROTECTION OF SURROUNDING COUNTRYSIDE. DO NOT AGREE WITH THE DEVELOPMENT PROPOSAL AT SPRING BARN FARM
10	Avoiding using any green field sites at all i.e. the Spring Barn Farm site
11	Lewes needs more low cost housing
12	Accessibility (safe) for people/ cyclists. It's simply too dangerous for children to cycle within the town. There needs to be a clear vision of how an integrated cycle network connecting outside routes but more importantly ones that link communities e.g. Nevil Esate to the town.

13	The plan could be improved by ensuring that infrastructure such as school places is in place for any new developments within Lewes. The current county council education commissioning plan shows a small surplus in primary places but has not currently accounted for the loss of places at Pells or the new planned development within the Town.
14	There needs to be a mechanism within the Neighbourhood Plan to ensure that there are sufficient school placements to accompany the development planned until 2033. Primary school placements across Lewes are already few and far between with the closure of the Pell's School and the planned new development we will be left with a shortfall of places. Please see the following link to the current education commissioning plan which does not take into account the Pell's closure or the planned new development: https://www.eastsussex.gov.uk/educationandlearning/management/download/
15	See comments made
16	Housing and workspaces see later sections
17	More emphasis on business involvement. Should include the provision of emergency housing which is currently unavailable in Lewes could be in temporary structures.
18	The weight of the policies many of which seem to be a collection of every possible green initiative regardless of their impact on other policies or the context of this historic town. Specifically some of the housing allocations and policies. One or two of the Green Space allocations.
19	(1) Arrangement and organisation of the document: the object of a local plan is to designate land use in the Town in the context of the Local Plan. The environment and other strategic planning policies like design, density, construction materials etc are conditions for development. (2) Reconfigure the table of contents for policies so that having dealt with strategic issues the policies to commence with Housing, Streets and spaces, public realm, heritage and then environment. That doesn't mean 'environment' is less important it just means it's the last piece of the jigsaw in terms of space allocation. (3) The text needs close text editing and revision throughout. The Policies need to be tightened up to distinguished statements that are permissive or advisory from those that are compulsory. A clear hierarchy of 'encourage', 'can', 'should', 'must' should be used. The Plan will be picked to pieces by aggressive and experienced planning lawyers looking for ways round the intentions of the drafting committee. The introductory sections should be condensed to make them more relevant and readable eg introduction. (4) The Committee (with approval from SDNPA?) have unilaterally extended the Plan period from 2030 to 2033. What is their authority for this and does this imply that 3 years additional housing should be added to the target? (5) Page 8 Old Malling Farm site is listed in the Local Plan as designated for 240 dwellings not 200. Does this mean the calculation for the balance to be found by Lewes Neighbourhood Plan (LNP) is 180 and not 220? (6) What authority does the LNP have to prioritise the emerging SDNPA Plan over the approved Lewes District Local Plan?
20	The section on natural capital and ecosystems services was always going to be tricky. The report acknowledges the novelty of these ideas by providing helpful definitions but the text itself was still too dry and jargon ridden and with quotations from other agencies' publications gave the impression these were not Lewes ideas but imposed on us. Overall the plan is rather lengthy and could have benefited from an executive overview that summarised the key points.
21	Not enough on support for independent businesses in Lewes. Needs a mention of the need for emergency housing and identification of sites that may be able to have temporary housing for this purpose: trailer type homes.
22	On a point of process it would have been helpful if the survey allowed you to save your answers as you went along as I have lost mine and had to reenter them.
23	Need increased provision of parking for an increased population.
24	The proposals to build housing on spaces currently occupied by garages does not take into account the current lack of parking in these areas and will be detrimental to local residents. The proposal to build on town centre car parks beggars belief. This in no way fits with the suggested development of tourism and will further impact on residents and businesses in the town.
25	n/a
26	Natural capital can be extended to include its benefits from the wider ecosystem not just to human inhabitants. The South Downs area unique species rich habitat it is our responsibility to maintain it for the greater good not just for ourselves.
27	Very little mention of sites already being developed so gives an incomplete overview of the town over the next few decades if they are not acknowledged somewhere. For example road layouts around North Street / East Street / Phoenix Bridge. Also Bus Station GP surgeries requirements.
28	As both a pedestrian, cyclist and car user my main comments are centred on Access and Movement where I have a particular interest and think a number of policies and measures must be strengthened to achieve the vision of reduced motorized traffic and encourage greater use of walking, cycling and public transport. This would have benefit of making the town SAFER for pedestrians and cyclists and improve air quality especially in some areas of the town.

29	<p>1 HOUS NG too dense roads not wide enough to park cars negative to access/movement GOOD PLACES FOR L V NG not the case as negative to space/light adversely affect mental well being 2 MED CAL HUB strongly against closure of any existing surgeries as access/movement will be adversely effected by increased use of cars driving through the centre of Lewes to new 'hub' causing increased congestion/pollution and negative impact on walkers/cyclists This is against your stated aim of 'prioritising direct walking and car free' Hundreds of parking spaces would be required outside for patients alone with easy access to the new 'hub' This is against your stated aim of 'protecting existing infrastructure' 3 PLANNED DEVELOPMENT North Street Quarter goes against your stated aim of 'views to be protected' as loss of views from existing river pathway to historic fields/castle</p>
30	The importance of making connections with similar routes should be stressed
31	More emphasis needs to be made on attracting businesses and especially tourism and small industries to employ the youth
32	<p>Over reliance on Landport Estate infill to provide low cost housing perhaps Pells school area could be used instead to provide this This site would better meet the strategy for close links to town and services and potentially develop a new (limited) road access opposite bottom of Prince Edwards Road to assuage the additional traffic generated Little supporting evidence for some of the proposed green spaces not sure they meet the criteria and others appear to have been overlooked There is no recognition of the historical (and current) interests of horse/racehorse owners and the need to retain and possibly improve if possible the network of bridleways through and around the town outskirts To cross the river requires riders to ride through the major town roads alongside much traffic This adversely impacts the traffic flow through the town</p>
33	<p>'m not sure it really gets to grip with the question of equality For example the twittens are praised as convenient for pedestrians without acknowledgement that some of them are regarded as no go areas by women (and other groups who feel vulnerable) at night t is of course completely normal to accept that women and especially young women can't move around our public spaces late at night in the same way as men but do we have to? We should at least acknowledge it when discussing how our town is to be used in the future and it would be great if there was an aspiration to change things The plan should take into account that disabled female and elderly people together make up the majority of the population so when planning for night time Lewes (in which all these groups have every right to participate) their needs should be centre stage not an add on</p>
34	<p>may have overlooked this but there is not enough consideration given to traffic (getting around the town congestion) and parking know that a car park by the station is put forward but that may not happen before all the expansion elsewhere</p>
35	<p>support the concept of 'natural capital' as it values the vital natural environment we all rely on To take this further would like nature to be valued for its own sake (ie for the benefit of wildlife including plants trees animals birds) as well as for what it provides for humans For example Saint Anne's church is home to nesting swifts a species which has been rapidly declining due to habitat loss and Sussex is one of the places where swifts numbers are highest in Britain So would like the term 'natural capital' to also include the benefits nature provides for all living residents of Lewes not just humans New developments could include habitats green corridors and food sources for wildlife such as birds bees and hedgehogs Sustainable development could be further improved by using natural and sustainable materials in the construction process and by using a 'closed loop' system to reuse and recycle existing building materials and ensure building materials used are recyclable Duncan Baker Brown a Lewes 'green architect' has just written a book on the subject which is useful reading for potential developers</p>
36	<p>think that the consideration of natural capital needs to include more emphasis on protecting nature not only because of what it can offer us but because our natural environment deserves protecting in its own right consider the wildlife of Lewes as fellow residents and as such we need to speak for their needs when considering development</p>
37	<p>Consultation dates of meetings should have been spread was away for the Town Hall meetings meetings in local areas would have (probably) increased participation Landport Estate appears to have been 'stuffed to the gills' with housing sites don't believe that it can bear the additional housing in the selected locations already many of the roads are difficult to navigate and dangerous for pedestrians because of the parked cars also a barrier to emergency vehicles</p>
38	<p>think it would have been better to have held some meetings in the different areas of Lewes for improved engagement and across a wider range of dates was away when the meetings were held in the Town Hall There is an impression that the Landport Estate is being 'stuffed to the gills' with development (am not a resident but visit friends and family there) do not believe that it can accommodate an increase in traffic Already many of the streets are crammed with cars making it dangerous and difficult to navigate</p>
39	<p>Concern that some sites put forward are outside the existing Settlement Boundary The plan indicates the required allocation of housing can be accommodated on brownfield sites so why the need to go outside these</p>
40	<p>With building on current council properties more council housing would be a benefit as opposed the 'affordable housing' a balance of the two would be more beneficial</p>
41	<p>no consideration given to present overloaded infrastructure and misguided view that alternative transport systems will relieve extra demands that new housing will place on existing road system</p>
42	<p>the history of (Lewes) bonfire is not right Get a bonfire expert to put you right Not hugely important to me but it will upset a lot of Lewesians</p>

43	p102 cycle routes through town should include a route avoiding the busy High St from below the prison crossroads to the bottom of School Hill an alternative is via Montacute Rd/Winterbourne Lane/Bell Lane Recreation Ground/Grange Rd/Pinwell Rd/Court Rd/Riverside
44	Thinking through cycling infrastructure as well as provision for safe walking routes to schools for school children
45	would like to see a big focus on the roads/footpaths around the rail station This is a difficult and dangerous area for everyone but has the potential to be great with the cinema restaurants and coffee shops coming in to that quarter of town Just need to make it a safe environment to walk cycle drive
46	The absurd definition that 80% of market price is somehow 'affordable'
47	There are some omissions Eco Tourism Lewes is a contender to play an important part in developing eco tourism for instance 10% of the EAst Sussex nesting population of swifts nest in Lewes "Country File" did a feature on this Unique chalk downlands biodiversity rivals the highest in the world in number of species BBC 1's "Springwatch" featured a unique shoaling event of grey mullet in the water of the Ouse where the Winterbourne joins at the Railway Lands The area already supports a N ghtingale event with an al fresco meal and jazz singer (recorded by Radio 3 in 2016) Participants paid £80 a ticket stayed in local B&B's eat in our pubs and restaurants and used local taxis The Football Club This is a Community owned club owned by towns people who pay £30 each per year The Club is a focus for many inclusive events supporting people with disabilities to gain confidence and make a contribution The recent success of the " All Kinds of People Festival" was an illustration of this The Ladies team is in the UK premier division Bonfire Societies The involvement of people in their bonfire society extends far beyond Bonfire Night as fundraising for the event and contributions to the community continue throughout the year Members are asked to provide marshalls and stewards for the town road processions for instance the unique Patina Parade (Childrens' Moving On from Primary to Secondary school) and Remembrance Parades n addition Nevill Juvenile Bonfire Society offers access to its premises in Ham Lane for the use of community groups who need workshop and creative space for large projects (i e Patina models) Access to The River Not enough is made of the Ouse for recreation would like to see a canoe /dinghy landing stage Perhaps under the Causeway with dedicated nearby parking
48	better protection for our industrial heritage which Historic England have defined as most threatened
49	The building of houses on current garage sites My husband and I live in a one bedroom flat in Cliffe High Street We have no storage or work space for our car and motorcycle Without our garage at Queens Rd we would be lost think that alternatives should be provided know many people are in the same position and believe that this part of the plan has been made on a false assumption that these garages are derelict They are not Our environmental energy and transport footprint is already as small as it can be and we could not live without access to such a facility
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43	p102 cycle routes through town should include a route avoiding the busy High St from below the prison crossroads to the bottom of School Hill an alternative is via Montacute Rd/Winterbourne Lane/Bell Lane Recreation Ground/Grange Rd/Pinwell Rd/Court Rd/Riverside
44	Thinking through cycling infrastructure as well as provision for safe walking routes to schools for school children
45	would like to see a big focus on the roads/footpaths around the rail station This is a difficult and dangerous area for everyone but has the potential to be great with the cinema restaurants and coffee shops coming in to that quarter of town Just need to make it a safe environment to walk cycle drive
46	The absurd definition that 80% of market price is somehow 'affordable'
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81	Public Realm Strategy Draft Policy SS1 A bridge across the Ouse by the Linklater Pavilion is proposed this would create a short cut between S St and the Station though the town's most important nature reserve This contravenes the basic principles of ecosystem services by compromising biodiversity
82	River strategy p 110 Restoring the meanders would greatly reduce flood risk The straightened river is only necessary for Lewes as a port which it no longer is The original meanders are a lot more beautiful
83	Draft Policy LE1 Too aspirational
84	Again feel that Draft Policy SS3 (Protection & Enhancement of Green Spaces) has wrongly excluded a number of community green spaces in the South Malling area that will leave residents wondering whether the exclusion from the list will leave these areas open for potential future development
85	Sometimes think the plan needs to be clearer about priorities where those on the list might conflict for example very much support priority for pedestrians but this needs more positive action than park and ride and support from new development How about more streets that are pedestrianised with car use only for access and at very slow speeds? many of the smaller streets in the historic centre are very dangerous for pedestrians eg St Andrews Lane where it's hard for more than one pedestrian to pass on the pavement or the little lane up to the Castle car park These streets could be designated pedestrian priority
86	do not think all 12 objectives are of equal importance 6 10 & 11 are of lesser value to me
87	The overall maps of Lewes are difficult to understand especially the 'Public Realm Strategy' map You need to include street names and landmarks to make it easier to interpret
88	The cycle paths could be extended so that we can complete a journey from home to the centre of town safely with younger cyclists The overall maps of Lewes are difficult to understand especially the 'Public Realm Strategy' map They are a useful resource but without a few street names and key landmarks they are difficult to interpret
89	Loss of parking could there be a multi storey below ground at County Hall and above ground in North Street? No mention of Wallands which did have a preservation order on it because of its Edwardian Houses set in their own gardens This is being eroded bit by bit
90	definition of terminology could be expanded ie if 'sustainable' for those less familiar with jargon
91	Summary P 3 should refer to historic features as well as green spaces introduction PP 6 8 and Built Heritage P 13 should refer to conservation areas and listed buildings
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93	A few terms used need clarification f i 'modular buildings' 'flexible' and of course the statement on pg 85 'better definition of what is considered to be good quality design' is an unresolved issue at the core of the plan
94	* There is still no special scheme with incentives to encourage the conversion of floors above shops left empty or modernised This could provide lots of new flats without any new build
95	There will be a greater need for innovative and effective energy and waste reduction measures to service sustainably the increased future demands of the aspirations and timeframe of the neighbourhood plan to 2033 This is a relatively long time frame and there is a need for sufficient flexibility to accommodate technological and societal developments that cannot be predicted now
96	Lack of contours or high/low shading for hills valleys Show cycle routes more clearly
97	Having said the above would like to see greater proactivity in addressing specific public realm sites to enable development for the general support of local plan policies in areas which will not necessarily be addressed by private development schemes #below and overleaf # 'm thinking of 1 The Argos building and car park adjacent to Cliffe Bridge open up the back of the Argos building to facilitate a restaurant (Bill's) spilling out onto new raised attractive paving in the current car park area Further tables served by John Harvey Tavern a riverside walk south past the sub station and new housing to a pedestrian bridge across the the railway land 2 The car park behind Cliffe High Street and Harveys use a street scene approach to blur car parking and pedestrian use with a 5 6 storey residential with a more 'town centre' rather than 'trading estate' feel Consider Beverley in East Yorkshire or perhaps Horsham closer to hand An ideal market place 3 The causeway return the causeway and roads round to Boots past Waitrose and the road from the roundabout to South Street to a more pedestrian friendly style slowing traffic and removing the barriers of fast traffic between the town and Waitrose and Cliffe to Tescos
98	n general it would be good to have more indication of practicality with respect to planning process otherwise much of this looks like pious hopes
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100	Addition of small fresh space see answer 25
101	More parking Less traffic in the centre of town Freer movement of traffic in the town
102	Housing traffic and car parking street furniture

103	More parking Less traffic in the centre of town Freer movement of traffic in the town
104	Not enough emphasis on industrial heritage Noise pollution is not addressed
105	Definition of temporary could be expanded to "sustainable" for those less familiar with jargon
106	live on School Hill it is very noisy at night&early morning with "boy racers"(motorbikes)&fast cars using the High St like a race track Could we have "speed bumps" please? for "traffic calming"
107	bonfire and green spaces please see responses later in question 27 The overall impression of the document is that the environment is at the core of this document This is extremely troubling Whilst applaud the need to focus on brown field sites for housing development over green field sites to embed all of these changes will simply overshadow the need for affordable housing This is THE one issue that needs addressing environmental concerns must come second As an example if we cannot have housing for those that can ill afford it then more people will have to travel into the town to support the low paid services which in turn will only serve to pollute the environment further create a greater need for parking and increase traffic within the town
108	Not sure which parts of the plan would definitely come to fruition and which are 'simply' a wish list
109	transport get the cars out of the centre and make it friendly to tourists and shoppers we need a road to take traffic round the town
110	Housing should be designed specifically for local people on low incomes not for anyone else
111	Although a lot has been said about cycling think need to be more forward looking and in particular to make more provision for cycle lanes which will involve providing viable alternatives for on street parking for residents and the obvious solution to this is to use current car parking for visitors as resident parking Having made provision for out of town parking for visitors should use freed up space for residents parking (on condition use freed up road space for cycle lanes wider pavements for pedestrians) and not build over them
112	would like to see a commitment to 50% LLCH on all sites (7 currently do not specify this) would like to see car parking provision limited to 1 per household at all sites (5 currently do not specify this) would like to see provision for bicycle parking and storage at all sites (none currently state this explicitly only some sites specify "provision... for easy access from the site on foot and by bicycle"
113	Loss of any of the town car parks would be disastrous Parking is already at a premium and with more homes proposed we cannot afford to lose any public car parks Park and ride scheme in such a small town doubt there would be sufficient uptake to justify a convenient well supported service Part of the appeal of coming in to Lewes is the convenience of being able to park near the independent shops particularly for elderly residents or those with young children
114	am sure there are areas for improvement but as so much work has gone into this document and covers so many points cannot suggest any part that could be improved However it has taken me a long time to read it all and answer the questionnaire would have welcomed a shorter version
115	Technical won't download on an iPad Presentation badly written too verbose and repetitive in some places (e.g page 12) Some parts just don't make sense and there are a number of typos Maps lack North arrow and scale also sufficient labelling to enable you to work out where it relates to within the town Content some parts don't go far enough whilst others read more like a tourist brochure Time to read and respond to this document has been seriously UNDERESTIMATED Would like an option where you can say you 'Support with reservations' as this is the case on a number of occasions
116	it will be difficult to manage with less car parks New houses in the Western Road area cannot have parking permits as there are insufficient parking places would like to see provision for parking at the Brighton and Cliffe ends of the town with a shuttle bus between them thus helping those with no parking permits and reducing traffic through the town
117	Corrections to existing and sensible additions to cycle paths
118	12 dwellings on St Anne's Crescent car park note the car park will be retained but what about the impact of residents' cars on parking in Zone A and especially St Anne's Crescent where cars already exceed available spaces and it is impossible to find a space after 6pm??
119	Some areas of the plan are using already scarce parking facilities which are relied upon by residents visitors and people who work in the town e.g sites 34 36 52 and 57 The planners may call this "rationalisation of surface parking" but this is short sighted and fails to balance the needs of existing residents with potential development Lewes is already extremely badly served for parking both for residents workers and occasional visitors and this is not being sympathetically considered in the use of the sites listed above Site 52 is used to capacity by ESCC employees and is full by 9am on weekdays On weekends when the resident parking restrictions are lifted on St Anne's Crescent it is then relied upon by residents Site 57 Lewes residents are already "served" by one of the worst rail franchises in Southern Rail don't take away the car park as well would not sanction any of the development on carpark sites Site 50 Spring Barn Farm this is a recreational facility much used and loved by locals and visitors not sure that it should be classified as brown field
120	Lack of attention to the Lewes economy if it doesn't thrive none of the rest will happen

121	<p>1 Housing requirements list think it is difficult to impose 50 100% 'affordable' housing Developers likely won't do this along with the sustainable measures required as profit margins won't be realised</p> <p>2 Stupid comments on 'Eco system Design response' tems such as green roofs green corridors roof gardens swales etc are mostly unsustainable and it all sounds like consultant BS</p> <p>3 The references to SUDS and permeable surfacing etc this has long been a planning requirement and the LP makes it look like it's a new initiative for the plan area which is it not FRA and flood mitigation are required as part of a normal planning application Swales require a lot of land and so largely unsuitable in tight urban development</p> <p>4 Cutting the plans in half across 2pages is lazy should not be necessary</p> <p>5 The doc size at 73Mb it's a huge download</p>
122	Have an index at the back
123	Car parking detail is missing detail around arts and cultural assets and facilities missing workspace requirements is also light on detail
124	The transport section is poorly worked out The plans for cycling are not specific and it is hard to see where routes are planned A number of sites have been designated as being for "affordable housing" when they should be for housing that people can actually afford Rather than 80% of market rent developers should be asked to put up money to enable housing that people can actually afford to be built possibly on other sites
125	am unsure if there will be sufficient parking for cars in the whole area especially in view of the healthcare hub for 28 000 patients
126	None
127	<p>Housing over car parks n North St (Little East St) this will result in a loss of half the available spaces This car park is always full and vital for the survival of the shops in and around North St f there is an event at the Town Hall or Lewes Little Theatre there is nowhere else to park After 5 30 all street parking is taken The concept of building over car parks is not to be dismissed but here in the historic core the design must by definition be compromised by the necessity to build on stilts n a conservation area it would be preferable to look at a design whihc was in some way sympathetic to the surrounding buildings and echo those which were lost in the WW2 bombing f such a scheme is to be considered why not look at the car park behind the Police Station which is far larger and not visible from the road There have been so many conversions from businesses to flats in recent years and this puts enormous pressure on car parking Cars are a fact of life and we have to accept the situation as it is not how we would like it to be t does however seem ill advised to consider starting piecemeal building when North St has not yet begun Surely it would make sense to wait until we see the effects this has on the town before rushing to cover over this small space which will do very little to address the current housing shortage</p>
128	Para 12 n very general terms some developers have too often acted in their own best interests first and apologised after the deed has been done would like to see firm commitment to strong oversight of developments
129	Facilities for children/ young adults
130	Honestly think this has been a well thought out plan still feel more could be done to prevent the increase of traffic within the town ie park and ride
131	<p>The sections on draft policies are excellent t wasn't clear to me however how the implementation of these policies would be achieved For instance what are the steps toward implementing a better network of cycle routes in the town? How will this be funded? understand this is not the primary objective of the plan but it might be helpful to explain what happens after the plan is adopted</p> <p>A second issue is to extend concern regarding 'natural capital' and 'biodiversity' policies to surrounding arable farmland insisting on better environmental stewardship from the local farming industry</p>
132	The need to re balance the expectations of ecosystem/natural capital suggestions and the additional burden on provision of affordable housing The suggestion you can out SUDS on small sites is inappropriate Green walls are not a traditional Lewes feature and are not particularly sustainable and need high maintenance to work effectively Green roofs or solar power? Making some housing sites near station 'car free' to maximize densities
133	Lewes is actually quite a dangerous town to cycle in especially for children felt the section on Active Travel Networks (Draft Policy AM1) might have been strengthened Welcome the addition of new cycle paths but the proposals are quite vague
134	PL4 (specifically mentioning heat) AM1/SS1 (specifically the inclusion of a cycle route over Willey's bridge/cabbage walk and a an off road cycle path adjacent to the Offham Road connecting the Nevill estate/racecourse hill and Cooksbridge SS4 (specifically including provision for access for small (perhaps unpowered) craft on the river mentioning 'pontoon')
135	consideration of impact on amenities of increased population
136	where deveopment is proposed outside town on the South Downs Park

Q4 Have you any comments on the “Lewes & Our History” section?

1	The text should say that Lewes is the county town and an important administrative centre On page 11 it should say it is no longer a manufacturing / industrial town and that Cliffe used to be a river port It is not clear to me that Charleston Farmhouse / Monk's House are traditions or indeed part of Lewes There is no mention of the many listed buildings in Lewes I would prefer photos to sketches On page 15 the Julian Bell pictures are lovely but that particular junction is not a good illustration of a place that successfully mixes pedestrians cyclists and cars
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3	This section is excellent and should be used as a publication for our Tourist Office
4	EXCELLENT
5	THOUGHT IT WAS EXCELLENT
6	Very interesting
7	Important to take history into context when town planning
8	This is an important component of the town and sympathetic design is expected in the town centre
9	I believe there should be a fifth characteristic Community Lewes has a very strong sense of community above and beyond that of many neighbouring towns 'The Depot' is a perfect example of how the community shape the future of Lewes and how much the community in Lewes care about the Town support the other 4 characteristics also The Features and facilities map does not seem to show most of the facilities the general population of Lewes treasure and use Number 11 (The Sport's Club) is an expensive members only facility and is not accessible to a lot of the population of the town Whereas in contrast we have a community orchard in Nevill and St Mary's social centre which are valued and used community facilities which are not included
10	I believe there should be a fifth characteristic Community Lewes has a very strong sense of community above and beyond that of many neighbouring towns 'The Depot' is a perfect example of how the community shape the future of Lewes and how much the community in Lewes care about the Town support the other 4 characteristics also The Features and facilities map does not seem to show most of the facilities the general population of Lewes treasure and use Number 11 (The Sport's Club) is an expensive members only facility and is not accessible to a lot of the population of the town Whereas in contrast we have a community orchard in Nevill and St Mary's social centre which are valued and used community facilities which are not included
11	Under Built Heritage suggest the final sentence should read 'Lewes welcomes new development that respects this heritage and whose architecture is sympathetic to the local context ' This would strengthen opposition to new 'modern' architecture that is inappropriate to being sited within traditional vernacular buildings
12	Under Built Heritage suggest the final sentence should read 'Lewes welcomes new development that respects this heritage and whose architecture is sympathetic to the local context ' This would strengthen opposition to new 'modern' architecture that is inappropriate to being sited within traditional vernacular buildings
13	Under Built Heritage suggest the final sentence should read 'Lewes welcomes new development that respects this heritage and whose architecture is sympathetic to the local context ' This would strengthen opposition to new 'modern' architecture that is inappropriate to being sited within traditional vernacular buildings
14	Quite interesting and highlights the importance that any new developments in Lewes should be in keeping with its history and character Developments should be environmentally friendly and help encourage and enhance local businesses
15	Under Built Heritage would like to see the last sentence to read ' Lewes welcomes new developments that respect this heritage and whose architecture is sympathetic to the local context ' This would strengthen the opposition to inappropriate 'modern' buildings being placed alongside traditional vernacular buildings
16	Personally I think we should focus more on today
17	No

18	This section needs to be summarised in a more thorough and balanced way The independence section is particularly awful and historical references are shaky eg the Town Hall was completed in 1912 Visions of Our Town belong in an appendix and not in the main report Features facilities etc pp18 19 should show the boundaries of the two conservation areas and not the Historic core boundary Bonfire article pp20 21 should be in an appendix
19	Very well written
20	A good thumbnail review
21	Good
22	agree it is our responsibility to maintain the unique character of Lewes for ourselves and for future generations if new developments are allowed in the town centre (and this should not be a given) support the use of traditional materials to support the vision of keeping Lewes's beauty and character agree it is vital to provide opportunities for local arts and crafts and independent businesses to thrive
23	Rather pointless
24	none
25	No perhaps reduce slightly as this is vision document although protecting the current historical assets is key
26	Good to include Bonfire traditions p20 Under Creativity could include The Depot now?
27	N/A
28	it's written like a brochure for developers was that the intention?
29	Blue placards to be used for prominent people who have lived and are still living in Lewes for example John Agard and Grace Nichol
30	Not sure where 'independence' of Lewes is relevant in planning or catered for in the plan note that ironically the plan seeks to provide that which the 'phoenix development' has destroyed Although recognise that the significant housing units being provided go a long way to ensuring that large scale development does not have to be found elsewhere
31	like it
32	support the preservation of our town's unique historic character
33	Creativity within Lewes has been dealt a huge blow by the decisions made for the Phoenix Quarter You have rightly identified this need and anything that can be done to influence what happens there should be Protection of the Bonfire sites and policies that support the continuation of the societies are a Must
34	none
35	Recent buildings have not been in keeping with the distinctive character of Lewes The plan objectives and the individual projects and policies need to be considered more to sustain this character
36	no but totally unnecessary padding
37	get a bonfire expert to explain the origins of Lewes bonfire
38	Good to include the unusual topographical constraints on the town's development and also its rich creative mix
39	p13 could mention the Saxon twittens established as one of King Alfred's burghs Also mention the extent of the conservation areas and the wealth of listed buildings [typo page 10 there should be no apostrophe in Rights of Man]
40	Agree
41	all good
42	Whilst this is quite nice to paint a picture i personally find this 'Window dressing' Seriously Bonfire if you live in Lewes you know about Bonfire Let's cut to the chase and see what has been identified and what has not
43	get rid of the americanisation 'kilometres'
44	war memorial omitted from map p18/19
45	p10 why use kilometres? we haven't incorporated americanisms to such an extent quite yet
46	No
47	The description of Lewes Bonfire traditions is incorrect Lewes commemorates the 17 Protestant "martyrs" persecuted during the reign of Queen Mary Also please do not write the phrase "we will not be druv" it's "we won't be druv"
48	No

49	It is a very good reflection of Lewes. However current planning and other development decisions are not maintaining this such as The North Quarter development forcing out local businesses and artists and increasing car numbers and traffic. Increase in chain retail shops and restaurants. Our town is losing its unique identity which is exactly what brings people here.
50	like it
51	See our comments re pages 10-13
52	Very good as a reminder of what makes Lewes special
53	Very interesting and helps to put the plan into an historical context
54	no
55	It's interesting but I'm sure that there's more to say. Perhaps the plan isn't the place for more than this though.
56	No
57	No - a good comprehensive section
58	No
59	A particularly important and interesting section which "sets the scene" for the policies set out in the plan.
60	It was interesting but too long and I think that some of the points that were meant to come across were lost in all the detail. Referring to the map in this section I feel strongly that we should not accept development on greenfield sites outside the Settlement Boundary.
61	Despite the mention of Jeremy Goring's book on the subject there is a discreet airbrushing of Lewes's conflicted religious history. But I can understand the reasons for this.
62	I think that it is essential to understand that Lewes was once a quite industrialised town and plan to create workspace as well as accommodation for the residents over the next 15 years. It was never a dormitory town. That change is recent.
63	a
64	Fine as far as it goes
65	Modern house building seems to have forgotten the heritage aspect eg houses in Western Road on the site of the Rifleman pub, new houses in the Avenue. Do we currently actively invite visitors to the town eg closure of the T C on some lunch times. Should there be a better guide to the town and its history?
66	good that its in the report
67	get rid of street furniture and pavement parking
68	no
69	no
70	no
71	no
72	I'm pleased the important historic sites in Lewes look like being preserved buildings, twittens, Battle of Lewes land etc
73	Very good
74	No
75	Perhaps not enough emphasis on the many arts and crafts workers and small manufacturing businesses as have been moved from Phoenix area.
76	Perhaps not enough emphasis on the many arts & crafts workers and small manufacturing businesses as have been moved from Phoenix area.
77	Enjoyed this but clearly being used to sell a concept that if implemented would be detrimental to Lewes.
78	It would have been good to have a list / plan of conservation areas and even listed buildings.
79	Excellent
80	Very informative & interesting
81	Fine
82	Preserving our historic buildings monuments and routes is important and restoring those that are neglected or degraded eg the Mount which has been carbon dated to the 15th Century but has been partly destroyed by the Bowls Club and a false route put up the south side.

83	Support
84	No
85	A good summary
86	No
87	No
88	Lewes is historically a market town also the local govt administrative headquarters
89	No
90	no
91	no
92	Are pleased you have not been tempted to build on Battle of Lewes site protected land for history lived in Lewes for 40 years
93	the plan acknowledges that Lewes is the largest town in any national park in England as such it needs protecting Lewes' registered battlefield status must be maintained
94	no
95	Very good loved pictures On pg 10 the famous saying should be amended to read (as per the real old Sussex version) 'we wunt be druv' YAY
96	The historical aspects of Lewes must be strongly protected and there is a need for greater visibility of links to the past inevitably history has played its part in creating and degrading many landmarks there are however great opportunities to serve the community creativity and tourism by making more visible links to e g the extent of the Battle of Lewes and the prominence of Lewes Priory as icons of their time The unique geography should be emphasised and the 360°views from Lewes towards the surrounding countryside must be preserved
97	None
98	Great sections Could we make reference to improvement of the public experience in some of our historic areas Getting the paving and street furniture in say Sun Street Mount Place etc up to Cliffe High Street standards Norwich City centre is a fine example
99	Accurate enough but badly presented in terms of development misses the point that this has been granted and piecemeal but that is what now forms the towns character
100	Accurate enough but badly presented in terms of development misses the point that this has been ? and piecemeal but that is what now forms the town character
101	More should be given to the older part of the town Draw from our strength The architecture tourism independent retailers Lewes is a beautiful town don't ruin it with too much development space is also important
102	More should be given to the older part of the town Draw from our strength the architecture tourism independent retailers Lewes is a beautiful town don't ruin it with too much development space is important
103	Lewes is historically a smaller town also the local part administrative headquarters
104	feel strongly that Lewes has a unique history and culture which should be taken into account in any future town planning
105	Full agree with comments
106	no
107	moved here 12yrs ago looked into all its history which love please keep it "alive"
108	The phrase is "we wunt be druv" "we will not be druv" is not a statement associated with the town The Creativity section is troubling it focusses on 'Many small craft workers and artisans now work in the town' Whilst this is true to have creativity override basic needs of the town is a great concern The town has for many years has become unaffordable to most people within the town and many people who have had long connections can no longer afford to live here having to move to Ringmer Newhaven Burgess Hill etc if we are not careful this plan will only aid those that can afford to have a creative lifestyle Bonfire is different in that it grew out of the town and was a traditional blue collar activity which drew upon the skills of the town's industrial workers in many ways creativity can only be balanced within the town if there is a mix of people with different skills and come from different economic backgrounds Bonfire section the top of page 21 mentions bonfire 'parades' There are no parades in bonfire only processions This needs to be changed The end of the bonfire section implies firesites should be protected However this needs to be far more explicit "The neighbourhood plan shall insist that firesites be allocated to all Lewes based bonfire societies"

109	A very good summary well distilled and interesting reading Good to incorporate the good old Sussex saying but perhaps it should appear in (what believe is) the original form of 'we wunt be druv' Pg 12 final para think it should refer to November 5th celebrations rather than Guy Fawkes Bonfire event? Love the reproduced images A lovely section indeed
110	no
111	Mainly good and comprehensive but look again at some of the historic buildings in North Street they are very important and it is not difficult for an expert to remove asbestos safely
112	No
113	No comments
114	very much support this
115	Concise but thorough good
116	It is so important that new development does not spoil what we have and is in keeping with the surroundings and our history
117	Misquote should be 'We wunt be druv' not 'won't' Badly written cobbled together and disjointed Does not read well Map p18 see comment re maps above numbering is confusing would be better starting at 120/c and working round sequentially clockwise #6 apostrophe in wrong place more than one martyr Bonfire (p21) processions not parades Would this be better titled 'Cultural Heritage' placing within document is confusing would be after 'Built Heritage' section (p13)
118	Whilst keeping the traditional architecture secure think it is important to have some sympathetic modern architecture as show in the five houses replacing The Meridian pub don't think new terraces should look Victorian but show future generations that we had architects who could blend but still be inspirational
119	No
120	no
121	No
122	Fine
123	think it's somewhat romanticised and partly superfluous By all means summarise Lewes history but don't start adding pages devoted to Bonfire and their firesites and printing artists pictures are irrelevant in terms of spatial planning these don't add any substance at all We are intelligent people and don't this level of patronising is insulting it seems like a bit of a tourist brochure for people who don't know the area which is not the intended audience
124	Good and clear information
125	No
126	No
127	no
128	Generally agree however think a firmer stance on sites of archeological and historic importance would be better
129	We should retain the uniqueness of Lewes any new buildings should mirror the build of those in the vicinity i.e. built heritage Should encourage more creativity within the town and creative businesses should be encouraged
130	thought this section successfully set the context for the plan The incorporation of local artists' work was inspirational it was important to acknowledge the special status of Lewes as a large town situated in the protected area of the South Downs National Park and the implications of this for development planning Greenfield development and development outside the existing settlement area must be avoided as a priority it is worth noting that recent research has shown that the area over which the Battle of Lewes was fought extended further south to the Brighton Road (sites of mass graves) The area protected under Historic England's Register of Historic Battlefields should be extended to cover the full area of the battlefield in line with current knowledge More could be done by way of maps or sensitive signage to narrate Lewes' remarkable heritage not only within the town but also the countryside around the town there is a wealth of historical and archaeological sites that are relatively invisible but which would enrich people's enjoyment and appreciation of our environment
131	Can't see relevance of including reference to bonfire in neighbourhood plan

132	<p>thought this section successfully set the context for the plan. The incorporation of local artists' work was inspirational. It was important to acknowledge the special status of Lewes as a large town situated in the protected area of the South Downs National Park and the implications of this for development planning. Greenfield development and development outside the existing settlement area must be avoided as a priority. It is worth noting that recent research has shown that the area over which the Battle of Lewes was fought extended to the Spital Crossroads/Prison (sites of mass graves along Brighton Road). More could be done by way of maps or sensitive signage to narrate the remarkable heritage not only within the town but also the environs around the town. There is a wealth of historical and archaeological sites that are relatively invisible but which would enrich people's enjoyment of the countryside. The area protected as a registered historical battlefield site should be extended to cover the full area of the battlefield in line with current knowledge.</p>
133	No

Q5 Have you any comments on “Vision Statement for Lewes” section?

