Wealden
District Council

Wealden Local Plan

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EMERGENCY SERVICES

12.20 The emergency services - police, ambulance and fire - have been advised of the Plan's housing and commercial proposals. They will consider their future services in the light of these developments and population increases.

UTILITIES

General

12.21 Developers and property owners are advised to contact the respective utility service authorities at an early stage regarding water supply, foul drainage, surface water drainage, electricity, gas or telephones. This will help ascertain particular site requirements, and costings where appropriate. Consideration should also be given to the implications for development of services crossing a site, both for the built form and landscaping. Principal services affecting land allocations in the Plan are discussed in the relevant chapter.

12.22 In general terms, there are no significant constraints on the provision of water, gas, electricity and telephones. Particular issues in relation to water supply, foul and surface drainage are discussed below.

12.23 The Water Industry Act 1991 provides for infrastructure charges to be collected by Statutory Sewerage and Water Undertakers. In cases where development is conditional on a particular utility service being completed, occupation may be restricted until such provision is available.

Water Supply

12.24 South East Water Ltd incorporates the previous Eastbourne, Mid Sussex and West Kent Water Companies and is responsible for the supply of water throughout the District. In terms of existing water resources, although there is currently greater capacity in some parts of the Plan area than others, there is not considered to be an overall shortage of supply across the Plan area to meet planned development and hence meet its obligation to provide supplies to all new development. The Environment Agency is responsible for the overall management of water sources. Abstractions from both ground and surface waters require a licence from the Agency.

12.25 In order to provide for the projected increases in water demand, South East Water's resource strategy is aimed at developing a number of sources which are able to supplement supply. Water supplies, although currently adequate to meet existing demands, will become critical during the Plan period and therefore, developers are advised to contact the Water Company as soon as possible to ensure that a water supply can be provided.

Drainage

12.26 The Council will expect that wherever possible new development is connected to the foul sewerage systems and that surface water is able to be disposed of efficiently and adequately.

CS2 Planning applications will be permitted only where adequate provision is made for surface and foul water drainage to meet Local Authority standards, taking into consideration the adequacy or otherwise of the existing systems it will feed, to avoid increasing the risk of flooding by surcharging mains or increasing surface water run-off to watercourses.

Foul Drainage

12.27 Southern Water Services Ltd. is the statutory sewerage undertaker for the District. The majority of the settlements in the District are served by sewers and several inland wastewater treatment works. Pevensey, Westham, Pevensey Bay and part of Stone Cross are served by the Pevensey Bay Sea Outfall. The flows to this outfall are to be transferred to a new outfall at Langney Point as part of the Eastbourne Wastewater Treatment Scheme. The works that are being carried out are part of Southern Water Services Ltd. Operation Seaclean in order to comply with the European Union's Bathing Water Directive.

Surface Water Drainage

12.28 The Environment Agency is responsible for safeguarding the quality of all water resources. It controls the discharge of any effluent, which includes surface water from any commercial development or new road into any surface or groundwater source. The Agency is also concerned with protecting such water resources from the contamination of land and physical disturbance.

12.29 Under the Water Resources Act 1991 and the Land Drainage Act 1991, the Environment Agency has a statutory duty to exercise general supervision over all matters relating to flood defence. Both the Environment Agency and the Council have permissory powers relating to ordinary watercourses, other than those lying within the Upper Medway Floodplain. This comes under the jurisdiction of the Upper Medway Internal Drainage Board. The Environment Agency

also has permissory powers to undertake work on main river and sea defences.

12.30 In many parts of the District, particularly the rural areas, there are no public surface water sewers available and surface water disposal must be achieved by discharge to private surface water sewers, watercourses or soakaways. Where appropriate, the provision of new private surface water sewers will be encouraged.

12.31 Surface and groundwater resources require protection from pollution and disturbance arising from new development. Damage can occur due to the physical disturbance of groundwater by quarrying, road construction and new mineral workings, or through contamination by waste disposal, industrial processes and disturbance of contaminated land. Surface water from major new developments will generally discharge into existing watercourses. However, where these watercourses are considered inadequate to accept the increased run-off, or where it is considered that the development may cause flooding, the developers will be required to provide adequate on-site surface water attenuation facilities or improve the watercourse where appropriate, all to the satisfaction of the Council and the Environment Agency, if necessary following appropriate investigations.

12.32 There is a need to ensure harmonisation in the activities of the four agencies which have responsibility for drainage. The Environment Agency and Wealden District Council are Land Drainage Authorities with responsibilities for land drainage, Southern Water Services is responsible for public surface water sewerage and East Sussex County Council is the Highway Authority responsible for highway drainage. Such accord may best be achieved through the preparation of detailed development and maintenance plans.

Willingdon Levels Catchment Area

12.33 Eastbourne Borough Council has proposed a major drainage and flood mitigation scheme in the Eastbourne Park area, comprising a series of artificially created storage lakes, as well as an improved drainage outfall to the sea via the Crumbles Sewer. This will allow future development within parts of the Willingdon Levels Catchment Area lying within Eastbourne Borough to be implemented without creating flooding and surface water run-off problems. Figure 8 indicates the general extent of the Catchment Area. The area within Wealden District is fully defined on the Proposals Map.

12.34 Development proposals within or discharging into the Willingdon Levels Catchment Area will receive particular attention in order to ensure the maintenance of an efficient drainage system within the whole of the Catchment Area and the proper protection of the Levels. The Council will continue to liaise closely with Eastbourne Borough Council and the Environment Agency on all developments with surface water drainage implications proposed within the Willingdon Levels Catchment Area.

CS3 All development within the Willingdon Levels Drainage Catchment Area shown on the Proposals Map will be required to make adequate provision for drainage. Such provision should accord with the level of development proposed and with surrounding developments, in order to ensure that no overall reduction in flood storage capacity or increased surface water run-off occurs without adequate compensatory measures.

WASTE DISPOSAL

12.35 East Sussex County Council, as Waste Planning Authority, has reviewed its policies for waste in the County Structure Plan and is preparing a Waste Local Plan for the whole County, jointly with Brighton and Hove Council, which will identify sites and set out planning criteria for waste developments. This Plan will set out in more detail how waste should be dealt with in East Sussex within the context of Structure Plan policies and the East Sussex Waste Strategy discussed in Chapter 4. The County Council is also responsible for deciding planning applications for waste operations and enforcing controls over waste developments.

12.36 As Waste Disposal Authority, the County Council is responsible for arranging for the disposal of household and other waste collected by Borough and District Councils, through contracts with private waste companies who actually provide or operate the disposal facilities. The County Council also provides Household Waste (or Civic Amenity) Sites, which include recycling centres, and supports recycling schemes operated by Borough and District Councils and others. The County Council's current policies and proposals for waste disposal, together with operational matters, are contained in the "Waste Disposal Plan 1988-98".

12.37 As Waste Regulation Authority, the Environment Agency's responsibilities include issuing and enforcing management licences to operators of waste facilities, regulating the handling and transport of waste.

12.38 Borough and District Councils have sole responsibility for collecting the County's household

DC15 The creation or improvement of ponds or lakes for private or commercial fishing in the countryside (outside the development boundaries as defined on the Proposals Map) will be permitted where the following criteria are met:-

(1) the proposal will not be visually intrusive in the landscape through the construction of embankments or other earthworks;

(2) the proposal, including the disposal of any excavated material within the site, will not adversely affect areas which are of importance for flora, fauna, geological or landform features, or adversely affect ancient semi-natural or other important woodland. Where appropriate, a landscape management plan should be submitted and approved by the Council, and implemented within a programme agreed by the Council;

(3) the size and scale of the proposal would be compatible in terms of the nature and intensity of use with its rural location;

(4) the proposal will not adversely affect the residential amenities of the neighbourhood by reason of noise or disturbance;

(5) any buildings or structures will be sited to minimise their impact on the countryside and should be removed from the site following cessation of the activity;

(6) the maintenance and enhancement of public access, where appropriate;

(7) there will be no detriment to the quality or quantity of flow in the downstream watercourse;

(8) the proposal is not created on-line of a watercourse upstream of the Pevensey Levels Site of Special Scientific Interest.

Airstrips and Air Sports

5.89 Although presently at a relatively low level, there is growing interest in recreational flying, including hang-gliding, gliding and use of microlight aircraft which do not require an airport or airfield from which to operate. In addition, the flying of model aircraft is a well established hobby sport.

5.90 There are various legislative controls over such developments, particularly relating to operational requirements. The principal planning concern of such uses relates to noise generation. This may be a particularly sensitive issue in areas close to housing areas and areas of important nature conservation value. In assessing the likely impact of noise, regard should be paid to Government guidance. The introduction of a high level of activity into the countryside may itself be out of keeping with its quiet, rural amenities.

DC16 Proposals for the development or use of land and buildings related to small airfields, airstrips and air sports will only be permitted where they accord with the Plan's environmental policies, with particular attention to noise and landscape impact.

RESIDENTIAL DEVELOPMENT

5.91 The defined settlement "development boundaries" provide for the housing needs of the District over the Plan period. Outside of the development boundaries, residential development is generally resisted in accordance with Policy GD2. In such areas, housing development will not be permitted unless it is:-

(1) essential for the purpose of agriculture or forestry or other rural enterprise for which a rural location is essential, in accordance with Policy DC2;

(2) an acceptable scheme for affordable housing in accordance with HG3;

(3) the conversion of an existing agricultural or other rural building, in accordance with Policy DC8;

(4) a replacement dwelling of an appropriate size, in accordance with Policy DC18;

(5) an extension or alteration of an appropriate scale, in accordance with Policy DC19;

(6) the conversion of an existing property, in accordance with Policy DC20;

(7) accommodation to meet the acknowledged needs of gypsies or travelling showpeople, in accordance with DC21.

5.92 The prior existence of sporadic and scattered housing within the countryside is recognised, but it is considered that any intensification or addition to this would be contrary to the Plan's overall development strategy and be detrimental to rural amenities as well as making abnormal demands on services. The individual settlement chapters and, in respect of certain other

settlements without development boundaries, explain the considerations in determining the area within which new housing may be permitted.

