



Hailsham Neighbourhood Plan

Consultation Statement

Volume 5: Regulation 14 Consultation

Troy Planning + Design
March 2026



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Hailsham Neighbourhood Plan Consultation

Report of Regulation 14 consultation





Neighbourhood Plan
CONSULTATION
Report of Regulation 14 Consultation
March 2026

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1. Introduction

This document presents a summary of the consultation undertaken on Neighbourhood Plan at the Regulation 14 stage. This took place for a period of six weeks between 3rd January and 14th February 2026. This report presents a summary of the process followed and feedback received.

Various leaflets were prepared by the Town Council to raise awareness of the consultation and encourage responses to this. This was distributed widely across Hailsham, being displayed in community centres and local businesses, and across various social media channels.

Notification of the consultation was sent direct to statutory consultees, other organisations and parties who had previously expressed interest in the Neighbourhood Plan, residents and others who had responded to previous consultation events. Alongside this, use was made of social media to advertise the consultation, encourage attendance at events and complete the associated survey. News items were placed in Hailsham News, with a front-page article posted on the January edition of the newspaper which is distributed across Hailsham. Wealden District Council also posted notification of the consultation on the neighbourhood planning page of their website and included details of it in their 'Wealden Weekly' news update emailed to subscribers.

The draft Plan was made available to view online (via the website of the Town Council) and in person at consultation events and at the Town Council offices.

Summary display posters were also made available to view online and at drop-in events which members of the Neighbourhood Plan Steering Group were in attendance at to answer any questions and walk people through the material as required. Seven drop-in events were held, the last of which preceded the January Full Town Council meeting and which was open to and attended by members of the public. The drop-in events were attended by more than 175 people.

Photos of the consultation drop-in events are presented in Figure 1 through to Figure 3.

All respondents to the consultation were encouraged to provide feedback via an online response form which was also available in print format for those wishing to complete by hand.

The statutory consultees formally notified of the consultation process (as advised by Wealden District Council) are listed below. Copies of the notification are included in Appendix 1.

- Environment Agency
- Historic England
- Marine Management Organisation
- Natural England
- Network Rail
- National Highways
- Tunbridge Wells Borough Council
- Mid Sussex District Council
- Rother District Council
- Eastbourne District Council
- Sevenoaks District Council
- Lewes District Council
- South Downs National Park Authority
- East Sussex County Council
- West Sussex County Council
- Kent County Council
- Surrey County Council
- NHS Integrated Care Board
- Homes England
- Coal Authority
- UK Power Networks
- Southern Gas Network
- National Grid
- Southern Water
- South East Water
- Virgin Media
- Cable & Wireless
- British Telecom
- EE
- O2
- Vodaphone
- Arqiva Communications Limited
- Sussex Wildlife Trust
- CPRE

- Sussex Local Nature Partnership
- Police and Crime Commissioner
- Pevensey and Cuckmere Water Level Management Board
- Hellingly Parish Council
- Herstmonceux Parish Council
- Pevensey Parish Council
- Westham Parish Council
- Polegate Town Council
- Long Man Parish Council
- Arlington Parish Council

Copies of all consultation material can be found in the Appendix to this report, comprising:

- Appendix 1: Notification letters.
- Appendix 2: Leaflets prepared to advertise the consultation period.
- Appendix 3: Screenshots of the Town Council website as it appeared during the consultation period, as well as other various social media posts.
- Appendix 4: Summary posters used for drop-in events.
- Appendix 5: Presentation to Full Council.
- Appendix 5: Copy of the response form.

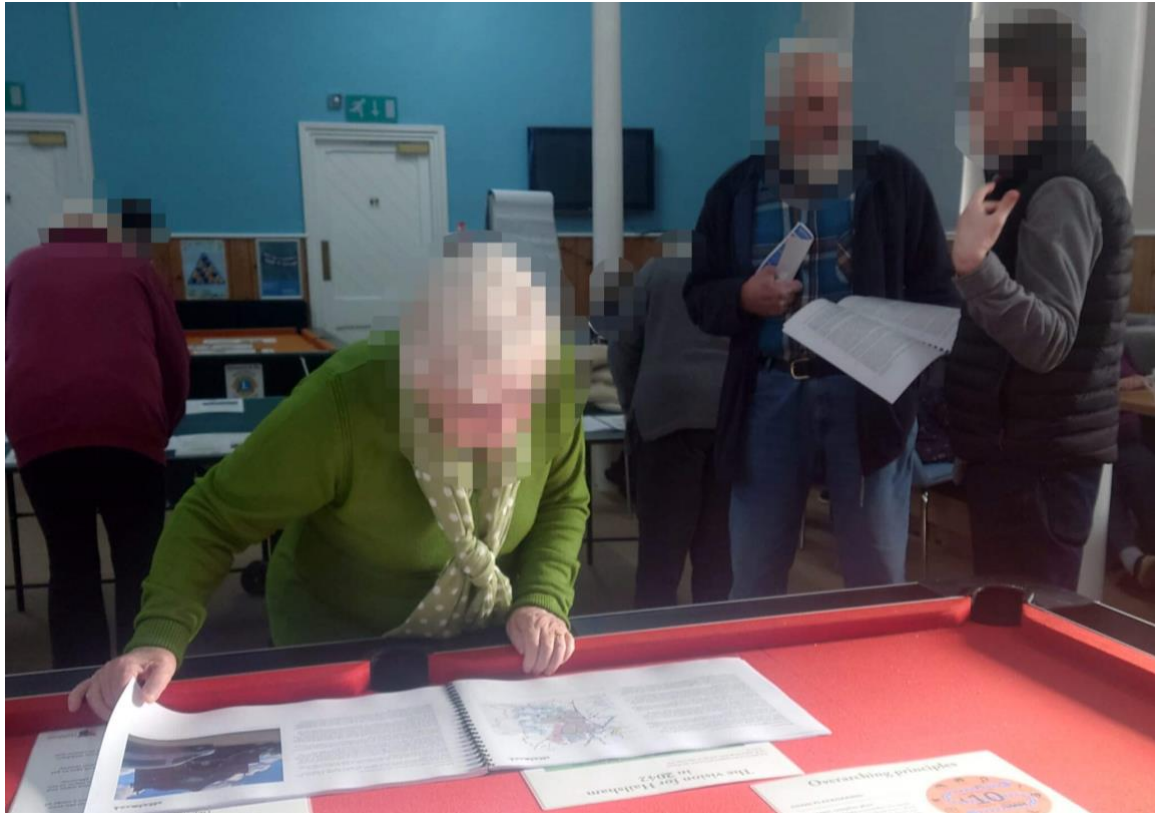


Figure 1: Consultation drop-in event. Faces obscured for privacy purposes



Figure 2: Consultation drop-in event. Faces obscured for privacy purposes



Figure 3: Consultation drop-in event. Faces obscured for privacy purposes

2. Summary of Responses

This section summarises the responses received to consultation by the statutory consultees and other interested parties. It identifies where actions and amendments to the Neighbourhood Plan may be required as a result of the responses.

Responses from statutory consultees and other organisations

Responses were received from the following:

- Wealden District Council
- East Sussex County Council
- Historic England
- Hailsham Festival of Arts and Culture
- Hailsham Town Football Club
- Walsingham Planning
- The Planet and People Coalition

All consultees informed of the consultation were contacted before the close of the consultation period to act as a reminder and to welcome a response. The main consultees (County Council, EA, Natural England, Historic England, Southern Water and South East Water) were contacted again at the end of the consultation to offer a further two-week window in which to respond. East Sussex County Council requested a further extension, with a deadline of 9th March agreed, resulting in a nine-week consultation window. Where a response has not been received it is inferred that the consultee is comfortable with / has no issue with the draft Neighbourhood Plan.

The responses received are summarised below.

Wealden District Council (Neighbourhood Plan specific comments)

Summary of comments

WDC provided a table of specific comments on the Neighbourhood Plan. These are presented in the Annex to this report, with responses provided to each of these. The table was also accompanied by a covering note. Key points from this are summarised as:

- The draft Neighbourhood Plan (NP) is praised for its detailed coverage of design, sustainability, green/blue infrastructure and town-centre improvements.
- The Plan is considered to be overly long, could be shortened, and elements moved to the Design Guide & Code.
- Concern was expressed as to inclusion of aspirational policies that might not be deliverable through policy and may be more appropriate as projects (e.g.: mobility hubs and public realm improvements).
- Some of the policies establish requirements for additional validation requirements that is not in the scope of a Neighbourhood Plan.
- The Plan should make clear how it responds to adopted policy. Reliance on draft emerging policies in the Local Plan should be carefully considered as they may be subject to change.
- The Plan may need updating if the NPPF is published before the Neighbourhood Plans is submitted for examination.
- Projects should be removed to a separate section of the Plan.
- A single heritage policy could be presented in the town centre section rather than being referenced across multiple policies.

Response / Actions

In response to the points summarised above:

- The length of the Plan is reflective of the consultation process undertaken and matters of concern raised through that as well as the outcomes of the initial health check process indicating how the policies in the made Neighbourhood Plan are being used (or not) and how and where it might be updated. Through this process the need for additional policy in respect of, for example, community infrastructure and design matters was highlighted. The extent of the Plan and policies within it is considered appropriate for a community the size of Hailsham.
- Some policies in the Plan cross-reference the Design Guide and Code. Others embed principles from the Design Guide & Code directly into policy. This is where those elements are essential to and have a major impact on the quality of place, such as the provision and arrangement of parking, street design and open space. It is not considered appropriate for the Plan to simply say that applicants and decision makers should have regard to these as this risks weakening the design intent. Inclusion of design principles directly in the policy strengthens the implementation of these.
- Those policies which include aspirational elements should be viewed as

enabling policies. It is recognised that such policies may not be triggered as much as others, but they are important to help shape change as and when opportunities do come forward.

- The Basic Conditions Statement to be submitted alongside the Plan will indicate how it confirms to adopted and emerging policy. The Plan seeks to work with the existing and new Plans. It draws on the evidence base underpinning the emerging Local Plan as recommended by Planning Practice Guidance to make sure the Neighbourhood Plan is up to date.
- The Neighbourhood Plan does not establish validation criteria. Policies make use of the word 'should' as opposed to 'must' or 'require'.
- The Neighbourhood Plan will be submitted for examination before the new NPPF is published. It is recognised that as and when the new NPPF is adopted this may supersede some elements of the Neighbourhood Plan. This is the normal course of planning policy.
- Projects are included in the main body of the Plan as they form an important part of the narrative. There is no need for these to be separated out. They are clearly identified as projects. Including them in the main body helps explain their inclusion and highlight their importance to funding partners and developers. It is common for this approach to be taken in other Neighbourhood Plans.
- References to heritage in multiple policies was inserted in response to earlier comments from WDC.

The table presented in the Annex indicates how the Neighbourhood Plan is to be amended in response to WDC comments.

Wealden District Council (Design Guide & Code specific comments)

Summary of comments

Alongside comments on the Neighbourhood Plan WDC also provided a table of specific comments on the Design Guide & Code. These are presented in the Annex to this report, with responses provided to each of these. The table was also accompanied by a covering note. Key points from this are summarised as:

- The document is commended for focussing on locally-specific issues, avoids repeating national guidance, and contains strong principles in respect of pedestrian-friendly, safe and inclusive environments.
- The document is more akin to a Guide than a Code. If it is to be used as a Code it should be 'rules-based', measurable and prescriptive. If not, the word 'Code' should be removed. If it is to be a combined Code and Guide than key

elements such as street types, building heights and lines, parking and materials could be set out).

- Residential areas across Hailsham should be subdivided as they have different characteristics and distinct coding applied to these.
- A Town Centre map needs including to confirm the extent of coverage of Town Centre Codes.
- Other maps also needed to confirm the geographical extent of the Codes.
- The new NPPF and associated national guidance may need referencing through the document.
- Sections on heritage are limited and could be expanded upon.

Response / Actions

In response to the points summarised above:

- It is not considered necessary to identify separate residential character areas and to have separate coding for each of these. The document specifically focuses on key issues of importance and, as noted by WDC, is locally-specific. The main focus is on the town centre and major developments / growth areas. The National Model Design Code (NMDC) states that design codes should be tailored “to the circumstances and scale of change in each place”. As such, it is entirely acceptable for a code to focus on specific aspects and geographies of importance, as the Hailsham document does.
- It is to be noted that the previously prepared Hailsham Character Assessment which supports the made Neighbourhood Plan is cross-referenced in the Design Guide & Code includes further detailed breakdown of individual character areas across Hailsham. The Design Guide & Code does not duplicate this. The Assessment is to be retained and used as further material that applicants can draw upon as appropriate.
- Maps of the areas ‘for coding’ (i.e.: the extent of the town centre etc) will be included in the document.
- The document will make reference to forthcoming changes to national policy.
- The section on heritage in the town centre was added in response to previous comments provided by WDC and is similar in length and content to examples elsewhere signposted by WDC.
- It is acknowledged that the document is a combined guide and code, as reflected in the title. Codes are included in respect of street design and cross sections. However, the document will be renamed as the Hailsham Design Guidelines.

The table presented in the Annex indicates how the Design Guide & Code is to be amended in response to WDC comments.

East Sussex County Council

Summary of comments

The response to consultation from ESCC is grouped around a series of key topic areas as summarised below:

- Highways & Transport: ESCC welcomes the Plan's emphasis on active travel and inclusivity but recommends consistent terminology for walking, wheeling and cycling, clearer alignment with LTP4, reference to the new Sussex & Brighton Combined County Authority, and inclusion of missing elements such as Bus Service Improvement Plans, Flexibus, freight strategy considerations, and more detail on town centre proposals.
- Active Travel Network & Infrastructure: The Council supports the aspiration for a 15/20-minute town and the inclusion of LCWIP principles but notes forthcoming updates to LCWIP and emphasises the need to ensure active travel infrastructure is designed in line with national guidance and considers safety and inclusivity across all user groups.
- Flood Risk & SuDS: ESCC considers Policy HaGI5 broadly aligned with national SuDS standards but highlights inaccuracies that should be considered (e.g. confusion between rainwater harvesting and greywater systems).
- Archaeology & Historic Environment: The Council raises concern that archaeology is largely absent from the draft Plan and recommends adding policies and glossary updates to ensure below-ground heritage assets, particularly given recent significant findings locally, are fully recognised and protected.
- Minerals & Waste: While ESCC has no objection in principle, it stresses the importance of acknowledging safeguarded waste and minerals sites within the Plan area and ensuring development proposals comply with relevant safeguarding policies.
- Public Health: The response supports efforts to manage hot food takeaways but advises that a more effective approach would be a standalone restrictive policy rather than relying solely on Health Impact Assessments, reflecting countywide work on consistent HIA processes.
- Culture & Tourism: ESCC welcomes the Plan's support for community facilities, cultural uses, public art, and enhancements to the Cuckoo Trail, but recommends ensuring best practice for public art commissioning and considering additional opportunities such as shared workspaces to support

economic vibrancy.

Response / Actions

The comments from ESCC are all generally helpful and changes are to be made to the Plan as appropriate and insofar as they are reflective of the focus for the Plan. The Plan does not discuss archaeology as this is covered elsewhere, and although reference to the Waste & Minerals Plan will be expanded, cross-references to safeguarded site within this can be made rather than needing to copy the detail into the Neighbourhood Plan.

Historic England

Summary of comments

This response welcomed production of the Neighbourhood Plan but provided no specific comments on it.

Response / Actions

The response infers support for the Plan. No action is required.

Hailsham Festival of Arts and Culture

Summary of comments

The response urged the Town Council to make provision for arts and cultural uses, including space for organisations to use in the town centre. The response stressed the importance of creating a vibrant town centre that offers more than shops, car parks and concrete, and that any development should be sensitive to and strengthen the character of the town.

Response / Actions

This is reflected through the mix of uses supported in the town centre (through Policy HaTC1) and support for multi-functional community spaces in HaCF3. The aspirations for the town centre are set out in the Plan and envisage improvements to the quality of public spaces and buildings, as set out in Policies HaTC1 – HaTC8, and which is further supported by the Design Guide and Code. The comments are noted and aligned with aspirations in the Neighbourhood Plan. No further changes are required to the Plan or Design Guide and Code as a result of the response.

Hailsham Town Football Club

Summary of comments

This response said that the Plan seems sensible. It requested that the maps showing accessible open and green be reviewed as these seem to imply that this includes land currently used by the football club.

Response / Actions

The information on the mapping is based on information produced by Natural England as part of their Green Infrastructure Framework mapping. A note to clarify this is to be added to the map.

Walsingham Planning

Summary of comments

This response, submitted on behalf of a developer with an interest in Magham Down, says that their site would comply with housing policies in the draft plan, and in the context of the emerging Local Plan and housing figure contained within this, that the Plan could say more in terms of stating where windfall development would be supported.

Response / Actions

It is not the intention of the Neighbourhood Plan to identify nor allocate sites for development, which is left to the emerging Local Plan. Applications for development that come forward will be judged on their merits against the Local Plan and policies in the Neighbourhood Plan. The emerging Local Plan supports windfall development where it is located within existing development boundaries of the most sustainable settlements in the district. This is not duplicated in the Neighbourhood Plan. Principles in the Design Guide & Code should inform the design approach to proposed new windfall development. No further changes are required to the Plan or Design Guide and Code as a result of the response.

The Planet and People Coalition

Summary of comments

This response calls for a fundamental shift in how housing is delivered. These include the use of Community Land Trusts, capping development land values, prioritising genuinely affordable housing, and designing mixed-use, intergenerational complexes with shared dining spaces, communal gardens, vertical food growing, and renewable energy infrastructure. The response argues that development should be ‘health-led’, with walkable neighbourhoods, access to nature, and safe green spaces as core principles. Broader national critiques appear throughout—touching on land economics, rental affordability, and the legacy of right-to-buy—but these are framed in support of the view that Hailsham needs more socially-rooted, sustainable, and community-focused development rather than market-driven estates that fail to meet local needs.

Response / Actions

Policy HaHD4 of the draft Neighbourhood Plan expresses support for proposals from community land trusts or similar, and which provide affordable housing in perpetuity. The Plan also supports a mix of uses to meet local needs (as evidenced through a supporting Housing Needs Assessment and Survey), including flexible housing typologies that respond to changing lifestyles and demographic circumstances. The Plan is also based on the overarching concept of the ten-minute town which supports a walkable environment with access to services, facilities and nature. No further changes are required to the Plan or Design Guide and Code as a result of the response.

Overview of responses via the survey form

There were 71 responses to the survey form, the majority of which were submitted online. The majority of responses (around 96%) were from residents, although some of these also identified as being employees or representatives of businesses, thus reducing the proportion of people who identify solely as residents to around 70% (Figure 4) of all respondents.

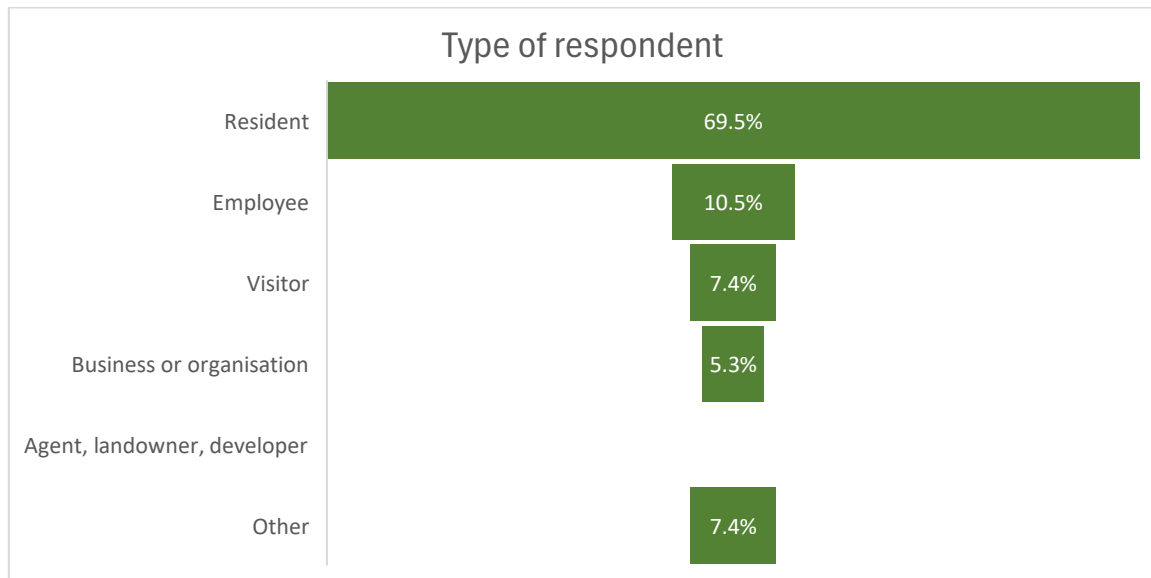


Figure 4: Breakdown of respondents, by type, to the survey form

Responses to the survey were primarily received from those in older age groups, with a high volume of responses (around 47%) being from those aged over 65 (Figure 5). A small though equally important volume of responses came from those aged under 18 (around 8%), giving voice to the younger generation.

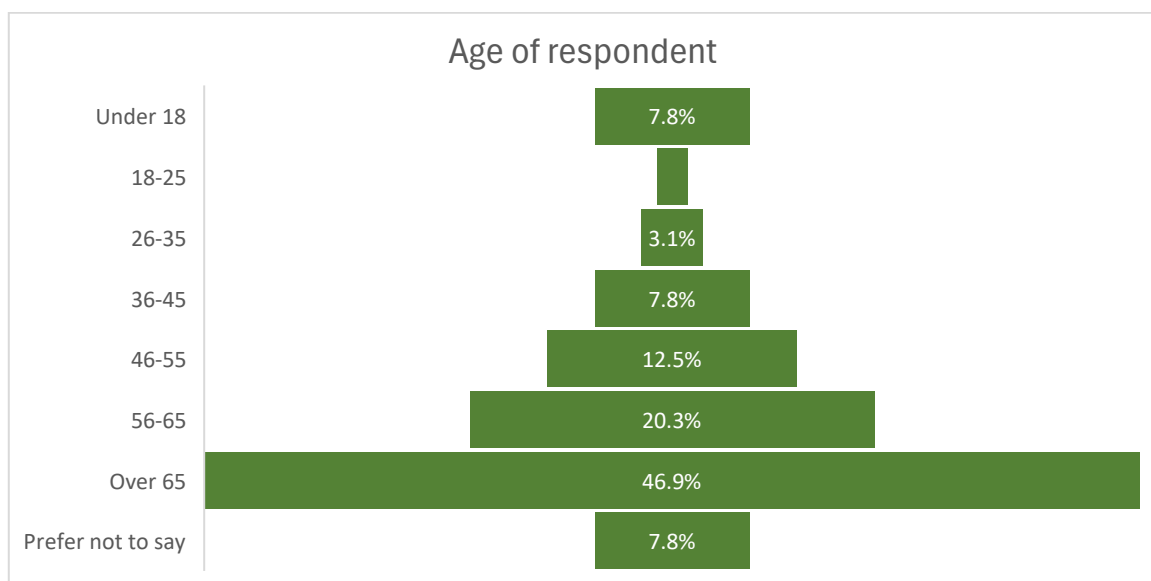


Figure 5: Breakdown of the age of respondents to the survey form

Respondents to the survey form were invited to provide comments on the Plan, including specific policies or sections within it. Comments received are presented in Section 3 of this report.

Respondents were also invited to indicate how they felt about each of the policies on a scale from strongly agree through to strongly disagree (with agree, neither agree nor disagree, and disagree being provided as options between these). Responses to this are presented in Figure 6.

In all cases, the majority of respondents agreed to all policies. On average, approximately 73% of strongly agreed or agreed to all policies, with 17% saying they neither agreed nor disagreed. By contrast, and on average, only around 10% said they disagreed or strongly disagreed to the policies. This varies from policy to policy, with some receiving a greater level of support than others but, overall, the response signals strong support for all policies.