1	would prefer photos to sketches See later comments on affordable housing
2	would prefer photos to sketches See later comments on affordable housing
3	<p>• Page 25 We are concerned about the proposed building above the station car park Are there other examples of this type of development that can be used to determine the effectiveness? We would not want to create the type of problems associated with covered car parks in cities f this development goes ahead the junction with Station Street must be improved • Page 25 What is the justification for the proposed temporary use of modular buildings Some post war pre fabricated housing was designed for use for 10 15 years but were still in use over fifty years later Modern pre fabricated building techniques provide a very cost effective solution and should therefore be for a permanent solution • We welcome the initiative to make the street more pedestrian and cycle friendly Can this be strengthened with a target to actively discourage car use possibly by giving priority to zero carbon vehicles Also need to address noise and especially air pollution within the town</p>
4	Should add has an archaeological heritage
5	Good statement
6	agree that 'working spaces' are a part of the plans
7	GENERALLY STRONGLY APPROVE
8	think this is excellent and only hope it can be achieved think the response to a changing climate should acknowledge the need to adequately flood defend existing dwellings as well as new built ones
9	APPROVE
10	Agree on the importance of protecting Lewes' unique character
11	agree with the vision statement
12	fully support the vision statement for Lewes but believe it could be further enhanced to suggest that there will be sufficient key facilities such as doctors surgeries and school places as well as 'sufficient new housing'
13	fully support the vision statement for Lewes but believe it could be further enhanced to suggest that there will be sufficient key facilities such as doctors surgeries and school places as well as 'sufficient new housing'
14	n general agree with the content However a vision statement should be brief and pithy To this end suggest removing 'as we engage with the future' from the final sentence The plan is after all about the future and 'engaging' with it Also am doubtful about including the sentence 'The town will house...' Whilst appreciate the aim of delivering low cost housing the Town Council does not have responsibility for housing and cannot influence private rent of house prices Should it really promise in a Vision Statement something that it may not be able to deliver throughout the town as a whole?
15	Yes pedestrian environment This is not ambitious enough and assumes a continuing dominance of the town by traffic
16	n general agree with the content However a vision statement should be brief and pithy To this end suggest removing 'as we engage with the future' from the final sentence The plan is after all about the future and 'engaging' with it Also am doubtful about including the sentence 'The town will house...' Whilst appreciate the aim of delivering low cost housing the Town Council does not have responsibility for housing and cannot influence private rent of house prices Should it really promise in a Vision Statement something that it may not be able to deliver throughout the town as a whole?
17	n general agree with the content However a vision statement should be brief and pithy To this end suggest removing 'as we engage with the future' from the final sentence The plan is after all about the future and 'engaging' with it Also am doubtful about including the sentence 'The town will house...' Whilst appreciate the aim of delivering low cost housing the Town Council does not have responsibility for housing and cannot influence private rent of house prices Should it really promise in a Vision Statement something that it may not be able to deliver throughout the town as a whole?
18	Support the Vision Statement that "the challenges of climate change and the need to create a sustainable communities will be met with resilience and imagination"

19	Broadly speaking agree but there is inevitably some subjectivity as to how this vision statement will be interpreted in my opinion the following extracts from the text are key and should be followed at all times "Only those proposals that clearly conform should be supported " "Brownfield sites should be developed to avoid greenfield development especially on downland"
20	general agree with the sentiments However a vision statement should be brief and pithy therefore suggest omitting 'as we engage with the future' from the final sentence the Plan is clearly all about 'the future' and 'engaging' with it Also am unsure how it can be stated that 'The town will house ' etc as the Town Council is not responsible for housing and cannot influence private rents or house prices understand the aspiration for low cost housing in the Plan but don't think this can be promised in a Vision Statement
21	like it
22	Yes it needs to be bolder with regard to the pedestrian environment think it should set out a significantly more ambitious Vision for Lewes as a good place to walk (and cycle) By 2033 hope we can walk along streets like Fisher St without having to cross to stay on a footway without having to fear being runover by intimidating traffic or of falling over There are many locations where the pedestrian comes a very poor second to vehicular traffic would like to see us aiming to keep through and cross river traffic out of town want us to re engineer our streets to be a pleasure to walk along well designed and maintained where appropriate shared with the traffic so that drivers know they don't automatically have right of way but drive smoothly and slowly
23	This should refer also to • Need to continue to provide information and facilities to nurture tourism and the role of Lewes as the principal gateway to the Eastern end of the SDNP • Lewes as an employment hub and not just a dormitory • Provision of an alternative site for a bus station facilitating the integration and improvements to public transport the flow of traffic through the Town and the possibility of increased shared space and pedestrianisation in the Town Centre • The Towns public realm and streets will be enhanced and well maintained • Substitute for text beginning "The town will house ..." "Bearing in mind continuing cost pressures on housing created by the Town's proximity to Brighton and London every effort will be made to provide housing affordable by those on the median household income for residents and their offspring "
24	Spot on
25	Like idea of building above car parks
26	Good
27	Our town works really well as it is uniquely in Britain it really is an amazing place support the proposal to preserve and protect what already works well absolutely support the need to meet environmental challenges such as climate change and peak oil in creative sustainable ways e.g solar power green roof space native planting strongly agree that all new development must abide by the principles of re use reduce recycle (also looking to the future ie materials should be recyclable or biodegradable) strongly support the proposal that any development allowed must be only on brownfield sites never on open downland support the proposal to meet the needs of the environment as well as people Yes totally agree that we should work towards a zero carbon Lewes and in fact a town totally powered by renewable resources Lewes can be a thought leader for the whole country providing a model of best practise for other towns to follow Yes support the proposal that allotments and food growing areas will be protected t makes good sense in the context of a future in which the consequences of climate change are uncertain
28	none
29	Agree with vision but cannot see where businesses and creative arts are truly supported a lot of provision is for housing and unsure of what measures will make sure that it is not sold on open market but is truly affordable and remains in public or charitable hands f this isn't case then cannot see how new housing will be affordable for local people and their children
30	N/A
31	No comment
32	The vision is laudable but care must be taken to balance the cost effectiveness of eco friendly initiatives against cost of development so that houses are not too costly to build or to buy Focus on the basic and most cost effective sustainable solutions should be sought
33	have great concerns for affordable cost of accommodation if this is not achieved many of the Plans objectives will fail
34	No
35	support the vision of maintaining heritage thriving arts and meeting environmental challenges support looking to the future to preserve our natural capital for future generations support the emphasis on developing community and being a self sustaining town
36	very clear and positive
37	Fully support the vision statement but concerned at the ability of the NP to enable 'the town to house its residents and their children at an affordable cost for local average incomes'

38	none
39	An artists view isn't a true reflection of what the town actually looks like Very romantic approach and representational
40	the totally overloaded existing infrastructure and road system must be addressed before any thought can be given to new housing
41	sounds good
42	"Resilience and imagination" are positive current characteristics of the town's population
43	none
44	strongly agree with all of them
45	all good
46	The third Paragraph of your vision statement 'Housing at an affordable cost" etc The proof is in the pudding as they say shall watch that one with interest Affordable being 80% Excellent work here Slip in that the Govt define affordable not you So 80% of the average house in Lewes is what? Answer £404 000 Well that's going to be affordable then
47	it is aspirational fair enough but can't necessarily deliver on what it says eg 'The town will house its residents and their children at an affordable cost for local average incomes ' How? p24 Mention the circular economy p25 'Future developments will be resilient to the effects of local and national climate change ' How can this be achieved? The plan isn't able to deliver
48	p23 The plan makes statements such as 'the town will house its residents and their children at an affordable cost for local average incomes' but doesn't say how it will achieve this will the town increase wages? How? or reduce house prices? How The plan is aspirational in many places but i don't think has the power to deliver so will fail and create cynicism in people that this process is pointless p24 include something about the circular economy p25 states 'Future developments will be resilient to the effects of local and national climate change' How will planning regulations be changed and by whom to bring this about?
49	approve
50	Nice words but will they be translated into action?
51	would like to see an additional emphasis on creativity art and music The latter does not appear in the Plan although in the last 10 or so years Lewes has gone from being a place that people leave to go out for an evening's entertainment to being a place that Brightonians and others visit There are many pubs and venues that provide a large selection and range of live music many nights of the week want this to be recognised and allowed to continue
52	No
53	it is a good statement How can it be implemented though when most decisions are made based on greed and profit?
54	like it especially the genuinely affordable housing and the need to be more pedestrian friendly leafy and pleasant to walk around it could be so much better than it is now
55	See our comments re pages 23 25
56	Very good with a clear indication of aspiration
57	no
58	it's OK but will other tiers of planning be required to not only acknowledge this but act in accordance with it?
59	support the vision statement feel it should also have included a specific statement about welcoming and facilitating a more diverse cultural and ethnic mix of people living and working in the town
60	The Vision Statement is ambitious as it should be However compromises may have to be made
61	No
62	Changing climate Could the vision be bolder and not only request the protection of existing allotments but also require new food growing sites to be provided within larger new development sites?
63	it looks to future development by reflecting the town's heritage This is a good basis for where to start
64	agree completely with the need to support a living and working town Therefore am concerned about the number of shops and businesses that have closed especially in the high street also strongly support the statement that brownfield sites should be developed rather than greenfield sites
65	No

66	support the idea that Lewes is a town where local people can afford to live and the quality of their lives is not further eroded by housing being provided only for those who work elsewhere or can afford to retire to Lewes rather than local residents who work in the town or elsewhere in the locality Professional people / graduates as well as others working locally have all been priced out of Lewes should like to see modern development that reflects the town's heritage but see little evidence that designers have actually left their drawing boards and tried to make development fit the place Modern development in the historic core is often out of scale and uses inappropriate materials or uses materials inappropriately e.g. the flat wooden panelling on upper floors surely a fire hazard and difficult to maintain This is not how wood was used in the past it was ship lap style and on humble dwellings workshops and warehouses
67	see previous page
68	Modern architecture does it have a place in the town e.g. Clifford Dann office in Albion Street flats in Grange road? The town should be contained within the settlement area with its site in the river valley surrounded by non developed grassland i.e. the downs Greenfield sites are being proposed for housing this must be banned if the station car park area is considered for housing it needs to integrate with e.g. Friars Walk architecture not a modern design
69	none
70	no
71	no
72	no
73	no
74	We need GENUINELY affordable homes for our children Building on car parks is good There should be NO building on farm land We need our green spaces and Lewes has a good natural boundary now
75	Very good
76	No
77	Poor vision well the plan will not fulfil the vision of a successful desirable Lewes
78	Happy with this
79	heartily approve of this
80	Support
81	No
82	Excellent principles
83	No
84	No
85	would say a 'very particular' rather than 'unique heritage' How is the 'quality of people's lives' to be measured?
86	No
87	no
88	it is good we have business and arts in our town Cyclists and walkers are welcome Use brownfield sites for building
89	very positive puts people first
90	Brownfield sites must be used Keep Lewes within the settlement boundary
91	Statement on page 23 does not 'feel' fully congruent with those on pages 24 and 25 The latter though somewhat more focused than that on 23 do not consider provide a 'litmus test' for evaluating planning applications e.g. phrases such as 'a balance will be sought' 'aims to encourage' 'will seek to create' don't sound very robust
92	After years working in middle management come out in a rash at the very mention of vision statements They tend to consume an inordinate amount of valuable time for little gain other than a slogan if it is really necessary just quote the statement no need to then elaborate
93	In a resource constrained world it is essential that new developments use capital and ongoing investments within the reduce reuse recycle principles The attractive and attracting character of Lewes would be lost if the built boundary is allowed to expand beyond its defined settlement area Buildings should be constructed only on the many available brownfield sites that invite creative solutions as shown by the enhancing and flood protective example of houses that could be built above the station car park (seen at the Town Hall display)
94	None
95	We need to take care with gaps between policies and connections

96	Sketches (p23) ambiguous are these real plans?? Otherwise nothing to object to but no indication of how problems might be met
97	Sketches (P 23) ambiguous are these real plans?? Otherwise nothing to object to but no indication of how problems might be met
98	Some housing for below average incomes would be useful
99	would say a " very particular" rather than "unique "heritage How is the quality of peoples lives to be managed?
100	approve of the vision statement
101	would like to see more emphasis on small scale industry/workshop space ie preserve what there is but include more affordable such space in further development
102	fully agree with comments
103	no
104	agree with all statements
105	No
106	Having spent many years in middle management (in the public sector) shudder when hear the term "Vision Statement" My view is that all VSs should be banned When the number of person hours that go into the semantics is counted it is frightening No right minded person would argue with the sentiments or principles but do vision statements have any tangible benefit Of course this is my natural aversion and don't think the world is quite ready for my proposal to rip 'em up As far as this one goes it must be considered laudable fine and proper blah blah blah
107	yes as stated above
108	Don't let Lewes turn into a dormitory please do all the thing in your list
109	There should be a vision around making Lewes suitable for cycling and walking and for reducing private transport use in Lewes
110	This is very good and support it However if it is no more than an attempt to wave the flag on the sinking political and economic entity that once was the UK it is just so much useless hot air since it appears that central government can overrule or otherwise subvert the wishes of any community that opposes its plans
111	Positive
112	p25 what is meant by 'temporary use of modular buildings'? How temporary is temporary and will any measures be put in place to ensure they are truly temporary and of a suitable design (Many 'temporary' buildings are far from lovely constructions) Consider how many schools contain 'temporary' classrooms which remain for decades and the 'temporary' extension to the library in Albion Street which remained there for decades
113	think it is a great pity to demolish the Phoenix buildings when they have proven to be useful and fully employed giving local artisans a workplace in the town
114	Excellent vision
115	One needs to maintain a sense of realism Not all people in Lewes work in Lewes and travel by bike or walk
116	No
117	Fine
118	1 think the 3rd Vision statement on P23 is undeliverable as it requires commercial developers to get on board and they wont until they see a decent margin as evidenced by the scale of newbuild currently occurring 2 The policy relating to flood again implies that it is new & shiny aspiration for the LP when it is a planning requirement 3 On effective planning etc why the note on the use of modular temporary buildings? How does a portacabin enhance planning
119	Should be in plain English not executive speak
120	No
121	t is good
122	no
123	No
124	reduced energy demand agree Moving around easily already exists so don't think there is any requirement to extend cycle paths being a walker walking within the town is easy and walking trails already exist Affordable housing should be the provision of council housing stock there are plenty of pockets in Lewes where these can be built

125	am strongly supportive of the principles articulated in the vision statement especially those concerning minimizing resource use and the impetus to build outside the current settlement boundary of the town The countryside surrounding Lewes is one of the town's most valuable resources enhancing residents' health and quality of life attracting tourists and creating a distinctive sense of place t is much easier and profitable for developers to build on greenfield sites and this must be resisted as proposed in the plan in favour of developments on brownfield sites within the existing settlement boundary
126	General agreement
127	am strongly supportive of the principles articulated in the vision statement especially those concerning minimizing resource use and the impetus to build outside the current settlement boundary of the town The countryside surrounding Lewes is one of the town's most valuable resources enhancing residents' health and quality of life attracting tourists and creating a distinctive sense of place t is much easier and profitable for developers to build on greenfield sites and this must be resisted as proposed in the plan in favor of developments on brownfield sites within the existing settlement boundary
128	No

Q6 Have you any comments on the “Neighbourhood Plan Objectives” section?

1	There is nothing about existing buildings “conserving our heritage” should be an objective it is not clear what is meant by a transport hub f (as stated elsewhere in the plan) it means the railway station it is not feasible to co locate this and the bus station t would be fine to aim to modernise the bus station and have a bus link with the station Objective 12 seems to repeat part of objective 5 Since they both refer to housing could they not be combined?
2	There is nothing about existing buildings “conserving our heritage” should be an objective it is not clear what is meant by a transport hub f (as stated elsewhere in the plan) it means the railway station it is not feasible to co locate this and the bus station t would be fine to aim to modernise the bus station and have a bus link with the station Objective 12 seems to repeat part of objective 5 Since they both refer to housing could they not be combined?
3	<ul style="list-style-type: none"> • Page 28 We support the initiative to plant more trees Can this be linked to the Friends of Lewes initiative “Lewes in Trees rather than trees in Lewes” • Page 28 The Sustainable Urban Drainage (SUDS) and its earlier initiatives have failed to address the flooding on the Nevill Estate and in particular the lake of water that forms at the junction of Christie and Nevill Roads whenever there is intense rainfall The water is often contaminated with faecal matter made worse by the action of traffic generating a dangerous aerosol With no alternative routes for pedestrians this represents a serious health risk Such issues must be addressed ahead of any development
4	Good 12 objectives agree
5	NOT REALLY THE NATURAL ENVIRONMENT AND BIODIVERSITY NEED HIGHER STATUS
6	There is much that is good here Genuinely affordable housing is an excellent objective but this needs to be protected from resale at unaffordable prices Also the town needs to re establish a pool of affordable rented accommodation that is protected from the 'right to buy' clause that continuously removes housing from that pool Having just lost a large area of affordable workspaces in the "North St Quarter" which has now stood empty for a whole year it is a major challenge to imagine where else we could look for anything equivalent think the aspiration to promote walking and cycling is good but this needs to be made safer and easier for less confident cyclists in particular The need to protect the surrounding natural environment (the green corridors like the pasture/grazing on either side of the riverouse above the town) is paramount
7	LEWES LOCATION AND SURROUNDINGS ARE VERY SPECIAL AND AS FAR AS POSSIBLE NEED TO BE PRESERVED FOR FUTURE GENERATIONS
8	Agree
9	Agree with all items
10	fully support the Neighbourhood Plan objectives but believe they could be further enhanced to suggest that there will be sufficient key facilities such as doctors surgeries and school places as well as 'sufficient new housing' as in my response to question 5 also think that in light of the recent Grenfell tower tragedy we should also include some wording regarding fire safety to number 5 environmental design
11	fully support the Neighbourhood Plan objectives but believe they could be further enhanced to suggest that there will be sufficient key facilities such as doctors surgeries and school places as well as 'sufficient new housing' as in my response to question 5 also think that in light of the recent Grenfell tower tragedy we should also include some wording regarding fire safety to number 5 environmental design
12	Under 5 There should be some reference to the Lewes Conservation Area to ensure that any new development there 'reflects or enhance' the character of that area
13	Under 5 There should be some reference to the Lewes Conservation Area to ensure that any new development there 'reflects or enhance' the character of that area
14	Under 5 There should be some reference to the Lewes Conservation Area to ensure that any new development there 'reflects or enhance' the character of that area

15	Support objectives 4 (efficient use of land) 5 (environmental design) 8 (natural environment green spaces and biodiversity) and 9 (climate change) insofar as they help manage and mitigate flood risk We consider that the final sentence of Objective 3 be deleted as it repeats what is said in the sentence immediately preceding it There is an issue with "live/work accommodation" in flood risk areas in that whilst the planning authority may impose conditions to restrict residential occupation of ground floor accommodation in order to make it more flood resilient it is in practice very difficult to enforce this within a building where flexibility of use between home and work space is being promoted
16	think all the objectives are sensible and laudable
17	5 Environmental Design There should be some reference to the Lewes Conservation Area to confirm that new development within it will 'reflect or enhance' the character of that area
18	Good
19	No
20	Plan objectives (p27) 3 Locally Affordable Workspace Delete last sentence Live/work units now seen not to work in the town Provision for 'homeworking' viable alternative p29 Flexible Housing Delete last sentence for same reason
21	am in agreement with the objectives especially the emphasis on low cost housing Although applaud the efforts to improve walking and cycling facilities not enough is said about cars considering how hot a political potato parking is in Lewes for many residents don't think enough is said about how to cater for the many residents and visitors who will undoubtedly continue to rely on cars whether petrol driven or electric
22	Good
23	agree with the proposal to improve cycle pedestrian and public transport routes Also support more electric car charge points to facilitate the transition to a sustainable Lewes support the proposal that the natural environment must be protected and enhanced add that this is not just for our economic gain but for the well being of the whole eco system including flora and fauna agree that the natural green spaces within and around Lewes are vital for our well being for recreation health peace community creative inspiration The list is endless strongly support the proposal to protect our natural capital suggest adding specific ways of achieving this such as banning use of pesticides / insecticides in public green places committing to use clean / renewable / green / sustainable ways to meet our energy needs increasing biodiversity and protecting habitats by planting native trees and wildflowers Please include the fact that natural capital / ecosystem services also includes providing a habitat and food for animals birds and plants absolutely support the proposal to create new 'green corridors' for wildlife
24	none
25	Agree Like efficient land use (No4) combined play spaces and allotments consider in all developments cutting edge to consider building above car parks (for electric cars and bike only? Because of fumes/air quality) hugely support a test build on this issue of car parks Can't see sufficient measures to support No 2 and No 3 locally affordable housing and workspaces Easily moving around (No 6) would like more emphasis in main document on increasing and expanding moving around Lewes by cycle (including E bikes) across the WHOLE of the town and not just a focus on new developments The policy and measures in main document has more focus on improving existing routes This will not get people out on bikes if they are worried about safety and ending up on roads with speeding traffic or aggressive motorists like in the pedestrianised area of Cliffe High Street 20mph is not respected and enforced currently neither is it town wide Use car parking fees/fines to fund free electric hop on hop off small buses within Lewes Town Reduced energy demand (No7) Unsure why this and No6 above does not refer to public transport and preferable emphasis on electric vehicles and buses Not allowing residents in new housing developments in the centre of Lewes to apply for car permits (as happens in Brighton and other towns and cities) The statement of having housing within the town to reduce car use is not likely to happen unless hard measures are included Benefits include less pollution and particulates and improved air quality etc Nos 8 12 Agree but would objective to any new roads alongside river only shared paths for cyclists and walkers
26	We support the aims related to establishing connections between Lewes and other towns & villages as well as those which promote tourism
27	No comment
28	Agree with the objectives
29	No
30	P27 support the use of brownfield land for new development and the use of imaginative solutions which include green spaces Glad to see support for buildings which have reduced energy demand and for green spaces that provide breathing spaces to people and green corridors for animals Delighted to see focus on biodiversity suggest planting native tree and plant species to provide links to green spaces outside of town
31	like the emphasis on green spaces and biodiversity balanced with creating affordable houses also like the promotion of flexible housing that encourages inter generational living
32	Agree with the objectives Same concerns over affordable housing Strongly agree with objective 12 flexible housing for all generations and incomes

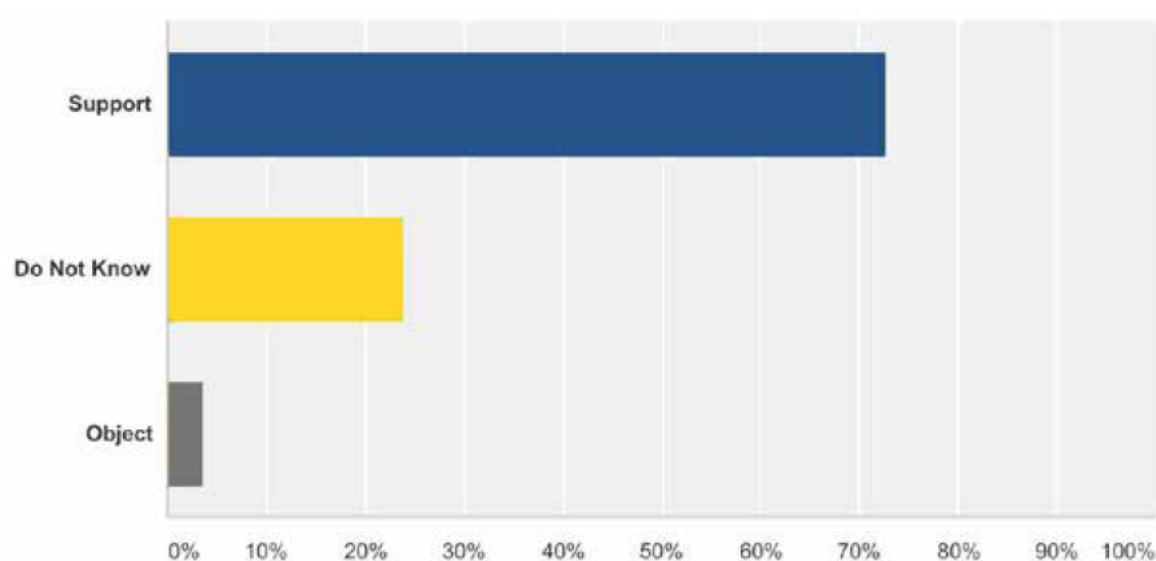
33	none
34	must address by pass failings and earwig corner problems
35	all good
36	Sustainable development as a vision including responsibility for climate change is essential for the neighbourhood plan
37	it is important to preserve heritage/historic fabric this should be added as an objective
38	Agree
39	all good
40	Bonfire sites protected? The only one that is an issue is Commercial Square and i believe development is coming to that site Best get protecting then Environmental design Well lets hope it's better than some of the 'new architecture' we have in Lewes Very 'boxy' houses which may have great environmental credentials but stick out like a sore thumb find the 'Flexible Housing for all generations and incomes' quite nauseating Reading the rest makes me think that who ever wrote this thinks they are writing a essay for an exam Not living in the real world at all sadly Practicality and reality are so much different These people who do not live here will be long gone when we reflect on what has occurred
41	The plan doesn't spell out sufficiently how the objectives will be realised Some things like planning law aren't in the gift of the plan or town to change
42	No mention of parking issues for residents and visitors
43	p26 Very desirable objectives but aspirational and not within the plans gift to deliver For example 'the town will have an improved transport hub bus station etc ' How will this be delivered?
44	don't think climate change should be an objective but understand what is meant Otherwise approve
45	Generally good
46	The emphasis on affordable and well designed and built homes is excellent The other objectives are spot on
47	No
48	agree with the objectives
49	agree with the objectives
50	See our comments especially re the need for greater precision and an additional Heritage Objective
51	Again very good it sets a high standard for any proposed change once the plan is active
52	No 4 There are no specific proposals for flats built over car parks so this is just wishful thinking There should be some specific & detailed proposals or there is no way this objective will be met
53	no
54	like the objectives but again the nub will be the extent to which these can be ensured across the planning spectrum The question of affordable workspace is an economic one The Plan doesn't recommend sites for workspace as it does for housing How will affordability be achieved in the absence of subsidies?
55	agree with the objectives They are welcome and ambitious
56	No
57	No
58	The info on house prices explains clearly why affordable housing is needed All objectives can be achieved using modern practices
59	agree with the need to protect the natural environment and also feel strongly that as a town we should make our river areas much more attractive
60	'Will be resilient to climate change' (p 29) is poor grammar and see comments about (what could be improved) indicative of vague fuzzy thinking
61	support them they are great objectives
62	see previous page
63	Council owned land should actively be considered for low cost housing and possibly small businesses could be allowed Will LDC be persuaded to allow eg garages to be used for building?
64	seem very reasonable
65	add better noise and air pollution
66	these do not align with following text

67	these do not align with the following sections making hard to comment
68	no
69	no
70	support building on some council land including the proposed garages
71	Very good and thorough
72	No
73	Why is heritage not mentioned as an objective (p 26) ?
74	2 assume this means low cost housing that is available for rent or purchase by people on the local median income 10 look forward to seeing new transport hub and bus station This should definitely be included in final plan
75	(2) assume this means Low cost housing that is available for rent or purchase by people in the local median(? hard to read) income
76	Admirable objectives however the plan does not work Best to develop the Phoenix Quarter or develop elsewhere in surrounding Towns & villages
77	Go for it
78	agree with all this
79	Support
80	No
81	As above
82	Really important that housing and work spaces remain affordable for years to come
83	How do you guarantee that housing and work spaces remain affordable for future generations? mportant that design of new housing really does blend with existing housing and buildings
84	'community assets' how defined? No 6 definition of 'safe' routes ie ????? of Cliffe where traffic a major hazard
85	No
86	Why is conserving heritage not an objective?
87	Conserving heritage must be included in the objectives
88	t is good to have birds animals and trees for our ecosystem have a list of nature have seen on the Downs Garages low cost housing Saint Anns LDC
89	on the whole well balanced but has enough consideration been given to young people/teenagers?
90	Better use of council owned land Creation of walking/cycle routes around the town Maintain the natural environment for wildlife scrubland at the settlement boundary
91	re 4 'temporary use of modular buildings' raises uneasy feelings post war 'pre fabs' remained for 50 years or more All objectives are laudable and desirable but again do they provide clean objective criteria against which to evaluate planning applications? Also they relate only to new work We also need preservation / conservation objectives
92	Good but they raise obvious conflicts eg solar panels are a bit of an eyesore How achievable and how many might benefit from affordable housing Affordable rented accommodation is very important not everyone wants to buy for all sorts of reasons Like the emphasis on twittens and tourism And easy movement around town indeed but our topography makes this challenging
93	support the equal importance of the 12 identified objectives However inevitably there will have to be compromises at the practical local development level that require adequate consultation with those who will be affected There is little recognition of the connectivity to jobs and facilities outside the Lewes area that make a significant contribution to Lewes income from visitors or residents There is a great need for an improved transport hub and access to pedestrianised areas Above all there should be no compromise on protecting designated green spaces and the Downs
94	Don't let our boundaries spread into ribbon development outside the Town
95	Resilience needs to be given more prominence How achievable are the objectives given current limits on what planners can enforce?
96	Resilience needs to be given more prominence How achievable are the objectives given current limits on what planners can enforce?
97	Community Assets how defined? No 6 definition of safe routes is directed of Cliffe where traffic a major hazard

98	Point 6 Easily moving around is very important to me live on a new development and there is no easy safe walking route into the centre of town (live in the Nurseries)
99	My comment as above is reflected in this section but some metrics should be included (as there are for 220 new homes for example
100	fully agree
101	no
102	agree with all objectives
103	4 of the 12 objectives focus on the environment Protecting the environment comes at a cost Whilst this is an ambitious objective it should not override far more basic fundamental needs such as affordable housing and flexible housing particularly for the younger generation This is the key issue that will affect the town for the next generation
104	Objectives (unlike Vision Statements) are necessary and would support them all Sustainable communities where local industry and business is encouraged is a good opener and (together with the housing aspirations) is vital to the future of the town Good to see the inclusion of 'moving around' Lewes is a challenging town given its topography Being a recent returner to bicycle ownership value the cycle lane provision and would love to see more Flood defences are a big issue think that many are almost hoping for another 2000 event to test out the new defence systems either as reassurance that their homes will now be safe or as a 'told you so' for the more sceptical A very good and well thought out set of objectives Let's go for it
105	no
106	Like most of them please do it Nothing should have the effect of increasing car use Be serious about buses bikes and well maintained footpaths
107	There should be an objective around making cycling and walking the natural choice for getting around Lewes This is in line with Dept of Transport objectives
108	support the 12 objectives of this section
109	Additional pressure on street parking should be avoided at all costs A co habiting professional couple who might want a flat in Lewes would probably each own a car if they are both working One parking space/garage per household will almost certainly not be enough to avoid the streets becoming even more congested as more dwellings are built Consider additional communal parking areas or space for 2 cars under each new house?
110	New development does not sacrifice quality in order to be affordable
111	No reference to the development of amenities and services to support the housing and businesses referred to i e educational and medical services
112	It's good to encourage visitors to this unique town but with financial constraints don't think it's important to spend money on signage Added to the encouragement of visitors perhaps the Tourist Information Office could include information on the non T O bed and breakfast places in Lewes
113	Cycle provision vision good but mapped provisions wrong
114	Quality of life can be defined in many ways Lewes has to be a good place to work visit and live and some of the objectives seem overly rosy and naïve
115	No
116	Fine
117	1 don't believe that all 12 objectives can or should be given equal weight in Plan terms There must be a clear and cohesive overarching objective and others subordinate to avoid the Plan trying to be all things and failing on all front for lack of primary purpose 2 Some objectives amount to the same thing affordable housing and flexible housing for all incomes for instance
118	Bicycle lanes should be mentioned
119	No
120	These are good objectives
121	no
122	Laudable but optimistic
123	Same as 5)
124	I am supportive of these objectives The emphasis on green spaces and the proposal (8) to protect 'green corridors' that connect the town to the surrounding countryside is excellent
125	General agreement

126	am supportive of these objectives The emphasis on green spaces and the proposal (8) to protect 'green corridors' that connect the town to the surrounding countryside is excellent
127	No

Q7 What are your views on Draft Policy LE1 Natural Capital?



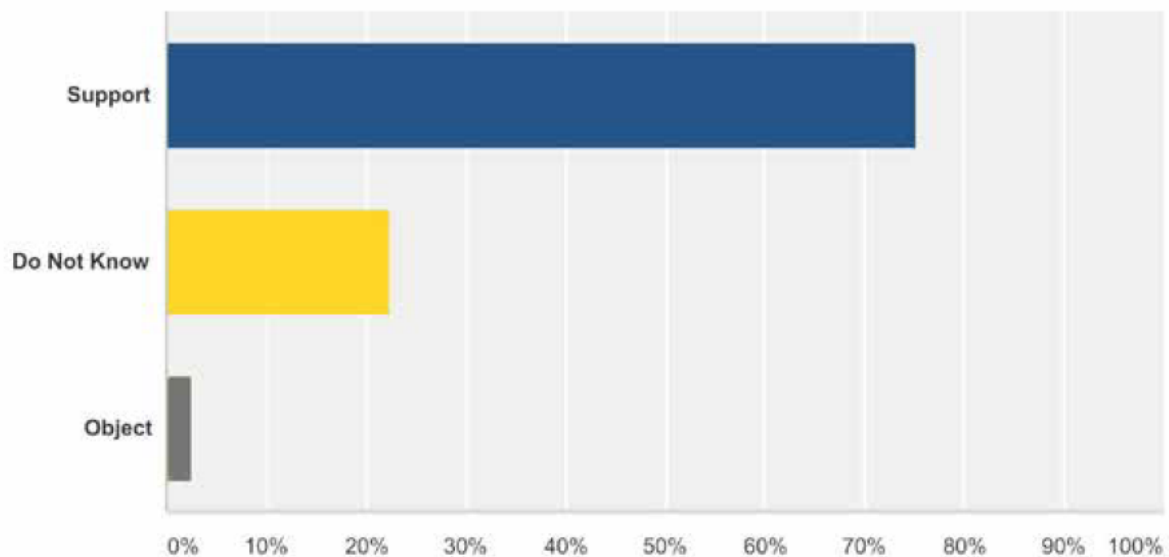
1	Broadly support Point 2) is incomprehensible What about noise and air pollution (unfortunately not removed by "our trees")?
2	Broadly support Point 2) is incomprehensible What about noise and air pollution (unfortunately not removed by "our trees")?
3	• Page 29 Strongly support river access on both banks for pedestrians and cyclist along the full length of the river in Lewes The plan should include the intent to address the block caused by the electricity substation on the East of the river frontage in Cliffe
4	left blank
5	This is very good
6	Brownfield sites should be used for development before any green spaces are used it is difficult to add any value at all by developing a green space especially if it is for exclusive use
7	The principle of a Natural Capital Policy is very forward thinking and reflects the principles of the National Park which is to be applauded
8	Putting such a restrictive condition on any development could be counter productive Any use of land for building will reduce the natural environment of that site and limit the flora and fauna that depend on it cannot see how that could be avoided and although such an impact should be minimised feel imposing such a condition on future development could seriously reduce the opportunities for any such development
9	We consider this to be somewhat too emphasised given that this is a small generally dense town with a desperate need for more housing above all in any case this is well covered by the emerging SDNPA Core Policies
10	am concerned that such a strong imperative that any development such enhance 'natural capital' or biodiversity could prevent any development taking place The removal of land for building must reduce natural habitat and the flora and fauna that depend on it fail to see how this can be avoided Such a firm restriction within the policy could make many developments untenable
11	Brownfield sites within the existing Settlement Boundary can be improved with thoughtful development Development on greenfield sites must be avoided as this will inevitably reduce the "Natural Capital" of the area

12	A very important section
13	Support draft policy LE1 in maximising the use of natural capital such as the floodplain and water meadows of the Ouse and other green spaces in managing the mitigating flood risk by using such areas for the storage and slowing the passage of water
14	But only to some extent Given that the overwhelming issue in Lewes is the demand is for housing especially affordable housing for young families and single person households think that this section could be trimmed or re ordered
15	support this concept but o not the article This is a piece of jargon that will be completely meaningless to most of the people on my estate wish you could find a simpler term and a very much shorter less preachy explanation For goodness sake don't put it ahead of the housing allocations if you want people to read the LNP seriously
16	Difficult to see how these otherwise laudable aims will be translated into workable rules for those who have come forward with sites Were they made aware of this aspect of the plan?
17	am delighted to see the enlightened view expressed here add the proposal that 'natural capital' be valued as a habitat / food source for wildlife as well as its use to us Loosing natural capital not only destroys our livelihood it degrades our quality of life and destroys habitats and food sources vital to plants animals and birds Again propose banning the use of pesticides and planting / preserving native species of tree and wildflower to enrich natural capital for all species
18	Support but no open/green spaces should be sold or used for housing they need to be maintained eg Pells school playing fields
19	tem 3 suggest additional text to red The granting of planning permission will favour those schemes that demonstrate a net gain in the existing natural capital where currently it is limited
20	wholeheartedly agree with increasing 'natural capital' in the development of brownfield sites suggest this term expands to include benefits to all living beings not just humans which will of course ultimately benefit us too for example certain habitats / nesting / breeding / feeding sites may not appear to have much value to us but are irreplacebily valuable to wildlife
21	am strongly in favour of developing brownfield sites as a way of increasing natural capital for Lewes rather than sprawling beyond the settlement boundaries into greenfield sites that would clearly lower natural capital
22	However item 3 should be applied with care t may not always be possible to demonstrate a net gain but there should obviously not be a net loss
23	Because wording was confusing
24	Building on brownfield sites with well designed and efficient housing can enhance natural capital
25	We already benefit from the natural capital of the town's setting and future development should respect not damage the local and broader ecosystem
26	Generally in favour Should also consider avoidance of air and noise pollution
27	strongly support the emphasis placed on the environment and surrounding countryside and the value given to the principle of 'Natural Capital' strongly agree with the point that building on greenfield sites reduces natural capital while effective and well designed development on brownfield sites can enhance natural capital
28	feel that we should look to out Brownfield Sites specifically to develop in regards to housing for the Lewes Area feel that any greenfield development should be avoided at any cost we loose our 'Natural Capital' Once we move out of the settlement area to develop housing we begin to loose our direction and our countryside We use Brownfield sites
29	p32 'The granting of planning permission will favour those schemes that demonstrate a net gain in the existing natural capital ' How is this achievable since planning law won't necessarily allow for it
30	p32 3) states 'The granting of planning permission will favour those schemes tthat demonstrate a net gain in the existing natural capital' How will this be achievable under planning law? f the plan can't achieve this then it is misleading to say it can be and should be removed same with p35 2)
31	Very confusingly worded n point 1 is 'existing and natural capital' meant to read 'existing natural capital'? 'the benefits from nature provided' in point 2 sounds like exploitation of nature which don't think is intended Otherwise support
32	Yes please these are top notch policies and would like to see them adopted
33	am in support but am not in favour of green roofs
34	The need for this will become more and more evident as time goes on
35	See our comments re page 32
36	Good explanation of concepts that are not well understood by most people

37	But the construction of 200 new homes on Malling Farm will destroy much precious natural capital and this will never be able to be restored
38	'm pleased to see that this important policy has been included Natural capital is essential to protect and enhance to meet the principles of the plan
39	We must aim to make much more of vacant buildings in the town
40	Building on greenfield sites reduces our natural capital whereas well designed development on brownfield sites can enhance natural capital
41	agree with the principle that building on brownfield sites enhances our Natural Capital
42	should like to see some of the supporting text ideas incorporated into policy e.g shade from street trees that would also act as a corridor for wild life The need for an audit when street works are being proposed would prevent the current lost of street trees in an ad hoc manner with no replacement programme e.g in the Wallands area the Avenue used to be tree lined and offered shade Not only are cleared trees not being replaced but existing trees have no policy to place grids or permeable paving around them to reduce water stress would support C L money being used for a tree audit an replacement programme People are always seeking memorial trees and this would be one way of co ordinating the selection of suitable species for shade as well as wildlife and appearance
43	But many of these proposals should be at the forefront of a developers ideas how traffic in the town does Natural Capital fit in with brownfield sites? Traffic in the town currently does not provide a good environmental basis and will get worse in the future? do not think that providing gardens will encourage the housholder to garden look at t he numbe rof weed infected areas in the town
44	Healthy living is vital and we should support the natural capital buffer zone around farmland
45	Very clear and very important
46	would like to ensure the quality of natural capital and biodiversity is maintained not just the quantity A developer can't replace an ancient copse with an equivalent quantity of newly planted trees and grass and satisfy this requirement to give an extreme example
47	"Natural Capital" needs a clearer explanation wherever it appears (Not 100% sure understand it but think so)
48	object to the plan in its entirety as it will be detrimental to Lewes
49	Disturbed by lack of reference (pp 30 37) to pollution in the streets and rise levels caused by traffic Major environmental problem for the town
50	Don't understand Seems to be aspirational rather than practical
51	LEFT BLANK
52	excellent commitment The Natural environment & around Lewes most precious gift to be treasured(?) & supported
53	but Air and noise pollution must be covered
54	Air and noise pollution must be included in Natural Capital
55	Biodiversity very important Tourism We need to be careful about water there are much underground water
56	it's a great idea not one 've heard of t takes money out of the concept of value very refreshing
57	Ugly brownfield sites can be enhanced use of local materials sustainability
58	Yes but the balance between conservation and functionality is delicate
59	Lewes has done well to protect much of its natural capital due to the constant vigilance and involvement of it population Enhancing the natural capital can be achieved by creative and innovative developments on the many brownfield sites some of which are 'blots on the landscape' and have been so for some time A buffer zone to define and protect greenfield sites would also enhance the natural capital of the ecological and built environment
60	Obviously needs to take account of existing built environment and recognise limitations in the hard landscaped areas of the historic core
61	Assessment of natural capital is a good first step but retention/enhancement seems rather bland enforcement? "favouring" is a bit weak
62	Assessment of natural capital is a good first step but reaction/enhancement seems rated bland enforcement? "favoring" is a bit weak
63	Particularly support dark skies there should also be more control of private security lights that blind passers by eg in Pinwell Lane Water levels in the Ouse should be better protected as well as in aquifers
64	Excellent commitment The natural environment and around Lewes most precious gift to be treasured and supported
65	The natural environment is very important and should be protected and/or improved

66	N/A
67	First policy LE1 where talking about larger sites the end of the sentence doesn't make sense to me " the existing and natural capital"
68	worry that the concept of eco system services is philosophically inadequate My understanding is that it fundamentally has a "what's in it for me" approach to ecology ie what services does nature provide for the benefit of humanity
69	This should not be a no 1 principal t will prevent affordable housing for the vast majority of people within the town and will only help to serve those that can afford to live here t should only be incorporated where the costs involved in developing housing are not compromised for those that can ill afford it and for the younger generation
70	Definitely but a device to encourage developers (particularly those new to the game small developers for instance) and guide them through the red tape might be helpful A balance between aspiration and pragmatism should be maintained to ensure that anything at all happens
71	why do you talk in this strange language?
72	Good strong commitment in point 3 no more off the shelf homes
73	Xxx
74	Brownfield sites can be enhanced through
75	SUPPORT W TH RESERVAT ONS Beehives (not sure if this comes under 'Natural Capital' or 'Biodiversity') Given the green spaces and valued landscapes within Lewes should provision be made for an area for beehives?
76	agree with car parking for one per house My main concern with increased housing in this area is water pressure We are at 111 Western Road and when the shower is on we cannot run a tap or flush a lavatory The water storage opposite the shops in Western Road whilst a beautiful Victorial brick construction is insufficient for more houses
77	Assessing and considering the environment when submitting a PA is something that is required anyway so why make it a Policy and call it 'natural capital' Stick to the facts and ensure that the NPFF requirements are considered as part of any submission Why call it what is is environmental protection???
78	The special nature of the chalk lands and the beautiful setting of our town is acknowledged here Cannot stress enough the importance of this
79	Natural capital should be maintained so that there is no detrimental effect but don't think net gain is necessary
80	am strongly supportive of the principle that development must take place on brownfield sites within the existing settlement boundary of the town where 'natural capital is low and can be improved through good design'
81	Too restrictive and an additional burden on proposed new small developments Existing planning regime sufficient via design and access statements TPO's conservation area and listed building coverage and building regulations for sustainability
82	While it is outside the Lewes town planning area am concerned about the highly visible and destructive developments at the old Lewes Racecourse these seem to be going on unchecked Natural capital is being eroded
83	My concern is that elucidation of Natural Capital value is complex and potentially costly requiring expert input

Q8 What are your views on Draft Policy LE2 Biodiversity?