DC17 Housing development will not be allowed outside development boundaries, as defined on the Proposals Map, unless it conforms with other policies in the Plan.

Replacement Dwellings

5.93 Notwithstanding the general policy of restraint in relation to housing in the countryside, the suitable replacement of existing properties, normally on a one for one basis, is considered reasonable. This approach is accepted in principle by County Structure Plan Policy S21(2). This does not apply to derelict buildings or others where the residential use has been abandoned; such 'replacements' would be regarded as new dwellings.

5.94 In view of the strong environmental and rural character considerations in the countryside, it is particularly important to minimise the visual, landscape, amenity and traffic impact of replacement dwellings. The size of the replacement would be limited to a similar scale as the original, normally measured by its gross floorspace. An exception may be made for substandard accommodation in order to enable reasonable amenities to be achieved. Siting should also be similar to the original, unless repositioning can significantly reduce the impact of development. Replacement may provide the opportunity for development to better harmonise with the locality. The Council would endeavour to avoid abuses of the policy whereby lawful uses become established and new building is subsequently sought.

5.95 The redevelopment of listed buildings and those in Conservation Areas are not normally permitted (Policies EN19 to EN22 refer). Furthermore, it is evident that the countryside is particularly rich in vernacular buildings which contribute to the character of rural areas, and their retention would normally be encouraged.

DC18 Outside development boundaries, as defined on the Proposal Map, the replacement of an existing dwelling by another dwelling in the same curtilage will be permitted where the following criteria are met:

(1) the proposal is of a comparable size and massing to the existing building;

(2) it is in keeping with the character of the locality, having regard to the appearance and general design of the original building;

(3) it is similarly sited within the plot, unless an alternative position would result in clear landscape, highway access or local amenity benefits;

(4) it does not result in the loss of a property of valuable local character, unless it is not reasonably capable of being made structurally sound or otherwise improved.

In sensitive locations, permitted development rights relating to future extensions and other structures may be removed.

Residential Extensions

5.96 Within countryside locations, residential extensions and alterations may have a greater environmental impact than those to dwellings within development boundaries by virtue of their visual openness, landscape impact and the rural character of either the property or its setting. Careful consideration to rural extensions is consistent with the general approach of minimising the intrusion of development in the countryside.

5.97 Therefore, in addition to the criteria for residential extensions within development boundaries, as set out at Policy HG10 (relating to the protection of the character and amenities of the property, neighbouring dwellings and the locality), greater attention may be given to the need to maintain and enhance rural amenities.

5.98 Accordingly, residential extensions in the countryside should normally be appropriate in size and character in relation to the original dwelling or group of dwellings. Extensions and alterations to listed buildings and buildings in Conservation Areas are specifically covered by Policies EN19 to EN22. Other traditional buildings of rural character, including oasts, farmworkers' cottages, lodge houses, toll houses and converted agricultural buildings, also warrant careful regard to their character. Extensions to agricultural dwellings should also have regard to the considerations at Policy DC2. Policy DC8 above sets out the Council's approach to extensions when considering proposals for the residential conversion of rural buildings.

5.99 Account shall properly be taken of the cumulative impact of extensions, including the effect on the character of the original property. Ancillary buildings within the curtilages of residential properties such as garden sheds, garages and summer houses can frequently be erected without the need for planning

Environment

4

Introduction

4.1 The environmental qualities of the District, its unspoilt villages and coast, attractive countryside, rich architectural heritage and range of flora and fauna are all highly valued and enjoyed by residents and visitors alike. There is a considerable diversity of environments, ranging from the highly wooded High Weald to the rolling chalk hills of the Sussex Downs, both of which are formally designated Areas of Outstanding Natural Beauty and of national landscape importance. Traditional land use patterns and forms of built development add to the distinctiveness of local environments and provide a strong 'sense of place'.

4.2 The planning system is an important instrument for protecting and enhancing the environment in town and country, preserving the built and natural heritage and conserving the rural landscape. Local planning policies which seek to maintain the District's environmental qualities and protect them from inappropriate development are well established. This Chapter addresses how these policies should be carried forward.

4.3 In addition, the Plan must have regard to broader environmental concerns, such as global warming and the consumption of non-renewable resources. This recognises that development may have longer term implications on the wider environment as well as on its immediate physical environment. The Plan therefore seeks to provide a land use planning framework for 'sustainable development'. In fact, the Plan's policies have been evaluated to assess their contribution, or otherwise, to ensuring that future development is environmentally sustainable. This process is summarised below and in a separate 'Environment Appraisal' of the Plan.

STRATEGY

4.4 Care for the environment, both built and natural, lies at the heart of the Plan's strategy, as set out at Chapter 2. While it is necessary to make adequate provision for development and change, this is set firmly in the context of maintaining and enhancing the environmental qualities of the area and according with the principles of sustainability.

4.5 It is important to protect areas of high landscape quality, notably Areas of Outstanding Natural Beauty, together with other areas recognised for their important historic and nature conservation value. It is also necessary to accommodate change in rural as well as urban areas. The Plan aims to facilitate such change in a manner that ensures that the existing valued qualities of the natural environment are respected and maintained.

4.6 A high quality of built environment is similarly important. Particular emphasis is placed on historic buildings and areas, as well as historic parks and other important open areas within and between settlements. An accordingly high quality of new development is expected. The character and amenity of existing development should always be respected and, where appropriate, enhanced. In accordance with the Plan's overall strategy, specific environmental objectives are defined; these are:-

(1) to promote appropriate forms of sustainable development taking account of the need for energy efficiency, pollution control and conserving finite resources;

(2) to conserve the important and distinctive landscape, historic, architectural and visual character and appearance of towns, villages and the countryside, including their flora and fauna;

(3) to maintain the development pattern and the character of settlements and their settings, including important open areas between and within them;

(4) to ensure that development and change do not detract from the valued environmental qualities of the locality;

(5) to encourage high quality in new development, in harmony with the environmental character of the area.

SUSTAINABLE DEVELOPMENT

4.7 Sustainable development is that which provides for the needs of the future, including improvements to the quality of life, in a way which minimises damage to the global as well as local environment. It has regard to issues such as global warming and ozone depletion, the use of non-renewable resources and the production of pollutants and wastes, as well as change to the physical environment and wildlife habitats.

4.8 The 'Earth Summit' in 1992 agreed a strategy - AGENDA 21 - setting out how countries will work

towards the protection of the local, national and global environment. In response, the Government has produced its own 'Sustainable Development: the UK Strategy (1994)' and local authorities are initiating Local Agenda 21 processes to achieve action through partnership at the local level. The Council has already addressed and reviewed the impact of its services on the broader environment and has brought these together within a published 'Strategy for the Environment'.

4.9 The Government has identified the role local planning authorities can play in achieving more sustainable development in its White Paper: 'This Common Inheritance' and in a number of recent planning policy guidance notes. These look to local plans to promote land use patterns and transport facilities that are resource and energy efficient, in particular which reduce environmentally damaging traffic emissions, promote energy efficient building designs and waste minimisation and provide scope for greater use of renewable energy sources and recycling. Also, policies should not deny future generations the best of today's natural and built environment, including through the protection of important landscapes and habitats, water and air quality.

4.10 These various aspects of sustainability are considered separately below and in other chapters of the Plan. However, it is also appropriate to set down an overall policy which reflects the desire for sustainable development, defined as improving the quality of life within the carrying capacity of supporting ecosystems, since this is central to the Plan's strategy.

EN1 The Council will pursue sustainable development, having regard to the principles contained in Government guidance and its own Strategy for the Environment, in considering the location, layout and design of development, renewable energy and waste management proposals and in assessing the effects of proposals on the environment, including on water and air quality.

Development pattern and transportation

4.11 Sustainability considerations generally point towards encouraging a distribution of land uses that reduces the need to travel, especially by car, and hence reduces CO2 emissions in particular. Planning Policy Guidance Note 13: Transport provides advice as to how transport and land use planning should be integrated, with particular regard to reducing environmentally damaging traffic emissions. It proposes that more emphasis is placed on various means of managing the demand for transport and encouraging alternatives to the car. It recognises that more dispersed development tends to be less efficient in transport terms and that uses such as shopping and business should aim to be near public transport facilities.

4.12 Government guidance therefore promotes development within existing urban areas in locations highly accessible to means other than the private car, commenting that this is especially important in respect of major generators of travel demand. This approach also emphasises supporting the community, shopping and employment roles of existing local centres in both urban and rural areas. In order to reduce commuting by car and encourage other means of transport, local housing and employment growth should be well related to each other. Also, an unnecessarily strict division of homes and workplaces may be inappropriate while home-working should be facilitated where it would not impact adversely on local amenities.

4.13 Locally, the established development strategy, continued in this Plan, generally accords with this sustainable approach. It seeks to concentrate new development in the towns, with some growth in certain villages and more restrictive policies elsewhere in the countryside. The substantial existing housing commitments in the District reflect this approach, and are considered to enable efficient access to goods and services without unnecessary increase in demand for transport and road space or a degradation of environmental quality. Therefore, any change to the pattern of future development implied by existing commitments would be inappropriate. Furthermore, no major new developments are proposed in the Plan which would significantly change this pattern.

4.14 Nonetheless, all large developments and those which generate large number of traffic movements should be located so as to reduce the need to travel and encourage the use of public transport and rail freighting facilities. It is recognised that within rural areas, development inevitably generates proportionally more car traffic than that in urban areas due to lesser public transport and poor accessibility to many facilities. However, set against this, development in villages may support valuable local services and otherwise help maintain viable communities.

EN2 The Council will seek to maintain the existing settlement pattern and ensure that major new developments generating significant travel movements are located efficiently in relation to existing development and to public transport.

Pevensey Levels is currently being prepared by the Environment Agency, and which will embrace a Water Level Management Plan. Due regard will be paid to these, where relevant, taking account of the consultations undertaken and any formal resolution by the Council.