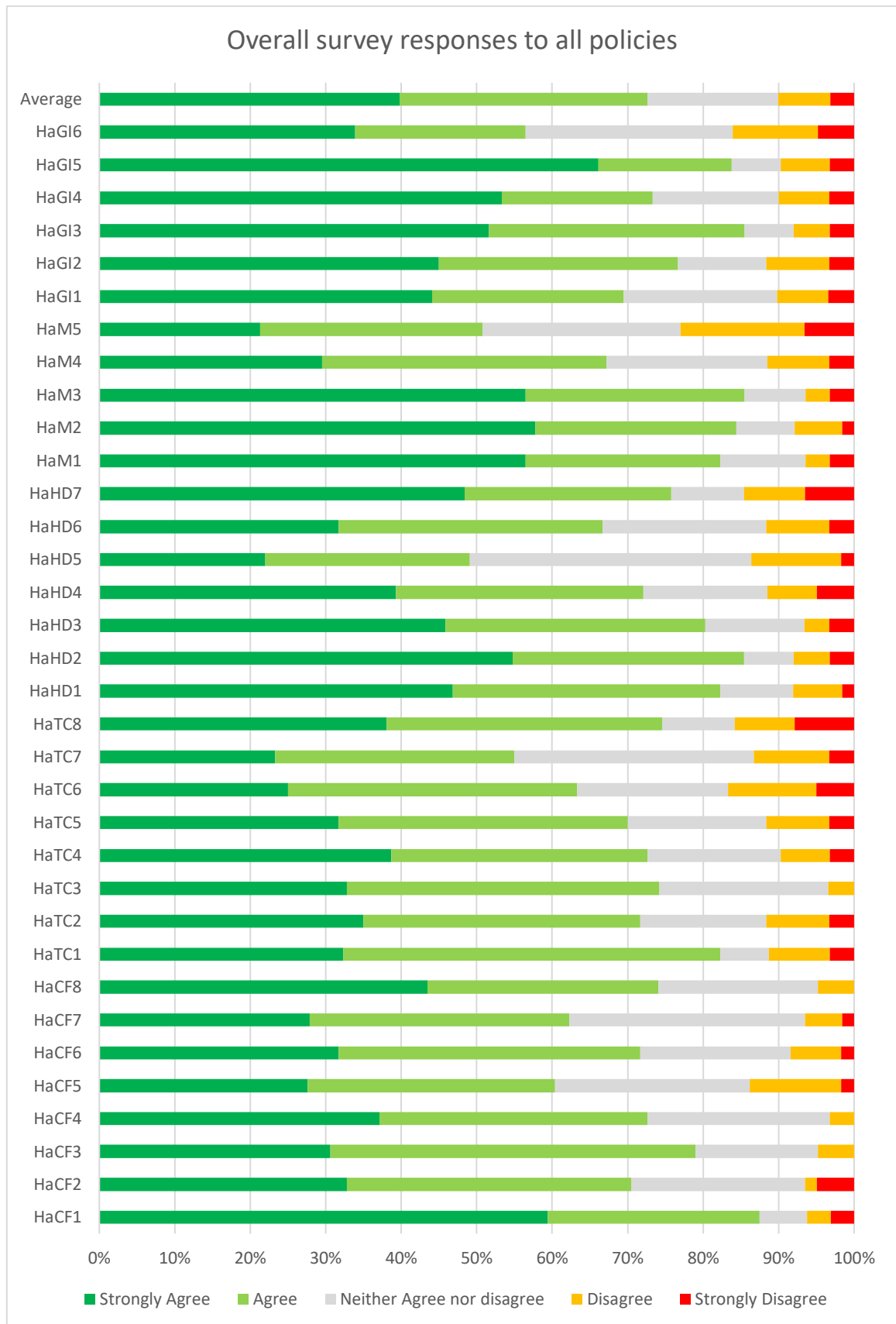


Figure 6: Overall 'rating' of policies by respondents completing the survey form

3. Comments on specific policies / sections

Other than where noted in Section 2, this section of the report summarises comments received on specific policies, projects or other sections of the Plan (including those comments made via the paper and electronic response forms), and indicates how these are to be reflected in updates to the Plan for submission purposes.

Community

Policies in this section of the Plan include:

- HaCF1: Healthcare
- HACF2: Education and early years
- HaCF3: Community halls, centres and hubs
- HACF4: Allotments and food growing
- HaCF5: Sports facilities and playing pitches
- HaCF6: Play and amenity space
- HaCF7: Burial space
- HaCF8: Community infrastructure delivery

The overall response to these is presented in Figure 7.

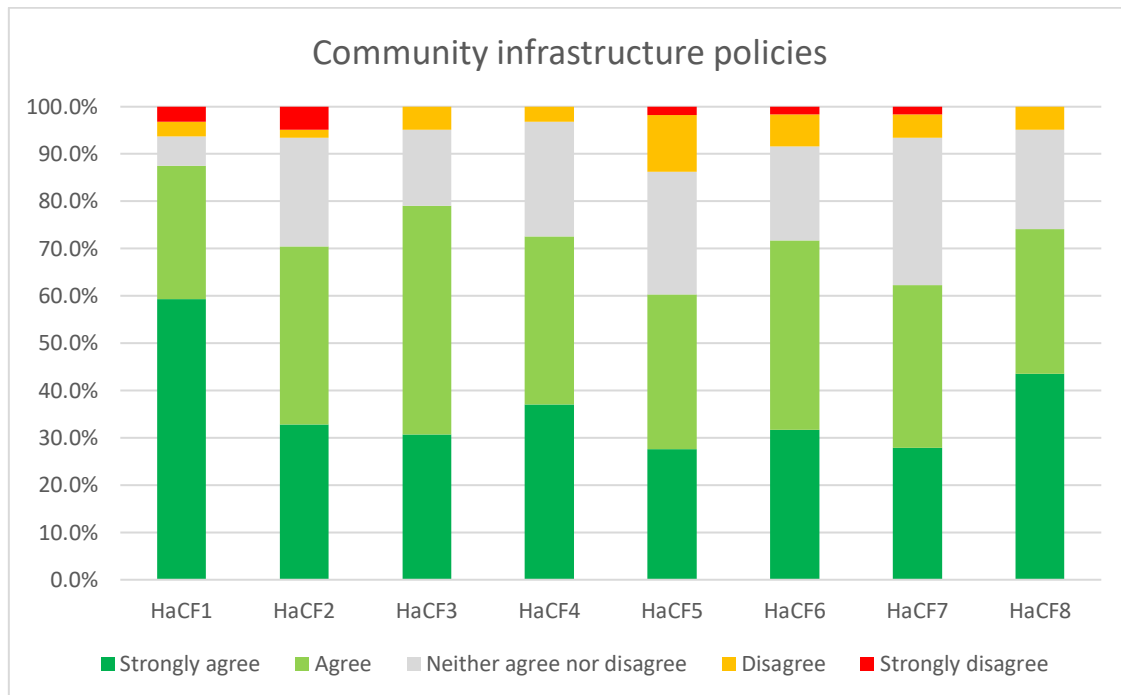


Figure 7: Overall response to policies by respondents to the survey

Comments received on these, and responses to them, are presented in the following table.

Comment	Response
<p>HaCF1 – Where will a new medical centre be situated and will there be an emergency chemist in place as Hailsham doesn't have one? We need a hospital.</p>	<p>The aspiration is that this would make use of previously developed land in a location that is accessible to all. The preference is for a site in the town centre, subject to ownership and delivery. In the short-term, temporary use could be made of vacant buildings in the town centre to offer health care services.</p> <p>No change required to the document.</p>
<p>HaCF1 – Healthcare facilities MUST provide parking for those who cannot use public transport, walk or cycle. And being in the town not outside town, preferably using an existing building or brownfield site.</p>	<p>Noted. The Town Council agrees with the points about location and accessibility, as reflected in the Neighbourhood Plan policy.</p> <p>No change required to the document.</p>
<p>HAcf1 – The creation of a Cottage Hospital in the town, which could be situated in the 'old' Firstfield Centre in London Road, which has plenty of space both for services and more importantly, parking. This could offer some A & E services which would reduce pressure on the DGH; a minor injuries; provision for COVID, Flu, travel and other vaccinations for the population of the town; service for dressings etc reducing pressure on the other healthcare services in the GP surgeries; and routine checks which could be offered to reduce pressure elsewhere in the NHS. With the dearth of good GP services in the town and the current potential closure of Hailsham Medical Group, such a local facility is much needed.</p>	<p>The former ambulance station is now coming forward for an alternative use. The preferred location for a new healthcare facility is the town centre.</p> <p>No change required to the document.</p>
<p>HaCF1 - A medical centre is definitely required. I don't know what's going into the old ambulance station, but that seems like a missed opportunity if that's not going to be a doctors / clinical space. It has car parking, it's on a bus route and literally hundreds of people can walk to it. Where</p>	<p>The aspiration is that a new medical centre would make use of previously developed land in a location that is accessible to all. The former ambulance station is now coming forward for an alternative use. The preference is for a site in the town centre, subject to ownership and delivery. In the short-term, temporary use could be made</p>

Comment	Response
else could a new medical facility go that's any better?	<p>of vacant buildings in the town centre to offer health care services.</p> <p>No change required to the document.</p>
HaCF2 - When considering the creation/building of new schools for all ages, to be aware that the majority of current educational establishments at to the north of the town, with no access to schools in the south and eastern areas, where many of the large new developments are based. Ensuring there are schools within all areas of the town would reduce traffic and encourage children and young people to walk or use cycles	<p>Noted. Delivery of new schools will generally be linked to land being made available through new development, and or where existing schools can be extended. In the absence of this it highlights the importance of providing for a range of safe travel options, including walking, cycling, and public transport, and the introduction of school streets. The Plan has a whole supports improved conditions for walking and cycling. The supporting text to the policy notes that additional school space may involve the expansion of existing facilities and the policy text supports safe and sustainable travel measures.</p> <p>No change required to the document.</p>
HaCF2 - Add another secondary school to alleviate the pressure on Hailsham Academy	<p>The ESCC School Organisation Plan does not envisage the need for any additional secondary school places in the Plan period.</p> <p>No change required to the document.</p>
HACF3 – The use of community spaces and hubs would be welcome by many local groups, but hiring costs need to be at a reasonable level and not be prohibitive for use by small groups. Ideally access to storage onsite would be good, and this might come with a small charge and facilities to ensure safety of equipment etc.	<p>Supporting text to the policy to be amended to include support for provision of facilities that are affordable to communities wishing to use them, and which might be facilitated through provision of multi-functional halls and facilities that support a range of uses through the day (and thus where overheads may be reduced)</p>
HaCF3 - Policy should not only address what happens when new infrastructure is proposed, but also require a review of existing gaps (e.g.: at the bottom of end of Mill Road / Station Road)	<p>The policy supports both new and improved facilities, with new facilities either supporting new development or being provided where there are gaps in provision. Alongside this the Plan also supports the delivery of a network of community mobility hubs which might provide small scale facilities in appropriate locations. Reference to locating these where there are</p>

Comment	Response
	gaps in provision to be added to the supporting text.
HaCF3 – Yes to use of existing sites/ buildings but absolutely no removal of existing carparks for this purpose. All carparks are full every day & no amount of local services will erase the need for cars in Hailsham. The ‘no car policy’ is only achievable in cities with far more shops & services than Hailsham will ever have	<p>The Neighbourhood Plan does not have a no car policy. It accepts that people will continue to drive, but recognises that a mode shift is required, enabling short journeys to be made by other means and catering for those who do not have access to a car. This, combined with an approach to well-integrated development and enhancements to the town centre may help support alternative means of travel.</p> <p>No change required to the document.</p>
HaCF3 – We need a pavilion on the country park in Glen eagles with cafe and toilets as highly used and no facilities especially as A22 connectivity	This idea has been incorporated on Project MHT-02.
HaCF4 – Agree wholeheartedly with the idea of have provision for on-site food growing areas in new developments, perhaps in partnership with a local nursery or garden centre, ie Hilliers to provide skills training for newbies. This could be a way of reducing the cost of maintaining allotments to the Council and ensuring that the owners work their spaces in an environmental healthy manner.	<p>Comments noted.</p> <p>No change required to the document.</p>
HaCF4 – Yes this is vital for health, & food security	<p>Noted.</p> <p>No change required to the document.</p>
HaCF4 – Include access for disabled wheelers to allotments	Policy to be amended to make reference to inclusive access.
HaCF4 – Where will new allotments be situated?	This may be provided in new development (where the scale of development triggers the requirement for delivery) or through the diversification of existing green space, which may be undertaken through development or through a separate process in agreement / partnership with landowners.

Comment	Response
	No change required to the document.
HaCF4 - I understand that we have fewer allotments per capita than elsewhere but compared to many towns and cities surely we also have a lower number of flats and residences without gardens. A good proportion of housing in Hailsham has private gardens, allowing people to grow if they wish. By all means provide allotments but surely this should be counted on 'residences without gardens' rather than 'all properties'.	Space standards are established at the Local Plan level and are used to establish the level of provision and need for new allotments. This factors in population numbers and access to facilities. Separate reports have been prepared as part of the Local Plan process (as distinct from the Neighbourhood Plan) which establish the requirements and will be used within planning decisions. No change required to the document.
HaCF5 - Great. More sports should be played. Make sure the new facilities are affordable for existing clubs to use.	Noted. Costs will be subject to ownership and management and is not a land use planning issue. No change required to the document.
HaCF5 - Future plan for car parks. Especially around sport and community hubs. Multi story and properly constructed. Not natural and informal as this will cause more work in the future. (look at birling gap carpark)	The policy requires parking to be designed appropriately to context. Wording to be extended to say that car should be taken not to damage natural surfaces.
HaCF5 - To ensure that there are also facilities for seniors and disabled people to be able to participate in sports and other healthy pursuits. I.e walking football; wheelchair sports etc.	Additional clause added to the policy.
HaCF5 - Need to be accessible to disabled	Additional clause added to the policy.
HaCF5 - Yes to new sports facilities with eco lighting but in addition not instead- so keep existing facilities in central Hailsham (Vicarage Lane, tennis/cricket at the Rec, football).	Noted. The Neighbourhood Plan does not propose that new facilities are provided at the expense of existing facilities. Policy INF8 sets out the emerging Local Plan sets out the approach to development proposals affecting existing facilities and is not duplicated in the Neighbourhood Plan. No change required to the document.
HaCF6 - Need to be accessible to disabled	Policy text already makes reference to accessible and inclusive space. No change required to the document.

Comment	Response
HaCF6 – Where will new play and amenity space be provided?	<p>This may be provided in new development (where the scale of development triggers the requirement for delivery) or through the diversification of existing green space, which may be undertaken through development or through a separate process in agreement / partnership with landowners.</p> <p>No change required to the document.</p>
HaCF6 - In addition to the transformation of some streets into access for green space, simple things like allowing verges in existing roads to be converted into wildflower meadows (or long beds) and for small greens to have the same transformation. This would increase the biodiversity in the town and cut the cost to the Council of having to mow them throughout the summer. It is possible that residents in some streets would be happy to manage such wildflower areas for the community.	<p>Noted. This is covered by Project SGI-01 and Policy HaGI 3 in the Plan.</p> <p>No change required to the document.</p>
HaCF6 – Sufficient off street parking must be provided: one space per bedroom in home and one extra space for visitors.	<p>Parking standards are established by ESCC. The Plan and supporting Design Guide & Code set out ways in which parking could be better designed into the street.</p> <p>No change required to the document.</p>
HaCF6 – agree with all ideas. Integrate them fully with new developments.	<p>Noted. The Neighbourhood Plan and associated Design Guide & Code set out an approach to well laid-out and integrated development.</p> <p>No change required to the document.</p>
HaCF7 – Burial space needs to be accessible for wheelers / disable visitors	<p>Amendments to be made to refer to inclusive access.</p>
HaCF8 – My primary comment concerns the number of proposed new homes that are approved without associated infrastructure, in particular doctors surgeries, schools and shops. We are unable to see a doctor without a long wait or can't see one at all. I	<p>The comment is well understood. The policies in the Neighbourhood Plan seek to influence the delivery of necessary infrastructure. The existing Wealden Core Strategy and emerging Local Plan also include policies in this respect.</p>

Comment	Response
don't have children but know our schools are over-subscribed.	No change required to the document.
<p>HaCF8 – Development has been racing ahead without community or social infrastructure, even when stipulated as a condition of the Planning permission. i.e.: Ersham Rd development required a roundabout where it meets South Rd didn't it? Too many Councillors on WDC and ESCC have no regard for residents in South Wealden or is it just lack of knowledge or care? Hailsham is without question being over developed and to envisage a town where residents do not need cars is admirable but only appropriate to cities like London or Brighton. Hailsham is not ever going to be able to provide the public transport access required by a rural community or facilities needed given its ecologically sensitive location by Pevensey Levels and the South Downs/ Cuckmere Valley.</p>	<p>The Plan recognises that people will continue to own and make use of the private car. However, it recognises that other solutions are needed too, and thus supports provision of walking, cycling and public transport as an alternative. Some highways schemes are being taken forward by ESCC for delivery.</p> <p>No change required to the document.</p>
<p>HaCF8 – All infrastructure to be completed before any homes are occupied.</p>	<p>The Wealden Core Strategy and emerging Local Plan contain policies in respect of the delivery and phasing of infrastructure. The Neighbourhood Plan does not duplicate this. It does though support delivery during the early phases.</p> <p>No change required to the document (albeit a new section is to be added on wider utilities and infrastructure matters for the purposes of signposting)</p>
<p>Project PAS01 - Not so sure about garden streets retrospectively. If people have been parking outside their house, where will they park? How will they get shopping to their front door? What about deliveries? They are all nice green ideas but if they don't go in before people move in, changing after is hard. People get used to how things are!</p>	<p>Noted. All projects would be subject to further discussion and consultation, with feedback from residents informing appropriate locations for such transformations.</p> <p>No change required to document.</p>
<p>General – I have edged in the middle here</p>	<p>Noted. This is understood to be in respect of the 'ranking' of policies.</p>

Comment	Response
	No change required to document.
General - More for disabled adults in community centres and recreation areas a bespoke and access only play area and hoists in health care provisions. a library van for areas or families that can't get into town as there is less parking and more housing, a swaps van and repair cafe. More allotments and idea I put forward re verges make fruit trees so homeless and communities can at least have fruit seasonally.	Policies have been amended to make reference to inclusive access and use. No further change required to the document.
General – It all sounds very good but Hailsham is already over crowded so how to you propose to implement these actions	Once the Neighbourhood Plan is made it will comprise planning policy which applications will need to be determined against. No change required to the document.
General - Planning needs joined up thinking in terms of provision of water, sewerage, doctors and secondary schools etc	The Neighbourhood Plan includes a policy in respect of the delivery of community facilities. Wider policies in respect of utilities and highways are set out in the Wealden Core Strategy, Local Plan and Infrastructure Delivery Plan that underpins these. The Neighbourhood Plan will be updated to clarify the position and point to schemes being progressed by utilities providers and the highways authority.
General - I believe there should be firstly a definition of sustainability that can be used for assessing applications against as there is no clear definition in case law and a policy could support making sections on what is a suitable place ie walking distance to services, bus routes etc.	The Neighbourhood Plan is required to conform to the National Planning Policy Framework which establishes an approach to sustainable development. This is reflected in the Neighbourhood Plan through the ten-minute town concept. No change required to the document.
General - I also believe the policies on conservation area should be strengthened to include impact of works that are adjacent to conservation areas being taking into account.	Policies on heritage assets, including the setting of these, is set out in national policy (and the emerging Local Plan) and do not need to be repeated in the Neighbourhood Plan. However, the Neighbourhood Plan

Comment	Response
	<p>does cross-reference the supporting Design Guide & Code which includes consideration of heritage matters.</p> <p>No change required to the document.</p>
<p>General - The policies provided in the proposal are strong and usable as part of planning application decisions and for applicants</p>	<p>Noted.</p> <p>No change required to document.</p>
<p>General - please use this money wisely and ensure the money is actually spent on roads, doctors and schools, so that existing residents don't feel more and more squeezed.</p>	<p>Noted. The Neighbourhood Plan establishes a series of projects towards which funding will ideally be directed and which will continue to be reviewed (and updated as appropriate) over time.</p> <p>No change required to the document.</p>
<p>General - I support the Plan, but I would like to offer the following thoughts on what I would like to see in the town and environs. Tactics to deflect and avoid yet more residential development with is currently far in excess of the infrastructure. New developments should be required to include certain services, i.e: a local store; access to GP services; local transport to the town centre, i.e.: a town bus. A Cottage Hospital in the town which could be situated in the 'old' Firstfield Centre in London Road, which has plenty of space both for services and more importantly, parking. This could offer some A & E services, reducing pressure on the DGH; minor injuries; COVID, Flu and other vaccinations for those in the town; dressings etc other services which could be offered to reduce pressure elsewhere in the NHS. With the dearth of good GP services in the town and the current potential closure of Hailsham Medical Group, such a local facility is much needed. Reinstatement of the Police station in the town, as with the huge increase in the population of Hailsham it is possible that crime will grow. This could also include</p>	<p>The scale and location of new housing is dictated through the Wealden Local Plan. Beyond this, policy seeks to direct other windfall development to previously developed land. Requirements for contributions to infrastructure are established by WDC and ESCC. The Neighbourhood Plan seeks to influence this through the suite of policies within it. Ongoing engagement through the Local Plan process is important to help influence this further. Supporting text to the healthcare policy has been amended to male reference to potential reuse of the former Ambulance station. Reference to reinstatement of a police presence has been added to supporting text to Policy HaTC3.</p>

Comment	Response
Traffic Warden/s to deal with the traffic in the town, bad parking and continuous gridlock of roads around the town.	

Town Centre

Policies in this section of the Plan include:

- HaTC1: Town centre uses
- HaTC2: Town centre design principles
- HaTC3: Safety by design
- HaTC4: Shopfront design and signage
- HaTC5: Public realm, gateways and wayfinding
- HaTC6: Public art
- HaTC7: Roofscape
- HaTC8: Town centre parking

The overall response to these is presented in Figure 8.

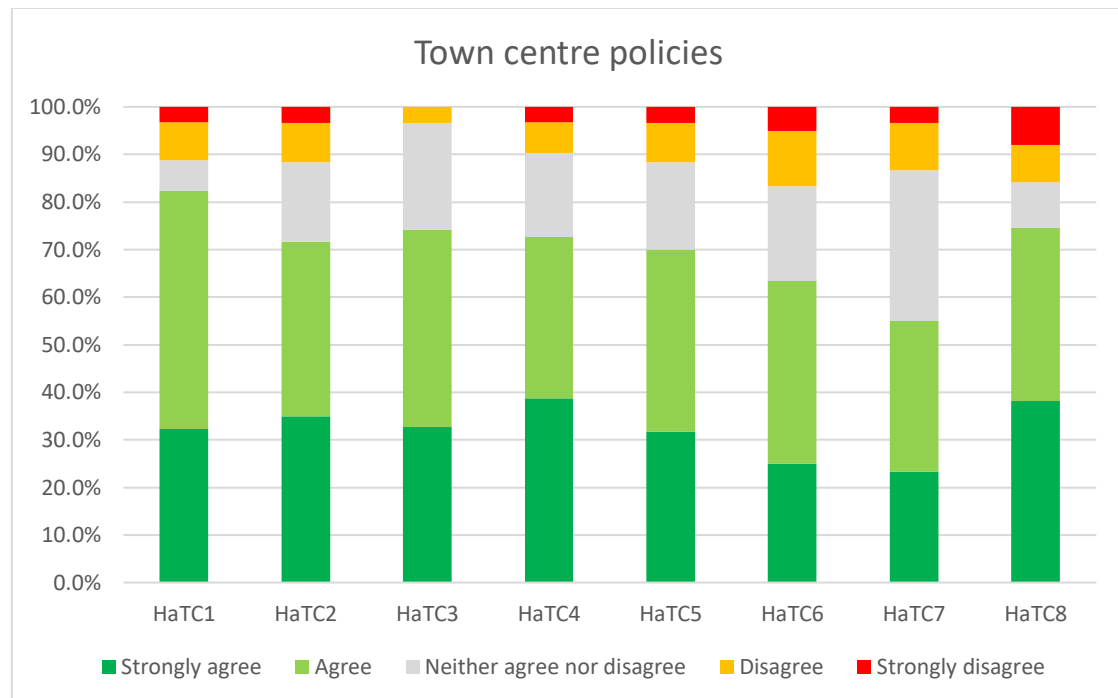


Figure 8: Overall response to policies by respondents to the survey

Comments received on these, and responses to them, are presented in the following table.

