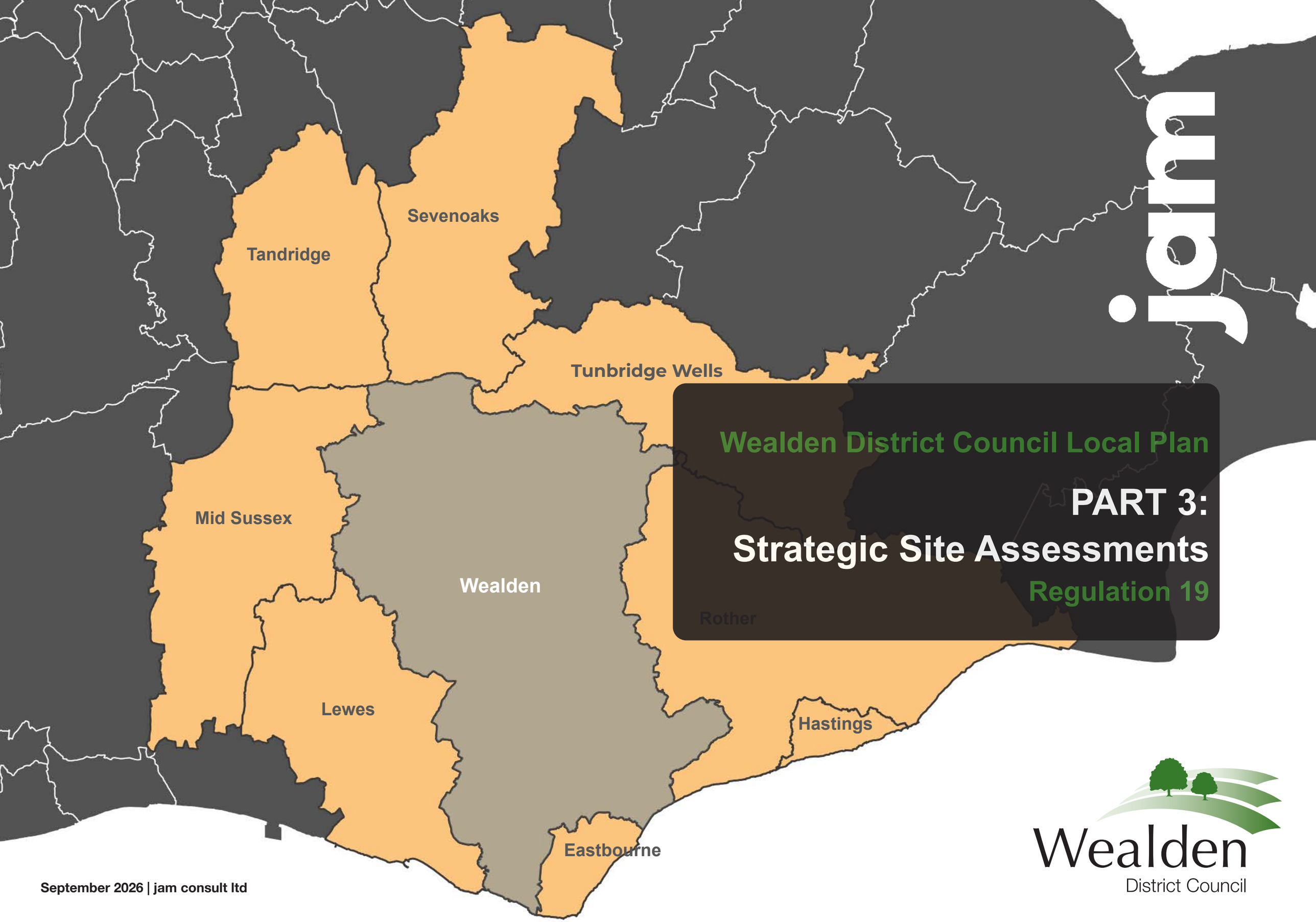


jam

Wealden District Council Local Plan

PART 3: Strategic Site Assessments

Regulation 19

Wealden District Council

September 2026 | jam consult ltd

This document has been prepared by **Jam Consult Ltd** of Behalf of Wealden District Council:

Planning Policy Wealden District Council
Council Offices
Vicarage Lane
Hailsham
East Sussex BN27 2AX

Telephone: 01892 602008

E-mail: planningpolicy@wealden.gov.uk

Website: www.wealden.gov.uk

If you, or somebody you know, would like the information contained in this document in large print, Braille, audio tape/ CD or in another language please contact Wealden District Council on

01323 443322 or **info@wealden.gov.uk**

© jam consult ltd

This report has been prepared using the evidence base provided by Wealden District Council. The conclusions and recommendations contained in this SA Report are based upon information provided by others and upon the assumption that all relevant information has been provided by those parties from whom it has been requested and that such information is accurate. Information obtained by Jam Consult Ltd has not been independently verified, unless otherwise stated in the Report. The work described in this Report was undertaken between May 2025 – January 2026 and is based on the information made available during this period. The scope of this report and the services are accordingly factually limited by the timescale available. It is recognised that further information may become available after this report has been published, which may need to be considered in any further work undertaken.

Contains OS open data © Crown Copyright [and database rights] (2026). WDC OS Licence No. XXXXX

CONTENTS

STRATEGIC SITE ASSESSMENTS: SUMMARY OF RESULTS	4
ARLINGTON	8
CROWBOROUGH	12
EAST HOATHLY WITH HALLAND	15
FRAMFIELD	22
FRANT	31
HAILSHAM	42
HORAM	46
MARESFIELD	50
POLEGATE	54
UCKFIELD	64
WESTHAM	73

STRATEGIC SITE ASSESSMENTS: SUMMARY OF RESULTS

PARISH		SETTLEMENT	REF. NO.	ADDRESS	DEVELOPERS' PROPOSALS	DEVELOPER / (AGENT)	SA REG. 18(1)	SA REG. 18 (2)	SA Reg. 19
01	**Arlington**	Hailsham	**825/1310**	**Land to north-west of Hempstead Lane**	1,500 homes in plan period (**Total 2,500**); 1 Primary School; New Community Facilities	(Stantec)	**Reject**	**Possible**	**Reject**
02	**Crowborough**	Crowborough	**1026/1110**	**Land at Beechenwood Farm**	120-150 dwellings; 1.79 ha green infra. & SANGS	Greymoor Homes	**Reject**	**Possible**	**Select**
03	**East Hoathly W/ Halland**	East Hoathly	**996/1950**	**Hesmonds Stud (sites 154/1950, 773/1950, 985/1950)**	925 homes in plan period (**Total 3,000**); 23,500 sqm emp.; 1 new primary / nursery provision; new secondary provision	Hesmond Studs (Parker Dann)	**Reject**	**Reject**	**Reject**
04	**East Hoathly W/ Halland**	East Hoathly	**1235/1950**	**Land at Laughton Park Farm**	925 homes in plan period (**Total 4,000**); 30,000 sqm employment; 2 primary schools; new community centre	South West Strategic Developments Ltd (Grass Roots Planning ltd)	-	**Possible**	**Reject**
05	**Framfield**	Uckfield	**127/1410**	**Land at Birds in Eye (North), Bird in Eye Hill**	240 homes; 1,000 sqm employment	Martin Grant Homes (Turley)	**Reject**	**Select**	**Select**
06	**Framfield**	Uckfield	**400/1410**	**Land at High Cross Farm, Eastbourne Rd**	450 homes	Thakeham	**Reject**	**Possible**	**Reject**
07	**Framfield**	Uckfield	**725/1410**	**Land at Hempstead Lane**	300 homes; 1 2FE Primary school, Community Hub	Martin Grant Homes/Harcourt Developments (Turley)	-	**Possible**	**Select**
08	**Frant**	Tunbridge Wells	**729/1610**	**Land at Ramslye Farm (Spartsbrook Farm)**	700 homes; Community facilities	Dandara (Stantec)	**Reject**	**Possible**	**Select**
09	**Frant**	Tunbridge Wells	**979/1610**	**Pinewood Farm, Frant Road**	690 homes	(Savills)	**Select**	**Select**	**Select**
10	**Frant**	Tunbridge Wells	**755/1610**	**Tunbridge Wells Rugby Club & Chase Farm**	105 homes	Esquire Developments	**Select**	**Select**	**Select**
11	**Frant**	Tunbridge Wells	**1201/1610**	**Tunbridge Wells Rugby Club & Chase Farm**	240 homes; Redevelopment of Sports Pavilion / facilities	Esquire Developments	**Reject**	**Select**	**Select**
12	**Hailsham**	Hailsham	**931/1310**	**South of Summerhill Lane, Hailsham (including sites 696/1310;697/1310;701/1310)**	Residential development	Anwyl Land (Strutt & Parker)	-	-	**Reject**
13	**Hailsham**	Hailsham	**1115/1310**	**Land east of A22, Hailsham**	1,000 homes; 16,750 sqm employment	Polegate Land	**Rej** / **Sel**	**Possible**	**Select**
14	**Horam**	Horam	**875/3030**	**Coxlow Farm, Horam Road**	750 homes; 4,000 sqm emp.; 1,500 Community floorspace; 1 2FE Primary school; Community Hub; Country Park	Gladman Developments	**Select**	**Select**	**Select**
15	**Hellingly**	Hellingly	**1221/3000**	**Chestnut Cross, Heelingly**	280 homes	Hallam Land (Tor & Co.)	-	-	**Reject**
16	**Maresfield**	Maresfield	**980/3120**	**Ashdown Business Park Extension**	Employment (45,000 sqm)	Summerthorne Estates (MJB Architecture)	**Reject**	**Possible**	**Select**
17	**Ninfield**	Lunsford Cross	**983/1630**	**Lunsford Cross Farm**	335 dwellings, employment use, community shop/convenience retail and 2FE primary school	Rurban Estates Limited (DHA)	-	-	**Select**
18	**Polegate**	Polegate	**1069/1510**	**Polegate West**	1,075 homes (**Total 1,500**)	Taylor Wimpey (Turley)	**Reject**	**Reject**	**Reject**
19	**Polegate**	Polegate	**204/1510**	**Polegate West**	230 homes	Taylor Wimpey (Turley)	**Reject**	**Reject**	**Reject**
20	**Polegate**	Polegate	**896/1510**	**Land at North Polegate, A22**	Employment (63,000 sqm)	Formula Land (Framptons)	**Reject**	**Select**	**Select**
21	**Uckfield**	Little Horsted	**1061/1410**	**Owlsbury**	1,525 homes in plan period (**Total 1,700**); 60 ha SANGS; emp. / community space; 1 2FE Primary School / nursery provision	Fairfax Properties (Enplan)	**Reject**	**Select**	**Select**
22	**Uckfield**	Uckfield	**137/1410**	**Downlands Farm, Uckfield**	300 homes and public open spaces	Gleeson Land (Stantec)	-	-	**Reject**
23	**Uckfield**	Ringles Cross	**1007/1410**	**Land at White House Farm, London Rd**	240 homes	-	**Select**	**Select**	**Select**
24	**Uckfield**	Uckfield	**1232/1410**	**Hempstead Farm, Uckfield**	200 homes; retirement care facility; improved sports provision	Hempstead Farm (DHA Planning)	-	**Possible**	**Reject**
25	**Westham**	Westham	**1099/3360**	**Land at Peelings Lane, Westham**	240 homes	Bellway (DHA Planning)	**Select**	**Select**	**Select**
26	**Westham**	Stone Cross	**1132/3280**	**Sharnfold Farm, Hailsham Rd, Stone Cross**	400 homes; 500 sqm open space / play space	(Ridge)	**Select**	**Select**	**Select**

STRATEGIC SITE ASSESSMENTS: SUMMARY OF RESULTS

STRATEGIC SITES SUMMARY

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills	18(1)	18(2)	19
ARLINGTON																								
825/1310	Land to north-west of Hempstead Lane																					R	P	R
CROWBOROUGH																								
1026/1110	Land at Beechenwood Farm																					R	P	S
EAST HOATHLY WITH HALLAND																								
996/1950	Hesmonds Stud																					R	R	R
1235/1950	Land at Laughton Park Farm																					-	P	R
FRAMFIELD																								
127/1410	Land at Birds in Eye (North), Bird in Eye Hill																					R	S	S
400/1410	Land at High Cross Farm, Eastbourne Rd																					R	P	R
725/1410	Land at Hempstead Lane																					-	P	S
FRANT																								
729/1610	Land at Ramslye Farm (Spartsbrook Farm)																					R	P	S
979/1610	Pinewood Farm, Frant Road																					S	S	S
755/1610	Tunbridge Wells Rugby Club & Chase Farm																					S	S	S
1201/1610	Tunbridge Wells Rugby Club & Chase Farm																					R	S	S
HAILSHAM																								
931/1310	South of Summerhill Lane, Hailsham (NEW)																					-	-	R
1115/1310	Land east of A22, Hailsham																					R S	P	S
HELLINGLY																								
1221/3000	Chestnut Cross, Hellingly (NEW)																					-	-	R
HORAM																								
875/3030	Coxlow Farm, Horam Road																					S	S	S
MARESFIELD																								
980/3120	Ashdown Business Park Extension (EMP)																					R	P	S
NINFIELD																								
983/1630	Lunsford Cross Farm (NEW)																					-	-	S

STRATEGIC SITE ASSESSMENTS: SUMMARY OF RESULTS

STRATEGIC SITES SUMMARY

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills	18(1)	18(2)	19
POLEGATE																								
1069/1510	Polegate West																					R	R	R
204/1510	Polegate West																					R	R	R
896/1510	Land at North Polegate, A22 (EMP)																					R	S	S
UCKFIELD																								
1061/1410	Owlsbury (Little Horsted)																					R	S	S
137/1410	Downlands Farm, Uckfield (NEW)																					-	-	R
1007/1410	Land at White House Farm, London Rd																					S	S	S
1232/1410	Hempstead Farm, Uckfield																					-	P	R
WESTHAM / STONE CROSS																								
1099/3360	Land at Peelings Lane, Westham																					S	S	S
1132/3280	Sharnfield Farm, Hailsham Rd, Stone Cross																					S	S	S

STRATEGIC SITE ASSESSMENTS

ARLINGTON


A22
A267
B2104
A271
B2404
A295
825/1310
Michelham Priory
KEY
SPA + 400m buffer
Special Area of Conservation (SAC)
Site of Special Scientific Interest (SSSI)
High Weald National Landscape (HWNL)
Biodiversity Opportunity Area (BOA)
South Downs National Park (SDNP)
Flood Zone 3
Flood Zone 2
Pevensey Levels Hydrological Area
Railway Station
Walking Distances (400m, 800m, 1200m)
National Cycle Network
Public Rights of Way (PROW)
Conservation Area
Archaeological Areas
Listed Buildings
Electricity Transmission Line
Educational Services
Medical Services
Open Space
Tree Preservation Order (TPO)
Local Wildlife Site (LWS)
Woodland
Ancient Woodland
0
0.5
1 km

ARLINGTON

ARLINGTON		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(2) Results**																				
825/1310	**Land to the north-west of Hempstead Lane**																				

COMMENTARY	
Site (825/1310)	148.24ha greenfield site / agricultural land (unclassified) at North West Hailsham. The site is currently detached from Hailsham, and it's local facilities and amenities, by the A22 dual carriageway. The smaller settlements of Upper and Lower Dicker lie to the north and west of the site, which have limited facilities. The site is not near a railway station.
Parish / Settlement	Arlington / Hailsham (Type 1 - Town)
Development Proposal	c. 2,500 net dwellings (approx. 1,250 in Plan period) to create new 20 minute neighbourhood to the west of the A22 and Hailsham including wetland habitat, new and enhanced walking and cycling infrastructure, new community infrastructure and education infrastructure. There is one landowner.
Summary of Assessment	• c.1,250 homes are proposed in Phase 1, which are expected to be delivered within the plan period and will include a mix of type and tenure in line with the local housing needs assessment. • The majority of the site is in Flood Zone 1, where the residential development will be located. Over 22% of the site is affected by groundwater flood risk in the southern part of the site, either side of the River Uck, and extending into the central area of the site in the western part, and along the A22 to the north. Further investigation will be needed in relation to groundwater flooding. • The proposals seek to deliver attractive and publicly accessible green space on more than 45% of the site, through the provision of a new wetland park together whilst retaining and enhancing trees and hedgerows, exceeding 20% BNG. • The site is detached from the local facilities, amenities and public transport of Hailsham as a result of the A22 dual carriageway and is not near a railway station. A 20 minute neighbourhood is proposed and new/enhanced walking/cycling infrastructure including 3 new bridges to cross the Cuckmere River and new vehicular access junction along A22. Significant infrastructure will therefore be needed, which will take time to deliver and is not proposed until the second phase of the proposals. Further information will be needed to establish the cost, viability and deliverability of the proposed transport infrastructure, to ensure that early phases are not established without suitable sustainable transport measures and result in isolation from services and facilities within Hailsham. • **The Transport Modelling 2026** shows the impacts on the highway network and traffic will be greatest on the A22, particularly the section of single carriageway north of Hailsham, the dual carriageway section to the south of Hailsham and the Boship roundabout, one of the busiest junctions in the District which is already at capacity at peak times, although mitigation may be possible. • The proposals will result in light pollution in a 'darker sky area and could result in an increase in air pollution during construction, although this is likely to be temporary. • **Landscape Sensitivity Assessment 2023** identifies the site as moderate to high sensitivity to development with the area of the site proposed for Phase 1 as more sensitive to development owing to woodland and hedgerows and the floodplain which bisects the site. Scale of development likely to be visible in views to / from the SD National Park, particularly from more elevated parts of the site. Mitigation measures will need to be identified. • **The Heritage Impact Assessment 2026** identifies the potential to cause an elevated degree of harm to the setting of the Grade I listed and Scheduled Monument, Michelham Priory (as well as its ancillary Grade I and II listed assets), Hatches Farmhouse and to a lesser degree, the other adjacent assets as a result of development on the site. • Some uncertainty remains on the social and economic impacts of the proposals and further details will be needed. • The first phase of the development is proposed on the most sensitive part of the site for landscape without the proposed new transport infrastructure, which is proposed in phase 2. There is therefore a significant risk that an isolated development could be created if phase 2 is not realised, which will not be sustainable. • The proposal will broadly conform with the Spatial Strategy as it provides a significant extension to Hailsham, the largest town in the District, although it is recognised there is no railway station and the site is currently detached from the settlement as a result of the A22.

ARLINGTON

COMMENTARY	
Mitigation Measures	• **Climate** - Net Zero and EPC at B,C & above are proposed to ensure energy efficiency; local food production through community gardens, orchards and allotments proposed • **Waste & Materials** - Circular Economy principles proposed • **Biodiversity/Flood Risk** - New public wetland and extensive SuDS proposed • **Heritage** - Reducing the scale of the site (away from Michelham Priory), preserving the rural character of the Cuckmere River and reducing the quantity and density of development within closer proximity to Michelham Priory and its associated buildings. The degree of harm and influence of mitigation measures will depend to a large extent on the quantity, scale, layout and design of new development on the site. • **Landscape character** - development density and intensity to be restricted from more visible locations on the higher topography; maintaining an open natural character along the river plain; minimising the use of light and reflective building materials; community gardens and allotments; retaining woodland areas; and establishing substantial new areas of native planting. • **Transport** - 20 minute neighbourhood proposed with new and enhanced walking/pedestrian infrastructure; New bridges and vehicular access junction proposed for the second phase of development – further information is required to determine if the transport issues can be suitably mitigated and a 20 minute neighbourhood can be achieved. Mitigation measures for Phase 1 will need to be identified to prevent an isolated neighbourhood.
Cumulative Impacts	There are no other significant residential proposals in the vicinity which are likely to influence the cumulative impacts of the development. A draft allocation of 40,000 sqm employment land is proposed at Knights Farm, SHELAA Site 1039/1310.
Select / Reject **REJECT**	**OUTLINE OF REASONS - REJECT** The proposal is for c. 2,500 net dwellings (approx. 1,250 in Plan period) to create new 20 minute neighbourhood to the west of the A22 and Hailsham including wetland habitat, new and enhanced walking and cycling infrastructure, new community infrastructure and education infrastructure. The Transport Modelling 2026 shows the impacts on the highway network and traffic will be greatest on the A22, particularly the section of single carriageway north of Hailsham, the dual carriageway section to the south of Hailsham and the Boship roundabout, one of the busiest junctions in the District, which is already at capacity, although mitigation may be possible but further information will be required. Significant infrastructure will therefore be needed, which will take time to deliver and is not proposed until the second phase of the proposals. There is a lack of information to identify the cost, viability and timing of the proposed transport infrastructure, to ensure that such measures are deliverable and that early phases of the development are not established without suitable sustainable transport measures and connectivity to services and facilities. The first phase of the development is proposed on the most sensitive part of the site for landscape and will not be supported by the proposed new transport infrastructure or the ambition for a new 20 minute neighbourhood. There is therefore a significant risk that an isolated development could be created if phase 2 is not realised, which will result in an isolated, car dependant development with a lack of facilities and services and will not be sustainable. Phase 2 of the development is proposed on the areas of the site which are most sensitive for heritage. The constraints of the site in relation to landscape, flood risk and heritage further reduce the area of land that is suitable for development. There remains a large amount of uncertainty on whether such a proposal could be delivered. The site is currently detached from the local facilities and amenities of Hailsham by the A22 dual carriageway and is therefore not in conformity with the Spatial Strategy. **IT IS RECOMMENDED THAT THE SITE IS NOT TAKEN FORWARD FOR ALLOCATION.**

ARLINGTON

IMPACTS	
Major Positive Impacts	
Housing	The proposals indicate c.1500 to be delivered in plan period (Total 2,500 homes), which will make a major contribution to housing need and provide for future need beyond the Plan period. A mix of types and tenure is proposed in line with Local Housing Needs Assessment including affordable housing; homes for older and disabled persons; and custom build opportunities.
Green & Blue Infrastructure	Proposals seek to deliver attractive and publicly accessible green space on more than 45% of the site, through provision of a new wetland park together with retaining and enhancing trees and hedgerows within the site (80%) and a network of new routes
Minor Positive Impacts	
Water Resources	Measures proposed to improve quality of River Cuckmere, all residential development proposed to achieve less than 90 litres/p/d above the policy requirement of 110 litres p/day. **The Water Cycle Study 2026** shows the WwTW has limited capacity for growth.
Soil, Land & Minerals	Greenfield/agricultural land (unclassified). Development not to be located on grade 2 or 3a land. Best practice in construction to be promoted to prevent soil disturbance, compaction or erosion.
Biodiversity	River Cuckmere Habitat Link Biodiversity Opportunity Area (BOA) runs through the centre of the site and along the southern boundary. There are also 2 pockets of ancient woodland. The scheme proposes to exceed the 20% BNG, protect existing woodland with the provision of new buffer planting zones and ensuring no net loss of trees but where existing trees do have to be removed (e.g. vehicular access), replacing these three-fold.
Digital Infrastructure	Developer committed to the provision of fibre to the properties across the site and delivery of high-speed internet for all buildings across the site.
Economy & Employment	Proposals seek to maximise opportunities to link/connect to existing settlements, as well as existing and future employment hubs at Diplocks Way and Knights Farm, whilst creating employment within the site to complement the existing employment offer. Opportunities include spaces for 'maker/start-up' uses and a co-working hub within the neighbourhood. Details of the type/no. of jobs within the site in both construction and operation have not yet been set out but are likely to have a positive impact.
Education & Skills	Potential to improve skills and training through local job creation/apprenticeships during construction. The proposals make a strong commitment to supporting local skills and training to include developing skills and local employment training programmes during development and occupation, working with the higher education sector to understand their needs and links to existing local employment hubs at Diplocks Way and Knights Farm. There is currently capacity in the local schools and the proposals include a commitment to provide a new primary school to cater for additional need. The proposals also include the potential for a new Nature Centre.
Uncertain Impacts	
Climate Change Adaptation	Site vulnerable to surface water flooding and overheating of buildings. River Cuckmere flood zones (2 & 3) bisect the site and extend into large parts of the centre of the site, however, the majority of the site is within Flood Zone 1. EV charging to be provided. Details of utility provision and renewable energy not yet provided.
Flood Risk	Majority of site within Flood Zone 1, areas around the River Cuckmere within Flood Zone 2 and 3a. Residential development will only be in Flood Zone 1. Some surface water flood risk within the site, which broadly overlaps with the areas at risk of fluvial flooding. New public wetland park and extensive SUDS proposed to mitigate flood risk within the site. A sequential approach to the location of development on site proposed to be taken to direct development first to the areas of the site not at risk of flooding. Over 22% of the site is affected by groundwater flood risk in the southern part of the site, either side of the River Uck, and extending into the central area of the site in the western part, and along the A22 to the north. Further investigation will be needed in relation to groundwater flooding.
Historic & Cultural Heritage	**The Heritage Impact Assessment (July 2026, pp 56-62)** identifies several heritage assests in the vicinity of the site including listed buildings near to the site along Coldharbour Road and Hempstead Lane, which could be adversely affected by the development but could be addressed through suitable mitigation measures. Development has the potential to cause an elevated degree of harm to the setting of the Grade I listed and Scheduled Monument, Michelham Priory (as well as its ancillary Grade I and II listed assets), Hatches Farmhouse and to a lesser degree, the other adjacent assets. This is because all assets (except Bourne Farmhouse and Brook House) sit within a well-preserved rural setting, with the character of most of the assets being the rural Cuckmere valley. Mitigation measures include reducing the scale of the site (away from Michelham Priory), preserving the rural character of the Cuckmere River and reducing the quantity and density of development within closer proximity to Michelham Priory and its associated buildings. The degree of harm and influence of mitigation measures depends to a large extent on the quantity, scale, layout and design of new development on the site.
Health & Wellbeing	Currently a lack of healthcare capacity locally, additional healthcare provision to be provided. Uncertain what facilities will be provided as part of the proposal. Proposals include new recreation, sports and play facilities to be provided across the site.
Social Inclusion	A wide range of housing types, community spaces and infrastructure to address social inclusion is proposed including a 'Neighbourhood Heart' which could include new community, education, health & recreation facilities. A Stewardship and Governance strategy for future long term maintenance and community involvement also proposed. The impact will be dependent upon implementation.
Town & Village Centres	The site is currently detached from the local facilities and amenities of Hailsham by the A22 dual carriageway. However, the proposal seeks to create a new community and neighbourhood with some local provision of facilities as well as sustainable connections to the wider area and other settlements i.e. Hailsham (Type 1 settlement) and Polegate (Type 2 development) although will be reliant on the transport issues being resolved, which are only proposed in Phase 2 of the development. Phase 1 of the development is unlikely to be able support the proposed provision of new community facilities on its own.

