

Lewes Neighbourhood Development Plan

Independent Examiner's Second Clarification Note

Context

This note should be read with the first clarification note on the Plan (30 August 2018). It sets out a further series of more detailed comments on the submitted Plan. This second Note follows my visit to the neighbourhood area on 22/23 September 2018.

Points for Clarification

I set out specific policy clarification points below based under two principal headings – proposed housing sites and Policy SS3 – Local Green Spaces/Local Community Spaces.

Housing Sites

The various garage court sites

Are the sites deliverable and viable within the Plan period?

In particular is there an active plan for their marketing and disposal?

Policy PL1 2

On what basis is criterion 4 on car parking specific to this site as opposed to other housing sites?

Policy PL1 4/5

I looked at these proposed sites in detail on my visit.

Has any detailed assessment been undertaken of their impact on the amenity of nearby residential properties due to the significant difference in levels?

How many of the garages on each of the two sites are currently let?

Has any assessment been made of the impact of the proposed additional dwellings in Blois Road on the safety of the road network and general access arrangements?

Policy PL1 34

Are 11 houses deliverable on this site?

Is the proposed delivery related to the proposed undercroft car parking?

Is undercroft parking compatible with the potential archaeological importance of the site?

Criterion 5 implies a degree of reliance on other development taking place. Was this the intention?

Could site 34 be developed independently without any reference to the North Street development?

Policy PL1 53

I looked at this proposed site in detail on my visit.

To what extent has the production of the Plan sought to work collaboratively with the County Council's ambitions for the redevelopment of the site?

In the first criterion what is meant by the 'brownfield land'?

Am I correct in assuming that criterion 9 is setting out the Plan's requirements in the event that access from Rotten Row is the preferred option rather than directly proposing Rotten Row as the means of access?

In any event is access/egress to and from Rotten Row technically possible due to levels and highway width/capacity issues?

Policy PL1 57

I looked at this proposed site in detail on my visit.

I understand the implications of the first two criteria. I can see that development on this site would serve the dual purpose of retaining the existing car parking spaces whilst delivering new dwellings in a sustainable location.

Nevertheless, has the viability of the proposal been tested?

All housing sites

Do you have any specific comments (on a site-by-site basis) on the representations made by the County Council Transport Control and Highway teams on pages 47-48 and 51-56 respectively within the summary of representations produced by the National Park Authority?

Once this detail has been resolved I am minded to incorporate the appropriate level of detail into the component site specific policies (as set out in my first note). Any additional comments would be appreciated on my thinking at this stage.

Local Green Spaces/Local Community Spaces*Policy SS3*

The Plan's distinction between Local Green Spaces (LGS) and Local Community Spaces (LCS) is particularly innovative. It avoids the application of the potentially restrictive LGS regime on open spaces where a degree of built development is likely or planned to sustain its use/longer term viability.

Nonetheless a few detailed queries arise as follows:

LGS 50 Baxters Field - Has the number simply been lost on the map on the overlay between pages 136/137?

LGS 21 Malling Old Railway Line – Do you have any comments on the SDNPA's views on the ability of the land to offer improved pedestrian and cycle access?

Would such activities be compatible with LGS designation?

Alternatively, would the site be better identified as LCS?

Protocol for responses

I would be grateful for comments from the Town Council by 18 October 2018. Please let me know if this timetable may be challenging to achieve. As with the first Note it is intended to maintain the momentum of the examination.

In the event that certain responses are available before others I am happy to receive the information on a piecemeal basis. Irrespective of how the information is assembled please could it all come to me directly from the South Downs National Park Authority. In addition, please can all responses make direct reference to the policy concerned.

Andrew Ashcroft.

Independent Examiner

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2 October 2018