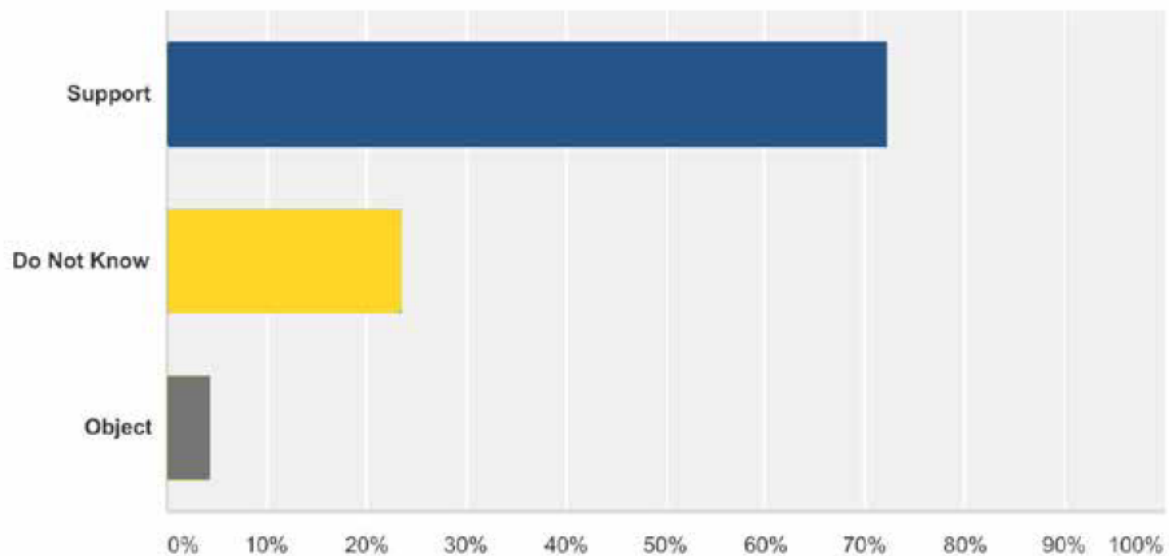


1	Support in principle The policy is too draconian Circumstances are likely to change over the life of this plan
2	Broadly support
3	left blank
4	This is vital not only for those living in Lewes now but for future generations
5	The policy on biodiversity requires more work particularly the linkages between greenspace areas i.e Green corridors that link biodiversity areas and mitigate climate change There are some very special access biodiversity areas within Lewes and should be treasured Currently they feel isolated from each other both geographically culturally and in terms of biodiversity requirements
6	As above
7	As 7 above
8	See above
9	Same comments as point 7 above Any and all developments should wherever possible help to enhance the local environment
10	think some real world examples of how this might apply to any development would have been useful
11	Similar to 7 above This is an ambitious policy given the ability of this small market town to absorb such policy initiatives The existing open spaces and agricultural land are largely beyond the influence of this Plan
12	Ditto really Do we really need the lecture as well as the policy?
13	Again a laudable aim but are these surveys not likely to deter developers?
14	As above Plus propose improving biodiversity by incorporating ecology expertise in to any new development planning E.g if a new development has been planned in town propose consulting wildlife experts (eg at The Sussex Wildlife Trust) to use their expertise to incorporate simple design features which will increase biodiversity e.g roof eaves which are suitable for swifts / swallows etc to nest under banks / planting which provide homes and nectar for bee populations planting native hedges which provide green corridors for small mammals and birds rather than walls or fences etc

15	Support but no open/green spaces should be sold or used for housing they need to be maintained eg Pells school playing fields
16	but potentially over ambitious in scope Could lead to even more expensive housing
17	fully support the intention to increase biodiversity in light of the fact that in the last generation more than 50% of species on the planet have gone extinct it is vital to preserve and actively create green spaces which wildlife rely on We are blessed in Lewes to have an abundance of green spaces therefore it is our responsibility to protect preserve and increase this for the benefit of Biodiversity and future generations Simple steps such as banning pesticide use on public green spaces in Lewes will make a huge difference to biodiversity
18	However this policy should be applied in a supportive manner by working with potential developers to advise and guide Not sure we need to worry too much about "better connections across the town through which wildlife can move and travel" judging by the number of foxes see all over the town
19	We have local and national experts in biodiversity they should be engaged in the planning and design process to add true value to any local development
20	strongly support them we need to preserve the existing biodiversity as well as enhancing it in the most comprehensive way possible very much welcome this overall objective
21	feel quite strongly that we manage our resources of housing stock within the brownfield sites that we can identify That are within the settlement boundary and not outside it One should be able to manage our fragile resources otherwise where do we stop and who says stop?
22	p35 'The granting of planning permission will favour schemes that can demonstrate a net gain in biodiversity' How is this achievable since planning law won't necessarily allow for it ?
23	like the idea of developers being required to provide a net gain in biodiversity
24	Can we require a net gain in biodiversity rather than only expect?
25	Again good explanation of terms that makes it clear what is desired
26	support the policy but how can the construction of 200 houses on a greenfield site add to biodiversity? it will destroy Biodiversity in this area so the policy of building these houses means that the Biodiversity policy is NOT being upheld
27	'm pleased to see biodiversity recognised as an important policy
28	it is so important to preserve wild life particularly by providing green spaces and tree planting in brownfill sites
29	certainly feel that encouraging Biodiversity improves our quality of life
30	would also like C L money to be used for compensatory measures especially in the flood plain Proper green roofs rather than token sedum ones to slow rainfall run off permeable parking surfaces and driving surfaces not the standard tarmac tree shaded parking spaces in all developments again to absorb water and reduce flash flooding We have not achieved green roofs with native downland cover using crushed alkaline demolition materials even on flat roofs in the flood plain
31	On the settlement boundary there is great bio diversity isn't Lewes part of the UNESCO recognised biosphere not mentioned in the document
32	add noise and air pollution
33	Lewes is part of the Unesco Recognised Biosphere and with that in mind it is imperative we support and maintain our local wild life
34	Admirable objective however the plan will fail to enhance Lewes The current residents will be adversely impacted
35	LEFT BLANK
36	Biodiversity is indeed the most important
37	p18 19 richer land (you call scrub land) Unesco = Brighton & Lewes Downs
38	think this is vital
39	Brighton & Lewes biosphere (not mentioned in the plan) UNESCO recognised for its balanced relationship between people & nature Diversity of wildlife species in the scrubland on the settlement boundary
40	2nd sentence of para 1) How does this work? How can a developer of a site where net gain 'is impractical due to the nature of the site' have an impact outside his site?
41	As per question 7

42	There is no reference to the Brighton and Lewes Downs UNESCO World Biosphere Region which recognises a balanced relationship where people and nature come together in our world class environment of Downs Towns and Coast The settlement boundary should be sensitively biodiverse Biodiversity is a challenging and evolving concept that is more complicated than the statement that 'the more living things there are in a place the more biodiversity it has' Native and imported species consider e.g. ragwort rhododendrons grey squirrels have over time been both loved and then vilified Scrubland can be more biodiverse than farmland Views on net gain of biodiversity must be based on sound scientific analysis and risk assessment of all interconnected ecosystems The final decision taken should be recorded to show future generations the driving imperative of the time
43	"favouring" doesn't mean it will be done Any provision for monitoring?
44	"Favoring " doesn't mean it will be done Any provision for monitoring?
45	Biodiversity is indeed the most important
46	N/A
47	Although many developments will have no impact on Biodiversity and wonder whether this therefore is inapplicable
48	Only where the costs involved in developing housing are not compromised for those that can ill afford it and for the younger generation
49	Again definitely but similar to the response above
50	it is obviously a good thing why does it even need mentioning do some people on the town council still think it is ok to disregard it? if so can we have their names?
51	The areas that are described as scrubland are actually among the most biodiverse compared to the agricultural land in the area These sites do therefore need protection
52	SUPPORT WITH RESERVATIONS See beehives in LE1
53	That site has been wasted since Wenban Smith moved We thought Waitrose would raze the site and have a car park or build their shop there and have the other site as a car park understand Waitrose owns the site but rents where the shop is now Anyway it's an eyesore and could be something with a good view of the river
54	The net gain across the plan means that there can be a trade off between sites with some sites losing while others meet the policy this system renders the policy fairly worthless
55	'm not sure how each pocket of land (given some are on poor value land or very small) is expected to produce a nett gain Some are likely to be impossible to do this in terms of biodiversity (although can demonstrate a nett gain on sustainable measures) also don't see how then someone is expected to show a net gain for the whole Plan area this is the job of the LPA would have thought to control the diversity across their plan area Each submission must be judged on it's own merits and to imply refusal if gain isn't demonstrated may strangle potential development
56	Much too complicated should be made easier to read with bullet points
57	See above
58	as much as we have a duty to provide green spaces to promote 'human' wellbeing as well as giving consideration to flora and fauna
59	Particularly important in terms of biodiversity are the areas of countryside immediately surrounding the settlement boundary though not classic chalk downland they provide an essential 'buffer zone' between farmland (which often has poor biodiversity due to modern farming practices) and the urban environment strongly support the creation of wildlife areas
60	Burdensome unrealistic as most sites are brownfield and it is unclear how they could demonstrate net gain across plan area Existing planning regime is sufficient Provide separate development briefs for key sites only where there biodiversity/ecology issues of meaningful significance

Q9 What are your views on Draft Policy HC1 Protection of Existing Community Infrastructure?



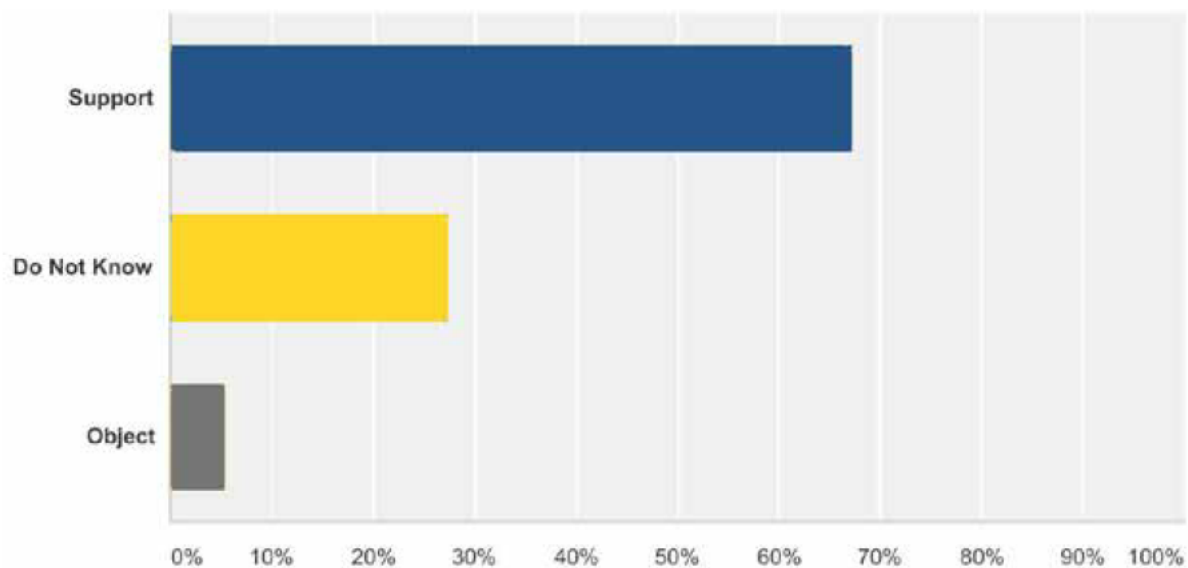
1	Support in principle The policy is too draconian Circumstances are likely to change over the life of this plan
2	Support in principle The policy is too draconian Circumstances are likely to change over the life of this plan
3	<ul style="list-style-type: none"> • Page 40 Retaining the local waste recycling centre is supported Might the improved access be linked to access to the railway station? • Page 40 We support the provision for public WCs in the town but this must also include longer opening hours
4	HC1 3 Any loss of community facilities an alternative site can be provided elsewhere should read must be provided elsewhere before the proposed site can be used
5	left blank
6	mportant to keep the bus station and The Hearth above lovely hub
7	strongly agree with this as it is central to the feel of Lewes as a town would however be concerned that this would not be policed effectively in reality
8	strongly support this we need a range of shops (not just antiques or chains) and community services such as a marvellous Victoria Hospital f only this had been applied when considering the NSQ application which displaced a community of productive young people
9	Community use of infrastructure should be given priority over exclusive commercial use Homes in Lewes are very small and it is crucial to have space where people can engage in various activities n a case where exclusive commercial use is allowed the proceeds should be ploughed directly into local initiatives
10	particularly support the need to preserve and if possible enhance the number of shops serving the communities along upper High Street and Western Road
11	support parts of this note that the upper parts of the High Street are losing shops on a near monthly basis regardless of policy intentions don't see the need for a public toilet at the Dripping Pan when there are toilets on Station Street in Grange Gardens and at the Station itself to say nothing of the new Depot Cinema What we need are signs The town has quite a few public toilets for its size but they are badly signed

12	
13	Sadly have run out of time in filling in this questionnaire so am unable to give further details to each question
14	Support 110% would consider what Richmond Council did many years ago now of giving local businesses a fee of say £500 per year to open up toilets to public Poorly maintained and grubby toilets are not an asset Sadly most are across LDC Especially for those in non central areas e.g Southdowns Sports Club Football Club Pub at top of Western Road etc
15	1 HOUS NG too dense roads not wide enough to park cars negative to access/movement GOOD PLACES FOR L V NG not the case as negative to space/light adversely effect mental well being 2 MED CAL HUB strongly against closure of any existing surgeries as access/movement will be adversely effected by increase use of cars driving through the centre of Lewes to new 'hub' causing increased congestion/pollution and negative impact on walkers/cyclists This is against your stated aim of 'prioritising direct walking and car free' Hundreds of parking spaces would be required outside for patients alone with easy access to the new 'hub' This is against your stated aim of 'protecting existing infrastructure' 3 PLANNED DEVELOPMENT North Street Quarter goes against your stated aim of 'views to be protected' as loss of views from existing river pathway to historic fields/castle
16	St mary's and the like should not be included as brownfield sites for housing development which will no doubt impact on availability of land in the settlement area of Lewes
17	support the protection of local shops and community centres to support and enrich local communities The Victoria Hospital is vital to the community and support the protection of its current location which is accessible on foot and by bus to residents of all ages
18	Very important
19	it is misguided to think that alternative transport will relief pressure on what is already an overloaded road network 800 new homes will mean 1200 new cars guaranteed the A27 by pass is a failure with through traffic chosing to go through lewes town centre rather than spending time on a gridlocked bypass the A27 must be improved before any new housing is contemplated by the removal of roundabouts at ashcombe beddingham cuilfail and the widening of the new beddingham flyover earwig corner bottleneck also needs to be sorted
20	There should be no further loss of community assets and infrastructure
21	very much agree with this Having recently used the minor injuries unit at the Victoria Hospital can only emphasise how vital it is to have these facilities locally leading to much better health outcomes without the stress and worry caused by having to travel to the RCH in Brighton for example with its ever stretched facilities
22	feel quite strongly that we need to protect our local community assets Otherwise we end up with all the shops / facilities in the centre of the town
23	p39 'When seeking a change of use from retail to other uses applicants will have to submit a rigorous and independent evaluation of the premises's suitability for retail use not the business currently occupying them' This doesn't make sense to me
24	p39 4) doesn't make sense and needs rewriting if a change of use from retail to other is sought why evaluate the premises suitability for retail use not clear
25	Again the poor wording of the first paragraph of point 4 makes it very difficult to simply tick 'support' although probably support the aims of this policy
26	support this policy Community is important and spaces to create community events must be protected
27	the pressure for housing can put other facilities at risk and significant pieces of our history such as the floor foundry of the Phoenix Works where so much important cast iron work in the whole region and beyond was made
28	See our comments on pages 39 41
29	Good especially item 4
30	But shops at 'the top of the town' which have no chance of being ever used again for retail purposes must be converted into residential accommodation
31	Some of these facilities are within the domain of local Council layers (e.g WC's) Others are subject to either commercial factors (e.g shops) or national services (e.g Victoria Hospital) f a decision is taken to close the Victoria Hospital as part of a 'sustainability and transformation plan' the NP will count for little influence support the policy but feel that its full effect will be limited by factors beyond its scope
32	There is a need to ensure art/exhibition/performance space is provided to maintain Lewes' character as a place for artists and creatives There is also a need for facilities for young adults
33	Could have mentioned the Southdown Sports Club next to Priory Ruins which is probably the largest multi sports club in Sussex in both size (over 5 acres) and sports offered tennis squash hockey gym and other classes A members club in a conservation area so is unlikely to be sold for housing Low railway bridge in Cockshut road limits service proviision A great asset for Lewes which must be kept it was started in 1904 Having said that it is not likely to be sold for housing as ti is in the flood plain so that is probably why it is not mentioned

34	As local government struggles to get any funding its natural desire is to cut out all the facilities that it deems "non essential" There is an issue with this in an area with a democratic deficit where the controlling councils are taking decisions in a political vacuum The cabinet system has exacerbated this problem Currently Lewes has no ability to influence decisions at County or District level because it has no power or representation where such decisions are made A recent incidence was the decision behind closed doors by those electorally unaffected by such decisions to demolish a much loved community centre and children's nursery local radio station and social centre that serves the Wallands and the Nevill areas t also sought to close WCs in Western Road where it had failed to carry out a minor roof repair and allowed water egress despite the WCs serving the local church of St Annes a popular open space (Baxter's Field) parents with small children awaiting the pick up of siblings at the nursery or St Pancras School and walkers off the downs The closing of the baby change station had an immediate knock on effect of nappies in local bins the closure of the adult facility resulted in people using wooded waste land and open space as toilet facilities There is concern that other cost cutting could see the closure of a much loved and well supported local hospital that saves long and complex journeys to neighbouring towns and burden their already stretched hospital systems The loss of shops in the upper town where they could be converted to housing in a previous plan has left only a few essential foodshops in isolation Where these are owned by retailers they continue despite business rates unrelated to income However where they are owned by developers housing offers a better financial return The loss in the street scene is harming the High Street C L money could be used to support food retailers (not primarily coffee shops and restaurants but local food shops) to reduce rates to what is a fair tax on income limited to food shops and specialist foodshops up to say 150 or 200 sq m
35	was encouraged by this section and its reference to St Mary's Community Centre
36	Such infrastructure must be protected and enhanced eg Victoria hospital when considered by the residents as essential The bus station must be modernised and become a more welcoming introduction to the town for visitors and residents The Pells pool is an integral part of the town's life in the summer and again should be retained with assistance from the LDC Sadly the toilet facilities in the town in Western Road are not currently considered essential this must be reversed
37	We must keep the Victoria hospital running it is a splendid asset to the town Likewise the Pells pool and allotment gardens
38	We must ensure that Lewes doesn't become a sterile bedroom community
39	The plan will be detrimental to existing infrastructure
40	particularly support the paragraph on the NSQ development
41	LEFT BLANK
42	The High S & Western Rd at least need a rethink to retail outlets selling the essential of life for all ages ie (or it could say 16 difficult to read handwriting)? Rent control?
43	hospital
44	It is essential to protect community assets and venues support the idea of making it less easy to turn retail premises into homes too many have been lost this way
45	the protection of Lewes Victoria Hospital is a MUST the protection of Pells pool is a MUST the refuse centre is much improved but it does need better access...
46	If implication is enforced in the strong way indicated by the wording of this Draft Policy it will be both wonderful and amazing
47	Very important but don't stifle the quirkiness that Lewes is famous for important that too much red tape may inhibit innovation
48	Unquestioning protection of existing community infrastructure is misguided Some have architectural value and some are valuable for the services they provide The recent experience with the Virgin media network does not recognize that messy pavements undermine from the visual attractiveness of an area Victoria Hospital provides an essential desirable service to be preserved and perhaps reconsidered in the light of any health hub development Many Lewes facilities eg WCs have become shabby and detract from residents and tourists' appreciation The Waste recycling facility is an essential part of sustainability and needs to be upgraded The Pells Pool and the allotments must be maintained
49	And enhance Needs input from 'us' and encouragement for developers through S106 etc
50	Retail seems to be privileged why? Seems to encourage the plight of 'dead shops' Other aspects of infrastructure provisions look good
51	The High Street and Western Road at least need a return to retail outlets selling the essential and ???????? ie rent control
52	A variety of shops is essential

53	TR N TY St John sub Castro are currently redeveloping the Church site at a cost of £1.5m to form a Centre for the Community. The Church Hall is in a significant state of disrepair and hirers will be redirected to use the far superior facilities at the church. It is intended to apply for planning permission to redevelop the Church Hall site into 3 three bedroomed dwellings.
54	we need to change the transport infrastructure. we have a bus station nowhere near the train station. we have dreadful parking facilities that cost a fortune. get the cars out of the centre and have free parking on the edge of town. local shuttles (electric and small. not the current diesel monsters)
55	Agree wholeheartedly
56	Need to ensure keep waste recycling at Ham Lane but could improve waste recycling more generally in Lewes for people without cars
57	important for tourism and the community to maintain a thriving and attractive town centre. Also important to have shops serving local communities with daily needs
58	like the ecosystem design plan
59	Some major community assets e.g. car parks are going. While we all wish to reduce our carbon footprint and Lewes has some very "green" residents. it is unrealistic to expect people not to need car parking
60	agree with the notion of protection of community facilities. but disagree with the notion of changes in commercial premises. Given we have empty shops in town. some for a period of time. To then explicitly state that it has to be empty for a year effectively in order to start to change its use seems excessive and draconian. forcing more empty shop fronts for longer which drags down the streetscene
61	This section could be improved with the detail of our town's cultural and artistic facilities such as the theatres and other spaces used for public events like St Mary's on Highdown Rd along with outdoor spaces which are used for festivals etc
62	We need to protect businesses and work spaces. That means protecting the infrastructure such as car parks
63	Strongly agree. too many of the little shops are changing into homes to the detriment of the local community. the 'bottleneck' area for example. Better to have lower business rates surely
64	Absolutely agree where it refers to 'community'. As regards retail. don't think it should be so stringent. as this may be the answer to affordable housing. given that new retail units have stood empty for circa 1 yr
65	strongly support the protection of community facilities. Lewes is very fortunate in having excellent facilities that one normally finds only in larger towns and cities. The Victoria Hospital. for example. is a valuable resource and should be protected
66	Too restrictive. viability test is sufficient. Requirement for alternate site is overwhelmingly burdensome. unrealistic and will prevent underused and outdated facilities from being used for housing. Point 4 is ridiculous. Why if someone wants to change from retail would they need to demonstrate that a shop is a shop. Existing planning policy protects certain retail frontages. Marginal and secondary retail premises where footfall is slight should be allowed to convert to residential. e.g. around the bottleneck. Refine policy to account for differing responses in certain circumstances. Drop Pt 4 entirely. far too restrictive. 6 months would be sufficient to demonstrate non viability

Q10 What are your views on Draft Policy HC2 New Services & Facilities?



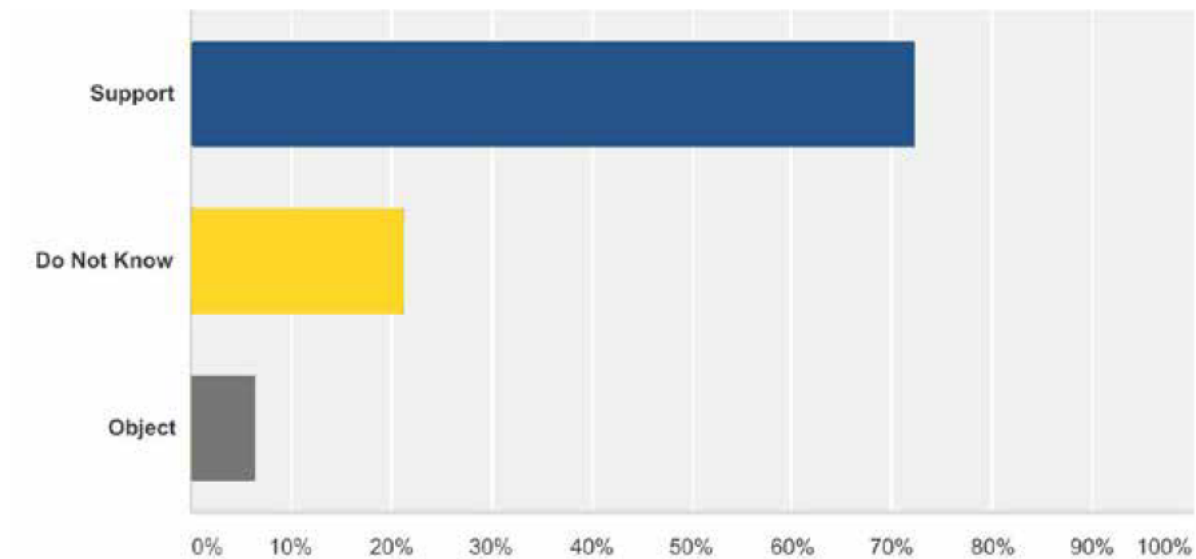
1	Broadly support The North Street Development has planning permission so why the "but if"?
2	Broadly support The North Street Development has planning permission so why the "but if"?
3	left blank
4	Need to recognize the needs of senior citizens Many have lived here and paid taxes here all through their lives
5	North St/Phoenix are incredibly important to Lewes in terms of community and the character of Lewes and those elements should be retained at whatever cost agree with improved use of the Town Hall
6	CARE NEEDS TO BE TAKEN NOT TO ALLOW OUTS DERS TO COME N AND CHANGE THE FACE OF LEWES
7	This is excellent especially point 2
8	The recent closing of a primary school worries me as there will be a huge strain put on the existing schools and services Closing a school at this point suggests a lack of forward planning
9	Retaining the Phoenix buildings as low cost workshop space will be added value to the town compared to Santon's plans for the North Street Quarter fail to believe that they will deliver anything low cost or within local budgets
10	The Lewes CLT supports this Policy in part We do NOT support the proposed retention of the Phoenix Foundry building should the existing NSQ planning approval not get built Their retention would prevent the installation of flood defences here their floor levels are too low to permit the proposed car park which would allow the East St car park to be released for housing development would prevent the development of this "large strategic site" that this Plan itself calls for t would also mean that the rest of this site would have to be over developed to compensate for such a large area of low density work space
11	fully support the inclusion of new health services (with better access and parking than the existing ones) in the plan New "local" shops (not chain stores) and venues for artistic events will enhance the character of the town

12	object to the idea (if the current NSQ proposals which have detailed consent for the relevant Phase 1) of retaining the Phoenix Foundry buildings. The heritage value of these has been thoroughly examined in the NSQ application and planning hearing and found to be of relatively little merit. Their retention would severely compromise the redevelopment of this area for all the other uses that this Plan wants to achieve such as the town square and flood defences to this site. As it would be a very low density land use (and generating little income) it means the residential development required here would have to be commensurately more dense and therefore inappropriately higher along this sensitive river frontage. Proposing their retention vitiates the statement (top of p 57) that it is important to the town that the "large strategic sites are developed" making the plan internally incoherent on this point.
13	At present most facilities are concentrated in the town centre and there is nothing from the Bottleneck to the Prison Junction and beyond.
14	Section 2 was not aware that LNP was commissioned to zone non residential space. If it is this process needs to be halted while a full assessment of the provision of employment space is undertaken. In the event that the NSQ development does not proceed any alternative must deliver (a) flood defences (b) 416 units of housing (c) modern facilities. Section 3 What is this section doing in a policy on New Services and Facilities. Delete.
15	THANK THE AREA NEEDS RE DEVELOPMENT BUT TO SUIT THE TOWN AND ITS PEOPLE. SCHOOLS ACTIVITY CENTRES HEALTH CENTRE AFFORDABLE HOUSING
16	particularly liked the option of looking again at North St Quarter should the current application expire.
17	It's time to move on from the Phoenix discussions.
18	Brief mention of North Street development here. This needs to fit into and with NP priorities not be treated as a separate entity in isolation. Same with Old Malling. New facilities like schools roads and parking need a mention as the town will be impacted by both developments in a big way and anything set out in the NP will need to fit with it.
19	Agree especially those relating to use of North Street/Phoenix Area. Very concerned about new health hub because of • concentration and therefore the increased traffic having to move from and through one side of town to other • dependence of renting from private developer and the potential cost and what that means for NHS finances locally. Currently at least of practices is renting from LDC a public sector body.
20	1 HOUSING too dense roads not wide enough to park cars negative to access/movement GOOD PLACES FOR LIVING not the case as negative to space/light adversely effect mental well being 2 MEDICAL HUB strongly against closure of any existing surgeries as access/movement will be adversely effected by increase use of cars driving through the centre of Lewes to new 'hub' causing increased congestion/pollution and negative impact on walkers/cyclists This is against your stated aim of 'prioritising direct walking and car free' Hundreds of parking spaces would be required outside for patients alone with easy access to the new 'hub' This is against your stated aim of 'protecting existing infrastructure' 3 PLANNED DEVELOPMENT North Street Quarter goes against your stated aim of 'views to be protected' as loss of views from existing river pathway to historic fields/castle
21	agree with proposal for review of Phoenix development if opportunity arises
22	Regarding north street development could not some of the land owned by LDC/ local authorities be retained in their ownership and leased back to developers/ one off plot builders to make houses truly affordable by taking cost of land out of the equation
23	I love the emphasis on spaces serving creativity and community (rather than commercial use)
24	especially item 2 change of use applications to remove community uses will be resisted. Sadly the Phoenix Quarter is an example of where this hasn't happened
25	you cannot ignore the historical precedents that people value their independence and will always choose to use cars rather than public transport
26	The loss of the Foundry Gallery should be compensated for in future use of the Phoenix site
27	We have to focus on provision for the young as well as for the old
28	agree that the new services should be supported in the settlement boundary. Should the former buildings be retained if the opportunity emerges. Seriously do you think that would occur. My money is that it won't ever.
29	p42 'Residential development will be permitted provided it enables development for the necessary flood protection works' think this is written incorrectly. Doesn't make sense to me
30	p42 3) What does this mean? It probably needs expanding and clarifying
31	would like to see better transport provision throughout the town ideally an electric hop on hop off bus service that loops round the estates and through the centre
32	See our comments suggesting deletion of paragraph 2
33	interesting points about the NSQ development worth making even though the opportunity is unlikely to arise

34	support a better and community led development on the North Street site if it proceeds as planned there will be a co location of primary care and dental services but this does not of itself bring integration as is suggested
35	Public toilets are lacking in general
36	am concerned that residential enabling development could be abused so that Lewes ends up not with modern employment premises but a housing estate as appears to be happening at Southdowns Road it would be helpful to add a %floorspace caveat e g such development to be e g 25% or less of the floorspace or site coverage which ever is lower
37	agree with the need to support local initiatives and would also welcome the provision of more performance areas
38	The uncertainty floated in the present draft over plans for North Street and the old Phoenix Works buildings will need to be resolved by the final draft won't it?
39	Perhaps North street development should be considered again but retention of the old buildings is debatable New buildings must conform to the town's history andnot be modern 'prefabs' Should the old maltings revert to an exhibition area for the town wiht a Lewes museum included? do not support the use of 'novel design and building materials' as set out on p46/11
40	expand cemetery Why all GP surgeries on one site who none to north/west of town e g next to hospital
41	need to expand cemetery
42	Need to use part of St Annes site to expand the cemetery will also add to open space etc
43	Strongly
44	The lan has not been properly thought through and will not work in practical terms
45	Agree strongly on keeping Phoenix building Flood protection is vital
46	LEFT BLANK
47	We need health facilities to be easily accessible ie not all part of the most down to the bottom of the town
48	community needs help business etc They need spaces to act Also exhibitions etc
49	it would be good to revisit the Phoenix plans if the opportunity arises it should be more sensitively developed
50	the plan recognised the displacement of work space & the need to reposition elsewhere
51	admirable aspirations but with North Street underway is there an element of 'shutting the stable door'?
52	Very important to retain
53	High quality new services and facilities should be provided that are accessible to all
54	But maybe hard to implement changes to the North Street development
55	if the Phoenix buildings cant't be retained replacement of this essential Turkish Baths are a possible location
56	220 new houses/flats need extra service and facilities
57	220 new houses/flats need extra service and facilities
58	Proposals to retain the Phoenix buildings as workshops and affordable housing units would be welcome
59	We need health facilities to be readily accessible ie not all past the bottom of the town
60	it is hoped that the redevelopment of TR N TY St John sub Castro Church Centre will include a Café capable of supporting the many anticipated community activities within the church and those people in the neighbourhood who would enjoy a change of location from homeworking
61	make the town tourist friendly get the cars out of the centre
62	Make sure everyone knows that North Street is on a flood plane and that the water comes up through the ground Very much in favour of respecting using and maintaining the buildings that are part of our history as an industrial and pioneering town No silly attempts to make them look pretty please
63	New community ideas should be supported by a matching transport system for Lewes which involves being innotative around cycling
64	generally support this Developments must restore the balance of the town it is essential that the withdrawal of business from Lewes High Street and relocation to the Cliffe area must be prevented The conversion of business premises to housing in the upper part of Lewes will result in the strangulation and ultimate destruction of Lewes as an economic centre

65	SUPPORT WITH RESERVATIONS welcome the reference to provision of health care facilities (p43) as present provision is problematic for disabled and elderly residents What about educational and social services provision especially as for children under 11 years old? Pells Primary is closing and other primaries such as Malling are over subscribed now Where large scale (not sure how many units could be defined as 'large scale') are concerned should developer be required to include development of some form of provision as part of their project? So often developers forget homes = families = children = demand for schooling
66	Looks good hope all new houses will have solar panels and good double glazing
67	This policy should not encompass new development as this is dealt with elsewhere Similarly it should not put into Policy the notion of any changes emerging for the North Street Qtr for 2 reasons 1 This scheme has PP LDC approved it so get over it 2 if the developers should seek to amend their PP then the LP policies would immediately apply to any submission details so no need to restate this
68	North street plans are in progress now no need to stop so as to conform to neighbourhood plan
69	After a long campaign for new community services and facilities on the old St Annes site it has been designated for housing in breach of promises to use it for community facilities
70	Agree Phoenix Victoria and necessary flood protection works all ticks
71	strongly support the need to create new and affordable creative workshops and art spaces for those displaced due to development This is a significant part of Lewes' character Developers should be expected to fund such initiatives/facilities from their profits
72	Support but include a positive reference and work with developers of Phoenix site to ensure best outcomes
73	'Safer for cycling' should be a specific goal Currently there are no sensible cross town routes linking the Sustrans routes which surround the town

Q11 What are your views on Draft Policy HC3 Heritage Protection?



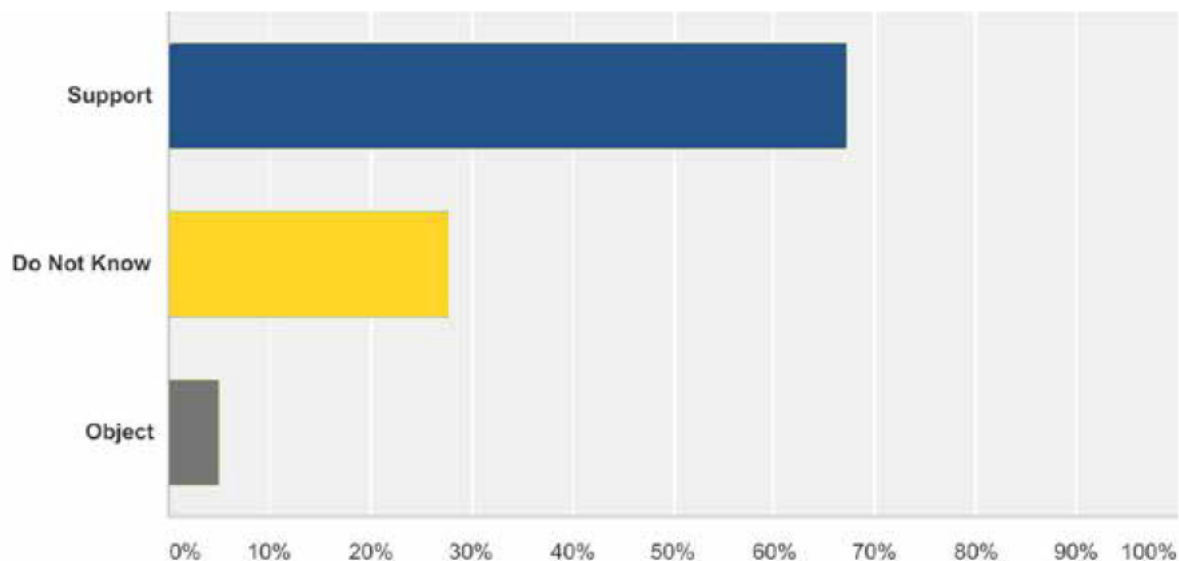
1	Object This seems to say that historic buildings can be pulled down to be replaced by ugly housing provided the housing is affordable
2	This seems to say that historic buildings can be pulled down to be replaced by ugly housing provided the housing is affordable
3	left blank
4	This section repeatedly states that developments will be 'resisted' or 'will not be permitted unless' am sure the vast majority or Lewesians would agree with me in saying they should be refused
5	Especially that which relates to the conservation area of the town However also see a value in supporting novel and innovative designs to sustain the sense of Lewes as a living town not just an architectural museum
6	Respect for the local vernacular is important to retain the identity of the town
7	Views of the town from the Downs and of the Downs and Ouse Valley from the Town are its chief glory the something very special about Lewes
8	The history of Lewes (in all its forms) should be protected 'm slightly concerned that this part of the plan does not go far enough e.g development that harms the historic character of the town could potentially be permitted if it will deliver substantial community benefits how will this be measured?
9	consider that one of the great glories of the town are its views down streets towards the Downs and the Ouse Valley These views are critical and need consideration for pretty well all developments
10	This policy is too wordy and needs to be redrafted to make it clearer n Section 4 think the reference is to Malling Conservation Area
11	ALL HER TAGE NEEDS TO BE PROTECTED ALONG W TH W LDL FE
12	Admirable section with aims strongly support
13	Novel designs of housing can look out of place in the town centre

14	s there a mention of height of buildings? Some in Baxters / St Nicholas Lane extend above the natural roof line implication is that there are 'Penthouse Suites' with views which don't fit with the NP objectives (building at end of Thomas Street has one)
15	Agree especially those relating to use of North Street/Phoenix Area Very concerned about new health hub because of • concentration and therefore the increased traffic having to move from and through one side of town to other • dependence of renting from private developer and the potential cost and what that means for NHS finances locally Currently at least of practices is renting from LDC a public sector body
16	1 HOUS NG too dense roads not wide enough to park cars negative to access/movement GOOD PLACES FOR L V NG not the case as negative to space/light adversely effect mental well being 2 MED CAL HUB strongly against closure of any existing surgeries as access/movement will be adversely effected by increase use of cars driving through the centre of Lewes to new 'hub' causing increased congestion/pollution and negative impact on walkers/cyclists This is against your stated aim of 'prioritising direct walking and car free' Hundreds of parking spaces would be required outside for patients alone with easy access to the new 'hub' This is against your stated aim of 'protecting existing infrastructure' 3 PLANNED DEVELOPMENT North Street Quarter goes against your stated aim of 'views to be protected' as loss of views from existing river pathway to historic fields/castle
17	Community groups should write proposals with the support of the Council to maintain and increase the tourist attractions Especially the buildings and some the historical elements of the town
18	but (item 6) not sure what is meant by the area covered by 'the chalk ridge' this needs clarification Also what constitutes its outline
19	support the sustaining of views of the castle surrounding green area preserved twitters etc t is these features which give Lewes it's unique character support the use of traditional materials for any development
20	Protection of twittens is vital Not clear exactly which areas are meant by the chalk ridge specified in item 6
21	Especially the 'visual prominence of Lewes Castle open countryside and the Lewes 'roofscape'
22	Yes please and no more wonderful 'Box' design houses
23	p49 'Modern office developments built after 1990 will be protected from conversion to residential use' Why if the office block is empty decaying etc f housing urget then why not use it?
24	The variety of local building material from ancient to more technical i e the new processes available from wood (see The Woodland Enterprise Centre www.woodnet.org.uk) offer an opportunity for buildings in Lewes to develop a unique character not just reproducing the old and familiar am inspired by the regular "Making Lewes" festivals that seek to promote new design and materials appropriate for our town
25	See our comments on pages 44 48
26	Very good to site the key views that must be protected
27	No new development should allow any destruction of historic assets whatever the other benefits We must protect what is left of our industrial heritage
28	Very good and sound planning control
29	am concerned that "public benefit" could be pounced upon (HC3 (6) to justify over tall buildings in the historic core Perhaps that could be relegated to supporting text? There is no direct mention of street works and our pavements gutters twitters and pathways are vulnerable to the democratic deficit (Tarmac does not replace brick pavers in Rye) Here the granite gutters and brick drains disappear under tarmac paving is replaced with tarmac despite the LHA being under a National Park Duty to enhance or conserve it is still doing neither in Lewes As Virgin goes through the town it is being allowed to put down grey slabs and tarmac because the LHA has carried out cheap repairs and not matched materials t has laid connection points next to flint walls and suggested if household want to be connected they can put risers up flint walls This lack of attention to what was there originally is startling even to the point that at a time of flash flooding the roads are being over filled instead of relaid gutters reduced to nothing even next to timber framed historic buildings should like to see a strengthening of the protection of historic features in the street from pavers to paving slabs from no concrete curbs replacing granite to setts being properly repaired (Leicester Road? St Nicholas Lane?) when developers leave the site The policy should specifically refer to the need to retain the historic character and artefacts in the pavements and the retention of all Every or Lewes based iron work street furniture drains manhole covers etc
30	whole heartedly agree that we must protect our heritage because that's a vital part of the character of Lewes
31	p 46 'pallet of materials' you mean 'palette' 've made the same mistake myself before now
32	We have already lost burial sites on the downs but there should be no further development allowed on eg the racecourse area of the dwons themselves The Brighton /Lewes biosphere is unique and should be supported Appendix 5 appears to show no downland views of Lewes from eg Kingston Hill Firle beacon or Caburn But all the sites in this appendix area are unique and must not be altered
33	More signage for our heritage sites would be good Lewes residents should be proud to preserve our local history

35	The Friends of Lewes should be mentioned in HC3 (p 47)
36	important and not difficult to implement
37	The plan simply does not protect the heritage of Lewes. The plan if implemented will be disastrous and detrimental for Lewes and current residents
38	Language is too woolly. New development must not be ugly. It must be appropriate to the scale and style of buildings around it. It must not dominate. Worst offender: County Hall
39	Very important. I particularly love the view of St John sub Castro and the castle from the walk along the river north out of the town and would hope to see this protected. Could the County Council offices be demolished?
40	LEFT BLANK
41	Use of Twittens etc would be much easier if discreet handrails
42	HC 3 (12) Friends of Lewes should be consulted
43	HC3 (12) Friends of Lewes should be consulted
44	Need heritage. We have amazing history here in Lewes. Should be protected. Also Racecourse wonderful. New views all gaps are delightful. National Park. Brighton Lewes towns biosphere
45	There is a unique importance that Lewes is within SDNP. Archeology/history needs greater emphasis. Heritage/historic trails. Appendix 5 misses the racecourse views & visibility to the west of the town
46	Another very worthy aspiration
47	Again those conflicts and getting the balance right. Liked the priorities on pg 44. Personally lost my previously fantastic view of the town including the castle when the trees on the Malling industrial estate expansion area were felled exposing and highlighting the not very inspiring industrial buildings
48	Many heritage sites are not adequately identified. Sensitive recognition would increase residents' awareness and improve the tourist offering. The Brighton and Lewes Downs UNESCO World Biosphere Region needs emphasis. Views and access to it must be facilitated
49	Carefully worded but there clearly are potential risks which are faced but it's not clear how they would be successfully resolved
50	Industrial heritage needs more emphasis and inclusion ie heritage walks
51	Use of twittens etc would be much easier if discreet handrails
52	Heritage protection is very important particularly in a very uniquely located and historic town such as Lewes
53	We are obsessed with protection. The town planning department is a shambles and is unaccountable. We need their jobs to be elected and if we can prove their demands are nonsense then they should be fired
54	Agree completely
55	New community ideas should be supported by a matching transport system for Lewes which involves being innovative around cycling
56	Lewes is its heritage. Any further destruction of heritage buildings or environment will remove the unique individual character of Lewes and will contribute to the homogenization of the town
57	Repeat what I have said before that new development must not spoil what we have and be in keeping with the surroundings
58	SUPPORT WITH RESERVATIONS. Area around the Grange, Southover High Street and Lewes Priory needs carefully defining and potentially the boundaries of the Conservation Area/Historic Core expanding slightly as the Priory ruins area appears to fall outside the Conservation Area/Historic Core at the moment (if I understand the map on pages 18-19 correctly). Ensure that any developments within the Conservation Area especially within the Historic Core are subject to archaeological investigation. Include this requirement as part of the conditions under which Planning Permission is granted
59	As I am 76 I am aware that I shall need to downsize to somewhere with lifts and less stairs. Like the idea of providing more residences for disabled and elderly. Again with solar panels
60	I'm not sure that we should have embedded into the policy that harm can be done to heritage assets if it facilitates affordable housing. There is NO excuse to destroy heritage elements and we have seen recent development destroying flint walls for example and this is not acceptable. We need a robust landscape plan not just a few paragraphs in this LP
61	We should also seek to promote high quality architectural design which reflects the period in which it is delivered in favour of historic pastiche
62	Not enough protection for the heritage sites. If community benefits mean the loss of any part of the old town and its environment then another site should be found

63	Must retain the heritage at all costs invaluable for tourist business
64	Protecting Lewes' heritage and distinctive character should be a priority This includes protecting and enhancing sight lines and views This should also include the surrounding chalk downland there is no mention of the inappropriate development taking place at the Old Racecourse for instance and yet this is highly visible from miles around More resources should be directed to support Sussex Past and its museum t is in considerable financial difficulties and yet it is responsible for many of our most important heritage/tourism assets
65	Points one and two are already covered sufficiently by existing national and local planning policy Support point 3 views Modern design should not necessarily be excluded from conservation areas as it just results in pastiche buildings which fail on all counts Lewes has a history many different building typologies over the centuries we should encourage modern sustainable design to add to the overall mix There are many modern buildings which enhance their context do not want a town in aspic that is not Lewes or its history Totally disagree on point 12 Developers should be able to get good advice from anywhere

Q12 What are your views on Draft Policy HC4 The Working Town?