ARLINGTON

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation. Net zero development proposed to mitigate impact and provide resilient low impact place.
Waste & Materials	Waste will increase because of development. Circular economy principles proposed as mitigation but will depend upon implementation
Pollution	Development will result in light pollution in 'darker sky' area. Appropriate lighting will be used to minimise light pollution. Significant concerns remain over highways capacity and the potential for an increase in traffic as a result of the scale of the development to contribute negatively to air pollution. The transport modelling information will need to be reviewed.
Landscape & Townscape	Development of the site will extend development beyond the boundary feature of the wooded A22 corridor onto the open valley sides of the River Cuckmere to the west of Hailsham. **The Landscape Sensitivity Assessment, 2023** classifies the site as **moderate to high** sensitivity to development with the south of the site more sensitive to development owing to woodland and hedgerows. The scale of development is likely to be visible in views to / from the SD National Park. Careful consideration to be given to the location, form, scale and massing of built development, the location of open spaces, and new strategic planting, amongst other measures to minimise effects on the wider landscape and views. Any proposed development will need to be planned with great care, especially in relation to the key sensitive features within and adjacent to the site, setting development back from the floodplain and incised topography of the river valley. Development should also be set back from ancient woodlands on the site and adjacent to it, with appropriate buffers provided to protect the woodlands. Development should be predominantly located in the north and west of the site so as to avoid the sensitive River Cuckmere corridor, areas of perceived higher remoteness and tranquility, areas of remnant ancient woodland and areas of historic assart field pattern. Development should also be set back from Coldharbour Lane to the west so as to protect the rural character of listed buildings and perception of coalescence. There is some scope for development to the south-east to relate to existing linear development along Hempstead Lane.
Quality of Life & Place	Proposes the creation of a safe, attractive & socially integrated place. Developer proposes to provide a guardian role through the production of design codes and selection of delivery partners to ensure high quality, durable and attractive homes. Potential negative impacts during construction for existing residents and changes to landscape. Should Phase 2 not materialise could result in an isolated, car dependant development with a lack of facilities and services.
Major Negative	
Transport & Accessibility	Site is detached from the local facilities, amenities and public transport of Hailsham by the A22 dual carriageway and is not near a railway station. Proposals are for a 20 minute neighbourhood with new/ enhanced walking/cycling infrastructure including 3 new bridges to cross the Cuckmere River and new vehicular access junction along A22. Enhanced local transport services are proposed through a new Express Service between the site, Polegate Station and Eastbourne and Local bus services to Hailsham. Mobility hubs are to be provided within the development to encourage sustainable modes of transport. Significant infrastructure will be needed, which will take time to deliver. Further information will be needed to establish the cost, viability and timing of the proposed transport infrastructure, to ensure that such measures are deliverable and that early phases are not established without suitable sustainable transport measures and connectivity to services and facilities. **The Transport Modelling 2026** shows the impacts on the highway network and traffic will be greatest on the A22, particularly the section of single carriageway north of Hailsham, the dual carriageway section to the south of Hailsham and the Boship roundabout, one of the busiest junctions in the District which is already at capacity, although mitigation may be possible but further information is required.

CROWBOROUGH

1026/1110

A26
B2157
B2100

KEY

- SPA + 400m buffer
- Special Area of Conservation (SAC)
- Site of Special Scientific Interest (SSSI)
- High Weald National Landscape (HWNL)
- Biodiversity Opportunity Area (BOA)
- South Downs National Park (SDNP)
- Flood Zone 3
- Flood Zone 2
- Pevensey Levels Hydrological Area
- Railway Station
- Walking Distances (400m, 800m, 1200m)
- National Cycle Network
- Public Rights of Way (PROW)
- Conservation Area
- Archaeological Areas
- Listed Buildings
- Electricity Transmission Line
- Educational Services
- Medical Services
- Open Space
- Tree Preservation Order (TPO)
- Local Wildlife Site (LWS)
- Woodland
- Ancient Woodland

0 0.25 0.5 km

CROWBOROUGH

CROWBOROUGH

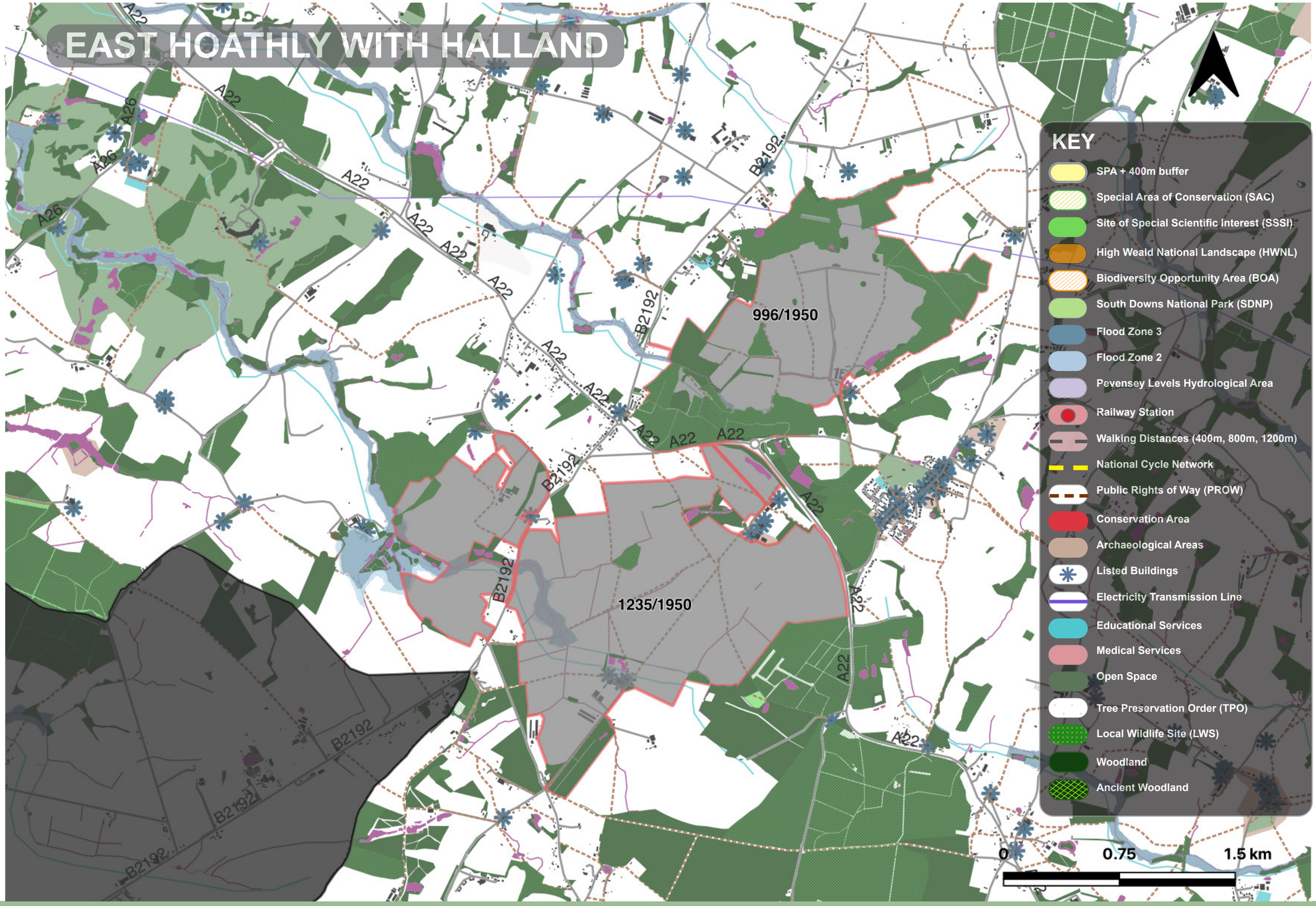
Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
POSSIBLE	SA Reg 18(2) Results																				
1026/1110	Land at Beechenwood Farm																				

COMMENTARY	
Site (1026/1110)	6.96 ha site part brownfield / part greenfield / agricultural (not classified) within the 7km buffer zone of the Ashdown Forest Special Area of Conservation (SAC) and Special Protection Area (SPA), and within the High Weald National Landscape (HWNL).
Parish / Settlement	Crowborough / Crowborough (Type 1 - Town)
Development Proposal	120-150 (net) dwellings, 1.79ha of green infrastructure and a potential Suitable Alternative Natural Green Space (SANGS) on site. There is one landowner.
Summary of Assessment	• Development will make positive contribution to the District's housing need, which has substantially increased since Reg 18 (1) and has resulted in the site being reconsidered as an option. Site considered suitable for 120 dwellings. • 46 affordable and 5% custom build are proposed with older person accommodation according to need. Development proposed to commence 2026/2027 at c.60 dpa. • The site is in Flood Zone 1 with no surface water flood risk or groundwater concerns • The site is within the 7km buffer zone of the Ashdown Forest Special Protection Area (SPA), which requires mitigation measures such as SANGS to be provided. Beecham Wood Ancient Woodland lies adjacent to north-eastern boundary of site and will require a buffer. • 1.79ha of green infrastructure proposed which will have a positive impact but further details are needed. • Site has good pedestrian links and is within walking distance to High Street. Site lies 3.4km to the north of Crowborough Railway Station which is a 5 - 10 minute bus ride. • **The Landscape Sensisitvity Assessment 2026** identifies the site as **moderate landscape sensitivity** due to its location within the High Weald National Landscape, the elevated position of the site within the landscape and the wooded backdrop it provides to Crowborough's settlement edge, which are all evident from this site. The land drops steeply from Pleasant View Road northwards and therefore any development will be relatively exposed to longer distance views. If the potential mitigation and enhancement opportunities are applied, the potential impacts could potentially be reduced, however, there will still be inevitable adverse impacts on grazed pastures, which will be lost. • The proposal will be in general conformity with the Spatial Strategy as it provides a significant development on the edge of a Type 1 settlement, close to a railway station.
Mitigation Measures	• **Landscape** - Development should be located to south of the site, limiting extent of development extending down the slope and applying a suitable offset in the form of a buffer zone to the ancient woodland at Beechem Wood. The shaw and hedgerows along the outer boundaries that contain the site, and mature trees and hedgerows that define internal field boundaries within the western half of the site should be retained, protected and enhanced. • **Heritage** - Encroachment towards the boundary of Cooks Corner Farm historic farmstead to be minimised. Views of development from the Cooks Corner Farm historic farmstead near the south-west edge of the site to be considered, retaining and enhancing trees/ woodland to screen views into the site. Public access to be enhanced and opportunities provided to experience the surrounding woodland. • Further information needed on development proposals • Mitigation measures are considered possible such as SANGS and SAMMS but further details will need to be identified.
Cumulative Impacts	There are no other significant residential proposals in the vicinity, which are likely to influence the cumulative impacts of the development.
Selection / Rejection **SELECT**	**OUTLINE OF REASONS - SELECT** The development will make positive contribution to the District's housing need and the site is considered suitable for 120 dwellings. The site lies outside the development boundary of the settlement and has been identified as of moderate landscape sensitivity for residential development due to its location within the High Weald National Landscape, the elevated position of the site within the landscape and the wooded backdrop it provides to Crowborough's settlement edge. 1.79ha of green infrastructure is proposed which will have a positive impact but further details will be needed. The site has good pedestrian links, is within walking distance to High Street and the local services and facilities, and lies 3.4km to the north of Crowborough Railway Station, a 5 - 10 minute bus ride. Development should be located to the south of the site to minimise impacts on the landscape and the impact on Cooks Corner Farm historic farmstead. Mitigation is considered possible. **IT IS RECOMMENDED THAT THE SITE IS TAKEN FORWARD FOR ALLOCATION.**

CROWBOROUGH

IMPACTS	
Major Positive Impacts	
Flood Risk	The site lies within Flood Zone 1. No surface water flooding risk. Site not at risk of ground water flooding.
Housing	Development will make positive contribution to District's housing need, which has substantially increased since Reg 18(1) and has resulted in the site being reconsidered as an option. 131 dwellings proposed with 46 affordable and 5% custom build. Older person accommodation will be provided according to need. Development proposed to commence 2026/2027 at c.60 dpa
Minor Positive Impacts	
Pollution	Possible minor negative impacts in the short term during construction. Site in a 'bright' area regarding light pollution and not in an area of air pollution.
Green & Blue Infrastructure	Proposal seeks to provide 1.79ha of green infrastructure, which will have a positive effect but lacks detail on the type of provision.
Biodiversity	Site is within the 7km buffer zone of the Ashdown Forest Special Area of Conservation (SAC) and Special Protection Area (SPA), which requires SANGS/SAMMS to be provided. Beecham Wood Ancient Woodland lies adjacent to north-eastern boundary of site and will require a buffer. No biodiversity site or BOAs within proximity of site. Ancient woodland located at northern eastern boundary. 1.79ha of proposed green infrastructure will have positive impact.
Transport & Accessibility	Site has good pedestrian links and is within walking distance to High Street. Site lies 3.4km to the north of Crowborough Railway Station which is a 5 - 10 minute bus ride. The site is adjacent to bus stops but the route does not provide a frequent service to the High St. The site complies with Spatial Strategy for the District, located on the edge of a sustainable settlement and within close proximity to sustainable transport.
Health & Wellbeing	Saxonbury House Medical Group is approx. a mile from the site and can reached by bus. There is currently GP capacity but this will need to be checked in relation to the proposal. Wealden Open Space Study 2022 has identified a deficit in amenity greenspace and play provision. The provision of a SANG will provide recreational opportunities.
Town & Village Centres	The site is in close proximity to the existing services and facilities and due to the scale of the proposals is likely to have a positive impact.
Education & Skills	A nursery is five minutes' walk from the site with primary and secondary schools available in Crowborough. Capacity currently considered adequate. Consideration is also being given to additional special needs provision at Grove Park School in Crowborough.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk. Specific mitigation measures need to be identified.
Water Resources	Development of this site will significantly increase the demand for water consumption and wastewater treatment. Mitigation measures considered possible but need to be identified. **The Water Cycle Study 2026** shows the WwTW has capacity for growth.
Soil, Land & Minerals	Partly agricultural land but not classified. Not safeguarded for waste or minerals. Part greenfield, part brownfield. No known contamination. Development could lead to increased soil compaction as well as the release of CO_2 emissions. Mitigation measures possible but need to be identified.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Quality of Life & Place	Will be dependent on development proposals and implementation.
Social Inclusion	Further details of the facilities and mix of development needed.
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation. Mitigation measures will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified.
Landscape & Townscape	Site lies outside the development boundary of the settlement. **The Landscape Sensitivity Assessment 2026** identifies this area as **moderate sensitivity** to residential development due to its location within the High Weald National Landscape, the elevated position of the site within the landscape and the wooded backdrop it provides to Crowborough's settlement edge, which are all evident for this site. The land drops steeply from Pleasant View Road northwards and therefore any development will be relatively exposed to longer distance views. Development of the site is judged to have a moderate impact on the landscape and visual qualities/features that define the AONB, therefore somewhat affecting / impacting the ability of the Council to fulfil its statutory duty to further the purpose of conserving and enhancing the natural beauty of the AONB. Development within the western half of the site is considered to have a slightly greater impact on the core character components than the eastern half due to the historic field pattern being more intact than the eastern half, and proximity to Cooks Corner Farm historic farmstead. Development should be located to south of the site, limiting extent of development extending down the slope and applying a suitable offset in the form of a buffer zone to the ancient woodland at Beechem Wood. The shaw and hedgerows along the outer boundaries that contain the site, and mature trees and hedgerows that define internal field boundaries within the western half of the site should be retained, protected and enhanced. Minimise encroachment towards the boundary of Cooks Corner Farm historic farmstead. Views of development from the Cooks Corner Farm historic farmstead near the south-west edge of the site to be considered, retaining and enhancing trees/ woodland to screen views into the site. Public access to be enhanced and opportunities provided to experience the surrounding woodland. If the potential mitigation and enhancement opportunities are applied, the potential impacts could potentially be reduced, however, there will still be inevitable adverse impacts on grazed pastures, which will be lost.
Major Negative	
No Significant Impacts	Historic Environment; Economy & Employment

EAST HOATHLY WITH HALLAND



EAST HOATHLY WITH HALLAND

EAST HOATHLY WITH HALLAND

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
REJECT	SA Reg 18(2) Results																				
996/1950	Hesmonds Stud (Mixed Use)																				

COMMENTARY	
Site	192.7ha site in agricultural/ equestrian use.
Parish / Settlement	East Hoathly with Halland / East Hoathly (Type 4 – Secondary Village)
Development Proposal	Up to 3000 (net) dwellings, inclusive of 35% affordable housing and 23,500 of employment use such as working farm shops and studios and workshops, a school and leisure facilities. Proposals include a public community zone, outdoor classroom, playing fields, educational facilities and allotments. Existing landscape features, watercourses and lakes will be protected and enhanced including the provision of woodland trails and the planting of native and plant species. There is one landowner.
Summary of Assessment	• The proposals include the provision of up to a total of 3000 dwellings, including 35% affordable housing and a mix of types and tenures which will make a positive contribution to the District's housing need. • 23,500 of employment use is proposed such as working farm shops and studios and workshops, a school and leisure facilities • East Hoathly primary school is walking distance from the site, which includes nursery provision. The primary school does not have capacity to expand. A new three form entry primary school with nursery provision will be required on site and a one form entry expansion will be required at Kings Academy in Ringmer, subject to a feasibility study to deem if the expansion is possible. The nearest secondary school in Uckfield is accessible by bus. • The existing bus services offers a frequent and sustainable mode of transport for people to access higher order settlements with more services and facilities and the Uckfield Railway Station, 5km away, however, enhancements to the pedestrian/cycle network and new bus stops will be needed to reduce reliance upon the private car. A 20 minute neighbourhood is proposed. The development will also require an upgraded vehicular access from the B2192 to the west or the A22 to the south. The proposed access to the south will require the removal of priority habitat ancient woodland, which will have a significant impact upon the achievability of the site [NPPF para 193(c)]. • Development will result in significant light pollution in a 'darker sky' area with short to medium term impacts likely for air pollution during construction. The site is likely to be impacted by the noise generated from the A22 to the south, which will require mitigation. • The proposals will require the removal of ancient woodland within the southern part of the site to allow for the creation of a suitable vehicular access to serve the quantum of development envisioned on the site, mitigation is not considered possible. • The site is a significant size, located between the small villages of East Hoathly and Halland, which will dwarf the existing linear settlements of Halland and East Hoathly, and result in substantial change to the character of the villages and rural area, including the perception of coalescence between the two settlements. • Development will increase the demand for water consumption and wastewater treatment. **The Water Cycle Study 2026** shows the Halland WwTW has limited capacity for growth and East Hoathly WwTW has a deficit of 69% capacity with no significant upgrades planned. • **The Landscape Sensitivity Assessment 2023** identifies the site as **'high sensitivity**' for medium scale residential and commercial/industrial development. The scale of development will have a significantly detrimental impact upon the landscape and character of the area. • East Hoathly is classed as a sustainable settlement within the Settlement Hierarchy and contains the services and facilities required to support the existing development. The quantum of development in this location will put considerable pressure on the existing services and facilities of the villages and will not be in conformity with the Spatial Strategy.

EAST HOATHLY WITH HALLAND

COMMENTARY	
Mitigation Measures	• **Green & Blue Infrastructure** - it is proposed to protect and enhance the green and blue infrastructure as part of the development and to seek to deliver attractive and publicly accessible green space on site, including the creation of allotments, woodland trails and outdoor learning spaces • **Landscape & Townscape** - the proposals offer some mitigation to minimise the impacts upon the landscape and townscape but cannot resolve the impact of the proposed access arrangement through the ancient woodland or the detrimental impact on the character of the existing settlements. Development should focus on the centre of the site and be set back from the wooded boundaries and away from the more elevated areas in the north, limiting the developable area available. • Further detail needed on potential mitigation measures for the proposals
Cumulative Impacts	The site is a significant size, located between the small villages of East Hoathly and Halland, which will dwarf the existing linear settlements of Halland and East Hoathly, and result in substantial change to the character of the villages and rural area, including the perception of coalescence between the two settlements. The proposals will also have a significant impact upon the landscape character and views in the area. Major upgrades to the current infrastructure will be needed to address transport as well as other infrastructure such as water/wastewater, education, health services and community facilities. The proposals also need to be considered in the context of the adjacent large-scale residential proposal being considered (**SHELAA Site 1235/1950**) and the significant impact upon the character of the existing settlements and rural area. Major disruption is likely during construction and although the impact is likely to be temporary, the combined impact of the construction of two large scale sites will inevitably last for a considerable period of time.
Selection / Rejection **REJECT**	**OUTLINE OF REASONS - REJECT** The proposals are for c.3,000 homes and 23,500 of employment use, which will have a significant impact upon the landscape character and views of the area. The site is a substantial size, located between the small villages of East Hoathly and Halland, which will dwarf the existing linear settlements of Halland and East Hoathly, and result in major change to the character of the villages and rural area, including the perception of coalescence between the two settlements. The scale of the proposals will result in a substantial increase in the local population, which will add significant pressure on the existing facilities and services. Major upgrades to the current infrastructure will be needed to address transport as well as other infrastructure such as water/wastewater, education, health services and community facilities. A site of this scale and nature will be required to deliver a level of housing that will provide services and facilities to internalise trips to reduce car usage and / or provide sustainable transport solutions to link with other services, facilities and employment opportunities elsewhere to reduce reliance upon the car. Enhancements to the pedestrian/cycle network and new bus stops will be needed to reduce reliance on the private car. The development will also require an upgraded vehicular access from the B2192 to the west or the A22 to the south. The site is surrounded by priority habitat / ancient woodland and any access will require its removal, which will have a significant impact upon the achievability of the site. The scale of the proposed development, coupled with the constraints of the site and the impacts on the existing settlements, will result in an inappropriate development in this location, which will not be in conformity with the Spatial Strategy. **IT IS RECOMMENDED THAT THE SITE IS NOT TAKEN FORWARD FOR ALLOCATION.**

EAST HOATHLY WITH HALLAND

IMPACTS	
Major Positive Impacts	
Housing	The proposals include the provision of up to 3000 dwellings, including 35% affordable housing and a mix of types and tenures which will make a positive contribution to the District's housing need. .
Minor Positive Impacts	
Flood Risk	Most of the site is within Flood Zone 1 but south-western parts of site in Zones 2 and 3. Site affected by surface water flood risk at sporadic points but it is likely that this can be mitigated due to the size of the site. A sequential approach to the location of development will be needed to direct development to the areas of the site not at risk of flooding. The site is not at risk of groundwater flooding. Further investigations will be required as part of any development. Proposals indicate that extensive SuDS and watercourse management will be used to manage flood risk and provide biodiversity enhancements within the site.
Health & Wellbeing	The site is close to Uckfield which includes the healthcare facilities of dentist, a hospital and pharmacy. Additional GP capacity will be needed as a result of the development. The site does not fall in an area of open space deficiency. The promoter of the site has indicated that leisure and community facilities could be provided on the site, but specific details have not been submitted. It is likely that additional provision could be provided through S106 contributions given the proposed scale of the development.
Social Inclusion	The proposals include provision for 35% affordable housing as well as community and education facilities which are likely to have a positive impact upon deprivation. Further details will be needed.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk and overheating. Specific mitigation measures need to be identified.
Soil, Land & Minerals	Site is a mixed use site, primarily in use for equestrian facilities. It is not classified for agricultural land or safeguarded for waste or minerals. No known contamination. Disturbance of soil from development could lead to increased soil compaction as well as the release of CO2 emissions. Mitigation measures possible but need to be identified.
Historic Environment	A Listed Building (Whyly) is located to the east of the site and its setting could potentially be impacted by development. Further investigation regarding the impact will be needed.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Economy & Employment	23,500 sqm of employment use could be provided on site. Further information needed on number/type of jobs that could be created.
Education & Skills	East Hoathly primary school is walking distance from the site, which includes nursery provision. The nearest secondary school is in Uckfield which is accessible by bus. The primary school does not have capacity to expand. A new three form entry primary school with nursery provision will be required on site and a one form entry expansion will be required at Kings Academy in Ringmer, subject to a feasibility study to deem if the expansion is possible. The proposals have indicated that educational facilities could be provided on-site to support the quantum of growth within this location.
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation. Mitigation measures will need to be identified.
Water Resources	Development will increase the demand for water consumption and wastewater treatment. **The Water Cycle Study 2026** shows the Halland WwTW has limited capacity for growth and East Hoathly WwTW has a deficit of 69% capacity with no significant upgrades planned. A watercourse runs east to west through the southern part of the site and there could be the potential for development to result in the pollution of this watercourse through diffuse pollution and surface water runoff. Mitigation will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified.
Pollution	Development will result in significant light pollution in a 'darker sky' area. Short to medium term impacts are likely for air pollution during construction. The site is likely to be impacted by the noise generated from the A22 to the south and this will require mitigation. The development will result in a significant number of additional cars on the road, despite the sites public transport options and close proximity to East Hoathly, which is likely to result in an increase in pollution from traffic emissions. Mitigation measures will need to be identified.
Quality of Life & Place	The impact will largely be dependent on development proposals and implementation, however, the development will increase the population of the settlements substantially resulting in a significant change to the character of the villages and rural area, including perceived coalescence between the settlements.
Town & Village Centres	The proposals include provision for local retail space but further detail on the amount and type of space is needed. The site is likely to secure the long-term future of the service and amenities located within East Hoathly as well as providing additional services and amenities for residents. However, the scale of the proposals will have a significant impact upon the character of the existing settlements of East Hoathly and Halland and result in a substantial increase in the local population and add significant pressure on the existing facilities and services.