Comment	Response
HaTC1 - fig 9 shows the market as it was in Vicarage Fields which brought people into town centre & brought it alive. But its now been moved! Out of sight out of mind. It should go back to Vicarage Fields asap. Definitely do not demolish the council offices as previously suggested by WDC or	The potential for public realm improvements along the High Street would provide scope for reintroduction of a street-based market. The Plan does not propose to demolish any buildings and instead supports the retrofit of existing buildings. The Churchyard is a green space

Comment	Response
<p>the Leisure Ctr. These are perfectly serviceable with solar etc refurbed only about 10 yrs ago? Nor should the churchyard be included as 'green space'. Its a quiet place of reflection not a park. The Cuckoo Trail does not need any further 'development'. It is losing its health giving values every time another housing estate goes up alongside it & is becoming a passage between buildings. Please no more cafes or additions and respect the vital wildlife corridor it has been. Lockdown proved how vital it is to the community so it does not need to be changed. Preserve what's left as it is!</p>	<p>but part of a typology of different spaces and inclusion of this on mapping does not imply it should be used as a park. The Cuckoo Trail is an essential part of the walking and cycling network in Hailsham and opportunities to maximise this should be sought as long as those opportunities are sensitive to the environmental quality of the Trail, as set out in Policy HaM2.</p> <p>No change to the document.</p>
<p>HaTC1 – Smaller units to rent needed</p>	<p>This is covered in Policy HaTC 2 which supports a finer grain of development.</p> <p>No change required to document.</p>
<p>HaTC1 – In addition to the proposals a plan to improve shops and business opportunities in the High Street and George Street areas to deal with the huge number of empty premises that exist. Create a plan to promote the town and encourage new businesses, not just more of what we already have, ie charity shops, estate agents, vape stores, etc. A strategy to enhance business in the town, to support existing businesses and promote new ones that would augment the range of shops and businesses in the town. This could look at positive encouragement of shops selling clothes, shoes, household products, greengrocers, butchers, fishmongers, and many others. This could then be used to expand footfall in the town and increase its vibrancy. Perhaps there needs to be an initial incentive for such businesses to set up. I e 6 months without business rates</p>	<p>A place-branding strategy to be inserted into the Plan as a project to investigate the opportunities for attracting a wider mix of uses whilst at the same time raising the profile and competitiveness of the town centre.</p>
<p>HaTC2 – The former Aspires project did not falter due to Covid 19. It was rejected by the community because it was deeply flawed. The view down the high st should include</p>	<p>Comments noted. The plan does not seek to repeat the Aspires project. Pedestrianisation of the High Street is a project that would be investigated further,</p>

Comment	Response
<p>the church spire, this was going to be lost by a large development (car park?) in the Vicarage Lane town / Waitrose carpark. The church is already part of the town centre, many people walk through the churchyard instead of along the High St or sit eating sandwiches on its benches. Pedestrianising the high street also will not change much for the better as surely it must cater for disabled people & its needed for collection & drop off with parking is already provided elsewhere. There are various takeaway businesses in the high street that would suffer. The Aspires project design also knocked down the Council offices just to move them across the car park (& nab the spot with prime view). Definitely NO to the former Aspires ideas</p>	<p>although the aims of this and wider public realm improvements would be to improve the quality and attractiveness of the centre and thus the mix of uses that might locate here. A place branding strategy has been inserted into the Plan as a project to explore the mix of uses and competitiveness of the centre further.</p>
<p>HaTC3 – Reinstatement of the Police station in the town, as with the huge increase in the population of Hailsham it is possible that crime will grow. This could also include Traffic Warden/s to deal with the traffic in the town, bad parking and continuous gridlock of roads around the town. To fund this a range of car parking options with free parking for local residents, by means of a local badge or parking permit, and other with a charge for visitors from outside the town.</p>	<p>Reinstatement of a police presence incorporated into the supporting text.</p>
<p>HaTC4 - We need vinyl wraps on empty shop fronts whilst empty to keep high street having pride in our public realm</p>	<p>Concern about the appearance of the town centre noted.</p> <p>Project SHS-01 of the Neighbourhood Plan addresses shopfront improvements. This will be updated to include an expectation that landowners will continue to maintain buildings and overall appearance of the town centre.</p>
<p>HaTC4 - I am particularly concerned with the state of some of our shopfronts, eg Paydens</p>	<p>Concern about the appearance of the town centre noted.</p> <p>Project SHS-01 of the Neighbourhood Plan addresses shopfront improvements. This</p>

Comment	Response
	will be updated to include an expectation that landowners will continue to maintain buildings and overall appearance of the town centre.
HaTC4 - shop fronts are tatty and unkept and empty shops need vinyl wraps on WDC need investigations and update their shops	<p>Concern about the appearance of the town centre noted.</p> <p>Project SHS-01 of the Neighbourhood Plan addresses shopfront improvements. This will be updated to include an expectation that landowners will continue to maintain buildings and overall appearance of the town centre.</p>
HaTC4 – Shop frontages to have regular cleaning and painting incorporated into their lease agreements	Reference added to Project SHS-01.
HaTC4 - Town centre empty shops need to still be maintained and penalties for lack of upkeep put art or something in the windows as looks like run down other wise!. Again better disabled parking, living walls for pollution. Brail boards or word boards for non verbal	<p>Concern about the appearance of the town centre noted.</p> <p>Project SHS-01 of the Neighbourhood Plan addresses shopfront improvements. This will be updated to include an expectation that landowners will continue to maintain buildings and overall appearance of the town centre.</p> <p>Wider comments noted. Public art and green infrastructure policies in the Plan generally cover these matters.</p>
HaTC4 - empty shop windows should be covered with artwork and picturesque vinyls that are the responsibility of the landlord and will make the High Street look cared for and more attractive	<p>Concern about the appearance of the town centre noted.</p> <p>Project SHS-01 of the Neighbourhood Plan addresses shopfront improvements. This will be updated to include an expectation that landowners will continue to maintain buildings and overall appearance of the town centre.</p>
HaTC5 - I like some of the ideas for greening the town. But it's an old town, some of it built for horse and cart, and there's only so much space. Adding trees where there's no space will just frustrate everyone. (And when the roundabout is	<p>Noted. Appropriate opportunities to be explored further through the design process and ongoing development of Project PRG-01.</p> <p>No change required to document.</p>

Comment	Response
<p>finally built on south road and the little triangle of land redeveloped at the top of Ersham road, please keep the trees! Don't let the builders cut them down)</p>	
<p>HaTC5 – High Street should be tree-lined, include raingardens and meet standards set out in LTN 1/20 for walking and cycling. Connectivity by 'wheeling' should support a 10-minute walking neighbourhood</p>	<p>Noted. These are ideas are incorporated in the overarching vision and policies within the Neighbourhood Plan.</p> <p>No change required to the document.</p>
<p>HaTC5 – If footways widened, must not be used for parking (as in North Street)</p>	<p>Noted. Pavement parking is subject to legislation that sits outside of the planning process and which is within the wish of WDC to enforce. Reference to minimising pavement parking added to Project PRG-01.</p>
<p>HaTC5 - please don't make South road car park into a Cuckoo trail visitor centre! Where would all those cars park? We don't need another cafe! The pottery cafe is just there, and it's only 5 mins walk into town. Better would be to ensure there's a nice cafe 30-40 minutes walk outside Hailsham, then people would walk to it, have a cuppa and walk back. That would be used more by residents! Hilliers isn't walkable (I know, we tried).</p>	<p>The Neighbourhood Plan doesn't propose to remove all parking spaces from the car park but suggests that a small part of this could be remodelled to enhance the quality of the Cuckoo Trail and use of this.</p> <p>No change required to the document.</p>
<p>HaTC5 – No to developing South Rd car park. This car park is full every day and dreaming of a car free town is unrealistic. Elderly & infirm, young mothers with buggies & young children, are not going to cope with buses & trains. Local residents have terraced houses with no parking. Many work or go to college & healthcare facilities far away (hospitals at Hastings, Brighton, East Grinstead, Haywards Heath. Schools at Old Heathfield, Crowborough, Lewes, Ringmer, Brighton, Eastbourne...)</p>	<p>The Neighbourhood Plan doesn't proposed to remove all parking spaces from the South Road car park. The Neighbourhood Plan recognises that people will still own and drive cars, but that alternative means of travel need to be provided and supported, providing travel choice for those who do not have access to a car and allowing people to travel by other means, particularly for shorter journeys. This, combined with the policy approach to development in the Neighbourhood Plan, seeks to change travel behaviour and the impact of the car on the town. Car parking comprises a large use of land in the town centre and could be made to work more</p>

Comment	Response
	<p>effectively without resulting in a loss of spaces.</p> <p>No change required to the document.</p>
<p>HaTC5 – Public realm: More could be done with the green space around St. Mary's church.</p>	<p>Noted. Project PRG-01 supports new and diversified green infrastructure across the town centre.</p> <p>No change required to the document.</p>
<p>HaTC5 - How about having a live music space in vicarage field?</p>	<p>Project PRG-01 supports proviso of multi-functional space, though mainly in relation to ideas in respect of partial pedestrianisation of the High Street.</p> <p>Consideration will be given to extending project PRG-01 in the Neighbourhood Plan to make reference to provision of outdoor performance space in the town centre, and where it can also be used for other purposes. Reference to performance space also to be added into Policy HaTC 6.</p>
<p>HaTC6 - Public art should be by a local artist as often as possible</p>	<p>Restricting artworks to local artists may have the unintended consequence of limiting the quality and diversity of artwork that could be delivered.</p> <p>No change required to the document.</p>
<p>HaTC6 – Consider a new vibrant art gallery and social space.</p>	<p>Provision of cultural uses is supported in Policy HATC 1. Reference to performance space added to Par 3 of Policy HaTC6.</p>
<p>HaTC6 - will this encourage graffiti and vandalism</p>	<p>Not necessarily. The purpose of the policy is to improve the appearance of the town centre and to help instil a sense of public pride and ownership in the town. Installation of artworks will replace otherwise blank walls and thus minimise the availability of these for graffiti.</p> <p>No change required to the document.</p>
<p>HaTC7 – All roofs with solar panels, water storage to be used to flush WCs</p>	<p>This is reflected in Part 1 of the Policy.</p> <p>No change required to the documents.</p>
<p>HaTC7 - yes, use the roofs!</p>	<p>Noted.</p>

Comment	Response
	No change required to document.
HaTC8 – Must keep free parking as it brings people to town. Must expand parking to allow for expansion.	<p>The cost of parking is subject to other processes beyond the scope of planning.</p> <p>No change required to document.</p>
HaTC8 - No multi storey car park please! Not necessary in a small place like Hailsham. They are always eyesores	<p>Car parking represents s a land hungry use in the town centre and could be made to work more efficiently. A multi-storey may be one solution. This could be attractively designed, being wrapped with active development frontages and use being made of topography to minimise the height of any development.</p> <p>No change to the document.</p>
HaTC8 – Less car parking is a definite disadvantage to the town. A multi-storey car park would be an eyesore and parking would be chargeable, whereas all car parking in Hailsham is currently FREE which is a major advantage to the town. If you introduce paid parking it will kill the town and this proposed plan will be for nothing.	<p>Any multi-storey car park would need to be sensitively designed and may be wrapped with other uses to hide the structure. If there is a need for further windfall development in Hailsham, and a desire to minimise the impact of vehicular traffic, then development sites in and around the town centre may be preferred locations (and thus minimising further loss of greenfield land). Rationalising existing land uses may facilitate this. Car parking is a land hungry use in the town centre and could be provided in more efficient ways. A multi-storey car park may be one such approach. Parking costs are not a land use planning matter.</p> <p>No change required to the document.</p>
HaTC8 – It's vital to retain free parking throughout Hailsham. Without doubt this attracts customers from a wide circumference to spend in the high street, explore and socialise.	<p>Parking costs are not a land use planning matter.</p> <p>No change required to the document.</p>
HaTC8 – Free parking is vital to attract visitors and locals alike	<p>Parking costs are not a land use planning matter.</p> <p>No change required to the document.</p>

Comment	Response
<p>HaTC8 - Parking is becoming more and more difficult as all the new people have to come into town to shop as they have no alternative. Some of the new estates have little or no access to public transport.</p>	<p>The Neighbourhood Plan supports improvements to the network of sustainable and active travel, providing choice and reducing reliance on the private car. It also supports well-integrated and laid out development that supports walking and cycling and, as appropriate, is able to support and sustain locally based community facilities</p> <p>No change required to the document.</p>
<p>HaTC8 – The concept of a multi storey car park is excellent, but there should be serious consideration to its location. Ideally on the outskirts of the town, to avoid increasing traffic through the town to reach it, but not so far out that it necessitates long walks.</p> <p>A discussion with companies on The Diplocks to address parking and traffic issues. Perhaps consider building a car park in The Diplocks that could reduce the parking, thus making manoeuvring easier for the large lorries and artics that regularly use these areas. Parking charges could be applied as this would be a 'private' car park and on street parking prohibited</p> <p>Additional work to ensure that parking on pavements is prohibited to allow those in wheelchairs, using prams, visually impaired or otherwise disabled are able to safely navigate the roads in and around the town. With a substantial ageing population many people now use motor scooters, and these also impact on pavement users. Perhaps some Local arrangements for them to use cycle lanes</p>	<p>Part 3 of Policy HaTC 8 outlines criteria that would be used to inform an appropriate location for a multi-storey car park. Section 7 of the Neighbourhood Plan suggests that a Park and Ride facility should be explored further within the Diplocks area, although the wider point about the overall management of the Diplocks area is noted. Enforcement of pavement parking is subject to WDC. Reference to these issues will be added within the 'street maintenance section of the Plan (albeit no policies are associated with this).</p>
<p>HaTC8 - information in this section is incomplete. Where will a multistorey car park go? In 'Waitrose' car park? In which case its the first thing seen as driving into town (or on a bus) from London/Battle Rd direction. If in Vicarage Lane carpark where</p>	<p>The location of any multi-storey would be determined in discussion with landowners and or through the production of a town centre masterplan as set out in Project TCM-01. As set out in Policy HaTC8 any</p>

Comment	Response
<p>the Leisure Ctr is it will close the important vista (fast disappearing under houses) towards Pevensey Levels which is part of Hailsham's character & history.</p>	<p>structure would need to be sensitively designed.</p> <p>An additional clause will be added to the policy to consider the impact of development on views from surrounding streets and countryside.</p>
<p>HaTC8 - by all means hide some car parks, dig up and put underground (Southgate centre, Bath). But don't get rid of car parking. It's the only thing keeping the town viable. I drive to tesco not because I can't walk, but because I can't physically carry the shopping home- hundreds do the same. I often walk over to town when I go to get some shopping from the smaller shops too. (And please don't start charging to park - again it's the only thing keeping the town from going under)</p>	<p>The Neighbourhood Plan does not propose to remove car parking but does say that more efficient use of the land could be made.</p> <p>No change required to the document.</p>
<p>General – I support the Plan, but I would like to offer the following thoughts on what I would like to see in the town and environs. Improving shops and business opportunities in the High Street and George Street areas to deal with the huge number of empty premises that exist. Put a plan together to promote the town and encourage new businesses, not just more of what we already have, i.e.: charity shops, estate agents, vape stores, etc. A strategy to enhance business in the town, to support existing businesses and promote new ones that would augment the range of shops and businesses in the town. This could look at encouraging shops selling clothes, shoes, household products, greengrocers, butchers, fishmongers, and others. This could then be used to expand footfall in the town and increase its vibrancy.</p>	<p>A place branding strategy is to be added as a project within the Plan.</p>
<p>General - Joining up east/west walking across town is a good idea, but to make it work and make it nice, you might have to be a bit radical and chop out one side of the embankment and make a statement</p>	<p>Comments on support for movement ideas noted. In terms of road access, the Wealden Infrastructure Delivery Plan identifies projects that are required. The MASHH Transport Study previously</p>

Comment	Response
<p>area somewhere along the cuckoo trail. Put a play park in if there's space. There are lots of areas along the cuckoo trail which are just trees. Trees are great, but opening out the space might work as well. If there's money to burn and WDC insist on building more houses down Station rd and on to the dump, take out the station road embankment. Or move it 1m to widen the road. Traffic is awful down there with lorries having to use that route to get to the industrial estate. Either that or be really brave and put a road in across the bottom of town, connecting Ersham road to the lane south of the dump, by the new houses. Create a rat run without residents living on it. That would ease a huge number of cars going across the 'bridge' at South rd/western rd.</p>	<p>prepared by the County Council also identified improvements that might be taken forward. Some of the projects identified within this have been delivered, whilst others continue to be reviewed and assessed.</p> <p>The Neighbourhood Plan will include a section that signposts the findings of the MASHH document and ongoing projects being developed by the County Council.</p>
<p>General - largely agree with ideas. Strengthening east/west pedestrian traffic is a good idea. Pedestrianising the high street in the day... I'm not sure this will make a lot of difference. More important is attracting shops people want to buy from. This perhaps isn't in the remit of this plan, as planning is WDC, I know. But you can buy an infinite variety of fried chicken from probably 30 outlets, but you can't buy a pair of new shoes. Attracting high street stores people want to buy from and forcing landlords to charge reasonable rents is the only way to revitalise the high street. More variety is needed... we don't need more fried food, more barbers, more charity shops or even cafes.</p>	<p>Support for ideas noted. The Neighbourhood Plan policies and associated projects seek to improve the attractiveness and quality of the town centre which will help put in place the foundations to attract people and visitors to the centre, as well as businesses to locate and stay here. Wider issues in respect of the use class order are national policies which the Plan cannot change or amend for Hailsham, albeit policies in the Plan do express support for the type and mix of uses that will be supported in the centre, including social and community infrastructure that, if located here, would help attract people to the centre and have spin-off benefits for other businesses.</p> <p>No change required to the document.</p>
<p>General - Non-designated heritage assets could be identified and added to a local list</p>	<p>Although the Neighbourhood Plan does not identify non-designated assets it does, at Policy HaTC2, require development to respond sensitively to heritage assets in the town centre, with further guidance on this set out in the Design Guide and Code.</p>

Comment	Response
	<p>Creation of a Local List will require identification and assessment of appropriate assets for designation. This could be undertaken as part of a focussed review of the Plan at a later stage. No change required at this stage.</p>
<p>General - Twitten (no 'r') is a Sussex word to describe a passageway between buildings. I know as a Sussex lass! They are not meant to be 'straight'. Light them better yes but please do not tidy them up & straighten them. I agree with the greening proposals in this section</p>	<p>Support for greening proposals noted. Many of the pedestrian routes in the town centre are unconducive to use, particularly in hours of darkness, with lighting and limited views increasing concerns about personal safety. Many of the routes are relatively new (including those associated with Vicarage Fields) and improvements could be made to these without impacting on the historic fabric of the town.</p> <p>No change needed to the document.</p>
<p>General – The gridlocked traffic around the town will reduce the usage of bikes. Can something be done about the south rd bridge.</p>	<p>The provision of sustainable and active travel routes is intended to make this a safer and more attractive proposition for some journeys, thus reducing reliance on the car. The South Road bridge has been assessed through the MASHH Transport Study prepared by the County Council. Some of the projects identified within this have been delivered, whilst others continue to be reviewed and assessed.</p> <p>The Neighbourhood Plan will include a section that signposts the findings of the MASHH document and ongoing projects being developed by the County Council.</p>
<p>General - We believe it is well meaning but some of these are not achievable</p>	<p>Noted.</p> <p>No change required to the document.</p>
<p>General - Free town centre car parking should be maintained as it is crucial to businesses and attracts people into Hailsham from surrounding villages. As and when Wealden is subsumed through local government reorganisation the Town Council could possibly take on the owning</p>	<p>Noted. For the Town Council to consider separately from the Neighbourhood Plan.</p> <p>No change required to the document.</p>

Comment	Response
and management of car parks, keeping them free for visitors.	

Housing, development and design

Policies in this section of the Plan include:

- HaHD1: Housing design and character
- HaHD2: Well-integrated residential development
- HaHD3: Sustainable design and construction
- HaHD4: Housing mix
- HaHD5: Self and custom build homes
- HaHD6: Street types, design and hierarchy
- HaHD7: Parking in new residential development

The overall response to these is presented in Figure 9.

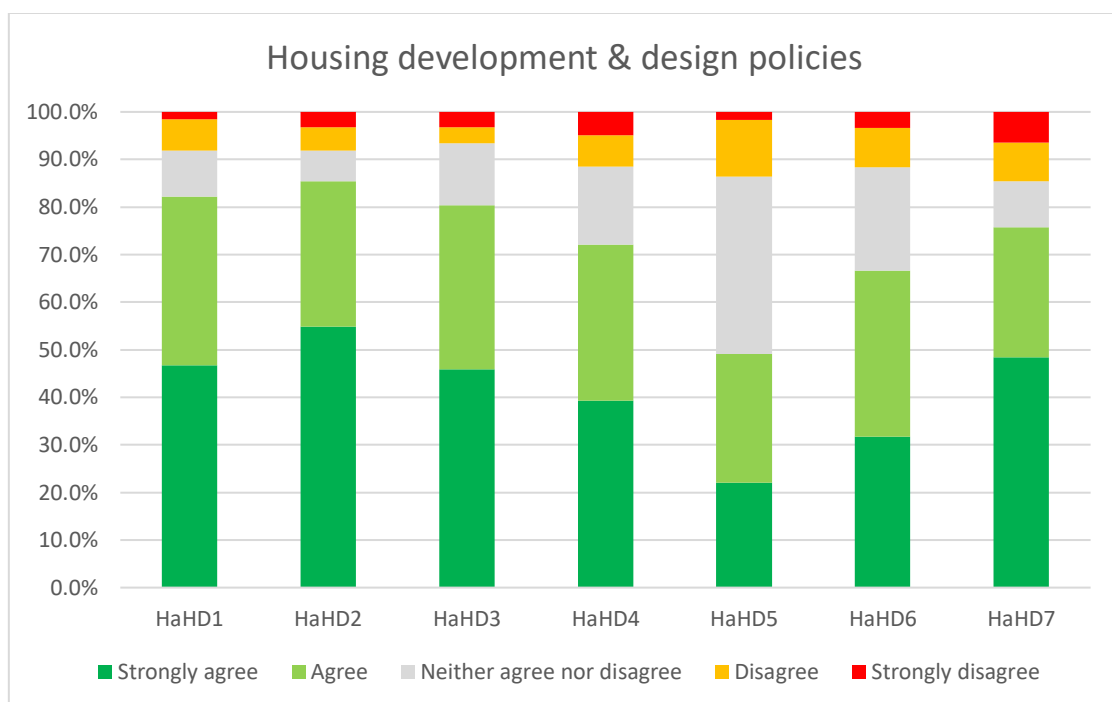


Figure 9: Overall response to policies by respondents to the survey

Comments received on these, and responses to them, are presented in the following table.

Comment	Response
HaHD1 - Sufficient off street parking must be provided	Parking standards are set by ESCC. The Neighbourhood Plan and Design Guide & Code looks at how parking can be designed and located (as at Policy HaHD 7). No change required to document.
HaHD1 - Strategy to deflect and avoid yet more residential development locally,	Housing figures and locations are established through the Wealden Local

Comment	Response
<p>which is currently far in excess of the infrastructure. I realise this is a Government issues but perhaps new developments should be required to include certain services, ie a local store to provide essentials and reduce traffic in town just to buy a loaf or pint of milk; access to GP services; local transport to the town centre, ie a town bus</p>	<p>Plan, and expectations in terms of contributions to supporting facilities set by ESCC and WDC. The Neighbourhood Plan expands upon this as appropriate in Section 4.</p> <p>No change required to the document.</p>
<p>HaHD2 - The Plan should support a brownfield first approach to development</p>	<p>National policy gives substantial weight to the reuse of previously developed land, albeit growth allocations around Hailsham are identified by Wealden in the emerging Local Plan. In terms of windfall development, the emerging Local Plan directs this to land within existing development boundaries. The Neighbourhood Plan promotes development that is well-integrated with the existing built form and supports residential development in the town centre.</p> <p>No change required to the document.</p>
<p>HaHD2 – Ensure that existing roads are well lit to encourage walking in darker days, and to encourage wider roads on new estates to allow for a small town bus to travel around it. Also to look carefully at things like location of bus stops, for example, those in Ersham Road are opposite each other, meaning if two buses stop going each way at the same time, no traffic can pass them. Simply moving one 50m further along would avoid this.</p>	<p>Lighting for safety to be introduced into Policy HaHD 6. Policy HaM3 covers the provision of bus routing and associated infrastructure.</p>
<p>HaHD3 – Greywater recycling vital in water stressed town</p>	<p>This is incorporated in Policy HaGI 5 of the Neighbourhood Plan.</p> <p>No change required to the document.</p>
<p>HaHD3 - The Plan should support higher standards of sustainability, including installation of PV on roofs, use of electric vehicles and battery storage</p>	<p>Insofar as national policy allows this is supported through Policy HaHD3.</p> <p>No change required to the document.</p>

Comment	Response
HaHD3 - All new residential houses must have solar panels and rain water storage	<p>Insofar as national policy allows this is supported through Policy HaHD3.</p> <p>No change required to the document.</p>
HaHD4 – Consideration for new developments to include blocks of flats. This would offer existing Hailsham residents the opportunity to downsize from their current homes whilst remaining in the town and its environs where they will have family and friends. This will reduce the cost of living for those moving into flats and could be particularly beneficial to the older members of the population who may currently be struggling financially. It would also release properties for sale and encourage a more diverse community.	<p>The Plan support provision of small homes to respond to local housing needs. This may include flats. The Plan also supports mixed use development in the town centre, which may include flats above commercial premises.</p> <p>No change required to the document.</p>
HaHD4 – Small homes needed but parking must be sufficient	<p>Parking standards are established by ESCC. The Neighbourhood Plan includes principles in respect of designing for parking provision.</p> <p>No change required to the document.</p>
HaHD4 - we need studio flats and 1 bed starter homes	<p>A Housing Needs Survey (HNA) and Assessment (HNA) has been undertaken in parallel to the Neighbourhood Plan to better understand the housing needs of the local community. The findings of this will be fed back through into and strengthen the proposed policy.</p> <p>Policy and text to be updated to refer to key findings of HNS and HNA.</p>
HaHD4 - Does the Plan cater for a mix including care homes, bungalows, council housing, and homes for agricultural workers?	<p>A Housing Needs Survey (HNA) and Assessment (HNA) has been undertaken in parallel to the Neighbourhood Plan to better understand the housing needs of the local community. The findings of this will be fed back through into and strengthen the proposed policy.</p> <p>Policy and text to be updated to refer to key findings of HNS and HNA.</p>

Comment	Response
HaHD4 - Developers decide where and what type of housing is built. Properties are built for profit not local people.	<p>A Housing Needs Survey (HNA) and Assessment (HNA) has been undertaken in parallel to the Neighbourhood Plan to better understand the housing needs of the local community. The findings of this will be fed back through into and strengthen the proposed policy.</p> <p>Policy and text to be updated to refer to key findings of HNS and HNA.</p>
HaHD4 - There is no way for old people to downsize easily. Housing is too costly. And there is not the right type of homes available.	<p>A Housing Needs Survey (HNA) and Assessment (HNA) has been undertaken in parallel to the Neighbourhood Plan to better understand the housing needs of the local community. The findings of this will be fed back through into and strengthen the proposed policy.</p> <p>Policy and text to be updated to refer to key findings of HNS and HNA.</p>
HaHD4 - There is insufficient housing for younger people. Starter homes are needed.	<p>A Housing Needs Survey (HNA) and Assessment (HNA) has been undertaken in parallel to the Neighbourhood Plan to better understand the housing needs of the local community. The findings of this will be fed back through into and strengthen the proposed policy.</p> <p>Policy and text to be updated to refer to key findings of HNS and HNA.</p>
HaHD4 - The social mix of residents is out of balance with locals eg. Wealden are selling off to Croydon tenants who are creating tension and social issues within the area. The amount of drugs being dealt has increased and this has put pressures on the police force.	<p>A Housing Needs Survey (HNA) and Assessment (HNA) has been undertaken in parallel to the Neighbourhood Plan to better understand the housing needs of the local community. The findings of this will be fed back through into and strengthen the proposed policy.</p> <p>Policy and text to be updated to refer to key findings of HNS and HNA.</p>
HaHD4 - Definitely building more 1 bed places is a great idea. I think saying 'all developments should have all size homes' is sensible but bear in mind that many	<p>A Housing Needs Survey (HNA) and Assessment (HNA) has been undertaken in parallel to the Neighbourhood Plan to better understand the housing needs of the</p>