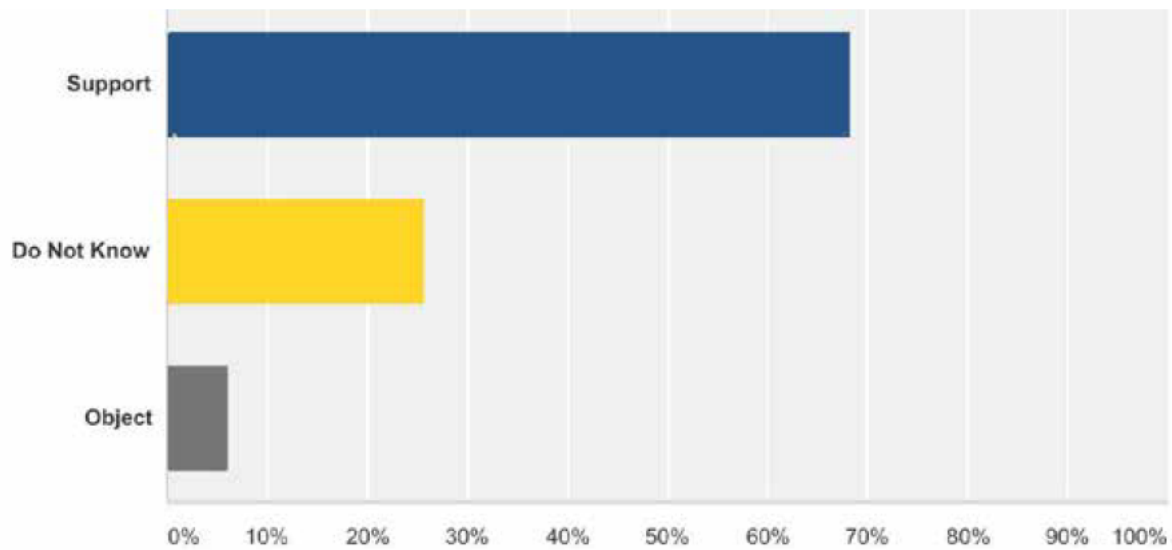


1	Object This seems to be geared to retaining past industries at all costs rather than seeking to create new opportunities Policy 7 (the first of the two) seems to be intended to apply to the Phoenix ironworks which is due to be knocked down
2	This seems to be geared to retaining past industries at all costs rather than seeking to create new opportunities Policy 7 (the first of the two) seems to be intended to apply to the Phoenix ironworks which is due to be knocked down
3	left blank
4	important to encourage entrepreneurship and growth of the local economy Towns where people live but do not work are generally ghost towns during the day Lewes has a healthy vibrant balance of live and work
5	Support in part See previous comment about Phoenix Foundry buildings We consider that creating small work spaces within new houses is a very good way of providing for local employment needs People increasingly work from home at least one day per week This seems likely to continue and adds economic value to the town in terms of its liveliness The conversion of existing offices to residential accommodation can already be done without planning consent as it is now a permitted development right
6	Lewes needs a good balance of residential and commercial properties particularly like the initiatives to establish "making space/skills exchange" and "skill shed/fab lab"
7	I am not at all sure about the Policy to retain all the modern office buildings for employment as some of them seem to be under occupied and constantly "To Let" In any case Government has legislated that offices can now be converted to residential use using Permitted Development Rights In other words the market could determine these decisions I no longer support "Live Work" developments as they have proven to be unsuccessful in the medium to long term gradually becoming purely residential I recommend that all homes be designed with work spaces (perhaps spaces under stairs) to allow for people working from home This reflects the way increasing numbers of people are working
8	No 6 is of vital importance (protect office buildings in order to retain employment in the town)
9	Support controls over the conversion of ground floor office space to residential use in areas of the town which are subject to flood risk and currently lack adequate protection

10	sn't most of this covered by the Local Plan Part 1? As understand it office developments modern or otherwise (Section 4) can be converted to residential without PP
11	support the requirement of applicants to provide evidence for a change of use
12	Lewes is changing from a working town with its own delightful character into a dormitory town for wealthy Londoners Our children cannot afford to live here on local salaries
13	No mention of employers having travel to work plans and parking and congestion issues in the town as people come to Lewes to work
14	But even in housing allocation sites you suggest in plan some of local businesses will disappear could and should there be more support for the creative industries like in Newhaven Eastbourne and Hastings and Brighton LDC doesn't value these sufficiently and they provide self employment etc Any hard measures that can be included would be welcome
15	flexibility required for e.g office or workshop could be part residential where operator needs to live on the premises to make the trade viable
16	The loss of the Phoenix estate and creative spaces such as the Arts Hole and Zu Studios was great We need to make sure that spaces are created that encourage artists in the town by providing cheap spaces where events and installations can be held
17	again industry will avoid towns with poor infrastructure and will always use road transport
18	Studio and workshop spaces are essential to maintain the mixed economy of the town
19	it would be great if more people could work in the town as opposed to commuting for jobs Likewise it would be good to encourage networking etc among the high number of freelance and homeworking people who live in the town
20	p49 5) why should modern office developments built after 1990 be protected from conversion to residential use? if an office is empty and falling into decay why leave it empty and how will the plan protect it from conversion to residential?
21	More employment opportunities for local people whether creative "making" or "service" industries would be a good thing Without the need to travel long distances to work there is a better work life balance more time to contribute to family and community and less pollution as workers can be encouraged to walk or cycle A large portion of people are involved in the hospitality industry pubs restaurants shops which pay very poorly would like to see our town embrace The (Real) Living Wage as defined by the Living Wage Foundation currently set at £8.45 per hour for all workers including those under 25
22	Whilst in general supportive please see our proposal for radical revision
23	interesting that 1990 is the cutoff for modern office space
24	Please protect what of our industrial heritage The Turkish Baths should be used for small artists or industrial workshops
25	The Policy is important in order to keep our town a living prosperous place in my view it will be strongly challenged by those with other priorities
26	There is a dire need for more job opportunities beyond retail By ensuring flexible work space in interesting buildings in the centre of town rather than purpose built offices on the periphery modern entrepreneurial businesses will be encouraged to base themselves here
27	There is concern at the government's policy to turn offices into housing without planning permission could seriously erode possibilities for employment yet will do nothing to meet Lewes' housing NEEDS because it is too costly for local residents and their children Lewes is so popular with housing developers that employment space is disappearing and cannot be replaced
28	Lewes has to continue to be a working town rather than just a quaint back water
29	Do we really need more business premises as many of those in the town are not used?
30	Preserve our beautiful landscape as well as provide job opportunities
31	Again to ensure that Lewes retains its vital character
32	Policies HC4 2 5 and 6 may be slightly over prescriptive it's hard to predict future economic circumstances
33	Good in principle however the plan will not work Development should take place in surrounding villages & Towns if it has to be in Lewes then in the Phoenix Quarter instead please this needs development anyway
34	it's clear that very cheap flexible workspace enables a flourishing creative work culture sadly now lost with the clearance of the Phoenix Quarter it'll take some work to recreate
35	LEFT BLANK
36	Excellent

37	creative businesses homeworking jobs
38	like the small scale creative businesses development working at home live/work homes Signage needs improving over the landscape with trails & nature/heritage guides
39	important to encourage business and light and artisanal industry/crafts But there could be over provision leading to many empty units Capitalising on heritage is very important
40	There is a need to develop opportunities for small scale creative businesses The industrial heritage should be recognised and its evolution celebrated An enhanced museum could be provided for a multi use space There are opportunities for nature and heritage guides Communications networks are essential for home working and small businesses and there is a need to be flexible to consider what may be available in the time frame of the plan developments that may be unimaginable now
41	Be as proactive as possible
42	Nothing here about evaluating the excessive provision of restaurants
43	Support should be given to the top end of the High Street where footfall has fallen dramatically in the last few years Development at the bottom end of town will eventually harm businesses at the top end of the High Street and you will end up with empty shop units from Keere Street to Station street is one of Lewes Crowns and should be one of the most important areas in the town History tourism retail business
44	Support should be given to the top end of the High Street where footfall has fallen dramatically in the last few years Development at the bottom end of town will eventually harm businesses at the top end of the High Street and you will end up with empty shop units from Keere Street to Station Street is one of Lewes Crowns and should be one of the most important areas in the town history tourism retail business
45	Excellent
46	very laudable but how are you going to make housing affordable when the government is selling of council houses?
47	We do not want to be a dormitory or a seller of cute little things
48	New community ideas should be supported by a matching transport system for Lewes which involves being innovative around cycling
49	Very important to maximise the number of employment opportunities in Lewes Working locally reduces travel costs giving more to afford the high cost of housing in Lewes
50	Clause 7 'Protect and enhance the historic industrial heritage' see little evidence of any attempt to do this in relation to the North Street development if work commences under the current plans could at least some of the original Phoenix buildings be relocated elsewhere as understand they are to be completely eradicated? if current planning permission expires should any renewal demand they be retained in order to protect an important part of Lewes' industrial heritage? Concern over the stress on small businesses and workshops and little reference to the need to allow for the development of larger premises to accommodate 'service' businesses such as supermarkets (enlarge Waitrose) some 'High Street' stores such as M&S which would provide essentials for inhabitants and reduce the need to travel to Brighton or Eastbourne A few such developments could be permitted without creating a shopping centre on a large scale At present it is difficult for families particularly those on restricted incomes to purchase essentials such as basic clothing at competitive prices within the town Developments such as Waterstones fit well into the historic nature of the town and could be used as a blue print for other similar developments Stores such as Waitrose and Tesco provide employment for inhabitants many of whom have grown up and lived in the town for a long time Also need to recognise that not everyone who lives here works here e.g. a family of university lecturers employed at Falmer may have teenage children who are employed part time in Tesco or the various cafes in the town Such families contribute to the vibrancy and culture of the town
51	think it is essential to slow down traffic on the Nevill Road and the Offham Road going past the top of Landport also think it is not good to have just one exit road from Landport
52	it seems unrealistic to insist on keeping places of work buildings if the need ceases How is this going to work where a business ceases trading is the building going to remain forever empty (as per policy 9) Further thought there was a plan to relocate County hall how would that potential move fit into this policy 1990 office buildings are ugly and it would be of benefit to knock them down/repurpose them if unused and get some other value out of the land (as per the housing policies)
53	Seek intel from ESCC about workspace requirements and set a target figure for new work/live studios for creatives near centre of town refer to http://www.acme.org.uk/download.php?pdf=77 for examples of the size and target cost of such an affordable studio Also to consider that it may be appropriate that these are units for rental rather than permanent habitation to ensure they remain in creative use not revert to basic residential accommodation Suggest that a town body could oversee and manage these as we manage allotments
54	Not enough emphasis on creating new jobs
55	Unsure about para 11 Novel design? Novel materials? am not a Luddite but we ARE talking about preserving the character of a rather special small town
56	Absolutely agree to include county hall ambulance and fire headquarters
57	Some good points but some not supportable e.g. alternate premises

Q13 What are your views on Draft Policy HC5 Sustainable Tourism?



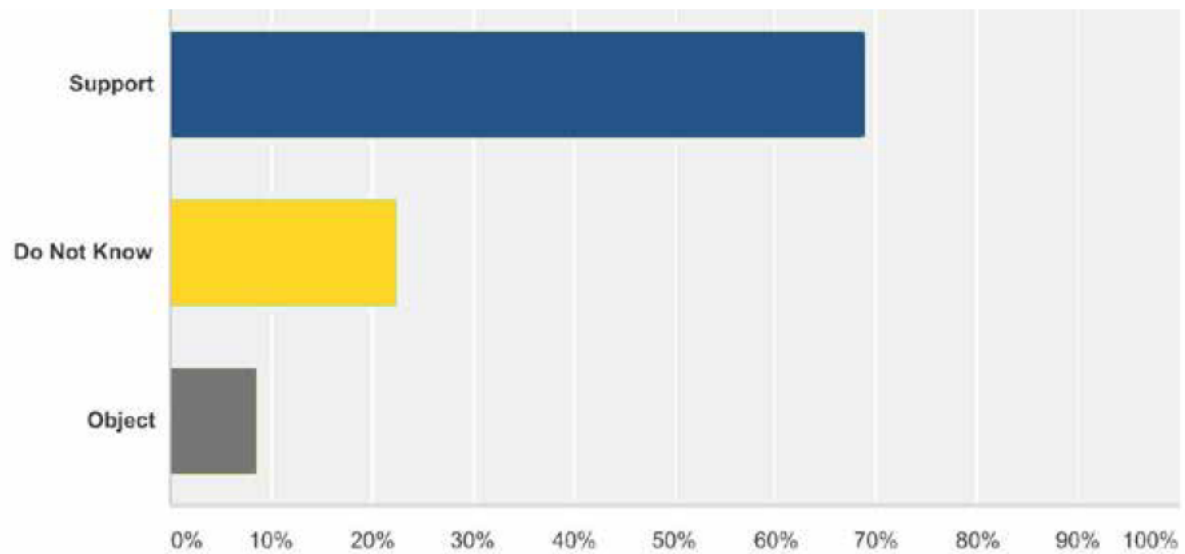
1	Support in principle. It is not clear what the definition of sustainable tourism is in the text. The impression is that it is tourists who arrive by bicycle or by public transport and use a camp site who are most welcome. Surely the local economy needs all tourists? Is there really suppressed demand for a camp site? Park and Ride is not viable for a small town. It would need a bus service between the car park and the town centre that runs at least every 10 minutes in order to attract users. It would have to be built on a brownfield site and it would be necessary to ensure that it did not affect the views of / from the surrounding countryside. If such a site exists, it should be marked on the plan. Reference to pedestrian and cycle routes should not just be confined to the Ouse Valley. There is an existing system for plaques that appears to be working well.
2	Support in principle
3	• Page 53 The Residents' Association is concerned where a car park outside the town could be located
4	Strong support for a park and ride outside town
5	Unless the parking is simplified, Tourism is not going to flourish in this town
6	Feel the provision for drop off/pick up vs taxis and buses in front of the station is poor. The car parking by the station is also difficult with the single lane access.
7	Would like to see better provision for parking, drop off/pick up and taxis/buses at the train station. The area in front of the station is woefully inadequate and parking at the side is difficult due to the single lane access road.
8	CARE NOT TO APPEAL TO THE MASSES. INTERESTED AND INTERESTING PEOPLE WILL FIND LEWES JUST ENOUGH TO ALLOW LOCAL BUSINESSES TO THRIVE BUT NOT TOO MUCH SO AS TO TURN IT TWEE LIKE THE COTSWOLDS
9	Point 2 echoes one that made previously
10	NO TOO MUCH. THE RIGHT PEOPLE WILL FIND LEWES ENOUGH FOR LOCAL BUSINESSES TO TACKLE OVER/THRIVE BUT NOT SO AS TO ENCOURAGE BIGGER BRANDS IN
11	A campsite will provide a great stopover for ramblers and contribute economically to the town. Cycle routes require better signposting. Lewes is gifted with natural assets. Any promotion of sustainable outdoor activities is value added to residents and visitors.

12	There should be some reference to cycle tourism from the continent which given the proximity to the port of Newhaven could well thrive in Lewes and the surrounding area
13	support plans to increase tourism to Lewes providing they are done in an environmentally friendly way would particularly like to see improvements to existing cycle and foot paths in and around the town (e.g. better signs keeping the paths clear) which would benefit residents and tourists alike
14	Lewes cannot support any more traffic which think increased tourism would bring unless larger areas of Lewes were pedestrianised Why does Lewes need a campsite?
15	liked the campsite idea but the plan does not have much to say about how this and other initiatives will be funded during a time of cutbacks
16	More could be done to promote Lewes as an arts and cultural destination building on initiatives such as Artwave Artists United Lewes Gallery Guide and Art Map Lewes http://bit.ly/2bMg5YM For example Lewes could work more closely with the Coastal Culture Trail Coastal Currents festival and the South East Art Map http://www.southeastcoastartmap.com/events/ ESCC relies on individual towns to promote themselves but this misses the opportunity to promote the region as a whole and encourage longer visits where people can visit several attractions Advertising can be expensive but more could be done to cross promote places on websites and social media etc
17	The provision of a camp site within the limited green space available in the Town seems strange Surely this should be in the countryside?
18	Spring Barn Farm had a campsite also consultations around St Annes site mentioned there being a campsite there Where else could one go? Signage need checking & updating One sign by Town Hall points in the wrong direction to T C (Tourist info) People get lost looking for Anne of Cleves as signs peter out Tourism needs to also focus on accessibility for all with improved road junctions & pavements Also accessible facilities
19	This policy aligns with one of the aims of the Egrets Way which is to help to create a thriving economy and to promote Green tourism
20	Community camp site desperately needed north of Tesco along the river may be Europe have great camp sites in nearly all their towns without fail
21	Great projects and actions identified
22	again good transport links are vital for tourism to ignore this aspect is misguided
23	Increasing visitor dwell time and spend in the town is desirable for the local economy if it can benefit smaller locally owned businesses
24	Very strongly in favour of all these points Cycle routes need better signposting and the cycle route network through the town needs to be improved
25	Tourism is to be encouraged would like to see more done to improve some of the less attractive areas of the town particularly around the train station e.g. the public toilets next to the cinema the back entrance to the White Hart hotel Shops and businesses need to take appearances more seriously they are often the visitors' first impression of the town
26	Encourage electric vehicles with affordable charging points discourage diesel through a fee more pedestrianised areas improve air quality reward use of public transport park and ride
27	somewhere in the document encourage the use of electric vehicles through affordable charging points and prohibit diesel vehicles from certain areas of the town to improve air quality
28	Car parking provision e.g. Park & Ride on outskirts is essential & has to have a frequent bus service ideally free / low cost to encourage use
29	support the proposals and in addition would like to include a "Lewes Link" to The South Downs Way Currently walkers are diverted away from the town although many in fact spend a night here before resuming Why not change the pathway so that walkers can walk into town through Ashcombe Bottom taking advantage of refreshment stops at The Black Horse or The Swan and offering more accommodation to local B&B providers?
30	a park and ride at the end of an existing bus route beyond Tesco for e.g. would greatly benefit the town and its visitors
31	Can more be done to enable travel by public transport to Lewes?
32	See our comments on pages 52-53
33	Good to mention about access by tourists which will help the traffic management team focus their priorities
34	No new building for a Youth Hostel No use of Greenfield site for campsite apart from Mallin Farm instead of 200 new homes
35	It is important not to let the very loud & well organised views of a minority of residents to be given more credence than they deserve Examples good and much needed developments like Premier Inn were delayed far too long because of vested interests being given priority over the overall prosperity of the town

36	Lewes is a tourist destination yet is about to lose its only coach park to the NSQ housing development This makes no sense and a replacement site or sites for GB and overseas buses is needed even if they then have to remove and park up elsewhere for overnight stays
37	Tourism must be encouraged more now that we are a National Park certainly support the idea of a Youth Hostel within walking distance of the town centre
38	There needs to be more signposting of heritage trails in the town and an urgent need for a cyclepath in and around the town Park and ride must be considered and the High Street adapted for greater pedestrian use
39	need park n ride
40	need park n ride
41	Urgently need park n ride use County Hall at w/ends now develop Southeram site asap
42	We must continue to keep our town tourist friendly Sometimes think it isn't
43	mportant to the local economy
44	More should be made of signposting pedestrian and cycle routes (p 52) Where would the out of town car park be what sites would be acceptable on landscape grounds (p 53) ?
45	Again admirable but it won t work The plan if implemented will deter sustainable tourism as Lewes will go "down hill" if this sort of development plan is implemtened far too big in scale
46	Locations of park and ride car parks? Options should be identified
47	mportant to encourage rail cycle and pedestrian tourism not motorists as the town os already clogged with traffic
48	BUT may be too aspirational and not likely to be implemented
49	LEFT BLANK
50	The only complaint have for tourists/visitors is expanding the volume of traffic
51	but Need better sign posting of pedestrian and cycle routes P53 Where would an out of town car park be situated that is acceptable on landscape ground? Object to blue plaques alongside grey ones
52	Need better sign posting of pedestrian and cycle routes P 53 where would an out of town car park be situated that is acceptable on landscape grounds?Why is a blue plaque scheme needed in addition to the existing LTC/FoL grey plaque scheme?
53	beautiful our heritage is excellent We love our green spaces allotments
54	Do not like the idea of a campsite Lewes is not a holiday destination There is a YHA at Southease with a train connection would prefer to steer Lewes more in the direction of a working town in a lovely location rather than a tourist destination in its own right We are in the South East so don't think we should be behaving as if we were a small town in Wales or the West in need of tourists to visit gift shops and supermarkets
55	Support the protection of our countryside nature & history Access onto the Downs requires better pedestrian/ cycle routes Keep the allotments
56	Yes but travel will always be problematic
57	t is important that Lewes considers the kind of tourism it wishes to prioritise that would fit with the sustainability of the Lewes community Any and all tourism is not acceptable Tourism that appreciates heritage culture and environment should be encouraged by providing well designed sympathetic facilities A seasonal campsite is unacceptable Any campsite however seasonal needs adequate access weatherproof pitches and suitable facilities for washing toilets and cooking Anything less will inconvenience Lewes residents and degrade our community What is envisaged as a seasonal campsite will not fit with the desired tourist profile
58	Seasonal campsite proposal needs a lot more thought needs infrastructure (wc's water etc) and that doesn't seem to have been considered
59	The only complaint have from tourists/visitors is unending volumes of traffic
60	Sustainable tourism is the best type of tourism and should be supported
61	But need to make sure Lewes doesn't become a museum
62	Would hate a campsite to be visible from Lewes and/or visible facing Lewes Must be properly screened by trees etc etc
63	we are not taking tourism seriously the restaurants in town are mainly mediocre national chains the town council is so out of touch they tried to move the registry office from the Grange The Pells pool needs a coffee and cafe with chairs on both sides (to serve the park) but this is held up in the north street debacle
64	Very good we should be supporting cyclists and walkers not car use

65	Mere signage of pedestrian and cycle routes to the Downs and railway bus stations is insufficient need to ensure that proper provision is made for cycling with cycle lanes etc
66	do not support the campsite worry that a facility like this may be open to abuse (eg long term use)
67	Lewes and surroundings have much to offer tourists Low cost holidays should be encouraged the suggested campsite is a very good idea Also would welcome a high quality screened caravan site (e g to The Caravan Club standard)
68	SUPPORT WITH RESERVATIONS Camping provision is a cheap way to provide budget accommodation to potential tourists but will not be attractive to all A Youth Hostel or budget priced accommodation such as the Premier Inn within the town is needed to attract and address the accommodation needs of a wider range of foreign and UK visitors Rather than develop all larger town centre buildings into flats (seemingly the current default option given the number being developed in the School Hill area at present) perhaps one of the large buildings could be sympathetically developed to provide such accommodation (the recently developed YHA in Brighton shows how this could be done) or perhaps the Landmark Trust might be approached with a view to developing one of the more historic properties as accommodation
69	You can see my comments about the Wenban Smith area concerning river views it would be good to have good pedestrian flow from outside the centre to communal areas
70	There are already camp sites at Housedean farm (for the SDW) and Spring barn farm why plan for one in the town Centre??
71	No mention of cycle paths in town
72	agree with the bus set down/pick up point as will anyone who has breathed in the diesel fumes created by buses in the High Street However a camp site with attendant parking ablutions blocks etc Not so sure
73	Agree in principle but still need to look at car parking facilities for day trippers/elderly/frail An out of town car park would need to be supported by a free shuttle bus service can't see that this would be viable
74	Support but drop Point 5 unrealistic unless site is located within 500 1000 meters of Town Centre
75	Campsite idea is excellent but must have cycle links to centre

Q14 What are your views on Draft Policy PL1 General Housing Strategy?



1	Broadly support There is a potential conflict between the use of modular housing (presumably built in a factory) and the use of local builders
2	left blank
3	The best way forward
4	particularly agree with smaller local builders carrying out developments
5	GENERALLY SUPPORT BUT CARE MUST BE TAKEN TO ENSURE THAT ALL HOUS NG DOES NOT DEGRAGE SURROUND NG NATURAL HAB TATS
6	GENERALLY OK BUT NO DEVELOPMENT ON THE DOWNS
7	Land for development should be kept out of developer's hands and preference should be given to smaller one off local builders or the self build model Too often land is made available to the highest bidder (which in most cases is a developer looking to profit) but the person who is adding value locally and can't afford to buy a home should be given preference Local vernacular should be observed and homes should also be low impact eco friendly and modular to enable expansion when a family grows t is surprising to see nowadays the size of homes young people and willing to live in just to own a home and not slave to a landlord A shipping container on a strip of land with a small vegetable patch and water butt is sufficient
8	We support the intentions behind these policies but are concerned about them standing up to scrutiny at the Public Examination without evidence of their viability Please add "Community Led Housing" to PL1 as new tem 7
9	Protecting greenfield sites and the surrounding countryside is very important to me n this respect fully support the following extracts from the text "Lewes can meet its housing needs within the settlement boundary without recourse to greenfield sites beyond " "No greenfield sites outside the settlement boundary should be developed within the plan period" also like the idea of encouraging self build small scale developments that can be carried out by local builders
10	Attractive truly affordable housing also an end to excessive Agency Fees rent in advance and deposit on flats and houses to rent in Lewes More empty existing buildings to be converted into affordable homes There are plenty in Lewes ie Cannon O'Donnell Centre A place of shelter for a growing number of homeless people where they can have a safe bed food shower and advice and real assistance to obtain a home of their own in Lewes

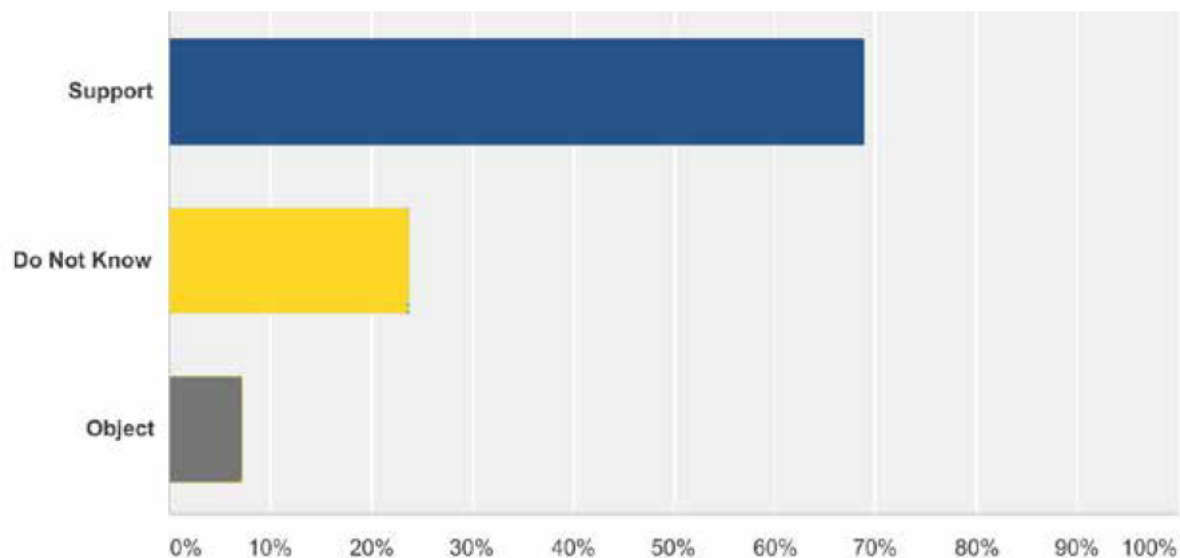
11	would be interested to know why certain proposed sites are required to be 'LLCH' and others only 80% market value. It seems to me that the less desirable sites e.g. Landport and Malling estate only need to be affordable to poorer local people and the nicer sites more central and picturesque e.g. PL1 (13) Wenban Smith site and Spring Barn Farm PL (50) are only going to be affordable to people who are able to pay above the market rate. What was the purpose of that?
12	We are very concerned that a number of sites proposed for housing development are in flood zones 2 and 3 and subject to moderate or high flood risk namely PL1(3) Auction rooms off Garden Street PL1(13) Former Wenban Smith timber yard PL1(26) South Downs Road PL1(30) Landport Road garages PL(36) Magistrates Car Park PL (39) Land at former petrol station Malling Street PL(48) Former ambulance HQ Friars Walk PL1(57)Railway Station car park. Of these proposals only the South Downs Road site the Malling Street filling stations site and the Landport road garages site have the benefit of improved flood defences since the floods in 2000. The others in the town centre west flood cell which remains as vulnerable as in 2000 and for which the Environment Agency have no proposals for improvement in their current medium term plan to 2021. The Town Council is asked to check that the Environment Agency and Lewes District Council/SDNPA planning officers satisfied that these sites can meet the sequential and exception tests in the NPPF (paras 99-104) and can be developed safely with resilience and resistance to flooding designed into them "dry" access and evacuation routes and no adverse impact on flood risk in surrounding areas.
13	I support much of this but am not clear on parts. Saxonbury House is to be replaced according to PL1 (5) is this correct? Have heard that it is to be kept substantially for this purpose. In any case wouldn't it be a good idea to include this site on your schedule? This would have the merit of clarifying its future.
14	2) It's 'Old Malling Farm' not 'Malling Old Farm'. Last sentence amend 'can' to 'should' or 'must'. 5) Will this be for use across the District? Also is it proposed that Saxonbury House will be refurbished for this purpose? 6) Begin 'Self build self finish and custom build where appropriate using local builders ...' Otherwise support.
15	Particularly in favour of the strategy of going for brownfield land first and the preference for small development sites.
16	ALL HOUSING NEEDS TO BE AFFORDABLE
17	I support the use of local tradespeople to meet local needs whilst always protecting and preserving our green spaces in town and the down land surrounding us.
18	This is a very good section. The use of brown field sites in preference to other types land was recommended by the Royal Commission on Environmental Pollution's report on the Urban Environment.
19	Can't see any mention of GP surgery sites if new Super Surgery is built in North Street. St Andrews & School Hill would be additional sites for housing.
20	Very good emphasis on affordable housing sustainability and using brown field sites. This is in line with recommendations by the Royal Commission in Environmental Pollution's report on the Urban Environment which calls for the use of brown field sites over other areas.
21	But only where there are measures as stated elsewhere to ensure it is social or charitable organisation that minimises sales to private ownership. Or self building co housing coops etc.
22	1 HOUSING too dense roads not wide enough to park cars negative to access/movement. GOOD PLACES FOR LIVING not the case as negative to space/light adversely effect mental well being. 2 PLANNED DEVELOPMENT North Street Quarter goes against your stated aim of 'views to be protected' as loss of views from existing river pathway to historic fields/castle.
23	Support the strategy in general but do not agree that greenfield sites should be excluded as a matter of course. Under item 6 (self build initiatives) there may be an argument for v limited development provided it conforms to existing planning rules and other housing planning objectives. So suggest item 2 be removed or at least qualified to allow for v limited development. Particularly agree with items 5 and 6 of strategy.
24	I feel very strongly we must not have any further housing development outside the settlement area as it has been clearly demonstrated the required units can be accommodated in the suggested brown field sites.
25	'Do not know' partially support. Support the principles but not some of the detail. Development of small infill sites. Landport Estate appears to bear the brunt of this through having to give up a number of 'small garage sites'. See previous comments. The Pells School site would be infinitely preferable closer to Lewes Town Centre and schools. Access from the Offham Road could be reopened (with appropriate road layout changes) so not adding to the volume of traffic entering the estate via Kingsley Road. How do the allocated sites fit in with the Right to Build register? don't believe that greenfield sites should be excluded suitable development will be managed via the planning process and guiding principles of the plan. Similar to the approach stated for small scale developments in accessible gardens.
26	I support the protection of our green spaces the Downs by only developing with small infill sites within the existing settlement boundary. I support the proposal that all sites for the 220 houses can be met within the existing settlement boundary. I support using independent local builders for these developments.

27	No green field development is essential All housing needs can be met within the settlement boundary thus we can see this development of brownfield sites as a real opportunity to add value to our town and natural environment rather than cut into the South Downs
28	Small scale housing additions fitting within the existing townscape is positive
29	BUT on basis sites are within existing Settlement Boundary
30	this town is already suffering badly from its poor infrastructure why make it worse
31	n favour of development on brownfield sites only Malling Old Farm site development would in my view be detrimental to the town generating more traffic and potentially damaging the visual qualities of the river and its surroundings (presumably this cannot be subject of this Neighbourhood Plan as it has already been approved?)
32	very much agree with the statement that 'Lewes can meet its housing needs within the settlement boundary without recourse to greenfield sites beyond' very much support the objectives to confine new housing to within the existing 'Settlement Boundary' and agree with the proposals put forward in this section find the way how the 220+ quota of housing can be accommodated without impacting on involving greenfield sites very convincing and the way forward
33	We must ensure that over development doesn't happen i.e. too many new houses in a small area as this will change the 'living environment' of the current residents Affordable housing is a must but who will provide such housing?
34	support this as long as we use our Brownfield Sites as strategic assets to develop and not use Green field sites We also stay within the 'Settlement Boundary' to achieve this maximise our Natural Capital with Brownfield sites
35	p55 ' and they do not involve the loss of identified employment land and premises in active employment use ' Maybe sometimes this could happen and a blanket ban is silly
36	Support and Object boxes were both ticked on the hard copy survey? object to the loss of surface car parking as there is already inadequate parking centrally All new development needs to have at least 1 car space outside / underneath / in the road to avoid extra pressure on parking for existing residents
37	A site could be found for low cost modular homes on wheels (similar to a trailer park) with well designed and built units to provide simple and cheap rental accommodation for single and young people
38	but PL1 3) should be more specifically directed to achieving Lewes Low Cost Housing
39	support this in general however do not think every site should be filled and have major doubts that the housing will be genuinely affordable and have not seen good architecture in any housing developments in the town for many years They are badly designed thrown up and not lasting very long Profit for the developers and not the town
40	am impressed with the hard work that must have gone into this On p 52 the Station car park is described as St Anne's
41	Good point about not decreasing employment space
42	See our comments
43	Completely against the Malling Farm development Completely for flats built over car parks of which there are many in Lewes
44	There is a great need for Lewes low cost housing like the proposal that developments should be small scale as they will integrate better
45	support the policy Housing is a key priority for Lewes if it is to continue to thrive Without sufficient affordable housing the demographic of Lewes will become older and less diverse which would be detrimental to its future development and the well being of all residents Lewes also needs to play a part in providing affordable safe and secure housing for the good of the country as a whole want Lewes to be bold innovative and ambitious and be seen as a leader in providing affordable safe and secure housing
46	The amount of work that has gone into putting this Strategy together is huge and the resulting Policy deserves strong support Of course it will be strongly opposed by developers and those residents with an axe to grind
47	PL1 (3) has been misdrafted The whole point is to deliver Lewes Low Cost housing as a percentage on publicly owned windfall sites So where the community owned the land (whether now held by the CC or LDC or government organisations) that will increase in value by permitting housing some of that uplift goes back to the community to meet its dire housing needs as with the community land charge it makes nonsense as written To meet the extreme housing need of Lewes for housing its residents or those working on average local salaries can afford the uplift in value can go back to provide housing for them whether for rent or sale Not fewer than 50% of the units created should provide Lewes Low Cost Housing PL1 (3) Should read "Where publicly owned land comes forward for housing development during the plan period it will be expected to provide 50% of housing units to be affordable on average household salaries in East Sussex whether for sale or rent"

48	This sets out my feelings very clearly Referring to the map on pages 18 19 identifying the existing "Settlement Boundary" and that the 220+ houses required can be accommodated within the boundary So there appears to be no need for new housing outside the settlement boundary The importance of this should be stressed
49	agree with the statement that "Lewes can meet its housing needs within the settlement boundary without recourse to greenfield sites beyond "
50	No greenfield sites are a priority We know that there are already applications for housing development on the downs these must be refused am not sure if low cost housing will succeed in the number of houses requirede
51	desperately need affordable housing
52	Yes we need more housing but ONLY within the settlement boundary
53	Building on greenfield sites must be avoided so infilling is essential
54	Particularly support the idea of using small environmentally friendly developments with local developers rather than a few large sites with large developers
55	object Sound in principle bu it won't work Development needs to be outside of Lewes in surrounding villages or Towns The Phoenix Quarter would be best if it has to be in Lewes have it all concentrated in one area that requires development
56	Excellent
57	Very much support the proposals and in particular the development of small infill sites within the settlement AND no greenfield sites to be developed outside the settlement boundary Delighted that all 242 OR 284 housing sites that have been identified (10% (or 30%) more than the required 220 sites) are on brownfield sites
58	LEFT BLANK
59	100% support infill sites so as not to impact on greenfield sites
60	Pleased to hear that a Saxonbury House replacement is part of your strategy
61	brownfield sites used so no need for using this beyond boundary
62	There are enough brownfield sites within the settlement boundary therefore no need to expand beyond the settlement boundary
63	Why are the conversion of upper floors of business premises to flats not included? Are 'roof gardens' possible except of (undesirable) flat roofs? Pg 57 last line for 'comparable' read 'compatible'
64	Really like the identification of small areas (mainly existing eyesores/embarrassments) for residential development Just hope that there will be positive moves to make this happen
65	support the housing strategy recognising development only within the settlement boundary as defined on pages 18/19 of the plan There must be no breach of this condition that allows urban sprawl and encroachment onto greenfield sites The target can be met by small scale developments within the settlement boundary and also preserving the identified green spaces
66	am in agreement with the whole approach to housing
67	hope the Town Council can succeed here 'm worried about these good ideas getting over ridden in the planning process
68	Need an industrial trail
69	f the Conservatives manifesto pledge to facilitate more council housing becomes policy this plan needs to take account of it
70	Strongly support the development of small infill sites
71	There should be more emphasis on social rented housing
72	good luck on this when the government is not building enough council houses
73	All nice things No houses to be built for second homes No brutalism
74	t is a mistake to build on car parks which could be better used for residents parking and then road space freed up could be used for cycle lanes for example Friars Walk (and old magistrates court car park) and East Street
75	Some of the identified "infill" sites concern me (1)
76	Concern that by building on existing car park spaces (e g PL1 (34)) even more cars will be driven out of the town centre and parked just outside the existing parking zone which is already causing issues for those living in these areas e g 'New' Malling Lack of parking is already dissuading potential visitors from the neighbouring area who might come to the town to shop attend events or visit historic sites otherwise t also creates issues for people wishing to use the amenities in the town and who cannot get here by any means other than cars due to where they are coming from

77	Although I am not sure about public transport on the river I am also concerned that our flood protection puts outlying towns and villages in greater danger of flooding. Can we not have a system whereby the potential flood water has a way to flow southwards to the sea?
78	What I don't understand is where the North St Qtr development fits into the overall housing need. I would have thought that this development would have more than provided the housing requirement and I fail to see why a further 200+ units is now required. This pushes Lewes contribution to a huge level which seems high in the overall requirements for the wider area.
79	See above but again specify targets for work/live units.
80	But see my earlier comments.
81	see first page
82	infill sites derelict buildings should be a priority for redevelopment. The requirement to provide xx amount of affordable housing should be met by the council i.e. new council housing stock.
83	I am strongly supportive of this policy. It is the most important policy in the plan. Brownfield sites within the existing settlement boundary have been identified for the required 220+ new houses. No greenfield sites outside the settlement boundary should be developed. It is important to resist pressure from developers for whom building on greenfield sites is cheaper and more profitable.

Q15 What are your views on the “Lewes Low Cost Housing” concept?



