



Hailsham Neighbourhood Plan

Supporting Papers
Town Wide Analysis and Ideas

Troy Planning + Design



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Supporting Papers: Town Wide Analysis and ideas



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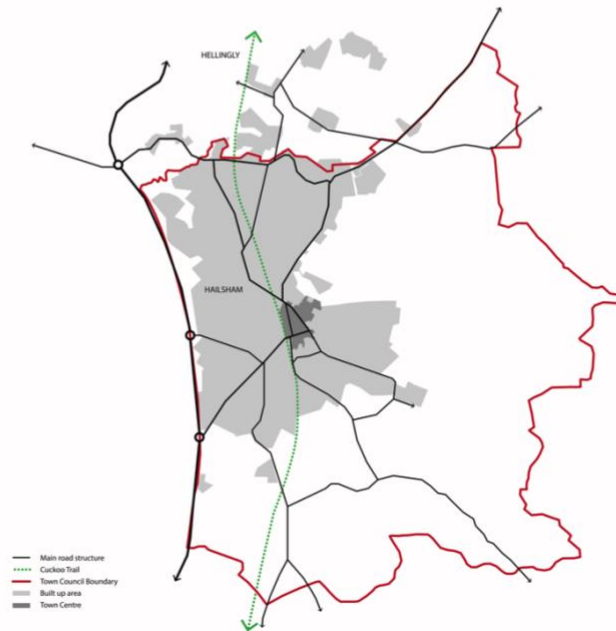
Contents of this Supporting Paper

This document comprises copies of material and presentations prepared throughout the course of reviewing and updating the Neighbourhood Plan and which have helped inform ideas for inclusion within it and the separate Design Guidelines document. It has a focus on the Town Wide scale. The material includes:

- Analysis of the form and structure of the town as a whole, and the scale and direction of future growth, and how this translates into policy ideas and wider project opportunities for Hailsham.
- A selection of ideas for place-specific interventions across Hailsham.
- The implications of the windfall housing allowance in the emerging Wealden Local Plan and how such development might be influenced.

Town-wide form and structure

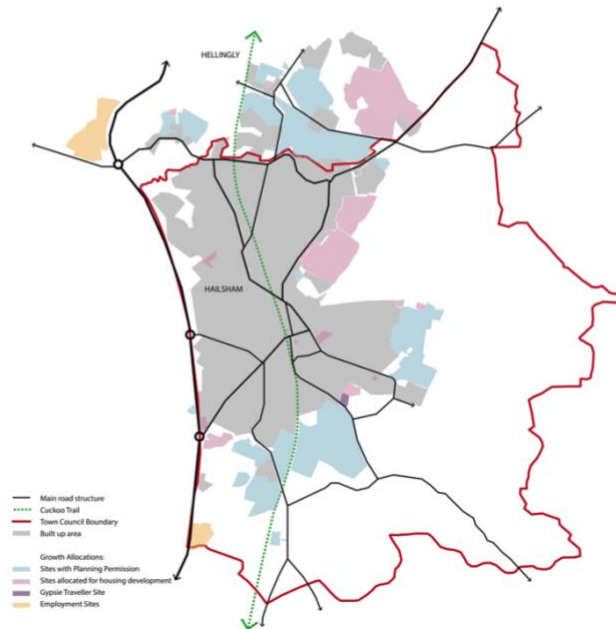
Built form as per first NDP



- Population of around 20,000 at the time of the 2011 Census
- Clear distinction between Hailsham and settlements in Parish of Hellingly to the north
- Main routes lead into the Town Centre

Figure 1: Built form of Hailsham when the first Neighbourhood Plan was made

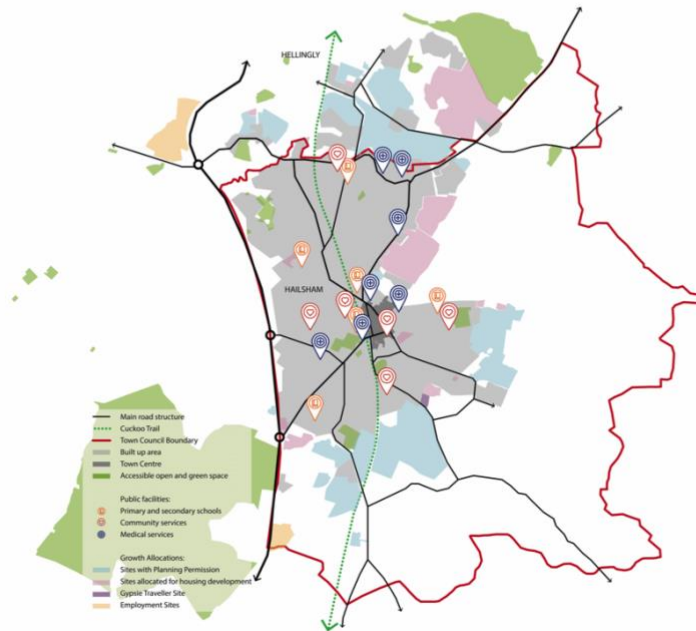
A major growth area



- Significant growth has taken place
- Population has increased to more than 23,000 as per the 2021 Census
- This does not include major development that has taken place in Hellingly
- Further growth in both Hailsham and Hellingly proposed
- Growth effectively merges Hailsham and Hellingly
- Increases pressure on local services, facilities and movement network, and the role and function of the Town Centre which needs to cater for an increasing population