Comment	Response
<p>larger families often have more money so might prefer their own place, rather than a flat. So filling 'bigger flats' could become a problem.</p>	<p>local community. The findings of this will be fed back through into and strengthen the proposed policy.</p> <p>Policy and text to be updated to refer to key findings of HNS and HNA.</p>
<p>HaHD5 - Self builds is a complicated subject as there is no guarantee that this will be followed through even with unilateral agreements and s106's please see planning appeal at land east of chirnside in Sevenoaks</p>	<p>Self and custom build opportunities help increase access to housing, including opportunities for individual plots as well as those forming a larger development area. The emerging Local Plan says that on larger developments, plots which are not taken up will be developed instead for open market housing. This does not need to be duplicated in the Neighbourhood Plan.</p> <p>No change required to the document.</p>
<p>HaHD6 - Disabled parking too! And verticals not horizontal as when bringing out wheelchairs we have to do so with cars passing if awful. More adapted housing it is the area lack the most nationally! New estate have street lighting idea path ways so buggies and wheelchairs and two way traffic can get past without being forced onto roads.</p>	<p>Requirements for adaptable housing are established in Building Regulations and are not duplicated in the Neighbourhood Plan. The emerging Local Plan supports delivery of gender, age and mobility inclusive design and is not duplicated in the Neighbourhood Plan. The Plan and associated Design Guide & Code establish principles in respect of the design of new streets and supports pedestrian movement in line with the hierarchy of movement set out in national guidance.</p> <p>No change required to the document.</p>
<p>HaHD7 – No consent to convert garage to room until additional off-street parking provided</p>	<p>This is addressed in Part 5 of the Policy.</p> <p>No change required to the document.</p>
<p>HaHD7 – The concept of on street parking is good in this Plan and particularly the issues regarding walking and wheeling throughout the town. This is especially important to those who are visually impaired, disabled, mums with prams, etc. Despite the current High Street regs, there are often cars parked on yellow lines, double parked and parked partly on the pavement. A traffic free High Street is an</p>	<p>Comments noted. Any strategy for the High Street would be subject to further assessment. The Plan includes a section on street maintenance which acts as signposting to further information and responsibilities.</p> <p>No change required to the document.</p>

Comment	Response
<p>ideal, but there must be provision for delivery to shops.</p> <p>Resurfacing of the roads to eliminate potholes is essential, but the development of new estates simply means heavy traffic destroys the roads. The present state of the town's roads is appalling and dangerous in many ways. Simply watching for potholes to avoid means that a driver's attention is not always on the traffic. I realise this is a Highways issue, but it has a significant effect on the town's population and on the policy of encouraging cycling through and in the town.</p>	
<p>HaHD7 - parking is a necessity for new developments. Agreed. However this contradicts your plans to remove or develop surface carparks , which is ignoring the needs of existing residents in older town houses. Terraced house occupants have no choice but to park on street or in carparks.</p>	<p>The Neighbourhood Plan does not say that town centre car parking should be lost, but rather that it could be designed to make more effective use of land. It also supports provision of sustainable and active travel modes, increasing travel choice and reducing reliance on the car.</p> <p>No change required to the document.</p>
<p>HaHD7 - good ideas but people unless there's enough parking, pavements will be used. I think there's enough evidence to prove my point so using designs that have been recycled from existing developments elsewhere might be the way to go, rather than trying to design from scratch. Some of the ideas in the neighbourhood plan for this are good.</p>	<p>Noted.</p> <p>No change required to the document.</p>
<p>General - These are all good ideas but for some it's too little/too late. There are some really poorly thought through new developments which are cramped and miserable. The town plan has some grand ideas. I hope they will be strong enough when the developers come knocking and want to squeeze another 5 houses in the road for another £x,000 in fees back to WDC. I'm lucky enough to live on a 50s developed bit of town. We don't have street</p>	<p>Support for Plan and ideas within it noted. The Plan will form planning policy once adopted and should be used by officers to determine planning applications. The Plan and the associated Desing Guide & Code has sought to learn from the lessons of older and more established residential areas (and issues in newer areas), and use these to inform guidance for new development.</p>

Comment	Response
trees but we do have verges and little greens. It's a nice place to live. I wish new developments were the same with space to breathe and good size gardens.	No change required to the document.
General - Developers are damaging roads and not providing extra services for housing	<p>The Wealden Core Strategy and emerging Local Plan contain policies that require infrastructure capacity to be in place for development to take place.</p> <p>The Neighbourhood Plan should not duplicate the Local Plan but will be updated to include a new section outlining issues associated with infrastructure delivery and signposting relevant policies.</p>
General - Where exactly are you going to implement these housing ideas as most of the new developments fall outside the Hailsham boundary.	<p>The emerging Wealden Local Plan allocates land for new homes in Hailsham and also establishes a 'windfall' development figure for the town (and within the Hailsham boundary). The emerging Local Plan is also investigating potential option sites for new development, some of which are within Hailsham. Policies in the Neighbourhood Plan will apply to all of these.</p> <p>No change required to the document.</p>
General - Infrastructure should be allowed to catch up before any new major development is allowed	<p>The Wealden Core Strategy and emerging Local Plan contain policies that require infrastructure capacity to be in place for development to take place.</p> <p>The Neighbourhood Plan should not duplicate the Local Plan but will be updated to include a new section outlining issues associated with infrastructure delivery and signposting relevant policies.</p>
General - These are in our view 'as today' and cannot be improved	<p>Noted.</p> <p>No change required to the document.</p>
General - The landscape setting of the town should be reflected in new development, taking a landscape-led approach to design	The Neighbourhood Plan includes policies in respect of the design of new development (HaHD1 and HaHD2) which reference the landscape setting and cross-reference the Design Guide & Code, as

Comment	Response
	<p>does Policy HaGI1 in respect of existing green infrastructure.</p> <p>No change required to the document.</p>
<p>General – What about Swift, bat, and bee bricks in new builds?</p>	<p>This is incorporated into Policy HaGI1.</p> <p>No change required to the document.</p>

Movement

Policies in this section of the Plan include:

- HaM1: Active and healthy travel
- HaM2: The Cuckoo Trail
- HaM3: Public transport
- HaM4: Community mobility hubs
- HaM5: Electric vehicle charging points

The overall response to these is presented in Figure 10.

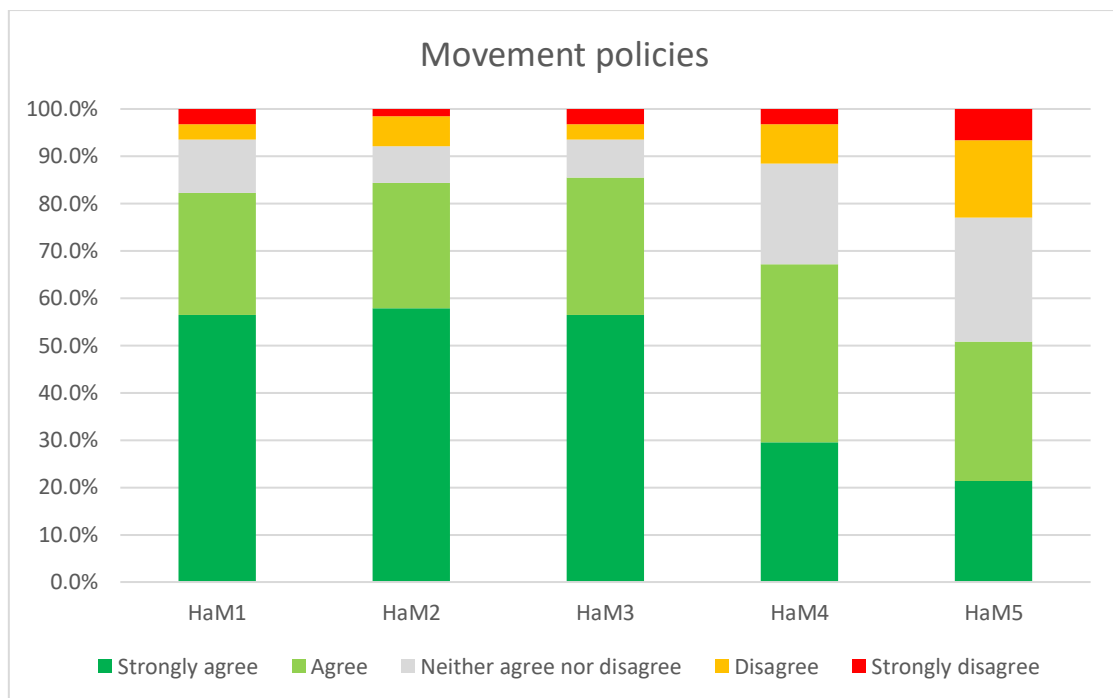


Figure 10: Overall response to policies by respondents to the survey

Comments received on these, and responses to them, are presented in the following table.

Comment	Response
HaM1 – Pavement parking should be addressed using nature-based solutions to green and blue infrastructure. The Plan should support a modal-shift to sustainable transport	The Plan supports provision of sustainable and active travel, providing travel choice and making these an attractive proposition for people, reducing reliance on the private car. Proposals for street-based infrastructure, including street trees and raingardens are supported through the Plan, with ideas in respect of public realm treatments along the High Street showing

Comment	Response
	<p>how parking might be integrated with green infrastructure.</p> <p>No change required to the document.</p>
HaM1 – Consistent pavements to provide safety for wheelers and civic pride and decent smooth walking surfaces	<p>The Policy expects development to be designed in line with Government best practice principles. This section of the Plan also signposts responsibilities for street maintenance.</p> <p>No change required to the document.</p>
HaM1 - I'm nearly 80 so cycling is unviable.	<p>Noted. However, the Plan looks forward to 2042 and is also catering for other demographic groups.</p> <p>No change required to the document.</p>
HaM1 - Need to safeguard all public rights of way, including those connecting with the countryside	<p>All public rights of way benefit from protection established at the national level.</p> <p>No change required to the document.</p>
HaM1 - There are no cycle shelters in the high street or car parks since WDC removed the one in Vicarage Fields.	<p>The Plan supports provision of new cycle infrastructure in line with Government guidance and encourages provision of mobility hubs to provide travel choice. These include locations in the town centre and which may include new cycle parking facilities.</p> <p>No change required to the document.</p>
HaM2 – The proposals for the Cuckoo Trail are great, and I am sure many people whose properties back onto it would welcome some updating. However, it is important to remember that some properties are owned right down to the Cuckoo Trail whilst others are not. This could have an effect on any developments and the owners must be involved in any new plans, as it could impact on the safety aspect to the rear of their properties.	<p>Noted. Schemes affecting adjacent landowners would be subject to consultation as part of the design and application process.</p> <p>No change required to the document.</p>
HaM2 – Provide barriers to prevent use by motor bikes	<p>Barriers are not preferred as this can restrict other users, such as those reliant on mobility aids. Part 1d of the policy to be</p>

Comment	Response
	expanded to refer to design interventions that avoid misuse of the Cuckoo Trail.
HaM2 - Please remove the fence blocking access from Ersham Park to the Cuckoo Trail, thus improving accessibility for all	Noted for further investigation. No change required to the document.
HaM2 - Access to the Cuckoo Trail needs improving along Polegate Road and South Road	Noted for further investigation. No change required to the document.
HaM2 - Parts of the Cuckoo Trail are also a right of way for horses which I think many forget. I believe the Cuckoo Trail should be kept as natural as possible and not urbanised	The policy seeks to maintain the natural environment of the Cuckoo Trail. The Plan prioritises pedestrian and cycle movement in line with the transport user hierarchy established in national guidance. This would not preclude horses from being ridden on those parts of the Cuckoo Trail designated for such use. No change required to the document.
HaM2 - Encourage horses to use the Cuckoo trail: they are a source of great pleasure and transport. A local equestrian centre won't do walks on roads anymore as they are too dangerous. perhaps a riding centre could be encouraged to involve people in walks and grooming etc. I am also afraid of riding my bike on the road, but taking bikes off the road gives too much space to the car.	Horse riding is permitted on stretches of the Cuckoo Trail, but not all of it. Policies in the Neighbourhood Plan do not preclude horses being ridden on designated sections. No change required to the document.
HaM2 - the Cuckoo Trail is well used as your text says. It is always busy & does not need to 'attract' more users, which would be detrimental as it is at capacity already. The old station buildings & carved wood sculptures & old railway fixtures point to its heritage. There are seats & froding points already. Leave it alone!	The intention is to enhance the Trail and to embed it within the active travel network in Hailsham, supporting safe access for all. Any improvements made to the Trail should be undertaken sensitively, as per the Policy and supporting User Research report. No change required to the document.
HaM3 – One thought, based on a service seen abroad, is to consider some form of transport along the Cuckoo Trail. The service was in Croatia and used a 'Dotto' train through wooded areas along the coast	Idea noted for further investigation, and which would require cross-boundary working and consideration of impacts on other users, the natural environment and availability of space.

Comment	Response
<p>enabling people in hotels to travel through the woods to the nearest towns. There was a minimal cost. Whilst this may not be possible, it could offer another transport option through Hailsham and up to Horam or even Heathfield and to Polegate. Might this be considered as part of the Community Mobile hubs?</p>	<p>No change required to the document.</p>
<p>HaM3 - All buses go through gridlocked town centre.</p>	<p>Noted. The Neighbourhood Plan supports provision of improved walking, cycling and public transport infrastructure in order to provide an attractive alternative to the private car and which may contribute to reduced congestion.</p> <p>No change required to the document.</p>
<p>HaM3 – More buses needed and bus shelters – Replacement of Horsebridge Mill important.</p>	<p>Noted. The Plan is to be updated with a project supporting further investment in bus services.</p>
<p>HaM3 - There are a lot of new builds everywhere, but there are few public transport connections.</p>	<p>Noted.</p> <p>Insertion of a project in the Neighbourhood Plan to be considered, to liaise with operators to improve services and routes.</p>
<p>HaM3 - yes to public transport for new estates. But be realistic about bus routes. Station Rd cannot be a bus route, yet developments are engulfing the farmland opposite the Tip and beyond.</p>	<p>Noted.</p> <p>It is recognised that the road network precludes some buses from accessing new estates and that support for extension to the community bus service (which makes use of smaller vehicles) is important. This will be referenced as a project within the Plan.</p>
<p>HaM3 - Bus services have substantially improved in recent years , particularly the no 28 Brighton & Hove service making Lewes and Bright reachable by public transport.</p>	<p>Noted.</p> <p>No change required to document.</p>
<p>HaM3 - Bus routes and times cut from stage coach poor delivery often cancelling No Bus Route on Brunel Drive or</p>	<p>Noted.</p> <p>Insertion of a project in the Neighbourhood Plan to be considered, to liaise with operators to improve services and routes.</p>

Comment	Response
Gleneagles to town Negotiations needed with Cuckmere bus co	
HaM4 - this is an excellent idea	<p>Noted.</p> <p>No change required to the document.</p>
HaM4 - Mobility hubs sound like a grand idea and again, putting all that infrastructure in retrospectively will be a challenge.	<p>Noted.</p> <p>No change required to the document.</p>
HaM4 - mobility hubs are not required. This is not a city. Who is going to bother with park & ride to visit Hailsham? It would need a magical injection of retail & leisure offerings & decent restaurants to make that idea viable. Otherwise people will just go to Eastbourne, Lewes, Brighton, T Wells or Hastings. As said already, making any of our surface carparks into a hub of this kind is not going to attract anyone & removes much needed parking. Parcel deliveries would add to lorries coming & going & people in cars collecting. Crazy!	<p>The Plan seeks to support provision of sustainable and active travel measures that provide wider travel choice. Mobility hubs can be tested through use of temporary installations and demonstration projects to determine the support for these and best location for them. Car parking is a land hungry use in the town centre and could be made to work far more efficiently. The Plan supports improvements to the quality and appearance of the town centre, the green infrastructure network and mix of uses to support the vitality of it.</p> <p>No change required to the document.</p>
HaM5 - Ev points a good idea but honestly, I'm not sure the electric car is going to last long.	<p>Government policy is that no new petrol or diesel cars will be sold after 2030, and that all new cars and vans must be 100% zero-emission by 2035. Infrastructure will be required in response to this.</p> <p>No change required to the document.</p>
General – I support the Plan, but I would like to offer the following thoughts on what I would like to see in the town and environs. Improvement in the roads and dealing with potholes, I realise this is a Highways issue, but it has a significant effect on the town's population. A discussion with companies on The Diplocks, to address parking and traffic issues. Perhaps consider building a car park in The Diplocks that could reduce the parking, thus making manoeuvring easier for the large lorries and arctics that	<p>The Plan suggests that a mobility hub, potentially including a park and ride facility, could be located in the vicinity of Diplocks.</p> <p>The Plan includes a section on street management. This could include reference to issues associated with the walking conditions in Diplocks. The Government is introducing powers that will enable local authorities to ban pavement parking. Reference to this will be added to the street maintenance section of the Plan for ongoing discussion with the County and</p>

Comment	Response
<p>regularly use this areas. Parking charges could be applied as this would be a 'private' car park and on street parking prohibited. Further work to enhance the pavements for those who are visually impaired or who use wheelchairs, prams etc to prevent cars parking on the pavement.</p>	<p>District Councils as appropriate (and could extend beyond Diplocks to cover the town centre and other hot spots).</p>
<p>General – again some if the ideas are good but there seems to be blindness about the car! People use cars. We have all of our family living out of town. We use our car to see them. We often need to move things we can't carry around town. We use the car. Use of buses for these journeys would be impractical. Supermarket trips are done by car. Having decent bus routes is important. It is. But it's not the whole answer. Don't penalise car owners and users.</p>	<p>The Plan does not stop people from driving, nor seek to reduce the supply of parking spaces in the town centre. Rather, it seeks to promote and support delivery of alternative travel choices that enable people to move by other means, reducing the reliance on the car, particularly for short journeys.</p> <p>No change required to the document.</p>
<p>General – What traffic provision is being made to accommodate the housing development? Hailsham main roads have remained the same for the last hundred years. What happened to the planned roundabout at the top of Ersham Road? Also, by joining Station Road directly to South Road could make another economical roundabout. These two will enhance traffic flow from the town centre and alleviate development traffic from the south and east. They both make the best use of mainly existing roads with minimal cost. Please make this essential use of money generated by development, before it is all spent on window dressing.</p>	<p>Highways projects were previously investigated through the MASHH transport study prepared by the County Council. Soe of the projects in this are ongoing, including the Ersham Road roundabout. Other schemes are identified in the Infrastructure Delivery Plan prepared by Wealden District Council in support of the emerging Local Plan.</p> <p>The Neighbourhood Plan will be updated to include a section on highway works and signpost where further information can be found.</p>
<p>General - Could traffic flow be improved if green lights were synchronised, reducing the stop start nature of vehicle movement through town?</p>	<p>This would need to be considered further in discussion with East Sussex County Council and the implications of this assessed.</p> <p>The Neighbourhood Plan will be updated to include a section on highway works and signpost where further information can be found. This may include reference to other</p>

Comment	Response
	traffic solutions that could be investigated further.
General - Hardly a week goes by without temporary traffic lights appearing somewhere because another utility company is digging up the road. This leads to long delays and tailbacks which sometimes makes the town a 'no-go' area.	<p>Utility companies are legally permitted to undertake works to maintain their infrastructure, although regulations do exist to minimise disruption. However, this sits outside the planning system.</p> <p>No change required to the document.</p>
General - Improve the Ersham Road roundabout at South Road / Diplocks Way needs improving - the town centre is gridlocked	<p>This scheme is in the process of being designed and delivered by the County Council.</p> <p>A section will be added to the Plan to signpost highway schemes proposed and underway in Hailsham.</p>
General - These are in our view 'as today' and cannot be improved	<p>Noted.</p> <p>No change required to the document.</p>

Green and blue infrastructure

Policies in this section of the Plan include:

- HaGI1: Biodiversity
- HaGI2: Access to green and blue infrastructure
- HaGI3: Diversifying and improving existing amenity green space
- HaGI4: The Pevensey Levels
- HaGI5: Flood risk and sustainable drainage
- HaGI6: Paving of front gardens

The overall response to these is presented in Figure 11.

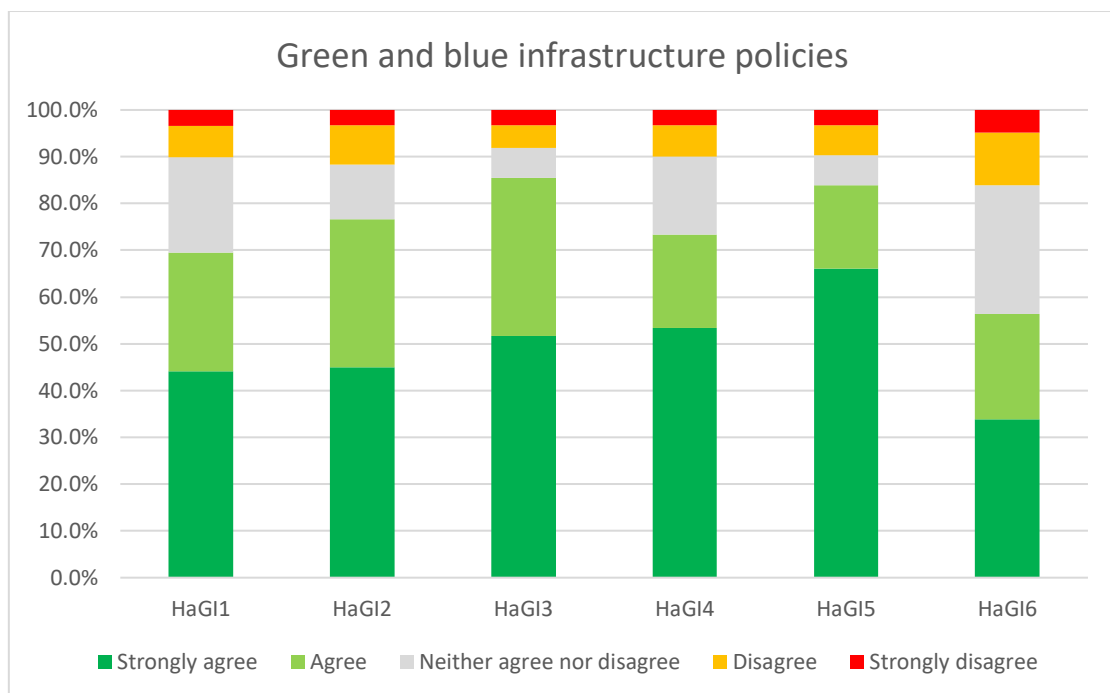


Figure 11: Overall response to policies by respondents to the survey

Comments received on these, and responses to them, are presented in the following table.

Comment	Response
HaGI1 – Biodiversity ideas are nice but I have heard disaster stories of developers ignoring everything, putting the wrong (cheaper) trees and everything dying. If you can force the developers to do all that, great.	Policy HaGI1 of the Neighbourhood Plan puts in place a cascade approach that seeks to direct net gain to the development site and which requires use of species appropriate to the site. No change required to the document.
HaGI1 - On site allocations, 60% of the land should be set aside for green space.	The requirement for open space is established by WDC through the Local Plan.

Comment	Response
	No change required to the document.
HaGI1 - Local Nature Reserves need protecting as we face a biodiversity crisis.	<p>Local Nature reserved are designated by the local authority who, under legislation, must manage, care for and protect natural features. Their status is a material consideration in planning decisions.</p> <p>No change required to the document.</p>
HaGI1 - Plan should promote a wilder Hailsham, making this a nature positive area by 2030 (in line with 30x30 initiative). Green gaps around the settlement should be retained and buffers of up to 50m established around local wildlife sites.	<p>The 30 by 30 initiative is supported by the Government and enshrined in the Environmental Improvement Plan. It is reflected through actions such as the Nature Recovery Network and approach to biodiversity net gain, as well as protection for designated environments such as SSSIs, Ramsar Sites, SPAS and SACs. These are protected and established at the national level and through Local Plan policy. The Neighbourhood Plan supports this through identification of town-wide green corridors, the approach to biodiversity net gain and other greening initiatives across Hailsham.</p> <p>No change required to the document.</p>
HaGI1 - Freshwater habitats should be added, protecting groundwater and forming part of the network of ecological stepping stones	Reference to this added to the supporting text to Policy HaGI 1.
HaGI1 - Plan should support 20% biodiversity netgain for be delivered onsite, not offset elsewhere	The Policy makes reference to 'or greater requirements established through the Local Plan'. The emerging Local Plan suggests a 20% target should be delivered (subject to examination). This is to be added to the supporting text.
HaGI3 - There are not enough places where dogs can run freely. Too many green spaces are given over to sports, but there has been a huge increase in dog ownership. Need to diversify and improve green space.	<p>Noted. Policy HaGI 3 supports the diversification of green spaces.</p> <p>No change required to the document.</p>
HaGI3 - Need more orchards on public land and estates	Noted. The supporting text to the policy discusses these opportunities.

Comment	Response
	No change required to the document.
HaGI3 – Some locations use of untidy grass verges used for visitor parking instead of random park cars churning up land	Not clear what the comment is suggesting. Policy HaHD7 outlines the approach to the design of residential car parking. No change required to the document.
HaGI3 - How are you going to improve existing green spaces which are now very over used and are showing signs of deuteriation due to over use.	This may be undertaken through development, through biodiversity net gains, through the use of CIL funding or through ongoing maintenance regimes. No change required to the document.
HaGI4 - Pevensey levels needs to be protected for the wild life which still exists there	The Pevensey Levels is afforded protection through designation as a SSSI, Ramsar Site and Special Area of Conservation. No change required to the document.
HaGI4 - The Pevensey Marshes are an important SSI site and need protection and awareness. I feel it needs to be promoted as such with notice boards along main entrances outlining its important wealth of biodiversity, and the need to respect this delicate environment. This awareness would hopefully alleviate the dropping of litter and dog mess left, especially down Marshfoot Lane with the many new, uninformed residents. The TC should communicate with the relevant authorities to implement this. It is an asset to Hailsham.	Suggestion to be added to the Plan to recognise the sensitive nature of the Levels.
HaGI5 - Look at Australia for water storage of grey water. Under the house in new builds!	Noted. Policy supports use of greywater recycling. No change required to the document.
HaGI5 – New sewers needed and developers to pay. Wrong for vehicles to have to go to estates to empty large underground tanks because homes cannot be connected to mains drainage. Also wastewater to be collected in homes and used for flushing WCs.	Additional section to be added to the Plan in respect of wastewater (and which is to act as signposting to the Local Plan and statutory duties).