TREES, WOODLAND AND LANDSCAPING

4.72 The Weald, particularly the High Weald, is a well-wooded landscape. Indeed, its trees and woodland cover are integral to its natural beauty and diversity. It is estimated that between 15% and 20% of Wealden's area is woodland. This includes 10,000 hectares of 'ancient woodland sites'. The overriding character of woodland is broadleaved; the dominant species are oak, birch, ash, hornbeam and sweet chestnut. There is also a significant amount of plantation forestry which is largely coniferous. The nature of tree cover in each landscape character area is discussed in the previous section. In view of their widespread landscape importance, as well as being the basis of a vital rural industry, it is considered essential to retain and enhance existing tree and woodland cover.

4.73 Woodland areas and tree groups often adjoin settlements and make a particular contribution to their setting, either screening or softening the visual impact of development from the countryside, as well as providing a natural backcloth which helps integrate the built-up area within its countryside setting. It is considered important to ensure the retention of trees and woodland areas in such rural fringe locations.

4.74 Within built-up areas, semi-mature and mature trees can contribute significantly to the overall quality of the environment, providing a natural setting for buildings or views. Indeed, they help integrate development into the landscape. Treed areas can also provide wildlife havens and can afford privacy or screening. The retention of such landscape features is therefore normally sought. As expressed in Chapter 11 of the Plan, wooded areas also have a valuable role in terms of their recreational and amenity potential.

4.75 In order to protect trees and woodland areas that contribute significantly to the local environment and its enjoyment by the public, Tree Preservation Orders (TPOs) may be served. More particularly, trees may be worthy of preservation for their intrinsic beauty or for their contribution to the landscape; or because they serve to screen future development or an existing eyesore. The value of trees may be enhanced by their scarcity, and the value of a group of trees or woodland may be collective only. For a reasonable degree of public benefit to accrue, trees should normally be visible from a public place. The effects of a TPO are to require permission to top, lop or fell trees so covered. There are presently approaching 1,000 TPOs in force throughout Wealden, some protecting specimen trees, other covering tree groups and woodland areas. Trees in Conservation Areas are similarly protected.

4.76 A Trees and Woodland Strategy for East Sussex was published by the Woodland Forum for East Sussex in 1990. The District Council is represented on this and has formally endorsed its principles and guidelines. This Strategy addresses the recent decline in both the quality and quantity of woodland resulting from natural disasters, most notably Dutch Elm Disease and the October 1987 storm, and from human pressures and neglect. Losses have occurred in characteristic small woodlands, shaws, shelter belts, hedgerow trees, historic parkland and other groupings, such as in ghylls and along ridgelines.

4.77 The variation in tree species and pattern of woodland across the County and within the District is recognised in the Strategy. By defining detailed landscape areas, guidance is provided on selecting trees that grow satisfactorily in the location and are appropriate to that area. It also highlights the manner in which trees are characteristically integrated into the local landscape. The application of the Strategy at the local level by the development of local Trees and Woodland Conservation and Management Plans is promoted.

4.78 It is appreciated that the conservation of a large proportion of woodland will depend upon its commercial value. Indeed, forestry activities are a traditional industry within the rural economy and may develop further, particularly as land comes out of agricultural production. Hence, it is appropriate to encourage forestry/woodland enterprises and the use of traditional local timber products. Simple neglect is itself a cause of woodland decline; the Council supports schemes which promote positive woodland management and offer incentives to farmers and others to plant woodland trees as well as restore hedgerows. Participation in these, such as the Woodland Grant Scheme, is commended in principle. Woodland planting/management may also be secured as part of development proposals and be regarded within the scope of Policy EN14 below. A considerable contribution to countryside conservation is made by the voluntary sector, and the Council will continue, where appropriate, to support bodies such as The Woodland Trust, The British Trust for Conservation Volunteers and The Farming and Wildlife Advisory Group.

EN12 The Council will seek to retain and enhance the contribution of trees and woodland areas to the landscape character of the District, including the amenity value of trees in built up areas. This will be promoted by:-

(1) endorsement of the principles and guidelines contained in the Trees and Woodland Strategy for East Sussex;

(2) support for the preparation of local Trees and Woodland Conservation and Management Plans;

(3) encouragement for woodland management through participation in tree and hedgerow planting schemes by farmers, voluntary organisations and others, and where appropriate, as part of development proposals;

(4) making Tree Preservation Orders where appropriate to protect trees and woodland areas of significant amenity value;

(5) giving weight to proposals, including business proposals, that help to sustain and manage forestry and woodland areas when considering them against other policies of the Plan;

(6) resisting development proposals which would result in the loss of trees which make a valuable contribution to the character of the landscape, a settlement or its setting.

Ancient Woodlands

4.79 There are a number of ancient semi-natural woods in the District where there has been continuous tree cover since at least 1600. The location of these is identified by English Nature in its 1989 Ancient Woodland Inventory for East Sussex. Such woodland represents the closest approximation to natural broad-leaved forest to be found in Britain and is therefore the most ecologically valuable. A common feature of many such woods is a substantial natural element in their ground flora, underwood and canopy species. In order to maintain these areas, selective or group felling as part of normal woodland management may be appropriate, but clear or complete felling of a designated woodland would not be readily acceptable. Similarly, such woodlands should be protected against developments that would threaten to seriously damage their ecology. This accords with County Structure Plan Policies S12 and S27.

EN13 The Council will resist development proposals that involve the clear felling or otherwise prejudice the ecology of Ancient Semi-Natural Woodlands, as defined by English Nature.

Landscaping

4.80 The Council's desire to achieve high standards of design and appearance in new development extends to landscaping, both planting and hard surfacing. This recognises the role that landscaping can play in enhancing the appearance of new development. Therefore, landscaping aspects should properly be considered as an integral part of the formulation of a development proposal. Particular regard to landscaping proposals will be appropriate in relation to prominent sites, large scale developments, rural fringe locations and other areas of a sensitive landscape character. Also, landscaping may be used to reduce the apparent massing of large buildings, such as industrial developments, or to break up large urban spaces, such as car parks. In all such cases, a sufficient level of landscape design should accompany applications to enable the visual impact of the development as a whole to be assessed, and the submission of further details may be made the subject of planning conditions.

4.81 New housing developments can benefit considerably from effective landscaping, either around its edges, along thoroughfares or in amenity or other open areas, as well as within curtilages. It is vital that adequate allowance is made for trees to grow without pressure for frequent lopping. This applies to existing trees as well as new planting. It is also important to ensure that trees, including their root systems, are adequately protected during development.

4.82 Planting proposals should normally aim to incorporate existing site features, such as trees and hedges, and maximise the use of native species in order that new development can be sensitively integrated within the landscape. Regard should also be had to potential nature conservation benefits, such as establishing 'wildlife corridors'. Careful consideration needs to be paid to practical aspects, including the relationship to underground services, proximity to buildings when fully grown and associated overshadowing and structural effects. Planting should be carried out as early as possible, before development commences where practicable, or otherwise in the first planting season thereafter. Proposals for the future management of landscaped areas may well be appropriate, and the Council would normally require replacement during the period while planting becomes established. This period will depend on the type and size of stock to be planted.

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4.73 Woodland areas and tree groups often adjoin settlements and make a particular contribution to their setting, either screening or softening the visual impact of development from the countryside, as well as providing a natural backcloth which helps integrate the built-up area within its countryside setting. It is considered important to ensure the retention of trees and woodland areas in such rural fringe locations.

4.74 Within built-up areas, semi-mature and mature trees can contribute significantly to the overall quality of the environment, providing a natural setting for buildings or views. Indeed, they help integrate development into the landscape. Treed areas can also provide wildlife havens and can afford privacy or screening. The retention of such landscape features is therefore normally sought. As expressed in Chapter 11 of the Plan, wooded areas also have a valuable role in terms of their recreational and amenity potential.

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4.76 A Trees and Woodland Strategy for East Sussex was published by the Woodland Forum for East Sussex in 1990. The District Council is represented on this and has formally endorsed its principles and guidelines. This Strategy addresses the recent decline in both the quality and quantity of woodland resulting from natural disasters, most notably Dutch Elm Disease and the October 1987 storm, and from human pressures and neglect. Losses have occurred in characteristic small woodlands, shaws, shelter belts, hedgerow trees, historic parkland and other groupings, such as in ghylls and along ridgelines.

4.77 The variation in tree species and pattern of woodland across the County and within the District is recognised in the Strategy. By defining detailed landscape areas, guidance is provided on selecting trees that grow satisfactorily in the location and are appropriate to that area. It also highlights the manner in which trees are characteristically integrated into the local landscape. The application of the Strategy at the local level by the development of local Trees and Woodland Conservation and Management Plans is promoted.

4.78 It is appreciated that the conservation of a large proportion of woodland will depend upon its commercial value. Indeed, forestry activities are a traditional industry within the rural economy and may develop further, particularly as land comes out of agricultural production. Hence, it is appropriate to encourage forestry/woodland enterprises and the use of traditional local timber products. Simple neglect is itself a cause of woodland decline; the Council supports schemes which promote positive woodland management and offer incentives to farmers and others to plant woodland trees as well as restore hedgerows. Participation in these, such as the Woodland Grant Scheme, is commended in principle. Woodland planting/management may also be secured as part of development proposals and be regarded within the scope of Policy EN14 below. A considerable contribution to countryside conservation is made by the voluntary sector, and the Council will continue, where appropriate, to support bodies such as The Woodland Trust, The British Trust for Conservation Volunteers and The Farming and Wildlife Advisory Group.

EN12 The Council will seek to retain and enhance the contribution of trees and woodland areas to the landscape character of the District, including the amenity value of trees in built up areas. This will be promoted by:-

(1) endorsement of the principles and guidelines contained in the Trees and Woodland Strategy for East Sussex;

(2) support for the preparation of local Trees and Woodland Conservation and Management Plans;

(3) encouragement for woodland management through participation in tree and hedgerow planting schemes by farmers, voluntary organisations and others, and where appropriate, as part of development proposals;

(4) making Tree Preservation Orders where appropriate to protect trees and woodland areas of significant amenity value;

(5) giving weight to proposals, including business proposals, that help to sustain and manage forestry and woodland areas when considering them against other policies of the Plan;

(6) resisting development proposals which would result in the loss of trees which make a valuable contribution to the character of the landscape, a settlement or its setting.