EAST HOATHLY WITH HALLAND

IMPACTS	
Major Negative	
Green & Blue Infrastructure	The proposals indicate that green and blue infrastructure will be protected and enhanced and are seeking to deliver attractive and publicly accessible green space on site, including the creation of allotments, woodland trails and outdoor learning spaces. Extensive trees and hedgerows are present along the site and field boundaries, as well as significant parcels of ancient woodland, which are classified as deciduous woodland priority habitats with some trees protected by group TPOs. These features provide excellent stepping stones and wildlife corridors to the countryside that surrounds the site to the south and west. However, the proposals will require the removal of ancient woodland within the southern part of the site to allow for the creation of a suitable vehicular access to serve the development, which cannot be mitigated.
Biodiversity	The site is likely to have significant biodiversity value given its size and the number of trees, hedges and woodland. Whilst the proposals are seeking to enhance and protect biodiversity on site and will need to meet 20% BNG, the proposals will require the removal of priority habitat and mitigation is not possible.
Landscape & Townscape	The site is a significant size, located between East Hoathly and Halland, and will dwarf the existing settlements, resulting in a significant change to the character of the area. **The 2023 Landscape Sensitivity Assessment** identifies the site as **high sensitivity** to medium scale residential and commercial/industrial development. The scale of development will have a significantly detrimental impact upon the landscape. Development will need to be set back from ancient woodland and the steep-sided incised stream valleys to avoid the most sensitive areas of the site. The perception of coalescence between Halland and East Hoathly needs to be considered through the siting and design of development, and the retention of woodland within and on the boundary of the site. Development should focus on the centre of the site and be set back from the wooded boundaries and away from the more elevated areas in the north, limiting the developable area available. The proposals offer some mitigation to minimise the impacts upon the landscape and townscape but cannot resolve the impact upon the existing settlements.
Transport & Accessibility	East Hoathly is classed as a sustainable settlement within the Settlement Hierarchy and contains the services and facilities required to support the existing development. The bus services within the settlements offer a frequent and sustainable mode of transport for people to access higher order settlements with more services and facilities and the Uckfield Railway Station, 5km away. A 20 minute neighbourhood is proposed. Enhancements to the pedestrian/cycle network and new bus stops will be needed to reduce reliance on the private car. The development will also require an upgraded vehicular access from the B2192 to the west or the A22 to the south. The site is surrounded by priority habitat / ancient woodland and any access will require its removal, which will have a significant impact upon the achievability of the site. An access solution has not been provided to date.
No Significant Impacts	None

EAST HOATHLY WITH HALLAND

EAST HOATHLY WITH HALLAND

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
POSSIBLE	SA Reg 18(2) Results																				
1235/1950	Land at Laughton Park Farm																				

COMMENTARY	
Site	324 Ha greenfield / agricultural land (Grades 3 & 4). Extensive site to the west of East Hoathly and to the southeast of Halland. The A22 runs along the eastern boundary of the site and the B2192 to the west, which divides the site area. The site is divided into two areas separated by the B2192. The main parcel (A) to the east measures approx 257ha and a smaller parcel (B) to the west is approx. 67ha. The site is in single ownership.
Parish / Settlement	East Hoathly with Halland / East Hoathly (**Type 4 – Secondary Village**)
Development Proposal	c.4,000 homes (**c.925 in Plan period**) Oakleigh Garden Community with a new local centre including; a secondary school; 2 primary schools, healthcare and sports facilities and 7-10ha of office, mixed use B2 and B8 uses.
Summary of Assessment	• c. 4000 homes are proposed of a range of types and sizes, including 35% neutral tenure affordable housing as well as two to three large care homes / villages. Only c. 925 is expected to be achieved in the Plan period. • New education facilities will be needed to serve the development and the proposals include the provision of 1 Secondary and 2 Primary Schools including opportunities for improved Special Educational Needs (SEN) education. • A new community centre is proposed, which will deliver shops, dentist, a GP surgery, restaurant/pub/takeaway and a community meeting space and remove the need for people to travel to Uckfield for key services. There will be a need to secure these services early in the delivery of the development. A sports hub that will provide outdoor cricket, rugby, football and tennis facilities as well as buildings that will accommodate changing rooms, gym and other complementary uses is also proposed. • A Green Infrastructure Network of new parkland seeks to reintroduce the character of the area with trees and hedgerows protected and managed where possible to retain the existing network. Proposals include the restoration of grassland habitats and the potential to enhance woodland planting to development edges enabling better connectivity with the wider landscape. • Buffers will be provided to neighbouring and ancient woodland and at least 20% BNG is proposed. • The site is a significant size, located between the small villages of East Hoathly and Halland, which will dwarf the existing linear settlements of Halland and East Hoathly, and result in substantial change to the character of the villages and rural area, including the perception of coalescence between the two settlements. • Development will increase the demand for water consumption and wastewater treatment and will require a new wastewater treatment works. **The Water Cycle Study 2026** shows the Halland WwTW has limited capacity for growth and East Hoathly WwTW has a deficit of 69% capacity with no significant upgrades planned. • The development will result in a significant increase in light pollution in a 'darker sky' area. • **The Landscape Sensitivity Assessment 2026** identifies the site as **'moderate-high sensitivity**' for medium scale residential and commercial/industrial development. The scale of development will have a detrimental impact upon the landscape and character of the area. • **The Heritage Impact Assessment 2026** identifies the potential for development to cause an elevated degree of harm to the three assets at Park Farm, the setting of the assets at Halland Park, Vine Cottage, and to a lesser degree, the other assets identified, due to its size and location (adjacent to several designated assets). • New vehicular access points are proposed but will require careful consideration in relation to impacts on highway capacity on the A22. Transport modelling will also be required. The site is not served by a railway station but is served by a bus route close to the site. A site of this scale and nature will be required to deliver a level of housing that will provide services and facilities to internalise trips to reduce car usage and / or provide sustainable transport solutions to link with other services, facilities and employment opportunities elsewhere to reduce reliance upon the car. • East Hoathly is classed as a sustainable settlement within the Settlement Hierarchy and contains the services and facilities required to support the existing development. The quantum of development in this location will put considerable pressure on the existing services and facilities of the villages and will not be in conformity with the Spatial Strategy.

EAST HOATHLY WITH HALLAND

COMMENTARY	
Mitigation Measures	• **Green and Blue Infrastructure** - Extensive green and blue infrastructure network proposed with new parkland • **Flood Risk** - Any development will need to be set back from the floodplain of small watercourses through the site. • **Landscape & Townscape** - Development should be set back from ancient woodlands on the site and adjacent to it, with appropriate buffers provided to protect the woodlands. Development should be predominantly located in the east and south-west so as to avoid areas of remnant ancient woodland and areas of historic assart field pattern, and to utilise the screening of the existing woodlands. • **Heritage** - A Heritage Impact Assessment will be needed. Development should also be carefully sited to protect the rural character of historic buildings both within and adjacent to the site. Heritage mitigation measures should include reducing the scale of the site and concentrating development in areas of less sensitivity, such as adjacent to the A22 and the existing settlements of East Hoathly and Halland, and west of Lewes Road. Harm could also be mitigated through design and landscaping that is appropriate to the historic landscape character and broader heritage context as a site in the High Weald. • **Transport** - a full transport impact assessment willl be needed • Substantial new infrastructure will need to be provided including health, education, water and transport. • Further detail needed on the proposals and the potential mitigation measures.
Cumulative Impacts	An extensive site to the west of East Hoathly and to the southeast of Halland, which will dwarf the existing linear settlements of Halland and East Hoathly, and result in substantial change to the character of the villages and rural area, including the perception of coalescence between the two settlements. The proposals will also have a significant impact upon the landscape character and views in the area. Significant upgrades to the current infrastructure will be needed to address transport as well as other infrastructure such as water/wastewater, education, health services and community facilities. The proposals also need to be considered in the context of the adjacent large-scale residential proposal being considered (**SHELAA Site 996/1950**) and the significant impact upon the character of the existing settlements and rural area. The transport impact outside the District will also need to be considered, specifically Earwigs corner at the end of the B2192 and A26 where they converge to the northeast of Lewes. Lewes District Council has draft site allocations nearby at Broyle Side/Ringmer, which will also need to be taken into account. Major disruption is likely to occur as a result of construction and although the impact is likely to be temporary, the combined impact of the construction of two large scale sites will inevitably last for a considerable period of time.
Selection / Rejection **REJECT**	**OUTLINE OF REASONS - REJECT** An extensive site to the west of East Hoathly and to the southeast of Halland, the proposed development will dwarf the existing linear settlements and result in substantial change to the character of the villages and rural area, including the perception of coalescence between the two settlements. Approximately 925 dwellings are proposed in the Plan period out of a total proposal of c.4000. The site is identified as **'moderate-high landscape sensitivity**' for medium scale residential and commercial/industrial development. The scale of development will have a significantly detrimental impact upon the landscape and character of the area. There are many heritage sensitivities sitting within a largely well-preserved rural setting, with most development in the immediate area being historic villages that have only grown slightly in size during the twentieth century. There are several listed buildings in close proximity to the site, a scheduled monument at Mount Wood to the north, and a conservation area running through East Hoathly. The scale of the proposals will result in a substantial increase in the local population, which will add significant pressure on the existing facilities and services. Significant upgrades to the current infrastructure will be needed to address transport as well as other infrastructure such as water/wastewater, education, health services and community facilities. The site is not served by a railway station but is served by a bus route close to the site. A site of this scale and nature will be required to deliver a level of housing that will provide services and facilities to internalise trips to reduce car usage and / or provide sustainable transport solutions to link with other services, facilities and employment opportunities elsewhere to reduce reliance upon the car. The transport impact outside the District will need to be considered, particularly in relation to Earwigs corner at the end of the B2192 and A26 where they converge to the northeast of Lewes. The scale of the proposed development, coupled with the constraints of the site and impacts on the existing settlements will result in an inappropriate development in this location, which is not in conformity with the Spatial Strategy. **IT IS RECOMMENDED THAT THE SITE IS NOT TAKEN FORWARD FOR ALLOCATION.**

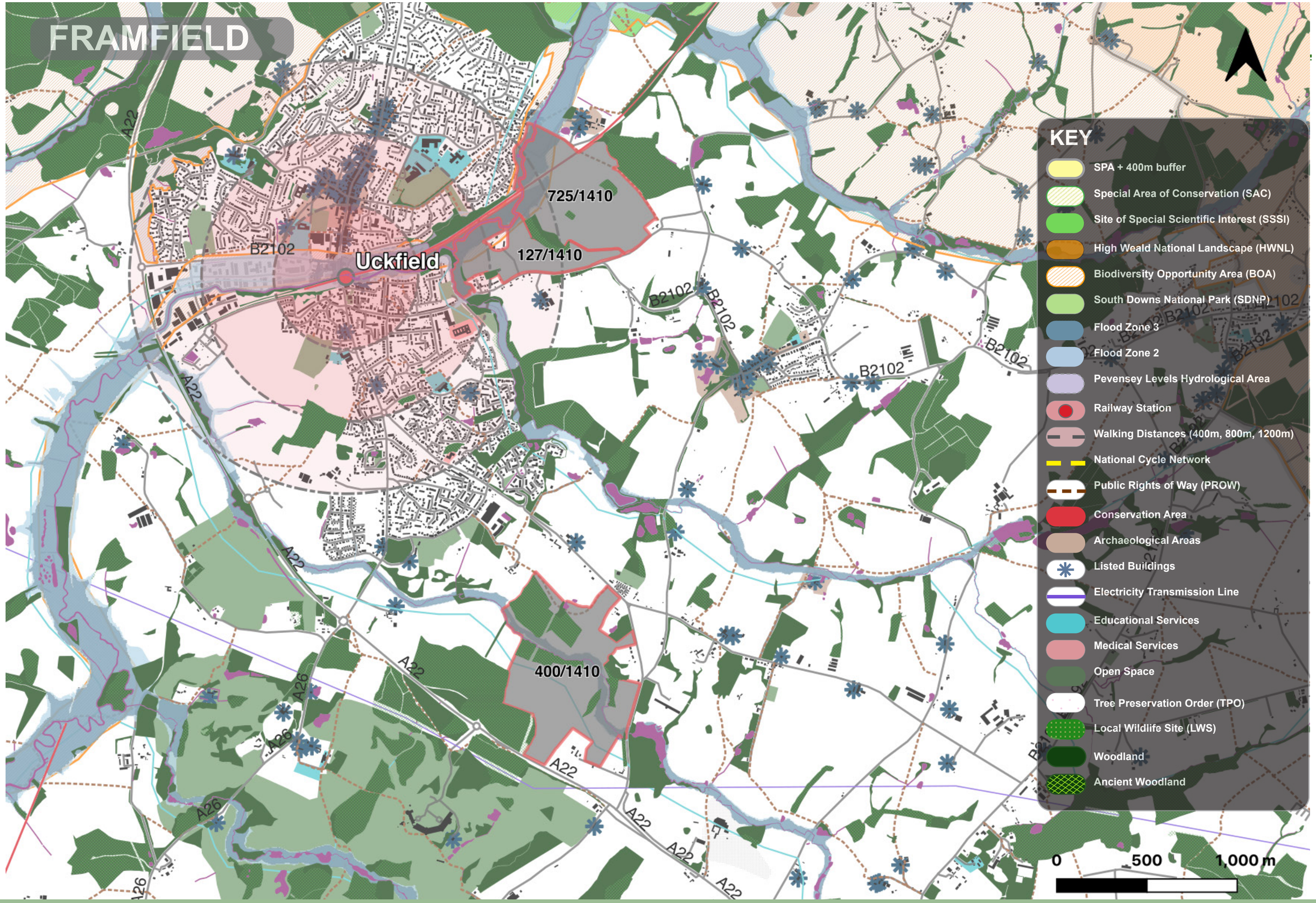
EAST HOATHLY WITH HALLAND

IMPACTS	
Major Positive Impacts	
Housing	Total of c. 4000 homes proposed (c. 925 in Plan period) of a range of types and sizes, including 35% neutral tenure affordable housing as well as two to three large care homes / villages. Densities range from 55 dpa in the town centre to 20dpa in residential villages. The proposals will make a significant contribution to the District's housing need both within the Plan period and for future needs.
Minor Positive Impacts	
Flood Risk	The majority of the site is in Flood Zone 1. The site is affected by fluvial and pluvial flood risk to the west of the site, which includes a flowing water course that crosses the western parcel of the site and continuing in the southern area of the site (Flood Zones 2 & 3). Proposed development has been located outside Flood Zones 2 & 3. In conjunction with pluvial flooding, some small areas of the site are affected by pluvial flooding. A small area is affected by groundwater flooding to the north and will required further investigation. The proposals include provision for sustainable drainage solutions. A detailed FRA will be needed.
Social Inclusion	The proposals include provision for 35% affordable housing as well as community and education facilities, which are likely to have a positive impact upon deprivation. Further details will be needed.
Economy & Employment	A mixed use town centre of 4-5 ha. is proposed at the heart of the development as well as 7-10 ha of office, mixed use, B2 and B8 uses.
Education & Skills	There will be a need for new education facilities to serve the development and the proposals include the provision of 1 Secondary and 2 Primary Schools including opportunities for improved SEN education.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk and overheating of buildings. A solar farm is proposed to the south of the site, which could provide renewable energy for the site. Areas for local food production are also proposed. Further details will be needed.
Soil, Land & Minerals	The site is currently agricultural land (Grades 3 and 4) It is not known if there is any contamination. The site is not safeguarded for waste or minerals. Disturbance of soil from Development could lead to increased soil compaction as well as the release of CO2 emissions. Mitigation measures possible but need to be identified.
Green & Blue Infrastructure	The site is extensive and the proposed development will result in a significant change to the landscape. A Green Infrastructure Network of new parkland seeks to reintroduce the character of the area with trees and hedgerows protected and managed where possible to retain the existing network. Proposals include the restoration of grassland habitats and the potential to enhance woodland planting to development edges enabling better connectivity with the wider landscape. Buffers will be provided to neighbouring woodland.
Biodiversity	There are some small pockets of ancient woodland in the centre and to the south of the site, as well as to the west of the site and adjacent to the eastern boundary which will need suitable buffers put in place. A SSSI (Park Corner Heath) is located to south east of site. The proposals include measures to improve biodiversity, to achieve at least 25% Biodiversity Net Gain as well as opportunities to protect, enhance and extend the SSSI.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Health & Wellbeing	A new community centre that will deliver shops, dentist, a GP surgery, restaurant/pub/takeaway and a community meeting space is proposed, which will remove the need for people to travel to Uckfield for key services. There will be a need to secure these services early in the delivery of the development. A sports hub that will provide outdoor cricket, rugby, football and tennis facilities as well as buildings that will accommodate changing rooms, gym and other complementary uses is also proposed.
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation. Delivery of an exemplar sustainable development in terms of its energy usage and general CO_2 footprint, low carbon and low embodied carbon is proposed. Further details will be needed.
Water Resources	Development will increase the demand for water consumption and wastewater treatment and will require a new wastewater treatment works. **The Water Cycle Study 2026** shows the Halland WwTW has limited capacity for growth and East Hoathly WwTW has a deficit of 69% capacity with no significant upgrades planned.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified
Pollution	The development will result in a significant increase in light pollution in a 'darker sky' area. The proposals are likely to result in significant levels of pollution from construction in the short to medium term and an increase in traffic in the longer term. Mitigation measures will need to be identified.
Historic & Cultural Heritage	**The Heritage Impact Assessment, July 2026** identifies the potential for development to cause an elevated degree of harm to the three assets at Park Farm, the setting of the assets at Halland Park, Vine Cottage, and to a lesser degree, the other assets identified, due to its size and location (adjacent to several designated assets). There are many heritage sensitivities with the buildings sitting within a largely well-preserved rural setting, with most development in the immediate area being historic villages that have only grown slightly in size during the twentieth century. There are several listed buildings in close proximity to the site, a scheduled monument at Mount Wood to the north and a conservation area running through East Hoathly. Given heritage sensitivities, the design and layout of the site should be informed by a heritage impact assessment including a setting assessment of proportionate scope and detail. Development on Park Farm's three listed assets and development immediately adjacent to other assets, including Halland Park and Vine Cottage has the potential to cause a high degree of harm. This could be mitigated by setting development back from these assets. The proposals are likely to have a significant impact upon the setting of the heritage assets owing the scale of the development. Mitigation measures will need to be identified.
Quality of Life & Place	A distinctive and high quality new community around a parkland setting is proposed building on the qualities and character of the local area. The impact will be dependent on the specific development proposals and implementation. Development on the site could affect: the settlement pattern of scattered historic farmsteads and cottages; the wider rural setting of East Hoathly; and the wider rural setting of Halland and perception of coalescence between Halland and small farmsteads within the site. The increase in population will also result in a significant change in the character of the rural settlements and the quality of the rural environment.
Town & Village Centres	The scale of the proposals will have a significant impact upon the character of the existing settlements of East Hoathly and Halland. The scale of the proposals will result in a substantial increase in the local population, which will add significant pressure on the existing facilities and services.

EAST HOATHLY WITH HALLAND

IMPACTS	
Major Negative	
Landscape & Townscape	**The Landscape Sensitivity Assessment, 2026** identifies the area as **moderate to higher sensitivity** to two storey residential development, with a higher sensitivity to commercial/industrial type development. Development of the site will extend the built form into a rural and tranquil area and the scale of the proposals will significantly change the character of the existing settlements of East Hoathly and Halland. The site is located within the Low Weald landscape with wide ranging views towards the South Downs National Park, although there are no landscape designations within or adjacent to the site. The land is more elevated to the north of the site. The centre of the site has a higher sensitivity, where although modern field amalgamation has reduced the historic field pattern, the presence of Bog Shaw ancient woodland and the rural open character of this area, with some intervisibility across the wider landscape, increases sensitivity. The north-west includes the ancient woodland at Bentley Wood, remnant assart field patterns, mature well-established hedgerows with hedgerow trees, listed buildings at Vine Cottage and Bentley Farm, intervisibility with the South Downs National Park which increase sensitivity. To the south-west, the listed buildings at Laughton Park Farm (grade II listed), the ancient woodland at Rowland Wood on the eastern boundary, and the surviving piecemeal enclosure increase sensitivity. However, some screening from existing woodland and the relatively contained nature of views in this area reduces overall sensitivity. The extent of the development will result in a significant change to the landscape.
Transport & Accessibility	The site is located either side of the B2192 and to the southwest of the A22. New vehicular access points are proposed but will require careful consideration in relation to impacts on highway capacity on the A22 and also the wider areas, including outside the District. Transport modelling will be required noting the need for a 'vision-led' approach to identify transport solutions that deliver well designed and sustainable places. The site will need to demonstrate that suitable opportunities to create safe and legible access, especially via sustainable travel options is possible, in order to prevent the settlement becoming a car dependent settlement. Connected neighbourhoods promoting walking and cycling trips to local centre facilities including bus and sustainable transport measures (e.g. Car clubs,community hubs and electric bike rental) are proposed. Bus route 54 (linking Eastbourne with Hailsham, East Hoathly, Halland and Uckfield) passes close to the site along the A22 to the east and the proposals suggest re-routing the service through the site. There are multiple public rights of way that pass through the site. There is no railway station near the site. Given the quantum of development proposed and the current lack of sustainable modes of transport the impact is likely to be negative at this stage. A full transport impact assessment will be needed.
No Significant Impacts	None

FRAMFIELD


725/1410
127/1410
400/1410
Uckfield
B2102
A22
A26
KEY
SPA + 400m buffer
Special Area of Conservation (SAC)
Site of Special Scientific Interest (SSSI)
High Weald National Landscape (HWNL)
Biodiversity Opportunity Area (BOA)
South Downs National Park (SDNP)
Flood Zone 3
Flood Zone 2
Pevensey Levels Hydrological Area
Railway Station
Walking Distances (400m, 800m, 1200m)
National Cycle Network
Public Rights of Way (PROW)
Conservation Area
Archaeological Areas
Listed Buildings
Electricity Transmission Line
Educational Services
Medical Services
Open Space
Tree Preservation Order (TPO)
Local Wildlife Site (LWS)
Woodland
Ancient Woodland
0
500
1,000 m

FRAMFIELD

FRAMFIELD

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
SELECT	SA Reg 18(2) Results																				
127/1410	Land at Birds in Eye (North), Bird in Eye Hill, Uckfield																				

COMMENTARY	
Site	22.46 ha greenfield/ agricultural land (Grade 3B) to the north of Bird In Eye Hill to the east of Uckfield, is surrounded by open countryside to the southeast, northeast and east and a new residential housing development as well as the residential fringe of Uckfield to the west and railway line to the north of the site. The site also surrounds an existing industrial use, which will be retained as part of proposals.
Parish / Settlement	Framfield / Uckfield (Type 1 – Town)
Development Proposal	c.215 (net) dwellings with associated SANG, public open space, landscape and access
Summary of Assessment	• The proposed development is for c.215 dwellings which is likely to have a positive effect, although more detail is needed on the type of housing to be provided. • The site is severed from Uckfield by the River Uck and Framfield Stream and is currently detached from services and facilities. • The site is rural in character and setting and is wholly within the Ashdown Forest SPA 7km buffer zone. The proposals include provision for c.11 ha of SANGS. • There is Ancient Deciduous Woodland along a portion of the north-west boundary and priority woodland habitat, but no development is proposed to go through this area and a minimum 15m buffer is to be included from all ancient woodland and veteran trees, which is currently below the draft policy of 25m. • The nearest primary school is in Uckfield (St Philips Catholic Primary School) but there is no pedestrian connectivity from the site at present. Secondary education is available at Uckfield College of Education, provision and capacity is currently regarded as adequate. • The site has significant flood risk (Flood Zone 3) along the road that connects the site with the rest of Uckfield, specifically the town centre, and the northern boundary reducing the developable area of the site. • The site has a high level of biodiversity and green infrastructure value that could be adversely affected by development. Mitigation measures will need to be identified as part of the detailed design. • The site is considered to be of moderate landscape sensitivity within the Landscape Sensitivity Assessment 2023. The eastern portion of the site has elevated open slopes, along Sandy Lane and Bird in Eye Hill, which are visually prominent in the wider landscape and provide a rural setting to the eastern fringe of Uckfield, as well as long range views westwards towards the town. • The current vehicular access will need to be upgraded to serve the quantum of residential traffic. Alternatively, a new vehicle access could be provided. Further off-site works or traffic management measures may also be required to Framfield Road to ease traffic movements to and from the town centre, as well as improvements within the town centre itself. There is currently no pedestrian access to the site and the provision of a suitable pedestrian access/cycle link will be needed. The site is close to Uckfield Railway Station (within 1200m) and the existing regular bus service to the town from Uckfield Hospital. A northern footpath connection toward Roman Way, and /or up to the boundary of the public open space owned by the Town Council is possible. • The proposal is in conformity with the Spatial Strategy as it is in close proximity to Uckfield a Type 1 settlement.