Comment	Response
HaGI5 – Cleaning and clearing of street drains and regular clearing of leaves is vital.	<p>The Plan includes a section on street maintenance which indicates that the responsibility for cleaning street drains is the responsibility of ESCC.</p> <p>No change required to the document.</p>
HaGI5 - Flood management must be a priority	<p>Noted. Policy at the national level and in the Local Plan outline the approach to flood risk, which is not duplicated in the Neighbourhood Plan.</p> <p>No change required to the document.</p>
HaGI6 - An excellent ideas. Should happen in all new builds	<p>Noted.</p> <p>No change required to document.</p>
HaGI6 - We have a permeable front garden :)	<p>Noted.</p> <p>No change required to document.</p>
General - The Plan should support the use of swift, bird and bee bricks, and hedgehog highways	<p>This is included in Policy HaGI 4.</p> <p>No change required to the document.</p>
<p>General - Starting a process of putting tree or shrubs where grass cutting takes place to improve rain drainage, air pollution, reduce grass cutting costs, stop people driving on verges. A plods to help those who can't maintain front gardens or unsightly and dangerous, living walls. Don't know what blue infrastructure is! Better drain clean or gate like Australia and anyone can clean them out but it collects all leaves and waste to stop going into drains and clogging them up. To inform when drain cleans happen and them asking people to move cars to do so! Pointless as they never come back. Each new data should be no Astro or paving and put trees in</p>	<p>Policy HaGI 3 supports the diversification of green space (including that which comprises are of mown grass). Text in the Plan in respect of street maintenance summarises the responsibilities for street drains. The Plan also seeks to minimise the paving over of front gardens and supports the returning of these to their natural state.</p> <p>No change required to the document.</p>

Other general comments on the Plan

Other comments received, and responses to those, are set out in the following table.

Comment	Response
Wealden has ruined Hailsham.	Noted. No change required to document.
I support totally the Neighbourhood Plan, and I realise that many of these ideas necessitate discussion with other agencies but, thank you for taking the time to read these thoughts and I hope that you are able to consider how some (or all) be incorporated into the Plan	Support for the Plan noted. No change required to document.
There has been a removal and reduction of litter bins throughout Hailsham and this has resulted in rubbish strewn along roads, streets and along new building developments. Wealden and TC do not seem to want to address this damaging issue. As a litter collector volunteer, I've noticed how litter is impairing the site of Hailsham. Litter bins near schools, bus stops, play areas and on new developments would helped enormously.	The section on street maintenance identifies that responsibility for street cleaning and litter bins falls to WDC. Issues can be directed to WDC. No change required to the document.
It's time new buildings is stopped we are full the houses are not selling and the sites are empty houses 🏠	Housing sites and development figures are identified by Wealden District Council through the Local Plan. The Neighbourhood Plan cannot put a stop to this. It does though seek to understand what local needs for new homes are, having prepared a Housing Needs Survey (HNS) and Assessment (HNA) in parallel to the Neighbourhood Plan. The findings of this will be fed back through into and strengthen the proposed policy. Policy and text to be updated to refer to key findings of HNS and HNA.
New build residential areas should also include plans for local shops/conveniences to avoid new residents needing to drive into the town centre for a short trip. Will	The Neighbourhood Plan and associated Design Guide & Code establish principles for well-integrated development that will help support and sustain local facilities. They

Comment	Response
encourage trips to the town centre as parking will be available	<p>also support provision of sustainable and active travel modes, providing travel choice and reducing reliance on the car.</p> <p>No change required to the document.</p>
Thank you for giving us residents an opportunity to comment	<p>Noted.</p> <p>No change required to document.</p>
We need more accessibility	<p>The Neighbourhood Plan supports delivery of a range of active and sustainable travel modes, providing improved travel choice for all.</p> <p>No change required to the document.</p>
Design and planning approvals need to account for impact on existing nearby areas, not just new builds, e.g. (1) require builders to make good roads and paths near the built or used by build lorries (2) provide sufficient additional infrastructure so that local existing residents are not negatively affects, including shops, doctors, utilities, roads and traffic.	<p>The Wealden Core Strategy and emerging Local Plan contain policies that require infrastructure capacity to be in place for development to take place.</p> <p>The Neighbourhood Plan should not duplicate the Local Plan but will be updated to include a new section outlining issues associated with infrastructure delivery and signposting relevant policies.</p> <p>The Neighbourhood Plan also identified important local projects that should be funded through receipts from new development.</p>
New pavements are needed such as along Old Swan Lane between the new estates	<p>Reference to be added to Project MHT-02 to indicate that other missing gaps in the walking and cycling network will be reviewed and proposals to complete these supported.</p>
I am broadly in agreement with all elements of the draft Plan.	<p>Noted.</p> <p>No change required to document.</p>
I am typing this as I have a disability that affects my writing hand, which I am sure you will understand. With respect to your draft neighbourhood plan I went to your consultation session at the old Free Church and found your consultant with whom I spoke, very helpful. I was broadly in	<p>All comments are noted and the point about responsibility for different functions appreciated. In terms of the scope of the Neighbourhood Plan: new healthcare facilities are supported and are directed to a sustainable location; improvements are sought to walking, cycling and public</p>

Comment	Response
<p>agreement with the plan as a whole but have only circled the points on the form with the areas that most interest me. I have been a resident in the town for 54 years and was once the owner of a local retail business. I also worked with ESCC with people with learning disabilities (both local centres have now closed down). I have a Christian faith and, as such, have been involved with the local church community for many years. I was, and still am, part of the team that set up the very popular Festival of Transport event at Broad Farm (now in its 50th year). The rally organisation has contributed hundreds of thousands of pounds to mainly local charities over that time. My son attended schools in the town for his education. I mention all this to demonstrate that my interest in the town's future is of great importance to me.</p> <p>The areas of greatest concern are 1: the lack of sufficient doctors and GP surgeries 2: the almost total lack of any HNS dentists. 3: the greatly increased number of road vehicles using the town, due mostly to the large number of new homes being built, and the ensuing traffic jams and pollution. 4: the poor state of paved areas, due in part to cars parking on them, and 5: the seemingly total inability of forward planning for services, by which I mean health, schools, roads, sewerage and water supply.</p> <p>The most I see from the amount given to local authorities by developers is some new pavements and fences along Ersham Road, one new roundabout near the household waste site, and more signs giving directions to new developments than you can count! There are three councils dealing with these matters and it seems that whoever I contact I am told "It is not our responsibility, try XYZ" Looking at your plan, which emanates from our very active</p>	<p>transport networks, seeking to make these and attractive proposition and alternative to the car, helping to reduce congestion; the Plan includes a section on street maintenance indicating this is the responsibility of ESCC and that problems can be reported to them. The Plan also includes a section on delivery of infrastructure.</p> <p>No change required to the document.</p>

Comment	Response
<p>town council, it seems that you will have little or no control over any decisions affecting my concerns. Given the current move to a unitary authority, which might or might not prove advantageous in the long run, I don't hold out much hope of seeing any improvements in the near future. It will I fear result in the old excuse "Not enough funding" and the whole thing being shelved for further consultation or kicked into the long grass. I should however be pleased to hear of any progress in your well thought out plan.</p>	
<p>No further planning applications for homes in Hailsham and Hellingly should be granted by WDC until infrastructure and services have been provided. The town is at maximum capacity now. Also Southern Water needs to increase sewage capacity to ensure that there is no pollution of the Pevensey Levels.</p>	<p>The Wealden Core Strategy and emerging Local Plan contain policies that require infrastructure capacity to be in place for development to take place.</p> <p>The Neighbourhood Plan should not duplicate the Local Plan but will be updated to include a new section outlining issues associated with infrastructure delivery and signposting relevant policies.</p>
<p>It all sounds wonderful on paper but how will this be delivered. Hailsham is already bursting at the seams and is under great pressure due to the mass housing developments built and due to be built. How will the pressure on our roads, schools, GP surgeries and the environment but protected to or funded for the increase in the population</p>	<p>The Wealden Infrastructure Delivery Plan identifies important infrastructure items to be delivered and contributions to this through a mix of s106 and s278 agreements, as well as funds payable via the Community Infrastructure. This feeds though into the emerging Local Plan. The Neighbourhood Plan includes policies in respect of social and community infrastructure and identified important projects at the local level for spending of funds received through development.</p> <p>No change required to the document.</p>
<p>Traffic in and out of town daily is gridlocked and is driving business out of town</p>	<p>Noted. The Neighbourhood Plan seeks to support provision of sustainable and active travel measures that provide travel choice and reduce reliance on the private car, particularly for shorter journeys.</p> <p>The emerging Local Plan requires transport assessments to be undertaken to</p>

Comment	Response
	<p>determine the impacts of new development. This requirement is not duplicated in the Neighbourhood Plan.</p> <p>However, an insofar as changes to the highway network are proposed, work by the County Council will be signposted in the Neighbourhood Plan.</p>
<p>More police presence due to the antisocial behaviour would be an improvement.</p>	<p>Noted. This is not strictly a land use planning matter. The Plan does though include policies in respect of the form and layout of development that support inclusion and safety.</p> <p>No change required to the document.</p>
<p>Generally I would suggest you find a more concise/ better way of offering this next time. Its taken me 2.5hrs to get this far flipping from question to document & back. No wonder few people have had time or inclination to respond.</p>	<p>Concerns noted. It is important that all material is provided to allow for a considered response to be made.</p> <p>No change required to the documents. Consideration will be given to the need for production of an Executive Summary to sit alongside the submission version of the Neighbourhood Plan.</p>
<p>Is there a need for a policy to protect dark skies?</p>	<p>The emerging Local Plan includes a policy on light pollution and dark skies, which is not duplicated in the Neighbourhood Plan.</p> <p>No change required to document.</p>
<p>Are there any war heroes in Hailsham? If so, could they be celebrated through sculptures and or street naming.</p>	<p>This is not a land use planning matter as such but is something that may be considered further by the Town Council at a later date.</p> <p>No change required to the document.</p>
<p>Hailsham cannot cope now and if electrical charging points are put in place this will end up not enough parking as of taking too long to charge , and Hailsham does not have the space for this over flow of cars</p>	<p>Government policy is that no new petrol or diesel cars will be sold after 2030, and that all new cars and vans must be 100% zero-emission by 2035. Infrastructure will be required in response to this.</p> <p>No change required to the document.</p>
<p>Thank you for the work that has gone in to producing the Hailsham Neighbourhood</p>	<p>All concerns are noted. Applicants are required to submit transport assessments</p>

Comment	Response
<p>Plan and for making it accessible online and at various venues in Hailsham. We have decided not to complete the questionnaire, as we broadly agree with the majority of proposals, but we are sceptical regarding the traffic management and congestion which is already at a dangerous level, where emergency vehicles often can't access areas of the town when it's at gridlock. Marshfoot Lane (where we have lived since 1987) is now a very dangerous road, usually reduced to single carriageway with parking for most of its length despite yellow lines, and the school access is extremely dangerous between parked vehicles. The fact that two schools have now combined to form Thornton Grange has exacerbated the problem and it's only a matter of time before there are more serious accidents than the non-fatal ones already experienced. The pavement is not a safe area with cars often parked on it and vehicles regularly mount the pavement, causing pedestrians to jump out the way. You only have to look at the verge and grass on the far side of the pavement to see the car, van and lorry tracks in the mud where they have crossed right over the pedestrian part of the pavement. There is also so much more extra traffic now because of the building of Viburnum Way, Mabel Way, Liberty. Place and Liberty Fields. This has obviously resulted in many more residents, private cars and service vehicles. Subsequently this means access into the town is often tailed right back in a long queue causing frustration and pollution. On days when town is at a standstill, we feel marooned and concerned knowing the emergency services are unable to reach us should we need them. There is no other way in or out for so many people. We notice the town's problems so much more when the High Street is closed for things like gas works, Christmas Fayre etc.</p>	<p>as part of proposals for WDC to consider, indicating impacts on the highway network and mitigations that should be put in place. In terms of the High Street, further work is required to assess the potential for change and impacts of this. The Plan does not propose full pedestrianisation but does consider that some form of partial pedestrianisations might be feasible (subject to further investigation, including traffic movement and servicing etc). This would be subject to further consultation.</p> <p>No change required to the document.</p>

Comment	Response
<p>The proposal to pedestrianise the High Street would have the same effect of compounding our problems of access. If the High Street is pedestrianised, we strongly feel that the ring road should be returned to being two lanes, as it used to be. At the moment people living in or off Marshfoot Lane often have to queue a considerable length of time to get into the top of the lane but if there were two lanes going past the Council Offices and Leisure Centre and continuing round (removing the parking bays) at least access to Marshfoot Lane could be speeded up. Also, at the traffic lights by Dominoes, there could be a left or straight across lane. Presently, if Vicarage Lane is blocked or heavily congested, at least we have the choice to drive through the High Street and access Marshfoot Lane via St. Mary's Avenue. If the High Street was closed to traffic, we just wouldn't have that option. The two lane ring road idea would also help to keep traffic moving along the 'pinch points' in George Street where there are regular hold ups on bin collection day or when deliveries take place. We hope you will be able to take our views into consideration</p>	
<p>These are generally good ideas. The documents are too long though and not accessible (although I know you have had open days). There's a huge amount of repetition both within across the two documents and lots of "it's" that should be "its" — did you not get someone to proof read it?! That says, I like some of the ideas for adding trees and taking out unnecessary street furniture (the bollards on the high street.. they are just hazardous). I get the 'outward looking' development with simple junctions and future proofing areas, not creating cul de sacs and road ends. The ideas make sense. Translating them into homes and good</p>	<p>Support for the Plan and associated Design Guide & Code noted.</p> <p>No change required to documents, although consideration will be given to production of an Executive Summary or similar.</p>

Comment	Response
<p>spaces and negotiating with money-hungry building companies who renege on promises, much harder. That said, thank you for putting these proposals together and for someone to make these two giant documents. I really hope Hailsham benefits from some of these ideas and is brave enough to say 'let's not do that again' when it can be seen old ideas just haven't worked.</p>	
<p>The traffic is becoming unmanageable, no traffic enforcement, same cars parked on zebra crossing zig zags every single day, more and more houses and almost not a single road improvement, in fact they get worse because the same sections of road are being dug up over and over again.</p>	<p>The Neighbourhood Plan seeks to support provision of sustainable and active travel measures that provide travel choice and reduce reliance on the private car, particularly for shorter journeys.</p> <p>The emerging Local Plan requires transport assessments to be undertaken to determine the impacts of new development. This requirement is not duplicated in the Neighbourhood Plan.</p> <p>The Neighbourhood Plan includes a section on street management and maintenance, which is the responsibility of the County Council.</p> <p>Insofar as changes to the highway network are proposed, work by the County Council will be signposted in the Neighbourhood Plan.</p>

Comments on the Design Guide & Code

Comments received on the Design Guide and Code, and responses to those, are set out in the following table.

Comment	Response
Please do not take anymore of our fields for housing	<p>Noted. The document does not allocate land for housing, nor establish housing requirements, which are the responsibility of Wealden Dc through the Local Plan.</p> <p>No change required to the document.</p>
Excellent Guide will WDC apply to all buildings and planning applications	<p>The Design Guide & Code is cross-referenced in policies in the Neighbourhood Plan, which applicants and officers are required to consider.</p> <p>No change required to the document.</p>
Less new builds, there is not enough infrastructure in place to support this many new residents. Even the roads don't get repaired quickly enough and with more traffic the conditions will worsen.	<p>The scale and location of new housing is directed by Wealden District Council through the Local Plan. Insofar as this requires new infrastructure – including highways – it identifies what this is through the associated Infrastructure Delivery Plan.</p> <p>The Neighbourhood Plan seeks to support provision of sustainable and active travel measures that provide travel choice and reduce reliance on the private car, particularly for shorter journeys.</p> <p>The emerging Local Plan requires transport assessments to be undertaken to determine the impacts of new development. This requirement is not duplicated in the Neighbourhood Plan.</p> <p>The Neighbourhood Plan includes a section on street management and maintenance, which is the responsibility of the County Council.</p> <p>Insofar as changes to the highway network are proposed, work by the County Council will be signposted in the Neighbourhood Plan. No change is required to the Design Guide & Code.</p>

Comment	Response
I've spent much of an evening reading and commenting. The design codes are good common sense.	Noted. No change required to document.
Traffic, traffic and more traffic	Noted. No change required to document.

4. Summary

Process

This report summarises the Regulation 14 consultation on the draft Neighbourhood Plan, which ran for six weeks (3 January–14 February 2026). Awareness and engagement activities included:

- Extensive use of traditional print and social media, including distribution of leaflets, articles in local papers, including that distributed free to all addresses.
- Statutory consultees, interested organisations, and previous respondents were directly notified of the consultation by letter / email.
- Regular posts on the Town Council social media channels were made along with updates on the Town Council website and Neighbourhood Plan dedicated website. Wealden District Council also provided updates on their website and electronic news circulars.
- The draft Plan was available online and in print form at drop-in events and at the Town Council offices.
- A series of drop-in events were held, enabling people to view the material and ask questions of the Steering Group and project team members.
- Summary posters and response forms (online and print) were prepared to support the making of responses.

Overview of responses

Responses from Statutory consultees include those from

- Wealden District Council
- East Sussex County Council
- Historic England
- Hailsham Festival of Arts and Culture
- Hailsham Town Football Club
- Walsingham Planning
- The Planet and People Coalition

Responses from Wealden DC are presented in the separate Annex to this report. They are detailed and comment on a wide range of policies and aspects in the supporting Design Guide & Code, and seek to provide constructive comment to help strengthen the Plan. They have been considered and changes will be made to the

Plan as appropriate (and as set out in the Annex).

The response from East Sussex County Council broadly supports the direction of the Hailsham Neighbourhood Plan and many of its policies, particularly around active travel, community facilities, culture, and environmental matters. However, it suggests a number of amendments to strengthen the Plan, primarily in relation to transport terminology and references, including reference to governance changes as a result of Local Government Reorganisation, alignment with LTP4 and other county strategies. It also suggested that reference be added to archaeology, minerals and waste safeguarding sites, and clearer policy wording in several areas.

Responses from others were relatively minor and include support for opportunities that encourage and facilitate cultural activities in the town, support for development in sustainable locations, and support for housing delivered through community land trusts and other similar models.

In terms of responses to the survey:

- There were 71 responses, most of which were submitted online.
- The majority of responses were from residents.
- Responses expressed strong support for the Plan and its policies (average 73% agreement / strong agreement to policies compared with 10% disagreement/strong disagreement).
- The survey responses indicate strong community backing to policies in the Plan.

Comments on Specific Policies/Sections

Key comments made in response to the consultation are grouped by policy theme and summarised below.

Community:

- Strong support was expressed for a new medical centre, with some saying the former Ambulance station might be an appropriate location for this. This site is however now coming forward for an alternative use. The Plan will make clear that the preferred location for delivery of new healthcare facilities is in the town centre.
- Strong concern was expressed that infrastructure delivery (health, schools, roads) is not keeping pace with development, and that there has been under provision of such facilities. This is reflected in the policies in the Plan, albeit an additional section is to be added to the Plan to signpost wider responsibilities in respect of utilities and highways infrastructure.

Town Centre:

- There is a strong desire to improve the appearance and maintenance of shopfronts. Project text will be extended in the Neighbourhood Plan to encourage landowners to maintain their properties.
- Some respondents highlighted the need to attract a better mix of businesses, reducing the dominance of charity shops and takeaways, and encouraging essential retail. A Place-branding strategy is to be inserted into the Plan as a project to raise the profile of Hailsham and attract inward investment.
- Some concerns were expressed about the potential for pedestrianisation of the High Street, noting potential issue with regard to disabled access, servicing and general traffic movements. The text in the Plan is clear that ideas will need to be explored and tested further.
- Some concern was expressed as to safety. Reference has been added to the Plan as to reinstatement of a police presence. Other approaches, such as activating paths and alleyways, thereby creating activity and enabling natural surveillance of space, are also supported in the Plan.
- The importance of parking in the town centre was stressed, and that a 'car-light' approach is not appropriate. It is important to note that the Plan does not seek to restrict car use or reduce the overall provision of parking space, but instead seeks to support better use of space through rationalisation of existing parking and encouraging provision of better and safer walking and cycling routes as well as bus services that reduce reliance on the car.

Housing, development and design:

- Comments noted that infrastructure lags behind housing growth, including GPs, schools, and roads. This is addressed in the community section of the Plan. However, a signposting section is to be added to that regarding infrastructure delivery and utilities, rather than duplicating Local Plan policies.
- There was a clear preference for delivery of a wider mix of new homes, particularly small homes, flats, homes for older people, starter homes, and supported living. Policy in the Plan will be updated to incorporate the findings of the Housing Needs Survey & Assessment undertaken in parallel to work on the Plan and which finds that there is a need for more small homes and downsizing options in Hailsham.
- There was a strong call for higher sustainability standards to be incorporated in new development, including solar panels, greywater recycling, and EV infrastructure. This is already included in the Plan.

- Concerns were expressed about the provision of parking and impact on streets. This is included within the Plan and the supporting Design Guide & Code.
- Requests that development take a brownfield-first approach and reflect Hailsham's landscape setting.

Movement:

- Some respondents highlight issues with regard to the quality of the bus network. A new project has been identified for inclusion in the Plan that will see the Town Council liaising with transport providers to improve services and supporting community bus services for those areas less well connected.
- Concerns were expressed with regard to traffic congestion and lack of progress on junction improvements. A new section will be added to the Plan to signpost highway improvement works being undertaken by ESCC. It also includes policies to seek to make walking, cycling and public transport use more attractive and thus reducing reliance on the car.

Green and blue infrastructure:

- Strong support was expressed for measures to improve biodiversity and protection of the Pevensey Levels. The Plan has been further strengthened by making reference has been made to the emerging target of 20% netgain in the Wealden Local Plan (as opposed to 10% at the national level) and the importance of protecting freshwater habitats. A new project has also been identified in respect of the potential for interpretation boards at accessible locations within the Pevensey Levels to stress the importance of the sensitive environment.
- Support was also made for measures that minimise flood risk and those that help diversify green spaces.

Other general comments on the Plan:

- Strong concerns were made about the pressure on infrastructure, especially health, schools, roads, and sewerage. These are addressed elsewhere in the Plan, including references to the responsibilities of the statutory providers and others, with the Plan, as far as it can, supporting timely delivery of facilities.
- Concerns were expressed about the condition of the street network, littering, pavement parking and maintenance of drains. The Plan includes a section on maintenance responsibilities and will be updated to refer to enforcement action that can be taken by the local authority in respect of pavement

parking.

- Some comments noted the overall length of the Plan. Consideration will be given to production of an Executive Summary at the submission and referendum stages.

Comments on the Design Guide and Code:

- Broad support was expressed for the Design Guide, representing a common-sense, practical and much needed document, and desire for it to be used by WDC.
- Concerns were expressed about continued large scale housing development, loss of greenfield land and traffic generation. The scale and location of housing is informed by the Wealden Local Plan and expressed elsewhere in the Neighbourhood Plan. The Plan, Design Guide and Code seek to put in place principles to influence good design and when it comes forward.

Conclusions

- The Regulation 14 consultation was robust, inclusive, and well-publicised, ensuring broad community and stakeholder engagement.
- Statutory consultees and local organisations broadly supported the draft Plan. Amendments are to be made to the Plan as appropriate, including those put forward by Wealden District Council as summarised in the Annex to this report.
- Community feedback demonstrated overwhelming support for the Plan's vision, objectives, and policy themes.
- The Plan has been strengthened in response to feedback, with clarifications, minor amendments, and additional supporting text inserted where appropriate.
- The consultation process has provided a strong mandate for the Neighbourhood Plan, which is well-aligned with local needs and aspirations.

Appendix 1: Notification letters

Letter / email sent to statutory consultees

Dear Colleague

Notification of formal consultation on Hailsham Neighbourhood Plan (Regulation 14, Town and Country Planning, England, Neighbourhood Planning Regulations)

I am pleased to advise that the Regulation 14 Consultation of the review of the Hailsham Neighbourhood Plan runs for a six-week period from 3rd January 2026 to 14th February 2026.

The Hailsham Neighbourhood Plan was made in July 2021. The version now being consulted upon represents the first full review of the made Plan.

The review of the Neighbourhood Plan is available to view online via the Hailsham Town Council website:

<https://www.hailsham-tc.gov.uk>

The Neighbourhood Plan and information about it can also be found on the dedicated Neighbourhood Plan website:

<https://hailshamneighbourhoodplan.co.uk>

Hard copies of the Plan are available to view at the Town Council:

Hailsham Town Council, The Station Youth Centre (former Free Church building), Western Road, Hailsham, BN27 3DG

A free-standing Design Guide and Code has also been prepared, providing illustrated guidance and examples of design expectations in Hailsham. This is available on the website too and views on this are also being sought.

Exhibitions will take place at the following times and locations:

Wednesday 14th January 2026:

10.30 – 12 noon, Railway Club, Station Youth Centre, Western Road

2.00 – 4.00pm, James West Centre, Brunel Drive

6.00 – 7.30pm, Dippy Doodah's Café, 52 High Street

Wednesday 21st January 2026:

10.30 – 12 noon, James West Centre, Brunel Drive

2.00 – 4.00pm, Members Room, Hailsham Town Council, Market Street

6.00 – 7.30pm, Dippy Doodah's Café, 52 High Street

Wednesday 28th January 2026:

5.00 – 6.30pm, Wealden Civic Hall, Vicarage Lane

If you would like to make representations, please complete the online survey accessible via the website. Alternatively, you can download the survey form from the website and return by hand or post to the Town Council at the address above.