1	Broadly support consider that there are some problems with low cost housing that are not addressed here (and cannot be resolved here but perhaps appropriate safeguards could be included) After the initial allocation of low cost the housing it needs to be made clear what happens when the occupiers move on (or fail to move on even though they have become more affluent) The other issue is how to ensure the developer builds good quality housing and does not cut costs (poor economic value in the long run) The prices on page 61 need to be related to a specific year Under what circumstances and how will the costs be updated?
2	There will need to be controls both to ensure the housing remains permanently low cost and to prevent owners becoming buy to let landlords would favour up to 50% of new builds being low cost housing
3	don't fully understand the criteria for Lewes
4	Very important because if the high cost of housing in this area
5	don't understand what value as a % Low Cost Housing will be in Lewes as it is bucking the Government's advice of 80%? would like to see further explanation
6	BUT S T REAL ST C
7	SEEMS UNREAL ST C W THOUT GOVERNMENT SUBS DY
8	It is difficult to gauge how low cost a low cost home should be Low cost should be something that a person can afford to self build using the cash in their pocket Not a case of applying for a mortgage at a high street bank and allowing developers to profit Not a case of a developer building hundreds of cookie cut homes from poorly finished cheap materials where people are left with no choice
9	We support the concept but we doubt its viability without evidence Furthermore the weight of many of the other policies such as use of local materials assessment of natural capital and ecosystem services impacts using local labour and so on will mitigate against the ability of community led housing developers to provide low cost housing appropriate to local incomes We specifically want to be able to consider using off site fabrication techniques and some non traditional materials to reduce costs and therefore rents and mortgages for shared equity schemes
10	It would be nice to hear stronger wording than 'sought' It doesn't fill residents with confidence that this will not be a firm requirement of developers

11	agree with your diagnosis but 'm not sure whether this proposal is viable in economic or legislative terms The definition of "Affordable" is that of the Government as the Plan acknowledges wish you luck with the Planning inspector on this point You will need good evidence of its viability (rather than just its demonstrable need) and be able to defend it at the hearing note that the SDNPA requires 505 Affordable Housing
12	3) Lewes Low Cost Housing What is the legal authority for constructing a new category of housing at Parish Council level? What would be the allocations policy and nominating body? no objection just a query Policy Supporting text Second para " ncreasing the supply of affordable housing in Lewes is crucial and ideally..." Last sentence of this para meaning? Next para meaning? [box on p56] The Government does not impose an 80% of market rent (not value) requirement t makes this a maximum and some RSLs charge less The LNP needs to provide evidence for the calculation for average Lewes income (why average and not median?) Giving actual values for 2017 will be unhelpful in say 2029 P57 large strategic sites surely these are outside the scope of the LNP Para 'The smaller sites ... ' This is a repeat Key Projects (p57) 'Make best use of evolving ...' Does this contradict 'local materials and local builders'?
13	Like the emphasis on ease of access accessibility to services and community infrastructure Also the preference for smaller dwellings and the redevelopment of derelict buildings However why build on existing gardens (p 57) when the general policy (throughout the document) is to provide gardens with the newly built houses?
14	liked the fact that the committee was able to define low cost housing in money terms
15	Housing is still likely to be too expensive for low paid people unless there is some sort of priority given to locals over others Homelessness is an increasingly visible aspect of the town
16	support the principle of lewes Low Cost Housing but disagree with the 1 Over development of Landport Estate to provide this Car parking space is v limited and so using local authority owned garage areas will heavily impact the roads which already have cars parked in a continuous line along one side and dangerously on corners and on pavement areas 2 it would Also heavily impact the current users of the garages 3 The total number of units proposed would increase traffic into and out of the estate particularly through to the end of the estate to an unsupportable level
17	Small scale starter units some which are expandable as families grow and demands increase would keep communities together
18	Support this wholeheartedly but concerned about the ability to implement it With a 1 in 5 chance of someone on the housing list being housed in Social Housing locally this is obviously a key consideration See previous comments about infill sites haven't checked the figures but it seems that almost 30% of the housing requirement is to be squeezed in on Landport Estate
19	Low cost housing offer should help keep local vitality in the town and reduce the risk of Lewes becoming a commuter town for the bigger economy of London
20	Although in principle we agree it would be good to see more Council Houses/properties built as opposed to all to buy or private rent Even at £23 000pa for people on minimum/living wage this would be unobtainable
21	Low cost should be low cost Work at the rental market and or shared ownership
22	but don't understand the definition other than it's lower than affordable
23	Excellent
24	affordability must be related to local incomes to have meaning for people in the town who cannot compete with those earning London wages
25	have made some comments about the median income earlier in the section asking what sections could be improved Half of households are below this level so the housing may not help those in greatest need t's a great improvement on government "affordable" though
26	strongly support this concept and it makes sense that government land could be used to ensure that such housing can be created My concern is that any housing purchased at a low price could then be sold on at a great profit LLCH must be sustainable so that all houses continue to be low cost More detail on how this could be guaranteed would help Otherwise rental units seem to be the only way to ensure that LLCH continues to be available for the future
27	Clearly there is a real need in our community
28	LLCH is an ambitious concept that will require innovation and consistent effort and implementation to be successful
29	f the Town is to remain a place for living and working this Policy must be approved and implemented

30	The cheapest 3 bed house sold last year was £246 000 The average household salary in East Sussex was £30 000 At a loan of 4 x salary that gives an ability to fund a mortgage of £120 000 for a small family home that would cost £110 000 to build plus professional fees There are no family homes available for that income On a similar basis a single person on an average salary of £23 000 could afford a flat at £92 000 None are available at that price House prices increased by 18% last year incomes many in the public sector in Lewes barely changed The gap is widening so fast because of the inflated value of housing land This value is artificial given by the community's decisions to grant Planning permission If the high cost of land already bought from the public purse is discounted then the uplift can be fed back into the community by supporting low cost housing for those with strong local connections
31	completely agree with this
32	support Low Cost Housing as a concept
33	This is really good
34	Strongly support effort in this area
35	Use current LDC sites with possible higher density occupation
36	not sure how this will work but agree with the principle
37	desperate need
38	need this
39	desperate need
40	We need to support small sites and reuse vacant lots not build outside the town The housing should be truly 'low cost' for local people
41	realistic but commendable
42	This is crucial to enable Lewes to retain itself as a microcosm of society It could be useful to have a more definitive description of the amounts levy suggested At present young people brought up in Lewes are then unable to return and provide their own housing LLCH should help with this problem
43	Simply not workable how would it work in practical terms? Also it is unfair demand will soar from larger areas like Brighton and there will be under supply Genuine Lewes residents will lose out just look at all other schemes that have been implemented nationally they don't work when you try to buck the market (I am sad to say this but it is true)
44	welcome the concept of low cost housing much more realistic than 'affordable' Also the assumption that many properties will be for rent a sector which is likely to grow Hope this will go forward vigorously and not slide into some dilution
45	Excellent
46	Not sure that this concept will be accepted by the powers that be
47	LEFT BLANK
48	How do you ensure it remains low cost in the future?
49	How do you ensure it remains low cost housing for future generations?
50	The ideal of 'low cost housing' is excellent but how to retain for local residents / employees (defined as)? and how to prevent purchases for 2nd houses?
51	This is one of the most important parts of the plan Market prices in Lewes bear no resemblance to average earnings It would be nice if our children could afford to live in the town they were brought up in
52	Since most long term Lewes residents would no longer be able to buy the houses they live in the Lewes Low Cost Housing Scheme is essential to protect the existing social structure particularly the children of current residents
53	Most Lewes residents can no longer afford to buy their existing homes because of price inflation The Lewes Low Cost Housing Scheme is essential to protect existing social structure particularly for the children of current residents
54	see garage sites
55	Yes please
56	support local businesses & applaud innovative suggestion for 'low cost' housing We need to encourage young people support garage sites developments
57	support in principle Very much doubts that the concept is compatible with current land/construction costs Rather utopian fear
58	Let's emphasise the provision of affordable rentals Let's not sell off any more of our council housing stock (if there any left?) Upscaling of vacant and derelict buildings should be a priority Encouragement for low cost self build

59	support the balanced pragmatic approach that has been taken to the Lewes Low Cost housing considering the cost of land the proximity to London job opportunities and the average Lewes wage Public Authorities are key to land availability for the development of brownfield sites t will allow them to realise their assets in a way that benefits both authorities and communities and contributes to a sustainable Lewes Such sites are close to access to transport and other Lewes facilities
60	Essential
61	This is crucially important and needs to be made clear to residents when time comes for decisions on individual sites
62	Need some housing for those on below average incomes
63	agree that the governments 80% of market value is not "affordable" but it is not clear how you will provide truly affordable homes How about the Council borrowing money (mortgages are cheap at the present) and building Council houses? This save money in the long term n the present crisis low rents are a priority over selling off homes
64	Need to explain how affordable housing remains affordable in the future What stops the first owner selling a market price in the future?
65	This can only be supported if low cost housing is provided to be people that have a historic or familial connection with the town There are many many people who are connected to the town would love to live here but cannot afford to This must be the over riding factor The neighbourhood plan should prioritise affordable housing to people that can demonstrate a long standing connection to the town There are initiatives in Cornwall that do similar initiatives and believe the town is facing a similar crisis as to the communities in Cornwall There is a significant risk that this document will only serve to help a new community of people that have been able to afford to move here within the last 5 10 years
66	same as above
67	Absolutely the dwellings would be small but small is better than no where at all
68	t is a mistake to build on car parks which could be better used for residents parking and then road space freed up could be used for cycle lanes for example Friars Walk (and old magistrates court car park) and East Street
69	t is essential that we be more ambitious than the Government's definition of 80% of market value as affordable The definition of LLCH and provision for it at the suggested sites is for me the most important part of the plan agree with the proposed definition of LLCH as "the maximum cost affordable on the average Lewes salary whether for sale or rent" This would not address housing for people on a less than average Lewes salary but is a significant step forwards than the 80% of market value definition and hopefully feasible to deliver
70	support this concept Almost all Lewes householders could not afford their houses even if they were "affordable" by the Government's meaningless and pathetic definition
71	Although redeveloping derelict buildings is important building low cost housing on existing car parks is a concern
72	Support this but ensure standards are maintained for 'affordable' properties
73	SUPPORT W TH RESERVAT ONS welcome the more realistic definition of 'affordable housing' in the Lewes context would like to see some means of prioritising Lewesians (i e those with close links to the town either because they have grown up here have family links to the town or work in the town) when renting or selling houses particularly those at the cheaper end of the market in effect Lewes homes for Lewes people would also like to see some way of discouraging/restricting Buy to Let purchases which are pricing first time buyers out of the market Part of the 'New' Malling development was designated/marketed as for 'First time Buyers' when it was built initially more developments giving this kind of priority are needed if the town is to retain its younger residents and attract more thereby creating a demographic balance within the community
74	s it really low cost housing? Would there be a provision for part buy/part rent for those who really are on low income and can't afford rents in Lewes?
75	Unrealistic
76	feel the aspiration is fine but it cannot be realistically executed as it requires developers to produce houses at much less then normal resale values Plus low cost housing is usually nondescript and cheap in it's execution (look at the Sonic development behind the Nurseries a proportion of which for for low paid key workers and housing association users) therefore to expect high design principals together with eco attributes for a lower margin is aspirational but not entirely deliverable
77	Low cost housing to only be available to people who work or already live in Lewes or have family connections in Lewes
78	This is vital and should be expanded to more sites
79	guess it depends what is meant by Low Cost would be interested to know how this is defined
80	see first page

81	Lewes low cost housing should be met by the building new council housing The 'market' should determine house sale prices
82	While accept need for truly low cost housing it may not be possible to deliver by requiring 50%?
83	Count me in Unsure how it's going to work in practice though
84	Essential

Q16 Have you any opinions to share on any of the suggested housing sites?

1	Dear Mr Brigden Further to my letter of September 23rd 2015 regarding the area of land identified as NG Field 3025 on OS map sheet TQ4011 on the Rural Land Register note that the Lewes Neighbourhood Plan Pre Submission Draft dated May 2017 has now designated this as a Green Space The supporting text for Draft Policy SS2 states that the areas of green space that lie on the edge of the urban area and that are regularly used for sport and recreation should not be lost As previously stated this field is used by my family and does not meet these criteria it is not bounded by any public footpaths or roads Please note that have not been contacted to discuss the proposal to designate this land as a Green Space The field identified as Green Space 14 similarly does not meet the criteria However please note that am not the landowner for this land Kind regards [REDACTED]
2	Broadly support There is an over reliance on sites that are above parking (which sounds an excellent idea but may need to be tested in one location first) or that replace existing garages Has anyone done a recent study of likely parking needs in the light of the expected increase in housing units? am already concerned that the North Street Quarter is not seeking to increase car parking provision Even if residents pledge not to buy a car they may have to bring home work vehicles
3	• Page 79 The proposed development at Spring Barn Farm is opposed as it is outside the settlement boundary • Page 82 The Community Orchard located near the Gallops should be included in the list of green spaces
4	was assured that at this stage the land at Old Malling Farm had not been included as this had been referred back for further consideration have always opposed the inclusion of this land for residential development because of its' impact on the Deanery Conservation area and the loss of a green corridor into the centre of Lewes
5	The 220 houses within the town by identification of small sites Seems the best way forward
6	DO NOT AGREE WITH SPRING BARN FARM WHICH IS IMPORTANT SSS AND 5 MANS OWNERS WILL LIKELY NOT KEEP THE R GARDENS FOR WLDLFE IMPORTANT THAT NO DEVELOPMENTS PERMITTED ABOVE HOUNDEAN RISE AND DOWN TO ASHCOMBE ROUNDABOUT AND BACK OF NEVILL UP TO DOWNS VA OLD RACECOURSE AND STABLES/BLACKCAP HAVE WITNESSED SOME APPALLING HABITAT DEGRADATION IN THE SHRUBLAND CLOSE TO THE STABLES AND PATHWAY REROUTING HAS DESTROYED SKYLARK NESTS AND HABITAT FOR RARE BUTTERFLIES THE WALL DARK GREEN FRITILLARY SMALL HEATH AND MANY OTHERS AND YELLOWHAMMERS WHETTHROATS ETC
7	This is an impressive piece of work have no objections
8	NO AT SPRING BARN FARM SSS AND 5 MANS OWNERS WOULD LIKELY ALL DEGRADE THE NATURAL ENVIRONMENT IMPORTANT THAT THE AREAS OUTSIDE THE EXISTING CURTLAGES OF LEWES (E THE DOWNS) ARE NOT DEVELOPED THERE ARE SOME APPALLING TARMAC LAYING DEGRADATION OF SHRUBLAND AND DESTRUCTION OF FOOTPATHS ETC GOING ON UP TOWARDS THE STABLES/OLD LEWES RACECOURSE WHICH SEEMS TO BE DESIGNED TO SOFTEN UP THE PLANNING AUTHORITY'S RUN UP TO SUSSEX UNIVERSITY VIA BLACKCAP PAST THE STABLES AND THE HABITAT DEGRADATION HAS IMPACTED ON SKYLARK NESTING SITES WALL SMALL HEATH DARK GREEN FRITILLARY BUTTERFLY HABITAT YELLOWHAMMERS TO NAME A FEW SPECIES
9	The Spring Barn Farm site seems to be very big for only five houses If a site that supports so much nature is going to be used it seems wasteful to get so little housing from it
10	struggle to see the number of planned homes actually delivered in the spaces identified Too many people in small spaces can cause more harm than good
11	We are not clear about the future of Saxonbury House Why has it not been identified as a housing site? PL1 (5) says it is to be replaced as emergency housing (presumably elsewhere) We are glad to see you have indicated the St Anne's site for 26 affordable / LHC dwellings (and other community facilities) as put forward by us in our bid to ESCC for this site through its community asset transfer tender We consider that the former school could be used to provide supported accommodation for young people emerging from Care or for former offenders or other similar client users We consider that the main vehicular access for this site should be via the County Hall car park and Site PL1 52 which will require careful phrasing within the final Neighbourhood Plan to be effective Rotten Row has poor access for vehicles We do not support the provision of more new housing at Spring Barn Farm (PL1 (50)) as this land is outside the settlement boundary
12	have no objections to the locations of the housing sites shown in the draft providing the existing footpath that runs around the edge of Spring Barn Farm PL1 (50) is not lost as a result of the development

13	Would be nice if not every inch of the river Ouse was developed on. Some Lewesians would just like to have areas of Lewes that were derelict. The Wenban Smith site is so beautiful and would be such a shame to see yet more overpriced 'luxury' apartments erected there.
14	consider that the Plan needs to provide evidence of the ratio for the density calculations for the site allocations. The Lewes DC Garage sites (PL1 (8 4 5 30 21 46 44 and 35) all appear to achieve 6 units of housing regardless of their site area which can vary by a large margin. How have the calculations been derived? object to PL1(50) Spring Barn Farm being identified as this site is outside the town envelope / settlement boundary and for reasons of the loss of ecosystem services and impact on the SSS. Would it make a suitable campground given the easy walk or ride into town? PL1(13) Wenban Smith site should be considered alongside the Waitrose site given the land that Waitrose owns. It should be identified as a single mixed use site. It could if adequately planned provide a considerable amount of housing. Given the Plan has identified the wish to build over the station car park, why not consider the whole site for commercial parking residential etc? This is in fact what the Joint Core Strategy wanted to see. suggest that sites PL1 52 and 53 be considered jointly in development terms so that vehicular access to the former School site (53) be made via St Anne's Crescent given how poor access is from Rotten Row. PL1(34) needs particular design attention when plans come forward given the importance of its street frontages. PL1(57) is the Station not St Anne's Crescent.
15	<ul style="list-style-type: none"> Have all the sites been visited? What is the basis for assigning a housing number for each? On first inspection there are very variable housing densities for each. Is there a distinction between houses and flats behind the density suggested? On what basis are almost all the garage sites proposed for 6 units? Can a listing of the rejected sites be included in the main report? What are the criteria by which these sites have been selected and others passed over? If there is a RAG rating system, can we see this? Is there a policy to ensure that the rejected/non selected sites cannot be developed (NB Newick Appeal) Support PL1 (53) Former St Anne's School site (p81) for 26 units and continuing designation as a Community Asset Transfer.
16	am very worried about the loss of car park facilities. We already have a big parking problem in Lewes.
17	WAS UNAWARE OF SOME OF THE PROPOSALS
18	am disturbed about the assumption that all LDC owned garage sites can and should be built on. In effect we are swapping garages for low cost housing. The garages serve a valuable purpose but tenants have not been consulted about this radical change of policy. It seems to me wrong that those who rent garages should have to give them up when little attempt seems to have been made to secure low cost housing on Old Malling Farm Southdowns Road and on other larger scale developments.
19	Excellent idea to use garages for housing if they are unused.
20	support the proposal to only develop previously developed land to protect the downs. Building on down land would reduce our 'natural capital' whereas well designed redevelopment of brownfield sites can enhance natural capital. strongly support meeting housing needs WITHIN the existing settlement boundary without recourse to the greenfield sites beyond. (As defined by the map on pages 18 19)
21	live on The Lynchets and support the proposal in PL35 (potential development of Lynchets garage site). However The Lynchets and Mill Road are narrow and filled with parked cars (which has sometimes made emergency vehicle access difficult) so any development must take account of traffic and parking management. This especially the case as Mill Road is a bike path that leads to the Downs. Walkers and children also often walk down the middle of the road as the pavement either don't exist or are blocked by parked cars. would like to see the small green (and its trees) in at the junction of Mill Road/The Lynchets protected from development and designated officially as a green. This is a children's play area and used for community events. would also like the view of the castle from the Lynchets to be preserved.
22	The Little East Street car park (34) is very useful for visiting the Town Hall and other buildings. It would be a great inconvenience to lose the parking space unless more provision is made nearby. Electric cars do not pollute but need parking spaces too.
23	PL1 (3) Auction Room could have impact on people living in zone D on street parking even if they are given one space. they may use additional parking. Already almost impossible some days to find a space when football at Amex (ticket holders are given free train to Falmer) and other pressures. PL1 (13) Don't lose access to views of river and Harveys. How will this work with Waitrose / Bus Station / layout of roads to North Street? PL1 (34) Where will people park if car park goes? impact on air quality views and traffic. PL1 (50) Why is Spring Barn Farm included? Seems to be nearer to Kingston long walk to Lewes Schools etc. PL(53) St Annes site ideal location for extension to the cemetery next door which is almost full. Trees need protecting. PL1 (57) Station car park spaces will need to be made for commuters new locals and existing residents in Zone D to park. Don't destroy Rooks nests.
24	The proposals to build housing on spaces currently occupied by garages does not take into account the current lack of parking in these areas and will be detrimental to local residents. The proposal to build on town centre car parks beggars belief. This in no way fits with the suggested development of tourism and will further impact on residents and businesses in the town.

25	agree with the principles of site selection in PL35 (The Lynchets garage site) The Lynchets and Mill Road (which leads to it) are narrow and full of parked cars which sometimes hinder access of emergency vehicles etc Mill Road is a bike path and leads to the Downs Walkers and children frequently walk in the middle of Mill Road as the pavement is often blocked by parked cars or is non existent therefore think that any proposals should take account of the need to manage traffic and parking Any development should ideally also protect the valued view of the castle from the Lynchets and the small green on Mill Road which is used as a children's play area and for community events This area should be formally designated as a green and the tree(s) on it protected
26	No but concerned about parking and unrealistic to expect only 1 parking per household Garages are sometimes too small for many of current cars There should be a policy of no parking permits for new development within town to minimise circulation etc see above
27	1 HOUS NG too dense roads not wide enough to park cars negative to access/movement GOOD PLACES FOR L V NG not the case as negative to space/light adversely effect mental well being 2 PLANNED DEVELOPMENT North Street Quarter goes against your stated aim of 'views to be protected' as loss of views from existing river pathway to historic fields/castle 3 n particular object to the use of Little East Street Car Park and the Magistrates Court Car Park they should remain as car parks
28	PL1(8) buckwell court garage site removes provision of car space (garages) for existing users Over development in a quiet area Takes the residential development of the estate beyond the current end point (excluding the farmhouse which pre existed and has its own unique rural character) i e encroaches on an area of development that is rural and historically farming in character Against the proposal for development to be close to services this is the far end of the estate PL1(30) garage area proposed would take the line of residential development below the current development line on landport road (below road) t would be preferable to use land on Pells school site so that the line of residential development is not out of line with existing development and create a precedent PL1(21) error refers to Buckwell court Suggest that instead of further developing the estate with infill of garages consideration instead is given to opening up a limited access to Landport estate opposite Prince Edwards road and using the Pells school site to provide the necessary number of units This better meets the requirement for units to be near local facilities (cars less likely to be needed) and if restricted vehicle access to the area could be from Prince Edwards road end then traffic generation would have less impact on the estate
29	quite a few of the sites are car parks which are well used The loss of this parking compounded by the new residential/ workshop use will of course place pressures in surrounding parking places How this is played out will require imaginative solutions like undercroft places community and shared transport provision/ stipulation
30	PL1(8) PL1(4) and PL1(5) see previous comments about garage sites PL1(21) being on the only approach road to Landport Estate this might be dangerous
31	No They all seem reasonable but the number of houses should not be allowed to increase
32	We could not support building on car parks The plan is encouraging more people into the town whether to live work or as a tourist and parking facilities are being removed The plan allows for redevelopment of land currently used as Garages (ie Lynchets/Landport) with no parking provisions The plan will increase the need for more vehicles than dwellings Again not in favour Although some of our members are in favour of building over the Station Car Parks most where not Concerns were raised if this was to go ahead that temporary provision for parking whilst construction takes place must be taken into consideration n addition one has to look at phased construction so that some spaces have to be retained
33	feel the housing should come from brownfield sites within the settlement boundary as set out on map on P 18 19 This will avoid any " sprawl " onto adjoining countryside and Downs
34	Spring Barn Farm (site 50) is outside the built up area and should presumably be excluded on those grounds as it is effectively a greenfield site All the other sites seem suitable for development Sensitive development of areas currently used as car parks and garages could actually enhance the look and vitality of the town Strongly agree that site 13 (Wenban Smith) should include public access along the riverfront
35	find the table as laid out on page 62 identifying those sites detailed convincing and feasible fully support this plan
36	Support though think we have to be careful about too much infilling can lead to overcrowding extra traffic and parking problems etc Planning permission should limit the impact think two car permits per drive is too much Two per household would make more sense Or one and a second is much more expensive
37	Being a resident of Tanners Brook proposed sites of PL1(3) and PL1(57) will change the character of the area making it seem crowded with houses When reviewing nspecific planning proposals care should be taken to ensure that the height of any development on PL1(3) does not exceed the height of the existing buildings and should not overlook the houses on the norther side of Tanners Brook
38	feel it is wrong to remove Saxonbury house Where now will people live The council will source a site They are having enough issues now with finding sites without having to now source a site for individuals who have emotional social monetary problems Work with what you have here to make it better not just move it somewhere else Seriously feel that all the sites within the Settlement boundary should be viewed as options Those out of that area or on Greenfield sites should be discounted Push with the Prison service in regards to them closing Lewes prison and building on that plot

39	Some of the sites don't seem to make provision for parking What about space for visitors tradesmen working on a house etc
40	Asley House is on a site of significant archeological interest There is evidence of a quantity of Saxon burials within the footprint of the St Nicholas Daycare centre and the Cannon o Donnell building Excavation must be sensitive and thorough
41	it is important in the current political uncertainty to emphasise the desire to use council owned land for low cost housing not least to support any present and future council initiatives on this
42	like Wenban site Draft Policy PL1 (13) Land at the Former Wenban Smith Site has commercial space also Restriction on space for car parking provision at several sites good Use of East Street and Little East Street car parks will have huge impact on residents parking There is not enough on street parking for demand and these car parks are used as 'overflow' especially out of ticketing hours Draft Policy PL1 (57) Lewes Railway Station Car Park This an awful proposal The shape and view of the area is extremely important the flow from the High street down the Twittens to the station
43	The housing sites all seem to be on existing Lewes district council garage sites As someone who rents one of these garages to garage my motorcycles 'm wondering what will happen to my access to quality secure storage for them As someone who lives in a one bedroom flat on a main road with out a garage this is important to myself and family
44	See earlier comment regarding proposed development of current council garage sites Please note that fully support the need for affordable housing but current and future residents need access to facilities such as these that inevitably will be lost
45	Could any be car free? E g the one at the station car park?
46	t will be interesting to see which sites are developed initially and how well the neighbourhood plan influences their design and cost
47	Please see our many detailed comments on these sites including comments on sites which were not selected
48	Completely against Malling Farm development The other smaller scale developments are acceptable but why no real initiative on building on top of car parks?
49	These are in many cases imaginative particularly the idea of using vertical space as in the station car park proposal Some appear to be a little squeezed in (e g the one on Malling Hill) but this may look better in practice than on a map

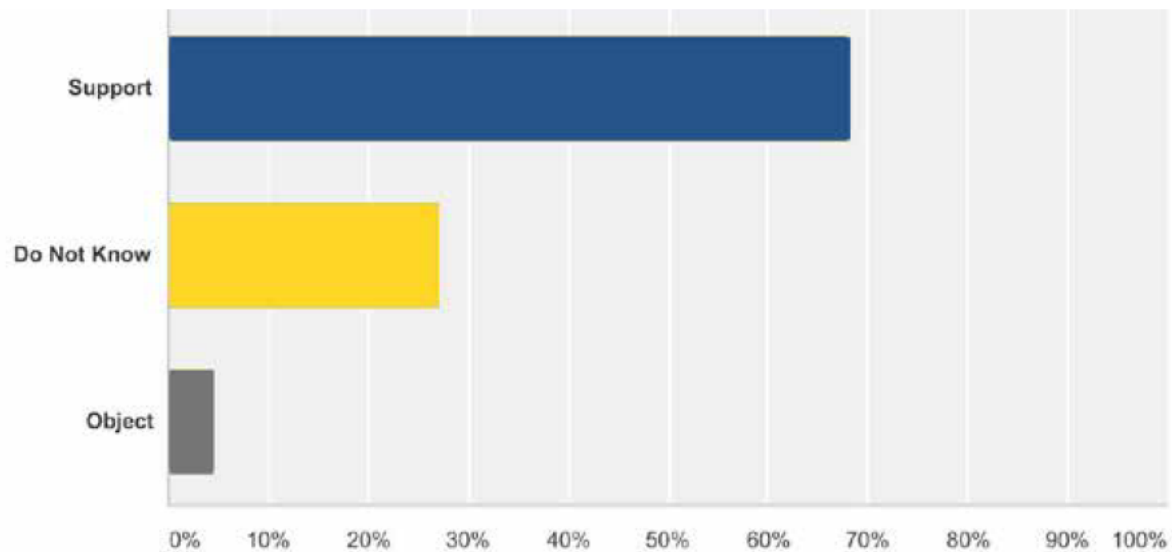
50	<p>n general terms suggest there are a number of obvious sites for development that have not been taken into account and which should be revisited before the plan is finalised since on the face of it they fit very well into the draft plan. These are the St Andrews GP practice, the School Hill GP practice, the Riverside GP practice. It is public knowledge that these practices may be relocating to the Phoenix Quarter. That will leave large existing town centre premises vacant. They should be invited to form a part of this plan. In addition, thought should be given to the future use of the Pell's School site, given that its closure is now confirmed. As for the St Annes School site, support the proposal for this site insofar as it is a vacant site, but nobody seems to be giving any proper thought to where Lewes' children will be educated in years to come. There will not be enough places in classrooms and new schools/expansions of existing schools must surely be required. Proper thought should be given to this by those selling existing school sites. Ultimately, reasonably sized school classes will benefit the town more than 26 new luxury homes.</p> <p>wish to comment specifically on "Draft Policy PL1 (52) Land at St Anne's Crescent" which is not a deliverable site as proposed, nor is it suitable for the proposed development for the following reasons (not exhaustive):</p> <ol style="list-style-type: none"> 1 The site is not 1.7 hectares as described, it is less than a tenth of that size. 2 There are covenants on the land which prohibit its use in the manner proposed. I believe ESCC must be aware of this. Specifically, there are building lines restricting the size of any development, and more importantly, there are covenants which prevent the proposed construction of a car park under housing. 3 The development proposed is extremely high density when one looks at the actual site size, indeed it is denser than the normal definition of high density housing. This is inappropriate and out of keeping, and will have an impact on local infrastructure. Moreover, the density will in fact be even higher because of the building lines as above, and because of the proposed swales, trees, small gardens, green walls, and water butts. The plan provides for the parking provision and the right of way that crosses the site. 4 The density of the proposed development contradicts the perceived 'potential for townscape improvement'. Building very high density housing on top of a car park will not improve the townscape. Any development should reflect the prevailing character of the immediate street frontage (even where this restricts housing density). The proposed development simply cannot achieve this. 5 Lip service is paid to the 'important view identified in the conservation area appraisal', but the scale of proposed development cannot be reconciled with this concern. It is not a question of sensitive design, it will be physically impossible to build this many homes on top of a car park without blocking this important view. It is not obvious that this has been properly considered, and perhaps the mistake as to the size of the site is what has led to this error? 6 The site assessment reports that 'existing parking could be retained by building above car park'. As above, this is not deliverable. In addition, the logic is flawed because no account is taken of the fact that the new units will all require parking too. No additional spaces will be created, even if existing spaces are preserved. Any development of this site will need to allow for parking for the new residents. The reason this site is used already by local residents to park is that there is insufficient on-street parking available. This has led to gardens being turned into parking spaces (something the Conservation Area report identifies as a problem). Previously, the exclusion of new housing from the on-street parking scheme was attempted by the local authority to address this problem locally (on Western Road) but this has been found to be unenforceable. Therefore, any new housing in this area should create as many spaces as new cars it will attract. Again, this points to a smaller scale development. 7 Unfortunately, in this case, even a small scale development will result in the loss of spaces for the workers at the Council offices (because their parking must in part be given over to the new residents). That will impact on parking elsewhere in the town. Every space in this car park is full every day of the working week. 8 The conservation area report identifies traffic on St Annes Crescent as a problem. The proposed intensive development will exacerbate that problem. 9 The proposal for the site takes inadequate account of the right of way crossing the site. 10 This proposal needs to be completely revised as it is fundamentally flawed as presented.
51	<p>The Plan has done well to identify and allocate sufficient brownfield sites to meet the housing requirements, support the principles and objectives of the allocation (see my earlier comments). I have specific comments on PL1 (35) The Lynchets garages, as that is the nearest site to my home, recognise that it is a brownfield site that meets the criteria for allocation. I support that the site should consist of 100% affordable units. Improving the townscape is an important criterion. The units will probably need to be single storey to avoid blocking the existing view of Lewes Castle that I and other residents nearby now enjoy. A challenge for development in that location will be optimising access and minimising car use and parking. The Lynchets is regularly used by children to play on the street. It's welcome to live in a location that children feel safe to play on the street. There is however already pressure on parking spaces in The Lynchets, and any new development must not increase the requirement for (a) more vehicle movements and (b) parking on the street, both of which would reduce the safety and desirability of the street for children and other pedestrians. A further point is that the green on Mill Road and The Lynchets should be a designated green space. It is not allocated to housing in the Plan, but it is a popular and safe location for children to play and should be protected.</p>
52	No
53	<p>Not sure about the development of many car parks in the town. There is a need for car parking provision and maybe a park and ride facility, or similar, could be considered. The development site on Southdown Road seems a prime car parking site, considering many visitors use Tesco's car park, which is very close.</p>
54	<p>PL1(34) The site is a vital car parking asset providing parking close to the Town Hall and other town centre facilities and is more accessible than some of the car parking lower down in town.</p>

55	The SDNP has expressed concerns that some of the sites will reduce parking provision. The large sites involve decking over existing car parks where the land is below ambient level / sub basement level. The housing will be at grade / the parking below / if the SDNP is concerned re the loc of parking courts / these garages were built when cars were smaller. We have been given to understand that few are in use for parking / people have created pull offs or prefer to park their cars where they can be seen. We have been given to understand that they are redundant. The Whole of Landport was CPOed for housing needs and this seems a sensible way forward to use underused garages for the greater housing need. It does not preclude integral garaging.
56	They all seem sensible and practical.
57	They all seem suitable for present day housing development / with the caveat that Malling Brooks is floodplain vulnerable / see my answers on the opening page.
58	No.
59	Agree that these sites must be used. But Spring Barn should not be allowed or the proposed development by the Gallops. Access to PL(35) might be difficult.
60	I am concerned we will have the infrastructure of schools GP surgeries parking etc.
61	Merge 52 and 53 to make a viable site with good access via St Annes Cres. Access via Rotten Row is awful and impracticable. Add Saxonbury / Juggs Lane. Take out Spring Barn which is not in town envelope.
62	Access to St Annes awful. Merge sites 52 and 53 and make access via St Annes Crescent.
63	Merge sites 52 and 53 to provide adequate access via St Annes Crescent. Access via Rotten Row is narrow and would be dangerous with massive re engineering. Add Saxonbury on Juggs Lane to list of sites. Take off Spring Barn as that outside settlement boundary.
64	It is very encouraging that more than the minimum number of potential housing sites have been identified / thereby ensuring that the likelihood of central government allowing the development of greenfield sites may be avoided.
65	Any development on the Lynchetts will make parking around Mill Road and the Lynchetts far worse than it already is.
66	Very disappointed to see a proposed redevelopment of Spring Barn Farm / which is one of our favourite places to visit with our children. Would mean losing such a great outdoor place to take kids.
67	Proportion of LLCH overall out of 284 not stated.
68	Yes / please reject all sites in Lewes / look to the surrounding villages or Towns. If Lewes has to be developed then go for the Phoenix Quarter as this does need development. If the sites listed in Page 58 to 82 are to be considered then only select the larger sites of 20+ and only select a very few / probably best to limit development to 50 maximum dwellings.
69	Housing units over decked car parks might be too dominating near pretty station and too difficult to access (see 22) / idea itself could be useful elsewhere.
70	Existing greenfield / especially Downland / must be protected / and no new housing development permitted.
71	Any site will be controversial / personally / I am fairly happy with the sites suggested / though the St Anne's site and its trees and other vegetation must be handled with great care.
72	No comments.
73	Well documented adding up to 284 units BUT not the 242 shown at page 55?
74	YES. Suggested site PL1 53. This site needs to be thought through very carefully. Some of the site should be given over to Lewes Cemetery which is full. Would gain support from all sides. Limited number of good quality low density housing would be good use of space. Open space in addition would be welcomed. Access is main worry. Rotten Row cannot take any more traffic. A merge with no 52 in St Annes Crescent would be a feasible way forward or access from northern end of cemetery.
75	No.
76	No.
77	Excellent / theory / though some sites too ?? heavy traffic for comfort? And distribution emphasizes need for food and ????? of shops and other facilities ie not all 'North Quarter' area. Also / enough school places / health facilities etc in the town / ????? c/pah?ia included / home & building plans.
78	Loss of parking spaces / what alternatives are proposed?
79	Object to PL1 (34) Site being used for housing unless alternative parking provision is made in vicinity. Object to PL1 (50) site for housing outside settlement boundary. PL1 (57) Needs better access to Southover Road if to be used for housing.
80	PL 1 (34) site should not be used for housing unless alternative parking is made available in the vicinity. PL1 (57) The railway station car park needs better access to Southover Road / if the site is to be used for housing.

81	you have shown that some sites are not selected which is right
82	Housing on Spring Barn Farm brownfield site presumably where old unused farm buildings stand seems not to be filling in unused space within the town boundary unless it is the orchard area of the farm house and can be considered to be tacked onto Cranedown and Kingston Road Other conversions there seem to be recreational not residential
83	've seen the rejected proposals and agree with why they have been rejected Good selection of sustainable proposals
84	PL (4) PL (5) PL (8) PL (21) PL (30) PL (34) PL (35) PL (44) PL (48) all displace current motorcar garaging or parking Where are the cars to go? Why is the disused bus garage in Eastgate St not included?
85	The current Wenban Smith site is a must for redevelopment such a terrible waste of a prime site There will be objections and opposition at a very local level (eg the redevelopment of the St Anne's site) How will this be managed and carried through if the plan is adopted but there is discontent
86	commend the transparent approach to show the selection of suggested housing sites in line with the priorities identified in the plan Justification is provided for those sites that have not been selected for development Adequate access to transport systems must be achieved Amenities can be preserved and flood protection achieved by building housing on elevated structures
87	All great PL1 (57) is particularly thought out
88	Alarmed to see proposed development at the Spring Barn site thin end of the wedge for further ribbon development?
89	Spring Barn farm seems a bad option most people would consider fun to be green field and override the residential area The action of building flats over the car park at the station seems rather odd is this joint use? mpact on current car parking not considered?
90	PL1 (34) loosing car park space will be a major disadvantage especially with the extra housing Resident parking and street parking after 6pm or even before 6pm is a problem in the town centre We have lost various public car parks over the last 10 years (the new library was built on as was the new police station) Most householders today own a car as a basic provision should be made to car parking space Parking on the streets in central zones is limited and also causes congestion on some streets (ie Southover High Street)
91	The current Cuilfail Cars Garage (PL1(39) is a bit of an eyesore so a small housing development might be an improvement as long as it is designed to be in keeping with the historic houses/buildings nearby(similar style)
92	Obviously the increased traffic from these proposed buildings must be taken into account as the public parking s there nowhere for a multi storey car park (the new police station would have been the ideal place) What about the station car parking what's happening about that?
93	think its great that brownfield sites are being used over greenfield
94	they are all fine
95	All suitable
96	t is a mistake to build on car parks which could be better used for residents parking and then road space freed up could be used for cycle lanes for example Friars Walk (and old magistrates court car park) and East Street
97	Some sites have proposed 100% affordable housing some a lower percentage some none Please aim for at least 50% LLCH (Lewes Low Cost Housing) on all sites to ensure maximum availability of affordable housing across a wide range of locations and to permit for mixed communities at all sites For example (1) land at the auction rooms specifies 50% of SDNPA affordable housing which is not sufficiently affordable for Lewes please aim for 50% LLCH instead (2) Magistrates Court Car Park no affordable housing specified (3) Former Petrol Filling Station Mallong Street no affordable housing specified (4) Former Ambulance Headquarters no affordable housing specified (5) Spring Barn Farm no affordable housing specified (6) Land at St Anne's Crescent no affordable housing specified (7) Lewes Railway Station Car Park 50% SDNPA please aim for 50% LLCH instead notice that these 7 sites are at odds with the statement on page 89 "All developments of more than four houses must have a minimum of 50% properties at socially affordable prices" Many sites aim to have car parking provision be limited to one space per household strongly agree with these proposals to reduce risk of increasing air pollution What arrangements will there be (if any) for preventing spill over parking on to the road for example double yellow lines? notice that for some sites this is not mentioned please aim for all sites to have car parking provision limited to one space per household (1) Southdowns Road (2) Former Petrol Filling Station Mallong Street (3) Spring Barn Farm (4) Land at St Anne's Crescent (5) St Anne's School Site No sites have statements about provision for bicycle parking although some in the town centre mention "provision...for easy access from the site on foot and by bicycle" Please aim for explicit statements that all sites should have provision for bicycle parking as part of the development e g racks or obvious places for secure storage

98	As previously mentioned reducing parking provision to one space per household will not discourage households from having more than one car t will simply increase pressure on street parking Will the garages on Landport estate be lost (ie will houses replace the garages?) These are very narrow roads and the combination of removing garages plus additional dwellings will surely lead to more cars parked on the streets making the roads even narrower more congested and more dangerous Cars tend to "race" around these roads and with only one way in/out of the estate it seems a recipe for disaster Realistically the Landport estate needs improved infrastructure (eg an additional road in/out) if it is to cope with more cars on its roads and at present can't see how this would be possible
99	Agree to keeping development within the existing settlement boundary and on previously developed sites New builds must be of high quality and in keeping with surroundings (said it before) The larger sites must be closely monitored Roads must be wide enough for parking and allowing access for community transport
100	PL1 (34) This site had the potential to make an already difficult junction even worse as sight lines could be obstructed As it is it is a very useful car park for those living on the town outskirts attending evening events in the town centre PL1 (48) potential Youth Hostel site? (Ref HC5)
101	No
102	Yes as detailed above think the use of garage sites is good but the use of existing car parks as detailed in 34 36 52 and 57 is short sighted and will have a negative impact for the reasons already stated Site 50 Spring Barn Farm is stretching the concept of brownfield
103	See above don't object to the development of the car park on St Anne's Crescent in principle but the addition of 12 new dwellings will exacerbate the already inadequate availability of on street parking There are not enough spaces in the Crescent for the existing residents who are often forced to park on Western Rd or further afield sometimes without success (The car park is often used by residents for overnight parking) note that the existing car park will be retained by building over it but (setting aside the non availability during construction) if the 12 new dwellings are eligible for Zone A permits where will they park their cars? No doubt the existing number of spaces will also decline to accommodate the building over making the problem even worse No consideration appears to have been given to the impact of more cars on a part of Lewes where on street parking is already wholly inadequate
104	Fine
105	no
106	no
107	See above
108	The ones looked at made sense
109	yes see first page
110	Some concern about traffic in already congested areas Parking problems Pollution from the extra traffic
111	Bit confusing trying to orientate suggested sites to the map as no roads are indicated However not in favour of those sites indicated in the centre of Lewes because of congestion issues and this will happen regardless if the council states car parking not provided Takes forever to scroll through the separate site listings
112	Having looked at both the schedule of selected sites and the schedule of sites not selected think that the sites put forward are appropriate insofar as they meet the criteria set out in the plan which prioritizes small scale well design development on brownfield sites within the existing settlement boundary A number of the sites that were not selected are highly problematic and damaging to Lewes' natural and culture environment and it distinctive character as well as being unsustainable in terms of proximity to local facilities
113	Site 13 Extend to include car park adjacent make/retain public access to river frontage Market space not important can provide elsewhere in more accessible location Car free housing 11 dwelling numbers too small need to maximize key site increase density All Sites Suggested housing unit numbers are too prescriptive and should not preclude more dwellings Viability assessments will/should determine numbers versus Lewes affordable housing policies
114	Railway car park needs to include provision for a pedestrian/cycle exit opposite St Martin's Lane/Southover house This would avoid dangerous 5 way junction at bottom of station street Likewise Gorrings site should include direct pedestrian/cycle/drop off access to Platform 2
115	The Spring Barn Farm development (PL1(50)) would surely impact the business and reduce employment opportunities?

Q17 What are your views on Draft Policy PL2 Architecture & Design?