FRAMFIELD

COMMENTARY	
Mitigation Measures	**Transport -** the provision of a suitable pedestrian access/cycle link will be needed. **Biodiversity -** the ecological value of the site is currently unknown and a Habitats Impact Assessment will be required to determine the full extent of any proposed development scheme on this site. **Landscape & Townscape** - Development should be set back from ancient woodlands within the site and adjacent to it, with a suitable and appropriate buffer provided to protect the woodlands from the impacts of development. Development should also be set back, and minimise visibility, from the Framfield Conservation Area located to the south-east of the site **Flood Risk -** Some of the site is within Flood Zone 3. All residential development is to be located in Flood Zone 1. Mitigation measures will need to be identified for the area of road affected by Flood Zone 3.
Cumulative Impacts	The site is adjacent to larger site SHELAA Ref. **725/140** for c.300 homes, which is proposed as a second phase to this development. The site to the south (**WD/2024/199/MAO**) has been allowed on Appeal for 190 homes having been found acceptable in terms of highway and transport safety, flooding and heritage impact. This site, in combination with other strategic sites to the north, south and west of Uckfield will result in a general expansion of Uckfield into the surrounding rural landscape. However, given the intervening distances between the sites and the well-wooded character of the surrounding landscape, significant visual cumulative effects is considered to be limited.
Selection / Rejection **SELECT**	**OUTLINE OF REASONS - SELECT** The site is located to the east of Uckfield, predominantly lying between the River Uck and Hempstead Lane. The proposals include the provision of c. 215 dwellings, which will make a positive contribution to the District's housing need. The site has a high level of biodiversity and green infrastructure value that could be adversely affected by development. Mitigation measures will need to be identified as part of any detailed design. The site is considered to be of moderate landscape sensitivity within the Landscape Sensitivity Assessment 2023. The current vehicular access will need to be upgraded or a new vehicle access could be provided. Further off-site works or traffic management measures may also be required to Framfield Road to ease traffic movements to and from the town centre. There is currently no pedestrian access to the site and the provision of a suitable pedestrian access/cycle link will be needed. A northern footpath connection toward Roman Way, and /or up to the boundary of the public open space owned by the Town Council is possible. The site is close to the facilities and services of Uckfield, including the Railway Station (within 1200m) and the existing regular bus service to the town from Uckfield Hospital. The proposal is in conformity with the Spatial Strategy as it is in close proximity to Uckfield a Type 1 settlement. Mitigation for the impacts identified is considered achievable. **IT IS RECOMMENDED THAT THE SITE IS TAKEN FORWARD FOR ALLOCATION.**

FRAMFIELD

IMPACTS	
Major Positive Impacts	
Housing	The proposals include the provision of up to 240 dwellings, which will make a positive contribution to the District's housing need. The mix of types and tenures is not known at this stage. Details will be needed.
Minor Positive Impacts	
Green & Blue Infrastructure	Development of the site will result in the loss of agricultural land, although of moderate quality. The site is rural in character and setting, and is wholly within the Ashdown Forest SPA 7km buffer zone. Development will need to provide SANGS and seek to retain and enhance existing hedgerows and trees at the boundary to the site, particularly to provide screening from the open views from the west. The site includes land along the River Uck and Framfield Stream. The proposals include provision for c.11 ha of SANGS.
Biodiversity	The River Uck and its Headwaters Biodiversity Opportunity Area (BOA) covers the northern boundary of the site. Although this area is likely to be used as a flood zone buffer and therefore be less impacted by any proposed development of the site. There is Ancient Deciduous Woodland along a portion of the north-west boundary at Spring Barn Shaw and priority woodland habitat, but no development is proposed to go through this area and a minimum 15m buffer is to be included from all ancient woodland and veteran trees (although below the draft policy of 25m buffer). In addition, there is a traditional orchard field next to the access on to Bird in Eye Hill to the south. The ecological value of the site is currently unknown and a Habitats Impact Assessment will be required to determine the full extent of any proposed development scheme on this site.
Health & Wellbeing	The site is close to Uckfield, which is well served by services including GPs, Dentists, a Community Hospital and sport and leisure facilities. Additional medical capacity is likely to be required as a result of the development but could be secured as part of the S106 agreement.
Transport & Accessibility	A vehicular access onto the Bird In Eye Hill Road serves the site for both the existing industrial estate and agricultural uses at Bird in Eye Farm, but will need to be upgraded to serve the quantum of residential traffic. Alternatively, a new vehicle access could be provided. Further off-site works or traffic management measures may also be required to Framfield Road to ease traffic movements to and from the town centre, as well as improvements within the town centre itself. There is currently no pedestrian access to the site and it is known that there may be legal implications to the provision of a suitable pedestrian access/cycle link, however it is technically possible. The site is close to Uckfield Railway Station (within 1200m) and the existing regular bus service to the town from Uckfield Hospital. A full transport assessment will be needed to identify if mitigation measures are possible. Martin Grant Homes (MGH) has acquired additional land to north of the site and successfully passed through a network rail consultation process, which provides sufficient comfort that a northern footpath connection toward Roman Way, and /or up to the boundary of the public open space owned by the Town Council can be delivered.
Economy & Employment	The proposed development is for 240 homes, which is likely to have a positive effect, although more detail is needed on the type and number of jobs which will be provided.
Town & Village Centres	The site is within walking distance of Uckfield town centre, however it is separated from the settlement by the River Uck and Framfield Stream and is not currently accessible by pedestrians, although the proposals seek to address this issue. Uckfield has an array of services and facilities, and potential future residents are likely to travel to the Uckfield town centre to make use of these facilities. The site is not proposing any retail floorspace.
Education & Skills	The nearest primary school is in Uckfield (St Philips Catholic Primary School), although there is no pedestrian connectivity from the site in place at present. Secondary education is available in Uckfield at Uckfield Collage, which provides education from Year 7 to Sixth Form and there is a school bus service Mon – Fri to/from Uckfield Community Hospital. Education provision and capacity is currently regarded as adequate. The development has the potential to provide new skills during construction.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk. Specific mitigation measures to address climate change need to be identified.
Flood Risk	Most of the site is in Flood Zone 1. Land along the River Uck and Framfield Stream to the north-west and western boundaries is within Flood Zone 3, where the Bird in Eye Hill crosses Framfield Stream, potentially blocking the main road between the site and the rest of Uckfield when the area floods. There are some areas of surface water flood risk along the course of the river. The site is not at risk of groundwater flooding. Mitigation measures will need to be identified.
Water Resources	Wealden has been identified as an area of serious water stress. Development of the site will increase demand for water consumption and wastewater treatment. **The Water Cycle Study 2026** shows the WwTW has limited capacity for further growth and has no significant investment planned. The site is not within a groundwater source protection zone. Framfield stream flows from south to north along the western boundary of the site. Mitigation measures will need to be identified, including to limit the impact on the stream's water quality.
Soil, Land & Minerals	The site is greenfield agricultural land, classified as grade 3b (moderate quality). The disturbance of soil from development can lead to increased compaction, flood risk and water pollution from sediment runoff as well as the release of CO2 emissions. The land is not safeguarded for minerals. Mitigation measures will need to be identified.
Pollution	Development will increase light pollution in an area on the fringe of a 'darker' area. Air pollution is also likely to be affected in the short term as a result of construction and in the medium to long term as a result of an increase in traffic. Mitigation measures are considered possible but will need to be identified.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Quality of Life & Place	Will be dependent on development proposals and implementation. Lack of information on proposals.
Social Inclusion	Will be dependent on development proposals and implementation. Lack of information on proposals.

FRAMFIELD

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Mitigation measures will need to be identified
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified
Landscape & Townscape	**The Landscape Sensitivity Assessment, 2023** identifies the site as **moderately sensitive** to residential development. The eastern portion of the site has elevated open slopes, along Sandy Lane and Bird in Eye Hill, which are visually prominent in the wider landscape and provide a rural setting to the eastern fringe of Uckfield, as well as long range views westwards towards the town. Mitigation measures will need to be identified as part of any planning application.
Major Negative Impacts	None
No Significant Impacts	None

FRAMFIELD

FRAMFIELD		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.																					
REJECT	**SA Reg 18(2) Results**																				
400/1410	**Land at High Cross Farm, Eastbourne Road**																				

COMMENTARY	
Site	50.27 ha greenfield agricultural land (no classification) to the southeast of Uckfield between Old Eastbourne Road to the north and the A22 to the south, surrounded by open countryside to the south, east and west and a small amount of linear residential housing to the north of the site.
Parish / Settlement	Framfield / Uckfield (Type 1 – Town)
Development Proposal	c. 450 (net) homes including 35% affordable housing.
Summary of Assessment	• The site is detached from Uckfield and any other identified settlement or local facilities and amenities, however, is a short bus ride or drive to Uckfield. The proposals include a neighbourhood centre with the potential to provide community buildings but the proposals lack detail at this stage. • The northern tip of the site falls within the Ashdown Forest SPA 7km buffer zone, which requires the provision of SANGS. • The development of the site will result in the loss of greenfield/agricultural land. The site is rural in character and setting, with two areas of ancient woodland and will need to seek to retain and enhance existing hedgerows and trees at the boundary to the site, particularly to provide screening from the open views from the west. • The site currently lies in a rural location and a proposed development of this size will be out of keeping with surrounding land uses, particularly between Old Eastbourne Road and the A22. • The Landscape Sensitivity Assessment, 2026 considers the site to be of **moderate-high sensitivity** due to areas of ancient woodland and priority habitat deciduous woodland in the north and the Ridgewood Stream in the centre of the site. • The site is divided into two by the Flood Zones 2 and 3 that surround the Ridgewood Stream, which flows from the southeast to the north-west through centre of the site. Extensive mitigation will be needed. • Access onto the Old Eastbourne Road will need to be improved and is currently hindered by 60mph speed limit. A new access at the southern part of the site on the A22, will be restricted by the small frontage onto the road to the south. Vehicle and pedestrian connection between the north and south of the site will require a bridge across Ridgewood Stream but this is restricted by the ancient deciduous woodland that runs along most of the banks of the stream. A Transport Assessment will be required. • The proposal is in general conformity with the Spatial Strategy as it is in relatively close proximity to Uckfield a Type 1 settlement but is restricted by landscape and transport/access constraints.
Mitigation Measures	**Landscape & Townscape -** Set back needed from ancient woodland, flood zones and Ridgewood Stream corridor. Development to be contained within south of site to preserve historic character of assart field to the north, minimise potential visibility from surrounding landscape, and limit eastward spread of Uckfield's urban edge along Eastbourne Road. Proposals include a 25m buffer to ancient woodland, extending to 50m where possible. **Flood Risk** - Majority of site Flood Zone but bisected by FZ2 and 3 through centre of the site. Built development to be in FZ1. Surface water flood risk follows a similar pattern. Additional SuDS and drainage to be provided **Noise** - sensitive area along A22 to be acoustically treated with bunding / landscape buffer **Transport** - 2 access points proposed and the re-routing of the bus service through the site. Transport assessment needed **Biodiversity** - Habitat Impact Assessment will be needed
Cumulative Impacts	Application **WD/2022/2216/MAO** for 340 homes on Land at Horstedpond Farm adjacent to the site has resolution to grant permission. Application **WD/2024/2955/MAO** at Land off Eastbourne Road has also been granted outline planning permission for 145 dwellings with public open space, landscaping and provision for SANGS and application **WD/2023/0930/MRM** in relation to 90 dwellings on Land off Eastbourne Road. There will be no intervisibility between this site and strategic residential site (SHELAA reference **1222/2020**) to the north and employment site (SHELAA reference **1243/2020**) to the east due to intervening development, woodland at High Cross Park along Eastbourne Road to the east and intervening rising landform.

FRAMFIELD

COMMENTARY	
Selection / Rejection **REJECT**	**OUTLINE OF REASONS - REJECT** Development is proposed for c. 450 dwellings, which will contribute to a substantial southern expansion of Uckfield. The north and north west of the site is considered unsuitable for development owing to landscape constraints, resulting in a smaller, more constrained site to the south. There is a significant concentration of ancient woodland within and immediately adjacent to the site. Development must be set back from all ancient woodland with appropriate buffer zones, and the Ridgewood Stream corridor and associated Flood Zones must be kept free of development. The Landscape Sensitivity Assessment 2026 considers that development should therefore be restricted to the southern part of the site, to minimise impacts, which will result in a site that does not form a natural expansion to the main settlement, is difficult to access and is more than 30 minutes walk from the settlements services and facilities. The existing character and function of the site as open countrysid also provides a rural gap between Uckfield and Little Horsted, which will be lost. The developer considers that the site should be considered with the site to the north for 90 dwellings **WD/2023/0930/MRM** in relation to viability. Only the southern part of the site is considered suitable for development, which removes the rationale to consider the sites as a whole and it is therefore likely that the site will not be viable in isolation. The smaller southern area of the site will remove the potential to provide the necessary facilities and access to enable a 20 minute neighbourhood. The site is therefore not in conformity with the Spatial Strategy. **IT IS RECOMMENDED THAT THE SITE IS NOT TAKEN FORWARD FOR ALLOCATION.**

FRAMFIELD

IMPACTS	
Major Positive Impacts	
Housing	c.450 homes are proposed including 35% affordable homes and a mix of types and tenures, which will contribute positively to the District's housing need.
Minor Positive Impacts	
	None
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to surface water flood risk. Specific mitigation measures need to be identified.
Water Resources	Wealden has been identified as an area of serious water stress. Development of the site will increase demand for water consumption and wastewater treatment. **The Water Cycle Study 2026** shows the WwTW has limited capacity for growth and has no significant investment planned. The site is not within a groundwater source protection zone. The Ridgewood Stream flows from the southeast to the north-west through the centre of the site splitting the site north and south. Mitigation measures will need to be identified, including to limit the impact on the stream's water quality.
Soil, Land & Minerals	The site is greenfield agricultural land (not classified). The disturbance of soil from development can lead to increased compaction, flood risk and water pollution from sediment runoff as well as the release of CO2 emissions. The land is not safeguarded for minerals. Mitigation measures will need to be identified.
Green & Blue Infrastructure	The northern tip of the site falls within the Ashdown Forest SPA 7km buffer zone, which requires the provision of SANGS. The development of the site will result in the loss of greenfield/agricultural land. The site is rural in character and setting, with two areas of ancient woodland and will need to seek to retain and enhance existing hedgerows and trees at the boundary to the site, particularly to provide screening from the open views from the west. The proposals include a 25m buffer to the ancient woodland adjacent to the site and the development of a landscape led design, inspired by existing green and blue infrastructure, including trees, hedgerows and streams.
Biodiversity	The ecological value of the site is currently unknown and a Habitats Impact Assessment will be required to determine the full extent of any proposed development scheme on this site. The proposals currently commit to at least 10% BNG (draft policy requires 20% BNG). Suitable mitigation measures will need to be identified.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Health & Wellbeing	The site is in close proximity to Uckfield which is well served by medical, sports and leisure facilities. The medical services have limited capacity and the potential to provide increased provision will need to be examined.
Social Inclusion	Will be dependent on development proposals and implementation. The proposals include provision for 35% affordable housing as well as a mix of type and tenure of properties. The Developer has partnered with the Plunkett Foundation to support community businesses owned and run by members of the community. Further information will be required to determine the exact range of provision and likely impacts.
Economy & Employment	The proposals could result in a number of jobs during construction. The number and type of jobs that could be provided is not known at this stage. The developer considers that the site should be considered with the site to the north for 90 dwellings WD/2023/0930/MRM in relation to viability. Only the southern part of the site is considered suitable for development, which removes the rationale to consider the sites as a whole.
Education & Skills	The nearest primary school is in Uckfield (Harlands Community Primary School & Nursery), although there is no pedestrian connectivity currently from the site. Secondary education is available in Uckfield at Uckfield College, which provides education from Year 7 to Sixth Form and there is a school bus service Mon – Fri to/from Old Eastbourne Road. Capacity of the educational facilities is currently considered adequate to meet the needs of the new development but more early years and nursery provision will need to be provided. The proposals currently do not make provision for educational facilities.

FRAMFIELD

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Developer has committed to minimising the impacts. All homes will be Net Zero carbon and using MMC. EV charging will be provided for all homes.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified
Flood Risk	The majority of the site lies within Flood Zone 1, however, the site is divided into two by the Flood Zones 2 and 3 that surround the Ridgewood Stream, which flows from the southeast to the north-west through centre of the site. Surface water flood risk follows a similar pattern. Extensive mitigation will be needed to accommodate the proposed quantum of development. Proposals have set the development back from the flood zone. (Horstedpond site adjacent has a resolution to grant PP for 340 homes)
Pollution	Development will increase light pollution in an area on the fringe of a 'darker' area. Air pollution is also likely to be affected in the short term as a result of construction and in the medium to long term as a result of an increase in traffic. Mitigation measures will need to be identified.
Quality of Life & Place	Development will need to be restricted to the southern part of the site, to minimise impacts, which will result in a site that does not form a natural expansion to the main settlement, is difficult to access and is more than 30 minutes walk from the settlements services and facilities. The existing character and function of the site as open countryside, provides a rural gap between Uckfield and Little Horsted, will also be lost.
Town & Village Centres	The site is detached from Uckfield and any other identified settlement or local facilities and amenities, however, it is a short bus ride or drive to Uckfield. The proposals include a neighbourhood centre with the potential to provide community buildings but the proposals lack detail at this stage and are unlikely to be achieved with the proposed quantum of development in isolation, which is likely to result in a car dependant development.
Major Negative Impacts	None
Landscape & Townscape	The site currently lies in a rural location and a proposed development of this size will be out of keeping with surrounding land uses, particularly between Old Eastbourne Road and the A22. The Landscape Sensitivity Assessment, 2026 considers the site to be of **moderate-high sensitivity** due to areas of ancient woodland and priority habitat deciduous woodland in the north and the Ridgewood Stream in the centre of the site. There is a significant concentration of ancient woodland within and immediately adjacent to the site. Development must be set back from all ancient woodland with appropriate buffer zones, and the Ridgewood Stream corridor and associated Flood Zones must be kept free of development. Development should be contained within the lower-lying landform towards the south of the site, utilising the screening of existing woodland blocks, and avoiding the more elevated and visually exposed areas of assart fields to the north adjacent to Eastbourne Road. The height and massing of any development should be designed to integrate with the surrounding wooded landscape without breaking the treeline of the adjacent and internal woodland blocks. A landscape-led approach to design and layout will be essential to ensure that any development responds appropriately to the significant natural, historic and cumulative sensitivities of this site.
Transport & Accessibility	Access onto the Old Eastbourne Rd will need to be improved and is currently hindered by the 60mph speed limit. A new access at the southern part of the site on the A22, is restricted by the small frontage onto the road to the south. Vehicle and pedestrian connectivity between the north and south of the site will require a bridge across Ridgewood Stream but this is restricted by the ancient deciduous woodland that runs along most of the banks of the stream. The proposals indicate 2 access points off the Old Eastbourne Road, one via a roundabout, which will avoid the ancient woodland. The site is relatively close to Uckfield Town centre, which has a railway station and a bus stop with a regular service to the town. The proposals seek to encourage active travel through the provision of new pedestrian and cycle routes. Development will need to restricted to the southern part of the site, to minimise impacts, which will result in a site that does not form a natural expansion to the main settlement, is difficult to access and is more than 30 minutes walk from the settlements services and facilities. A Transport Assessment will be required.
No Significant Impacts	Historic Environment

FRAMFIELD

FRAMFIELD

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
POSSIBLE	SA Reg 18(2) Results																				
725/1410	Land at Hempstead Lane																				

COMMENTARY	
Site	36.02 ha greenfield / agricultural (Grade 3/4). The site is dissected by a railway line and River Uck in the north and includes pockets of ancient woodland
Parish / Settlement	Framfield / Uckfield (Type 1 – Town)
Development Proposal	c. 300 dwellings on large site adjacent to east of SHELAA Site 127/1410 (240 homes) which is proposed as Phase 2 of the overall development. Proposals include 2 FE Primary school; Community hub; Potential bus interchange; EV charging points; New pedestrian and cycle connections to Uckfield; New 'super' SANG - 40ha country park; Additional woodland to connect ancient woodland and strengthen network of green infrastructure.
Summary of Assessment	• The site is rural in character and setting and is wholly within the Ashdown Forest SPA 7km buffer zone. The proposals include provision for c.40 ha of SANGS through the provision of a Country Park, which will have benefits for green infrastructure and biodiversity. • A new vehicular access and pedestrian/cycle links towards the town centre will need to be provided. Off-site highway works will also be necessary to the B2102 to ease traffic movements to and from the town centre, as well as improvements within the town centre itself. There is currently no pedestrian access to the site and it is known that there may be legal implications to the provision of a suitable pedestrian access/cycle link. Further discussions are needed with ESCC regarding viability and deliverability. The site is close to Uckfield Railway Station and the existing regular bus service to the town from Uckfield Hospital. A full transport assessment will be needed to identify if mitigation measures are possible. Public transport options are difficult to reach from this site at the moment. • Given the size and location of this site and the potential quantum of development that is proposed, significant levels of light pollution are likely to be introduced in a 'darker' sky area. • The site is identified as moderate sensitive to residential development, in part due to the elevated open slopes of the site, particularly in the south-eastern corner of the site, which are visually prominent within the landscape and provide a rural setting to Uckfield. Mitigation measures will need to be identified. • Development should be located to the south of the railway line, and include design and landscaping that is appropriate to the historic landscape character • Outline proposals have been submitted but many of the impacts remain uncertain at this stage due to a lack of detail. • Spatial Strategy - close to Uckfield Type 1 settlement and should be in conformity if appropriate links to Uckfield Town are secured.