Representations can also be submitted by email, to:

enquiries@hailsham-tc.gov.uk

Yours faithfully

Letter / email sent to residents (who had previously responded to earlier consultation events)

Dear Colleague

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enquiries@hailsham-tc.gov.uk

Yours faithfully

Letter / email sent to other interested parties (including those who had previously responded to earlier consultation events)

Dear Colleague

Notification of formal consultation on Hailsham Neighbourhood Plan (Regulation 14, Town and Country Planning, England, Neighbourhood Planning Regulations)

I am pleased to advise that the Regulation 14 Consultation of the review of the Hailsham Neighbourhood Plan runs for a six-week period from 3rd January 2026 to 14th February 2026..

The Hailsham Neighbourhood Plan was made in July 2021. The version now being consulted upon represents the first full review of the made Plan

The review of the Neighbourhood Plan is available to view online via the Hailsham Town Council website:

<https://www.hailsham-tc.gov.uk>

The Neighbourhood Plan and information about it can also be found on the dedicated Neighbourhood Plan website:

<https://hailshamneighbourhoodplan.co.uk>

Hard copies of the Plan are available to view at the Town Council:

Hailsham Town Council, The Station Youth Centre (former Free Church building), Western Road, Hailsham, BN27 3DG

A free-standing Design Guide and Code has also been prepared, providing illustrated guidance and examples of design expectations in Hailsham. This is available on the website too and views on this are also being sought.

Exhibitions will take place at the following times and locations:

Wednesday 14th January 2026:

10.30 – 12 noon, Railway Club, Station Youth Centre, Western Road
2.00 – 4.00pm, James West Centre, Brunel Drive
6.00 – 7.30pm, Dippy Doodah's Café, 52 High Street

Wednesday 21st January 2026:

10.30 – 12 noon, James West Centre, Brunel Drive
2.00 – 4.00pm, Members Room, Hailsham Town Council, Market Street
6.00 – 7.30pm, Dippy Doodah's Café, 52 High Street

Wednesday 28th January 2026:

5.00 – 6.30pm, Wealden Civic Hall, Vicarage Lane

If you would like to make representations, please complete the online survey accessible via the website. Alternatively, you can download the survey form from the website and return by hand or post to the Town Council at the address above.

Representations can also be submitted by email, to:

enquiries@hailsham-tc.gov.uk

Yours faithfully

Appendix 2: Leaflets

Hailsham Neighbourhood Plan:

Have your say on the future of Hailsham



Regulation 14 Consultation for the revised Hailsham Neighbourhood Plan:

3rd January - 14th February 2026

The revised Neighbourhood Plan and accompanying Design Code build upon the foundations of the original Plan adopted in 2021 - addressing key issues such as housing, transport, green infrastructure, heritage, climate change and local services.

PUBLIC EXHIBITIONS & DROP-IN EVENTS

Learn more about the draft Plan, ask questions and pick up printed copies of the consultation survey.

Wednesday 14th January:

10.30am-12pm • Railway Club, Youth Centre, Western Rd
2pm-4pm • James West Community Centre, Brunel Dr
6pm-7.30pm • Dippy Doodahs Café, 52 High St

Wednesday 21st January:

10.30am-12pm • James West Community Centre, Brunel Dr
2pm-4pm • Town Council Offices (Inglenook), Market St
6pm-7.30pm • Dippy Doodahs Café, 52 High St

Wednesday 28th January:

5pm-6.30pm • Hailsham Civic Community Hall, Vicarage La

ONLINE SURVEY

*AVAILABLE TO COMPLETE
3RD JANUARY - 14TH FEBRUARY

Visit hailsham-tc.gov.uk
or scan the QR code below:



ALTERNATIVELY, PRINTED COPIES OF THE SURVEY ARE AVAILABLE AT THE PUBLIC EXHIBITIONS, AS WELL AS THE TOWN COUNCIL OFFICES IN MARKET STREET.



hailshamneighbourhoodplan.co.uk

Figure 12: Leaflet prepared advertising the consultation and circulated around various venues across Hailsham. This image above is extracted from the January edition of Hailsham News



Figure 13: Front spread of tri-fold leaflet summarising the Plan and consultation period



Figure 14: Inside spread of tri-fold leaflet summarising the Plan and consultation period

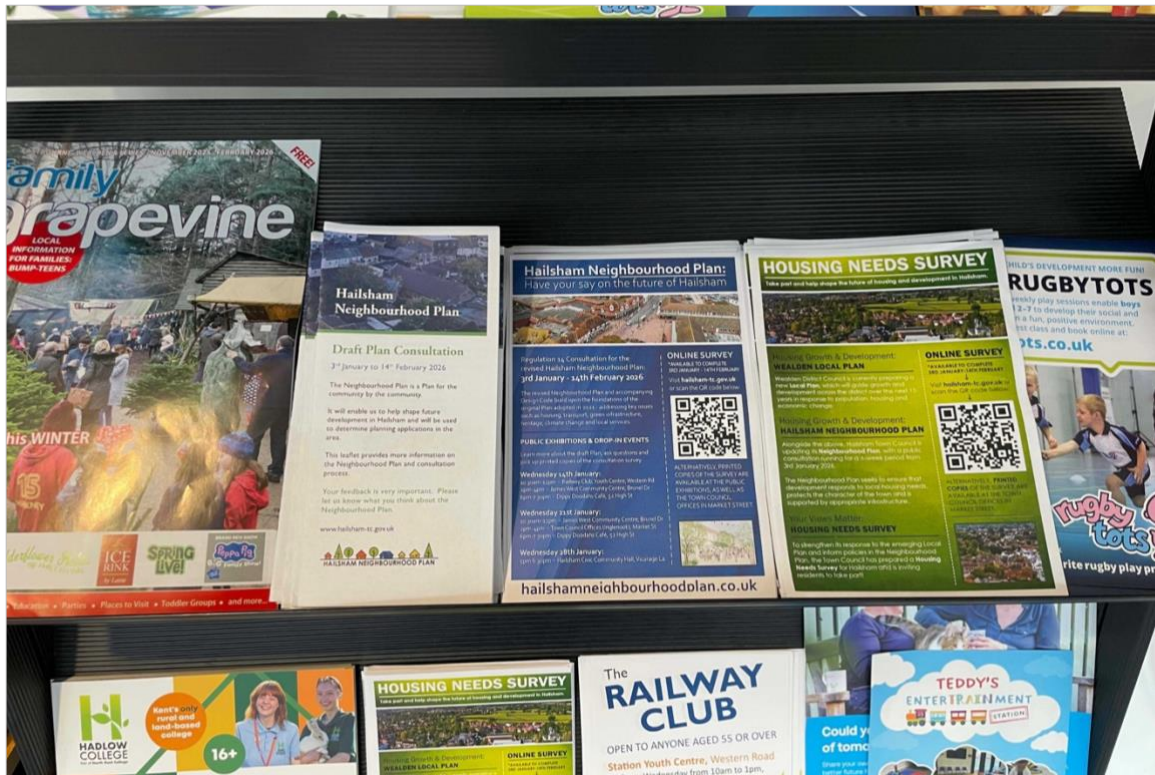


Figure 15: Flyers advertising the Neighbourhood Plan consultation at the James West Centre, alongside material promoting the Hailsham Housing Needs Survey



Figure 16: Flyers advertising the Neighbourhood Plan consultation at the Dippy Doodah's café on Hailsham High Street, alongside material promoting consultation on the Hailsham Housing Needs Survey

Appendix 3: News items and circulars

Our Hailsham

TOWN COUNCIL NEWSLETTER

WINTER 2026

Public Consultation on Hailsham Neighbourhood Plan



The Town Council has recently launched a Regulation 14 consultation for the updated Hailsham Neighbourhood Plan. The 6-week consultation, running until 14th February, marks a key step in shaping the future of Hailsham.

After extensive community engagement, expert input and careful revision, the revised Neighbourhood Plan builds upon the foundations of the original version of the Plan, which was adopted in 2021. It reflects significant updates to local priorities, national planning policies and the evolving development landscape. The Plan sets out a clear, community-led vision for how Hailsham should grow over

the next decade and beyond, addressing key issues such as housing, transport, green infrastructure, heritage, climate change and local services.

A notable addition to the updated Plan is the new Design Guide & Code, created to ensure that all new developments in Hailsham respect the town's character, contribute to local identity and promote sustainability.

Cllr Mary Laxton, Chair of the Neighbourhood Planning Committee, commented: "The Neighbourhood Plan has been created for the community by the community. It will enable us to help shape future development in Hailsham and will be used to determine planning applications in the

area. Many thanks to all who provided ideas for inclusion in the Neighbourhood Plan. We have used those ideas to prepare a draft Plan and are now seeking your feedback on this."

Cllr Laxton added: "Our updated Neighbourhood Plan has been shaped through detailed research and valuable contributions from local people. It sets out a clear vision and a set of policies to guide Hailsham's future development - supporting enhancements to our town centre, local facilities, infrastructure and the overall wellbeing of our community."

"I encourage all residents to take part in the consultation and share their thoughts. Your feedback is essential in making sure the final Neighbourhood Plan truly represents the priorities, hopes and ambitions of everyone who lives and works in Hailsham."

"This is your opportunity to help influence the town's future - so please get involved and make your voice heard!"

FOR DETAILS ABOUT THE CONSULTATION, INCLUDING HOW TO ACCESS THE ONLINE SURVEY AND DROP-IN EVENT DATES, VIEW THE ADVERTISEMENT ON PAGE 8 OF THIS NEWSLETTER.



Figure 17: Front page of Hailsham News published by the Town Council, available online and distributed to subscribers

HailshamNews

JANUARY 2026 | ISSUE 53

YOUR **FREE** COMMUNITY NEWSPAPER FOR HAILSHAM, POLEGATE, HELLINGLY AND SURROUNDING AREAS

INSIDE THIS ISSUE: LOCAL NEWS • EVENTS • FEATURES • MOTORING • SPORT



ZERO COUNCIL TAX INCREASE PROPOSAL – P6



CASTLE RENOVATION COMPLETES – P8-9



COMIC FILM PREMIERE – P14-15

**YOUR LOCAL
NEWSPAPER IS
FREE**

13,500 COPIES DELIVERED DOOR-TO-DOOR

RESIDENTS INVITED TO SHAPE TOWN'S FUTURE VISION TOGETHER



**SIX-WEEK CONSULTATION OPENS AS COUNCIL UNVEILS
UPDATED NEIGHBOURHOOD PLAN GUIDING GROWTH, DESIGN,
TRANSPORT AND CLIMATE PRIORITIES LOCALLY – SEE PAGE 10**

AWARD WINNING SALES & LETTING
SERVICE

KNOWLEDGE IS KEY... EXPERIENCE IS PRICELESS

stevens
Estate Agents



**Find out
more about
us on page 25**

Holidays:
01323 808080

Private Hire:
01323 635267

**EASTBOURNE
COACHES**



Lightning Fibre

**New Year
New Broadband**

**Easy One
Touch Switch!**



Figure 18: Front page of Hailsham News, January 2026, delivered to all addresses in Hailsham



Figure 19: News item on Hailsham News website at the launch of the consultation period

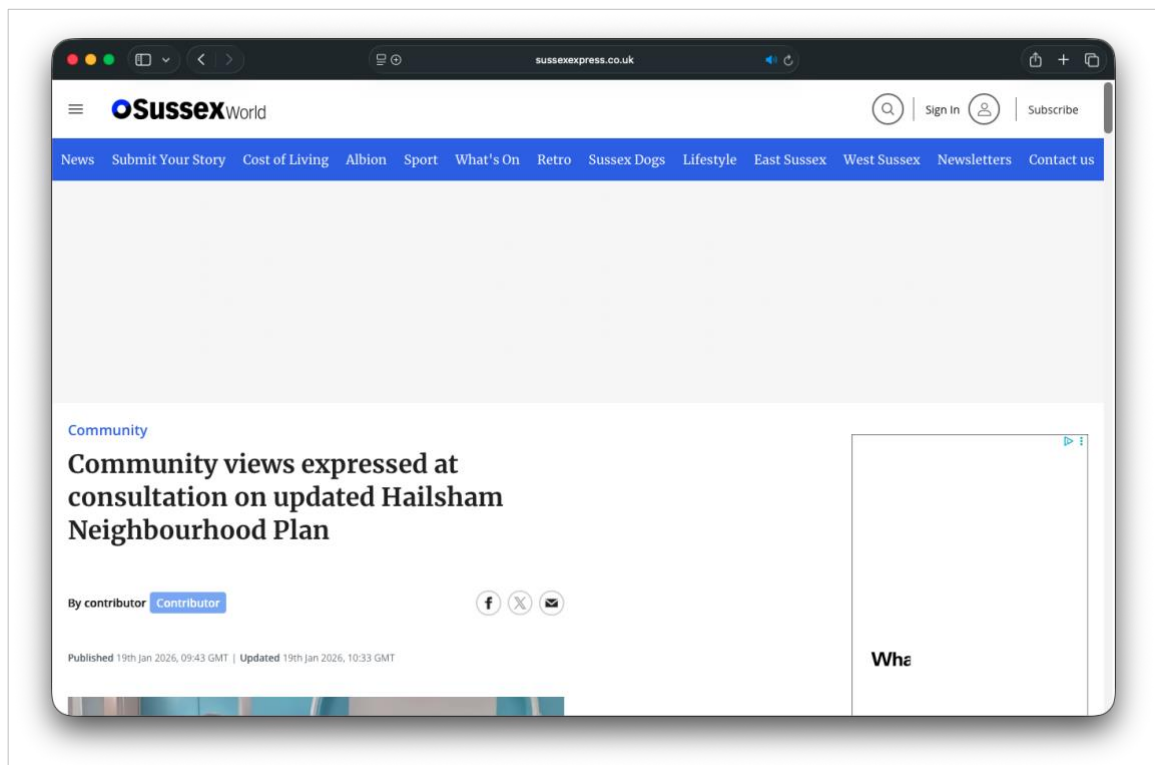


Figure 20: News item on the Sussex World news website

Have your say on the future of our town!

Comment on the new Neighbourhood Plan Events

The Neighbourhood Plan will help shape how Hailsham changes and evolves over the next fifteen years. It will help guide planning decisions.

Whether you are a resident, business owner, or simply care about the future of the town, please let us know what you think about the Neighbourhood Plan.

Consultation runs from 3rd January to 14th February. You can view and respond online, and visit our drop-in events to find out more.

<https://www.hailsham-tc.gov.uk>



Scan the QR Code for the Town Council website where you can view the Plan and the Housing Survey



Hailsham
TOWN COUNCIL

Wednesday 14th January 2026:

- 10.30 - 12 noon Railway Club, Station Youth Centre, Western Road
- 2.00 - 4.00pm James West Centre, Brunel Drive
- 6.00 - 7.30pm Dippy Doodah's Cafe, 52 High St

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- 6.00 - 7.30pm Dippy Doodah's Cafe, 52 High St

Wednesday 28th January 2026:

- 5.00 - 6.30pm Wealden Civic Hall, Vicarage Lane

Why attend?

- Have your say on the future of Hailsham
- Help influence future planning decisions
- Get informed on progress of the Plan
- Speak with members of the Town Council
- Let us know if the Plan is heading in the right direction
- Suggest ideas for infrastructure improvements



Live or work in Hailsham? Have family ties here? We need your voice!

High house prices and a shortage of affordable homes are affecting local people.

Tell us what homes Hailsham really needs - size, type, and tenure.

Your views will help us push for the right homes for young families, first-time buyers, and older residents looking to downsize.

Everyone is encouraged to take part - even if you're not looking to move.

It takes just 10 minutes and is available online.

Please complete the survey by 30th January.

<https://www.hailsham-tc.gov.uk>

Figure 21: Advert in Hailsham News publicising consultation on the Neighbourhood Plan and, in parallel to this, the separate Housing Needs Survey being prepared by the Town Council

Appendix 4: Website and social media

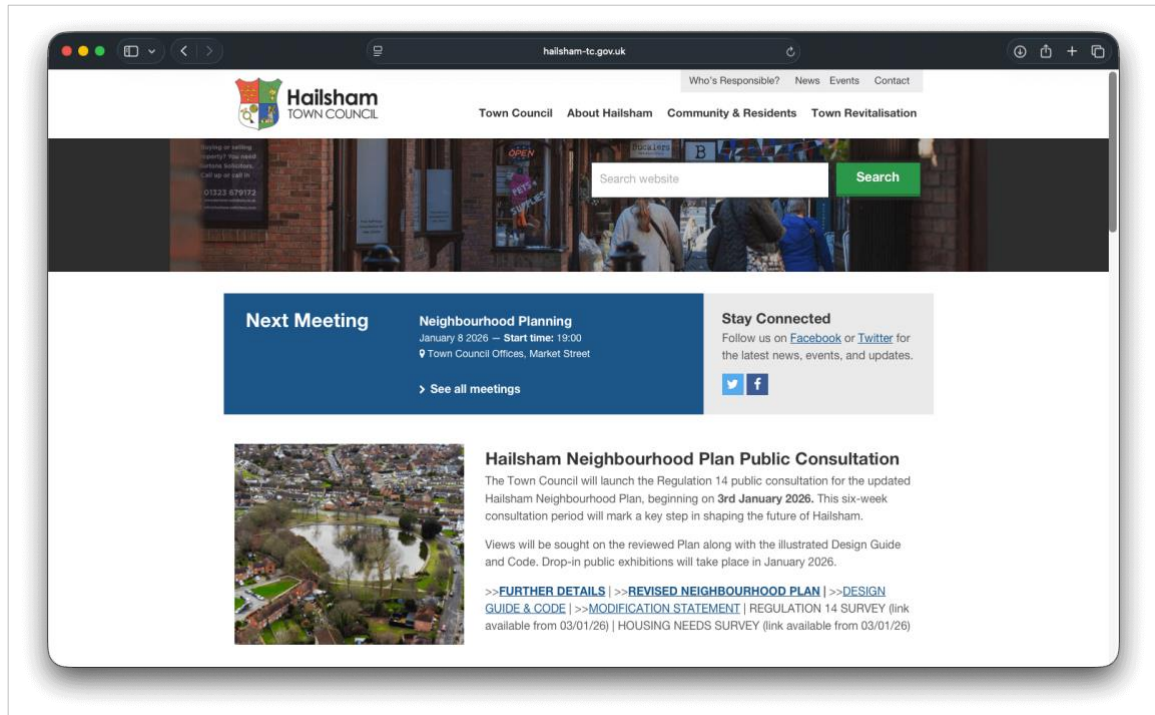


Figure 22: Home page of the Hailsham Town Council website prior to launch of the consultation period

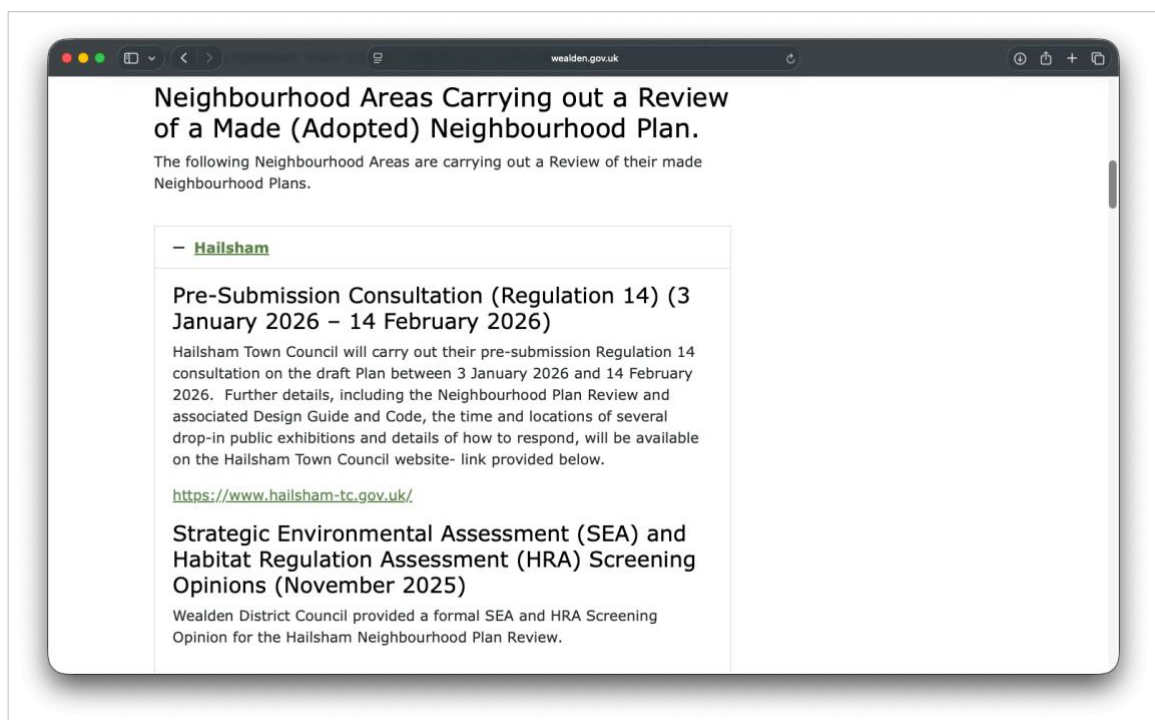


Figure 23: Screenshot from Neighbourhood Planning page of Wealden District Council website during the consultation period



Figure 24: Screenshot of homepage of the Hailsham Neighbourhood Plan website during consultation



Figure 25: Screenshot of news item on the Hailsham Town Council website

Hailsham Town Council 2 Jan · 🌐

We will be launching the Regulation 14 consultation for the updated **Hailsham Neighbourhood Plan** tomorrow (3rd January). This six-week consultation runs until February 14th, offering a chance to help shape our town's future!

The updated Plan builds on the 2021 version, reflecting local priorities, national policies, and Hailsham's evolving needs. It covers housing, transport, green spaces, heritage, climate action, and local services. **We encourage everyone to take part in the survey and share their views!**

For full details, including links to the survey, the revised Plan, supporting documents and info on drop-in sessions this month, visit <https://www.hailsham-tc.gov.uk/news/launch-of-public-consultation-on-hailsham-neighbourhood-plan/>

#neighbourhoodplan #hailsham #hailshamtowncouncil

Have your say on the future of Hailsham



Regulation 14 Consultation for the revised Hailsham Neighbourhood Plan: 3rd January - 14th February 2026

The revised Neighbourhood Plan and accompanying Design Code build upon the foundations of the original Plan adopted in 2021 - addressing key issues such as housing, transport, green infrastructure, heritage, climate change and local services.

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ONLINE SURVEY
*AVAILABLE TO COMPLETE 3RD JANUARY - 14TH FEBRUARY
Visit [hailsham-tc.gov.uk](https://www.hailsham-tc.gov.uk) or scan the QR code below:



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Figure 26: Hailsham Town Council Facebook post, 2 January 2026

Hailsham Town Council 14 Jan · 🌐

A big thank you to everyone who went along to the **Railway Club** this morning! As well as the usual games and activities, the Club hosted the first drop-in public exhibition for the updated **Hailsham Neighbourhood Plan**, at which residents asked questions and shared their views...

Additional Neighbourhood Plan drop-in events take place this afternoon at the James West Community Centre (2-4pm) and this evening at Dippy Doodahs Café (6-7.30pm).... Feel free to go along!