Figure 2: Growth areas around Hailsham in the emerging Wealden local Plan

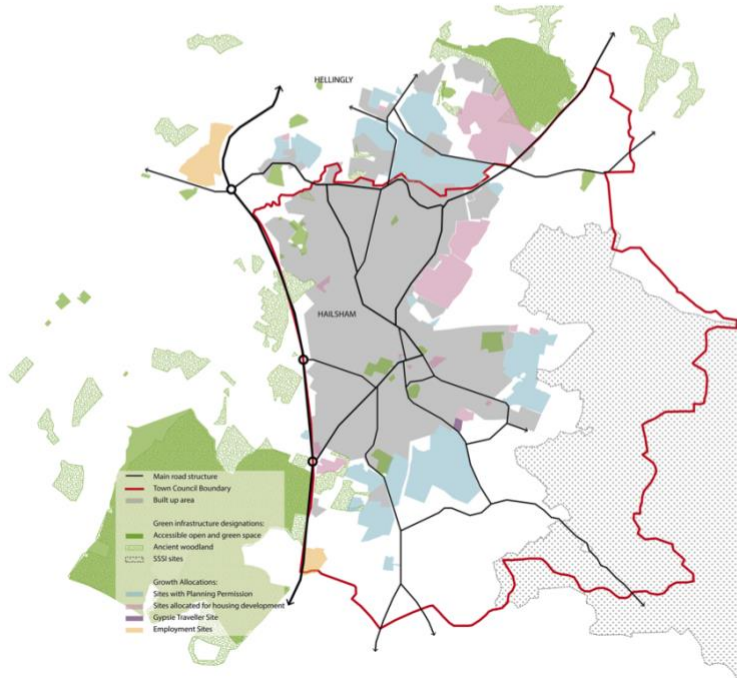
Services and facilities



- Services and facilities clustered in and around the town centre, with some to the north of the town
- Major green spaces on the periphery of the town
- Lack of facilities in close proximity to or provided by way of new development
- Improved connectivity required between residential areas and services
- Future growth areas should provide accessible services and facilities that can be used by existing and future residents, supporting community cohesion and social inclusion
- Opportunities should be taken to integrate natural and amenity green space in new development and retrofit the existing public realm to incorporate new greenery

Figure 3: Location of services and facilities in Hailsham

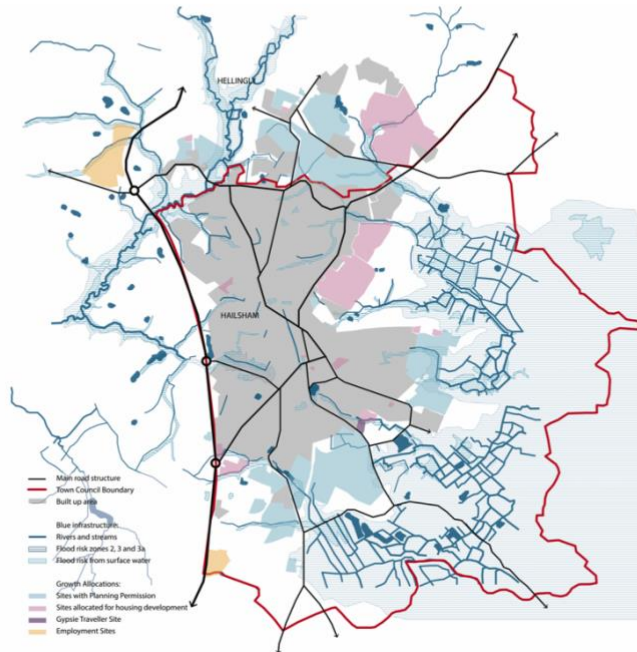
Green infrastructure



- Protected green assets / sensitive environmental designations in close proximity to Hailsham
- Act as a constraint to future development
- Improvements to these and enhanced linkages with them would support access to nature for residents as well as strengthening wildlife habitats
- Biodiversity netgains from development should be made onsite in the first instance but could also support creation of a connected network of green infrastructure across Hailsham