1	Broadly support What exactly is the historic core of Lewes? How does it differ from the Conservation Areas? Why is Southover not included explicitly? n the text the word "insure" needs to be replaced by "ensure"
2	left blank
3	We support this in part but see 18 below
4	Extract of text "Development on unidentified greenfield sites within the settlement will only be considered in exceptional cases once appropriate brownfield sites have been exhausted and where this does not adversely affect biodiversity or the natural environment " This is very important and in my opinion should be rigorously enforced
5	This policy should be cross referenced with draft policy PL3 on flood resilience
6	only support this policy in general terms see below
7	1) Suggest "All new developments should be built to a high standard Design and materials used should improve and enhance the built environment " 2) "Proposals should balance environmental ... " 7) Given the rate of progress and change think it is a mistake to make a recommendation about specific products which may be superseded by improvements in the plan period Otherwise support
8	Sensible suggestions
9	Modern design often covered in wooden lagging which can go green & warp Not a Sussex vernacular
10	Some recent new buildings have failed to achieve the stated aims i e the steel works development in the heart of Lewes inappropriate design out of character with Lewes too high and spoil the sky line poor quality build therefore lack confidence in your aims
11	Support the draft policy but object to the supporting text Development on unidentified greenfield sites within the settlement will only be considered in exceptional cases once appropriate brownfield sites have been exhausted and where this does not adversely affect biodiversity or the natural environment Earlier comment that v limited development on green field sites in line with other policies should not be excluded
12	Some of the key projects and actions will add to the cost of building A balance is needed between the need to build and the cost of using renewable energy solutions Where building is planned within an already developed area for example some of the infill sites consideration must be made of the current residents

13	As long as it's adhered to
14	Especially para 4 and 5
15	No more boxes please
16	p83 7) Why not residential too? And encourage/promote heat pumps
17	The variety of local building material from ancient to more technical i.e. the new processes available from wood (see The Woodland Enterprise Centre www.woodnet.org.uk) offer an opportunity for buildings in Lewes to develop a unique character not just reproducing the old and familiar. I am inspired by the regular "Making Lewes" festivals that seek to promote new design and materials appropriate for our town.
18	Recent events suggest that it is also necessary to require that building standard relating to fire prevention etc. be adhered to and properly monitored. While Lewes has few high rise flats increased density in places inaccessible to fire engines could otherwise pose a significant risk.
19	support this apart from idea for green roofs. Developers are not interested in quality buildings both the style and materials used just maximum profit. Robust legislation needs to be put in place to prevent this in the future.
20	Good point about the Rowntree standards and the roof design when viewed from outside Lewes.
21	See our comments on page 84-86.
22	No new car parks should be allowed even in the North Street development unless they are also built over with new low cost flats.
23	Long overdue. Needs to include protection and restoration of streets. ESCC still disregards its duty to conserve or enhance. Indeed its officer recently said it would use tarmac for repairs and regarded that as acceptable in the conservation area. Let alone the fact that National Parks have the highest level of protection. Street furniture. Every or other local foundry work should be protected. Manholes as well as drains. Granite gutters re-exposed. Brick culverts re-excavated from the sea of casually spread tarmac. Council monies should be used for restoration and the policy needs to be in place to allow this.
24	certainly feel that it's vitally important that the new development fits in well with the town.
25	Lewes appears to be currently lax in relation to building design. New houses do not fit in with their neighbours. Grenfield sites must not be used for housing.
26	do not build over County Hall car park too visible.
27	Particularly support the encouragement of new flat roofs to house solar panels.
28	support it as far as it goes but with design the devil is always in the detail. Every proposal needs to be carefully vetted as the cumulative effect of small architectural details can make an enormous difference.
29	Again sounds good but in practical terms not right or really in keeping.
30	Agree that many new build homes are too small and their windows too. Following THS standards is essential.
31	Historic core of Lewes should receive special protection. Adjacent areas should be developed sympathetically in design and materials so that the unique flavour of Lewes is not watered down.
32	'High standard of design' architects disagree on what this is. All residents agree that modernist architecture in the centre of Lewes is anathema. So no more shoe boxes.
33	would like to see more explicit encouragement to use traditional materials flint tile and local brick.
34	LEFT BLANK
35	Good to see ??? of meeting Roultree(?) standards as population ages & yes bring back P???? T???? equivalent.
36	Support in general but scale materials and fenestration should be stated by the Plan.
37	PL2 (1) The paraphrasing is too subjective who decides what is or is not a "high standard".
38	not another eyesore like county hall.
39	But what will be the 21st Century interpretation of the words 'a high standard of design'? (We all or nearly all thought the flat roofs of the 1960s were wonderful).
40	Ah yes the solar panel dilemma.
41	Whilst recognising developments in style and construction materials the architecture and design should reflect the best of what is currently available in Lewes.
42	Good point on roofs. Keeping hard standing to a minimum would be a good addition eg using grids over grassed areas for parking.
43	Paramount all buildings (new) should support and complement existing buildings. Build to a good quality and using local materials where possible.

44	More emphasis is needed on reducing noise pollution
45	7) is surely only helpful if it makes economic sense
46	think all the locations are great Particularlly the St Annes location
47	who cares if buildings fit in and who's job is it to police this the planning department forgive me if laugh
48	strongly agree with the proposed Draft Policy PL2 "(7) flat roofs on industrial and commercial buildings should be green and/or support solar power generation provided this will not harm views of Lewes from the surrounding Downland" n the next few years roof tiles that have a double function as solar photovoltaics will become more readily available and eventually a norm As long as the aesthetic is of a design that will not harm views of Lewes from the surrounding Downland it is important that in addition to industrial and commercial premises residential developments should as standard incorporate solar photovoltaic installations either as stand alone panels or as roofing material notice pg 89 states "solar energy...will be expected to be incorporated into the designs of all new development proposals" Should (7) on pg 83 be re worded to incorporate residential properties and remove the requirement for flat roofs? Finally where solar energy generation may be at odds with preserving the heritage townscape on sites in the town centre (pg 93) consider whether photovoltaic roof tiles that are less visually obtrusive than mounted panels are a suitable compromise to ensure that all residential properties where at all feasible have solar energy generation incorporated
49	Same comments of high quality build and in keeping with surroundings
50	Part 3 'Modern construction techniques and the use of durable and attractive materials will be supported outside the historic core' This seems to be saying that modern techiques and durable materials are not acceptable in the historic core This needs rephrasing as most central newbuilds are of 'modern techniques' and 'durable materials' eg slate and wood cladding for instance
51	See previous point on avoiding historic pastiche
52	Should conform to the traditional and historic values without exception
53	Opposed to blanket approach of point 3 all proposals to be assessed on their design merits no pastiche Existing protections sufficient There is not sufficient justification to insist on green roofs They are not a traditional Lewes building method Current solar will always reflect light at one time or another?

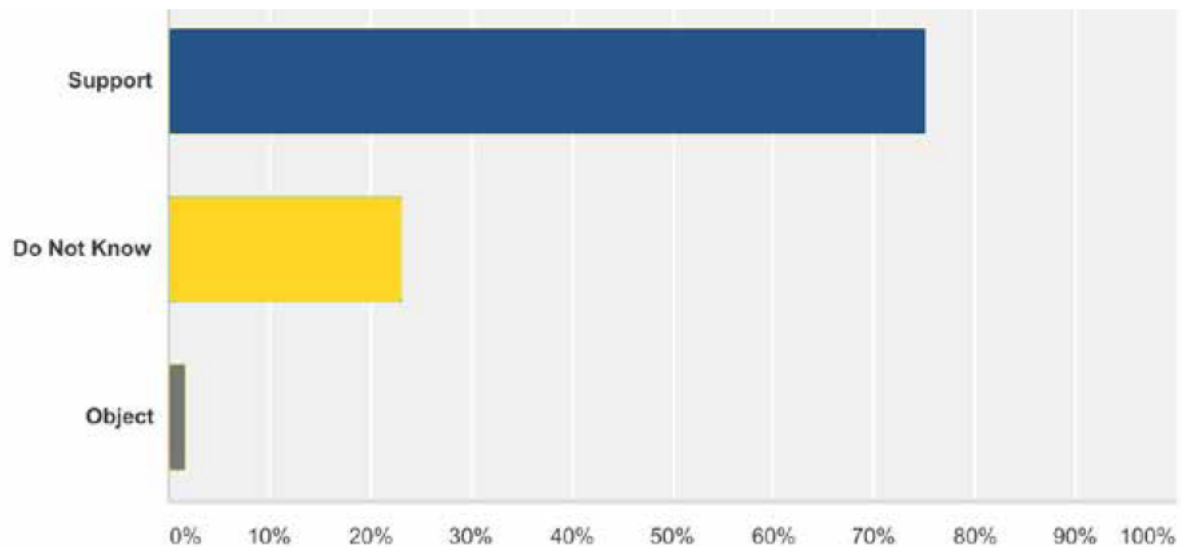
Q18 Have you any opinions to share on any of the design guidance?

1	Broadly support What is meant by tradition in this context? This paragraph is incomprehensible as it stands As before there is a potential conflict between modular and local see question 14 Affordable housing should this be more than four houses? In any case it seems unrealistic to insist on 50% if we wish developers to build good quality housing stock
2	Support
3	Support Any further development of residential housing in Lewes must include the provision of parking for at least one vehicle per household No planning permissions should be granted defending (? tricky to read) on street parking such as the permission granted for the development of the old Caffyns site situated between Western Road and Paddock Road which has put great pressure on the parking in both these streets
4	This is very thorough and well defined
5	We think your proposed constraints mitigate the ability of the Plan to deliver LLCH The requirement to use traditional materials throughout the Historic Core constrains the ability of Community Led Housing developers to build at the most affordable price You propose a large number of onerous requirements that were not made of the new Lewes Depot Cinema which is highly regarded as a piece of design We wish to develop high quality and well designed housing with low energy running costs without being utterly constrained in terms of materials We wish to explore innovative construction techniques such as off site fabrication
6	In general support these guidelines
7	Please add "Community Led Housing" to the list on page 89 This is for local CLTs Co ops and Co Housing support this in general terms wonder how it would be possible to provide a proportion of Lifetime Homes (Rowntree) on such small sites as identified here Each developer would argue it would be uneconomic and mitigate against many other proposed policies can't see this being deliverable without more definition Requiring the use traditional materials throughout the Historic Core would be costly to developers (therefore owners / occupants) It would mitigate against the Plan's requirements for LLCH and 50% Affordable Homes and Lifetime Homes it's easy to see what developers would argue especially at the margins of the town In any event the recent and highly successful Depot Cinema by no means uses exclusively traditional materials and no traditional building forms think these arguments need to be made in a much more fine grained way perhaps site by site People like good modern design and materials How does the Plan define "large" and "major" developments? These terms are mentioned in requirements for consideration of Natural Capital and Biodiversity impact assessment and mitigation
8	Affordable believe LDC's attempt to assign affordable provision to less than 10 unit developments had to be withdrawn because of Government guidance How can 50% provision be required for less than 4 Locale (and elsewhere) I am concerned that we don't exclude new construction materials and techniques which may be more environmentally efficient and cost effective by specifying local materials and local builders too rigidly
9	If all new houses should have gardens why build on existing ones? (see above p 57)
10	Support
11	Energy efficiency should not be achieved by restricting the size or number of windows There are examples of novel designs or materials that clash with the town centre architecture
12	Some recent new buildings have failed to achieve the stated aims i.e. the steel works development in the heart of Lewes inappropriate design out of character with Lewes too high and spoil the sky line poor quality build therefore lack confidence in your aims
13	Affordable suggest that this should be '4 or more' houses should be 50% affordable rather than 'less than 4' It is difficult to make 50% of one house affordable Energy conservation and solar energy not sure how you can specify a preference for approving schemes that go beyond building regulation guidance Not all schemes provide significant additional benefit for the cost invested passive Solar heating a nice to have but not necessarily suitable for all new developments?
14	On the housing front real affordable housing is Lewes' great challenge and this is likely only achievable on public owned land The land asset of course needs to be retained in the public domain so the accommodation can be passed onto a further needy occupier Houses built for socially affordable rent must remain in the rental sector in perpetuity

15	Domestic should include scale that allows for inter generational housing needs Affordable is this correct that developments of fewer than four houses must have a minimum of 50% properties at socially affordable prices if this is correct then disagree with it Energy Conservation see previous comments about balancing against cost
16	It should be possible to encourage contemporary design rather than just relying on a reproduction version of the local vernacular
17	As long as it's adhered to
18	Strongly agree with all
19	See above
20	'All developments of fewer than four houses must have a minimum of 50% properties at socially affordable prices with contracts specifying no re sale value above socially affordable prices Houses built for socially affordable rent will remain in the rental sector in perpetuity' What about developments greater than 4 houses? How will this be achieved given the law and SDNPA and LDC policy? Don't promise things that aren't achievable unless it is spelt out that the plan is purely aspirational
21	add archeological sensitivity to the list
22	think this a very good part of the plan Developers need to be monitored to ensure they are delivering agreed planning
23	None
24	Water protect aquifer as well as avoiding run off Rain falling in the town itself makes its way to the aquifer Soakaways are not necessarily good You need to avoid polluted road run off going straight into the ground Please consult the experts on this
25	Looks very good
26	See our comments on these pages
27	Emphasis on the materials to be used in new buildings is of great importance
28	Support long overdue
29	The need to preserve the Lewes skyline is of utmost importance
30	It's suggested that major developments should be referred to the SDNPA design panel (p 89) will merely point out that the SDNPA command no confidence at all as far as anyone i know is concerned after they abjectly submitted themselves to being steamrolled by Santon at the December 2015 hearing over North Street
31	Do not feel competent here
32	hope that some of these proposals re followed Street lighting in Lewes is a mix of modern and old with the modern being out of character Should all new houses have solar panels and hotwater systems?
33	No
34	Major changes to existing properties should be addressed here as a separate issue
35	Sounds good in principle but the reality is that the designs need to be improved we need it more natural and in keeping with a smart market Town like Lewes in fact we need to improve Lewes with any development not create the opposite effect the plan needs a complete re think
36	No
37	LEFT BLANK
38	No
39	Use local builders and tradesmen
40	Contracts writing ie sale value to affordable prices one way of deterring 2nd home owners
41	See 17
42	Support Fine words but do they butter any parsnips?
43	Support This is aspirational Fine words butter no parsnips
44	Having springs at back of us unidentified but run in winter strongly Chalk holds water and lets it out when it wants to River at back of our houses
45	Support
46	Fuel & energy efficient in keeping with the environment
47	Re 'AFFORDABLE' Should this read 'more than 4' rather than 'fewer than 4'?

48	Not really other than the previous statement about red tape not inhibiting innovation and quirkiness Dislike the Rusty House but love the fact that it's there
49	support the principles of design guidance that are provided recognising that it is far from providing details
50	Support
51	Keep square structures out of Lewes and look closely at the colour of the outside fabric
52	support This covers the point made above about hard standing is guidance enough here?
53	Do not know
54	Support
55	Do Not Know
56	Support
57	Support
58	Support
59	All these design principals cannot overshadow cost and having a balanced housing strategy for those cannot afford to live here
60	no
61	NO
62	Encourage developers to enable cars to be parked within boundary of property minimising impact on existing roads
63	How can the Council ensure the socially affordable homes 'remain in the rental sector in perpetuity'? (p89)
64	whilst agree that town centre buildings should completely comply with the surrounding buildings also think we should look to modern but sympathetic architecture further out (Spital Road for instance) also think it is vital to think about saving energy so that all new houses have solar panels really think that people are more concerned about the planet than about whether roofs shine By all means keep the centre with matt finished roofs but surely further out it is not as essential
65	No
66	Fine
67	Fine as far as it goes but wishy washy As it is 'guidance' it will carry no great weight in planning terms unless more expressly stated f a development proposal meets the criteria laid down in the NPPF then it cannot realistically be refused The non specific nature of the paragraphs lead to a great deal of interpretation and as such are likely to be watered down over time as they cannot be pointed to as actual requirements
68	Strongly agree with evolve point the housing estates which were developed in a single go are the least successful and desirable Text should be included to encourage and promote the further redevelopment and improvement of these neighbourhoods (Nevill Landport Malling and Houndean At present the document feels very core centric and an opportunity is being missed to continue to enhance the quality of the whole of the town in terms of design landscaping and street scapes
69	Affordability don't think this is achievable People move to other areas to access affordable properties for sale Biodiversity yes green spaces should be provided and we should be looking to enhance as and when we can but shouldn't lose sight of the fact that this is a balancing act
70	Strongly object to Locale and Traditional provisions overly restrictive and prescriptive Do not want historic core to be kept in aspic Existing protections sufficient All design to be considered on it merits No pastiche The tradition in Lewes is to have architecture from all eras not stop now and insist we match everything to the past Oppose Amenity requirements too prescriptive Existing protections/requirements sufficient Oppose Evolve there are no sites (other than Phoenix) Oppose Extend Overly prescriptive unwarranted and intrusive policy Design on its overall merits/interests of acknowledged importance only There are literally hundreds of modern extensions to older buildings which enhance both Affordable at 50% for houses less than 4 units?? So if you build 5 then no requirement? Surely other way round 50% will not be achievable/viable unless in public ownership Potential to blight sites because you are imposing too many restrictions Biodiversity too onerous Existing planning policy sufficient in most cases

Q19 What are your views on Draft Policy PL3 Flood Resilience?

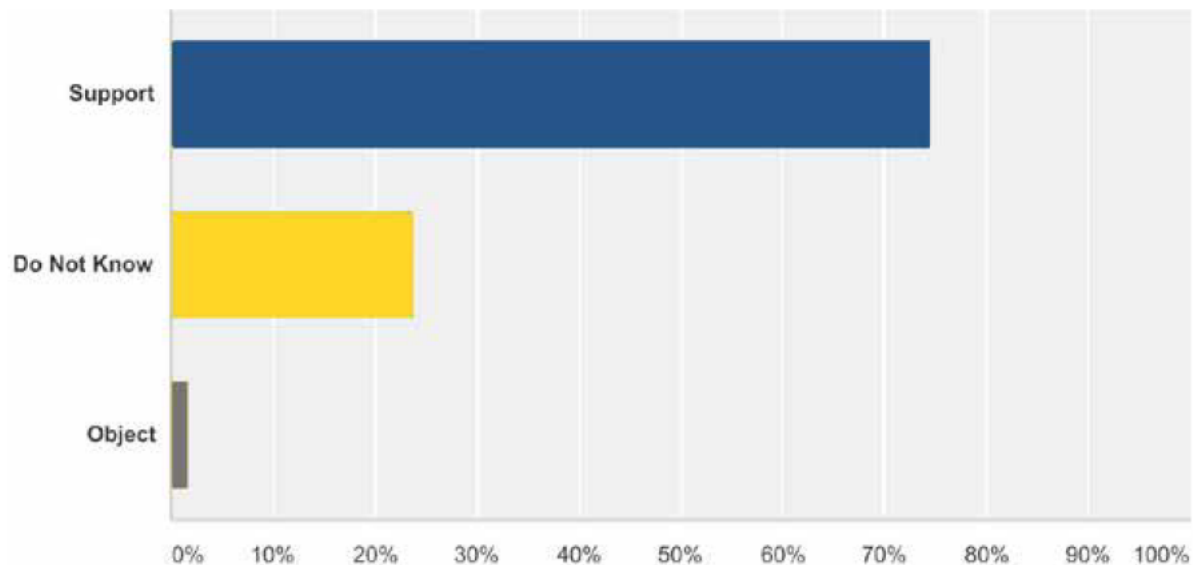


1	Broadly support
2	left blank
3	<p>Re Flash flooding When was farm manager at Lower Stoneham the main ditches were cleared every 2 years as there were springs in them Last year walked around the farm and could not see the ditches as they had not been cleared or maintained to allow the water flow The is holding back water in Malling Hill This will hold water on the fields longer Raising the river banks may help for prevention of flash flooding Only when left farm work had a cleaning business named HOWGOOD and founded Proclean also As gained more experience got involved with insurance work and claims fire and flood and many other causes was involved with drying out and cleaning 25 properties in (the year) 2000 flood This was due to a long wet period so the hills filled with water and flood behind river banks t is my opinion that this could be prevented or reduced if a tidal barrier was put at the bridge area at Southease The flood water could recede (? tricky to read) at low tide and build up again when rising so it takes longer Also raising the river banks it also raises the water lake (? tricky to read) behind then This was very evident when work started on Southover During the first week at high tide we had to move our equipment upwards (? tricky to read) as the water table rise was causing flooding Control the river and this would improve safety A bath will empty quicker if the taps aren't running</p>
4	FLOOD PLA NS SHOULD NOY BE DEVELOPED AND SHOULD BE NATURE RESERVES
5	As a resident in an area that was flooded but still currently unprotected am concerned that any large scale future development diminishes rather than increases flood risk to our streets
6	THE FLOOD PLA N SHOULD BE A FLOOD PLA N AND NATURE RESERVE
7	More effort to reduce run off and better management of the river upstream and tidal system downstream

8	We support this policy as far as it goes but it has a major omission in failing to mention the flood risk arising from the Winterbourne Stream The Winterbourne has a separate and distinctive flood risk to the Ouse it is groundwater fed stream which runs to an entirely different rhythm to the Ouse The flood risk along its course is exacerbated by a restricted channel a number of culverts and grills and "tidal locking" at its confluence with the Ouse on the Lewes Railway Land The area at risk of flooding from the Winterbourne extends through Lewes from Bell Lane through Southover(The Course) to Garden Street and the Railway land In October 2000 this area flooded a good six hours before the Ouse Parts of it has flooded on several occasions since then Policy PL3 should recognise the distinctive flood risk associated with the Winterbourne and supporting text in explanation
9	sn't much of this in the Local Plan already?
10	This is an important area as the risk of flooding will increase as a result of climate change Any development should take account of all forms of flood risk (surface ground river etc)
11	This is a very important area and the principles should be strongly adhered to The risk of flooding is due to increase due to climate change and any development should take account of the risk of all forms of flooding (surface ground river etc)
12	Common sense
13	All development should include rainwater harvesting and storage
14	Especially para 2 and 3 i e new developments should enhance flood protection
15	Any new developments on flood plains should be designed so that houses can quickly recover from flooding NOT to keep floodwater from entering the houses
16	i support these
17	flood resilience rather than flood prevention is the sustainable way forward
18	This is a critical part of the plan
19	Supported in principle but please see our comment on the omission to references to key documents
20	Reference to green roofs needed These should be "proper" ones made of crushed demolition material to support calcareous flora (and fauna) not the cheap sedum "mats" on all new flat roofs on commercial premises or proposed in housing developments where flat roofs are deemed acceptable to reduce flash flooding run off
21	It's vitally important to minimise the risk of flooding
22	This policy is just not joined up It needs to be far more rigorously and far reachingly conceived See my answers on first page
23	This is an area of major anxiety for many in the lower lying parts of town
24	Needs to be well defined and enforced
25	Common sense given Lewes' history of flooding
26	object The flood resilience aspects are not robust enough the whole on and other existing dwellings need to be considered as well
27	Flood protection should be enhanced
28	After past flooding problems in Lewes causing enormous problems any new developments should be completely protected
29	would like to see a commitment to further flood defence for existing housing areas eg the Pells
30	LEFT BLANK
31	Flood defence is incredibly important for the social and economic health of the town
32	This must be taken seriously and not a box ticking after thought Building more houses without adequate defences will affect these new houses and existing houses even worse if there was a flood as we are replacing existing permeable surfaces (grass/scrubland etc) with concrete surfaces
33	Very important the risk of more flooding hasn't gone away
34	weather is changing and needs to be added in eg tropical storms
35	Core to Lewes Only time will tell whether folk will be reassured that the improvements have worked or whether it will be a victory for the 'told you so' brigade
36	It is appreciated that flooding of many parts of Lewes will be a more frequent event so that developments there must be designed and built with that in mind The upfront investment in innovative and capital solutions will be more cost effective in the long term and this should be a significant test in allowing developments on such sites
37	Unless the river bed is dredged/lowered at Cliffe Bridge it is inevitable that you will get upstream flooding one day $Q=VA$

38	Very important that any new developments do not increase flood risk in adjacent areas
39	But lots of people do not know about flooding in the District that the water comes not just from the sky and the river but also from the ground
40	Essential with Lewes's history of flooding
41	totally agree that flood defences should not imperil outlying areas
42	All of this is a national requirement anyway
43	While supporting in general the natural consequences of living on chalk land should not be tampered or in any way interfered with aquifers etc
44	Support with the exception of green roofs all other aspects will provide the resilience required

Q20 What are your views on Draft Policy PL4 Renewable Energy and Resource and Energy Efficiency of Buildings?

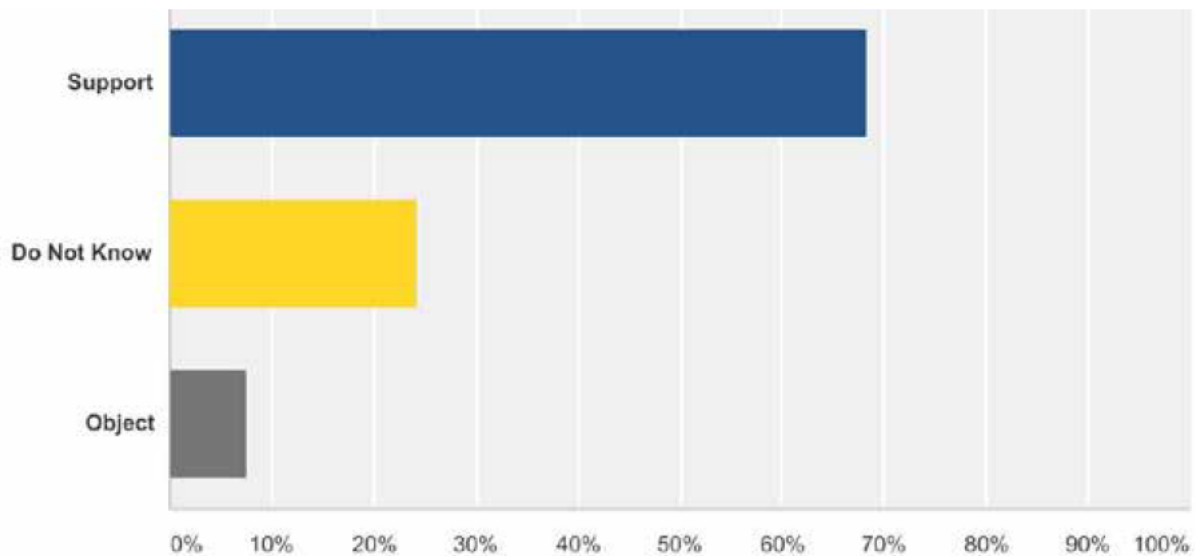


1	Broadly support "...increase energy efficiency" compared to what? What about the effect on the landscape e.g solar panels in the Conservation Areas? These can be visible on the backs or sides of houses as well as the fronts
2	left blank
3	The language here is very positive but I am concerned that whilst plans including this will be supported it does not guarantee that any of this will actually happen it will come down to cost after all?
4	Energy efficiency is an important part of making housing affordable in use
5	This may not be the right place for this suggestion however what would be really helpful in these 'modular' developments is an area for laundry I live in a new build without any private outside space and there is no facility to dry laundry A helpful suggestion for developers would be to keep this in mind when designing new flats that need areas for laundry An American style communal laundry room would really benefit residents who are responsible for mould and mildew problems in rented accommodation and therefore are reluctant to have clothes drying in their homes
6	I largely support this but the local materials policy could be difficult for Community Led Housing and LLHC schemes where off site construction techniques could readily reduce costs and perhaps environmental impacts overall
7	This is a good section
8	It should be easy for people in conservation areas to replace single glazed windows with double glazing
9	This is a very good section and soundly based
10	but note it is guidance only
11	But needs to be pragmatic in its application and not at any cost
12	As long as this is guidance and not mandatory (cost considerations)
13	couldn't agree more This is exactly what is needed for the way forward towards sustainability

14	Give grants to existing and new owners to develop renewable resources
15	support these proposals
16	We could be described as being in deficit on this topic as the current North Street strategic is site development is in its present approved form so inadequate in this respect
17	do support it but question if it is enough You say " n all cases consideration should be given to upgrading the whole property to meet higher energy efficiency standards such as improving the dwelling's SAP rating by a grade (e g from E to D) " Surely it should be more than this?
18	would prefer a priority on design and use of materials that is sympathetic to existing structures Solar panels in the site lines from Lewes viewpoints should not be allowed
19	See our comment on page 93
20	No new 'solar farms' on greenfield sites All council properties should be fitted with solar panels instead
21	would like to see a requirement that all new developments have high quality passive energy saving and solar generation provision may be reading too much into it but the reference to water saving is welcome n our older house the amount of water which needs to be run off before hot water flows is considerable (we save it in buckets but design solutions would be better)
22	agree in principle but little care has been taken with the erection of aluminium edged solar panels retrofitted to red tiled roofs to hide them from public view There must be better alternatives However new developments should include solar panels as an integral item not propose them as add ons as per the NSQ development That is not acceptable ntegrated panels should be required on all new dwellings always provided that they are not determined to be the cause of house fires New flat commercial roofs should include non reflective solar panels to provide community generation as part of a community investment
23	Should be incorporated in any new building
24	Particularly like the encouragement of onsite renewable energy with any new development or extension
25	See comment on 18
26	Good in principle but in practice they will be inadequate Aesthetically disastrous
27	Excellent
28	LEFT BLANK
29	What about installing solar panels as default on hew housing and that power being used either by the house or local public amenities
30	excellent
31	PL4 (1) Developments of new and existing buildings must not should (2) Development proposals that do not incorporate low carbon on site power generation will be rejected (3) & (4) should be compulsory
32	PL4 (1) Developments of new and existing buildings must demonstrate (2) Developments that do not incorporate low carbon onsite power generation will be rejected (3) These features must be compulsory
33	solar heating should be used for water heating and general heating
34	Can solar panels be put on large stores like Homebase etc for the use of the town?
35	Aesthetics (eg solar panels on roofs) are particularly important
36	There is very little detail on Renewable energy and Resource and Energy Efficiency of Buildings and it is essential that planning authorities keep up to date with technological developments that will be effective in the long term and will be sufficiently flexible to accommodate improvements and advances
37	Need to practical and sensible
38	Such proposals are useful when they make economic sense ie insist on green solution when technology has made it cost effective
39	This is secondary to affordability
40	Essential Only Donald Trump thinks otherwise
41	Essential to help with global warming and keep energy costs down for occupiers
42	am completely in support of energy saving procedures
43	A lot of this is covered by Building regs (which applies to refurbs and new builds equally) so the Policy needs to specify higher standards or it's meaningless
44	Support re new buildings Redevelopments only where feasible

45	<p>This should include specific reference to heat Heating is a significant contributor to fuel poverty and carbon emissions in the town particularly from insufficiently insulated buildings and expensive heating costs Not only should renewable heating technologies (such as ground/water/air source heat pumps) be mentioned explicitly (as 'solar panels' presumably photovoltaic solar panels) have been but the site boundary should not be considered the maximum remit of planning applications The North Street Quarter has repeatedly mentioned 'district heating' in its gumpf yet failed to include it in the outline planning application This has the potential to allow other neighbouring sites to 'plug in' to a low carbon heating source at a later date LDC are also severely lacking in their understanding and willingness to embrace the potential for district heating (see unspent HNDU funding for 3 years) yet the neighbourhood plan can do this for them Perhaps the Town Council could also lead on the project as Newhaven TC have done in partnership with Bioregional in short 1) heat pumps (in preference to biomass) should be explicitly referenced alongside other LZC generation technologies 2) all planning applications greater than 10 units should be obliged to install a CHP engine or other LZC generation sized to potentially provide neighbouring buildings with an alternative source of heat Demonstration of non viability should be the production of a detailed feasibility study scrutinised by those who understand the technologies Both Brighton & Hove CC and Crawley BC posses experience in planning applications and district heating</p>
46	<p>This needs to be strengthened Too many 'supported' aspects and not enough 'required'</p>

Q21 What are your views on Draft Policy AM1 Active Travel Networks?



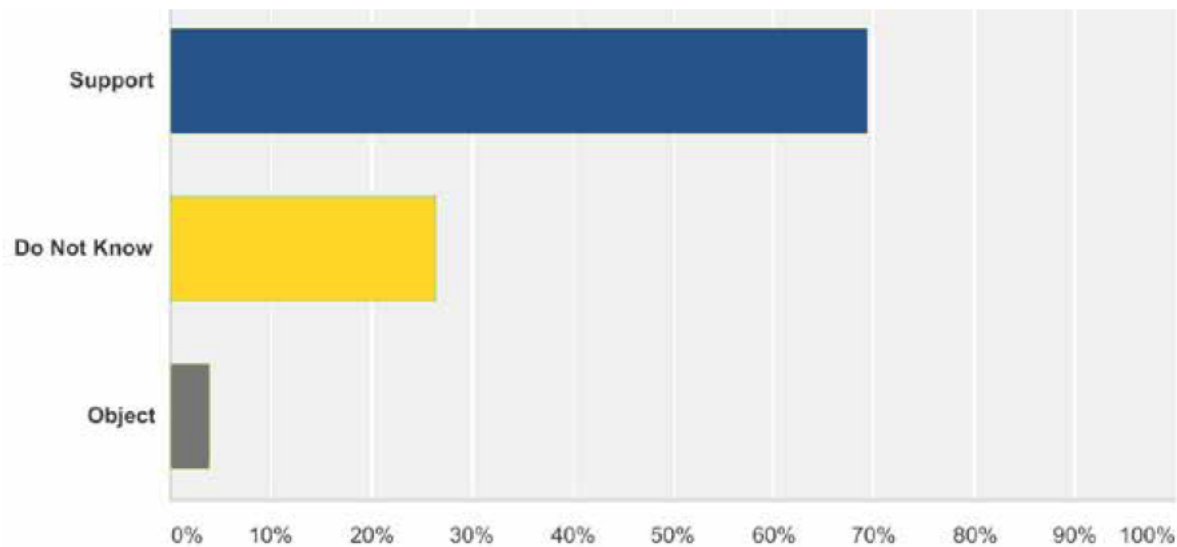
1	Broadly support The photo on page 94 is a poor choice It illustrates the narrowness of the roads and footpaths in Lewes (which mostly can't be changed within the historic core) and also shows no sign of traffic whether cars cyclists or pedestrians Most roads in Lewes are too narrow for cycle lanes Advanced stoplines need to be located at signal controlled junctions with a lead in for cyclists to reach the front of the queue in other words approaches need to be wide Again most approaches in Lewes are too narrow On page 96 the words "for example" should be added in front of "along the river"
2	• Support the general cycling initiative The maps should include existing bridleways within the town and ensure that they connect into the proposed network These new routes should endeavour to minimise steep gradients for example consider making Friars Walk two way for cyclists
3	Re Park and Ride in principle a good idea however it is difficult to see where a Park and Ride car park could be located that met with the criteria of being located on an existing bus route on the outskirts of town that would not mean development of a green field site
4	left blank
5	left blank
6	Making walking and cycling both safer easier (i.e. direct) and more attractive to residents and visitors is a vital improvement for the town We need to reduce the perceived need to drive relatively short distances Tackling the self reinforcing/escalating school runs would be a great improvement on many counts including children's health
7	B KES AND SAFER PAVEMENTS FOR ALL KEEP THE TW TTENS
8	whole heartedly support any improvements to the existing network of foot and cycle paths in addition would like to see this network expanded throughout the town
9	feel stronger reference should be made to the need for changing the culture of car dominance and for enforcement of for example speed limits within the town
10	am extremely keen to see the pedestrian environment of Lewes much improved It is very poor at present
11	Reference required here to extending pedestrianisation/shared space in support of 3) Otherwise support

12	TH S NEEDS TO BE ADDRESSED THE CAR S NOT GO NG TO GO AWAY SO BETTER WALKWAYS/CYCLE ROUTES NEED TO BE CONS DERED
13	Off street car parks used by visitors workers or shoppers On street more by local residents but have to share with visitors workers & shoppers Need some fairness across all More houses mean more cars Encourage bikers buses and walking to school / college need to be safe routes
14	Support But with following proviso's AM1 point 2 The statement should include expand and increase the available routes To simply 'protect and improve...' as currently written more are needed if people are to change their mode of transport within the town and to other areas Also need to include focus on use of walking and cycling for daily living everything that you do across the whole town and not just specific areas health facilities etc Without this routes out of housing developments will still mean cyclists especially will have to use road network many of which especially the one way routes through town are dangerous speeding traffic heavy articulated vehicles parked cars This is the real barrier to greater use of cycling at least Therefore current policies/measures limited impact on making Lewes safe for pedestrians and cyclists Mention is made of better pedestrian routes ALSO NCLUDE cyclists in this statement please
15	MED CAL HUB strongly against closure of any existing surgeries as access/movement will be adversely effected by increased use of cars driving through the centre of Lewes to new 'hub' causing increased congestion/pollution and negative impact on walkers/cyclists This is against your stated aim of 'prioritising direct walking and car free' Hundreds of parking spaces would be required outside for patients alone with easy access to the new 'hub' This is against your stated aim of 'protecting existing infrastructure'
16	particularly support more cycle facilities
17	what about a bike lift for school hill
18	n general women (along with members of some other groups) feel less safe moving around the town than men would like the plan to take note that there are several key walking routes bottom of Bell Lane to the prison crossroads Pells over the railway to Landport from the town centre to Malling either past Tescos and the skate park or over Wiley's bridge which women may feel are unsafe to use late at night Any new car free walking routes should be designed in such a way that they will as much as possible be used equally by men women and any other group whose members feel vulnerable The effect of the 12 30 switching off of street lights in giving young women an effective curfew in some parts of town should be noted any new walking routes should be well lit beyond this time
19	Strongly support
20	Pedestrians and cyclists should be privileged above motorised transport to aid in climate change mitigation public safety and healthy futures
21	fully agree with this especially that 'the town should begin to move towards greater pedestrian and cyclist priority' am a regular cyclist (including commuting to work) and use walking routes to school n particular there needs to be a crossing on the road going into Lewes near the entrance to Montacute Road this is currently not possibly to cross safely with small children f the town wants to encourage more walking to school and reducing congestion then safer routes are the start Also there needs to be a solution for cyclist on the road towards the prison traffic lights This is hard to navigate as a cyclist as cars queue up for more than kilometer during busy periods Also the pedestrian walkway from the prison traffic lights towards the cemetery (left hand side going down) needs urgent improvement for safety reasons cars currently drive often recklessly and fast down that road towards Winterbourne with absolutely no protection for pedestrians (often families and children on the way to school) who are trapped between the wall and a fast road This should be addressed as a matter for priority
22	A review of existing facilities (schools doctors etc) should be carried out to provide a baseline and new development assessed as to the impact on these facilities
23	support these policies
24	We should try to imagine cycling and walking very much increased Could some developments be at least partly car free especially in the town centre? How do you identify a need for more cycle parking? Perhaps it should be provided anyway?
25	strongly support this policy
26	See our comments on pages 94 96
27	The aims and objectives deserve support the only "downside" may be the amount of public (rate raised) subsidy that may be necessary to achieve the Policy
28	think it is important to improve river links to the Egret way All of the cycling routes out of town are on busy roads which are very unpleasant Cycle paths along the main roads should be a crucial considerations
29	hope it happens
30	Welcome accent on pedestrians and cyclists

31	Carws appear to be the main transport in the town. Local buses are often empty why? The High street should be made car parking free to reduce congestion and vehicle emissions. Walking and cycling should be at the top of the list for all able-bodied Lewes has very few signposts for walking or cycling routes in the town. Why is the Egrets Way project so long in being completed? Why is there no walking/cycling route north of the town eg the old railway line to the Bluebell could be a new Sustrans route from the town.
32	need park n ride
33	need park n ride e.g. county Hall available now also Southerham pit
34	urgent need for park n ride as above
35	Lewes will never be car free since we all use our cars for convenience but it makes sense to maximise the prospect of people using alternative means for getting to the town centre
36	Lewes is a terrible place to cycle and this could be massively improved. The proposals sound good and the objective should be connected routes that run throughout the town with as many as possible being separate from roads (e.g. riverside routes). Bike parking is virtually non-existent currently and should be massively improved. Think many families would opt to travel by bike rather than car if it were easier and safer. Parts of Lewes are also dangerous and uncomfortable as a pedestrian especially Fisher St and Market St which at the very minimum should have adequate crossings but ideally should be completely pedestrianised (especially Fisher St). Lewes town centre seems to be used as a shortcut by motorists which seems crazy for such a historical town.
37	Again a good idea however in practice the plan won't work we need flexibility and infrastructure to support this development hence better to limit or stop any development of more dwellings now
38	Restricting vehicle journeys makes walking and cycling safer. Traffic flow is not the priority
39	There could be more explicit support for spaces to encourage active living other than travel the Pells Pool is a great start and the commitment to a river walkway but more pedestrian and cycling only streets would also help as well streets that are more pleasant for walking and cycling
40	LEFT BLANK
41	Want to see improved access for all including wheelchairs and pushchairs. Want to see more cycle lanes make it easy for local residents to leave their cars at home by making it safer to cycle into town as a family. Need more bike racks in town too
42	Very important all roads pavements pathways etc need to be properly maintained
43	A27 A277 calming required Gateway to Downs is important
44	Brighton Rd is dangerous for pedestrians cyclists & cars Linking the town into the countryside as pg 102/103
45	Cycle and pedestrian friendly focus is important but cognisance that Lewes is hilly and can be challenging
46	Whilst support a quality pedestrian environment with strong walking links to outlying areas it has to be recognised that these must be suitable for young mothers with prams the elderly and disabled with mobility equipment. These are a significant and growing proportion of the Lewes population. Cycle routes should be separated from vehicular routes. There should be provision of adequate safe pedestrian crossings of roads and cycle tracks particularly along the Brighton Road
47	Make cycling more easy through out Lewes
48	Cyclists and pedestrians can't just be allowed to occupy the same space
49	Some streets get congested with traffic this is not helped with the street parking principal roads should be made one way if they are to have parking on one side of the street. The roads are not wide enough for two lanes of traffic and parking streets such as Western Road Southover High Street and the High Street should all be one way. A simple system could be devised for routes coming in and out of town all one way
50	Am concerned that a proposed cycle route on the west bank of the Ouse will adversely affect walkers
51	Car free walking and cycling routes are essential in Lewes as well as creating them from/to new developments they should be added/improved to existing developments such as where I live (The Nurseries)
52	same as above
53	Very important The roads are filling our narrow streets with life threatening particulates generally at the level of a small child They must be made to stop (Put your exhaust pipe inside the car?) Assert the road rights of walkers and cyclists and those who would simply like to be able to get across the road without a mouthful of abuse from drivers
54	It should be the aim to produce a quality pedestrian and cycling environment. Lewes is too big to walk around regularly walking needs to be supplemented with proper cycle infrastructure so that can cycle from neighbourhoods of Lewes into the centre of Lewes for example walking from the Neville to Boots is quite a time consuming walk compared with cycling. Cycle parking is not a cycle strategy the use of the roads/town centres need to better include cycling. But greatly support the fact that cycling is mentioned as an area for development and progress

55	Although public transport should be encouraged it is not always viable and provision for cars in the town centre should be maintained
56	AM1 (2) Various issues which have been repeatedly raised already have not been addressed notably in respect of the 'New' Malling Estate Traffic calming measures were consulted on but nothing further has been heard about this Despite heavy use the junction at the bottom of the steps/Church Lane/Old Malling Way is an accident waiting to happen and the footpath past Glebe Cottage is in need of considerable improvement (although understand there are ownership issues in relation to this)
57	should like to see a large carpark at both ends of town facilitating walking cycling or shuttle busing to town
58	Unrealistic
59	The problem we have is that LDC expects developers to provide 'prioritise and support existing safe direct walking and cycling routes car free where possible and including safe routes to schools ' Given most development plots are very small 'm not sure how this part of the policy can e executed
60	No mention of creating new cycle routes within the town
61	p 96 should propose the town DOES review cycle parking the text does not require any action Developers should also contribute to extended rural networks into the countryside One to name here would be an improved walking and cycle path on the A275 between the back of Wallands School and Cooksbridge station
62	See comments above
63	do not agree to going down the Brighton route of prioritising bikes and feet above other modes of transport Please remember there are big hills in Lewes and a large community of elderly (but game) people am tired of being forced to the side of the pavement by cyclists who want to ride (illegally but understandably) on the footpath
64	Are electric cars the way forward? the existing charge points are underused do we want to put more stress on power supplies? Might be useful to concentrate on the provision of further pedestrian crossing that can be used by elderly frail schoolchildren and 'Walkers' There's a dearth in Lewes
65	Cycling in Lewes is actually very dangerous especially for children so the provision of improved network of cycle paths is very important n my own area of town the need for a cycle path along the Brighton Rd approach to Lewes is urgent
66	See comments in SS1
67	Needs to be stronger plans to reduce car/vehicle use lorry ban outside 8am 6pm pedestrianisation of High Street on weekends etc

Q22 What are your views on Draft Policy AM2 Public Transport Strategy?