👍 10 💬 1 ➦ 1 🌐 ❤️

Figure 27: Hailsham Town Council Facebook post, 14 January 2026



Figure 28: Hailsham Town Council Facebook post, 15 January 2026

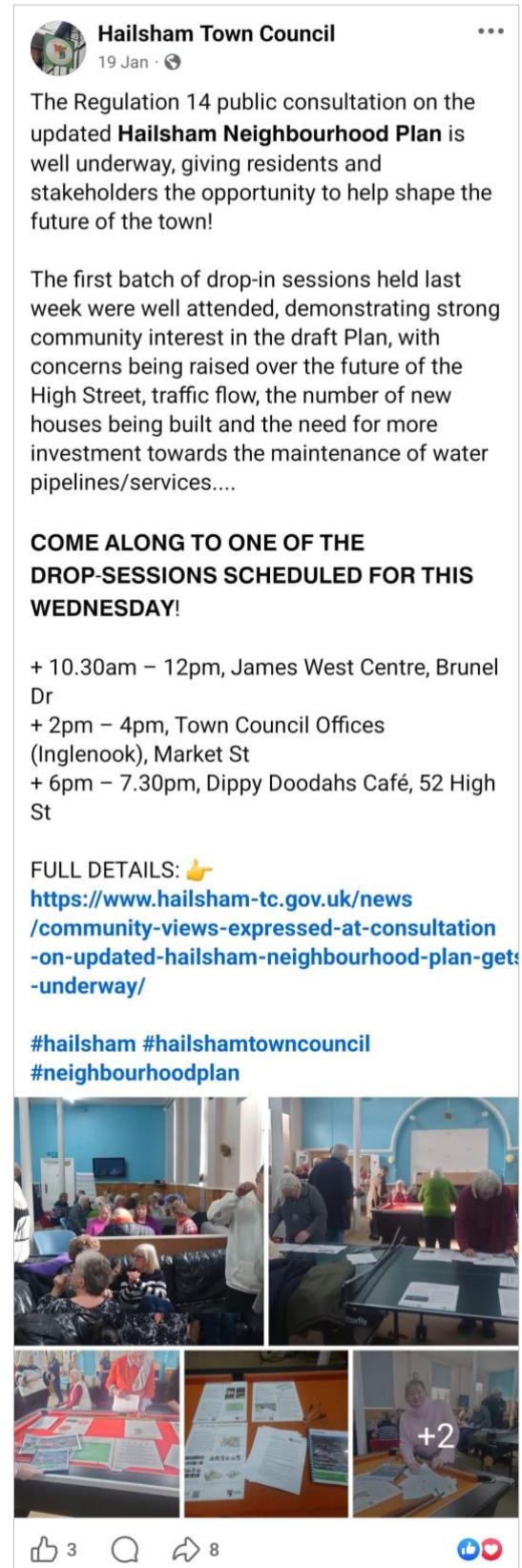


Figure 29: Hailsham Town Council Facebook post, 19 January 2026

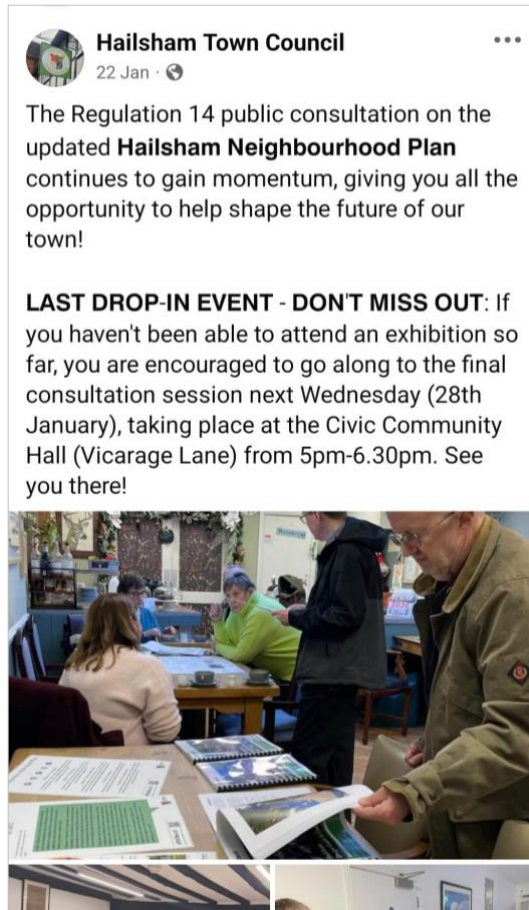


Figure 30: Hailsham Town Council Facebook post, 22 January 2026



Figure 31: Hailsham Town Council Facebook post, 28 January 2026



Figure 32: Hailsham Town Council Facebook post, 5 February 2026

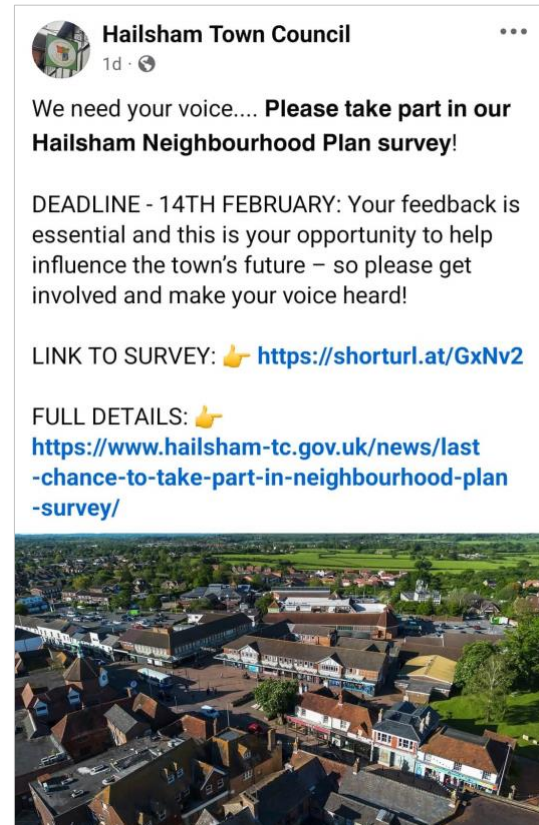


Figure 33: Hailsham Town Council Facebook post, 10 February 2026

Appendix 5: Display posters

Consultation: draft Neighbourhood Plan review

WELCOME

Thank you for viewing the draft Hailsham Neighbourhood Plan consultation material.

The material presented here summarises the policies, and projects, in the draft Neighbourhood Plan. These have been informed by comments and ideas put forward in previous consultation events.

The Neighbourhood Plan covers the whole of Hailsham and includes land use and development policies that will be used to inform and determine planning applications in the area.

Your views are now sought on the draft Plan and policies within it.

Consultation is open until February 14th 2026.

Please do let us have your views by then.

All the documents you need can be found on the Hailsham Town Council website, including a link to the online response form for your feedback.

www.hailsham-tc.gov.uk



Above: Respondents to earlier consultation suggested that the High Street should be pedestrianised. This artists' illustration shows potential for part pedestrianisation, including public realm works, street greening and new places to sit and relax. The High Street would be open to traffic outside of business hours. This is a idea that the Town Council will be looking to develop and consider further as a project.



<https://www.hailsham-tc.gov.uk/>



Figure 34: Summary display posters (page 1)

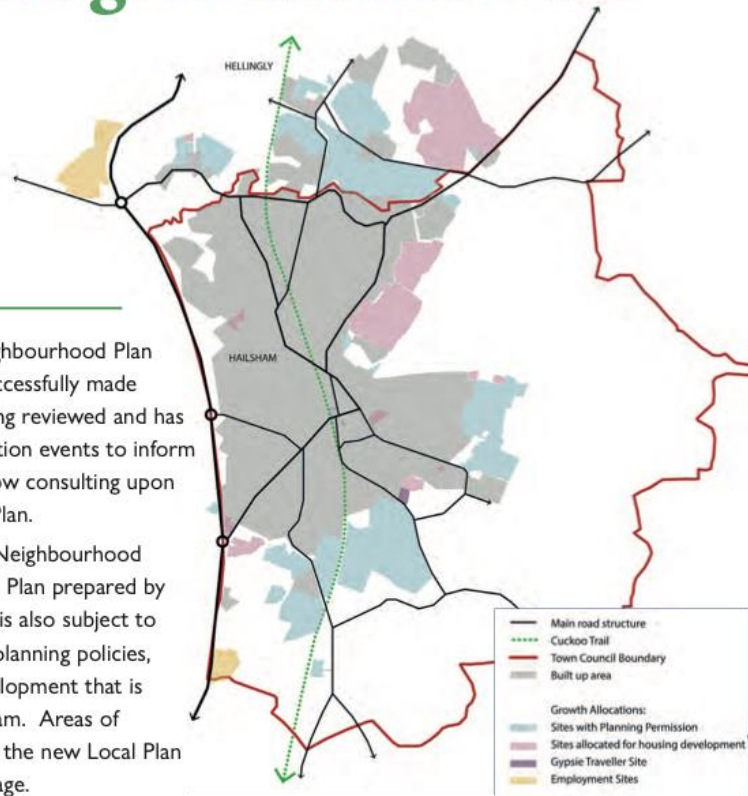
Focus and content of the Draft Neighbourhood Plan

THE PLAN

Work on the first Hailsham Neighbourhood Plan commenced in 2016 and was successfully made (adopted) in 2021. It is now being reviewed and has been subject to various consultation events to inform the focus of updates. We are now consulting upon the revised version of the draft Plan.

It is important to note that the Neighbourhood Plan is not the same as the Local Plan prepared by Wealden District Council. That is also subject to review and establishes strategic planning policies, directing the scale of future development that is expected to take place in Hailsham. Areas of growth proposed by Wealden in the new Local Plan are shown on the map on this page.

The Hailsham Neighbourhood Plan sits below the Local Plan. It needs to align with the Local Plan and has a focus on influencing change at the 'local level', reflecting community-led ideas for the area. Ideas are grouped into key topic areas, as presented in the objectives, and form the basis for land-use planning policies. These include policies in respect of good design and infrastructure, such that new growth helps 'plan for better' in Hailsham.



Above: Map showing areas of growth in Hailsham which are either being built out, have planning permission, or are allocated for development in the emerging Wealden Local Plan. The Neighbourhood Plan is seeking to ensure these are well-designed and integrated with the town, and support delivery of new and improved infrastructure.

The Plan also includes wider aspirations and improvements, including new and improved infrastructure. They are projects towards which applicants and other funding partners might contribute.

If and when the Neighbourhood Plan is successfully made it will be used alongside the Local Plan to inform and determine planning applications in Hailsham.



Figure 35: Summary display posters (page 2)

The vision for Hailsham in 2042

The policies in the Neighbourhood Plan are framed by an overarching vision and set of objectives. The vision is:

In 2042, Hailsham is a vibrant, attractive and sustainable town that harmoniously blends its rich heritage with modern amenities. Our community thrives on strong local connections, supported by robust infrastructure that ensures seamless mobility and access to essential services.

Hailsham is renowned for its green spaces and commitment to sustainability, with abundant parks, community food growing opportunities and eco-friendly initiatives that enhance our environment and quality of life. Our town centre is a bustling hub of independent shops, cafes, and cultural venues, offering a diverse and engaging experience for residents and visitors alike.

We prioritise the well-being of our community by providing comprehensive healthcare facilities, excellent educational institutions, and a variety of recreational opportunities. Our transport systems are efficient and well-maintained, ensuring easy access to all parts of the town, for all of our residents and visitors. A range of housing choice and opportunity has been provided, meeting the diverse needs of the population.

Hailsham is a place where people of all ages feel safe, supported, and connected. We celebrate our unique character and work together to create a future that is inclusive, prosperous, and resilient.



Figure 36: Summary display posters (page 3)

The objectives of the draft Plan



Objective 1: Community

To promote delivery of a range of community facilities and services that cater for all, including new healthcare, meeting the needs of residents and supporting community cohesion and social inclusion.

Objective 2: Town Centre

To enhance the quality, attractiveness and overall experience of the town centre, making this a pedestrian friendly environment that offers a range of services and activities throughout the day.

Objective 3: Housing and Design

To promote well-designed new homes that provide a mix of housing types and tenures to meet local needs, which are well-integrated within the fabric of the town, and deliver high standards of sustainability and energy efficiency.

Objective 4: Movement

To enhance access for all, making it safer and easier for people of all ages to get around Hailsham, supporting sustainable, active and healthy travel choices.

Objective 5: Green Infrastructure

To strengthen the quality of the green infrastructure network across Hailsham, enhancing wildlife and biodiversity, and providing accessible areas of natural and amenity green space close to home.



Figure 37: Summary display posters (page 4)

Overarching principles

GOOD PLACEMAKING:

A compact, complete place

As with the first Neighbourhood Plan, the review supports the idea of the 'ten-minute town', where uses and facilities that support day-to-day life are available in Hailsham and are within safe and easy access of the home for residents of all ages and abilities to benefit from.

High quality design

The Plan promotes well-designed development which reflects local character and distinctiveness. It is accompanied by a Design Guide and Code which illustrates what is meant by good design in Hailsham and which applicants for development are expected to respond to.



Above: The 'ten-minute town' can also be described as a 'compact, complete, connected and climate-friendly community'. Responses to consultation indicated that this concept remains relevant and that it should continue to inform an approach to sustainable development in Hailsham.

Safe access for all

The Plan supports improved walking, cycling and public transport infrastructure, providing real, attractive transport choices for all, promoting active and healthy lifestyles, safe and convenient access for the young and old alike.



Above: Safe walking and cycling routes for all ages in the Hailsham Country Park



Above: Graphic showing the benefits of a 'great place' and which helps frame policies in the Neighbourhood Plan. Image sourced and adapted from the PPS Group



Figure 38: Summary display posters (page 5)

Objective 1: Community

You said that: "The scale and quantum of development that has and continues to take place around Hailsham is placing pressure on local services and facilities... There is a need for new and improved facilities and, ideally, facilities required as a result of development should be put in place during the first stages of that development."

DRAFT POLICIES INCLUDE:

HaCF1: Healthcare

Supports the development of a new, accessible medical centre with a range of health services, including provision of a temporary facility in the short-term until a permanent facility is delivered.

HaCF2: Education and early years

Encourages the expansion of primary schools and early years facilities, especially where accessible by foot and supporting safe routes to school.

HaCF3: Community halls, centres & hubs

Supports new or improved community spaces that are flexible, inclusive, accessible, and integrated with sustainable transport options.



Above: The Western Road Recreation Ground is a highly valued community facility in the centre of Hailsham.

HaCF4: Allotments and food growing

Requires major residential developments to provide growing spaces like allotments or community gardens, accessible by foot and aligned with national standards.

HaCF5: Sports facilities & playing pitches

Encourages development of new or improved sports facilities, including shared use of school grounds, with attention to accessibility, lighting, and environmental impact.

HaCF6: Play and amenity space

Requires inclusive, well-integrated green and play spaces in new developments, designed for all ages and linked to wider green infrastructure.

HaCF7: Burial space

Supports new burial grounds, including natural burial sites, that are environmentally sensitive and located near existing facilities.

HaCF7: Community infrastructure delivery

Encourages early delivery of community facilities in major developments and recommends production of community use agreements to ensure shared access to these.



Figure 39: Summary display posters (page 6)

Objective 2: Town centre

You said that: "The quality and experience of the town centre should be improved, including the public realm, provision of new areas of greenery and a more diverse range of shops and services, including arts and culture."

DRAFT POLICIES INCLUDE:

HaTC1: Town centre uses

Promotes a diverse mix of retail, leisure, cultural, and residential uses in the town centre, with support for temporary use of vacant space.

HaTC2: Town centre design principles

Sets design standards for new development such that it responds sensitively to the setting and historic character of the town centre, and creates attractive and welcoming spaces that people feel safe and are happy to spend time in.

HaTC3: Safety by design

Requires development to incorporate design principles that reduce crime, such as avoiding blank walls, left over spaces, hidden spots and dark routes.

HaTC4: Shopfront design & signage

Encourages provision of high-quality shopfronts and signage that enhance the town centre's visual appeal and heritage.

HaTC5: Public realm, gateways & wayfinding

Supports improvements to public spaces, twitterns and town centre gateways, including new green infrastructure and wayfinding.



Above: Policies in the Plan seek to reinforce local character and identity whilst also supporting efforts that make the town centre a more diverse and vibrant place with an improved visitor offer.

HaTC6: Public art

Encourages provision of public art installations that enhance the vibrancy of the town centre, support legibility and draw upon the identity of Hailsham.

HaTC7: Roofscape

Promotes the use of rooftops for green infrastructure, renewable energy, and community uses where these minimise visual and environmental impacts.

HaTC8: Town centre car parking

Supports rationalisation of surface parking with multi-storey solutions in appropriate places, and where these are well integrated with active uses and green infrastructure.



<https://www.hailsham-tc.gov.uk/>



Figure 40: Summary display posters (page 7)

Objective 3: Housing, development & design

You said that: "Where new housing development does take place, it should be well-designed, well-integrated within the existing built form, and provide a mix of homes that respond to local needs."

DRAFT POLICIES INCLUDE:

HaHD1: Housing Design and character

Requires new residential development to reflect the Hailsham Design Guide & Code, ensuring integration with existing areas, use of local materials, and creation of attractive, well-defined streets and spaces.



Above: A Design Guide and Code sites alongside the Neighbourhood Plan. This identifies the key qualities of the built and natural environment in Hailsham that should influence the design of new development.



<https://www.hailsham-tc.gov.uk/>



HaHD2: Well-integrated residential development

Promotes layouts that connect with existing communities, avoid car-dominated designs, and include accessible community facilities and green infrastructure.

HaHD3: Sustainable design & construction

Encourages energy-efficient, climate-resilient buildings that make use of renewable energy and which incorporate efficient use of water.

HaHD4: Housing mix

Supports a diverse mix of housing types, including affordable, adaptable and age-friendly homes, with flexible layouts for multi-generational living and home working.

HaHD5: Self & custom build homes

Encourages provision of self and custom build plots within larger developments, with clear design parameters and utility connections, to help diversify housing options.

HaHD6: Street types, design & hierarchy

Requires new developments to include a hierarchy of well-connected, walkable streets that prioritise pedestrians and cyclists, and discourage through-traffic.

HaHF7: Parking in new residential development

Promotes well-integrated, unobtrusive parking solutions that support walkable neighbourhoods, discourage pavement parking, and include landscaping and sustainable drainage.

Figure 41: Summary display posters (page 8)

Objective 4: Movement

You said that: "The growth of the town has resulted in additional traffic and increasing congestion, particularly in the town centre, and the quality of roads, footpaths and cycle routes is generally poor... improved transport choices for all are required, including improved public transport, walking and cycling options. The opportunity should also be taken to make better use of the Cuckoo Trail."

DRAFT POLICIES INCLUDE:

HaM1: Active & healthy travel

Supports infrastructure for walking, wheeling, and cycling, including safe, inclusive routes and secure cycle parking, aligned with national design standards.

HaM2: The Cuckoo Trail

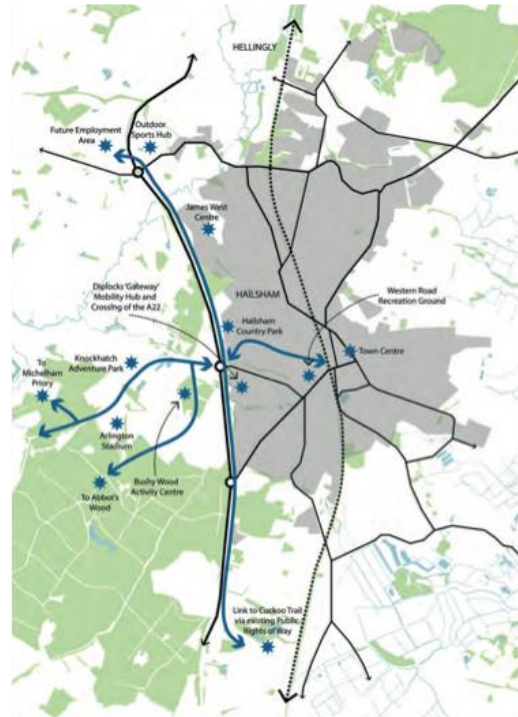
Encourages improvements to the Cuckoo Trail, including better access, surface upgrades and integration with surrounding development.

HaM3: Public transport

Requires major developments to be within walking distance of frequent bus services or to provide new routes, with high-quality shelters and real-time information.



Above: Artists' illustration showing the potential for a visitor and mobility hub at the 'entrance' to the Cuckoo Trail at the South Road Car Park, with new artwork, wayfinding and linked walking and cycling routes



Above: Idea for a new walking and cycling route across and along the A22, opening up safe access by foot and bike to various leisure and recreation facilities.

HaM4: Community mobility hubs

Supports the creation of mobility hubs combining transport options with community services, making it easier for people to access different transport choices.

HaM5: Electric vehicles

Promotes well-designed EV charging infrastructure that avoids pedestrian obstruction and allows for future upgrades (to charging speeds) and expansion of services.



Figure 42: Summary display posters (page 9)

Objective 5: Green and blue infrastructure

You said that: "The town should be a cleaner, safer, greener place, including new street tree planting and improved areas of play. Better use should be made of previously developed land and existing green spaces preserved, protecting the environment, areas of wildlife value and the floodplain."

DRAFT POLICIES INCLUDE:

HaGI1: Biodiversity

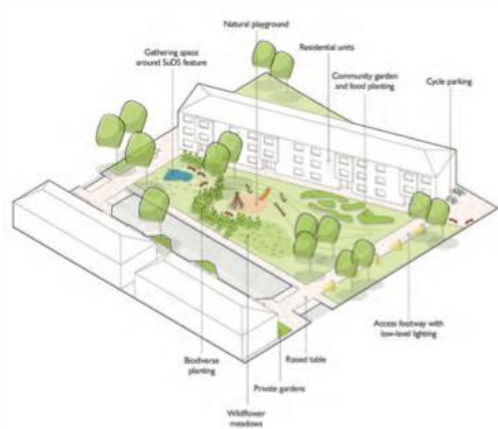
Requires a minimum 10% biodiversity net gain in new developments, prioritising on-site delivery and integration with green corridors and wildlife-friendly features.

HaGI2: Access to green & blue infrastructure

Encourages development to improve access to natural spaces via well-designed, all-weather walking and cycling routes.

HaGI3: Diversifying and improving existing amenity green space

Supports the diversification of green amenity spaces in the public realm to include play areas, gardens, and improved walking routes.



HaGI4: The Pevensey Levels

Protects the sensitive Pevensey Levels from development impacts, enhancing the landscape, biodiversity and wetland areas.

HaGI5: Sustainable drainage

Requires developments to manage surface water flood risk through sustainable drainage systems, integrated with new green infrastructure.

HaGI6: Paving of front gardens

Seeks to regulate the paving over of front gardens to retain permeable surfaces, maintain greenery and prevent increased flood risk from surface run off.



Above: Example of raingardens retrofitted into existing streets, providing areas of biodiversity and helping to manage surface water run-off.

Left: Example illustration showing how opportunities for local food growing may be integrated into existing amenity green spaces alongside other green space types.



Figure 43: Summary display posters (page 10)

Neighbourhood Plan Projects

PROJECTS INCLUDE:

PAS-01: Transforming existing residential streets into green streets

Enabling residents to come together to identify opportunities for redesigning their streets to incorporate green infrastructure.

TCM-01: Town centre concept masterplan

Production of a concept masterplan guiding the scale, form and location of future change and development.

SHS-01: Shopfront improvements

Repairing shopfronts and reinstating traditional features of these

PRG-01: Town centre public realm improvements

Exploring the potential for part-pedestrianisation of the High Street and wider public realm improvements, including introduction of street greening.



Above: Artists' illustration showing the potential for reopening and using existing tunnels under the A22 in the vicinity of the Hailsham Country Park, improving access to leisure and recreation facilities to the west of Hailsham.



DC-01: Architectural variety & innovation

Encouraging the use of architectural competitions on development sites, introducing variety and interest to new development.

DR-01: Design Review

Supporting the use of independent design review at the planning application stage to inform proposals and help deliver higher standards of design in new development.

MHT-01: Crossing the A22

Investigate opportunities for a new pedestrian and cycle crossing of the A22, potentially making use of the existing tunnel near the Hailsham Country Park.

MHT-02: The 'Hailsham Country Line'

Creating an all-weather walking and cycling route on predominantly Town Council owned land alongside the A22 that provides connections with the network of leisure and recreation facilities across Hailsham.

SGI-01: Street greening

Introducing green infrastructure into existing streets and spaces, involving the retrofitting and remodelling of streets and junctions as appropriate to help deliver a connected network of green infrastructure.

FG-01: Reinstating front gardens

Supporting an approach to 'depaving' which encourages homeowners to reinstate front gardens and or replace areas of hardstanding with porous material.



Figure 44: Summary display posters (page 11)

The Design Guide and Code

PURPOSE OF THE CODE:

The Hailsham Design Guide and Code forms a free-standing appendix to the Neighbourhood Plan.

It highlights the qualities of the built and natural environment which characterise Hailsham. It uses these to present guidance that illustrates what good design means in the context of Hailsham and how applicants for development should respond to this.

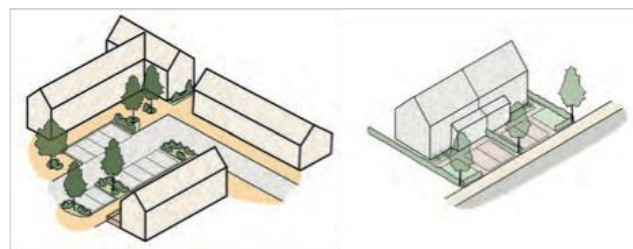
It has a focus on matters of concern raised through consultation, including the overall appearance of the town centre and street environment, and how new development should be well-integrated with the existing built form, strengthening the sense of place and character.



Above: The Code illustrates a good practice approach to creating well-integrated edge of settlement development, supporting sustainable travel, the provision of community infrastructure and usable green space.



Above: The Code identifies common building materials, colours and details found in Hailsham, and which should inform the choice of materials and architectural features in new development.



Above: The Code illustrates different ways in which car parking can be sensitively integrated into areas of residential development.



Figure 45: Summary display posters (page 12)

Next steps

HOW TO RESPOND

Thank you for viewing the consultation material.

Please do let us know what you think about the Plan by completing the response form.

The response form can be completed online via the Neighbourhood Forum website:

www.hailsham-tc.gov.uk

Alternatively, you can complete a paper version of the response form and return it to:

Hailsham Town Council, The Station Youth Centre (former Free Church building), Western Road, Hailsham, BN27 3DG

The consultation period runs until 14th February 2026.



Above: The focus of the draft Neighbourhood Plan and policies within it has been informed by various consultation events and activities

MAKING THE PLAN

We will review all comments and prepare a revised version of the Plan for submission to Wealden District Council in the winter.

Wealden District Council will then re-consult on the Plan and appoint an independent examiner to review it. They will advise whether the Plan should proceed to a referendum or not.

If a referendum is held everyone of voting age living in the Hailsham will have a chance to vote on whether the Neighbourhood Plan should be adopted ('made').

If more than 50% of those who vote are in favour of the Plan being made it can then be used to inform and determine planning applications as well as opportunities for future investment across Hailsham.

1. Consultation on the draft Neighbourhood Plan (the current stage)
2. Submission of the Neighbourhood Plan to Wealden District Council (WDC)
3. Consultation on the Submission Neighbourhood Plan (six weeks, by WDC)
4. Examination of the Neighbourhood Plan and receipt of Examiner's Report (possibly recommending modifications)
5. Referendum on the Neighbourhood Plan (which needs majority support) (*)
6. Formal approval and 'making' of the Plan by WDC as a statutory development plan document

Above: The next steps in the Plan-making process. The Plan will be 'made' and replace the current Hailsham Neighbourhood Plan subject to the outcome of the examination and the holding of a referendum.