Figure 4: Green infrastructure provision around Hailsham

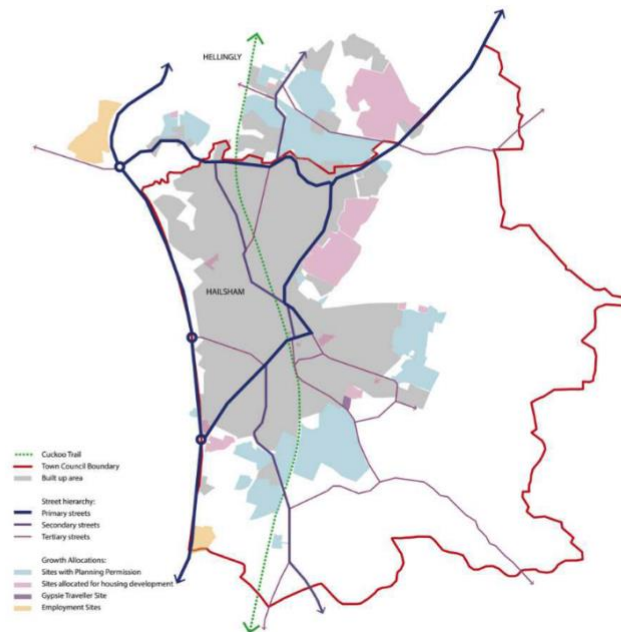
Blue infrastructure



- Extensive areas of flood risk define the extent of the town – though is not an absolute constraint to longer term development
- Risk of flooding needs to be reflected in development, through use of sustainable drainage, integration of green infrastructure and use of fixtures and fittings that minimise daily household water consumption
- Use of sustainable drainage can also help manage the quality of water and thus minimise impacts on the sensitive nature of the Pevensey Levels
- Provision of sustainable drainage needs to be subject to management and maintenance regimes.

Figure 5: Blue infrastructure network around Hailsham

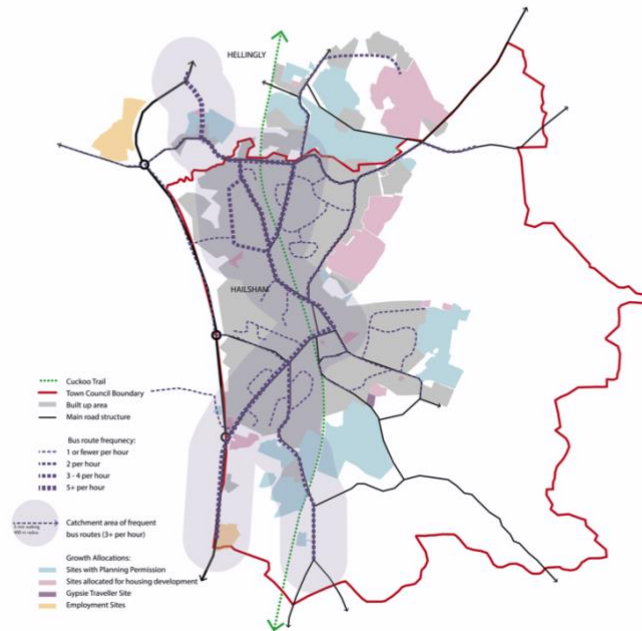
Street hierarchy



- Key routes converge on the town centre
- Presence of former railway (Cuckoo Trail) an asset for active travel but limits east west vehicular connectivity
- Leads to pressure on the network in the town centre
- Undermines the experience of the town centre
- Current and future growth will exacerbate issues
- Alternative modes of travel need to be investigated
- Different growth models and retrofitting of existing built form to be explored to support active and sustainable travel

Figure 6: Street network and hierarchy around Hailsham

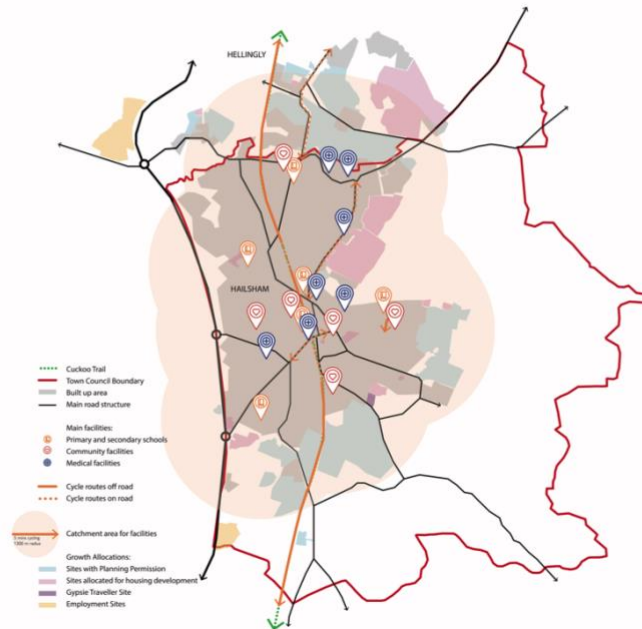
Bus network



- Network of most frequent bus routes serve the town centre and western half of Hailsham
- No or very limited bus connections with areas of growth
- Extended routes and frequent services are required to make the bus an attractive proposition in new growth areas
- But access to growth areas often along narrow streets which does not support bus routing
- Internal layout of new development areas, often with loop roads and culs-de-sac, does not support bus access
- Growth areas exacerbate car dependency
- Explore opportunity for enhanced services along Battle Road corridor

Figure 7: Bus services around Hailsham

Cycle network



- Hailsham is relatively compact
- Most residents, in new and future housing areas, are within a comfortable cycle distance of services and facilities
- But existing cycle network is limited to the Cuckoo Trail and a small number of shared / on-street routes
- Shared / on-street routes are not an attractive proposition and connections to the Cuckoo Trail are limited
- A connected network of new routes is required to support use of the bicycle for short, everyday journeys
- New growth areas should provide safe cycling provision and east west routes provided that link to the Cuckoo Trail, Town Centre and local facilities