Ancient Woodlands

4.79 There are a number of ancient semi-natural woods in the District where there has been continuous tree cover since at least 1600. The location of these is identified by English Nature in its 1989 Ancient Woodland Inventory for East Sussex. Such woodland represents the closest approximation to natural broad-leaved forest to be found in Britain and is therefore the most ecologically valuable. A common feature of many such woods is a substantial natural element in their ground flora, underwood and canopy species. In order to maintain these areas, selective or group felling as part of normal woodland management may be appropriate, but clear or complete felling of a designated woodland would not be readily acceptable. Similarly, such woodlands should be protected against developments that would threaten to seriously damage their ecology. This accords with County Structure Plan Policies S12 and S27.

EN13 The Council will resist development proposals that involve the clear felling or otherwise prejudice the ecology of Ancient Semi-Natural Woodlands, as defined by English Nature.

Landscaping

4.80 The Council's desire to achieve high standards of design and appearance in new development extends to landscaping, both planting and hard surfacing. This recognises the role that landscaping can play in enhancing the appearance of new development. Therefore, landscaping aspects should properly be considered as an integral part of the formulation of a development proposal. Particular regard to landscaping proposals will be appropriate in relation to prominent sites, large scale developments, rural fringe locations and other areas of a sensitive landscape character. Also, landscaping may be used to reduce the apparent massing of large buildings, such as industrial developments, or to break up large urban spaces, such as car parks. In all such cases, a sufficient level of landscape design should accompany applications to enable the visual impact of the development as a whole to be assessed, and the submission of further details may be made the subject of planning conditions.

4.81 New housing developments can benefit considerably from effective landscaping, either around its edges, along thoroughfares or in amenity or other open areas, as well as within curtilages. It is vital that adequate allowance is made for trees to grow without pressure for frequent lopping. This applies to existing trees as well as new planting. It is also important to ensure that trees, including their root systems, are adequately protected during development.

4.82 Planting proposals should normally aim to incorporate existing site features, such as trees and hedges, and maximise the use of native species in order that new development can be sensitively integrated within the landscape. Regard should also be had to potential nature conservation benefits, such as establishing 'wildlife corridors'. Careful consideration needs to be paid to practical aspects, including the relationship to underground services, proximity to buildings when fully grown and associated overshadowing and structural effects. Planting should be carried out as early as possible, before development commences where practicable, or otherwise in the first planting season thereafter. Proposals for the future management of landscaped areas may well be appropriate, and the Council would normally require replacement during the period while planting becomes established. This period will depend on the type and size of stock to be planted.

EN14 In appropriate cases, the Council will require landscaping, including surface treatments, to be carried out as part of development proposals. Where required, such schemes should:-

(1) seek to retain existing trees, significant hedgerows and other valuable site features;

(2) normally comprise primarily native species;

(3) complement the scale and character of the proposed development and the locality;

(4) have regard to associated nature conservation benefits;

(5) be implemented at the earliest practicable opportunity and thereafter satisfactorily maintained during the early years.

NATURE CONSERVATION

4.83 Government guidance in PPG9 : Nature Conservation emphasises its commitment to conserving the natural heritage, including the sound stewardship of wildlife through the protection of the habitat on which it depends. This commitment is expressed both in the principal legislation, notably the Wildlife and Countryside Act 1981, as well as in European and other international obligations.

4.84 English Nature has a statutory function to designate and advise upon areas of biological and geological significance, and to help safeguard these areas from development and conflicting land uses. Sites of outstanding biological and geological importance are designated Sites of Special Scientific Interest (SSSIs). Some SSSIs which are primarily used for nature conservation and are managed accordingly are designated as National Nature Reserves (NNRs). Sites of international importance may be designated under the Ramsar Convention, relating to wetland areas, or under E.C. Birds or Habitats Directives.

4.85 Two areas within Wealden are of international nature conservation interest. Ashdown Forest SSSI is designated as a Special Protection Area (SPA) under the EC Birds Directive, while Pevensey Levels SSSI is a proposed Ramsar Site. There are also two National Nature Reserves. These are at Lullington Heath and Pevensey Levels, as shown on the Proposals Map. There are twenty-nine SSSIs, of which by far the largest is Pevensey Levels SSSI covering 3,500 hectares. In addition, by declaring sites as Local Nature Reserves, local authorities are able to help to safeguard the areas from development which could be detrimental to their intrinsic biological or geological importance. There are five Local Nature Reserves at Arlington Reservoir, Weir Wood, Old Lodge - Nutley, Seven Sisters Country Park and West Park - Uckfield; all of these, except West Park, lie within SSSIs. There are also several other non-statutory nature reserves managed by bodies such as the Sussex Wildlife Trust. A Voluntary Marine Conservation Area has been designated along the Heritage Coast.

4.86 Protection to the designated areas is afforded through Structure Plan Policy S12, while Policy S17(c) and Policy S27(c) extend this to encompass other areas regarded as being 'of demonstrable wildlife importance'. This acknowledges that many valuable semi-natural areas which have not been given statutory designation may be defined as being important wildlife habitats and geological sites, or local 'Sites for Nature Conservation Importance' (SNCIs). Nearly 100 SNCIs have now been formally designated within the District, although it is not regarded as an exhaustive listing of important wildlife sites beyond those statutorily designated. The dossier of sites is held by the District Council.

4.87 East Sussex County Council has agreed the principle of preparing a Nature Conservation Strategy for East Sussex which, when progressed, will provide a broader framework for local planning and development control considerations of ecological factors, as well as for the establishment of Local Nature Reserves and for drawing up management agreements.

4.88 Protection should be afforded for both formal and informal designated sites, having regard to their international, national or local significance. In addition, PPG9 highlights the value of undesignated sites and features which provide wildlife corridors, links or stepping stones from one habitat to another. The Council will continue to give consideration to nature conservation in the exercise of its development control function. This includes the impact of proposals on important habitats such as woodland, heathland, water meadows, unimproved pasture, marshes, streams, ponds or parks. Proposals should aim to provide for their retention, restoration and future management, as well as consider the potential for habitat creation.

EN15 **The Council will seek to safeguard designated nature conservation sites by resisting development or land use changes which would be likely to adversely affect their nature conservation value.**

The weight to be afforded to nature conservation interests will have regard to their status:-

(1) Within Ashdown Forest SSSI and Special Protection Area for Birds, and Pevensey Levels SSSI (proposed "Ramsar" site), development which would be likely to have an adverse effect on the nature conservation interest will not be permitted, unless otherwise in accordance with international obligations.

(2) Within SSSIs, including Lullington Heath NNR, as shown on the Proposals Map, development which would be likely to have an adverse effect on the nature conservation interest will not be permitted unless there is no reasonable alternative means of meeting the development need which also outweighs the nationally recognised nature conservation interest.

(3) Development which would be likely to have an adverse effect on a Local Trust Reserve or a Site of Nature Conservation Importance will not be permitted unless it can be demonstrated that the need for development outweighs the identified nature conservation interest and that there are no reasonable alternative means of meeting that development need.

In all cases, every effort should be made to minimise any damage to the nature conservation interests. Where appropriate, conditions and/or planning obligations may be used to provide appropriate compensatory measures.

EN16 **In the consideration of any development proposal, including its design and layout, the Council will have regard to the implications for nature conservation and wildlife habitats. Particular regard will be had to the need to safeguard the active residence of protected species, to the integrity and continuity of landscape features of major importance for wild flora and fauna, and to appropriate opportunities for encouraging habitat protection, enhancement and management.**

IMPORTANT COUNTRYSIDE GAPS

4.89 It has been a longstanding planning aim to contain the sprawl of the urban areas, to safeguard surrounding countryside from unnecessary encroachment and to prevent neighbouring settlements from merging. This broad principle is expressed in County Structure Plan Policy S12(b) which states that the location of development will be governed by, inter alia, preventing development which would reduce strategic and important gaps between settlements. Policy CA/EN2 applies this general policy locally, seeking to prevent coalescence of settlements, including between:-

(1) Polegate and Hailsham;

(2) Eastbourne, Pevensey, Westham, Stone Cross, Pevensey Bay and Polegate;

(3) Hailsham and Hellingly;

(4) Uckfield and Maresfield;

(5) Forest Row and Ashurstwood.

4.90 The protection of these and other important gaps represents an additional constraint over and above normal countryside policies. Inclusion of land within a gap is based on its contribution to the separation between settlements. Therefore, they need not necessarily follow development boundaries, although for the areas under consideration they are found to coincide. It is proposed to subsequently define the lateral extent of identified countryside gaps through the publication of supplementary planning guidance following public consultation. However, in the interim, Policy EN17 will provide an adequate basis for determining whether individual proposals would impinge on a countryside gap.

4.91 In addition to the gaps identified above, there are certain other settlements in the District where the open countryside separating them is particularly vulnerable to development pressures that would tend to erode their separate identities and their rural settings. Whilst the Uckfield-Maresfield gap is specifically referred to in the County Structure Plan policy, the Council also attaches importance to preventing the coalescence of Uckfield with Five Ash Down, either by the development of open land or intensification of scattered and ribbon development.

4.92 The past expansion of Heathfield has lessened the break between it and the surrounding villages of Cross-in-Hand, Broad Oak, Cade Street, Old Heathfield and Maynards Green. These gaps are particularly sensitive, being visually exposed within the

towards the protection of the local, national and global environment. In response, the Government has produced its own 'Sustainable Development: the UK Strategy (1994)' and local authorities are initiating Local Agenda 21 processes to achieve action through partnership at the local level. The Council has already addressed and reviewed the impact of its services on the broader environment and has brought these together within a published 'Strategy for the Environment'.

