

<p style="text-align: center;">Hailsham Neighbourhood Plan Review</p> <p style="text-align: center;">Regulation 16 Consultation</p>

EAST SUSSEX COUNTY COUNCIL RESPONSE, AUGUST 2026

Thank you for the opportunity to comment on the submission version of the Hailsham Neighbourhood Plan Review (NP). The following are officer comments from East Sussex County Council (ESCC) as Highways and Local Transport Authority. None of the other disciplines within the council had any comments to make at this stage.

Our response considers whether the NP meets the basic conditions and also references the recommended amendments raised by County Council Officers at the previous consultation stages (Pre-submission version, Regulation 14) as well as any further updates and considerations that should be considered. Where appropriate the specific section, policy or document within the consultation documents has been referred to.

If you have any queries on the County Council's comments, please contact:

Infrastructure Planning & Place Team,
Communities, Economy & Transport,
East Sussex County Council.



1. General comment

- 1.1 The Hailsham Neighbourhood Plan is considered to meet the basic conditions, having regard to national planning policy, supporting sustainable development, and aligning with the local strategic policy. It is therefore supported.

2. Highways/Local Transport Authority

- 2.1 However, in relation to transport there are opportunities to strengthen certain elements to better align with national and local transport policy and strategy. Some amendments to the language and terminology used would improve consistency with current policy documents and best practice. These matters are outlined in the comments below.
- 2.2 Please ensure that wheeling is also mentioned alongside people walking and cycling throughout the plan to ensure alignment with the East Sussex Local Transport Plan 4 (LTP4) and National Guidance. It is suggested that an explanation of what wheeling is should be included within the plan's glossary. The definition used by the County

Council is 'people using a wheelchair or mobility scooter to get around as opposed to walking or cycling'.

- 2.3 Safe and convenient travel choices for all, Paragraph 3.20-3.23, page 20; These paragraphs are welcomed and reflect the East Sussex Local Transport Plan 4 (LTP4) and current Local Cycling and Walking Infrastructure Plan (LCWIP). It should be noted that an updated LCWIP is in the final stages of development and will be available (for public and stakeholder consultation) later this year. The mention of the first and last mile of journeys, in line with LTP4, could also be considered for inclusion along with this paragraph. This demonstrates how the seamless end-to-end journeys should be planned for, recognising that walking, wheeling or cycling might only be part of the journey, and therefore connectivity and integration of modes should be considered.
- 2.4 Project PAS-01: Transforming existing residential streets into green streets, Page 38; The idea of a 'green street' is very similar to a 'home zone' which is covered by national – 'Quiet Lanes and Home Zones (England) Regulations 2006'. Therefore, it is strongly suggested that the term 'green street' is updated in the neighbourhood plan and design guidance, to enable any future scheme suggestions of this nature to be considered and potentially applied.
- 2.5 Highways, Paragraph 4.60, Page 43; The requirement for Transport Assessments, Transport Statements and Travel Plans (paragraph 4.60) is supported but these should only be requested where it is proportionate to do so. Transport mitigation should be undertaken on a 'monitor and manage' basis as is outlined in the emerging Wealden Local Plan and also reflected in the East Sussex Local Transport Plan 4. In undertaking a 'monitor and manage' approach, this means prioritising active and sustainable transport, and monitoring development to ensure appropriate mitigation is brought forward at the right time. Please ensure that this is reflected in the 'movement' section of the plan.
- 2.6 Highways, Page 42; It is suggested that more details are included regarding walking, wheeling and cycling in this section. This should include reference to the existing and updated LCWIP, which will provide proposed active travel routes as well as an Active Travel Strategy. Together the updated LCWIP and Active Travel Strategy will seek to:
- increase the proportion of trips made by walking, wheeling and cycling;
 - improve accessibility to schools, employment, healthcare, shops and community facilities;

- reduce dependence on private cars for short journeys;
- improve public health through increased physical activity; reduce congestion, emissions and air pollution; and,
- create safer and more inclusive streets for all users.

2.7 Highways, Page 42; To strengthen this section it is suggested that freight should also be included. The East Sussex Freight Strategy (2025-2050) identifies the efficient and sustainable movement of goods as a key priority for the county. Development proposals should consider freight access requirements while minimising adverse impacts on residential amenity, road safety, active travel routes, air quality and the local environment. Opportunities to support low-carbon and efficient last-mile deliveries will be encouraged.

2.8 Policy HaTC 8 Town Centre parking, Page 74; Please ensure that cycle parking facilities are considered as part of town centre parking. Cycle parking should be covered with shelters, as well as by CCTV where it is possible to encourage and enable people to cycle.

2.9 Active and healthy travel, Paragraph 7.7, Page 102; It is suggested that reference is made to the forthcoming update to the LCWIP alongside an Active Travel Strategy (anticipated to be adopted later in 2026).

Yours sincerely,



Team Manager, Infrastructure Planning & Place