Figure 8: Cycle catchments and infrastructure in Hailsham

Headline messages

Major growth has and is continuing to take place

- Town centre remains the heart of the the town
- All routes lead through the centre but car dependency undermines the quality of the centre
- Recent model of growth has not supported active or sustainable travel, nor provided new facilities
- Growth continues despite proximity to sensitive environments and areas of flooding

Policy ideas

- Support revitalisation of town centre as the civic focus and heart of the town
- New development must be integrated with existing built form and allow for future connections to adjacent sites
- New development should allow for integration of public transport, local community facilities, and connection with the town wider walking and cycling network
- Retention of exiting habitats and features within development
- Incorporate green and blue infrastructure into new development that forms a town wide network

Wider projects and opportunities

- Support increased bus frequencies along Battle Road between centre and growth areas east and north of Hailsham
- Identify opportunities for town wide green infrastructure, walking and cycling routes
- Identify opportunities for multi-functional / shared use of existing community facilities

Figure 9: Headline messages from structure of the town for Neighbourhood Plan policies

Projects and ideas

New walking and cycling routes

A 'second' Cuckoo Trail What other connections, and where?

Figure 10: Cover slide of presentation introducing ideas for new active travel routes

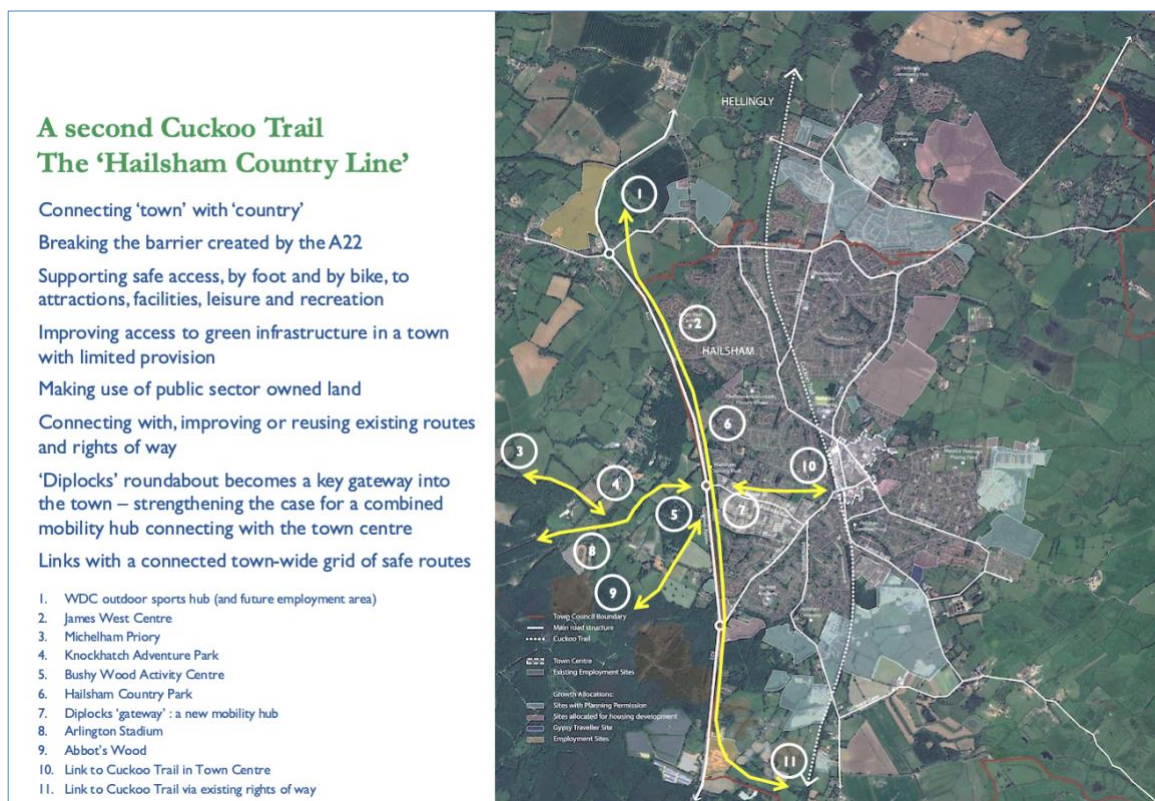


Figure 11: Map of possible new walking and cycling route alongside the route of the A22

Breaking the A22 barrier : costs

Top left: Underpass in Zwolle, The Netherlands, Mark Treasure,
<https://asasysaridin.globe.wordpress.com/2015/10/06/rehabilitating-the-underpass/>
 Top right: A21 Scooney Green Bridge, Scotland, Natural England, <https://www.plus.letsafair.com/p/16-growth-of-green-bridges-mile>
 Bottom left: Hovering, Eindhoven, The Netherlands,
https://www.reddit.com/r/pics/comments/lp97m6/the_hovering_is_a_suspended_bicycle_path_highlight
 Bottom right: Dalfse Schipperburg, Utrecht, The Netherlands, Gemeente Utrecht,
<https://www.gww.co.nl/2018/10/25/dalfse-schipperburg-utrecht-voert-nieuw-navigatie/>