4.9 The Government has identified the role local planning authorities can play in achieving more sustainable development in its White Paper: 'This Common Inheritance' and in a number of recent planning policy guidance notes. These look to local plans to promote land use patterns and transport facilities that are resource and energy efficient, in particular which reduce environmentally damaging traffic emissions, promote energy efficient building designs and waste minimisation and provide scope for greater use of renewable energy sources and recycling. Also, policies should not deny future generations the best of today's natural and built environment, including through the protection of important landscapes and habitats, water and air quality.

4.10 These various aspects of sustainability are considered separately below and in other chapters of the Plan. However, it is also appropriate to set down an overall policy which reflects the desire for sustainable development, defined as improving the quality of life within the carrying capacity of supporting ecosystems, since this is central to the Plan's strategy.

EN1 The Council will pursue sustainable development, having regard to the principles contained in Government guidance and its own Strategy for the Environment, in considering the location, layout and design of development, renewable energy and waste management proposals and in assessing the effects of proposals on the environment, including on water and air quality.

Development pattern and transportation

4.11 Sustainability considerations generally point towards encouraging a distribution of land uses that reduces the need to travel, especially by car, and hence reduces CO2 emissions in particular. Planning Policy Guidance Note 13: Transport provides advice as to how transport and land use planning should be integrated, with particular regard to reducing environmentally damaging traffic emissions. It proposes that more emphasis is placed on various means of managing the demand for transport and encouraging alternatives to the car. It recognises that more dispersed development tends to be less efficient in transport terms and that uses such as shopping and business should aim to be near public transport facilities.

4.12 Government guidance therefore promotes development within existing urban areas in locations highly accessible to means other than the private car, commenting that this is especially important in respect of major generators of travel demand. This approach also emphasises supporting the community, shopping and employment roles of existing local centres in both urban and rural areas. In order to reduce commuting by car and encourage other means of transport, local housing and employment growth should be well related to each other. Also, an unnecessarily strict division of homes and workplaces may be inappropriate while home-working should be facilitated where it would not impact adversely on local amenities.

4.13 Locally, the established development strategy, continued in this Plan, generally accords with this sustainable approach. It seeks to concentrate new development in the towns, with some growth in certain villages and more restrictive policies elsewhere in the countryside. The substantial existing housing commitments in the District reflect this approach, and are considered to enable efficient access to goods and services without unnecessary increase in demand for transport and road space or a degradation of environmental quality. Therefore, any change to the pattern of future development implied by existing commitments would be inappropriate. Furthermore, no major new developments are proposed in the Plan which would significantly change this pattern.

4.14 Nonetheless, all large developments and those which generate large number of traffic movements should be located so as to reduce the need to travel and encourage the use of public transport and rail freighting facilities. It is recognised that within rural areas, development inevitably generates proportionally more car traffic than that in urban areas due to lesser public transport and poor accessibility to many facilities. However, set against this, development in villages may support valuable local services and otherwise help maintain viable communities.

EN2 The Council will seek to maintain the existing settlement pattern and ensure that major new developments generating significant travel movements are located efficiently in relation to existing development and to public transport.

4.15 The Plan's transport policies are contained principally in Chapter 9. These recognise that road improvements which are necessary for economic and quality of life reasons must be sensitive to their landscape and environmental impact; such considerations therefore receive policy attention. Moreover, the Plan is promotional in terms of improvements to the public transport system and to facilities for cyclists and pedestrians, with a number of specific policies and proposals.

Energy

4.16 The environmental implications of the generation and use of fuel for energy consumption are threefold. It involves the use of non-renewable resources, principally fossil fuels, the emission of greenhouse gases and other pollutants and has a physical impact on the landscape. Government stresses the need for plans to promote energy conservation, through encouraging energy efficient modes of travel and forms of building and to consider the potential for renewable energy sources. Accordingly, the Council encourages measures to minimise overall energy consumption in the consideration of the layout, design and construction of buildings.

4.17 The Government's planning policy approach to renewable energy, as set out in Planning Policy Guidance Note 22: Renewable Energy states that it wishes to stimulate the development and use of renewable energy resources wherever they have prospects of being economically viable and environmentally acceptable. Local authorities are also charged with taking account of local, regional and national requirements in terms of renewable energy exploitation, and must consider the contribution that their area can make in meeting those needs. However, the harnessing of some forms of renewable energy can have adverse local impacts, often of a landscape or ecological nature, by virtue of their locational requirements and physical form.

4.18 A Department of Transport and Industry led study has assessed the potential for renewable energy exploitation in the South-East. The most likely areas of potential relate to power from wood and crop residues, reflecting the high level of agricultural activity and woodland/forestry cover, solar power, although with small scale application, and wind power. In relation to wind power, while the area does not have the wind speeds of the west of the country, locally, winds are greatest on the high ground of the South Downs and the ridges of the High Weald. However, these areas are also environmentally most sensitive and development should not compromise their unique landscape character, as recognised by their national designation as Areas of Outstanding Natural Beauty. The stark landform of the Sussex Downs in the District would be especially vulnerable to the effect of wind farms. Consideration may be given to the possibility of siting off the coast.

EN3 The Council will support the development of renewable forms of energy, particularly those which reflect the existing land use pattern of the area, where it is demonstrated that there will be an acceptable impact on local amenities and environmental character.

Waste Management and Recycling

4.19 Waste Management is increasingly being regarded in sustainability terms. Government policy is to place more emphasis on, respectively, waste reduction, reuse and recovery, including recycling, as well as on generating energy from waste disposal, either by solid waste combustion or harnessing landfill gases. East Sussex County Council is the Waste Planning Authority and Waste Disposal Authority. The Environment Agency is the Waste Regulation Authority. The County Council has prepared the non-statutory East Sussex Waste Strategy jointly with Brighton and Hove Council, which provide the overall policies to enable the County Council to carry out its various responsibilities for dealing with waste, in partnership with others, and to prepare the more detailed plans for waste required by law.

4.20 The Waste Strategy proposes a more sustainable approach to waste management based upon a hierarchy of options in an integrated approach in which the order of preference will normally be reduction or minimisation of waste, reuse of products and materials, recovery of resources by recycling, composting and energy recovery, with disposal of remaining waste to landfill as a last resort. Borough and District Councils have sole responsibility for collecting the County's household waste and are responsible for the majority of household waste and recycling. In this Plan, the policy commitment to pursuing sustainable development in considering waste management proposals relates primarily to the District Council's own responsibilities for the provision of recycling facilities in line with its Recycling Plan. Waste management and disposal is discussed further in Chapter 12.

Pollution control

4.21 There is extensive pollution control legislation administered by a number of organisations including the District Council. PPG23 Planning and Pollution Control advises that local planning authorities should not duplicate controls which are the statutory function of these other bodies. However, it also advises that

archaeological remains on land and how they should be preserved or recorded both in an urban setting and in the countryside.

4.116 PPG16 states that where nationally important archaeological remains, whether scheduled or not, and their settings are affected by proposed development, there should be a presumption in favour of their physical preservation in situ. Appropriate planning policies in development plans and their implementation through development control will be especially important. Local Plans should include policies for the protection, enhancement and preservation of sites of archaeological interest and their settings.

4.117 The County Structure Plan includes specific policies on archaeology which provide for the protection, investigation and preservation in situ or by record of archaeological sites and areas of interest (Policies S17 and S27). These policies are in line with PPG16 and provide the context for Local Plan policies. These are supplemented by the County Council's 'Strategy for Archaeology in East Sussex' which elaborates on the importance of archaeology, its own role and that of the broader planning process in protecting the archaeological heritage.

EN24 There is a clear presumption against development proposals which would adversely affect scheduled Ancient Monuments and other sites of national archaeological importance and their settings.

EN25 In considering development proposals affecting archaeological sites or areas of interest, the Council will not normally grant planning permission in advance of an adequate examination and evaluation of the archaeological implications.

EN26 Where, exceptionally, permission is granted for development on sites of demonstrable archaeological importance, the applicant will normally be required to provide for the in situ preservation of valuable remains. On sites where the Council is satisfied that this preferred approach is not justified, proper provision should be made for the excavation and recording of archaeological remains prior to the development.

DESIGN

4.118 The Council is concerned to ensure that the attractive environment of its towns, villages and countryside, enjoyed by residents, workers and visitors alike, is maintained and enhanced. It, therefore, attaches great importance to good design in new development, whether within or outside the development boundaries. Developers are expected to aim for a high quality of design in all proposals and early consultation prior to the submission of planning applications is encouraged.

4.119 In the consideration of development proposals, regard will be had to the sensitivity of the design and use of materials in relation to both the immediate surroundings and the general locality. In particular, the scale of the proposals and the proportion of site coverage by buildings should be compatible with that of adjoining developments. The vernacular architecture of the District displays a range of styles and materials, from weatherboarding and tile hanging in the High Weald to the traditional flint and red brick dressings of the South Downs. The design and materials of buildings should normally reflect the local vernacular and promote local distinctiveness. Regard to prevailing building traditions will be an important consideration in historic areas. Policies relating to Conservation Areas and Listed Buildings are set out elsewhere in this Chapter.

4.120 Development will not be permitted if it would result in the loss of privacy or have an otherwise detrimental effect on the amenities of nearby occupiers. Overlooking of ground floor living rooms or of private gardens will be a particularly important consideration where relevant. Proposals should also ensure the creation of an attractive environment for future occupants and give adequate attention to reducing the opportunities for crime having regard to the guidelines published by the police force in 'Secured by Design'.

EN27 Proposals for development will be permitted when the following layout and design criteria are met:-

(1) the scale, form, site coverage, density and design of the development and the use of materials and landscaping should respect the character of adjoining development and, where appropriate, promote local distinctiveness. The design, materials and landscaping should be of an appropriate high standard;

(2) the proposed development should not create an unacceptable adverse impact on the privacy and amenities of adjoining

developments and the neighbourhood by reason of scale, height, form, noise and traffic movements;

(3) the proposed development should ensure a satisfactory environment for the future occupants, including adequate provision for daylight, sunlight, privacy, garden space and/or appropriately landscaped amenity areas;

(4) the proposed development should not constitute an unacceptable backland or 'tandem' form of development;

(5) regard has been paid to crime prevention measures whenever possible and appropriate.