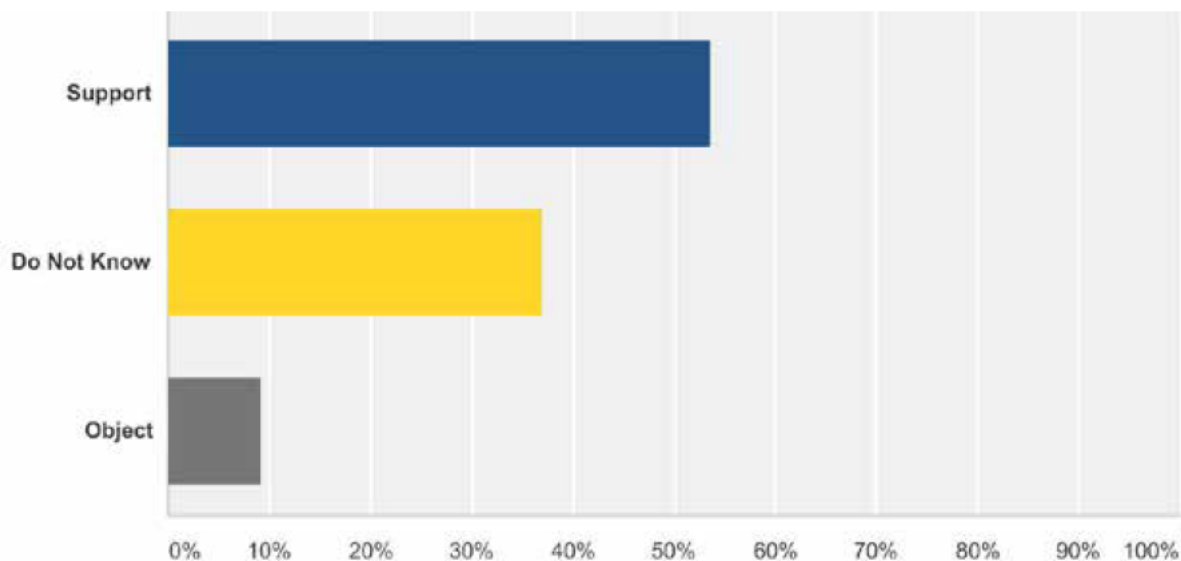


1	Broadly support How are public transport networks to be preserved in the light of the recent cuts to bus services? Where would new strategic routes be? Park and Ride schemes plural? See earlier comments under question 13 integrated transport hub see earlier comments under question 6
2	left blank
3	left blank
4	left blank
5	BUSES TOO FAST AND ALL ROADS N AND AROUND LEWES SHOULD BE 20 M LES AN HOUR OR WE W LL HAVE A TRAGEDY
6	BUSES GOOD BUT NEED TO SLOW DOWN DOWN THE H GH STREET THE BR GHTON ROAD HEAD NG UP TO PR SON CROSSROADS AND ALL OTHER ROADS GO NG N AND AROUND THE CENTRE OF LEWES SHOULD BE 20 M LES AN HOUR
7	think we should be looking to provide a transport 'hub' a key intersection between trains buses and taxis To avoid buses from outside the town having to travel along Southover Road Station Street Lansdown Place there could be a slip road from the A27 to the recycling centre and along an enhanced Ham Lane This would keep a significant amount of traffic (especially that going to the Priory the College or Leisure Centre) out of the town and would allow buses access without having to plough right through
8	4) The new bus station should ideally be located near the station providing a bus/train/taxi hub with links to the South Downs Otherwise support
9	MAYBE ELECTR C BUS TO COMMUTE PEOPLE TO TOWN/STAT ON/ SCHOOL
10	Moving the bus station away from the commercial centre of Lewes is not a good idea A frequent service to the railway station is an alternative
11	Bus Station needs redesign as unsafe to cross road

12	<p>Would like evidence to why more taxi ranks would not support more taxi's like in Brighton blocking roads etc Expected to see something about • banning large heavy articulated vehicles which was spoken about at public events and loading times to prevent congestion causing traffic jams and prevent them mounting pavements serious danger accident waiting to happen to pedestrians • introducing unloading/ loading times to restricted hours again to minimise congestion and all the double/triple parking and parking on pavements These were mentioned at public meetings attended • install cameras in high street like they do in London boroughs and other towns across UK to prevent this and speeding These issues above would help attain the following statement "The town should begin to move towards greater pedestrian and cyclist priority and reduce the negative impact of cars in the central area" Page 95 We also need safe routes like Lewes Ringer on all sides of Lewes Offham/Hamsey Lewes Newhaven e.g Egrets Way as minimum then expand beyond out to Landport and Cranedown for cyclists AND pedestrians More bike parking schemes are not the only need more hard structural measures please not soft ones... An overall transport policy and plan is needed for the town with full engagement of Town Council not just ESCC making decisions One aspect that should be considered is using car parks for local residents to remove some cars being parked on the roads like Friars Walk and Landsdowne Place which would mean space for cyclists Similar measures also along one way system in East Street use the car park for those cars</p>
13	<p>Not sure how this will work in practice Currently bus services to and from barcombe are so limited that it doesn't meet the needs of people employed in Lewes in particular those who work on shift patterns Recently routes are tending to be cut rather than improved so cost implication to be addressed Bus links to trains don't exist Quicker to walk than try and wait for a bus to a residential part of town if one has luggage then forced to take a taxi</p>
14	<p>would be prepared to contribute through the rates for support if necessary subsidised local bus routes</p>
15	<p>Public transport provision is essential for a healthy population</p>
16	<p>it may be possible to locate some taxi spaces at the lower level of the station car park leaving more space for buses/coaches in the station forecourt area (drop off and wait facility only) but not a coach park which is badly needed but should be elsewhere in the town</p>
17	<p>people will always choose their own transport to ignore the already poor and overloaded road system will mean that the new and existing residents will be faced by yet worsening road misery</p>
18	<p>taxis are part of the public transport system At the moment Lewes pretends like they don't exist The station taxi rank is a shambles Not good for new visitors to Lewes arriving by train and needing a taxi Financial incentives are needed to encourage taxi drivers to switch from diesel to greener vehicles</p>
19	<p>Especially para 4 we need a bus station in town ideally near the train station</p>
20	<p>is it achievable and how can the plan enforce it?</p>
21	<p>A proper joined up strategy is essential it is not adequate to say existing networks will be protected and improved For instance a park and ride scheme using electric hop on hop off buses that circulate slowly through the town at a cheap fare linking the estates with the centre would be of value to residents and visitors alike closing parts of the town to through traffic at certain times of day maintaining extending and enforcing a 20MPH rule throughout the town where traffic is allowed limiting the time delivery vehicles can park and enforcing the "No idling" law within the Air Quality Management Zone</p>
22	<p>like the idea of hop on hop off electric buses</p>
23	<p>it is important to make it as attractive as possible to use public transport rather than private cars Using high parking fees is not the right way</p>
24	<p>See our comments on this page</p>
25	<p>Redevelop the bus station it is a complete eyesore and detracts from the whole of the town centre</p>
26	<p>We have a bus station but my understanding is that because this is in private ownership only certain companies can use it This is surely a case for the premises to be taken into public ownership</p>
27	<p>See comment in the box above</p>
28	<p>C L money could be used to support public transport Many are now very dependent on it whether through age or infirmity or the loss of local facilities e.g post offices that now mean they must travel down to the flood plain to shop it is essential to keep the bus station as a bus station with cover and seating because of the above All heavy shopping has to be carried up hill to most residential areas</p>
29	<p>Bus station not very inviting dirty smoking area everywhere Often sporadic bus service due to congestion Do we need more taxi ranks as shops have direct phone line to the ranks?</p>
30	<p>worried about parking and car flow through town</p>
31	<p>need park n ride</p>
32	<p>need park n ride e.g county Hall available now also Southerham pit</p>
33	<p>urgent need for park n ride as above</p>

34	Again a good idea however in practice the plan won't work we need flexibility and infrastructure to support this development hence better to limit or stop any development of more dwellings now
35	Transport hub?? Are these realistic objectives in view of VERY TIGHT road &/ heavy through traffic around station? Visual impact of housing above car park not likely to be pleasing and will possibly block out / dominate new cinema site & station
36	Excellent
37	Better bus networks and rail links to the countryside and villages are important
38	LEFT BLANK
39	Make it as affordable as possible and more will use it
40	This is a challenge as East Sussex County Council will be looking to cut bus services in the future as their transport budget becomes even more stretched
41	An integrated public transport hub would be ideal
42	and additional routes keep the bus station location Lewes should be independent of Brighton & Hove
43	Can an integrated bus/train ticket be introduced for Lewes Brighton journeys? Can we campaign to be part of Transport for London as suggested by Mayor Khan so that we have a fully integrated system with all the benefits of TfL Can we campaign to get rid of the train franchise system currently mis managed by Govia?
44	Development needs to pay for road changes Planning Gain section 106
45	Yes please let's do something about the bus station in particular
46	Access routes should be integrated with bus and train hubs The importance of the bus and train networks to Lewes has been underplayed in the plan Much of Lewes wealth and attraction derives from the provision of public transport rapid access to other nearby towns and to London Developers should be expected to recognise this added value and contribute to improve access to it
47	More smaller town buses and an out of town parking area would be great less traffic in the town centre would make movement freer less pollution less congestion calmer atmosphere Presently too much traffic in the centre of town air quality very poor pollution too high
48	am strongly in favour of public transport
49	enter town buses with large wing mirrors overhang narrow pavements this is dangerous (in Market Street) A policy is needed to reduce this uncomfortable risk
50	Will definitely require more car parking areas to replace those lost to housing
51	same as above bus and train stations together new road straight in to train station from the A 27 via the recycling dump area
52	All good bit's hard to get motorists out of their cars so don't over do the provision
53	As stated above need to move car parking from roads that are needed for cyclists and pedestrians and move it to car parks
54	Ensure new development does not impede access by community transport and prevent larger vehicles from turning
55	SUPPORT WITH RESERVATIONS Bus Station location is the obvious place but it urgently requires considerable upgrading and the traffic management in the surrounding area needs looking at At present the bus station is dingy and unwelcoming and the traffic/pedestrian access around this area can be hazardous especially when there is more than one bus and/or taxis outside Waitrose Railway Station Traffic flow in this area can be problematic especially when there are rail replacement buses in operation there have been times when excess buses have completely blocked this area making it difficult for cars to drive through The potential for building over the car park is mentioned but am unclear how this could be achieved whilst retaining traffic access Perhaps making provision for buses there might be more desirable
56	Note that having more electric car charging points DOES NOT reduce town congestion Electric cars take up as much room as a petrol vehicle Where is the location for the proposed park & ride facility?
57	See comments above
58	would like to see something imaginative done with the bus station Would smaller vehicles be an option?
59	Agree the bus station needs to be central as at present
60	Hop on hop off electric buses? What happens when the national grid fails we should be moving away from electricity consumption

Q23 What are your views on Draft Policy AM3 Car Parking Strategy?



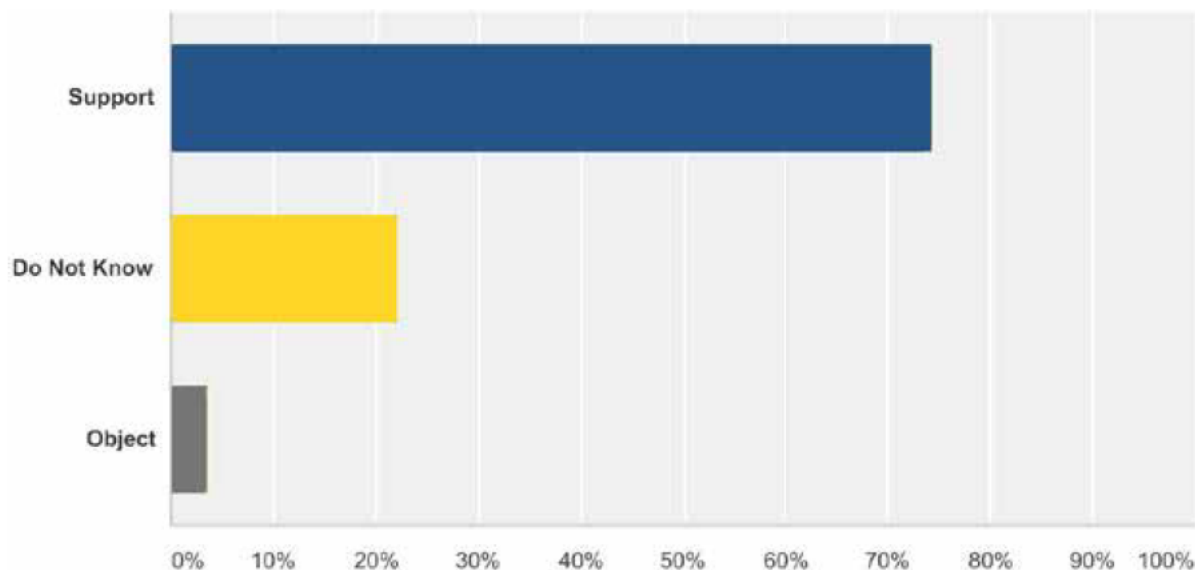
1	Object Park and Ride see comments under question 13 The new North Street car park will serve as a place where people entering the town from the A26 / A27 can park without driving into the central area provided it is big enough in the same way that Tesco's does at the moment for people from the surrounding area support attempting to limit traffic entering the town over Phoenix Causeway to look for parking other than at this location (and Waitrose when it gets its new facility to turn right out of the car park)
2	left blank
3	didn't tick a box Lewes is dying because of its impossible parking policy it is a pleasure to go to Uckfield which has a free parking system For a resident having to pay for parking if you just want to pop in to the bank etc is impossible We should have say a free 20 minute free ticket if you want to stay longer you pay Also as we have School Hill dividing the town into upper and lower parts of the town if you have purchased a ticket for 2 hours in the upper part you should be able to use this in a lower part Also what about another language than just English on Parking Notices? German & French? We are trying to be a tourist town and we are the first stop after Newhaven
4	left blank
5	Lewes parking charges are currently very reasonable and this should be kept
6	Discourage the use of the personal motor vehicle rather than worry about parking
7	Whilst support the idea of less cars in Lewes town centre it's not clear how this will be implemented and managed e.g. where will the Park & Ride car park be located?
8	An additional storey above the station car park which could combine with a new transport hub (see above) would be an advantage and again could stop cars trailing through the town
9	do NOT support the proposed Park and Ride scheme it is highly unlikely to be viable consider that the proposed NSQ car park along with the Tesco car park could provide for this need
10	3) Park and ride services to be effective require a very regular bus service to be effective This is normally only viable in settlements the size of Brighton or greater if this policy remains in LNP suggest it should be subject to a viability study before coming into effect However if a site for parking for tourists to access the SDNP were chosen this might provide some park and ride facilities as well Otherwise support

11	See No 16 above
12	Does not address the big problems faced by residents who must run cars for work and for other reasons Signposting parking and charging points while helpful do not solve the issue of how to deal with visitors' cars it is not clear to me where a park and ride scheme will be based nor who will operate it
13	PEOPLE WONT USE PARK AND RIDE
14	An increased population will need increased parking not reduced parking Park and ride schemes are not very successful and will not be economical for a small town like Lewes which has difficulty maintaining frequent bus services
15	But see comments in box 21 Off street car parks & on street parking are used differently Audits of traffic in town at different times of the day needed & traffic lights eg cars turn right at top of Station Street against red light at least daily danger to pedestrians Poor air quality zones need identifying
16	fully support building above existing car parks while retaining spaces but elsewhere in the plan it suggests building on town centre car parks and reducing parking in the town This is not acceptable
17	Agree we need a review of car parking but alongside or as part of a wider transport policy and strategy for the Town Minimise car circulation in the centre of the town like other towns and cities across the world is key and the Town Council needs to provide leadership as the District and County don't and fight more for our needs See comments for other questions on electric vehicles and E Bikes and also Air Quality We must get a park and ride served by small hop on hop off e buses/vehicles
18	MEDICAL HUB strongly against closure of any existing surgeries as access/movement will be adversely effected by increased use of cars driving through the centre of Lewes to new 'hub' causing increased congestion/pollution and negative impact on walkers/cyclists This is against your stated aim of 'prioritising direct walking and car free' Hundreds of parking spaces would be required outside for patients alone with easy access to the new 'hub' This is against your stated aim of 'protecting existing infrastructure' in particular object to the use of Little East Street Car Park and the Magistrates Court Car Park as possible new housing development they should remain as car parks
19	especially support park and ride facility Note that the current one way system has buses negotiating an unnecessarily extended route through the town causing additional pollution
20	The plan should acknowledge that some women and other people who feel vulnerable to street harassment or violence will choose to use cars as a way to access the town centre if they are leaving very late at night and that while some car parks (notably the station car park if you're getting back on a late train from London) are currently pretty good for feeling you're not hidden from public sight replacements may not be if building takes place above car parks consideration should be given of how to address this problem for example by ensuring that car parks join the safer parking scheme
21	Especially Park and Ride scheme
22	support electric car charge points
23	Encouraging public transport is essential and like that the proposals encourage the use of non polluting transport options such as electric cars
24	Reduction in car use should be the aim of all planning decisions
25	But also retain existing car parks no matter how much you encourage park and ride etc reducing the number of cars entering the town is not a guarantee
26	so we accept there will be more cars but dont address the road issues that already exist
27	Please expand on where you see Park and ride being operated from?
28	see answer to q22
29	especially the park and ride
30	support this but it is not strong enough still to tackle the car usage and parking issue that Lewes has Car usage is increasing and so is the size of cars
31	Getting a grip on car parking in Lewes is long overdue Please note that Thorn Engineering proposed decking the rail station car park on three separate occasions in the past and they were refused each time
32	See our comments on page 98
33	No suitable site for park and ride exists & greenfield sites should not be used for this Encourage Network Rail to build 2 storey car park at station if it is not to be built over with low cost flats More E V charging points essential

34	'm not sure how the sites can be rationalised given the layout of the town it's important particularly for people who have limited mobility that car parks are available in a variety of locations for ease of access support the park and ride proposal A free 'round the town' shuttle bus might mitigate this support the proposal for additional electric car recharging points There is considerable car parking provision in private (or public) ownership which could be made available at weekends and other times when it is not required for employees or students A particular instance is the South Downs College car park which is a useful overspill for the Leisure Centre and activities at Priory School at the weekends but which is now closed to public use at those times
35	Car parking provision is important particularly if many town centre car parks are to be redeveloped for housing Park and ride or development of parking areas near Tesco/Southdown Road should be considered
36	Park and Ride can be deemed to be unaffordable however if it simply makes use of existing capacity and existing bus routes e.g. ESCC car park in the evenings and at weekends it is eminently doable
37	like the idea of Park and Ride
38	What does 'rationalization' (p. 98) mean? It sounds suspiciously like it might be a waste of time
39	Support idea of providing parking on periphery with shuttle transport
40	Decrease the high street car parking introduce park and ride discourage county hall workers from eg Brighton form using cars there is a relatively good bus service
41	again am concerned we will have too many cars ? Boris Bike scheme with electric bikes as Lewes hilly
42	need park n ride urgently why not county hall at the w/ends ?
43	need park n ride e.g. county Hall available now also Southeram pit Do not build over county hall car park will be unsightly Better access Station car park Stop pavement parking
44	urgent need for park n ride as above access to Station car park urgently needs improving
45	The town needs to provide parking for RESIDENTS as well as visitors These needs must be balanced for the benefit of local people and businesses
46	Good proposals to increase car charging ports and Car Club facilities
47	Safety issues need to be addressed when building flats above car parks Lewes needs a sensitively built attractive multi storey car park built in a low lying area
48	Again a good idea however in practice the plan won't work we need flexibility and infrastructure to support this development hence better to limit or stop any development of more dwellings now
49	No existing car parking spaces should be lost investigate Park & Ride location for the future eg Lewes Prison should it ever come up for sale
50	Private car ownership probably a temporary phenomenon anyway
51	Would be concerned if existing car parking facilities were to be reduced particularly in view of the increased usage due to a 10% increase in population
52	broadly support this but we have to be mindful that Lewes is often viewed as town where it is difficult and expensive to park Other towns have ignored these concerns to benefit of the retail parks and new towns where parking is central to business model
53	the policy could be more assertive in reducing car usage
54	LEFT BLANK
55	This is a controversial area Parking is important for local businesses it must be easy for people coming into town to park or they will spend their money elsewhere
56	more restraint of illegal car parking ie on pavements double yellow lines & of speeding needed m???????
57	Sorry Plan so long didn't actually get there but have mentioned parking previously several times
58	Use of Electrical vehicles Park & ride Southerham Roundabout
59	Would have liked a proposal to expanding parking at the top of the town as lack of parking affects the businesses located there Especially as a Cote Brasserie is due to open which could lead to renewed interest in exploring the top of the High Street
60	All a bit vague Clearly a lot more work needed to establish rules / guidelines
61	Might it be possible to have some 'local' disabled/restricted mobility scheme for parking a Lewes blue badge? My aged father who lives in Ringmer did not qualify for a blue badge under much more stringent rules nowadays but he can't walk very far now and can't cope with the hills so frets about parking when he has to come to Lewes

62	The car parking arrangements in Lewes are not fit for purpose for either residents visitors or incoming workers They need a serious rethink The public transport system needs considerable improvement before the aspirations of electric cars and less reliance on cars can be realised Whilst it is appropriate that developers should make a contribution to the common good there is a need to be realistic about barriers to developments
63	We could or might benefit from some re thinking of one way systems
64	'm not concerned about the action of building car parks workshops/retail might be feasible but residential seems a poor idea
65	We desperately need more parking in the town centre for both residents and visitors The station car park is an excellent idea but feel it needs to be bigger at least twice the size? Subterranean ?
66	Car parking in Lewes is currently horrific and difficult due to the narrow residential streets and town centre A park and ride facility outside the town centre would help
67	as 22
68	free car parks on the outside of town electric shuttles into centre encourage tourists to come to our town instead of fleeing them or discouraging them
69	Stop talking about parking spaces as 'needed' most of them are not
70	As stated above need to move car parking from roads that are needed for cyclists and pedestrians and move it to car parks
71	can't see park and ride working in Lewes (see previous comments)
72	Encourage businesses to provide parking spaces for employees Businesses to make their parking spaces available to visitors to the town outside of working hours
73	This section does not go anywhere near far enough in addressing the car parking issues in Lewes The existing parking zone drives cars onto the periphery creating problems for people living there 'New' Malling estate is an example Need to recognise that larger establishments such as County Hall and the Police HQ bring staff into Lewes and they require parking spaces Public transport is often not a viable option for them e.g. some jobs require car use e.g. medical profession making home visits or Police attending meetings and/or courses at HQ Need to encourage people not to build over car parking areas as has happened at Police HQ or convert their garages into additional living space e.g. houses on Malling Estate where garages have been turned into rooms Affordable accessible parking is needed within the town to allow for people visiting Lewes to use its amenities such as visits to the doctor visiting various organisations within the town in many cases public transport provision from the start point into Lewes is either inadequate or not appropriate
74	Wholly unrealistic Park and ride is of no use for residents within central Lewes Electric cars are not developed enough to make them a viable alternative to petrol at this stage so additional charging points will be under utilised and should be scaled in over time As mentioned above the "rationalisation of surface carparks" will seriously impact on the quality of life of residents and they should not be used as development sites
75	What is meant by 'rationalisation' of the existing car parks and 'creating an easy to understand system'? How difficult is it to find a car park and use it
76	Make people aware of the Car Club
77	Car parking consider two park and ride sites adjacent to the A27 1) Eastern A27 roundabout possibly within the industrial complex under cliffs with shuttle into town and 2) a site at the Western A27 Kingston roundabout Agree with need for survey Also the likely prospect that autonomous vehicles in the next decade may obviate the requirement for in town car parking as vehicles will be able to drop off in town centre and park remotely
78	think reducing car traffic is important Car parking is an emotive topic so it needs to be addressed carefully But am sure there are innovative solutions more car sharing for example that might help
79	Seen this again and again There needs to be a low rise carpark somewhere just away from the historic centre (Southerham? Near Malling?)
80	Need to provide car parking for visitors the requirement for this will never go away

Q24 What are your views on Draft Policy SS1 Historic Streets?

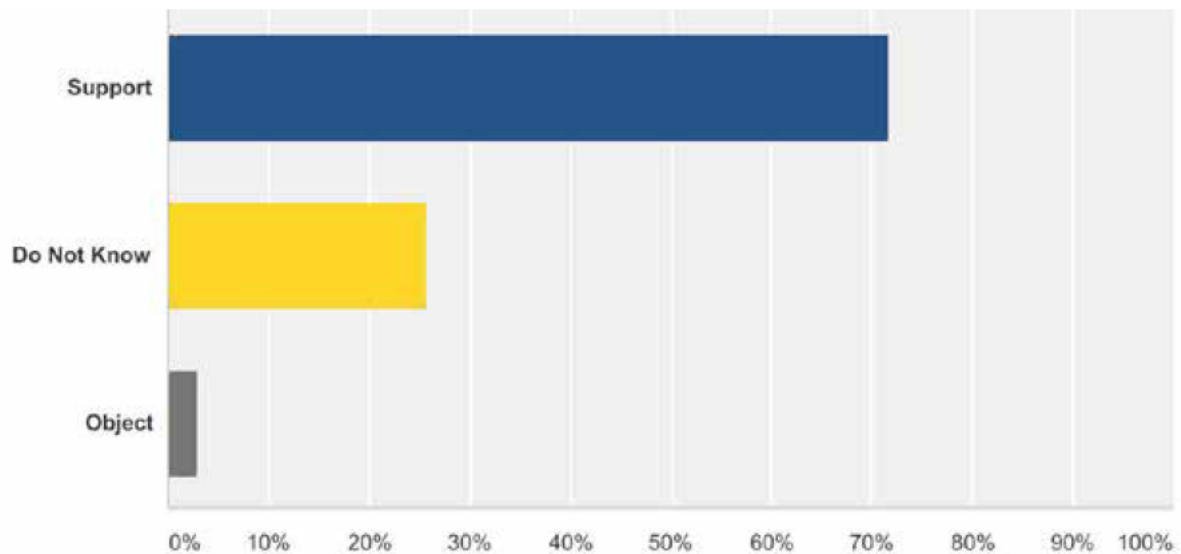


1	Broadly support Surely "temporary" tarmac repairs are acceptable so long as they are just that and there is a maximum time limit for their replacement with associated monitoring and fines for non compliance
2	am all in favour of cycling however the proposed extension of the cycle track from Houndean Raise to the bottleneck is unrealistic Parts of the road are far too narrow and the road is used by many cars and pedestrians There needs to be parking for those living in the area and the shops All these people far outnumber the cyclists There are quieter routes into the town from the Prison traffic lights which cyclists can easily use
3	left blank
4	left blank
5	All the historic streets should be protected at all costs
6	We would like the Plan to consider more shared use or pedestrianisation schemes by the time of the Plan end in 2033
7	support this in general terms really want to see footways improved so that 2 people can universally walk side by side in Lewes without stepping into or having to cross the road This would transform the quality of the town for visitors and residents
8	Can LNP specify requirement on owners of property in the Conservation Areas to maintain their property to a certain standard including repainting in approved colours and schemes? f so could that go in here too? Otherwise support
9	P102 The map needs amending to include cycle routes approved by ESCC A lot more work required here Cycle Lewes are working on this aspect
10	More Blue Placards please
11	v important
12	Street furniture gggggggggg
13	Very important
14	But also maintain said Historic Streets currently overgrown and looking shabby

15	Cycle routes to add (to avoid busy traffic through top end of high street) route from Brighton Rd to Bell Lane via Monatcute Rd Barons Down Rd Delaware Rd and Winterbourne Lane Route across Bell Lane recreation ground (currently not designated for cyclists) from Bell Lane to Rotten Row then Grange Rd Southover Rd Pinwell Rd Court Rd Railway Lane to reach high Street by Riverside
16	more pedestrianised areas
17	'replacement with granite kerbs' not 'of granite kerbs'
18	i support these policies
19	Also be conscious of need to deal with rainwater which is expected to become more intense t already rushes down twittens which have roofs draining onto street
20	strongly support this policy Anything that detracts from the historic streets and twittens degrades a critical characteristic of Lewes
21	See our comments on pages 101 103
22	Granite kerbs essential and these should also have been a requirement of the North Street development as well
23	Agree ESCC does not so a firm policy is the only way forward to avoid bodged repairs "temporary" tarmac repairs as outside the law courts etc
24	Generally support but take care with tree planting in streets as the roots cause surface problems in the future Example Houndean Rise Lewes
25	Please organise the routine sweeping of the twittens
26	get rid of pavement parking
27	Again a good idea however in practice the plan won't work the plan if implemented will destroy the historic look & feel of the Town stop now
28	The 'palette' of heritage materials should not be too superficial feel the library has that superficial look
29	Excellent
30	Further tree planting would be good
31	LEFT BLANK
32	excellent
33	Restoration of pavements Trees very large for pavements Pavements are uneven
34	support the conservation of twittens
35	ESSENT AL that specific reference be made to preserving the integrity (ie no further gaps) of the twitten walls
36	Good principles but map on pg 102/103 is too 'busy' Suggest separate into two maps?
37	applaud the focus on protecting and enhancing historic streets am unclear on what is meant to be achieved from encouraging the replacement of granite kerbs
38	Hope the twittens are not over enhanced
39	Historic streets and twittens must be preserved
40	Work with schools and colleges to create and enable young people to walk to school instead of being driven
41	More needs to be done for cycling
42	Excellent
43	SUPPORT W TH RESERVAT ONS Doesn't go far enough Plan on pages 102 3 is so complex it is very hard to make sense of Too much information on a single map Mention is made of making an audit of extraneous street furniture but what about the A boards and other items outside shops whcih obstruct the already limited pavement space the area around the war memorial is a prime example of this The Cliffe area and the High Street area are very different in character due to their historic background This could be further developed and referenced as a way of showing how Lewes is not a homogeneous town different areas have a different ambience and historic character e.g artisan Cliffe Georgian High Street etc More needs to be done to develop the High Street area which is in sad decline at present Both the Crown Hotel and the White Hart are for sale and need considerable conservation and refurbishment Encouragement and incentives need to be offered to potential purchasers to ensure this is done and not allow them to decay further
44	There is some reluctance for a sole woman to go down a 'dog leg' twitten
45	Map on page 102 seems to show proposed cycle route to Ringmer on Mallig Hill and Earwig Corner rather than the existing wonderful cycle path that avoids this (Church Lane Mill Road Lewes Ringmer Cycle Path)
46	Make sure twittens are regularly resurfaced and made safe with more lighting

47	The focus on a 'central core' of 'historic' Lewes and the maps on p102 and 103 neglects to promote the need for high quality streetscapes and development for neighbourhoods like Nevill Landport and Malling it would do no harm to focus on the town as a whole and promote high quality design everywhere
48	Cannot be protected enough
49	Further work should be done to identify proper cycling connections in the town in order to guide LDC/SDNPA S106/C L monies in future These should at a minimum include a wider cycle friendly connection linking Pells and Landport via Cabbage Walk and a suitable off road cycle/pedestrian way between the racecourse hill/Hill Road and Cooksbridge The Nevill Road was recently resurfaced yet the dangerous 'chicane' at the entrance to the 30mph zone at the top of the hill remained a simple cycle filter lane (or even better off road path) would have avoided the squeeze faced by cyclists here Cycle Lewes have previously compiled umpteen suggestions that could be built upon I'm sure Living Streets and TTL have their own thoughts too

Q25 What are your views on Draft Policy SS2 Social & Civic Spaces?

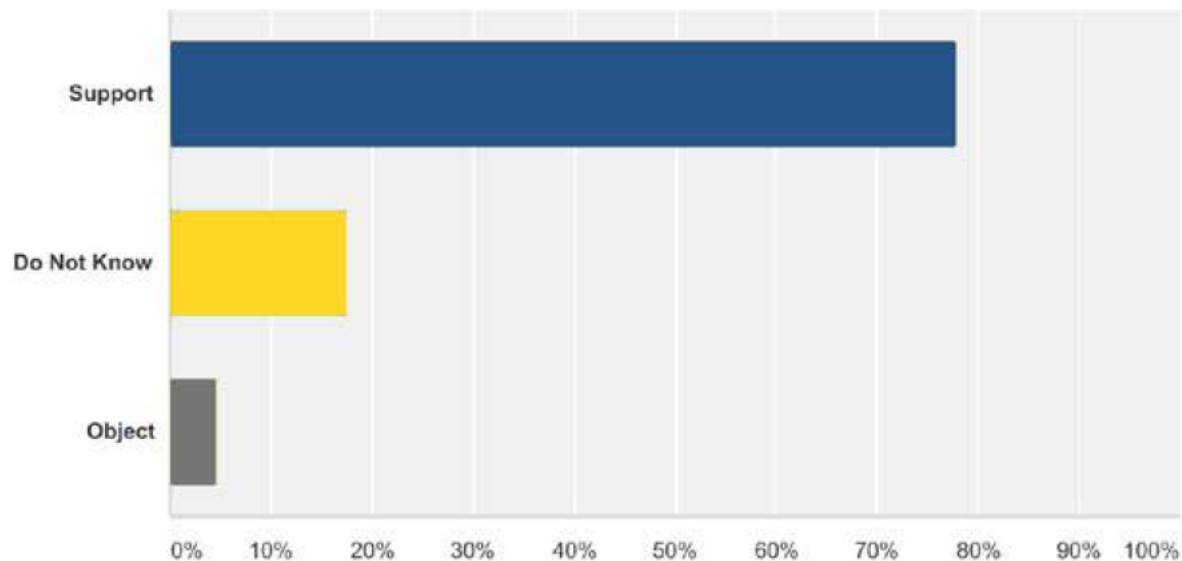


1	Broadly support sn't the college is already well connected to the station and (as a pedestrian) to the town centre? What about the existing markets? And the proposed new space in the North Street Quarter? t is not clear that more markets are needed
2	left blank
3	left blank
4	A good central art gallery
5	mprovement of the bus station/depot is long overdue (ditto for the railway station) Closing Market Street in order to hold a market would be very silly it is VERY narrow AND on a bus route
6	KEEP AS MAY GREEN SPACES AVA LABLE ADD SEAT NG/ PLAY AREAS TO ENCOURAGE OUTDOOR L FE
7	The market provision in the High Street works perfectly well Market street is too narrow
8	Good ideas here
9	suggest that an outdoor gym is built in Malling recreation ground to provide an incentive for a wider range of people to take exercise who might not normally do so (e g http://www.tgogc.com/) Outdoor gyms are free and allow to people to dip in and out when they are passing They are good for people who are new to exercise who are older or recovering from illness because they are not too physically demanding They would also help balance the provision of facilities because while the new skate park is heavily used by young men and boys there is little to encourage girls to exercise Outdoor gyms have built in Seaford and a wide range of London boroughs
10	No one has mentioned the Argos Car Park it's an eyesore by the river what can be done here? Should be a public place with grass minimise car park spaces Bollards to prevent unauthorised car parking and rat run through Cliffe Pedestrian priority area etc The town is currently looking shabby and unkept so maintenance is an issue with any new work planned Cycle Paths see Cycle Lewes submission/comments as there are problems in the plan with what needs to be proposed

11	PLANNED DEVELOPMENT North Street Quarter goes against your stated aim of 'views to be protected' as loss of views from existing river pathway to historic fields/castle Some recent new buildings have failed to achieve the stated aims i.e. the steel works development in the heart of Lewes inappropriate design out of character with Lewes too high and spoil the sky line poor quality build therefore lack confidence in your aims in particular object to the use of Little East Street Car Park and the Magistrates Court Car Park they should remain as car parks
12	People from other cultures will be inhabiting Lewes and this is one area that needs considerable deliberation especially around multi faith representation in designating areas of allocation
13	query where money is to be found to support something like a town square
14	Some open gardens e.g. grange ought to have maintenance contributions from surrounding villages who use these facilities and the Lewes residence ought not to shoulder the burden totally
15	Agree with this but where will the money come from?
16	Public realm should be expanded not contracted
17	fully agree
18	support these policies
19	See our comments on this page
20	'Public square' not essential Lewes works well without but land at old Wenban site should allow for easier access to the river
21	What a pity that Lewes lacks a "Town Square" like so many continental towns have A pie in the sky idea is to pull down the bus station and the disgusting sheds opposite it (now filled with builders waste) and to make a really nice town square with the War Memorial re located there a water feature historic panels about the town etc The bus station to be re located of course a difficult task but not impossible
22	Note that all Lewes's communal street spaces are currently weighted in its eastern half live near to Westgate and am conscious that while at the moment it is a disregarded service space a car park it could potentially be something much friendlier believe that the YMCA building bounding one side of it is likely to go in the near future and this could be an opportunity for a rethink
23	But do we need another public space in the town centre Cliffe is more than adequate? Does LDC get money from parking fees where does it go? Lewes needs a museum eg the old maltings
24	Use part of St Annes to expand cemetery
25	Again a good idea however in practice the plan won't work we need flexibility and infrastructure to support this development hence better to limit or stop any development of more dwellings now
26	Very important but these spaces need to be intelligently and skilfully designed NOT like the public spaces in One Brighton desolate places full of rubbish
27	LEFT BLANK
28	excellent
29	Enhance and refurbish current museums
30	Utilisation of Community Infrastructure Levy (CIL) funds to be put back into the community for e.g. zebra crossing along the Brighton Rd & refurbishment & development of museums
31	Would caution against temporary road closures which create inconvenience and confusion if they can be closed to traffic temporarily perhaps they could be closed permanently? Yes to increased places to sit and congregate
32	Whilst this is a small contribution to the overall plan the proposed shopping list of ideas would probably have a significant impact to existing Lewes it identifies areas that have become shabby and need improvement now Clarification of disbursements from the Community Infrastructure Levy should be made more transparent
33	Of particular interest to me
34	Signage needs to be improved
35	There is an open space not on the map which if developed would negatively impact on the environment in the area of Abinger Road St Johns Terrace and St Johns Hill This is an important open space providing a view in a densely populated area
36	More needs to be done to limit noise pollution in public open spaces
37	All parks and green spaces should be preserved Any additional ones would be a great asset
38	Generally very good but I'm not sure a new town square is needed The current precinct is an excellent site for bumping into people and the street markets there are great

39	SUPPORT WITH RESERVATIONS but doesn't go far enough See previous comments regarding the preservation of elements of the Phoenix ironworks buildings and the development/issues relating to the bus and railway stations 'No formal town square' Cliffe Precinct has developed a town square role acting as a focus for various activities such as the Farmers' market Temporary road closures (e.g. Market Street) would only exacerbate existing traffic flow problems There is already a well used route from the centre of town to Sussex Downs College and Priory School via the footbridge at the end of Court Road and to the railway station via Pinwell Road which page 104 appears to ignore With the opening of the Depot Cinema suspect the Pinwell Road route will have increased use
40	p 104 adjust text to 'commission local artists and designers' artists are not always best to provide design solutions
41	Agree green spaces should always be included in any new plans
42	particularly agree that green spaces lying on the edge of the urban area should be protected as should green spaces within the town The idea of a protected wildlife buffer zone or 'greenbelt' around the existing settlement area would enhance the town's biodiversity as well as health and well being of residents This would also guard against urban sprawl into the surrounding farmland and countryside
43	There has been no consideration of redeveloping the south side of the precinct shops together with the car park to the rear to create a new civic square to provide additional retail residential B1 start ups The square could be colonnaded providing shelter animation and vitality There is a lack of night time economy/events/area/club for younger people Use for bigger better market bonfire/civic celebrations Create a vibrant heart for Lewes

Q26 What are your views on Draft Policy SS3 Protection & Enhancement of Green Spaces?