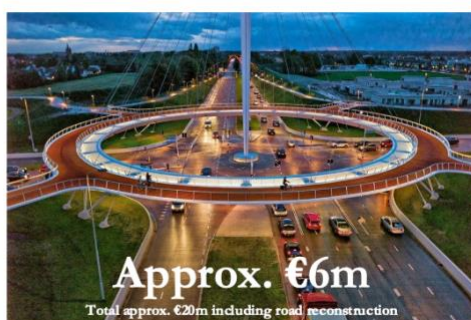


Figure 12: Example images of crossings over main roads

New / improved community facilities

What specific improvements are needed?
 Support multi-functional space? Combined with
 community hubs?
 What else? Mix of uses? Quality of space?

Figure 13: Cover slide of presentation presenting discussion points for new facilities in Hailsham

Social inclusion Improving community facilities

Maximise existing assets

Support multi-functional use of buildings

Introduce other services and facilities – and combine with mobility hub concept

What specific improvements are required to existing facilities? How and where might CIL and other funding be directed?

1. James West Centre
2. Hailsham Resource Centre
3. Diplocks Community Trust
4. Southview Community Rooms
5. Summerheath Hall
6. Hailsham Youth Service
7. Vicarage Field Surgery
8. Charles Hunt Centre
9. Hailsham East Community Centre
10. Union Corner Hall
- Others?

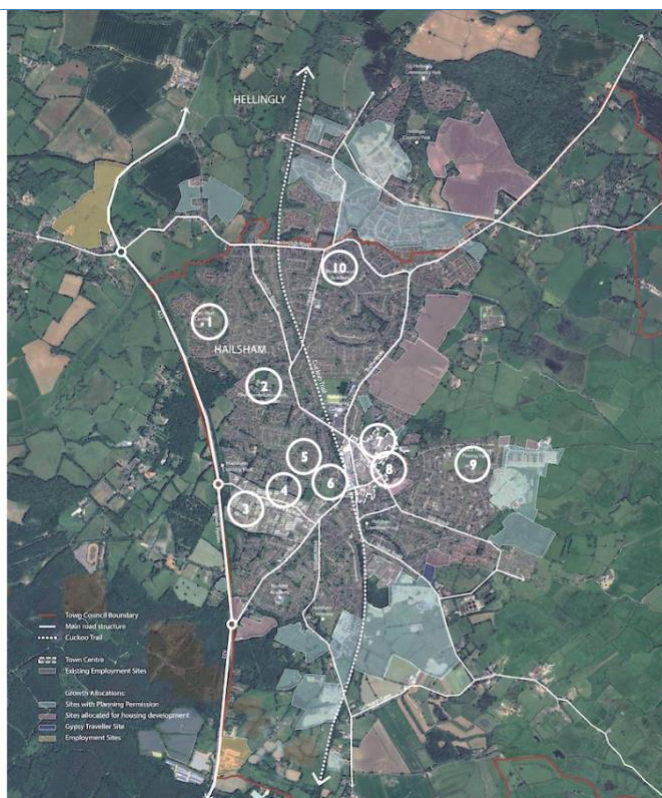


Figure 14: Location of existing services and facilities in Hailsham

Town Greening

Diversify existing green space?

Retrofit existing streets and spaces to introduce new greenery?

What specific locations could be targeted?

What are the opportunities for making connected green corridors?

Figure 15: Cover slide of presentation leading to discussion of need for new green infrastructure and strategies for delivering this

Greenery Targeted interventions

Town Farm Estate

Increasing access to 'door-step' green space by diversifying and improving the quality and mix of green infrastructure

Moving from 'mown grass' to greater community ownership of space

Integrating equipped and natural play space, tree planting, allotments and community gardens, sustainable drainage, wildflowers and raingardens

Introducing biodiversity into the area

Enhancing walking and wheeling routes through the area and connections with surrounding spaces

Support small scale infill of underutilised and redundant parking / garages and hardstanding, where this helps contribute to improvements to quality of public space, helps define public and private space, and security and safety of that space



Figure 16: Plan showing potential for diversification of green infrastructure in Town Farm Estate

Greenery Targeted interventions



Left: Existing situation at 2024, image sources Google Streetview Image Capture © 2025

Above: sketch example of potential for diversified green infrastructure provision

Figure 17: Example image showing how green space might be diversified

Greenery Targeted interventions

Town Farm Estate

Support small scale infill of underutilised and redundant parking / garages and hardstanding, where this helps contribute to improvements to quality of public space, helps define public and private space, and security and safety of that space

Opportunities previously explored by Peter Barber Architects on behalf of Warden Housing Association, to create courtyard townhouses along tree-lined streets



Above: Sketch proposals for infill housing development and creation of tree lined streets in Town Farm Estate, source Peter Barber Architects <http://www.peterbarberarchitects.com/halisham>

Right: Existing situation at 2024, image sources Google Streetview Image Capture © 2025

Figure 18: Plans showing ideas for intensifying underused space and improving green space at the same time

Greenery Targeted interventions

Increasing provision of and access to door-step green space for all

Opportunities to remodel and green the residential street – for residents to determine where this might be appropriate. Could be tested through temporary street closures.

