

Agenda Item	Page No	Para	Update	Source/Reason
8, 9 & 10	N/A	N/A	<p>Additional eight representations received. Six objecting to the schemes and one in support. The comments are summarised as follows;</p> <p><u>Objections</u></p> <ul style="list-style-type: none"> • Impact on C7 and Lewes Town Conservation Area. Input on mitigation measures, including HGV routing, from ESCC is necessary before any of these applications can be fully assessed. • HGV routing to be re-assessed and road signs and HGV Sat-nav corrected. • Continuous pavements should be provided in the urban and residential sections of the route. Pavements too narrow to site protective bollards should be widened with the consequent narrowing of the roadway to a single lane in the Swan bottleneck. • Alternatively those HGVs permitted via Lewes could be reduced in size and weight. Their sheer weight is damaging cellars, drains and underground pipework in the chalk including a major high-pressure water main supplying the town under the western end of Southover High Street. • Increased heavy traffic on an already overloaded C7. It will be highly dangerous to pedestrians and to cyclists. • Together with the extant permission for Spring Barn Farm and the proposed extension to the Garden Centre, this is completely wrong as it will not only affect the outstanding beauty of our National Park but will also affect the already struggling shops in Lewes. <p><u>Support</u></p> <ul style="list-style-type: none"> • Concerned that some Lewes residents seem to believe that all HGV's transiting through Lewes are for the Iford Estate. There are a number of farms along the C7 who may also receive HGV's. Also some HGV's using the C7 find their way to Newhaven Docks and Newhaven industrial estates. • An HGV is a vehicle over 3.5 tons but most people will think it is an articulated multi axle 44 ton vehicle. 	Representations

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8	46/47	N/A	<p><u>Supplementary highway comments from applicant.</u></p> <p>In response to objections to the HGVs at the Swan Public House in Lewes the applicant's highway consultants have submitted the following;</p> <ul style="list-style-type: none"> • In the first highway report the classification for HGVs was made up of 260 articulated grain lorries with 100 miscellaneous size lorries for the delivery of fertilizer, seed and cattle to market (these were not categorised at that time) giving 360 visits a year or 720 trips a year equivalent to an average of say 2 trips a day. • In the recent report the HGV movements are similar with 365 HGV movements recorded as existing movements a year identified and a proposal of 360 HGVs movements a year which includes the grain operation, fertilizer, seed and cattle to market operations all of which are of various sizes although usually they are medium sized articulated vehicles. This gives once again on average 2 trips a day • It is therefore considered that the 2 reports both conclude that on average 2 HGV trips a day are generated by the farm. 	Additional highway information
8	37	4	<p><u>Updated consultation comments from SDNPA Access and Recreation Lead</u></p> <p>These comments were made in addition to the earlier submission from the Access Team and to provide clarification to third party comments submitted in objection to the application. The response is summarised as follows;</p> <p><u>Egrets Way</u></p> <ul style="list-style-type: none"> • Cyclists and more specifically will cyclists use it: The SDNPA makes no assumption that all forms of cyclist will be attracted to Egrets Way. The Egrets Way is primarily a leisure route, a place where people can exercise safely for health and wellbeing • Completion of Egrets Way: The section subject of the S106 is phase 6 of the route. 5 miles have already been constructed in 4 phases, with phase 5 under construction this year and plans in place for further stages. • No use to walkers or wheelchair users: The path will be accessible to people with pushchairs and the less able with wheel chairs and mobility scooters • Flooding: There is no evidence to suggest that the route will be regularly flooded • Cycling at night: the C7 is devoid of streetlights and there is no intention to provide lighting along Egrets Way. Cyclists who ride at night tend to have powerful lights and are unlikely to be deterred by lack of lighting on a route. The absence of lighting is compatible with SDLP policy SD8, dark night skies. 	Updated Consultee Response

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8	N/A	N/A	<ul style="list-style-type: none"> Legal status and security: it is proposed that the S106 agreement relating to this application will make provision for a path dedication to be implemented alongside a 25 year license between the SDNPA and the landowner. <p><u>Safety on the C7</u></p> <ul style="list-style-type: none"> Safety measures for walkers and cyclists; Holistic approach could be to undertaken by ESCC, a C7 corridor study as proposed by POLO (Parishes of the Lower Ouse) Safer C7 Strategy. Horses: There is concern that horses will travel between Swanborough and Kingston along C7, there is nothing within the application to suggest this. Footpath Kingston 2: Horse riders use this footpath and it is not a bridle way. With landowner agreement and the necessary improvement works, the footpath could be upgraded to bridleway status. <p><u>Member Question</u></p> <p>Q.1 Will the new commercial units be personal to named applicants or allocated to specified use classes A.1 It is recommended that these units be allocated to specific use classes and conditioned to remain as such</p>	
10	N/A	N/A	<p><u>Member Question</u></p> <p>Q.2 Is there any update on the question raised by Iford Parish Meeting on page 75 of the officers report: “How would those using the livery would be prevented from using the yard area to the south of the bollards for parking and walking through the gap in which bollards are installed to access the livery.” A.2 This can be controlled through the owner’s site management but there would be nothing to prevent those using the livery from doing so. However, it would be a more convoluted and less likely route to access the livery, which would now have sufficient parking as part of the proposed application.</p>	
11	104	1st	<p>‘The SDNPA is a Community Infrastructure Levy (CIL) charging authority and further information on CIL is available on our website²⁰. Within the National Park, you may need to pay the levy if you are undertaking development, which creates new residential or <u>large format</u> retail floor space (with a net retail selling space of over 280 m²). New viticulture, wine making and other related development that is not residential or large format retail <u>are CIL liable, however, the SDNPA’s current charging rate for these types of development is £0. is not currently liable to CIL.</u></p>	Technical correction