1	Broadly support The "designated green spaces" on p108 09 need a key for B M R T and W or at least a reference to page 106 (t is fairly obvious if you are looking at a paper copy less so on a screen)
2	left blank
3	left blank
4	am delighted to see this
5	MORE NEEDS TO BE DONE BUT ALSO W TH N THE LARGER GREEN SPACES MORE NEEDS TO BE DONE TO MPROVE B OD VERS TY W TH N THEM
6	Vital to the character of Lewes and the rich nature around the town
7	Good support but felt the connectivity was very limiting
8	Protecting existing green spaces / wildlife corridors as well as creating new ones is important and should be encouraged
9	Trees to be planted to replace those diseased and removed and to green up Lewes All new developments should have at least 10 trees planted around them
10	n principle we are fully in support of the Green Space However for area 33 Cliffe Bonfire Site the area between the Cockshut and Ham Lane from corner of Ham Lane next to the Cliffe Bonfire Yard to the Recycling Centre are owned by Nevill Juvenile Bonfire Society This as with other plots along Ham Lane should not be designated as a Green Space The Green Space should end at the Cockshut f this change is made then we would happily support the Green Spaces proposal
11	t appears that Jubilee Gardens (at the start of Juggs Road) is missing from the map
12	support this in general terms
13	Support use of green infrastructure to manage and mitigate flood risk

14	Yes on the whole but roadside verges going wild present a potential danger for drivers for instance when joining the Brighton Road from Southdown Avenue
15	THEY HAVE TO BE PROTECTED
16	would like to see the small green at the junction of Mill Road and The Lynchets (and the trees on it) designated as a green and protected from development This is a children's play area and is used for community events
17	important not to lose small pockets and corners where flowers grow or people can still sit awhile
18	suggest that the small green between Mill Road and the Lynchets is formally designated as a green and the trees on it protected The green is used as a children's play area and for community events
19	No Loss or any green space including pells play areas
20	PLANNED DEVELOPMENT North Street Quarter goes against your stated aim of 'views to be protected' as loss of views from existing river pathway to historic fields/castle Some recent new buildings have failed to achieve the stated aims i.e. the steel works development in the heart of Lewes inappropriate design out of character with Lewes too high and spoil the sky line poor quality build therefore lack confidence in your aims
21	support the strategy of protection of designated green spaces Don't agree however with some of the list inclusions/exclusions
22	Agree with the principle but not all the identified sites some of which do not fit the description of "that the community use for enjoyment" Re item 7 the Landport Community Garden ought to be a green space but doesn't appear to be on the list of sites
23	Please refer to my previous answers
24	site number 3 is one we use very regularly to access the Downs so am very pleased that it has been included as a protected site This is an important access point to the Downs
25	vital to protect green spaces and not to encroach on downs
26	Fully agree and support the objective outlined
27	All green spaces should be protected from development inside and outside of the Settlement area Once they are built on we cannot bring them back
28	value the corridor for wildlife through the town bringing increased biodiversity into the urban area and with it bees insects butterflies and birds
29	See our comments on page 107
30	Shared green spaces are so important for community and individual well being
31	The plan includes some "green" spaces that are not in public use and these should be deleted with the agreement of the private landowner because it implies access
32	Whilst roadside verges are important for wildflowers they definitely need appropriate management For example it is impossible to see traffic approaching from Brighton when entering Brighton/Lewes road from Southdown Avenue as the grass verge has not been cut A balance has to be struck between preserving insects and humans
33	Replace all the town's trees which have been removed in the past ESCC are not interested We should keep these proposals for within the settlement boundary Allotments and orchards should be protected from development We should ask for a reduction in traffic noise in the town from the A27 any future green space or an existing one near the A27 is/will be too noisy
34	expand cemetery in to St Annes site
35	Use part of St Annes to expand cemetery
36	No development outside settlement boundary
37	Very important for the environment as well as the quality of life for local people
38	think the Green on Mill Road should be a designated green space it is one of the few areas that Children can play safely in the neighbourhood Would be grateful if it could be added as a designated Green Space
39	All green spaces need to be protected No development should take place on any green field sites only existing brown field sites without expansion
40	Fantastic
41	very important
42	LEFT BLANK
43	excellent esp 4
44	Green spaces protected / improve valuable spaces Buffazone for animals green space old racecourse battle of Lewes all should be used for public walks

45	All current green areas should be protected and enhanced
46	agree that the green spaces need protection No building outside the settlement boundary There needs to be ecological and historical protection Wildlife corridors MUST be protected in the areas around the settlement boundary
47	7a is not marked on the map
48	Air quality should be a priority Not sure what 'planted front gardens' to dwellings might mean individuals not being allowed to pave over and use as parking?
49	The designated green spaces within the Lewes settlement boundary must be preserved and differentiated from the protected areas outside the settlement boundary
50	Strongly agree
51	more "living" roofs&walls
52	These are very important to me
53	think there are additional areas on the downs within the scope of the document that could be included
54	SUPPORT WITH RESERVATIONS Not all spaces have been included see Q27 Bees no mention of any provision for beehives although am sure space could be found to locate some within the town Limited mention in this section about designating the bonfire sites as protected spaces although there is mention elsewhere (p109 only lists CBS firesite none of the others are included but p21 lists them all) recognise that some are on land already designated as a green space for other reasons (e.g. SSBS site on the Railway Land) but this needs to be made clear
55	Extend boundary line of maps on p105 and 127 at Landport bottom to include region between a275 up to Chalk Cliffs again to prevent any further development of this green area include a map explicitly outlining the maximum extent of permitted development to prevent any further encroachment into the downs This is implied but a literal map would give belt and braces
56	Strongly agree The green spaces are what makes us what we are and a very necessary 'lung' from the incessant traffic
57	But the cost of supporting maintaining must be factored in
58	This is hugely important would urge the planners to extend this principle to create a wildlife buffer zone or 'greenbelt' around the existing settlement boundary Some of the land to the West of Lewes is farmed intensively The area around the Old Racecourse (including Battle of Lewes site) and Houndean/Houndean Bottom should also be designated as protected green spaces

Q27 Have you any opinions to share on any of the sites being nominated for green space protection?

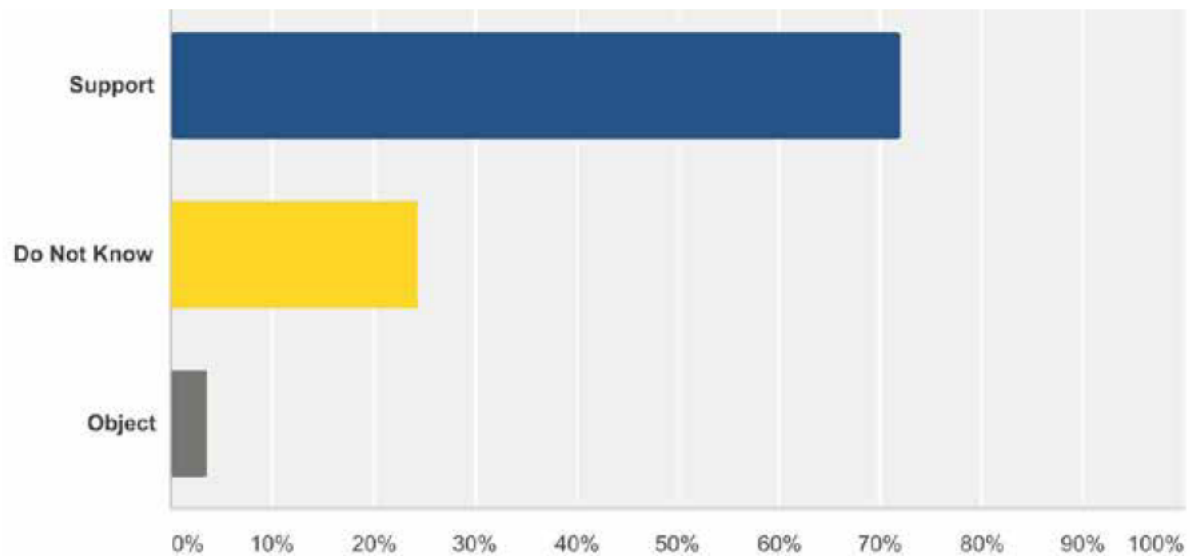
1	No
2	left blank
3	ALL THE FIELDS AND DOWNS AROUND LEWES SHOULD ABSOLUTELY NOT BE DEVELOPED TO RETAIN THE CHARACTER AND SETTING OF LEWES FOR FUTURE GENERATIONS
4	Why has only one side of the Ouse above the town been marked as a designated green space Building on the other bank (the left bank when facing downstream) would also greatly detract from the attraction of the river walk and the rich biodiversity that it supports (including herons swans buzzards various wildfowl kingfisher)
5	ALL OF THE FIELDS AND DOWNLAND BEHIND THE TOP OF HOUNDEAN RISE AND DOWN TO ASHCOMBE AND AT TOP OF NEVILL ESTATE NEEDS TO BE PROTECTED FROM DEVELOPMENT
6	Protect all the green space we possible can
7	fully support the green space being protected more if possible
8	Site 3 in Houndean Rise is our access to the Downs and should be protected
9	No
10	include the green areas of St Anne's School site in the list of protected sites This site can provide housing and still be part of the green lungs of the town
11	As said previously I'd hate to see every last bit of the river Ouse developed on
12	As per question 26 the area 33 Cliffe Bonfire Site the area between the Cockshut and Ham Lane from corner of Ham Lane next to the Cliffe Bonfire Yard to the Recycling Centre are owned by Nevill Juvenile Bonfire Society This as with other plots along Ham Lane should not be designated as a Green Space The Green Space should end at the Cockshut if this change is made then we would happily support the Green Spaces proposal
13	However I do NOT support the identification of the inaccessible and seemingly unused space SS3 (40) Cockshut Road green space Without public access or purposeful use it seems to me it could be identified for something else As far as I can see from the train it seems to have little landscape or ecological value Have you been able to access it? Add / correct the following on the Plan Site 33 includes the School and Athletics Club track Site 38 has an incorrect boundary on the west side where there is a substantial house and garden Please add 7a Wallands School Grounds Please correct Old Malling Church Grounds ("Trinity" on the Plan) Site 32 includes land that identifies itself as privately owned grazing land as well as the Railway Lands LNR
14	Site 40 Don't see why this should be designated it is a small area of land as far as I know not seen or used by anyone sandwiched between the A27 and the railway if it were required for development can't see what benefit to the community would be lost Land to the East and the South of the Ouse around the OMF site think the undevelopable land in the floodplain should be designated a protected green space it is very visible from the popular walk on the West side of the river and might at some stage be designated a wildlife reserve There is a rich variety of wildlife there 5 species of birds on the Government indicator list have been seen there turtle dove linnet yellowhammer kestrel and reed bunting
15	Shouldn't No 4 'Spital Road' extend further along the back of Houndean particularly as Spital Road itself is designated as a 'countryside gateway' (p 102)?
16	suggest that an outdoor gym is created on Malling recreation ground to encourage a wider range of people to exercise Outdoor gyms are free and easy to use The gyms are not too physically demanding and are good for people who are new to exercise older people and those recovering from illness A gym would also address the balance of recreational facilities because while the new skate park is heavily used by young men and boys there is little to encourage girls to be active Outdoor gyms exist in Seaford and many parts of London and are well used (e.g. http://www.tgogc.com/)
17	The Spital Road space (4) should extend further
18	support protecting ALL these green spaces
19	Why not include a bridge across river at top of Malling? Via old railway line? Then people can do a circular walk back to Lewes

20	no loss
21	<p>7 Support will be given for the promotion of initiatives that benefit community food production such as allotments and community orchards Query why is the landport community garden not included? It should be 13 and 14</p> <p>These fields are privately owned and not bounded by any footpaths or public roads Therefore does not meet the stated criteria for green space This access restriction cannot be identified from the map Nearby 12a 12 6 and 7 do have public access and enjoyment and therefore agree should be accorded protection of green space designation However suggest that the public by way between landport road and offham should be redesignated so that it is not able to be used by noisy motorbikes and occasional cars There is an anti social element that do this and there is consequently a very real danger of children dogs or horse riders being hurt Suggest that 8 allotments area should have an attached 8a area which is the wooded area bounded by no 1 buckwell court fuller road the allotments and the public byway it is used by the residents of Hayward road landport farmhouse fuller road buckwell court and others in the vicinity to access the public byway which then gives access to proposed green spaces 12 and 10 51 lies between public recreation spaces 'the paddock' and 'baxter's field' but is not managed for the particular benefit of any animal or plantlife A limited development might be possible without impacting either of the currently used recreational areas if the landowner wished to release it Not sure it is particularly tranquil It is not really very accessible to the public</p>
22	Malling rec ground or part of railway land could accommodate camp site Spital road shame to loose that as it makes a nice finger of green stretching into the town and a nice link to the countryside
23	<p>Most of the identified sites are clearly green spaces e.g. Nevill Recreation Ground the strip of land that provides access to the Downs at the back of Houndean Rise Do sites 10 and 11 need to be designated since they are on the flood plain and thus excluded from development? Sites 13 and 14 do not fit the definition of a green space They are not publicly accessible and access to the greenfield areas beyond the LNP area are through 12 and 12a</p>
24	'm pleased to see space number three has been nominated for protection My family use this path to access the down regularly and it offers a green communal space which supports our community eg at our annual street party it is our central gathering area
25	Strongly agree that Site 51 Wycherley's Paddock (between Baxter's Field and the Paddock) must continue to be a breathing space for the town
26	fully support them
27	No
28	#19 could have tranquility status as well
29	space number 57 The Castle Bowling Green should be required to open the opportunity for using the space to women who are currently not allowed to join the Bowling Club
30	They all need green space protection
31	None
32	n general agreement
33	See our comments onj these pages
34	Site 51 should be purchased (compulsorily if necessary) by the Council and turned into a nature reserve This land should be accessible to all (as with Baxter's field & The Paddock)
35	Please see my response to Q16 regarding designating the green on Mill Road and The Lynchets as a designated green space The green is a valuable resource that needs to be protected particularly if there is a housing development at the garage site on the The Lynchets
36	support all green space protection but particularly No 3 "Houndean Rise gap" as it is the only green space in the Houndean area and the only access to the Downs as a public footpath
37	support the need to preserve the gap at the top of Houndean Rise since it is the only green public space in the Houndean area and is the only access to the Downs
38	No
39	No
40	Do we need additional spaces? it is interetign that since he SDNP was born walkers and cylvists on the downs have increased +++ yet many do not realsie that Lewes is not far fromo the SDWay Put maps in appropriate walking sites around the town
41	expand cemetery in to St Annes site
42	use of St Annes for cemetery would add to green space etc
43	Use part of St Annes to expand cemetery

44	believe that land currently in agricultural use which lies within the boundary line for the Lewes Neighbourhood Plan should be nominated for green space protection These green spaces which ring the town must be left undeveloped in order to retain Lewes' historical character
45	would like the area marked in the settlement as "Martyr's Memorial" to be included as a green space there is a beautiful wooded walk up from Chapel Hill towards the edge of the golf course that has recently had most of the creeping vegetation cut down for no apparent reason would like to see it protected from this in the future
46	Small green area/park which includes children's play area at De Montfort flats in not included on the chart or in list
47	More spaces need to be nominated for green space protection no green spaces should be developed at all
48	Site #3 (at top of Houndean Rise) this contains a public footpath is the only green space in the Houndean area available to the local community is used for area events such as the annual Street Party and has wildlife elements (wild flowers adder seen at top etc)
49	Brilliant
50	Looks good
51	As per my earlier note (Q3) understand that the spaces numbered on the map as 22 27 28 and 29 have not been designated as green spaces under the plan The Town Clerk has told me that these areas " were considered but which did not qualify in the final assessment " it would be good though to understand in more detail why these areas were initially considered for protection/enhancement but subsequently rejected it will be important to many residents to understand where this leaves the future of these community green spaces for instance it appears the exclusion from the list might leave these areas open for potential future development Although understand that a site that is not designated as a community green space is left in the same position regarding development as it is now and when the Neighbourhood Plan is adopted it defines the areas where development would be considered acceptable or encouraged still have concerns appreciate that it would be harder for developers to obtain consent once the plan is agreed but it does not prevent a developer in the future proposing to build on any 'unlisted' areas My concern is that with a dwindling number of areas in Lewes with potential for development any green areas in the fold of the town could easily be up for grabs should there be a change in planning law in the future and thus all green space should be afforded protection The town plan makes it clear that each space was judged on 5 criteria * Beauty * History * Recreation * Tranquility * Wildlife From what can see it could be argued that the criteria applies to all of the spaces mentioned above For instance all these spaces are a benefit to wildlife are regularly used as recreation areas for the families and children of South Malling and certainly visually enhance the area in the plan it mentions that green spaces must " respect iconic views from the town to the countryside and of the town from the surrounding Downland " so don't understand why proposed green space number 24 on the map is being excluded as this provides a wonderful view of the town and castle to residents and cyclists using the town's only cycle path from Ringmer and is used as the perfect viewing area for Bonfire Night celebrations Based on the above it's hard to comprehend why Neville Crescent Green (5) is afforded a green space designation but not the green spaces of South Malling would urge the town council to look again at the areas in South Malling and afford them green space designations they deserve
52	LEFT BLANK
53	There is an error Wallands school playing fields are listed in the text but not shown on the map The map therefore needs amending to include the playing fields There are spaces that would expect to see included the fields behind/above the Nevill housing estate (next to Landport bottom) the fields behind Houndean Rise the fields behind Malling (including Malling Hill) and behind Cuilfail St Mary's Social Centre
54	There is an error Wallands school playing fields are listed in the text but not shown on the map The map therefore needs amending to include the playing fields There are spaces that would expect to see included the fields behind/above the Nevill housing estate (next to Landport bottom) the fields behind Houndean Rise the fields behind Malling (including Malling Hill) and behind Cuilfail St Mary's Social Centre
55	free spaces always a good idea
56	All green spaces should be preserved even little ones such as at the bottom of Castle Banks
57	Baxters field is a haven for wildlife This is not shown on the chart owls field fares goldfinches waxwings redstarts starlings jackdaws squirrels foxes bats hedgehogs slow worms and butterflies to name but a few have all been observed there
58	Baxters field is a haven for wildlife This is not shown on the chart owls field fares red wings gold finches wax wings starlings jackdaws squirrels foxes bats hedgehogs slow worms frogs and many butterfly species have been seen here
59	St Anns Churchyard Nevill Allotments
60	All current green areas should be protected and enhanced
61	Keep the allotments
62	think that there are some errors in the numbering missing sites and some not shaded But yes let's keep as many green spaces as we can

63	thoroughly support all of the sites nominated for green space protection recognising that their current uses are a contribution to environmental and biodiversity gain
64	All fine
65	Don't forget to allow for proper long term maintenance they should not just be paying "lip service" to
66	These include bonfire sites and some mitigation is needed for the damage caused by bonfires if necessary by provision of permanent fire sites
67	All green spaces should be protected particularly alongside the river Ouse
68	No
69	TR N TY St John sub Castro churchyard is around 0.8 hectare of highly underdeveloped potential amenity space. The church would love to be in partnership with anyone who would help develop its accessibility, beauty and tranquility.
70	think the space between the reservoir and the back of South Way should be a protected green space
71	have a significant objection to space 33. The southern edge of the space (everything below the Cockshut river) is owned by Nevill Juvenile Bonfire Society. This includes workshops and containers that are currently used to support the bonfire tradition. This whole area, including the current buildings, has been incorporated into the green zone for space 33. It is planned that the buildings on the land owned by NJBS to be extended to enable bonfire on the Nevill estate (and more widely in Lewes as the Land is also used by other societies) to continue for the future. We would not wish any future planning applications to be hampered by the neighbourhood plan. To place this area in the green zone would conflict with the earlier statement of supporting the bonfire tradition featured on page 20 of the neighbourhood plan. In addition, areas such as the buildings for Cliffe bonfire society, Sussex sports cars, the scout hut are all outside of this area and the same principle should be taken with NJBS. To clarify, to have just the current buildings outside of the green area is not enough. NJBS need to build additional buildings (subject to planning permission) in order to continue as a bonfire society. Unless these changes are made, the whole neighbourhood plan cannot be supported and will have no choice to (albeit reluctantly) oppose it in the forthcoming referendum. Section 7a, Wallands playing fields, is not highlighted on the map.
72	Worried about 'riverside sites each side of the Ouse'. Some interesting use of the river down from the bridge, as long as it's small and drug free. Please no plaques and earnest 'information board'.
73	no
74	Green area at the top of Buckhurst Close bordered by Russell Row and the back of the houses in Mealla Close has been omitted. This small green has several trees and provides a break in the housing development as well as a haven for birds which are nesting in the trees. Therefore it qualifies under the same headings as Old Malling Way Green, Beauty, Recreation and Tranquility as well as being a Wildlife haven. Site 26 (Footpath to Mayhew Way) is called Blakes Walk.
75	All good
76	Big error. No mention of Jubilee Fields in Juggs Lane or Bell Lane Recreation Ground. Number 2 is actually Haredean Allotments.
77	Only that Landport bottom should be extended to include the full area up to the racecourse and to the top of the ridge. Could a survey be commissioned of public footpaths and for these to be included in one of the maps to ensure they are protected into the future and avoid the problem we have had at Racecourse Farm?
78	Agree
79	They look good to me
80	See above
81	If they already exist they should remain as such.
82	would urge the planners to extend this principle to create a wildlife buffer zone or 'greenbelt' around the existing settlement boundary. Some of the land to the West of Lewes is farmed intensively. The area around the Old Racecourse (including Battle of Lewes site) and Houndean/Houndean Bottom should also be designated as protected green spaces. would certainly extend sites 3 (Houndean Rise) and 4 (Spital Road) to include a green buffer zone around the Western periphery of the Nevill and Houndean estates, including areas of the Old Racecourse and training gallops and extending to Houndean Bottom/Houndean Barn and along the Brighton Road.
83	would add Pells School field. Also Wallands School field (12a) is not coloured green.
84	No

Q28 What are your views on Draft Policy SS4 River Corridor Strategy?



1	Broadly support am not convinced that we need a large food store unless this is an expansion of the existing Waitrose However see this is on the SDNPA plan rather than specifically Lewes Neighbourhood Plan if the cafes pubs or crafts workshops are along the North Street Quarter frontage this is fine would prefer the Railway Land to remain as it is Where would public transport on the river run from and to?
2	Please see my reply to no 16 Green corridors
3	left blank
4	Ensuring new development does not encroach on existing green sites on both sides of the river is vital
5	R VER NEEDS TO BE MANAGED FOR B OD VERS TY
6	It's a positive idea and one fully support having cross policy benefits
7	We support this in general terms We think the proposed bridge across the Ouse from NSQ to Malling Recreation Ground will transform access to / from Malling and the town centre / station
8	Public transport along the river is a terrible idea
9	Make more use of the river pleasure boats sailing etc
10	Section (1) of the policy should also include a reference to the need for access to river banks and other areas for the purpose of maintaining flood risk management infrastructure such as flood walls flood gates pumping stations trash screens and sluices
11	Are we going to lose Waitrose? Wouldn't public transport on the river be detrimental to wild life? And what about low tides?
12	Excellent although wonder how a walk will be established along the front of the Chandlers' Wharf development
13	BR LL
14	Transport on the river seems impractical because of the tides

15	River side walks needed refer to North development plans which include bridge and routes also Paths under Phoenix Bridge under Phoenix Bridge to Waitrose and Cliffe included Not sure about bridge by Linklater Pavillion would need to link to Timberyard Lane and South Street as electricity substation is in the way Would like to see Argos moved and the building made into restaurants and shops with river views and use of river heritage instead of car car park as at present
16	Sort the town transport system before thinking of transport along river Strongly agree with ideas of waitrose/weban smith site Not jsut Egrets Way south but need to open up paths to North too see cycle lewes submissions on this
17	Essential for access to the Egrets Way network
18	V supportive
19	cafes pubs and shops or other social activities that enhance enjoyment of the riverside we have a under used resource
20	Key strategy
21	This is essential When the new NSQ development is built we want the town to be seen as a whole and flow from one area to another not isolated/segregated
22	Let's open up access to the riverside
23	Strongly approve of increased access and of new bridges as described the latter will open up new car free routes through the town
24	Yes this is a vast unused opportunity to make the most of the riverside location in a way that is respectful of natural habitat while make this more accessible to walkers and cyclists also linking up with the egrets way All along the river much more could be done to make green spaces accessible and worth conserving by and for all
25	Encourage the development of a riverside walkway through the centre of Cliffe from railway land to the end of Harveys brewery yard or the new North St development linking the north and south open spaces Would provide a great feature for visitors and residents alike
26	what about horse access for local riders?
27	broadly support these proposals but also would like to see greater use of the river for mooring berthing craft for both recreational and permanent residential use
28	am not sure opening up all of the riverside to pathways is a good idea as this must affect wildlife Some space must be left not for the enjoyment of humans However if this strategy would ensure that riverside land was not being sold off and acquired by private individuals or developers such as at South Street then am more in support
29	increased riverside amenities would be very welcome
30	See our comments on pages 111 113
31	Agree with footpath / cyclepath along the Ouse Views of the river must be retained /improved The river must be used more
32	Some parts of the river are an eyesore (e g the generators cited in the Plan) it would be great if greater public use and care could be taken of the river frontage
33	Long established Lewes Planning policy good to see it continued
34	One of the biggest improvements to Lewes would be the opening up of the river to the public it would be wonderful to have cafes and pubs overlooking the river together with cycle paths and public walk ways
35	This is good
36	Unsure about workability
37	We need to make more use of the riverside space/area Access north of Lewes is often muddy or overgrown and the presence of cattle might inhibit some walkers Likewise south of the town the Egrets way is too slow in reaching Newhaven
38	Transform our river in to an asset
39	Opening up riverside access for pedestrians on both sides of the river would be amazing
40	it is only the electricity substation that prevents a new path s a new bridge opposite the Linklater Pavilion really necessary ?
41	The riverside area must be protected however the Phoenix Quarter is ripe for development
42	Riverside walks on both sides would considerably enhance this feature of the Town
43	The river is not all that attractive specially at low tide but never mind
44	LEFT BLANK

45	my main concern is geographically unbalanced town if disproportionately developed at the bottom end flooding risk
46	Rivers are of value Fishing & boating Tourism
47	Pathways along the riverside for pubs cafes recreation areas moorings...
48	The river is core to Lewes Being tidal makes it interesting but (questionably) not particularly beautiful Agree that reference to the North Street Quarter development is crucial and it would be helpful to elaborate (briefly) on what has been approved and underway and what might be in the pipeline (with timescales if these exist) The Malling Farm housing development will also have a big impact on the river corridor and the infrastructure within the Neighbourhood Plan The link between the LNP the Santon development(s) and the proposed Malling Farm housing development should be highlighted/clarified as much as is possible
49	The river corridor is a major under utilised asset that is ripe for enhancement for the benefit of Lewes community and visitors it needs significant thought and investment
50	important to open up and protect routes on both sides of the river wherever possible
51	OK but actually make it work
52	P 113 (8) What are the plans for maintenance here?
53	Support new bridges but would regret loss of natural quiet spaces along the river and cyclists bullying pedestrians
54	A river pathway for pedestrians (and cyclists but only if pedestrians have priority) would be a great asset and improvement to Lewes
55	why is there no where to sit and have a drink next to the river what has the council done to date with riverside property turned it in to a car park (Tesco and the back of Waitrose)
56	but let these things be a little rough and wild We don't want Kensington gardens
57	it would be fantastic to make more of our river and enjoy it in new ways
58	SUPPORT WITH RESERVATIONS Why do we need another bridge across the river by Tesco's? If properly signed walkways were provided along the river bank on the North Street side Willeys Bridge should be adequate to allow walkers to return via the Tesco's route An additional bridge would clutter the waterfront and obscure the views The existing Waitrose store is too small for the footfall it enjoys As I understand it they own the former Wenban Smith buildings so if these were removed and replaced with a suitably landscaped car park with appropriate riverside walk access and enlarged their current store over their present carpark this would enlarge the store and address the river frontage issues in a single project
59	Not sure about river transport where would it go to and from???
60	This needs to specifically include access *to* the river Not just alongside see a pontoon and/or slipway A pontoon would be my preference as this would reduce the potential for larger motorised craft to be launched regularly I understand there is 'officially' public access by the steps adjacent to the Riverside centre however these are permanently blocked The new NSQ and Wenban Smith developments give ample opportunity for this provision and this should be stated in the plan
61	One of the town's greatest assets currently poorly utilised

Q29 Have you any opinions to share on any of the views listed in Appendix 5?

1	View 9 is almost the same as the photo on page 6 (the clock on St Michaels') Why include the photo of St Swithun's Terrace lined with cars and not particularly inspired housing in preference to (say) Keere Street or one of the Twittens? View 6 (from the railway bridge) is rather ugly
2	left blank
3	no
4	What a beautiful town They should all be protected
5	No
6	No
7	Suggest the title is amended to "Some of the " as there lots of others including Lewes Arms the Bowling Green view from Castle Banks towards the Battle Field Golf Course down onto the Town (better than View 12)
8	Excellent stories and useful table of objectives and policies
9	keep
10	PLANNED DEVELOPMENT North Street Quarter goes against your stated aim of 'views to be protected' as loss of views from existing river pathway to historic fields/castle Some recent new buildings have failed to achieve the stated aims i.e the steel works development in the heart of Lewes inappropriate design out of character with Lewes too high and spoil the sky line poor quality build therefore lack confidence in your aims
11	view 12 across north street from malling hill This currently shows the sloping nature of Lewes town and would like to see this retained by ensuring that no high rise buildings hide this i.e buildings in the foreground allowed to be the height of the fire brigade tower View 06 from the railway bridge doesn't show the view towards to east any building on the railway car park area should ensure that the skyline view (lewes river cliffs?) is retained Not sure can't envisage
12	View 12 will not be preserved the view is across to the Phoenix Quarter
13	No
14	None but please note on p134 Paddock Road Tenants Association should read Paddock Road Residents Association
15	Need better access(views) of the towns riverside
16	they are all valuable views
17	agree with these views being protected and if the reduction of signage and street furniture could be implemented also they could be improved
18	Generally approve
19	None
20	Good choices
21	Some of these photograph are ver similar
22	More moorings are needed to encourage much greater leisure use of the river And improved access to the river for rowing boats / canoes etc
23	No A good selection
24	Yes you have omitted the view across the St Anne's Crescent car park site which is identified as important in the Conservation Area appraisal
25	Views in towards the castle and of the church spires are important when navigating Lewes's complex street layout Some key views have been obscured for example tall houses have been permitted that have block the castle from view for people descending from the Downs to the north west of the town a popular entry point for walkers This was contrary to existing policy
26	They are all very Lewes views

27	Any of our views of the Downs must be preserved
28	No
29	No fair range selected
30	As noted earlier al l should be protected but there are no views of the town from the downs eg Firle Caburn downs west of Lewes Why these would show how the town is located
31	No room for comments about so here is a summary Traffic & car parking • Better access station car park • Park and ride at County hall at w/ends also Southeram pit with buses down south street • Building over County Hall car park will be unsightly it is a prominent visible site • Stop pavement parking Environment • Why aren't noise and air pollution issues • Get rid of street furniture Health • GP Health facilities at west end of town eg Vic hospital not all on one site Housing • Saxonbury for housing • Object to land at Spring Barn Farm being zoned for housing as it is outside the settlement boundary • Build over station car park • Awful access St Annes School site • Merge 52 (St Annes Cres and 53 (St Annes school) to give access from St Annes Crescent Other • Part of St Annes site for cemetery
32	No
33	object to the plan in its entirety please do not go forward
34	Remove County Hall
35	Views of the Castle Keep and down School Hill must be protected
36	Some of them are a bit dull eg 1 6 and 10
37	Very much agree with the strategy
38	LEFT BLANK
39	No
40	No
41	From the castle mound(?) wall directions
42	Views from/of racecourse area have not been included but should have been
43	'm sure that there are other views in Lewes that it would be good to protect However if selecting just a few means that others won't be protected 'm not convinced that it's wise to identify any?
44	The views identified should be protected
45	View 1 must be preserved They are all important views unique to our lovely town and should be protected
46	No
47	No
48	They are all very nice to magnificent Let them be a little while
49	No
50	There are so many more views which could be included in this selection there are plenty more wonderful views which should be protected from Landport or Malling estates South Street Southover
51	View 13 Could show more of Malling Hill and include different type of user e.g horse riders cyclists dog walkers
52	Love the views
53	All good
54	no
55	Yes they are good classic views
56	They are all lovely and typical of Lewes the views from behind the prison/racecourse and towards Kingston Ridge and Brighton are incredibly beautiful
57	They together with all riverside views should be protected

Q30 Are there any views not currently shown in Appendix 5, that you would like to see included in the neighbourhood plan?

1	TAKEN FROM ORIGINAL LETTER TO STEVE BRIDGEN
2	TAKEN FROM EMAILED COMMENTS 23/6/17
3	There seem to be three different views that should be protected 1 views of the downs from the town 2 views of the town from the downs 3 iconic buildings /streets The latter should include • The Castle / The Barbican • Southover Grange • Southover High Street • Keere Street • Cliffe High Street • Some of the Twittens TAKEN FROM AN EMAIL 23/6/17
4	TAKEN FROM HARD COPY 23/6/17
5	left blank
6	no
7	TAKEN FROM HARD COPY 22/6/17 DIFFICULT IN PARTS TO READ
8	Yes the view north west from the junction of Brook Street Pelham Terrace and St John's Hill Also the views up and down river from Willey's bridge
9	would like a zebra crossing at the bottom of Houndean Rise Vital for providing children with a safe route into town and for slowing down traffic on the Brighton Road that often comes along there at well over the 40mph speed limit also think that measures to calm traffic speeds need to be implemented at the prison cross roads where the road drops down past the cemetery entrance Cars come down here dangerously fast even when pedestrians are on the extremely thin path This path needs bollards at the very least to slow traffic and make drivers aware of pedestrians
10	Possibly but 've run out of time
11	would like Lewes to become a plastic bag free town including co operation from all the supermarkets and local shops to use recyclable hessian bags or paper from renewable local sources in the meantime recycling points all over Lewes to include plastic bags boxes again Fines to be given to those who drop litter especially Tesco's who should pay someone to clear river bank daily Proper shops ie a good green grocers and a £1 shop a bakery that sells lovely local produce but NOT all artisan products which though nice are hideously overpriced can shops really only cater for tourists
12	See above
13	Bonfire Societies might be included in the stories Lewes Rowing Club could have something useful to say about the river in terms of walks water quality swimming access to the water etc
14	TAKEN FROM HARD COPY 21/6/17
15	what about Chapel Hill and Golf course views ? Cycle Lewes independent of Egrets Way why use of / They are separate organisations Want to see twittens opened up for cyclists Would like more civic engagement in making this vision happen.....
16	strongly support the view from the existing river pathway by Tesco's must be preserved and be included in the neighbourhood plan PLANNED DEVELOPMENT North Street Quarter goes against your stated aim of 'views to be protected' as loss of views from existing river pathway to historic fields/castle Strongly support restriction on height of proposed new build to ensure this important view is retained Some recent new buildings have failed to achieve the stated aims ie the steel works development in the heart of Lewes inappropriate design out of character with Lewes too high and spoil the sky line poor quality build therefore lack confidence in your aims
17	From the Avenue towards the castle overlooking Paddock and paddock road
18	No
19	The view from the River towards Newhaven it's taken a long time to 'hide' the leisure centre in the landscape Anywhere that is a floodplain should be maintained
20	think this is overall a tremendously useful document that shows lots of attention to detail a commitment to social justice through affordable housing while being compatible indeed enhancing biodiversity greenfield sites natural capital and sustainability support its commitment to active travel these are good steps which should be expanded in the future 'd like to live in place where this neighbourhood plan has been implemented

21	From the old school house nursery down through baxters field From the back of the castle (maltings) across the valley towards Wallands and beyond
22	mallong rec landport rec neville green
23	Ones of the Castle eg from The Avenue The river from Railway Land looking North TAKEN FROM HARD COPY 20/6/17
24	where the no 128/129 bus rounds the corner where Firle Crescent joins Mount Harry Road across the town the view from Jill's Pond Landport Bottom across the town from the top of Keere Street down to Southover coming out of the Community Orchard on Hawkenbury Way past the reservoir over the prison across to Newhaven and the sea from the road over the railway on Offham Terrace down towards The Pells from Landport Road across Landport from Chapel Hill
25	views of the town from the surrounding countryside should be included
26	The view where Castle Lane Castle Banks and Castle Precincts meet Looking out towards where the Battle of Lewes took place There are benches and information but some of the trees on the banks below require maintenance so that the view is maintained
27	None
28	would suggest the view down Keere Street (from the top) the castle viewed from Bradford Road and New Road (and castle) from The Avenue
29	See our comments on additional photo choices
30	Much better access to the river for leisure users eg simple slipway for rowing boats & canoes Mr Stimpson attached a document which is available to see as a weblink www.independent.co.uk/news/business/news/housing-crisis-architect-bill-dunster-designs-50000-pod-homes-on-stilts-for-would-be-buyers-a69925 (see attachment to hard copy) PS am not in any way connected with the ZED Company Taken from Hard Copy 19/6/2017
31	Yes you have omitted the view across the St Anne's Crescent car park site which is identified as important in the Conservation Area appraisal
32	The views from The Lynchets to the downs and the castle should be protected in relation to any housing development at the The Lynchets garage site
33	Coming down off the downs from Black cap no more large overlarge developments to spoil the views in Views from the Avenue to the castle many views that have been obstructed by over development this should be taken into consideration when new sites or selling scone up for enlargement Views from the castle roof extensions are problematic unless they follow guidance
34	No
35	Odd not to feature the view down Keere Street though assume it's as protected as can be
36	No
37	See above views from Kingston Hill Caburn Frile beacon from the racecourse and better views from the golf course area
38	would like to see a couple of views taken from Lewes and looking outward toward the Ouse Valley and the Downs These would illustrate the unique setting which Lewes occupies and which must be protected One useful view could be taken from the Lewes Golf Course looking to the Downs across the Ouse Valley Another would be the view from Juggs Lane looking toward Newhaven it isn't just the town centre that needs to be protected from inappropriate development but also the surrounding countryside
39	'm sure everyone has a favourite view but for me the view from the top of Chapel Hill across the town is the ultimate one and hasn't been included Another would be looking towards the cliff from South St
40	Should include views of castle from more directions
41	The best way forward is to develop outside Lewes in the surrounding villages or other Towns f Lewes has to be developed then only develop the Phoenix Quarter this could accommodate what we need easily although lets keep the development to under 60 dwellings in total so as to retain the historic feel and ensure the infrastructure can cope Stop the plan now
42	TAKEN FROM HARD COPY 14/6/17

43	Masses Google Lewes images there are a lot of very good views Keere Street The Bottleneck the High Street The Priory Lewes from the Downs from the Castle etc etc Additional information to be included which Mr Campbell wrote on the inside front cover This draft Neighbourhood plan is one of the most positive and exciting documents have ever read Lewes Town Council is to be heartily congratulated t is brave visionary sensible and logical Who could oppose anything in it? This is a plan for the future that takes in every important issue facing us the environmental imperative climate change a town for all that provides for all heritage respectful architecture proper transport provision including priority for cyclists and car use etc etc thoroughly support everything in this draft plan and hope it will be adopted and ratified and that will be observed by District and County Nice graphic design too Typed from Hard Copy 13/6/17
44	Yes the Castle
45	Proposed green space number 24 in South Malling This provides one of the best views of the town and why it is not considered worthy of protection over view 8 (Paddock to the Prison) or view 10 (St Swithuns Terrace towards Newhaven) is quite baffling? From this green space you have views of much of the town with the castle prominently in the centre and Kingston ridge as a backdrop South Malling is an entry point into the town for amongst others Tonbridge Wells bus users and Ringmer cyclists and we should protect this view for not only residents but anyone approaching from the North East of Lewes
46	'd like to add the view from the river walking north from Willey's Bridge and the views down the twittens to the Downs
47	LEFT BLANK
48	View towards Lewes and the Castle from fields behind Nevill estate and Landport Bottom
49	View towards Lewes and the Castle from fields behind Nevill estate and Landport Bottom
50	From the castle mound(?) wall directions
51	May have missed it but what about Wallands Park?
52	Down Keere St From Bradford Road across Baxters Field to the castle From the magic circle towards Hamsey P 111 N B t is only the electricity substation that is preventing a path being provided from Bear Yard to Timberyard Lane
53	The view from the top of Keere St to the south The view from Bradford Road to the east to the castle The view from the magic circle to the north s it only the electricity substation that is preventing a path being provided from Bear Yard to Timberyard Lane?
54	TAKEN FROM HARD COPY 07/06/17
55	The green open space between Firle Crescent and the Gallops should be protected Schools Lewes is losing a Primary School where are the additional children going to be educated?
56	Have the needs of young people been taken into enough consideration? Do they need facilities?
57	Downs to the west of the town
58	TAKEN FROM HARD COPY 6/8/17
59	None that immediately spring to mind although 'm sure that there are others equally worthy won't repeat my lament about my previously beautiful view
60	Views to and from the Downs by the racecourse should be protected
61	Great aren't they Could we add the view up Sun Street from the bottom
62	YES do show/indicate the hilly areas in town and around town
63	From Malling Hill view up High Street View of castle from North West Up river from Wiley's bridge
64	Questionnaire too complex support the plan in general
65	More social spaces in the centre of town i e around the Town Hall lose some of the traffic and have a pedestrian area eating area social space
66	Views towards Castle from Paddock de Montfort Road and Offham Road Views towards chalk cliffs at Offham and Cliffe Views towards Caburn from railway bridge and general area Views towards Malling Down
67	No

68	<p>It is very telling that this document has to a large extent a skewed vision based on the involved parties mentioned in appendix 5 (TTL Friends of Lewes Diversity Lewes Making Lewes) If the right people had been involved at the right time this document would be more reflective of the views of the towns people of Lewes As an example Making Lewes are a group of well connected individuals who have been in operation for a handful of years They do not represent the views of the town and whilst their input maybe valid it is deeply concerning that there is not a balanced range of views Currently it is a very middle class eco friendly document that doesn't really consider the one true need of the town affordable housing for the younger generation Without this the life blood of the town will disappear and the town will simply become a picture postcard tourist honeypot frequented by the super rich This is the one key issue this document should be addressing Unfortunately it has been overshadowed by the need for bio diversity and sustainable environmentally friendly interests that if implemented will only make the town more expensive There is no reference to the bonfire societies involvement and no one formally contacted the Nevill Juvenile Bonfire Society committee</p>
69	get the cars out of the centre of Lewes if towns across Europe can do it why can't we?
70	No
71	No
72	see above
73	From the race course area looking towards Kingston and the downs include the A27 and the railway as they are Lewes amenities
74	Lacks views from the Malling Estate over the town suggest the following 1 View from Church Lane across the playing fields to St Thomas at Cliffe the golf course clubhouse and beyond 2 View looking down Russell Row across to Hamsey and Offham (best when the trees have no leaves on)
75	think all development in the centre of the town should be low density and of sensitive height unlike the ESCC building which is a blot on the landscape If additional sites not included in the plan have to be identified to achieve this then so be it Brown field sites are obviously preferable to green field but just because a site is brown field doesn't mean that it is immediately suitable for development as per my comments throughout this survey
76	Please include several views from Landport bottom at the Tumuli side and at the Prison side
77	wonder if the view from Castle Green over the Paddock towards the site of the Battle of Lewes might be included?
78	Too long to view properly Is there an exhibition?
79	Views from Racecourse across the Kingston Ridge Brighton Newhaven (some days even the sea)
80	Cliffe High Street The High Street Southover Street South Street any street that embodies Lewes heritage and historic buildings and is a tourist 'view'
81	Houndean Bottom Cuckoo Bottom Kingston Ridge
82	Provide a new civic square using south side precinct shops and car park provision of retail residential work space nightclub for young people
83	South Street towards the Snowdrop View from the castle bowling green/records office towards Wallands similar but not quite view 08 View from Landport bottom across to the Cliffe Similar premise as View 12 (personally think it's a nicer view) if there's any chance of relocating the police comms mast that'd be great

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