Opportunities for 'bee lines', introducing wildflowers, raingardens and street trees to create a connected network of green space, enhancing biodiversity and the range of pollinators.

Are there specific existing streets where opportunities might exist to introduce or diversify green space – perhaps by transforming existing verges, remodelling junctions or street width?



Example illustration showing how existing residential streets could be transformed into a 'garden street', introducing door-step areas of greenery and play



Sheffield Grey to Green project, before (2016) and after (2023). Image source: Google Streetview Image Capture © 2025

Figure 19: Examples of how green infrastructure might be integrated into streets

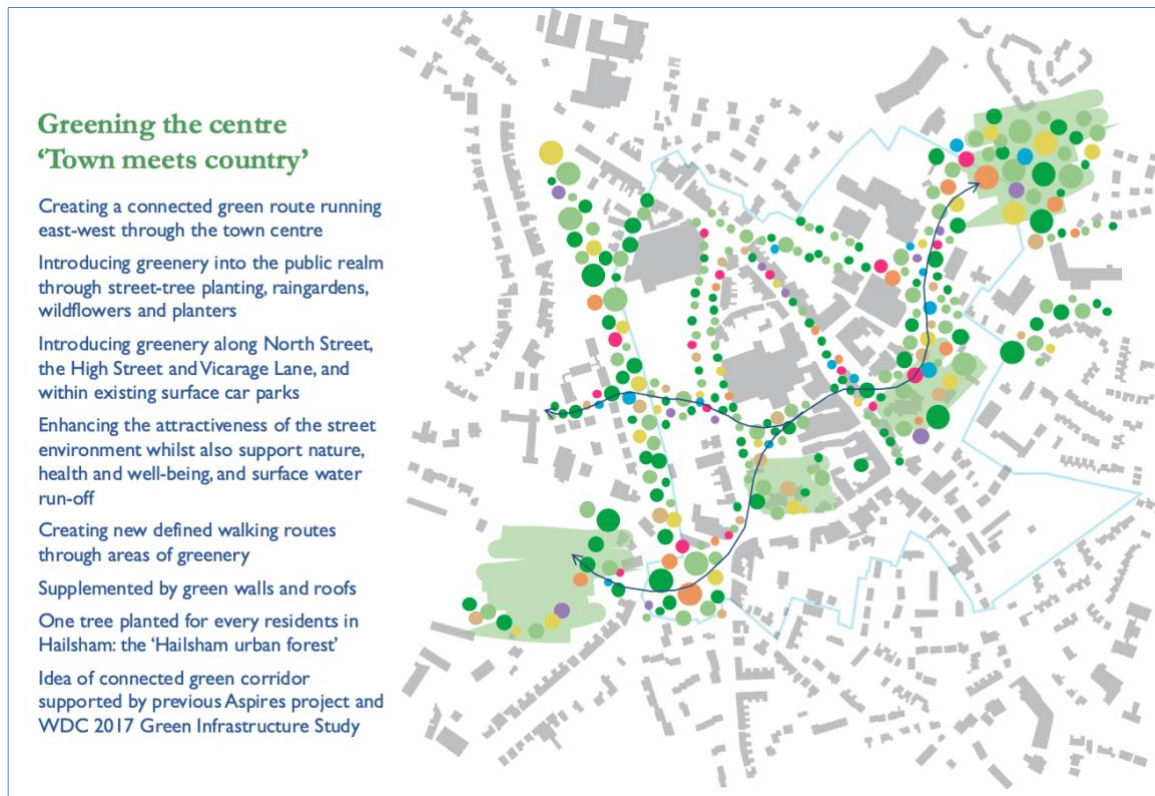


Figure 20: Ideas for a connected green network through the centre of town



Figure 21: Cover slide of presentation introducing ideas in respect of change in the town centre

High Street Creating a 'sticky street'

Part pedestrianisation in opening hours

Public realm treatment to include street tree planting and other forms of greenery along the High Street.

Planting creates multi-functional spaces that can be used differently throughout the day, including for outdoor dining, market stalls, parking and servicing

Co-ordinated use of materials, street furniture and shop front design creates a cohesive whole : a place that encourages people to spend time (and money) in

The car becomes a guest in the street and driver behaviour should adapt accordingly

Traffic encouraged to use North Street during hours of part pedestrianisation.

Parking and access only via Vicarage Lane during this time.