Access for the Disabled

4.121 Within Wealden, around 12% of residents have a limiting long-term illness, health problem or handicap which limits their daily activities or the work they can do, including problems which are due to old age (1991 Census). As outlined in Chapter 2, the Council is committed to creating an accessible environment for all persons, including wheelchair users and people with other disabilities, the elderly, and people with children in pushchairs. The development of land and buildings provides the opportunity to secure a more accessible environment for everyone.

4.122 When a new building is proposed, or when planning permission is required for the alteration or change of use of an existing building, developers should consider the needs of disabled people who might use the building. Indeed, the Council is required to bring to the attention of those applicants seeking permission for premises open to the public their statutory obligations under the Chronically Sick and Disabled Persons Act 1970. The Act requires developers to provide suitable means of access, parking and toilet facilities to meet the needs of people with disabilities in most buildings other than dwellings.

4.123 Under the Building Regulations, which enforce the 1970 Act, a developer will need to consider the needs of the disabled in designing corridors, doorways, lifts and toilet facilities, as well as the spaces around new buildings which will be open to the public. Provision for the disabled should include a level or ramped approach facilitating wheelchair access with dropped or ramped kerbs between pedestrian and vehicle areas, suitable car parking spaces, as well as appropriate signposting of disabled entrances. Regard should also be had to the layout, dimensions and construction of pedestrian areas, and positioning of any street furniture and lighting.

4.124 Comprehensive guidance on the design of buildings and the external environment is contained in the Sussex Coast and Countryside Access Guide produced by the Access Officers of the Borough and District Councils of East Sussex. In the case of alterations to, or change of use of, existing buildings to which the public will have access, the scope to undertake adaptations to provide for the disabled may be more limited by what is practicable and reasonable having regard to the characteristics of building and site. Particular care will be needed for proposals affecting Listed Buildings and other buildings of architectural or historic interest.

4.125 The policy set out below is intended to complement the requirements under the Building Regulations by seeking a co-ordinated approach to design at an early stage, both inside and outside a building. The Council has nominated an Access Officer who acts as a central point of contact for advice and guidance. A reference to the Council's objectives for provision of housing for the disabled is contained in Chapter 6. A policy for disabled provision in pedestrian environments is contained in Chapter 8. The Council's standards for the provision of car parking for the disabled are contained in Appendix 6.

EN28 Proposals for the development of land and buildings that are open to the public or used for employment and education purposes, including extensions, alterations and changes of use of buildings where reasonable and practicable, should provide suitable access and facilities for people with disabilities.

Light Pollution

4.126 New development within areas which were previously unlit can contribute to 'sky glow' at night which is a form of light pollution. This is caused by the scattering or spillage of artificial light and can be particularly intrusive within a rural environment. Furthermore, it is wasteful of the Earth's finite energy resources and can lead to unnecessary emissions of greenhouse gases. In recent years a number of national initiatives have been launched, such as the 'Campaign for Dark Skies', which have sought to draw attention to the impact of light pollution within the environment and have called for measures for its reduction. The Council fully supports these initiatives, acknowledging the visual intrusion which can be caused in the countryside by the illumination from poorly designed lighting systems.

4.127 It is recognised that in some instances the lighting of buildings is necessary for night-time security or safety reasons. The lighting of certain outdoor recreational facilities, such as golf driving ranges, may also be appropriate when these facilities are used at night. However, in all cases the level and intensity of lighting should be appropriate to the locality and unnecessary light spillage should be minimised. The Council will expect downward directed light systems to be used in appropriate cases which can contribute to minimising light spillage and sky glow. While the lighting of major road junctions is required on safety grounds, they should be afforded sensitive treatment, especially where they involve a change in levels. The Council's policy regarding the environmental impact of overhead lighting within road improvements and new road schemes is contained in Chapter 9.

EN29 In considering development proposals which include external lighting, the Council will require:

(1) light spillage to be minimised;

(2) the use of the minimum intensity of light necessary to be compatible with safety and security objectives.

ADVERTISEMENTS

4.128 Advertisements and signs are generally regarded as essential to commercial and business activity. They may identify the name and nature of a business being carried on at a property, promote products and services, announce events or simply give directions. By their nature, advertisements will be expected to be visible, to attract attention and convey information. However, they can, if insensitively designed or positioned, appear brash, over-dominant or incongruous. This may be to the detriment of the design of a building, the character of the built environment or the appearance of the countryside. They may also impact on highway safety. Such objections can be emphasised where there is a proliferation of advertisements.

4.129 Many signs need the 'express consent' of the Local Planning Authority, although some are either exempt or benefit from 'deemed consent' so long as certain conditions are met. The Department of the Environment's 'Outdoor Advertising and Signs - A Guide for Advertisers' provides a useful guide to the system of advert control, and is available from the Council's Planning Department. Control over advertisements can be exercised in the interests of 'amenity' or 'public safety'.

4.130 It is found that outdoor advertisements can, without close control, be particularly intrusive in certain settings. In the countryside, away from buildings, advertisements will generally appear conspicuous against an open, rural backcloth. The high environmental quality of the countryside, much of which is of national landscape value, emphasises the sensitivity of rural locations. The main road corridors through the countryside are particularly vulnerable to a proliferation of signs and advertisements out of keeping with their rural setting. Within many settlements there are areas of high environmental sensitivity, some of which are recognised by their designation as Conservation Areas.

4.131 Somewhat stricter controls already apply within Areas of Outstanding Natural Beauty and Conservation Areas, and a measure of additional control may be gained through designation of an 'Area of Special Control of Advertisements'. The Council believes that the enhanced protection afforded by such a status is warranted throughout the High Weald and Sussex Downs Areas of Outstanding Natural Beauty and elsewhere outside the development boundaries of Crowborough, Hailsham, Heathfield, Uckfield and Polegate/Willingdon and Pevensey Bay. It is also considered that in Hailsham and Uckfield Conservation Areas the scale and form of built development and the traditional approach to shop design may warrant tighter control and these areas will be the subject of further investigation. It is therefore the Council's intention, subject to further investigation as necessary, to seek approval from the Secretary of State for the Environment for the designation of these areas as an Area of Special Control of Advertisements. Before seeking approval, consultations will be held with Parish Councils, local businesses, and other interested parties.

4.132 In individual circumstances where an advertisement which is displayed with the benefit of 'deemed consent' is considered to cause substantial injury to the amenity of the locality or a danger to members of the public, the Local Planning Authority may serve a 'discontinuance notice' requiring its removal. The Council may exert judicious use of this power, having regard to the sensitivity of the location.

4.133 The form of acceptable advertisements will always depend on the consideration of individual merits. Consideration should be given to the choice of materials, colour, size and proportion, lettering and illumination as well as the location of advertisements. The subject matter of signage is beyond the scope of planning control. In rural, residential and other areas away from commercial areas, advertisements should generally be more restrained. Traditional materials,

General Development Principles

3

Introduction

3.1 This Local Plan sets out detailed policies and specific proposals for the development and use of land, and consequently will guide most planning decisions. This chapter highlights basic principles for development which proposals should meet and describes the use of development boundaries as a policy tool.

DEVELOPMENT CRITERIA

3.2 In making decisions on planning applications, the Council will consider the proposed development against the relevant policies and proposals put forward in this Plan. Whilst specific policies and proposals on various developments and land uses are put forward in the relevant chapters, there are a number of common principles for development which it is considered development proposals must meet in order to be acceptable. These are derived from Government guidance (through Planning Policy Guidance Notes and Circulars), from precedent and best practice.

3.3 In this regard the general planning criteria against which development proposals will be considered are contained in the following policies:

- layout and design (Policy EN27)
- landscaping (Policy EN14)
- traffic, access and public transport (Policy TR3)
- car parking (Policy TR16)
- disabled access (Policy EN28)
- surface and foul water drainage (Policy CS2)

DEVELOPMENT BOUNDARIES

3.4 The Council has adopted the use of 'development boundaries' to make a clear distinction between town or village areas where certain forms of development may be appropriate and the rural area where, normally, the protection and enhancement of the countryside is of paramount importance. Structure Plan policies propose the definition of development boundaries for towns and villages where appropriate.

3.5 Development boundaries define the areas where, in principle, new development would be permitted subject to other proposals and policies in this Plan. New development will generally be contained within the development boundaries.

3.6 Outside the development boundaries, the Council will resist development in accordance with the Plan's more restrictive countryside policies, seeking to conserve and enhance the rural environment, although certain forms of development may be allowed such as the re-use of rural buildings and land in the interests of the rural economy and low cost housing for local need. New housing, industrial or commercial development will not be allowed outside the development boundaries unless provided for through the specific policies of the Local Plan.

3.7 The Plan's policies therefore are expressed in the terms of either within or outside the development boundaries or Plan wide. References to the 'countryside' or the rural area in this Plan refer to the area outside the development boundaries, which will include the smaller settlements without such a boundary.

3.8 It is important to note that the development boundary is a policy line applying Structure and Local Plan policies to a specific area, thereby giving a sound basis for development control decisions. It does not attempt to define town or village limits in physical or social terms.

3.9 Development boundaries have full regard to the physical and landscape characteristics of the particular settlement. They are only drawn after a careful examination and consideration of such features on the ground. Development boundaries will often exclude existing development on the periphery of the town or village; this represents a clear statement of policy that normally no further development should be permitted in order to preserve the landscape and environmental quality of such fringe areas. It is in these areas that the gaps and open nature of development are often a major contributing feature to the overall rural character of the area.

GD1 Within the development boundaries, as defined on the Proposals Map, new development will be permitted provided that it is in accordance with the other policies and proposals in the Plan.

GD2 **Outside the development boundaries, as defined on the Proposals Map, development will be resisted unless it is in accordance with specific policies in this Plan.**

TR12 In dealing with development proposals the Council will take into account the Cycling Strategy for East Sussex.

