

View Response

Response #1313383

From Railfuture Ltd (Roger Blake)

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Status Complete

1

Do you think the proposed spatial strategy will support the aim of creating a "network of low-carbon climate resilient connected settlements"?

You must provide an answer to this question.

- Yes
- No
- Not sure

Please provide additional details on your answer.

However, the wide disparity between the unconstrained housing need of 15,004 over the 22 years of the plan's lifetime given in The Spatial Development Strategy paragraph 7.4 and the 8,570 given in the DRAFT Strategic Policy SDS1: Spatial Strategy is a risk to the compliance and soundness of the draft Local Plan. Noting that draft Strategic Policy SDS1: Spatial Strategy includes "Providing new infrastructure to support the growth in the Plan area." that risk might be mitigated with an acceptance that further planned development at Ringmer / Broyle Side over the longer term could reduce that risk. It would also strengthen the

strategic case for a new rail link as described in our previous response in February 2025 and again below, with a new station to lock-in the long-term sustainability of the plan-led (not developer-driven) expansion of those communities.

2

Does the strategic policy on Achieving Sustainable Development provide a good framework to ensure that new development is well-connected by sustainable transport?

You must provide an answer to this question.

- Strongly agree
- Somewhat agree
- Undecided/Neutral
- Somewhat disagree
- Strongly disagree

Please provide additional details on your answer.

We embrace the principles of SDS2 in particular of sections 6a and 6b, 7b and 7e, and 9a to 9e. We welcome the application of SDS2 principles to Cooksbridge with sites 11HY and 19HY, located in good proximity to an existing rail station on an existing through rail link. We advocate application of those same principles in a similar way to Ringmer / Broyle Side which offer the choice of grasping, or side-stepping, a unique opportunity to creatively align development and transport planning with a new rail station, on a new through rail link (between Uckfield and Lewes / Brighton, potentially between Uckfield and both Lewes / Brighton and Eastbourne /Hastings). 'Threading the needle' through the Strategic Green Gap between the two communities, to secure a low-impact / high-

benefit outcome, would be a worthwhile challenge to overcome in order “to ensure that new development is well-connected by sustainable transport.”

3

Do you have any comments or concerns about whether essential infrastructure (schools, doctors, transport, utilities) can keep pace with the proposed level of growth?

Use what are known as Grampian conditions on planning permissions.

4

Do you have any comments on the specific small sites identified in Newhaven?

**These are separate from the sites, which are set out with their own site allocation policies. To comment on those sites, please click [here](#).*

«No response»

5

Do you have any comments on the specific small sites identified in Seaford?

**These are separate from the sites, which are set out with their own site allocation policies. To comment on those sites, please click [here](#).*

«No response»

6

Do you have any comments on the specific small sites identified in Peacehaven?

**These are separate from the sites, which are set out with their own site allocation policies. To comment on those sites, please click [here](#).*

«No response»

7

Do you have any comments on the specific small sites identified in Ringmer?

**These are separate from the sites, which are set out with their own site allocation policies. To comment on those sites, please click [here](#).*

«No response»

8

Do you support the designation of these Strategic Green Gaps?

Select the most applicable option in each row.

	Yes	No	Not sure
Land between Newhaven and Peacehaven	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Land to the north of Ringmer and west of Broyle Side	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Land between Newick and	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

North Chailey			
Land between Haywards Heath and Burgess Hill	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please provide additional details on your answer below.

We should for transparency re-state our response to the previous consultation: "Railfuture must be open about the desirability of preserving the gap between Ringmer and Broyle Side as likely to be the preferred route for a new rail link and station to best serve both communities with connections into the national rail network north via Uckfield towards London and south via Glynde towards Lewes and Brighton or south via Glynde towards Lewes and Brighton and also via Berwick towards Eastbourne."

9

Are there any other areas you believe should be designated as a Strategic Green Gap that are not currently included?

«No response»

10

Do you support the Local Green Spaces policy?

*Please note that there is a concurrent Call for Sites and Evidence regarding Local Green Space Designation. To learn more about it, please visit: [Lewes District Local Green Space Call for Sites and Evidence](#)

Yes

No

Not sure

Please provide additional details on your answer below.

«No response»

11

Do you have any comments on any Spatial Strategy Policies from the Phase 1 consultation?

*Please provide the reference number to the policy you wish to comment on, and then your comment in the box below.

- Yes
- No
- Not sure

Please provide the reference number to the policy and your comment.

«No response»

12

Taking everything into account, do you generally agree or disagree with the proposals in this consultation document?

You must provide an answer to this question.

- Strongly agree
- Somewhat agree

- Undecided/Neutral
- Somewhat disagree
- Strongly disagree

Please provide additional details on your answer.

The strengthening thrust of evolving national spatial planning policy serves to underline the relevance of our previous comments on SDS1-4 exactly one year ago, and re-affirmed here.