FRAMFIELD

COMMENTARY	
Mitigation Measures	**Transport -** a new vehicular access and pedestrian/cycle links towards the town centre will need to be provided. **Biodiversity -** the ecological value of the site is currently unknown and a Habitats Impact Assessment will be required to determine the full extent of any proposed development scheme on this site. **Landscape & Townscape -** development will need to be set back from the floodplain and open pastures of the valley floor and avoiding the more elevated valley sides, which provide a rural backdrop to the settlement. Development should be set back from ancient woodlands within the site and adjacent to it, with a suitable and appropriate buffer provided to protect the woodlands from the impacts of development. Development should also be set back, and minimise visibility, from the Framfield Conservation Area located to the south-east of the site. **Heritage -** A Heritage Impact Assessment will be needed. Development should be located to the south of the railway line, and include design and landscaping that is appropriate to the historic landscape character **Flood Risk -** Land along the River Uck to the north-west and west boundaries are within Flood Zone 3, where the Bird in Eye Hill crosses Framfield Stream, potentially blocking the main road between the site and the rest of Uckfield when the area floods. Mitigation measures will need to be identified.
Cumulative Impacts	Site adjacent SHELAA Ref. 127/1410 is proposed for c. 215 homes as a first phase of this development. This site, in combination with other strategic sites to the north, south and west of Uckfield will result in a general expansion of Uckfield into the surrounding rural landscape. However, given the intervening distances between the sites and the well-wooded character of the surrounding landscape, significant visual cumulative effects will be limited. Further consideration will need to be given to the cumulative impact of the development with adjacent proposals and recent permissions as part of any planning application. The proposed development will be subject to transport modelling. Planning appeal decision **WD/2006/2173/MAO** allowed for 340 homes, confirms that the location is considered sustainable in this location without a new northern pathway route.
Selection / Rejection **SELECT**	**OUTLINE OF REASONS - SELECT** The site is located to the east of Uckfield, predominantly lying between the River Uck and Hempstead Lane. The proposals include the provision of c. 300 dwellings, as Phase 2 to the adjacent site (127/1410), which will make a positive contribution to the District's housing need. The site has a high level of biodiversity and green infrastructure value that could be adversely affected by development. Mitigation measures will need to be identified as part of any detailed design. The site is considered to be of moderate landscape sensitivity within the Landscape Sensitivity Assessment 2023. The current vehicular access will need to be upgraded or a new vehicle access could be provided. Further off-site works or traffic management measures may also be required to Framfield Road to ease traffic movements to and from the town centre. There is currently no pedestrian access to the site and the provision of a suitable pedestrian access/cycle link will be needed. A northern footpath connection toward Roman Way, and / or up to the boundary of the public open space owned by the Town Council is possible. The site is close to Uckfield and the town's facilities and services, including the Railway Station (within 1200-1600m), although bisected by the railway line, as well as the existing regular bus service to the town from Uckfield Hospital. A full transport assessment will be needed to identify specific mitigation measures. The proposal is in conformity with the Spatial Strategy as it is in close proximity to Uckfield a Type 1 settlement. Mitigation for the impacts identified is considered achievable. **IT IS RECOMMENDED THAT THE SITE IS TAKEN FORWARD FOR ALLOCATION.**

FRAMFIELD

IMPACTS	
Major Positive Impacts	
Green & Blue Infrastructure	New ‘super’ SANG 40ha Country Park. Existing ancient woodland to be retained and additional woodland to be provided to connect to ancient woodland and strengthen network of green infrastructure.
Housing	c.300 dwellings of a mix of type and tenureswhich will make a positive contribution to the District’s housing need. Further details needed on mix and phasing of development required.
Minor Positive Impacts	
Biodiversity	The River Uck and its Headwaters Biodiversity Opportunity Area (BOA) covers the northern boundary of the site. Although this area is likely to be used as a flood zone buffer and therefore be less impacted by any proposed development of the site. Significant biodiversity enhancements are proposed including preservation of existing habitats, hedgerows and trees wherever possible. A substantial amount of tree and meadow planting as well as wet grassland, open swales and ditches are also proposed which will provide a wide range of habitats for native flora and fauna, although further details will be needed.
Town & Village Centres	The site is within walking distance of Uckfield town centre; however it is separated from the settlement by the River Uck and Framfield Stream and is not currently accessible by pedestrians. Uckfield has an array of services and facilities, and potential future residents are likely to travel to Uckfield town centre to make use of these facilities. The site is proposing a community hub and store, which could provide for day to day needs. Further details will be needed.
Education & Skills	The nearest primary school is in Uckfield (St Philips Catholic Primary School), although there is no pedestrian connectivity from the site in place at present. The proposals include a new 2FE Primary School. Secondary education is available in Uckfield at Uckfield Collage, which provides education from Year 7 to Sixth Form and there is a school bus service Mon – Fri to/from Uckfield Community Hospital. Education provision and capacity is currently regarded as adequate although more early years and nursery provision will need to be provided. The development has the potential to provide new skills during construction.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to surface water flood risk and overheating. Specific mitigation measures need to be identified.
Water Resources	Wealden has been identified as an area of serious water stress. Development of the site will increase demand for water consumption and wastewater treatment. **The Water Cycle Study 2026** shows the WwTW has limited capacity for further growth and has no significant investment planned. The site is not within a groundwater source protection zone. Mitigation measures will need to be identified.
Soil, Land & Minerals	The development of the site will result in the loss of agricultural land, classified as grade 3b (moderate quality). The disturbance of soil from development can lead to increased compaction, flood risk and water pollution from sediment runoff as well as the release of CO2 emissions. The land is not safeguarded for minerals. Mitigation measures will need to be identified.
Historic & Cultural Heritage	Three Grade II and one Grade II* listed buildings are located to the north of the site and their setting will need to be considered if development were to come forward.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Transport & Accessibility	A new vehicular access and pedestrian/cycle links towards the town centre will need to be provided. Off-site highway works will also be necessary to the B2102 to ease traffic movements to and from the town centre, as well as improvements within the town centre itself. There is currently no pedestrian access to the site and it is known that there may be legal implications to the provision of a suitable pedestrian access/cycle link. Further discussions are needed with ESCC regarding viability and deliverability. The site is close to Uckfield Railway Station (within 1200-1600m), but bisected by the railway line, as well as the existing regular bus service to the town from Uckfield Hospital. A full transport assessment will be needed to identify specific mitigation measures. The promoter has successfully passed through a network rail consultation process, which provides sufficient comfort that a northern footpath connection toward Roman Way, and /or up to the boundary of the public open space owned by the Town Council can be delivered. Public transport options are also difficult to reach from this site at the moment. Planning appeal decision **WD/2006/2173/MAO** allowed for 340 homes, confirms that the location is considered sustainable in this location without a new northern pathway route.
Health & Wellbeing	The site is in close proximity to Uckfield which is well served by medical, sports and leisure facilities. The medical services have limited capacity and the potential to provide increased provision will need to be examined.
Quality of Life & Place	Will be dependent on development proposals and implementation.
Social Inclusion	Will be dependent on development proposals and implementation. A mix of housing tenures is proposed.
Economy & Employment	The development of the land is likely to result in the creation of jobs during construction and the potential for new skills and training. Further details will be needed.

FRAMFIELD

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. The proposals state homes will be built to Passivhaus principles and achieve Future Homes Standards in respect of air efficiency and insulation, as well as ensuring that energy is supplied through a renewable energy supplier and the potential for EV charging points. Community allotments and orchards are also proposed. Further details needed.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified
Flood Risk	Majority of the site in Flood Zone 1. Land along the River Uck to the north-west and west boundaries are within Flood Zone 3, where the Bird in Eye Hill crosses Framfield Stream, potentially blocking the main road between the site and the rest of Uckfield when the area floods. There are some areas of surface water flood risk along the course of the river. The site is not at risk of groundwater flood risk. The proposals include the provision of SuDS to incorporate new wetland habitats to support wildlife and encourage biodiversity within the site. Mitigation measures will need to be identified.
Pollution	Development will increase light pollution in an area on the fringe of a 'darker' area. Given the size and location of this site and the potential quantum of development that is proposed, significant levels of light pollution are likely to be introduced. Air pollution is also likely to be affected in the short term as a result of construction and in the medium to long term as a result of an increase in traffic. Mitigation measures are considered possible but will need to be identified.
Landscape & Townscape	**The Landscape Sensitivity Assessment, 2023** identifies the site as **moderately** sensitive to residential development and confirms this is in part due to the elevated open slopes of the site, particularly in the south-eastern corner of the site, which are visually prominent within the landscape and provide a rural setting to Uckfield. The site will need to be planned with great care and consideration, especially in relation to the key sensitive features within and adjacent to the site, including being set back from the floodplain and open pastures of the valley floor and avoiding the more elevated valley sides within the site, which provides a rural backdrop to the settlement. Development should be set back from ancient woodlands within the site and adjacent to it, with a suitable and appropriate buffer provided to protect the woodlands from the impacts of development. Development should also be set back, and minimise visibility, from the Framfield Conservation Area located to the south-east of the site. Mitigation measures will need to be identified.
Major Negative Impacts	None
No Significant Impacts	None

FRANT

Tunbridge Wells West

High Rocks Halt

729/1610

1201-1610

755/1610

979/1610

A26

A267

B2169

KEY

- SPA + 400m buffer
- Special Area of Conservation (SAC)
- Site of Special Scientific Interest (SSSI)
- High Weald National Landscape (HWNL)
- Biodiversity Opportunity Area (BOA)
- South Downs National Park (SDNP)
- Flood Zone 3
- Flood Zone 2
- Pevensey Levels Hydrological Area
- Railway Station
- Walking Distances (400m, 800m, 1200m)
- National Cycle Network
- Public Rights of Way (PROW)
- Conservation Area
- Archaeological Areas
- Listed Buildings
- Electricity Transmission Line
- Frant
- Educational Services
- Medical Services
- Open Space
- Tree Preservation Order (TPO)
- Local Wildlife Site (LWS)
- Woodland
- Ancient Woodland

FRANT

FRANT		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
POSSIBLE	**SA Reg 18(2) Results**																				
729/1610	**Land at Ramslye Farm (Spartsbrook Farm)**																				

COMMENTARY	
Site	39.69ha at the south-western edge of Tunbridge Wells, which lies outside the administrative boundary of Wealden DC, and is adjacent to existing development to the north. The site is split into two sections. The north-western part forms a narrow strip along Wealden District's border. The western part of this section of the site sits within the High Rocks Scheduled Monument. This area is currently characterised by agricultural fields and a small, wooded area.
Parish / Settlement	Frant / Tunbridge Wells (Frant – Type 4 Secondary Village; Tunbridge Wells - Large Town outside WDC)
Development Proposal	c.580 (net) dwellings, inclusive of 35% affordable housing including the provision of green infrastructure links, open space and recreation provision, which will feature SuDS and SANGS. The applicant is also proposing that retail and community facilities could be provided on site.
Summary of Assessment	• The proposals include the provision of up to 580 dwellings, including 35% affordable housing and a mix of types and tenures but the site is only considered suitable for c.300 dwellings, which will make a positive contribution to the District's housing need. An additional 120 (net) homes have also been allocated in Tunbridge Wells Local Plan. • Bus stops are located adjacent to the site which provide a frequent service to Tunbridge Wells. Tunbridge Wells Railway Station lies approx. 1.8 km to the north-east of the site. The site is within walking distance of the significant services and facilities available within Tunbridge Wells • Site wholly within Flood Zone 1 but has some areas of surface water flood risk • The proposed scheme is seeking to deliver attractive and publicly accessible green space on 60% of the site together with retaining and enhancing trees and hedgerows within the site. This includes the provision of a SANGS. There is likely to be a minor negative impact in the short term as the site is developed but this should become positive in the long term as the development becomes established. • The site is wholly located within the Eridge and Broadwater BOA with significant parcels of ancient woodland within the site The proposals include c.15ha of habitat creation and biodiversity enhancements • A Grade II Listed Building is located within the south-eastern part of the site with three Grade II Listed Buildings are located in close proximity to the site, which will require consideration as part of the scheme design. The north-western part of the site is located within an Archaeological Notification Area (ANA) (High Rocks). **The Heritage Impact Assessment (HIA) 2026** recommends that the scheduled monument is removed from the land parcel, while mitigation measures could be found in concentrating development on the southern part of the site, and design and landscaping that is appropriate to the historic landscape character. • Located adjacent to the built form of Tunbridge Wells to the north; however, the site shares a visual relationship with the High Weald National Landscape (HWNL) to the south. The site lies almost wholly within the HWNL in Wealden District. Developing this site will introduce significant built form into a largely rural area. • **The Landscape Sensitivity Assessment, 2026** identifies the site as **moderate-high sensitivity,** which will have a **moderate impact** on the HWNL but mitigation measures are recommended, which will reduce the impacts • The proposals include an extensive landscape scheme, including the provision of and enhancement of trees, hedgerows and woodland. Development is proposed at varying densities, providing lower quantum of growth in more sensitive locations. • Site is in conformity with the Spatial Strategy, within walking distance of the services and facilities of Tunbridge Wells, although the town lies outside the administrative boundary of WDC.

FRANT

COMMENTARY	
Mitigation Measures	• **Landscape & Townscape** - Retain, protect and enhance the mature woodlands, trees, and hedgerows along the outer boundaries of the sites and the limited internal field boundaries within site. Set development back from the small streams, and ensure the ecological integrity of the watercourses is maintained. Retain and set back development from the pond in the south-west of site to create an appropriate buffer zone. Set development back from the edge of the ancient woodland at Ruffet and Ramslye Woods. Retain, protect and enhance existing recreational access via the public right of way which crosses the site and the rural character of the historic route by improving the hedgerow boundaries along it. Given location of the site on the edge of the ridge crest, the height and massing of any development should be carefully considered in relation to the scale of existing development and underlying topography in the area. Consider height and position of development within the sites to retain the glimpsed long views south towards the wooded skyline formed by Broadwater Forest and Whitehill Wood ancient woodlands. Consider views of development from the Strawberry Hill Farm and Spratsbrook Farm historic farmsteads along the southern edges of the site, retaining and enhancing trees/ woodland to screen views into the site. Enhance public access and provide opportunities to link to the open access land at Hargate Forest and experience the surrounding woodlands including Ruffet Wood and Ramslye Wood. • **Heritage** - Locate development away from the prehistoric hillfort at High Rocks Scheduled Monument (partly located in the northern parcel of site). Locate development in the north of the main parcel of site to relate better to the existing settlement pattern and to minimise encroachment towards the boundary of Strawberry Hill Farm and Spratsbrook Farm historic farmsteads. Design and layout of the site should be informed by a heritage impact assessment including a setting assessment of proportionate scope and detail, exploring ways to maximise enhancement and avoid or minimise harm. • **Green & Blue Infrastructure** - Attractive and publicly accessible green space proposed on 60% of the site, retain and enhance trees and hedgerows within the site. • **Biodiversity** - Provision of SANGS for local use; 15ha of habitat creation and biodiversity enhancements; SUDS to be provided • Retail and Community facilities
Cumulative Impacts	Tunbridge Wells is a large settlement which benefits from significant services, amenities, public transport options and employment opportunities. The settlement lies outside the administrative boundaries of Wealden District. Should this site come forward for development, together with other land within the area, further work will need to be undertaken to understand the impact on the transport network (through a county-wide transport model and liaison with Kent County Council) and other infrastructure such as education, health services and community facilities. The new development will lead to a greater cumulative impact on the pattern of faults and folds, and on the long views south towards the wider HWNL. There will also be potential additional cumulative impacts on ponds and pattern of historic farmsteads as these features are also found within the sites along the south-eastern edge of Tunbridge Wells, as well as within sites along the south-western edge. Overall, it is considered that the cumulative impact of development on the core character components of natural beauty of the HWNL will be no greater than the sum of their individual impacts. The quantum of development in this area has been reduced to take into account the cumulative effects on the landscape, in particular the HWNL, and effects of population growth.
Selection / Rejection **SELECT**	**OUTLINE OF REASONS - SELECT** The proposals include the provision of up to 580 dwellings, including 35% affordable housing and a mix of types and tenures but the site is only considered suitable for c.300 dwellings, which will make a positive contribution to the District's housing need. An additional 120 (net) homes have also been allocated in Tunbridge Wells Local Plan. The site is located close to the built form of Tunbridge Wells to the north, however, it also shares a visual relationship with the High Weald National Landscape (HWNL) to the south. The site lies almost wholly within the HWNL in Wealden District. Developing this site will introduce significant built form into a largely rural area. The Landscape Sensitivity Assessment 2026 states that the site is of moderate to high sensitivity for accommodating residential development, being more sensitive the further south it is situated (away from the existing settlement). The presence of modern farm buildings and field amalgamation; visual enclosure by woodland and hedgerows; and proximity to Tunbridge Wells and the busy A26 reduce the sensitivity. The potential impacts will be less within the northern parts of the main parcel of the site. Whilst there are several features present that contribute to the core character components of the HWNL their expression is somewhat affected by the large scale, arable landscape, which has evidently undergone human intervention in the form of intensive arable cultivation, including the amalgamation of fields. The proposed scheme is seeking to deliver attractive and publicly accessible green space on 60% of the site together with retaining and enhancing trees and hedgerows within the site. This includes the provision of a SANGS. There is likely to be a minor negative impact in the short term as the site is developed but this should become positive in the long term as the development becomes established. Bus stops are located adjacent to the site which provide a frequent service to Tunbridge Wells. Tunbridge Wells Railway Station lies approx. 1.8 km to the north-east of the site. The site is within walking distance of the significant services and facilities available within Tunbridge Wells. The quantum of development in this area has been reduced to take into account the cumulative effects on the landscape and effects of population growth. The proposals are therefore considered to be in conformity with the Spatial Strategy. **IT IS RECOMMENDED THAT THE SITE IS TAKEN FORWARD FOR ALLOCATION.**

FRANT

IMPACTS	
Major Positive Impacts	
Housing	The proposals include the provision of up to 580 (net) dwellings in Wealden, including 35% affordable housing and a mix of types and tenures which will make a positive contribution to the District's housing need but the site is only considered suitable for c.300 dwellings. An additional 120 (net) homes have also been allocated in Tunbridge Wells Local Plan.
Transport & Accessibility	Bus stops are located adjacent to the site which provide a frequent service to Tunbridge Wells. Tunbridge Wells Railway Station lies approx. 1.8 km to the north east of the site. The site is within walking distance of the significant services and facilities available within Tunbridge Wells. Furthermore, Tunbridge Wells offers significant public transport options including train links to London, Kent and the South Coast. Further consideration of vehicular access and the transport modelling for both East Sussex and Kent County Councils will be needed.
Minor Positive Impacts	
Flood Risk	The site lies wholly within Flood Zone 1. The site is affected by surface water flood risk throughout the western parts of the site given the location of a watercourse (Sprats Brook) within the site. It is likely that given the size of the proposed development that suitable mitigation for surface water flood risk can be provided. The site passes the sequential test in terms of flood risk and the proposed use for residential development is appropriate in terms of flood risk. A small area along the boundary of the western portion is at risk of groundwater flooding. Further investigations will be required as part of any development. The promoter has included proposals for SUDS to provide mitigation.
Green & Blue Infrastructure	The site includes extensive amounts of trees and hedgerows, as well as significant parcels of woodland providing excellent stepping stones and wildlife corridors to the countryside that surrounds the site to the south and west. This is particularly important as the site lies wholly within the Eridge and Broadwater BOA. There are also significant parcels of ancient woodland located within the site that is also classified as deciduous woodland priority habitat. Broadwater Forest lies a short distance to the south and west of the site and a watercourse (Sprats Brook) is located within the western parts of the site. The proposed scheme is seeking to deliver attractive and publicly accessible green space on 60% of the site together with retaining and enhancing trees and hedgerows within the site. This includes the provision of a SANGS. There is likely to be a minor negative impact in the short term as the site is developed but this should become positive in the long term as the development becomes established.
Biodiversity	The site is wholly located within the Eridge and Broadwater BOA. There are significant parcels of ancient woodland within the site that is also classified as deciduous woodland priority habitat. Broadwater Forest lies a short distance to the south and west of the site and a watercourse (Sprats Brook) is located within the western parts of the site. The proposed scheme is seeking to deliver attractive and publicly accessible green space on 60% of the site together with retaining and enhancing trees and hedgerows within the site. This includes the provision of a SANGS. There is likely to be a minor negative impact in the short term as the site is developed but this should become positive in the long term as the development becomes established. 20% BNG will be required. The proposals include approximately 15ha of habitat creation and biodiversity enhancements. There is likely to be a minor negative impact in the short term as the site is developed but this should become positive in the long term as the development becomes established.
Health & Wellbeing	The site is within close proximity of health services within Tunbridge Wells, although consideration of the capacity in the area will be needed. The promoter for the site has indicated that leisure and community facilities could be provided on the site; however, there is a lack of specific details. The promoter has also indicated that SANGS will be created on site for the use of local residents. Given the proposed scale of development contributions to provision/improvements for health and wellbeing facilities are likely to be achievable.
Education & Skills	The nearest primary school is St Mark's Church of England Primary School, located approx. 100m to the north of the site. The nearest secondary schools, as well as a college, are in Tunbridge Wells, approx. 2.3 miles north of the site and accessible by public transport (buses). Although a new educational facility is not thought to be necessary to support the development, further consideration of capacity in local schools will be needed as part of any proposal.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk and overheating. Specific mitigation measures need to be identified.
Water Resources	Development of this site will increase the demand for water consumption and wastewater treatment. **The Water Cycle Study 2026** shows the WwTW has capacity for growth. A watercourse lies within the western part of the site and there could be the potential for development to result in the pollution of this watercourse through diffuse pollution and surface water runoff. Mitigation will be required.
Soil, Land & Minerals	The site is a mixed use site and is not classified as agricultural land or safeguarded for waste or minerals. Development of the site is unlikely to result in land contamination. However, the disturbance of soil from development could lead to increased soil compaction as well as the release of CO2 emissions. Mitigation measures will need to be identified
Pollution	The site is an area classified as 'brighter and darker' in terms of light pollution. The site is influenced by proximity to Tunbridge Wells and the A26 Eridge Road, with levels of tranquillity recorded as relatively low in CPRE's Tranquillity Mapping and which disrupts the experience of dark skies, light levels are recorded in the middle of CPRE's Night Blight Mapping. The southern corner of the site and the western edge of its northern parcel transition to darker skies. The scale of the development is likely to increase the level of light pollution. Short to medium terms impacts are expected with regards to air quality during construction. The size of the development is likely to increase the level of pollution from traffic emissions but mitigation is possible. Mitigation measures will need to be identified as part of the proposal.
Historic & Cultural Heritage	A Grade II Listed Building (Spratsbrook Farmhouse) is located within the south-eastern part of the site. Three Grade II Listed Buildings (Broadwater Lodge, High Rocks Inn and Entrance Building to High Rocks Inn) are located in close proximity to the site and will require consideration as part of the scheme design. The north-western part of the site is located within an Archaeological Notification Area (ANA) (High Rocks). A Scheduled Ancient Monument also covers the north-western parts of the site. **The HIA, 2026** identifies the western portion of the site as making a major contribution to the setting of the scheduled monument, as well as partially lying within the scheduled monument itself. This setting however is likely to become more urban if development occurs north of the borough border (a site which forms part of Tunbridge Wells Borough Council's adopted local plan). It is recommended that the scheduled monument is removed from the land parcel, while mitigation measures could be found in concentrating development on the southern part of the site, and design and landscaping that is appropriate to the historic landscape character. The proposals demonstrate that suitable buffers will be provided to the Listed Buildings located within and adjacent the sites boundaries. Further details of mitigation measures will be needed.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Quality of Life & Place	Dependent on implementation. The promoter has indicated that affordable housing, older persons housing and self-build and custom plots and SANGS can potentially be provided. The development will introduce significant built form into a largely rural area in an area of high landscape sensitivity.
Social Inclusion	Dependent on implementation. The promoter has indicated that affordable housing, older persons housing and self-build and custom plots and SANGS can potentially be provided.
Economy & Employment	The proposals are for a mixed use development, including leisure and community facilities. Specifics on the number and type of jobs have not been provided

FRANT

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Mitigation measures will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified.
Landscape & Townscape	The site is located close to the built form of Tunbridge Wells to the north, however, it also shares a visual relationship with the High Weald National Landscape (HWNL) to the south. The site lies almost wholly within the HWNL in Wealden District. Developing this site will introduce significant built form into a largely rural area. **The Landscape Sensitivity Assessment 2026** states that the site is of moderate to high sensitivity for accommodating residential development, being more sensitive the further south it is situated (away from the existing settlement). The sensitivity analysis indicates that the complex landform; ecological, historic and recreational values, particularly associated with the High Rocks Scheduled Monument and SSSI; strong rural character and dispersed settlement pattern increases the unit's sensitivity to development. The presence of modern farm buildings and field amalgamation; visual enclosure by woodland and hedgerows; and proximity to Tunbridge Wells and the busy A26 reduce the sensitivity. The greatest impacts on the core character components of the HWNL will likely arise if development occurred on the northern parcel of the site as its elevated landform contributes strongly to the expression of the principle ridge, its proximity to a Scheduled Monument and forming part of a historic assart field pattern. The potential impacts will be less within the northern parts of the main parcel of the site. Whilst there are several features present that contribute to the core character components of the HWNL their expression is somewhat affected by the large scale, arable landscape, which has evidently undergone human intervention in the form of intensive arable cultivation, including the amalgamation of fields.
Major Negative	None
No Significant Impacts	Town & Village Centres

FRANT

FRANT		Sustainability Objectives																				
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																					
SELECT	**SA Reg 18(1) Results**																					
979/1610	**Pinewood Farm, Frant Road**																					

COMMENTARY	
Site	25.7ha site on the southern edge of Tunbridge Wells. The site is severed from the main built form of the settlement by fields to the north that have also been identified for possible development. The site is bounded by Hargate Forest to the west and open countryside to the west, whilst Frant Road forms the eastern boundary.
Parish / Settlement	Frant / Tunbridge Wells (Frant – Type 4 Secondary Village; Tunbridge Wells - Large Town outside WDC)
Development Proposal	Proposals are for 690 (net) dwellings on 75% of the developable area at a density of 40 dph, however, it is considered that the site will only be suitable for c.**120 dwellings** to the north and west of the site. The proposal indicates that older person's housing and self-build and custom house build can be provided as part of the site, as well as community facilities, green infrastructure and leisure facilities associated with the fishing lake within the south-western part of the site.
Summary of Assessment	• The delivery of c.120 homes will make a positive contribution to the District's housing need, located adjacent to a sustainable settlement (Tunbridge Wells). The promoter has indicated that the development of the site could potentially include market housing, self-build and custom housebuilding plots and older persons housing. • Site within Flood Zone 1 and includes some areas of surface water flood risk in the south west of the site. The south-eastern part of the site falls within an area of groundwater concern and may be at risk of groundwater flooding. Further investigations will be required as part of any development. • Located adjacent to the built form of Tunbridge Wells to the north; however, the site also shares a visual relationship with the High Weald National landscape to the south and is wholly within the HWNL in Wealden District. • **The Landscape Sensitivity Assessment, 2026 (Appendix A.7 Tunbridge Wells SE)** identifies the site as **moderate to high sensitivity** to residential development as the site forms part of the rolling ridges of the HWNL and contains pastoral fields enclosed by ancient and priority habitat woodland. The northern part of the site is well screened by mature tree lines to the north of the site and development here will be relatively well contained within the landscape, particularly in conjunction with SHELAA site 1077/1610. The southern part of the site, particularly to the south of the farm complex, is more prominent within the landscape and development here will have a major negative impact. Given the scale of development proposed, it is likely that development in the south of the site will have a significant impact on the wider landscape and be highly visible. Development within the northern parts of the site will have a lesser impact upon the landscape, subject to suitable mitigation measures proposed as part of any scheme, including the retention of boundary vegetation. • Two Grade II Listed Buildings (1 and 2 Yew Cottage and Frant Bottom Lodge) lie adjacent to the sites eastern and south-eastern boundaries and will require consideration as part of any development. • The site is close to both Tunbridge Wells and Frant railway stations and is served by a regular bus service to Tunbridge Wells and Heathfield. • The capacity of the healthcare and educational provision is currently considered to be adequate but will need further investigation for future needs. • Site is in conformity with the Spatial Strategy, within walking distance of the services and facilities of Tunbridge Wells, although the town lies outside the administrative boundary of WDC.