East Street, Shoreham, before (2009) and after (2018). Image source: Google Streetview Image Capture © 2025

Figure 22: Opportunities for and examples of part pedestrianisation schemes

High Street Creating a 'sticky street'

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East Street, Bromley, before (2009) and after (2019). Image source: Google Streetview Image Capture © 2025

Figure 23: Opportunities for and examples of part pedestrianisation schemes

High Street Creating a 'sticky street'



Auray, Brittany, France, before (2016) and after (2024). Before image source: Google Streetview Image Capture © 2025

Figure 24: Examples of [part pedestrianisation scheme

Town Centre Public art programme

Enliven public spaces and blank walls
Support wayfinding, strengthen local identity and quality of place

Combined with improvements to the Cuckoo Trail to help create visual and physical links between this and the High Street

Engage local artists to reinterpret and reimagine local identity

Utilise this as part of a 'place branding' strategy to help raise the profile of the town

A year-round gallery supporting arts and culture in Hailsham

All example images from Cheltenham Paint Festival: an annual street art festival featuring large scale artworks, bringing colour to the street

Are there specific locations for artwork?

Image sources:
<https://www.cheltenhampaintfestival.co.uk/previous-festival-artwork>



Figure 25: Opportunities for introducing art work into Hailsham town centre

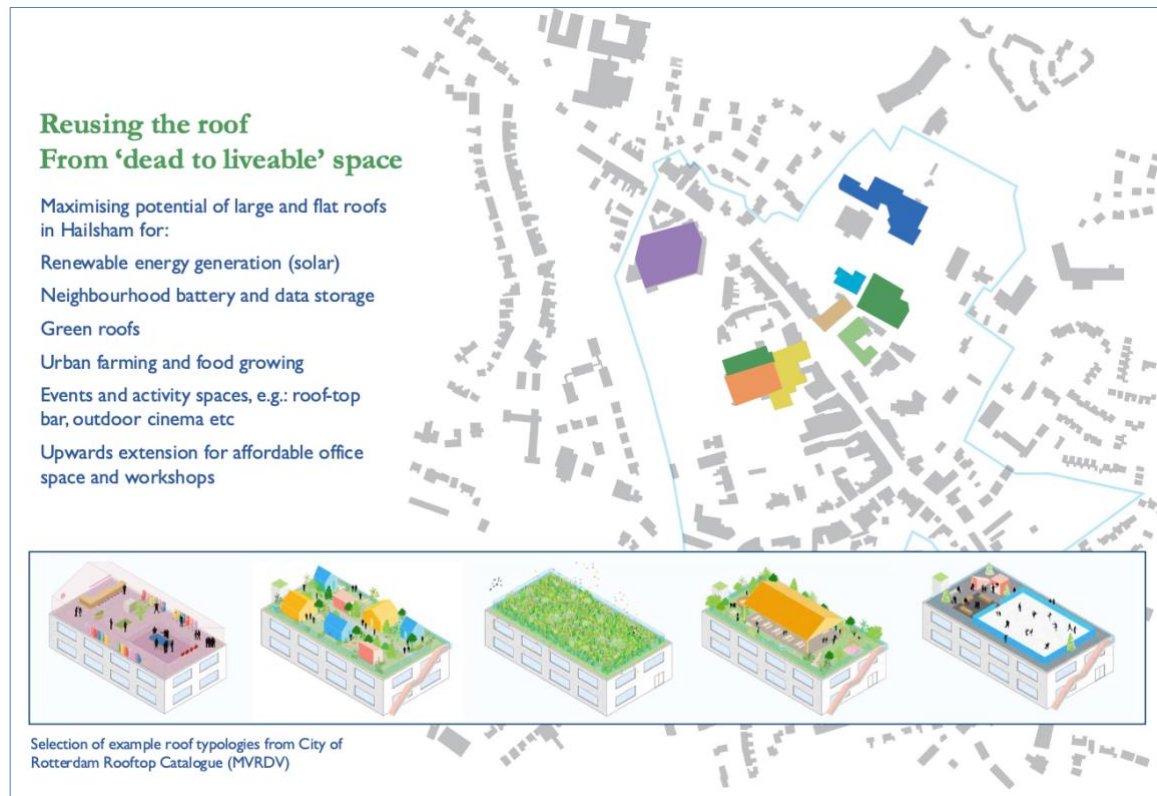


Figure 26: Ideas for making more efficient use of under used roof space in the town centre