(*) As this Neighbourhood Plan comprises a review of an existing Plan, the need for a referendum will be determined by the Examiner.



<https://www.hailsham-tc.gov.uk/>



Figure 46: Summary display posters (page 13)

Appendix 6: Presentation to Full Council

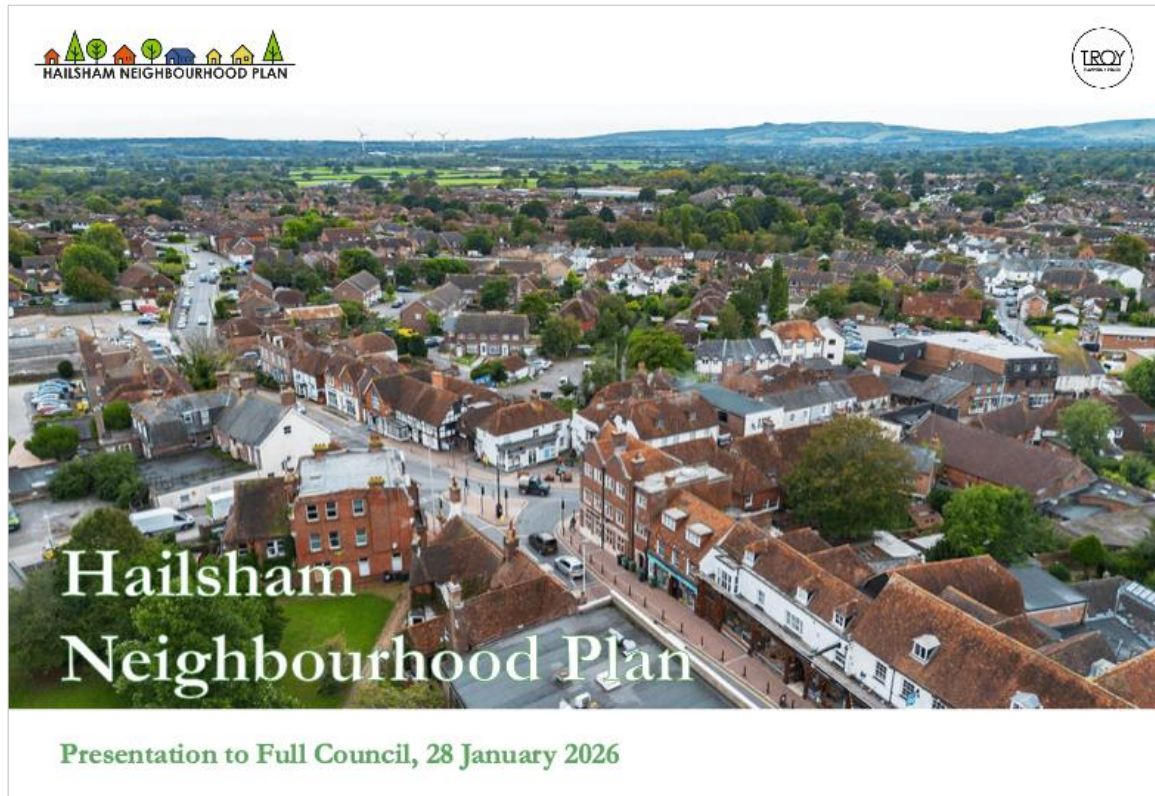


Figure 47: Presentation slide 1



Figure 48: Presentation slide 2



Neighbourhood Plans

A 'development planning' document



Policies :	<p>Apply where planning permission is required for development or land use change</p> <p>Do not apply to permitted development</p> <p>Alignment with national and Wealden policy</p>
Projects :	<p>Wider ideas and aspirations</p> <p>Can direct neighbourhood portion of Community Infrastructure Levy (25%) to these</p> <p>Work in partnership with WDC / ESCC etc to deliver these</p>
Codes :	<p>Establishing design requirements to be met in new development</p> <p>Providing clarity on design expectations to help create good, attractive and inclusive places</p> <p>Used alongside policies to inform planning applications</p>

Figure 49: Presentation slide 3



A Plan for Hailsham

The need for a review





- 'Made' in 2021
- Informed by consultation dating back to 2016
- Filled a policy vacuum
- Since then... Covid, financial crisis, climate change awareness, demographic change etc
- Changes to national policy
- A new Wealden Local Plan




Figure 50: Presentation slide 4



A Plan for Hailsham

Review process





'Health check',
April 24



'Lego Builders' event,
October 24



Presentations, drop-ins,
Focus sessions, June 25



Formal consultation,
Jan - Feb 26



'Mayor for the Day'
survey, October 24



Presentations, drop-ins, College
workshop, survey, Feb 25



WDC engagement,
Autumn / Winter 25

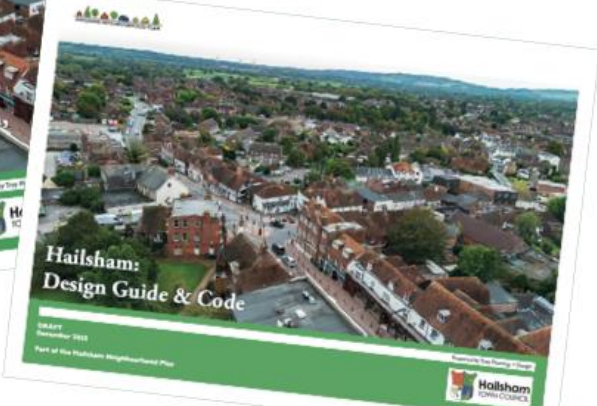
Figure 51: Presentation slide 5



Revised draft Plan

and supporting Design Guide & Code



- Covers period to 2042
- Five main objectives and supporting policies
- Design Guide and Code
- Projects and aspirations for CIL funding
- Government reorganisation – a voice for the town

Figure 52: Presentation slide 6

Objective 1: Community

You said that: "The scale and quantum of development that has and continues to take place around Hailsham is placing pressure on local services and facilities. There is a need for new and improved facilities and, ideally, facilities required as a result of development should be put in place during the first stages of that development."

DRAFT POLICIES INCLUDE:

HaCF1: Healthcare

Supports the development of a new, accessible medical centre with a range of health services, including provision of a temporary facility in the short-term until a permanent facility is delivered.

HaCF2: Education and early years

Encourages the expansion of primary schools and early years facilities, especially where accessible by foot and supporting safe routes to school.

HaCF3: Community halls, centres & hubs

Supports new or improved community spaces that are flexible, inclusive, accessible, and integrated with sustainable transport options.



Above: The Western Road Recreation Ground is a highly visible community facility in the centre of Hailsham.

HaCF4: Allotments and food growing

Requires major residential developments to provide growing spaces like allotments or community gardens, accessible by foot and aligned with national standards.

HaCF5: Sports facilities & playing pitches

Encourages development of new or improved sports facilities, including shared use of school grounds, with attention to accessibility, lighting, and environmental impact.

HaCF6: Play and amenity space

Requires inclusive, well-integrated green and play spaces in new developments, designed for all ages and linked to wider green infrastructure.

HaCF7: Burial space

Supports new burial grounds, including natural burial sites, that are environmentally sensitive and located near existing facilities.

HaCF7: Community infrastructure delivery

Encourages early delivery of community facilities in major developments and recommends production of community use agreements to ensure shared access to these.



<https://www.hailsham-tc.gov.uk/>



Objective 2: Town centre

You said that: "The quality and experience of the town centre should be improved, including the public realm, provision of new areas of greenery and a more diverse range of shops and services, including arts and culture."

DRAFT POLICIES INCLUDE:

HaTC1: Town centre uses

Promotes a diverse mix of retail, leisure, cultural, and residential uses in the town centre, with support for temporary use of vacant space.

HaTC2: Town centre design principles

Sets design standards for new development such that it responds sensitively to the setting and historic character of the town centre, and creates attractive and welcoming spaces that people feel safe and are happy to spend time in.

HaTC3: Safety by design

Requires development to incorporate design principles that reduce crime, such as avoiding blank walls, left over spaces, hidden spots and dark routes.

HaTC4: Shopfront design & signage

Encourages provision of high-quality shopfronts and signage that enhance the town centre's visual appeal and heritage.

HaTC5: Public realm, gateways & wayfinding

Supports improvements to public spaces, town centres and town centre gateways, including new green infrastructure and wayfinding.



Above: Focus on the place and its history to create a new design and vision for the town centre.

HaTC6: Public art

Encourages provision of public art installations that enhance the vibrancy of the town centre, support legibility and draw upon the identity of Hailsham.

HaTC7: Rooftop

Promotes the use of rooftops for green infrastructure, renewable energy, and community uses where these minimise visual and environmental impacts.

HaTC8: Town centre car parking

Supports rationalisation of surface parking with multi-storey solutions in appropriate places, and where these are well integrated with active uses and green infrastructure.



<https://www.hailsham-tc.gov.uk/>



Figure 53: Presentation slide 7

Objective 3: Housing, development & design

You said that: "Where new housing development does take place, it should be well-designed, well-integrated within the existing built form, and provide a mix of homes that respond to local needs."

DRAFT POLICIES INCLUDE:

HaHD1: Housing Design and character

Requires new residential development to reflect the Hailsham Design Guide & Code, ensuring integration with existing areas, use of local materials, and creation of attractive, well-defined streets and spaces.



Above: A street scene in Hailsham showing a mix of housing types, including traditional brick houses and modern developments. This illustrates the design of new developments.

HaHD2: Well-integrated residential development

Promotes layouts that connect with existing communities, avoid car-dominated designs, and include accessible community facilities and green infrastructure.

HaHD3: Sustainable design & construction

Encourages energy-efficient, climate-resilient buildings that make use of renewable energy and which incorporate efficient use of water.

HaHD4: Housing mix

Supports a diverse mix of housing types, including affordable, adaptable and age-friendly homes, with flexible layouts for multi-generational living and home working.

HaHD5: Self & custom build homes

Encourages provision of self and custom build plots within larger developments, with clear design parameters and utility connections, to help diversify housing options.

HaHD6: Street types, design & hierarchy

Requires new developments to include a hierarchy of well-connected, walkable streets that prioritise pedestrians and cyclists, and discourage through-traffic.

HaHD7: Parking in new residential development

Promotes well-integrated, unobtrusive parking solutions that support walkable neighbourhoods, discourage pavement parking, and include landscaping and sustainable drainage.



<https://www.hailsham-tc.gov.uk/>



Objective 4: Movement

You said that: "The growth of the town has resulted in additional traffic and increasing congestion, particularly in the town centre, and the quality of roads, footpaths and cycle routes is generally poor. Improved transport choices for all are required, including improved public transport, walking and cycling options. The opportunity should also be taken to make better use of the Cuckoo Trail."

DRAFT POLICIES INCLUDE:

HaM1: Active & healthy travel

Supports infrastructure for walking, wheeling, and cycling, including safe, inclusive routes and secure cycle parking, aligned with national design standards.

HaM2: The Cuckoo Trail

Encourages improvements to the Cuckoo Trail, including better access, surface upgrades and integration with surrounding development.

HaM3: Public transport

Requires major developments to be within walking distance of frequent bus services or to provide new routes, with high-quality shelters and real-time information.



Above: Street scene showing the potential for a wider and more inclusive street design, including better access, surface upgrades and integration with surrounding development.



Above: Map showing the potential for a wider and more inclusive street design, including better access, surface upgrades and integration with surrounding development.

HaM4: Community mobility hubs

Supports the creation of mobility hubs combining transport options with community services, making it easier for people to access different transport choices.

HaM5: Electric vehicles

Promotes well-designed EV charging infrastructure that avoids pedestrian obstruction and allows for future upgrades (to charging speeds) and expansion of services.



<https://www.hailsham-tc.gov.uk/>



Figure 54: Presentation slide 8



HAILSHAM NEIGHBOURHOOD PLAN



Objective 5: Green and blue infrastructure

You said that: "The town should be a cleaner, safer, greener place, including new street tree planting and improved areas of play. Better use should be made of previously developed land and existing green spaces preserved, protecting the environment, areas of wildlife value and the floodplain."

DRAFT POLICIES INCLUDE:

HaG13: Biodiversity
Requires a minimum 10% biodiversity net gain in new developments, prioritising on-site delivery and integration with green corridors and wildlife-friendly features.

HaG12: Access to green & blue infrastructure
Encourages development to improve access to natural spaces via well-designed, all-weather walking and cycling routes.

HaG13: Diversifying and improving existing amenity green space
Supports the diversification of green amenity spaces in the public realm to include play areas, gardens, and improved walking routes.



HaG14: The Peversey Levels
Protects the sensitive Peversey Levels from development impacts, enhancing the landscape, biodiversity and wetland areas.

HaG15: Sustainable drainage
Requires developments to manage surface water flood risk through sustainable drainage systems, integrated with new green infrastructure.

HaG16: Paving of front gardens
Seeks to regulate the paving over of front gardens to retain permeable surfaces, maintain greenery and prevent increased flood risk from surface run off.



The Design Guide and Code

PURPOSE OF THE CODE:

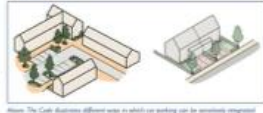
The Hailsham Design Guide and Code forms a free-standing appendix to the Neighbourhood Plan. It highlights the qualities of the built and natural environment which characterise Hailsham. It uses these to present guidance that illustrates what good design means in the context of Hailsham and how applicants for development should respond to this. It has a focus on matters of concern raised through consultation, including the overall appearance of the town centre and street environment, and how new development should be well-integrated with the existing built form, strengthening the sense of place and character.



Below: The Code illustrates a good practice approach to creating well integrated edge of settlement development, supporting sustainable travel, the provision of community infrastructure and usable green space.



Below: The Code illustrates how the use of sustainable, locally sourced patterns of materials, colours and building form can be combined to create a sense of place and local character in new developments.



Below: The Code illustrates different ways in which car parking can be sensitively integrated into areas of residential development.





<https://www.hailsham-np.gov.uk/>



Hailsham
TOWN COUNCIL



<https://www.hailsham-np.gov.uk/>



Hailsham
TOWN COUNCIL

Figure 55: Presentation slide 9



HAILSHAM NEIGHBOURHOOD PLAN



Projects




- Street greening
- Public realm improvements
- Improved connectivity
- Etc

Figure 56: Presentation slide 10



Figure 57: Presentation slide 11

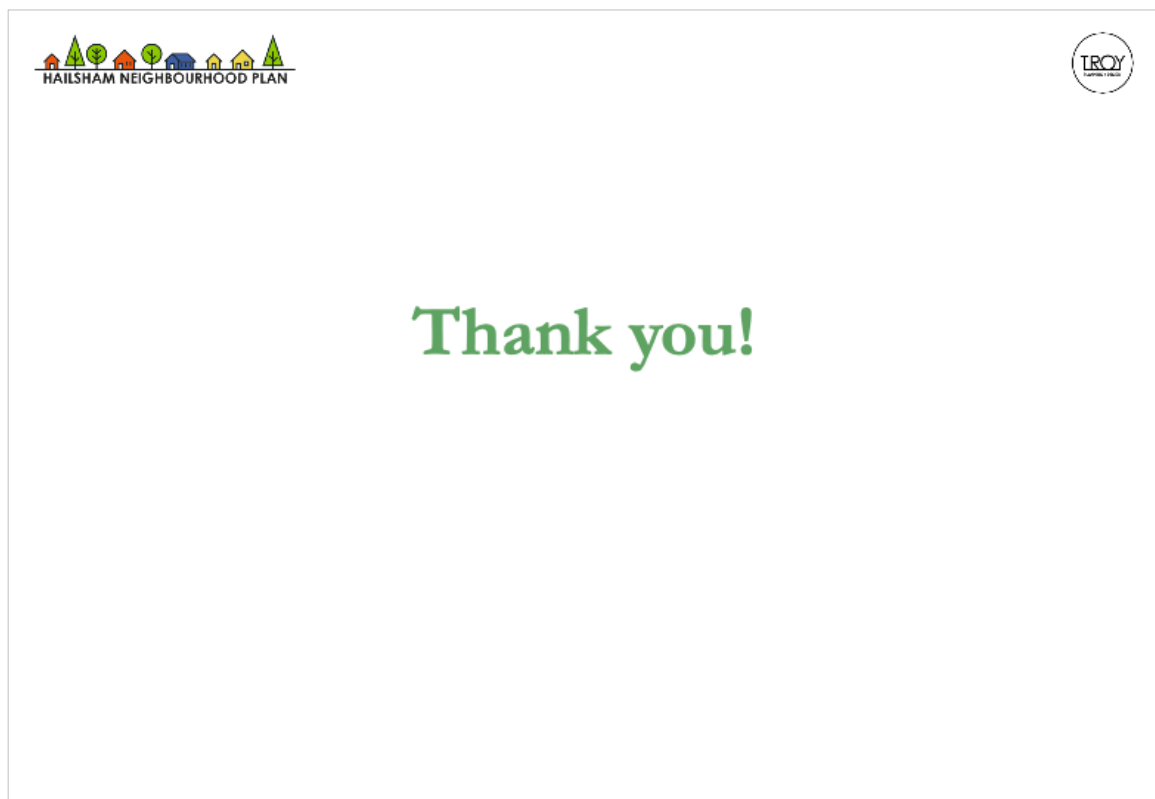


Figure 58: Presentation slide 12

Appendix 7: Response form

FORMAL CONSULTATION



Please return by Saturday 14th February 2026

The Draft Hailsham Neighbourhood Plan has been informed by and responds to comments made during earlier consultation events. We are now seeking your views on the Draft Plan.

The Draft Plan includes a series of proposed policies that will help shape future change and development in Hailsham. These are highlighted in green shaded boxes throughout the Plan.

The Draft Plan also includes a series of wider projects and ideas for change in Hailsham. They are highlighted in yellow shaded boxes throughout the Plan.

Your comments will be read and considered carefully and may result in modifications to the Draft Plan before it is submitted to Wealden District Council. There will then be a further consultation on the final Draft Neighbourhood Plan ahead of the independent examination.

Before you complete this questionnaire please take the time to familiarise yourself with the Draft Plan. This is available online via the Hailsham Town Council website:

<https://www.hailsham-tc.gov.uk/>

A free-standing Design Guide and Code has also been prepared which encourages good design in new development, providing illustrated guidance and examples of design expectations in Hailsham. This is available on the website too and views on this are also being sought.

The questionnaire can be completed and returned online. This form can also be returned by email, to:

enquiries@hailsham-tc.gov.uk

Alternatively, the form can be returned by post, to:

Hailsham Town Council, The Station Youth Centre (former Free Church building),
Western Road, Hailsham, BN27 3DG

Thank you very much for your time and feedback.

Figure 59: Consultation response form (page 1)

Proposed policies

Please circle the number which most closely reflects your views:

1: strongly agree 2: agree 3: neither agree nor disagree 4: disagree 5: strongly disagree

Ref.	Policies: Community	Circle one per row				
HaCF 1	Healthcare	1	2	3	4	5
HaCF 2	Education and early years	1	2	3	4	5
HaCF 3	Community halls, centres and hubs	1	2	3	4	5
HaCF 4	Allotments and food growing	1	2	3	4	5
HaCF 5	Sports facilities and playing pitches	1	2	3	4	5
HaCF 6	Play and amenity space	1	2	3	4	5
HaCF 7	Burial space	1	2	3	4	5
HaCF 8	Community infrastructure delivery	1	2	3	4	5
Ref.	Policies: Town Centre	Circle one per row				
HaTC 1	Town centre uses	1	2	3	4	5
HaTC 2	Town centre design principles	1	2	3	4	5
HaTC 3	Safety by design	1	2	3	4	5
HaTC 4	Shopfront design and signage	1	2	3	4	5
HaTC 5	Public realm, gateways and wayfinding	1	2	3	4	5
HaTC 6	Public art	1	2	3	4	5
HaTC 7	Roofscape	1	2	3	4	5
HaTC 8	Town centre parking	1	2	3	4	5
Ref.	Policies: Housing, development and design	Circle one per row				
HaHD 1	Design and character	1	2	3	4	5
HaHD 2	Well-integrated residential development	1	2	3	4	5
HaHD 3	Sustainable design and construction	1	2	3	4	5
HaHD 4	Housing mix	1	2	3	4	5
HaHD 5	Self and custom build homes	1	2	3	4	5
HaHD 6	Street types, design and hierarchy	1	2	3	4	5
HaHD 7	Parking in new residential development	1	2	3	4	5
Ref.	Policies: Movement	Circle one per row				
HaM 1	Active and healthy travel	1	2	3	4	5
HaM 2	The Cuckoo Trail	1	2	3	4	5
HaM 3	Public Transport	1	2	3	4	5
HaM 4	Community mobility hubs	1	2	3	4	5
HaM 5	Electric vehicle charging points	1	2	3	4	5

Figure 60: Consultation response form (page 2)

Your details

Please note questions marked [*] must be answered

Name [*]	
Address	
Email address	
Post Code [*]	

Are you (please tick all that apply) [*]

A resident of Hailsham	☐ Yes ☐ No
An employee in Hailsham	☐ Yes ☐ No
A visitor to Hailsham	☐ Yes ☐ No
Representing a business or organisation in Hailsham	☐ Yes ☐ No (if yes, please provide the name of the organisation below)
An agent, landowner or developer	☐ Yes ☐ No (if yes, please provide the name of the organisation, and whom you are acting on behalf of, below)
Other (please specify)	

How old are you (please only tick one) [*]

Under 18	18 - 25	26 - 35	36 - 45	46 - 55	56 - 65	Over 65	Would rather not say

Consent

A summary of comments will be made publicly available. Personal information will be confidential and processed in line with the Data Protection Act (DPA) 2018 and the General Data Protection Regulations (GDPR). Hailsham Parish Council will process your details in relation to the preparation of this document only.

As part of the consultation and in line with the DPA and GDPR the Parish Council may pass your contact details to Wealden District Council so they can contact you at the Regulation 16 consultation and examination stages if required.

Please confirm whether you consent to Hailsham Parish Council:

Storing my personal data [*]	☐ Yes ☐ No
Publishing my name alongside my comments in the Consultation Statement prepared for submission and examination of the Neighbourhood Plan [*]	☐ Yes ☐ No
Passing my contact details (name, address, email address) to Wealden District Council so that I can be contacted regarding the Regulation 16 consultation and examination stages [*]	☐ Yes ☐ No

Figure 62: Consultation response form (page 4)

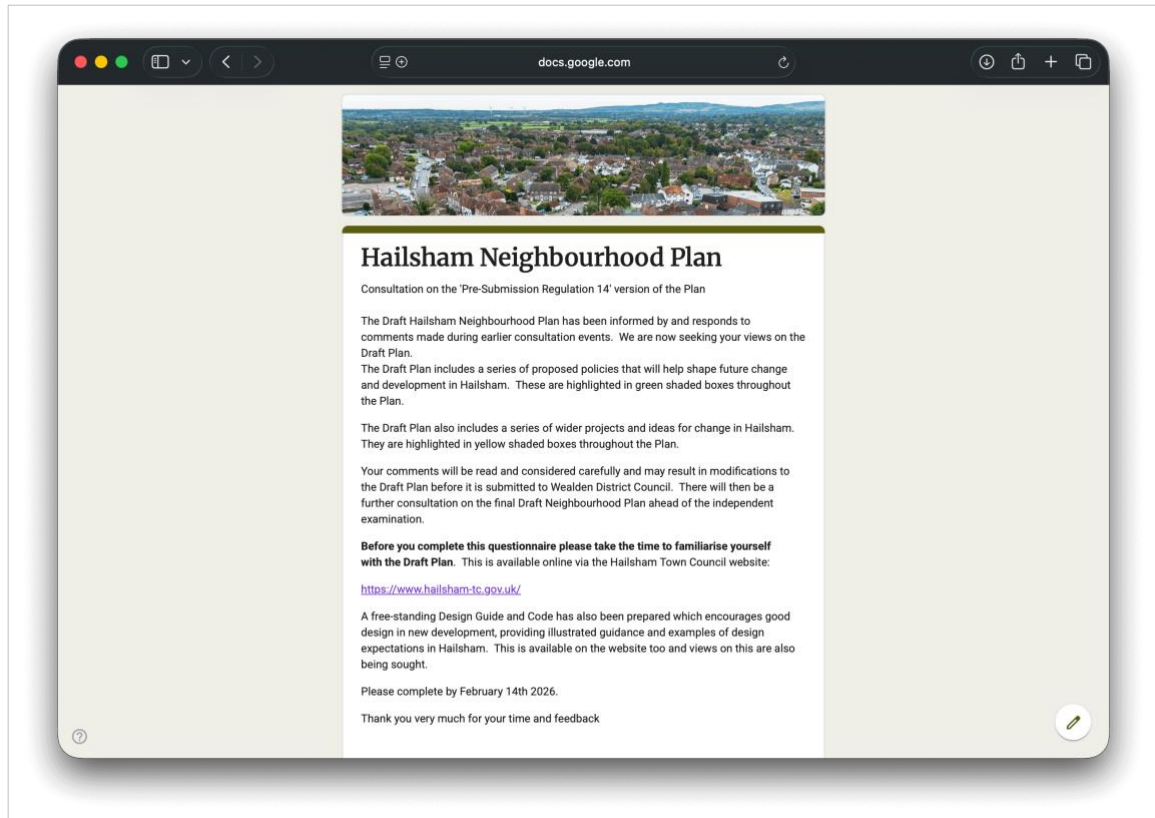


Figure 63: Screenshot of online version of the response form



Neighbourhood Plan Consultation

**Report of Regulation 14 Consultation
March 2026**



**Hailsham Town Council
Inglenook, Market Street, Hailsham
East Sussex, BN27 2AE
01323 841702
www.hailsham-tc.gov.uk
enquiries@hailsham-tc.gov.uk**