FRANT

COMMENTARY	
Mitigation Measures	**Landscape & Townscape** - Retain, protect and enhance the mature woodlands (including priority habitat deciduous woodland along the boundaries of the site), trees, and hedgerows along internal and outer boundaries of the site. Retain, and set back development from, the ponds in the south-west of site to create a buffer zone. Set development back from Yew Tree Cottages to create a buffer zone. Locate development to the north of site to relate better to the existing settlement pattern and to minimise encroachment towards the boundary of Pinewood Farm historic farmstead. Enhance public access and provide opportunities to link to the open access land at Hargrave Forest. Retain the long views south towards wooded skylines of the wider HWNL. **Biodiversity** - SANGS and SAMMs required
Cumulative Impacts	Tunbridge Wells is a large settlement which benefits from significant services, amenities, public transport options and employment opportunities. The settlement lies outside the administrative boundaries of Wealden District. Should this site come forward for development, together with other land within the area, further work will need to be undertaken to understand the impact on the transport network (through a county-wide transport model and liaison with Kent County Council) and other infrastructure such as education, health services and community facilities. The new development will lead to a greater cumulative impact on the pattern of faults and folds, and on the long views south towards the wider HWNL. There will also be potential additional cumulative impacts on ponds and pattern of historic farmsteads as these features are also found within the sites along the south-eastern edge of Tunbridge Wells, as well as within sites along the south-western edge. Overall, it is considered that the cumulative impact of development on the core character components of natural beauty of the HWNL will be no greater than the sum of their individual impacts. The quantum of development in this area has been reduced to take into account the cumulative effects on the landscape, in particular the HWNL, and effects of population growth. The site lies to the south of the settlement edge of Tunbridge Wells along St Mark's Road and forms part of a wider pattern of fields providing separation between the settlement edges of Tunbridge Wells to the north and Frant to the south. Quantum of development reduced to c.100 homes and to be located to the north of the site to minimise impact on the HWNL.
Selection / Rejection **SELECT**	**OUTLINE OF REASONS - SELECT** The proposals are for 690 (net) dwellings on 75% of the developable area at a density of 40 dph, however, it is considered that the site will only be suitable for **c.120 dwellings** to the north and west of the site, which will make a positive contribution to the District's housing need, located adjacent to a sustainable settlement (Tunbridge Wells) to the north and its facilities and services. Whilst the site is located within Frant Parish, it has a stronger relationship to the settlement of Tunbridge Wells, which is closer to the site. The site is also contained within and shares a visual relationship with the High Weald National landscape to the south. Long views to and from the site is limited by the largely enclosed nature of the site. The site lies wholly within the HWNL. The Landscape Sensitivity Assessment 2026 identifies the site as having moderate to high sensitivity to residential development as the site is part of the rolling ridges of the HWNL and contains pastoral fields enclosed by ancient and priority habitat woodland. However, the northern part of the site is well screened by mature tree lines to the north of the site and development within this part of the site will be relatively well contained / screened in this area, particularly in conjunction with SHELAA site **1077/1610**. The southern part of the site, particularly to the south of the existing farm complex, is more prominent within the landscape and development here is not recommended as it will have a high impact on the wider landscape of the HWNL. Development within the northern parts of the site, however, will have a lesser impact upon the landscape, subject to suitable mitigation measures proposed as part of any scheme, including the retention of boundary vegetation. The quantum of development in this area has been reduced to take into account the cumulative effects on the landscape and effects of population growth. The proposed quantum of development has therefore been reduced to c.100 homes, which is to be located to the north of the site to minimise impact on the HWNL. The site is in conformity with the Spatial Strategy, within walking distance of the services and facilities of Tunbridge Wells, although the town lies outside the administrative boundary of WDC. **IT IS RECOMMENDED THAT THE SITE IS TAKEN FORWARD FOR ALLOCATION.**

FRANT

IMPACTS	
Major Positive Impacts	
Housing	The proposed development of this site is for 690 homes, although only c.120 homes are considered suitable in this location, which will make a positive contribution to the District's identified housing need, located adjacent a sustainable settlement, Tunbridge Wells, albeit outside the District. The promoter has indicated that the development of the site could potentially include market housing, self-build and custom housebuilding plots and older persons housing.
Minor Positive Impacts	
Flood Risk	The site lies wholly within Flood Zone 1 and includes some areas of surface water flood risk in the south west of the site. It will have a marginal impact on the developable area without interfering with the existing access of the site. The site is not affected by groundwater flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Green & Blue Infrastructure	There are extensive trees and hedgerows located along the site boundaries and along the field boundaries within the site. The site is bounded by deciduous woodland to the west, some of which extends into the north-west and south-western parts of the site. A large lake lies within the south-western part of the site and provides opportunities to enhance the blue infrastructure for the site. Development is to be located to the north of the site protecting the more sensitive parts of the site. The proposals include the protection and enhancement of green and blue infrastructure. Some short term negative impacts are possible during construction but can be mitigated.
Transport & Accessibility	The site is close to both Tunbridge Wells and Frant railway stations, provides opportunities for active travel and is served by a regular bus service to Tunbridge Wells and Heathfield at the junction with Forest Road.
Health & Wellbeing	The site is within close proximity of Tunbridge Wells, although consideration of the capacity in the area will be needed. The promoter for the site has indicated that leisure and community facilities could be provided on the site, however, there is a lack of specific details submitted.
Education & Skills	The nearest primary school is Broadwater County Primary School, located approx. 850m to the north-west of the site, albeit the site lies at the outer perimeter of its catchment area. The site is located within the catchment area for Frant Church of England Primary School, which is located 1.8km to the south-east of the site. The nearest secondary schools, as well as a college, are in Tunbridge Wells, approx. 2.6km north of the site and accessible by public transport (buses). Although it is not considered that new educational provision will be needed it may be necessary to expand local provision. Further discussions required.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk and overheating. Specific mitigation measures need to be identified.
Water Resources	Wealden has been identified as an area of serious water stress. Development of this site will increase the demand for water consumption and wastewater treatment. **The Water Cycle Study 2026** shows the WwTW has capacity for growth The site lies within Zone 3 (Total catchment) of a protected groundwater source. Further investigation and mitigation may be required to ensure development does not impact upon the groundwater source. There are no watercourses within the site or in close proximity of the site.
Soil, Land & Minerals	The site is largely greenfield/agricultural land (not classified). The site is not safeguarded for minerals or waste operations and is currently a mixed-use site. There are no known issues with contamination of land and given its current use contamination is unlikely. The disturbance of soil from development could lead to increased soil compaction as well as the release of CO2 emissions. Mitigation measures will need to be identified.
Pollution	The site is located within an area of the District deemed to be 'brighter' by CPREs light pollution mapping, however, the southern half of the site is within an intrinsically dark landscape. Given the reduced quantum of development to c.100 rather than 690 dwellings, and that development should only be located to the north of the site, mitigation for any increase in light pollution is considered possible . The development is likely to result in an increase in air pollution as a result of the increase in traffic, however the reduction in the size of the development will reduce the significance. Mitigation measures will need to be identified as part of any planning application to minimise impacts.
Biodiversity	The site is partially located within the Eridge and Broadwater Biodiversity Opportunity Area (BOA) on the western edge of the site. Development of the site will need to seek to retain and enhance the existing hedgerows, trees and woodland within the step and on the boundaries, as they are likely to have biodiversity value. Mitigation measures will need to be identified.
Historic Environment	Two Grade II Listed Buildings (1 and 2 Yew Cottage and Frant Bottom Lodge) lie adjacent the sites eastern and south-eastern boundaries and will require consideration as part of any development.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means that this impact is uncertain.
Quality of Life & Place	Dependent on implementation. Further information needed.
Social Inclusion	It is proposed to provide accommodation for older people as well as self build / custom build, although the exact contribution will be affected by the reduced size of development. Community and leisure facilities are also proposed
Economy & Employment	Proposals are for a mixed-use scheme. Details will need to be provided on the likely number/type of jobs to be created.

FRANT

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Mitigation measures will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified.
Landscape & Townscape	The site is located adjacent the built form of Tunbridge Wells to the north; however, it is also contained within and shares a visual relationship with the High Weald National landscape to the south. Long views to and from the site is limited by the largely enclosed nature of the site. The site lies wholly within the HWNL. **The Landscape Sensitivity Assessment 2026** identifies the site as having moderate to high sensitivity to residential development as the site is part of the rolling ridges of the HWNL and contains pastoral fields enclosed by ancient and priority habitat woodland. However, the northern part of the site is well screened by mature tree lines to the north of the site and development within this part of the site will be relatively well contained / screened in this area, particularly in conjunction with SHELAA site 1077/1610. The southern part of the site, particularly to the south of the existing farm complex is more prominent within the landscape and development here will have a **high impact** on the wider landscape of the HWNL. It is likely that development in the south of the site will have a significant negative impact on the wider landscape and be highly visible. Development within the northern parts of the site, however, will have a lesser impact upon the landscape, subject to suitable mitigation measures proposed as part of any scheme, including the retention of boundary vegetation.
Major Negative	
No Significant Impacts	Town & Village Centres

FRANT

FRANT

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
SELECT	SA Reg 18(2) Results																				
755/1610	Tunbridge Wells Rugby Club and Chase Farm																				

COMMENTARY	
Site	5.05ha of agricultural land, which lies on the southern edge of Tunbridge Wells.
Parish / Settlement	Frant / Tunbridge Wells (Frant – Type 4 Secondary Village; Tunbridge Wells - Large Town outside WDC)
Development Proposal	c. 100 (net) dwellings. Combined with site **1201/1610** for allocation purposes, with 150 dwellings allocated across the combined site.
Summary of Assessment	• The proposed development is for c.100 homes which will make a positive contribution to the District's housing need, adjacent to a sustainable settlement (Tunbridge Wells). Details of the type of homes to be delivered (affordable homes, Lifetime Homes, tenure, self-build plots etc.) have not yet been provided. This site has been combined with site **1201/1610** for allocation purposes, with 150 dwellings allocated across the combined site. • There are mature trees and hedgerows located on the site boundaries, which provide good wildlife corridors and stepping stones to the wider area. The proposals seek to retain and enhance the existing hedgerows and trees on the boundaries of the site to maintain and enhance the green infrastructure network. • The site is not within a Biodiversity Opportunity Area (BOA) and there are no designated biodiversity sites within or in close proximity to the site. • **The Landscape Sensitivity Assessment 2026** classifies the site as **moderate to high sensitivity** to development, in part due to it being close to a ridge line and its field boundaries that contribute to the highly interconnected woodland network and rural landscape of the wider area. The assessment considers the site is well contained with mature tree screening to all sides, which will need to be retained and reinforced, particularly to the south and east where longer views are possible. This lowers landscape sensitivity, as does its connection to the settlement edge of Royal Tunbridge Wells, which reduces tranquillity and dark skies in this location. Development of the site is judged to have a **moderate impact** on the landscape and visual qualities/features that define the HWNL. • The site is close to Tunbridge Wells railway station and served by a regular bus service to the town centre. The site is also within walking distance of the Town centre. New pedestrian and cycling routes will be needed as part of the development. • The capacity of the healthcare and educational provision are currently considered to be adequate but will need further investigation for future needs. • Site is in conformity with the Spatial Strategy, within walking distance of the services and facilities of Tunbridge Wells, although the town lies outside the administrative boundary of WDC.
Mitigation Measures	**Landscape & Townscape** - Retain, protect and enhance mature woodlands, trees, and hedgerows along internal and outer boundaries of the site. Locate development in the north of the site to relate better to the existing settlement pattern. Maintain the existing settlement pattern and its character by following the scale, built form and streetscape of the recent development along Dukes Drive. Retain glimpsed long views south across the wider HWNL, avoiding development in the more elevated extents of the west of site, where longer outward views are available, and from the lower-lying extents in the south of the site, which forms the rural foreground of these views. Enhance public access and provide opportunities to experience the wider countryside.

FRANT

COMMENTARY	
Cumulative Impacts	Tunbridge Wells is a large settlement which benefits from significant services, amenities, public transport options and employment opportunities. The settlement lies outside the administrative boundaries of Wealden District. Should this site come forward for development, together with other land within the area, further work will need to be undertaken to understand the impact on the transport network (through a county-wide transport model and liaison with Kent County Council) and other infrastructure such as education, health services and community facilities. The new development will lead to a greater cumulative impact on the pattern of faults and folds, and on the long views south towards the wider HWNL. There will also be potential additional cumulative impacts on ponds and pattern of historic farmsteads as these features are also found within the sites along the south-eastern edge of Tunbridge Wells, as well as within sites along the south-western edge. Overall, it is considered that the cumulative impact of development on the core character components of natural beauty of the HWNL will be no greater than the sum of their individual impacts. The quantum of development in this area has been reduced to take into account the cumulative effects on the landscape, in particular the HWNL, and effects of population growth. Further consideration will need to be given to the potential cumulative impacts upon the landscape in the detailed design, including adjacent site 1201/1610, which is proposed for 240 dwellings, although allocated for 150 dwellings. Site 1077/1610 adjoins the north of the site and is a proposed for 90 dwellings but allocated for 70 dwellings.
Selection / Rejection **SELECT**	**OUTLINE OF REASONS - SELECT** The proposed development is for c.100 homes, which will make a positive contribution to the District's housing need, adjacent to a sustainable settlement (Tunbridge Wells) and its services and facilities. This site has been combined with site **1201/1610** for allocation purposes, with 150 dwellings allocated across the combined site. Whilst the site is located within Frant Parish, it has a stronger relationship to the settlement of Tunbridge Wells, which is closer to the site. The site is located within the HWNL. The Landscape Sensitivity Assessment 2026 classifies the site as moderate to high sensitivity to development. The surrounding woodland, trees and hedgerows enclose the site and limit visibility from the surrounding landscape including from the nearby residential properties along the settlement edge, particularly for the north-east of site. Development should be located to the north of the site to relate better to the existing settlement pattern. The mature tree screening to all sides, will need to be retained and reinforced, particularly to the south and east where longer views are possible. The proposals indicate that these mitigation measures will be included within the design of the scheme. The site is in conformity with the Spatial Strategy, within walking distance of the services and facilities of Tunbridge Wells, although the town lies outside the administrative boundary of WDC. **IT IS RECOMMENDED THAT THE SITE IS TAKEN FORWARD FOR ALLOCATION.**

FRANT

IMPACTS	
Major Positive Impacts	
Housing	The proposed development is for c.100 homes but is combined with site **1201/1610** for allocation purposes, with 150 dwellings allocated across the combined site, which has the potential to contribute to the District's identified housing need and provides provision adjacent to a sustainable settlement (Tunbridge Wells). Details of the type of homes to be delivered (affordable homes, Lifetime Homes, tenure, self-build plots etc.) have not yet been provided.
Minor Positive Impacts	
Flood Risk	The site is wholly in Flood Zone 1. A very small area of the site in the west southernmost corner is affected by surface water flooding but it will have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces. The site is not affected by groundwater flooding.
Green & Blue Infrastructure	There are mature trees and hedgerows located on the site boundaries, which provide good wildlife corridors and stepping stones to the wider area. There is limited vegetation within the site, however, a mature hedgerow divides the two fields that form the site from north to south. The proposals indicate that development will seek to retain and enhance the existing hedgerows and trees on the boundaries of the site to maintain and enhance the green infrastructure network.
Biodiversity	The site is not within a Biodiversity Opportunity Area (BOA) and there are no designated biodiversity sites within or in close proximity to the site. There are no irreplaceable habitats within the site or in proximity to the site. Development will need to seek the retention of the trees and hedgerows on site and achieve BNG requirements.
Transport & Accessibility	The site is close to Tunbridge Wells railway station and is served by a regular bus service to the town centre. The site is also within walking distance of the Town centre. New pedestrian and cycling routes will be needed as part of the development.
Health & Wellbeing	The site is close to Tunbridge Wells and the wide range of health services and facilities that are provided, although consideration of the capacity in the area will be needed. The Tunbridge Wells Borough Council Open Space Study (2018) confirms that there is currently a sufficient supply of recreation grounds and children's play space, however, there are shortfalls in allotments, amenity green space and youth play space. The Wealden Open Space Study (2022) confirms that there are no gaps in provision, however, the quality of provision needs to be addressed. The site is not proposing any health and wellbeing facilities or improvements to open space provision. However, this site will form part of the wider the planning application that includes SHELAA reference 1201/1610, which will re-provide playing pitch provision. The site is located adjacent St Mark's Recreation Ground and a pedestrian access to this has been proposed as part of the development.
Education & Skills	The nearest primary school is St Peter's Church of England Primary School, located approx. 1.33km to the north-east of the site, however, the catchment area for this school does not serve this site. The site is located within the catchment area for Frant Church of England Primary School, which is located 1.8km to the south of the site and currently has capacity but may need further provision in future years. The nearest secondary schools, as well as a college, are in Tunbridge Wells, approx. 2.6 miles north of the site and accessible by public transport (buses). Uplands Academy in Wadhurst is the nearest secondary school within Wealden District to the site and has capacity. None of the new development proposed within the fringe areas of Tunbridge Wells planning area in isolation will require the provision of a new educational facility. Feasibility studies will be needed to investigate whether local schools could be expanded to cover the places needed.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk and overheating. Specific mitigation measures need to be identified.
Water Resources	Wealden has been identified as an area of serious water stress. **The Water Cycle Study 2026** shows the WwTW has capacity for growth. The south-eastern part of the site lies within Zone 3 (Total catchment) of a protected groundwater source. Further investigation and mitigation may be required to ensure development does not impact upon the groundwater source. There are no watercourses within the site or in close proximity of the site.
Soil, Land & Minerals	Greenfield/ agricultural land (not classified). The site is not safeguarded for minerals or waste operations and there are no known issues with contamination of land. Mitigation measures will need to be identified, which safeguard the soils health, particularly during construction.
Pollution	The site is located within an area of the District deemed to be 'brighter' by CPREs light pollution mapping. Given the quantum of development that is proposed, significant levels of light pollution are likely to be introduced. The development could result in an increase in air pollution as a result of the increase in traffic. Mitigation measures will need to be identified as part of any planning application.
Landscape & Townscape	Located adjacent to the built boundary of Tunbridge Wells with existing residential development to the north-west and north. The site is located within the HWNL. **The Landscape Sensitivity Assessment 2026** classifies the site as **moderate to high sensitivity** to development. The surrounding woodland, trees and hedgerows enclose the site and limits visibility from the surrounding landscape including from the nearby residential properties along the settlement edge, particularly for the north-east of site. Longer-distance glimpsed views south towards the elevated wooded ridges of the HWNL are afforded from more elevated areas in the north-west of site. The site is predominantly arable, and relatively enclosed in character by mature boundary vegetation and trees as well as being influenced by the proximity of the settlement edge in terms of tranquillity / dark skies, which slightly decrease sensitivity. The mature tree screening to all sides, will need to be retained and reinforced, particularly to the south and east where longer views are possible. Development of the site is judged to have a **moderate impact** on the landscape and visual qualities/features that define the HWNL. The proposals indicate that these mitigation measures will be included within the design of the scheme.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Quality of Life & Place	Dependent on implementation. Further information needed.

FRANT

IMPACTS	
Social Inclusion	Dependent on implementation. Further information needed.
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Mitigation measures will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified
Major Negative	
	None
No Significant Impacts	Historic Environment; Economy & Employment; Towns & Villages

FRANT

FRANT		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
SELECT	**SA Reg 18(2) Results**																				
1201/1610	**Tunbridge Wells Rugby Club and Chase Farm**																				

COMMENTARY	
Site	8.66ha site formed mostly of playing pitches and facilities associated with Tunbridge Wells Rugby Club. Vacant amenity land also forms part of the site. The site lies at the southern edge of Tunbridge Wells and is located adjacent existing development located to the north.
Parish / Settlement	Frant / Tunbridge Wells (Large Town outside WDC)
Development Proposal	c. 240 (net) dwellings. Development will include the redevelopment of the existing sports pavilion and improvements to existing sports facilities within the northern part of the site. Site allocated for c.50 homes in northern part of site only.
Summary of Assessment	• Proposal for c.240 homes Located adjacent the built form of Tunbridge Wells to the north. This site has been combined with site 755/1610 for allocation purposes, with 150 dwellings allocated across the combined site. • Located wholly within Flood Zone 1. The site is affected by surface water flood risk within the south-eastern part of the site. Development to be located to the north. • The site is not within a Biodiversity Opportunity Area (BOA) and there are no designated biodiversity sites within or in close proximity to the site. • A number of trees located along the sites south-western boundary are subject to group TPO NO 61,199. • The site shares a visual relationship with the High Weald National Landscape(HWNL) to the south. The northern part of the site (sports pavilion and cricket pitch) is located outside of the HWNL. The remaining southern part of the site within Wealden District is located wholly within the HWNL. The Landscape Sensitivity Assessment 2026 (Tunbridge Wells East), identifies the site to be of **'moderate to high'** landscape sensitivity to residential development, with the northern parcel of the site considered to be of **low-moderate sensitivity**. Development will have a detrimental impact upon the attractive and high-quality landscape that surrounds Tunbridge Wells to the south that has long views at the north of the site towards the HWNL to the south. Development of the northern parcel of the site is therefore judged to have a **low impact** on the landscape and visual qualities/features that define the HWNL The proposed development includes an extensive scheme to address the landscape issues including the provision of and enhancement of trees, hedgerows and woodland. • The capacity of the healthcare and educational provision are currently considered to be adequate but will need further investigation for future needs. • The site comprises the existing Tunbridge Wells Rugby Club and Cricket Club. The proposals indicate that the redevelopment of the site will result in the improvement to these existing facilities, including the reprovision at Chase Farm. • Site is in conformity with the Spatial Strategy, within walking distance of the services and facilities of Tunbridge Wells, although the town lies outside the administrative boundary of WDC.