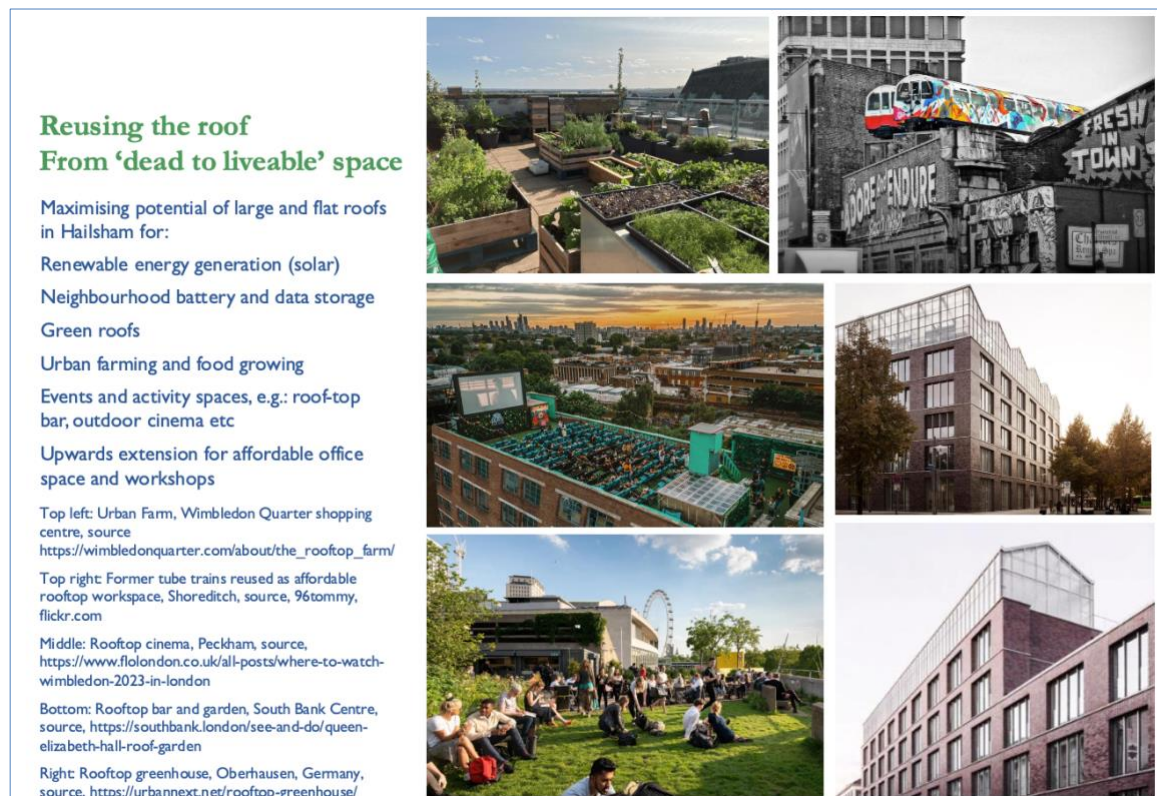
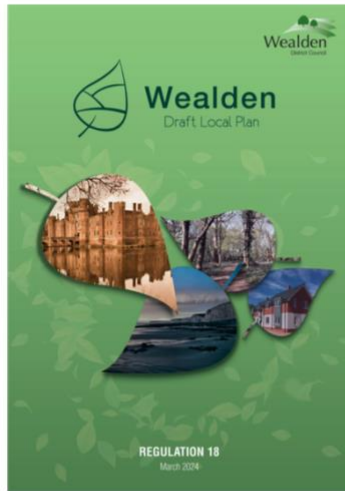


Figure 27: Examples of how roof spaces have been used elsewhere

Windfall development

Policy framework

Emerging Wealden Local Plan



Policy SS2 / Table 5

- Establishes housing requirements on a Parish basis.
- A total of 2,959 homes are to be delivered in Hailsham.
- This includes committed sites (those under construction / with planning applications), allocated sites, and an allowance for windfall.
- Windfall is effectively unallocated and smaller sites.
- Almost 300 homes are expected to come forward as 'windfall development' in Hailsham.

Policy SS1

- States that (other than where comprising an allocation) new development should be located within existing development boundaries.
- It is expected that development will make best use of previously developed land and be of an appropriate density to the location.
- This is aligned with national policy established in the NPPF.

Figure 28: Policy context and need for windfall development on sustainable sites

Land required for approx. 300 homes



Detached homes

At a density of 25 homes per hectare

- Approx. 12 hectares of land for homes
- Plus allowance for other incidental space etc (around 25% of total land area)
- Approx. 16 hectares total



x22 football pitches

16ha



Terraced homes

At a density of 50 homes per hectare

- Approx. 6 hectares of land for homes
- Plus allowance for other incidental space etc
- Approx. 8 hectares total



x11 football pitches

8ha



Flats and maisonettes

At a density of 75 homes per hectare

- Approx. 4 hectares of land for homes
- Plus allowance for other incidental space etc
- Approx. 5.3 hectares total



x7 football pitches

5.3ha

Figure 29: Land take required for windfall development at different densities

Windfall

Key points for consideration

- Windfall development does and will continue to come forward.
- The emerging Local Plan expects around 300 homes to come forward as windfall.
- It is expected that new growth makes best use of previously developed land.
- Windfall development at typical 'low densities' may require around 22 football pitches worth of land.
- There is a finite supply of land in the existing built up area to accommodate new homes, which may put 'green' land outside the built up area under pressure.
- Higher density development will make more effective use of land and could reduce impact on / loss of 'green' land.
- Higher density development could also help diversify the housing stock, providing opportunities for smaller and affordable accommodation.
- Higher density development should be located close to services and facilities.
- Land in and around the town centre is dominated by large areas of surface parking and servicing areas. This could potentially be rationalised to support windfall development.
- Increasing the town centre population can benefit local businesses and, through development, help improve quality of place.
- Any windfall development in the Town Centre should comprise mixed-use development, incorporating retail, community services or similar at ground floor level.

Figure 30: Key principles for windfall development for policy in the Neighbourhood Plan



Hailsham Neighbourhood Plan, 2025 - 2042

Supporting topic paper: Town centre analysis
Collected presentations



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