A Healthy Cycling Plan for the Eastbourne Area

9.49 A 'Healthy Cycling Plan for Eastbourne' has been produced by consultants on behalf of the Council, Eastbourne Borough Council, the County Council and East Sussex Health Authority. It follows from and builds upon the County Council's Cycling Strategy and puts forward policies and measures to encourage cycling in Eastbourne and the surrounding area, including Pevensey, Polegate, Westham and Willingdon. Proposals for Polegate and Willingdon are set out in Chapter 16.

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CAR PARKING

9.51 Car ownership in East Sussex increased from 247 vehicles per 1000 population in 1980 to 361 vehicles per 1000 population in 1990, an increase of 46%. Within East Sussex, Wealden had the highest level of car ownership in any District in 1991, with 38% of households having two or more cars compared to 23% of households for East Sussex as a whole. In the light of continuing growth in car ownership and the likely traffic generation from the high level of housebuilding and industrial commitments in the District, the provision of adequate car parking is an important issue for the Local Plan.

9.52 Recent Government advice in PPG13 says that local authorities should adopt planning policies to limit parking provision for developments and other on or off-street parking provision to discourage reliance on the car for work and other journeys where there are effective alternatives. In the Council's view, reducing, or not meeting the demand for car parking without these effective alternatives would affect the vitality and viability of town centres. Moreover, Wealden residents have to travel to towns and villages for many services and, since the District is largely rural, may never be able to make these journeys easily, if at all, by public transport.

9.53 For these reasons, it is not realistic at present to reduce parking provision, particularly in town centres, as the alternative means of transport do not exist. Future opportunities to reduce existing levels, or not to meet demand, may also be limited by the dispersed nature of the District. Nevertheless, the Council has adopted the advice in PPG13 on reducing the need to travel, and it lies at the heart of the objectives of the Plan, both towards sustainable development generally and transport in particular. Indeed, the improvement of public transport is likely to rely on a co-ordinated approach with parking provision.

9.54 The Council will therefore keep the provision of parking under review during the lifetime of the Plan as part of its overall policy towards travel, and particularly in the light of the effect on public transport of the actions described in Chapter 9. This review will also consider the relevant level of parking standards to be applied under policy TR16.

Off-Street Car Parking

9.55 The District Council is responsible for and active in providing and maintaining public car parking spaces. The Council operates a system of long and short stay parking spaces on all its car parks throughout the District. The Council has limited financial resources available for the provision of new car parks or extending existing ones, and through necessity, priority is normally given to towns and larger villages where demand is greatest. In some cases the availability of suitable sites can be a problem.

TR14 Throughout the Plan period the Council will review the need for off-street parking spaces, and the level of parking to be provided as part of development proposals, in the light of the objectives of reducing the need to travel, especially by car, and of improving public transport. New car parks will only be provided when the review shows a need for them, and where resources and sites are available.

9.56 The Council operates a commuted payment car parking policy in Crowborough, Hailsham, Heathfield, Polegate and Uckfield, and other settlements, where appropriate. The policy enables payments from

developers to be accepted in certain cases towards the provision of public car parking spaces where the necessary provision cannot be met on individual sites, and the alternative would be normally to refuse planning permission.

TR15 In Crowborough, Hailsham, Heathfield, Polegate and Uckfield, and other settlements where deemed appropriate, the Council may accept commuted payments for vehicle parking spaces by agreement with intending developers where:-

(1) there is a need to provide a reasonable number of parking spaces which cannot be met on individual sites but which can be met in a reasonable time in proposed public car parks nearby;

(2) the settlement in which the development is proposed appears in the Council's approved car parking capital programme.

Car Parking Standards in New Development

9.57 The Council, as Local Planning Authority, operates a set of standards in order to ensure that adequate off-street parking and servicing provision is made to accommodate the traffic generated by new development. These standards have been produced by the County Council and adopted by the District Council. It is the policy of the Council that all developments should normally provide for the parking and servicing demand that they create on site, unless provision can be secured elsewhere, e.g. garage courtyards, or public car parks through commuted payments.

9.58 A summary of the Council's parking standards, including provision to be made for the disabled, is set out in Appendix 6. These provide guidance to developers, forming a consistent basis for development control purposes, and are therefore included as part of the Local Plan.

TR16 In considering all development proposals, the Council will require the on-site provision of vehicle parking and servicing in accordance with the standards set out in Appendix 6.

Park and Ride

9.59 Tunbridge Wells Borough Council proposes a Park and Ride scheme to serve Tunbridge Wells. This is a scheme where large surface car parks are provided at the peripheries of the town with regular bus services into the town centre and back. Whilst this Council supports the principle of a park and ride scheme for environmental and traffic reasons, it does not accept that sites should necessarily be provided within the Wealden area, where clear environmental objections exist.

9.60 To date, no suitable site has been found where a park and ride car park would not harm the rural character of its surroundings or the landscape of the High Weald Area of Outstanding Natural Beauty and where these concerns would be outweighed by the benefits of park and ride. It is proposed that the two Councils continue to work together through a methodical approach of landscape analysis to explore whether alternative sites would be more acceptable in terms of their landscape and environmental impact.

PUBLIC TRANSPORT

9.61 Although there has been a significant increase in car ownership over the last ten years, there are still a large number of households without the use of a car who are dependant on bus and rail services for access to shopping, employment, recreation and other community facilities. In view of the rural nature of the District, in many cases people are reliant on more than one form of public transport for their needs. Furthermore the provision of a comfortable, economic and convenient public transport system is essential if, in the longer term, there is to be a reduction in the reliance on the private motor car, a reduction in overall vehicle trips and the conservation of energy which could only be achieved by providing a real choice between different modes of travel.

9.62 Land-use policies in the Local Plan, such as Policy EN2, seek to reduce the need to travel by influencing the location of development. Whilst the maintenance and improvement of public transport services are not strictly land-use matters, except for the protection of former rail lines, the Council has wider corporate aims relating to public transport which are outlined below.

9.63 The Council will continue to encourage and support the County Council, as public transport authority, and the relevant railway organisations to maintain and enhance the quality and reliability of public transport services, and wherever possible, co-ordinate the provision of bus and rail services. In addition, the railway service has a role to play in reducing the need for freight to travel by road and the Council would wish to encourage the switch of road freight onto the railways wherever possible.

public transport services is supported and increased use of the rail network encouraged.

Transport Policies and Programme

9.7 The County Council's Transport Policies and Programme (TPP) is the annual statement of plans and programme for implementing the County Structure Plan policies on transportation. It is also the bid to the Government for Transport Supplementary Grant and approval to borrow for capital expenditure purposes.

Transport and Environment Strategy for the Eastbourne Area

9.8 In June 1995, a Transport and Environment Strategy for the Eastbourne area was approved by the County Council. The District Council was involved in the preparation of the Strategy which, whilst concentrating on Eastbourne, also works to maximise opportunities presented by the proposed A27 and A22 highway improvements for Polegate, Willingdon, Stone Cross, Westham, Pevensey and Pevensey Bay. This will include traffic calming schemes and environmental improvements. The Strategy will enable joint bids for future funding to be made for transport infrastructure as part of the "package" approach through the TPP.

ENVIRONMENTAL CONSIDERATIONS

9.9 Although many of the policies in this chapter are environmentally based, there are a number of issues that are specifically environmental in their nature. These include considerations of the environment and landscape impact of new road proposals and the traffic impact of new development. Energy conservation issues associated with transport and the settlement pattern are considered in Chapter 4.

Road Proposals : Environment and Landscape Impact

9.10 As outlined in Chapter 4, the District has a high quality landscape, large parts of which are covered by Areas of Outstanding Natural Beauty, together with a rich heritage of historic buildings, traditional settlement patterns and areas of designated nature conservation and woodland importance. In the light of this, the Council attaches great importance to making a careful assessment of the environmental and landscape effects when considering new road proposals. In appropriate cases, the Council will seek the submission of an Environmental Statement. Furthermore, the Council will encourage the relevant highway authorities to actively seek and consider local views.

TR1 All new road schemes should have regard to the constraints of the environment both natural and built to minimise their environmental impact.

In assessing the potential impact of such schemes, the Council will pay particular attention to:

(1) the amenities and character of the countryside, towns and villages;

(2) the effects on local communities;

(3) Areas of Outstanding Natural Beauty and other areas of important landscape value;

(4) areas of designated nature conservation, woodland and historic importance;

(5) the character and setting of listed buildings and Conservation Areas.

9.11 At a more detailed stage, such as following the selection of a preferred route, the Council is anxious to ensure that any potential noise and visual intrusion is minimised. To this end, significant landscaping will normally be required to provide sensitive and effective screening, and where overhead lighting is necessary every effort will be made to minimise its visual impact, particularly in countryside areas, subject to achieving the necessary safety standards.

TR2 In considering detailed road proposals, the Council will seek to ensure that the relevant highway authority undertakes measures to minimise the degree of visual and noise intrusion through sensitive overhead lighting where this is required, and appropriate landscaping, including earth mounding, contouring and planting.

Traffic Impact of New Development

9.12 The Council is concerned to ensure that when considering planning applications, the proposed development should not create nor perpetuate unacceptable traffic conditions. Proper provision should be made for access for vehicles, cyclists and pedestrians. Developers will be expected to make adequate provision for car parking and, where appropriate, cycle parking in all new developments. The Council's parking requirements are set out in Policies TR11 and 16. In addition, in appropriate cases, developers will be expected to make provision for public transport which may include laybys, bus shelters and adequate turning areas.

TR3 Planning applications for new development will be permitted where the following criteria are met:

(1) the proposed development does not create or perpetuate unacceptable traffic conditions;

(2) a satisfactory means of access (vehicular, cycle and pedestrian) is provided to meet Local Planning and Highway Authority standards;

(3) where appropriate, the provision of suitable public transport facilities.

TRUNK ROAD PROGRAMME

9.13 Within Wealden the A27/A259 route is part of the 'trunk road box' formed by the M25, M23/A23, A27/A259 and A21 motorways and trunk roads, which longer distance traffic in this part of the South East is encouraged to use. The A27/A259 forms part of the Folkestone to Honiton South Coast Trunk Road.