FRANT

COMMENTARY	
Mitigation Measures	**Landscape & Townscape -** Retain, protect and enhance the mature wooded boundaries along the edge of the northern parcel. Locate development in the north of the site to relate better to the existing settlement pattern. Maintain the existing settlement pattern and its character by following the scale, built form and streetscape of the recent development along Dukes Drive. Position development within the site to retain the long views to the south towards the wider HWNL. **Flood Risk -** Mitigation measures will need to be identified for SUDS
Cumulative Impacts	Tunbridge Wells is a large settlement which benefits from significant services, amenities, public transport options and employment opportunities. The settlement lies outside the administrative boundaries of Wealden District. Should this site come forward for development, together with other land within the area, further work will need to be undertaken to understand the impact on the transport network (through a county-wide transport model and liaison with Kent County Council) and other infrastructure such as education, health services and community facilities. The quantum of development in this area has been reduced to take into account the cumulative effects on the landscape, in particular the HWNL, and effects of population growth. The new development will lead to a greater cumulative impact on the pattern of faults and folds, and on the long views south towards the wider HWNL. There will also be potential additional cumulative impacts on ponds and pattern of historic farmsteads as these features are also found within the sites along the south-eastern edge of Tunbridge Wells, as well as within sites along the south-western edge. Overall, it is considered that the cumulative impact of development on the core character components of natural beauty of the HWNL will be no greater than the sum of their individual impacts. The site is only considered appropriate for 50 dwellings and needs to be considered with SHELAA Ref. 755/1610 which has proposals for c.100 homes and other sites on other side of Frant Road, such as SHELAA Site 979/1610 and 1077/1610. Further consideration will need to be given the potential cumulative impacts upon the landscape in the detailed design.
Selection / Rejection **SELECT**	**OUTLINE OF REASONS - SELECT** The proposal is for c. 240 (net) dwellings on a 8.66ha site formed mostly of playing pitches and facilities associated with Tunbridge Wells Rugby Club. This site has been combined with site 755/1610 for allocation purposes, with 150 dwellings allocated across the combined site. Development will include the redevelopment of the existing sports pavilion and improvements to existing sports facilities within the northern part of the site. The development will make a positive contribution to the District's housing need, adjacent to a sustainable settlement (Tunbridge Wells) and its services and facilities. Whilst the site is located within Frant Parish, it has a stronger relationship to the settlement of Tunbridge Wells, which is closer to the site. The northern part of the site (sports pavilion and cricket pitch) is located outside of the High Weald NL. The remaining southern part of the site is located within the HWNL. The Landscape Sensitivity Assessment 2026 identifies this area to be of moderate to high landscape sensitivity to residential development. However, the presence of modern farm buildings and some areas of field amalgamation, enclosure by woodland, relatively few known historic features and proximity to Tunbridge Wells reduce sensitivity. Overall, it is considered that the northern parcel of the site has a lower sensitivity than the assessment unit as a whole and is considered to be of low-moderate sensitivity to small scale residential development due to its use as sports pitches and associated human activity, which is not characteristic of the wider area or the HWNL as a whole. Development of the northern parcel of the site is therefore judged to have a low impact on the landscape and visual qualities/features that define the HWNL. The site is in conformity with the Spatial Strategy, within walking distance of the services and facilities of Tunbridge Wells, although the town lies outside the administrative boundary of WDC. **IT IS RECOMMENDED THAT THE SITE IS TAKEN FORWARD FOR ALLOCATION.**

FRANT

IMPACTS	
Major Positive Impacts	
	None
Minor Positive Impacts	
Flood Risk	Located in Flood Zone 1. The site is affected by surface water flood risk within the south eastern part of the site. Development is to be located in the north of the site. Mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces. The applicant has indicated that SuDS will be provided as part of any development.
Soil, Land & Minerals	Greenfield/agricultural land (Grade 4 - poor quality). Currently a mixed use site. The site is not safeguarded for minerals or waste operations. Mitigation measures will need to be identified, which safeguard the soils health, particularly during construction in line with Local Plan policies.
Pollution	The site is located within an area of the District deemed to be 'brighter' by CPREs light pollution mapping. The reduced quantum of development will result in an increase in light pollution but this is unlikely to have a significant impact.
Green & Blue Infrastructure	There are extensive trees and hedgerows located along the site boundaries and along the field boundaries within the site. A number of trees located along the sites south western boundary are subject to group TPO NO 61,199. These features provide excellent stepping stones and wildlife corridors to the countryside that surround the site to the south. The proposals indicate that green and blue infrastructure will be retained and enhanced as part of the scheme.
Biodiversity	The site is not within a Biodiversity Opportunity Area (BOA) and there are no designated biodiversity sites within or in close proximity to the site. There are no irreplaceable habitats within the site or in proximity to the site. Development will need to seek the retention of the trees and hedgerows on site and achieve 20% BNG.
Transport & Accessibility	The site is close to Tunbridge Wells railway station and served by a regular bus service to the town centre. The site is also within walking distance of the Town centre. New/enhanced pedestrian and cycling routes will be needed as part of the development?
Housing	The proposed development is for 240 homes but the allocation has been reduced to 50 homes to the north of the site. The site has the potential to contribute to the District's identified housing need and provides provision adjacent to a sustainable settlement (Tunbridge Wells). Details of the type of homes to be delivered (affordable homes, Lifetime Homes, tenure, self-build plots etc.) have not yet been provided.
Health & Wellbeing	The site is close to Tunbridge Wells and the wide range of health services and facilities that are provided. The Tunbridge Wells Borough Council Open Space Study (2018) confirms that there is currently there is a sufficient supply of recreation grounds and children's play space, however, there are shortfalls in allotments, amenity green space and youth play space. The site comprises the existing Tunbridge Wells Rugby Club and Cricket Club. The proposals indicate that the redevelopment of the site will result in the improvement to these existing facilities.
Education & Skills	The nearest primary school is Broadwater County Primary School, located approx. 750m to the north west of the site, albeit the site lies at the outer perimeter of its catchment area. The site is located within the catchment area for Frant Church of England Primary School, which is located 1.9km to the south of the site. The nearest secondary schools, as well as a college, are in Tunbridge Wells, approx. 2.6km north of the site and accessible by public transport (buses). None of the new development proposed within the fringe areas of Tunbridge Wells planning area in isolation will require the provision of a new educational facility. Feasibility studies to investigate whether local schools could be expanded to cover the places will be needed.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk and overheating. Specific mitigation measures need to be identified.
Water Resources	Wealden has been identified as an area of serious water stress. **The Water Cycle Study 2026** shows the WwTW has capacity for growth The south-eastern part of the site lies within Zone 3 (Total catchment) of a protected groundwater source. Further investigation and mitigation may be required to ensure development does not impact upon the groundwater source. There are no watercourses within the site or in close proximity of the site.
Landscape & Townscape	Located adjacent the built form of Tunbridge Wells to the north; the site also shares a visual relationship with the HWNL landscape to the south. The northern part of the site (sports pavilion and cricket pitch) is located outside of the High Weald NL. The remaining southern part of the site is located within the HWNL. **The Landscape Sensitivity Assessment 2026 (Appendix A.7 - Tunbridge Wells South-East)**, identifies this area to be of **moderate to high landscape sensitivity** to residential development. The sensitivity analysis indicates that the complex landform, areas of woodland, the wooded and scenic rural qualities of the unit which contribute to the setting of Tunbridge Wells, and the location within and visual relationship with the wider HWNL increase sensitivity to built development. However, the presence of modern farm buildings and some areas of field amalgamation, enclosure by woodland, relatively few known historic features and proximity to Tunbridge Wells reduce sensitivity. Overall, it is considered that the northern parcel of the site has a lower sensitivity than the assessment unit as a whole and is considered to be of **low-moderate sensitivity** to small scale residential development due to its use as sports pitches and associated human activity, which is not characteristic of the wider area or the HWNL as a whole. Development of the northern parcel of the site is therefore judged to have a **low impact** on the landscape and visual qualities/features that define the HWNL.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Quality of Life & Place	Dependent on implementation. Further information needed.
Social Inclusion	Dependent on implementation. Further information needed.
Economy & Employment	Details of the number/type of jobs have not yet been provided.

FRANT

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Mitigation measures will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified
Major Negative	
	None
No Significant Impacts	Historic & Cultural Heritage; Town & Village Centres

HAILSHAM

1115/1310
696/1310
913/1310
973/1310
701/1310
697/1310

A22
B2104
A295
A2036

KEY

- SPA + 400m buffer
- Special Area of Conservation (SAC)
- Site of Special Scientific Interest (SSSI)
- High Weald National Landscape (HWNL)
- Biodiversity Opportunity Area (BOA)
- South Downs National Park (SDNP)
- Flood Zone 3
- Flood Zone 2
- Pevensey Levels Hydrological Area
- Railway Station
- Walking Distances (400m, 800m, 1200m)
- National Cycle Network
- Public Rights of Way (PROW)
- Conservation Area
- Archaeological Areas
- Listed Buildings
- Electricity Transmission Line
- Educational Services
- Medical Services
- Open Space
- Tree Preservation Order (TPO)
- Local Wildlife Site (LWS)
- Woodland
- Ancient Woodland

0 500 1,000 m

HAILSHAM

HAILSHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
-	**SA Reg 18(2) Results (NOT ASSESSED AS WHOLE)**																				
931/1310	**Land east of A22 (Residential Only)**																				

COMMENTARY	
Site	This is a significant site of greenfield, predominantly agricultural, land. A number of smaller submissions (SHELAA Refs. 696/1310, 697/1310, 701/1310, and 931/1310) lie within this larger comprehensive site, which is being assessed as a whole.
Parish / Settlement	Hailsham / Hailsham (Type 1 – Town)
Development Proposal	The promoter is seeking a residential development for the sites as a whole for residential development. The land north of Summerhill Lane (**Site 696/1310**) has achieved outline planning permission for 241 dwellings under planning reference **WD/2019/2692/MAO**. A reserved matters planning application pursuant to the outline planning permission was granted in January 2024 under planning reference **WD/2023/1924/MRM** and is under construction.
Summary of Assessment	• The proposals for the site are for residential development for the site as a whole • Development of the site may have a detrimental impact upon the green infrastructure network located to the south of Hailsham and could result in significant harm to biodiversity in the northern part of the site where there is a BOA and ancient woodland. Development of the site would introduce significant built form into a largely rural area that is segregated from any settlement and would considerably alter the character of the area. • The site lies within Flood Risk Zone 1 with some areas of surface water flooding located throughout the site. The site lies partially within an area of groundwater concern, therefore there is a risk of groundwater flooding but mitigation should be possible. • The site is within the catchment of the Pevensey Levels SAC/Ramsar site, designated as such due to the flora and fauna of the lowland west grassland system and associated biodiversity and species it supports. Development may drain to the Pevensey Levels and will therefore be subject to Appropriate Assessment. • There is no clear vehicular access route to the southern parts of the site. Summerhill Lane is rural, narrow and unsuitable for large scale residential development and upgrades are not considered feasible. It is proposed that the northern part of the site is delivered through a new vehicular access at Ersham Road, but the southern portion of the site does not benefit from this connection. Proposals to resolve the access issues have not been provided. The bus stops to the north-west of the site are largely inaccessible for the vast majority of the site, due to the narrow form and nature of Coldthorn Lane and Summerhill Lane to the west of the site. Polegate Train Station lies approximately 2.4km to the south of the site, however, this can only be accessed via the private motor vehicle. The promoter has suggested that access and connectivity can be provided through multiple points but no information has been provided. • The site is in a 'darker sky' area and will introduce light pollution. The site will also be impacted by noise from the A22 adjacent to the site. A significant pylon line also crosses through the site, which would require consideration as part of the scheme's design. • The site is visually and functionally detached from Hailsham to the north west by the extensive woodland (Coldthorn Wood and Bolneys Wood). The site is severed from Polegate to the south by the extensive agricultural land and A27. • The site is not in conformity with the Spatial Strategy.

HAILSHAM

COMMENTARY	
Mitigation Measures	**Landscape & Townscape** - Mitigation measures will need to be identified to address the site's sensitivity. **Green & Blue Infrastructure / Biodiversity -** Development of the site may have a detrimental impact upon the green infrastructure network located to the south of Hailsham and could result in significant harm to biodiversity in the northern part of the site where there is a BOA and ancient woodland. Development of the site would introduce significant built form into a largely rural area that is segregated from any settlement and would considerably alter the character of the area. Mitigation measures will need to be identified. The proposed development may drain to the Pevensey Levels and will therefore be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality, and protect the biodiversity. **Transport -** Proposals to resolve the access issues in relation to Summerhill land and Coldthorn Lane will need to be provided. Polegate Train Station lies approximately 2.4km to the south of the site, however, this can only be accessed via the private motor vehicle. A Transport Impact Assessment will be needed including measures to promote active and sustainable forms of transport.
Cumulative Impacts	A residential site to the north of the site has permission for 241 dwellings (**WD/2019/2692/MAO**) and site **896/1510** Land at North Polegate, is subject to a live planning application (WD/2023/0260/MEA) and is a potential allocation in the Local Plan for c. 63,000 sqm of employment. The residential site forms a natural edge to the edge of the settlement of Hailsham, whilst the Land at North Polegate forms a logical edge to the settlement of Polegate. The site is visually and functionally detached from Hailsham to the north west by the extensive woodland (Coldthorn Wood and Bolneys Wood). The site is severed from Polegate to the south by the extensive agricultural land and A27. The proposal would introduce residential development into an area of countryside with poor access to the facilities and services or either Hailsham or Polegate. The site provides separation between the two settlements which would be lost, resulting in coalescence.
Selection / Rejection **REJECT (RESIDENTIAL)**	**OUTLINE OF REASONS - REJECT** The proposal is for a residential development on 4 combined sites, previously submitted as separate proposals. The sites were previously found to be unsuitable for development. Detailed proposals for the combined site have not been provided. The site is in an unsustainable location for development, being visually and functionally detached from Hailsham and therefore remote from local facilities, amenities and public transport. The site is located between the Cuckoo Trail (pedestrian/ cycle route) to the east and Summerhill Lane / Coldthorn Lane (rural roads with no public footpaths) to the west, and is typical of the wider landscape area. The site is identified as of moderate landscape sensitivity, located on rising pasture fields, in use for sheep and horse grazing, bound by mature hedgerows and small deciduous woodlands (often priority habitat), which increases sensitivity. The Wilmington Woodlands and Watershed BOA and the Cuckoo Trail Habitat Link BOA both lie adjacent to the sites. Public rights of way south of Summerhill Lane, the limited existing settlement pattern and distance from the edge of Hailsham, the role the site plays in the separation of Hailsham and Polegate, occasional views to the South Downs National Park and good levels of tranquillity, increase sensitivity. It is considered that housing development will represent an unsuitable extension of Hailsham into the countryside to the south of Summerhill Lane, and result in coalescence with Polegate to the south. There is no clear vehicular access route to the southern part of the site, given that Summerhill Lane is a rural, narrow road with no footpaths and unsuitable for large scale residential development. The Cuckoo Trail to the east of the site is only for pedestrians and cyclists, there is no vehicular access. The northern part of the site is accessed through a new vehicular access at Ersham Road, but the southern portion of the site does not benefit from this connection and proposals to resolve the access issues have not been provided. Due to the rural nature of the site, and the potential negative impacts upon landscape, biodiversity and transport it is not considered a sustainable location for new development. The site is not in conformity with the Spatial Strategy. **IT IS RECOMMENDED THAT THE SITE IS NOT TAKEN FORWARD FOR ALLOCATION.**

HAILSHAM

IMPACTS	
Major Positive Impacts	
Minor Positive Impacts	
Housing	Residential development is proposed, which is likely to make a positive contribution to the District's housing need, although the quantum is not known. The sites were previously promoted separately and little information has been submitted on the development proposal for the whole area. Whilst the landowner has identified the land as available within the Plan period, no proposals have been submitted for the combined site. Due to the lack of information it is unclear how many homes could be developable within the Plan period
Flood Risk	The site lies within Flood Risk Zone 1. There is a small risk of surface water flooding located at sporadic points throughout the site. The site is not affected by groundwater flooding. Mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk and overheating. Specific mitigation measures need to be identified.
Soil, Land & Minerals	The site will result in the loss of agricultural land (not classified). The disturbance of soil from development can lead to increased compaction, flood risk and water pollution from sediment runoff as well as the release of CO2 emissions and mitigation measures will need to be identified, particularly during construction. Contamination is likely on parts of the site and further investigation will be needed to identify any mitigation needed. The land is not safeguarded for minerals.
Historic & Cultural Heritage	The residential dwelling and barn on site 701/1310 are both Grade II listed and contribute to the landscape setting of the site with the driveway leading to the dwelling. Mitigation measures will need to be identified as part of any detailed proposals.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Health & Wellbeing	Health facilities have limited capacity and would need to be expanded to deal with the number of new homes in the area. Further details would be needed as part of any detailed design.
Quality of Life & Place	Dependent on implementation. Further information needed.
Social Inclusion	Dependent on implementation. Further information needed.
Town & Village Centres	The site is not proposing any retail floorspace and does not contain any existing retail floorspace so there is no loss. The site is detached from Hailsham (a sustainable settlement as defined in the Settlement Hierarchy) and any rural settlement and is therefore isolated from local services, facilities and public transport. The size of the site provides the opportunity to provide facilities on site or to improve connections to neighbouring settlements, further details will need to be provided.
Economy & Employment	Details will need to be provided on the likely number/type of jobs to be created. Some temporary employment is likely to be provided during construction.
Education & Skills	Education facilities have limited capacity. Mitigation measures would be required in discussion with East Sussex County Council as part of the planning application process.

HAILSHAM

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Mitigation measures will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. The southern part of the site has been safeguarded for waste operations. Mitigation measures will need to be identified.
Water Resources	Wealden has been identified as an area of serious water stress. **The Water Cycle Study 2026** shows the WwTW has limited capacity for growth, although investment is planned. The site is located within the catchment of the Pevensey Levels SAC/Ramsar site. The proposed development may drain to the Levels and will therefore be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality, and protect the biodiversity of the Levels. Residential development is likely to have a more significant impact upon the drainage. The site is not within a groundwater source protection zone or contain any water courses.
Pollution	The site is in a 'darker sky' area and will introduce light pollution. The site will also be impacted by noise from the A22 adjacent to the site. Short term/ temporary impacts are likely during construction in relation to air quality. A significant pylon line also crosses through the site, which would require consideration as part of the schemes design. The impact of these constraints is considered less significant for employment uses but mitigation measures will need to be identified as part of any detailed proposal.
Green & Blue Infrastructure	The site sits within a strong rural landscape with a coherent green infrastructure network. Development of the site may have a detrimental impact upon the green infrastructure network located to the south of Hailsham and could result in significant harm to biodiversity in the northern part of the site where there is a BOA and ancient woodland. Development of the site would introduce significant built form into a largely rural area that is segregated from any settlement and would considerably alter the character of the area. Mitigation measures would need to be identified.
Biodiversity	The Wilmington Woodlands and Watershed BOA and the Cuckoo Trail Habitat Link BOA both lie adjacent to the sites. The site is also within the catchment of the Pevensey Levels SAC/Ramsar site, designated as such due to the flora and fauna of the lowland west grassland system and associated biodiversity and species it supports. Development may drain to the Pevensey Levels and will therefore be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and protect the biodiversity of the Levels.
Landscape & Townscape	The site is located between the Cuckoo Trail to the east and Summerhill Lane / Coldthorn Lane to the west and is typical of the wider landscape area. The site is located on rising pasture fields, in use for sheep and horse grazing, bound by mature hedgerows and small deciduous woodlands (often priority habitat) which increases sensitivity. Housing development will represent an unsuitable extension of Hailsham into the countryside to the south of Summerhill Lane. **The Landscape Sensitivity Assessment 2023** identifies the site as **'moderate sensitivity'** to residential development. The planned settlement expansion south of Hailsham (Sites 728/1310 and 100/1310, and 696/1310) may result in these sites becoming closer to the new settlement edge of Hailsham. This would reduce sensitivity to development. The historic field pattern is largely intact and there are occasional views to the South Downs National Park from the north-east of Site 696/1310, and the Cuckoo Trail on the eastern edge of the sites, which increases sensitivity. Public rights of way south of Summerhill Lane provide views into the sites which increase the sensitivity. The Wilmington Woodlands and Watershed BOA and the Cuckoo Trail Habitat Link BOA both lie adjacent to the sites. Public rights of way south of Summerhill Lane through Site 701/1310 and 696/1310, limited existing settlement pattern and distance from the edge of Hailsham, the role the sites play in the separation of Hailsham and Polegate, occasional views to the South Downs National Park and good levels of tranquillity increase sensitivity. Sites 701/1310, 696/1310 and 931/1310 are within a strong rural landscape with a coherent green infrastructure network, increasing their sensitivity. Mitigation measures would need to be identified.
Transport & Accessibility	There is no clear vehicular access route to the southern parts of the site, given that Summerhill Lane is rural, narrow and unsuitable for large scale residential development and upgrades are not considered feasible. The northern part of the site is delivered through a new vehicular access at Ersham Road, but the southern portion of the site does not benefit from this connection. Proposals to resolve the access issues have not been provided. Due to the rural nature of the site, it is not considered a sustainable location for new development. The bus stops to the north-west of the site are largely inaccessible for the vast majority of the site, due to the narrow form and nature of Coldthorn Lane and Summerhill Lane to the west of the site. Polegate Train Station lies approximately 2.4km to the south of the site, however, this can only be accessed via the private motor vehicle. The promoter has suggested that access and connectivity can be provided through multiple points but no information has been provided.
Major Negative	

HAILSHAM

HAILSHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
POSSIBLE	**SA Reg 18(2) Results**																				
1115/1310	**Land east of A22 (Employment Only)**																				

COMMENTARY	
Site	This is a significant site (40.26ha) site part brownfield / part greenfield made up of agricultural fields, woodland (some of which is ancient), a highways contracting depot and a number of residential dwellings. A number of smaller submissions (SHELAA Refs. 808/1310, 854/1310, 895/1310, 882/1310, 913/1310, 973/1310 and 1129/1310) lie within this larger comprehensive site.
Parish / Settlement	Hailsham / Hailsham (Type 1 – Town)
Development Proposal	The promoter is seeking a mixed-use development within the site. This includes residential use of 1000 (net) dwellings, employment use and green infrastructure. The southern part of the site (part of SHELAA **Site 913/1310 and the whole of SHELAA Site 973/1310**) forms part of a now withdrawn outline planning application **(WD/2021/2556/MAO**) which sought the creation of a new business park, providing for up to 16,750m2 of Class B1(b) and (c) (now Use Class E) and B2 floorspace with ancillary storage and office use, which will have involved the relocation of the existing highways depot to a new location. It is considered that the residential use will be brought forward within the northern parts of the site, outside of the proposed planning permission. The north-eastern part of the site (808/1310) has already achieved planning permission for 31 (net) dwellings under planning reference **WD/2020/1504/MAO.**
Summary of Assessment	• The proposals for the site included 1000 (net) dwellings in the northern parts of the site, however, the site is only considered appropriate for employment uses (**10,000 sqm**) given the constraints of the site and neighbouring permissions and has therefore been assessed solely for employment uses. • SHELAA Sites **913/1310** and **973/1310** are selected for an allocation of employment floorspace. • The southern part of this site forms part of a now withdrawn outline planning application (**ref. WD/2021/2556/MAO**) which sought the creation of a new business park, providing for up to 16,750m2 of Class B1(b) and (c) (now Use Class E) and B2 floorspace with ancillary storage and office use. • The site lies within Flood Risk Zone 1. There is a small risk of surface water flooding located at sporadic points throughout the site. The site lies partially within an area of groundwater concern, therefore there is a risk of groundwater flooding but mitigation should be possible. • There is currently a vehicular access to the site from the A22, which serves the existing employment use on the site. The withdrawn planning application for the site proposed significant upgrades to the existing access to the site but there were objections to the proposals from National Highways. • The bus stops located on the A22 to the west can be accessed by existing pedestrian footpaths. The bus stops to the north-east of the site are largely inaccessible for the vast majority of the site, due to the narrow form and nature of Coldthorn Lane and Summerhill Lane to the east of the site. The access issues are likely to result in less development being achievable in the northern parts of the site. • The site is in a 'darker sky' area and will introduce light pollution. The site will also be impacted by noise from the A22 adjacent to the site. A significant pylon line also crosses through the site, which will require consideration as part of the scheme's design. The impact of these constraints is considered to be less for employment uses. • The site is visually and functionally detached from Hailsham to the north by the extensive woodland (Coldthorn Wood and Bolneys Wood), which forms large parts of the northern section of the site. The site is severed from Polegate to the south by the A27 and extensive agricultural land. Development of the site may have a detrimental impact upon the green infrastructure network located to the south of Hailsham and could result in significant harm to biodiversity in the northern part of the site where there is a BOA and ancient woodland. Development of the site will introduce significant built form into a largely rural area that is segregated from any settlement and will considerably alter the character of the area. The impact is less harmful in the southern parts of the site which have already been granted permission or have an existing use on site (i.e. the depot). • In general conformity with the Spatial Strategy, adjacent to Type 1 Settlement.