9.14 A number of improvement schemes were to have been completed or under construction in time for the opening of the Channel Tunnel. However, parts of the Department of Transport's programme have continued to slip, and for a number of years both the County Council and District Council have consistently expressed their concern over the slow progress being made.

9.15 Of particular importance to the District are the four proposed schemes in the Department of Transport's trunk road programme. These are the A27 Wilmington and Selmeston bypasses, Polegate Bypass, A259 Pevensey - Bexhill improvement and the Bexhill-Hastings Western Bypass. All these schemes are illustrated on Figure 6 and are discussed in detail below.

9.16 The Government has completed its comprehensive national review of trunk road schemes, to determine the role which roads should play in an integrated transport policy and to establish a forward investment programme for the trunk road network. All of the trunk road schemes in Wealden have been subject to this review. The outcome of the review has resulted in the A27 Polegate Bypass being included in the targeted programme of improvements. However the remaining trunk road schemes in Wealden are to be the subject of further studies.

9.17 It is vital to Wealden that these road proposals are implemented as early as possible to provide traffic relief to towns and villages along the existing roads as well as helping the local economy through improved access, as recognised in the Council's Economic Development Strategy.

9.18 On this basis the Council will continue to support the earliest implementation of these road proposals but will wish to further consider details of the preferred routes (other than the Polegate Bypass where all the statutory procedures are complete). The Department of Transport's proposed and published routes for these schemes, as indicated on the Proposals Map will be safeguarded from prejudicial development.

TR4 The Department of Transport's route of the A27 Polegate Bypass and published routes of the A27 Wilmington and Selmeston Bypasses, A259 Pevensey-Bexhill Improvement and Bexhill-Hastings Western Bypass, as shown on the Proposals Map, will be safeguarded from prejudicial development.

A27 Lewes-Polegate Improvement

9.19 In 1993, the Department of Transport published a preferred option for improvements to the A27 between Lewes and Polegate to dual carriageway standard. This scheme was subsequently included in a review as a potential candidate for smaller scale improvements. The outcome of this review was announced in November 1996 and put forward three locations for road improvements between Lewes and Polegate, comprising bypasses for the villages of Wilmington, Selmeston and Alciston, and a new alignment between Southerham and Beddingham.

9.20 The Council has advised the Department of Transport that it welcomes the principle of upgrading the A27 between Polegate and Lewes, subject to a full assessment of the detailed proposals.

A27 Polegate Bypass

9.21 The Department of Transport's proposed route for a dual carriageway bypass to the north of Polegate extends from a grade separated roundabout junction on the A22 north-west of Sayerland Road to a double roundabout junction near Dittons Farm in the east where it will join the Pevensey Bypass as shown on Inset Map 47. A wide variety of landscaping, planting and contouring is proposed along the length of the new road and in association with the proposed roundabouts, in order to help minimise the visual and noise impact. The proposals include a new pedestrian and bridleway bridge over the bypass to enable continuation of the Cuckoo Trail from Polegate to Heathfield, and a new footbridge at Sayerland Road which the Council supports subject to minimising its environmental

9.38 In line with District-wide policy set out in Chapter 4, it is not considered that new roadside facilities will be appropriate within the environmentally sensitive character areas of the High Weald and Sussex Downs Areas of Outstanding Natural Beauty and the Coastal Levels. Outside these areas, where the need for the facilities and the site in question can be demonstrated to the satisfaction of the Council, particular attention should be given to ensure that the visual intrusion arising from the new built form, lighting and signage is minimised by careful design, including the use of traditional building forms and materials, wherever practical, and appropriate landscape screening. A comprehensive range of facilities will normally be required in order to prevent further proliferation of facilities on separate sites.

TR7 Proposals for new commercial roadside facilities along primary routes outside the development boundaries, as defined on the Proposals Map, will not be permitted within the High Weald and Sussex Downs Areas of Outstanding Natural Beauty or the Coastal Levels.

Elsewhere such proposals will only be permitted on primary routes outside the development boundaries, as defined on the Proposals Map, if the following criteria are met:

(1) a need can be demonstrated for both the proposed facilities and the particular location that cannot be met by either existing or planned facilities;

(2) where appropriate, the Council will encourage a comprehensive range of both commercial and non-commercial facilities to be provided;

(3) the layout and form of development and use of materials should respect the character and appearance of the locality and ensure an appropriate standard of amenity within the site;

(4) substantial landscape planting, including buffer strips and mounding, shall be provided along the site boundaries prior to the completion of development, wherever practicable.

Non-Primary Routes

9.39 There are many other roadside facilities throughout the District on non-primary routes, mainly providing petrol filling stations. Along these routes, traffic flows are considerably lighter than on the primary routes and are normally more local in their nature. On this basis it is unlikely that any proposals for new commercial roadside facilities or the large scale expansion of existing ones along the non-primary routes will be justified as an exception to normal policies of countryside restraint.

9.40 However, in certain cases there may be opportunities for the small scale expansion or redevelopment of existing facilities to serve the needs of the non-primary routes which would have an acceptable environmental impact. For example, reference is made in Chapter 15 to the possible development of local roadside facilities within the Burwash Road Commercial Area, at the junction of the A265 with the B2096 Battle Road, Heathfield. As in the case of new roadside facilities, the Council will seek to ensure that the visual intrusion resulting from any redevelopment or small scale extension proposals will be minimised.

TR8 Proposals for new commercial roadside facilities and the large scale expansion of existing facilities along non-primary routes outside the development boundaries, as defined on the Proposals Map, will be resisted. Proposals for small scale extensions and the redevelopment of existing facilities may be permitted where the criteria set out in Policy TR7(3) and (4) are met.

TRAFFIC MANAGEMENT

Road Safety and Traffic Calming

9.41 Whilst the planned road improvements will assist the efficient movement of through traffic, the Council wishes to see these increasingly supported by measures to manage and control the movement of local traffic in order to provide safer conditions for road users, a more efficient use of the road system and overall environmental improvements for residents and visitors. In particular, measures are needed to reduce the speed and volume of traffic which is often detrimental to the safety and amenity of villages, town centres and residential areas.

9.42 The Council will encourage the County Council to increase the necessary funding and introduce road safety and traffic management schemes in the District, where appropriate, including traffic calming measures. Particular care should be taken in any traffic management scheme to ensure that suitable provision is made for people with disabilities. In addition, consideration should be given to the need for servicing properties and other essential access requirements. The

Local Plan identifies various locations where there is considered to be a need for measures to mitigate the effect of traffic, as set out in the relevant town and village chapters.

9.43 In recent years, the wider use of 'traffic calming' measures to physically restrain traffic for safety and amenity reasons in both urban and rural situations has received much attention. Such measures can include the provision of road humps, chicanes, road closures, planting areas and street furniture as a means of reducing vehicle speeds and discouraging unnecessary through traffic. Traffic calming measures can often be part of a wider traffic restraint policy for a town or village which could also include speed limits, cycle provision, on-street parking controls, lorry management and pedestrianisation.

9.44 In considering proposals for new housing development, the Council is concerned that the associated traffic generation on local roads does not have a detrimental effect on road safety or residential amenity. Traffic calming measures may be preferable to other highway improvements made necessary by development such as road widening, which in some cases may not be possible. Following consultation with the Highway Authority, the Council will seek the provision of appropriate traffic calming measures by the developer, both within the proposed development and on the relevant parts of the wider road network. These will normally be secured by the completion of an appropriate legal agreement.

TR9 In considering proposals for new housing development, where necessary and appropriate, the Council will seek the provision of suitable traffic calming measures.

Heavy Goods Vehicles

9.45 The Council is concerned that heavy goods vehicles using narrow country lanes and travelling through villages on roads not designed for that purpose have a detrimental effect in terms of safety and amenity. However, in many cases, such vehicles need to gain access to farms and businesses located within the rural areas. Also, it is the policy of the County Council to allow heavy lorries to disperse over the available road network rather than to concentrate on selected roads, themselves perhaps little more suitable than the rest. Restrictions are, however, placed on particularly unsuitable roads. The aim is to improve the environment for residents and other road users.

9.46 As part of the Local Plan strategy to encourage through traffic to use the trunk and primary road network, the Council will seek to control the movement of heavy goods vehicles within the District. This could be achieved by resisting development proposals where the effects of lorry generation and attraction would be environmentally unacceptable, by encouraging the County Council to introduce Traffic Regulation Orders to control the movement of heavy lorries, and by making representations to the Licensing Authority with regard to applications for goods vehicle operating licences.

TR10 The Council will seek to control the movement of heavy goods vehicles within the District by resisting development proposals which would have a detrimental impact on the environment by reason of a material increase in the generation and attraction of heavy goods vehicles within villages and along unsuitable country roads.

Cycling

9.47 The Council recognises that cycling has important health and fitness benefits and can play a significant role in achieving a more efficient and sustainable transport system. The County Council's Cycling Strategy, which was adopted in 1994, sets out to 'promote cycling as a safe, convenient, attractive, low-cost, healthy and environmentally friendly mode of transport for both utility and recreational journeys, and thereby to increase the proportion of journeys made by bicycle'. It is an objective of this strategy that 'cycle audits' of roads, rights of way and development proposals be carried out to ensure that the needs of cyclists are taken into account as far as possible. An integrated network of cycle routes is also being developed to cater for both utility and recreational journeys.

9.48 The Council recognises the vulnerability of cyclists and will ensure the relevant Highway Authority takes the needs of cyclists into account when designing new road schemes or alterations to the existing road network, and in preparing traffic management schemes. Furthermore, in carrying out its development control function, the Council will take into consideration the needs of cyclists to ensure opportunities are taken to provide facilities such as cycle parking areas, where appropriate, and promote safety in general. Cycle parking standards are to be drawn up for use in considering proposals for new development as part of the implementation of the Cycling Strategy.

TR11 In major development schemes, particularly in town centres, developers should provide covered and secure cycle parking areas.

TR12 In dealing with development proposals the Council will take into account the Cycling Strategy for East Sussex.

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