HAILSHAM

COMMENTARY	
Mitigation Measures	**Water** - There is a small risk of surface water flooding located at sporadic points throughout the site. The site lies partially within an area of groundwater concern, therefore there is a risk of groundwater flooding but mitigation should be possible. The proposed development may drain to the Pevensey Levels and will therefore be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality, and protect the biodiversity. **Landscape & Townscape -** Development of the site may have a detrimental impact upon the green infrastructure network located to the south of Hailsham and could result in significant harm to biodiversity in the northern part of the site where there is a BOA and ancient woodland. Development of the site will introduce significant built form into a largely rural area that is segregated from any settlement and will considerably alter the character of the area. The impact is less harmful in the southern parts of the site which have already been granted permission or have an existing use on site (i.e. the depot). Mitigation measures will need to be provided. **Transport** - There is currently a vehicular access to the site from the A22, which serves the existing employment use on the site. The withdrawn planning application for the site proposed significant upgrades to the existing access to the site but there were objections to the proposals from National Highways. A Transport Impact Assessment will be needed.
Cumulative Impacts	Cumulative impacts are likely in relation to Transport, Landscape & Townscape, Contamination & Pollution with regards to adjacent proposals which have already been approved. The detailed proposals will need to take into consideration any likely impacts of the proposals in combination with the surrounding proposals.
Selection / Rejection **SELECT (EMPLOYMENT)**	**OUTLINE OF REASONS - SELECT** This is a significant site (40.26ha) site part brownfield / part greenfield made up of agricultural fields, woodland (some of which is ancient), a highways contracting depot and a number of residential dwellings. A number of smaller submissions (SHELAA Refs. 808/1310, 854/1310, 895/1310, 882/1310, 913/1310, 973/1310 and 1129/1310) lie within this larger comprehensive site. The proposals included provision for c.1000 (net) dwellings, however the site is not considered appropriate for residential use owing to the constraints and likely impacts and has therefore been assessed solely for employment uses. The site will provide 10,000 sqm of employment space, which is a positive contribution to the District's employment land need (197,780 sqm). The site is visually and functionally detached from Hailsham to the north by the extensive woodland (Coldthorn Wood and Bolneys Wood), which forms large parts of the northern section of the site. The site is severed from Polegate to the south by the A27 and extensive agricultural land. Development of the site may have a detrimental impact upon the green infrastructure network located to the south of Hailsham and could result in significant harm to biodiversity in the northern part of the site where there is a BOA and ancient woodland. Development of the site will introduce significant built form into a largely rural area that is segregated from any settlement and will considerably alter the character of the area, however the impact of employment use will be less than residential. The impact is less harmful in the southern parts of the site which have already been granted permission or have an existing use on site (i.e. the depot). Mitigation measures will need to be provided. There is currently a vehicular access to the site from the A22, which serves the existing employment use on the site. The withdrawn planning application for the site proposed significant upgrades to the existing access to the site but there were objections to the proposals from National Highways. A Transport Impact Assessment will be needed to ensure a satisfactory solution. The bus stops located on the A22 to the west can be accessed by existing pedestrian footpaths. The bus stops to the north-east of the site are largely inaccessible for the vast majority of the site, due to the narrow form and nature of Coldthorn Lane and Summerhill Lane to the east of the site. The access issues are likely to result in less development being achievable in the northern parts of the site. **IT IS RECOMMENDED THAT THE SITE IS TAKEN FORWARD FOR ALLOCATION.**

HAILSHAM

IMPACTS	
Major Positive Impacts	
Minor Positive Impacts	
Flood Risk	The site lies wholly within Flood Risk Zone 1. There is a small risk of surface water flooding located at sporadic points throughout the site. The site is not affected by groundwater flooding. Mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Economy & Employment	The southern part of the site forms part of a withdrawn outline planning application (**WD/2021/2556/MAO**) which sought the creation of a new business park, providing for up to 16,750m2 of Class B1(b) and (c) (now Use Class E) and B2 floorspace with ancillary storage and office use. This would have involved the relocation of the existing highways depot to a new location. The promoter is seeking a mixed-use development within the site, including residential use of 1000 (net) dwellings, employment use and green infrastructure. The site is considered more appropriate for employment use and will provide 10,000 sqm of employment space, which is a positive contribution to the District's employment land need (197,780 sqm).
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk and overheating. Specific mitigation measures need to be identified.
Water Resources	Wealden has been identified as an area of serious water stress. **The Water Cycle Study 2026** shows the WwTW has limited capacity for growth, although investment is planned. The site is located within the catchment of the Pevensey Levels SAC/Ramsar site. The proposed development may drain to the Levels and will therefore be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality, and protect the biodiversity of the Levels. The site is not within a groundwater source protection zone or contain any water courses.
Soil, Land & Minerals	The site will result in the loss of agricultural land (not classified). The disturbance of soil from development can lead to increased compaction, flood risk and water pollution from sediment runoff as well as the release of CO2 emissions and mitigation measures will need to be identified, particularly during construction. Contamination is likely on parts of the site and further investigation will be needed to identify any mitigation needed. The land is not safeguarded for minerals.
Green & Blue Infrastructure	There are two significantly large parcels of ancient woodland (Coldthorn Wood and Bolneys Wood) within the northern part of the site as well as additional woodland. There are significant trees and hedgerows located along the boundaries of the site as well as within the site itself. The vast majority of the site is greenfield land. The plans submitted as part of the withdrawn application for the southern part of the site and the granted planning permission within the north-eastern part of the site indicated that existing vegetation will be retained and enhanced as part of any development. New planting and an enhanced landscape buffer will also be provided. Details for the remaining part of the site have not been provided and the impacts are therefore uncertain.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Quality of Life & Place	Dependent on implementation. Further information needed.
Social Inclusion	Dependent on implementation. Further information needed.
Town & Village Centres	The site is not proposing any retail floorspace. The site does not contain any existing retail floorspace so there is no loss. The site is detached from Hailsham (a sustainable settlement as defined in the Settlement Hierarchy) and any rural settlement and is therefore isolated from local services, facilities and public transport. The size of the site provides the opportunity to provide facilities on site or to improve connections to neighbouring settlements, further details will need to be provided.
Education & Skills	There may be the potential through local job creation during construction to improve skills and training in construction related opportunities. There are currently no details regarding the type of employment provision or scale this site could provide (other than the withdrawn outline planning application).

HAILSHAM

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Mitigation measures will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. The southern part of the site has been safeguarded for waste operations. Mitigation measures will need to be identified.
Pollution	The site is in a 'darker sky' area and will introduce light pollution. The site will also be impacted by noise from the A22 adjacent to the site. Short term/ temporary impacts are likely during construction in relation to air quality. A significant pylon line also crosses through the site, which will require consideration as part of the schemes design. The impact of these constraints is considered less significant for employment uses but mitigation measures will need to be identified as part of any detailed proposal.
Biodiversity	A BOA includes the northern areas of the site, including the parcels of ancient woodland. The site does not contain any designated sites but is within the catchment of the Pevensey Levels SAC/Ramsar site, designated as such due to the flora and fauna of the lowland west grassland system and associated biodiversity and species it supports. Development may drain to the Pevensey Levels and will therefore be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and protect the biodiversity of the Levels. The parts of the site with planning permission have provided ecological mitigation and management plans within these parts of the site. Further mitigation will need to be identified for the remainder of the site.
Landscape & Townscape	The site is visually and functionally detached from Hailsham to the north by the extensive woodland (Coldthorn Wood and Bolneys Wood), which forms large parts of the northern section of the site. The site is severed from Polegate to the south by the A27 and extensive agricultural land. **The 2023 Landscape Sensitivity Assessment** identifies the site as moderate to higher sensitivity to commercial development. The sites provide a rural setting to Hailsham as well as separation between Hailsham and Polegate. This separation and contribution to a rural setting also increases the sites' sensitivity to development. The south of Site 1115/1310 is more sloping than the north, and the South Downs National Park is clearly visible from the elevated parts of the site, which increases sensitivity in the south of the site. The tranquillity and rurality afforded by the sites is disturbed by their proximity to the A22, and the electricity pylon route, which runs through the area and lowers the sensitivity of the sites. Development of the site may have a detrimental impact upon the green infrastructure network located to the south of Hailsham and could result in significant harm to biodiversity in the northern part of the site where there is a BOA and ancient woodland. Development of the site will introduce significant built form into a largely rural area that is segregated from any settlement and will considerably alter the character of the area. The impact is less harmful in the southern parts of the site which have already been granted permission or have an existing use on site (i.e. the depot). Details of potential mitigation measures have not been submitted for the entirety of the site.
Transport & Accessibility	There is currently a vehicular access to the site from the A22, which serves the existing employment use on the site. The withdrawn planning application for the site proposed significant upgrades to the existing access to the site but there were objections to the proposals from National Highways. Given the scale of the site, there are a number of bus stops located near different parts of the site. The bus stops located on the A22 to the west can be accessed by existing pedestrian footpaths on the A22. The bus stops to the north-east of the site are largely inaccessible for the vast majority of the site, due to the narrow form and nature of Coldthorn Lane and Summerhill Lane to the east of the site. Polegate Train Station lies approximately 2.4km to the south of the site, however, this can only be accessed via the private motor vehicle.
Major Negative	
No Significant Impacts	Historic & Cultural Heritage; Health & Wellbeing
Housing	c. 1000 dwellings were proposed on the site but it is considered more appropriate for employment use owing to the constraints and likely impacts. Residential development has therefore not been included in the allocation or assessment.


HELLINGLY
A267
A267
A267
A267
1221/3000
A271
A271
A271
B2104
KEY
SPA + 400m buffer
Special Area of Conservation (SAC)
Site of Special Scientific Interest (SSSI)
High Weald National Landscape (HWNL)
Biodiversity Opportunity Area (BOA)
South Downs National Park (SDNP)
Flood Zone 3
Flood Zone 2
Pevensey Levels Hydrological Area
Railway Station
Walking Distances (400m, 800m, 1200m)
National Cycle Network
Public Rights of Way (PROW)
Conservation Area
Archaeological Areas
Listed Buildings
Electricity Transmission Line
Educational Services
Medical Services
Open Space
Tree Preservation Order (TPO)
Local Wildlife Site (LWS)
Woodland
Ancient Woodland
0
0.25
0.5 km

HELLINGLY

HELLINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
-	**NOT ASSESSED**																				
1221/3000	Land at Chestnut Cross, Hellingly																				

COMMENTARY	
Site	c. 16.54 ha. The site is greenfield/agricultural land, bisected by an existing access track and public right of way, with scrubland in the western area.
Parish / Settlement	Hellingly - Type 5 Neighbourhood Settlement / adjacent to Hailsham - Type 1 Town
Development Proposal	c. 280 Dwellings with 35 % affordable provision
Summary of Assessment	• c.280 dwellings with 35 % affordable provision are proposed which will make a positive contribution to the District's housing need. • The site is on the edge of Hailsham, adjacent to the boundary, and is within walking distance to existing services and facilities, although the town has no railway station. The site benefits from two sets of bus stops (Roebuck Park) within a five-minute walk from the centre of the site providing a wide range of connections, including links to Hailsham, Eastbourne, Heathfield and Tunbridge Wells. The site is c.40 mins walk to the town centre of Hailsham, which has no railway station. • It is proposed to access the site from Mill Lane through the re-alignment of the existing carriageway, allowing for the prioritisation of vehicle movements in and out of the site. Mill lane is a single track lane and it is not clear if the access issues can be resolved. The majority of Mill Lane is very narrow and therefore any increase in traffic should be avoided, restricting the ability of the lane to provide a suitable access route. Development in this location is also likely to have wider negative impacts on the highways network, including the junctions of the A22 • The Landscape Sensitivity Assessment identifies the area as betwe**en Moderate and Moderate-High sensitivity.** Whilst there is some arable use the land is mainly grassland used for livestock farming, very rural in character with few roads and a well-developed network of public footpaths providing impressive long-distance views over the Low Weald to the South Downs. The site lies outside the natural development boundary of the settlement provided by Mill Lane to the south. Development to the south of Mill Lane is currently well screened with limited visibility. The proposals would encroach upon this isolated area of land to the north of the settlement and result in a significant change to the character of the landscape and boundary to the settlement. • The Neighbourhood Plan identifies this area as an Area of Locally Valued Landscape (ALVL) The southern boundary of the ALVL follows (from west to east) the Bull River to the A267, Vicarage Lane, Mill Lane, Park Road and the southern edge of Park Wood. The site forms a strong natural boundary to the edge of the settlement, adjacent to Mill Lane. • The site is not in conformity with the Spatial Strategy, as it is isolated from the settlement.

HELLINGLY

COMMENTARY	
Mitigation Measures	• **Transport** - Mill lane is a single track lane, which offers poor accessibility to the area and is not considered suitable to support a development of this size. The proposals include a suggested realignment of Mill Lane coupled with proposed measures to encourage active travel but it is not clear if this is technically feasible. • **Water** - Mitigation measures to control water flows and protect water quality will need to be identified. • **Heritage** - Heritage assets are located near the site including Shawpits Farmhouse (Grade II Listed), the Mill House (Grade II* Listed), the Mill Building (Grade II Listed), Hellingly Conservation Area and Tinkers (a non-designated heritage asset). Mitigation measures will need to be identified. • **Landscape & Townscape** - A LVA has been prepared in support of the development proposals, which considers that the proposed development would not be visually intrusive and would form a robust new settlement boundary along the northern edge of the site. Further details will be needed particularly regarding screening of the site and protection of landscape character.
Cumulative Impacts	The impacts of the development will need to be considered as part of the detailed planning applications alongside proposals that are approved in the neighbouring area, particularly in relation to landscape and transport impacts.
Selection / Rejection **REJECT**	**OUTLINE OF REASONS - REJECT** The site comprises c. 16.54 ha. of greenfield/agricultural land, bisected by an existing access track and public right of way, with scrubland in the western area. The proposals are for c. 280 Dwellings with 35 % affordable provision, which would make a positive contribution to the District's housing need. The site lies outside the natural development boundary of the settlement provided by Mill Lane. Mill lane is a single track lane, which offers poor accessibility to the area and is not considered suitable to support a development of this size. The proposals include a suggested realignment of Mill Lane coupled with proposed measures to encourage active travel but it is not clear if this is technically feasible. The majority of Mill Lane is very narrow and therefore any increase in traffic should be avoided, restricting the ability of the lane to provide a suitable access route. Significant upgrades to Mill lane may also result in additional traffic from the wider network using the route, and is also likely to have a wider impact on the junctions of the A22, which would be unwelcome. The site is on the edge of Hailsham, adjacent to the boundary, and is within walking distance to existing services and facilities, although c.40 minutes walk to the town centre, which has no railway station. The Landscape Sensitivity Assessment 2023 has assessed the wider area as between Moderate and Moderate-High sensitivity. Whilst there is some arable use the land is mainly grassland used for livestock farming, very rural in character with few roads and a well-developed network of public footpaths providing impressive long-distance views over the Low Weald to the South Downs. The Neighbourhood Plan identifies this area as an Area of Locally Valued Landscape (ALVL) The southern boundary of the ALVL follows (from west to east) the Bull River to the A267, Vicarage Lane, Mill Lane, Park Road and the southern edge of Park Wood. The site forms a strong natural boundary to the edge of the settlement, adjacent to Mill Lane. Development to the south of Mill Lane is currently well screened with limited visibility. The proposals would encroach upon this isolated area of land to the north of the settlement and result in a significant change to the character of the landscape. The site is not in conformity with the Spatial Strategy, as it is isolated from the settlement. **IT IS RECOMMENDED THAT THE SITE IS NOT TAKEN FORWARD FOR ALLOCATION.**

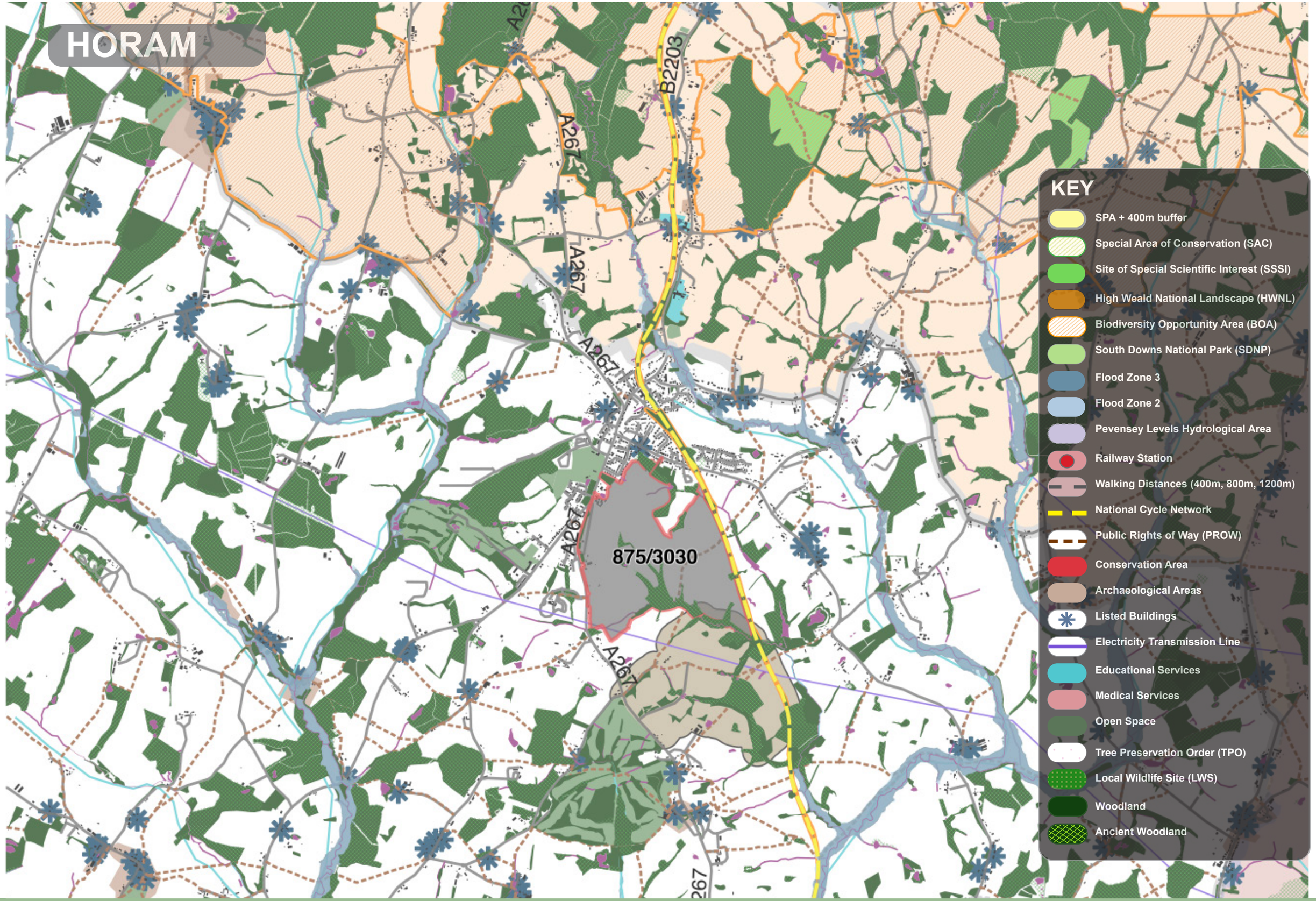
HELLINGLY

IMPACTS	
Major Positive Impacts	
Housing	c. 280 Dwellings with 35 % affordable provision are proposed, which will make a positive contribution to the District's housing need.
Minor Positive Impacts	
Flood Risk	The majority of site is in Flood Zone 1. The western part of the site, adjacent to the Cuckmere River is in FZ2 and FZ3 however built development is only proposed in FZ1. There a low risk of groundwater flooding. The western part of the site is identified as having a low risk of surface water flooding, and along the existing field boundary. A Flood Risk Assessment (FRA) has been prepared by Pell Frischmann.
Economy & Employment	The development would result in some jobs during construction. Details to be provided.
Education & Skills	The closest Primary School (Hailsham Primary School) is 1.2km from the centre of the site. The nearest secondary school is 3.4km from the site, accessible via an off-road cycle route along the Cuckoo Trail.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk and overheating. Specific mitigation measures need to be identified.
Water Resources	Wealden has been identified as an area of serious water stress. **The Water Cycle Study 2026** shows the WwTW has limited capacity for growth, although investment is planned. The site is located just outside the catchment of the Pevensey Levels SAC/Ramsar site. Mitigation measures to control water flows and protect water quality will need to be identified. The site is not within a groundwater source protection zone.
Soil, Land & Minerals	The site will result in the loss of agricultural land (not classified). The disturbance of soil from development can lead to increased compaction, flood risk and water pollution from sediment runoff as well as the release of CO_2 emissions. Mitigation measures will need to be identified, particularly during construction.
Pollution	Potential contamination may exist in the western part of the site, as a result of waste material within the former landfill. A Preliminary Risk Assessment (PRA) has been undertaken by Pell Frischmann to assess the potential sources of contamination on the application site, which concluded that the potential risks can be managed by mitigation measures. A Targeted Phase II Environmental Assessment has since confirmed that there is low and localised risk that shallow leachate from the landfill and no evidence has been identified to date that historic contamination pathways are present. Development of the site could also introduce more light pollution in the area, which is classed as being on the fringe of a darker area in the CPRE's light pollution mapping.
Green & Blue Infrastructure	45% (circa 7.4 hectares) of the site is proposed as publicly accessible open space. A network of open spaces will be created and the majority of existing trees and hedgerows will be retained. The landscape and green infrastructure strategy proposes to deliver a broad range of new and enhanced habitats, including species-rich grassland, traditional orchard, mixed scrub, new woodland, reedbeds, ponds, swales, SuDS features and over 200 trees.
Biodiversity	The site is 7.7km from the South Downs National Park and 2.8km from the High Weald National Landscape. The Pevensey and Cuckmere Valley Link BOA is located to the south of the site. The proposal has sought to retain and enhance ecological features on site in order to deliver 20% biodiversity net gain for habitats and hedgerows.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Historic & Cultural Heritage	Heritage assets are located near the site including Shawpits Farmhouse (Grade II Listed), the Mill House (Grade II* Listed), the Mill Building (Grade II Listed), Hellingly Conservation Area and Tinkers (a non-designated heritage asset). An initial Heritage assessment by the promoter concluded that the proposed development would not result in harm to the significance of any nearby heritage assets due to a change to setting.
Health & Wellbeing	Health facilities have limited capacity and would need to be expanded to deal with the number of new homes in the area. Further details would be needed as part of any detailed design.
Quality of Life & Place	Dependent on implementation. Further information needed.
Social Inclusion	Dependent on implementation. Further information needed.
Town & Village Centres	The closest convenience store (Co-Op Food, Upper Horsebridge Road) is 1.6km walk from the site with good connections to the main services and facilities of Hailsham. The development will support the services and facilities within Hailsham, however these are c.40 minute walk from the site.

HELLINGLY

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Mitigation measures will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified.
Landscape & Townscape	**The Landscape Sensitivity Assessment 2023**, identifies the area as relatively flat, in use as arable fields with no recorded historic features within them. The semi-enclosed views into the sites from the settlement edge of Hellingly, reduces sensitivity to some extent, however the site is in an isolated location with exposed views to the north. A specific assessment of the site was not included but neighbouring sites within Hellingly have been assessed as betwe**en Moderate and Moderate-High sensitivity.** Whilst there is some arable use the land is mainly grassland used for livestock farming, very rural in character with few roads and a well-developed network of public footpaths providing impressive long-distance views over the Low Weald to the South Downs. The Neighbourhood Plan identifies this as an Area of Locally Valued Landscape (ALVL) The southern boundary of the ALVL follows (from west to east) the Bull River to the A267, Vicarage Lane, Mill Lane, Park Road and the southern edge of Park Wood. There are no TPO's, no ancient woodland and no veteran trees present on site. There is 1.41 hectares of Deciduous Woodland Priority Habitat on the north western boundary of the site which is proposed for retention. A PROW crosses the site and the Cuckoo Trail runs to the west of the site. A LVA has been prepared in support of the development proposals, which considers that the proposed development would not be visually intrusive and would form a robust new settlement boundary along the northern edge of the site. The site, however, forms a strong natural boundary to the edge of the settlement, adjacent to Mill Lane. Development to the south of Mill Lane is currently well screened with limited visibility. The proposals would encroach upon this isolated area of land to the north of the settlement and result in a significant change to the character of the landscape.
Transport & Accessibility	The site is on the edge of Hailsham, adjacent to the boundary, and is within walking distance to existing services and facilities, although c.40 minutes the town centre which has no railway station. The site benefits from two sets of bus stops (Roebuck Park) within a five-minute walk from the centre of the site providing a wide range of connections, including links to Hailsham, Eastbourne, Heathfield and Tunbridge Wells. The site will be accessed from Mill Lane through the re-alignment of the existing carriageway, allowing for the prioritisation of vehicle movements in and out of the site. A vehicle access solution has been agreed in principle with ESCC Highways but the technicalities remain unclear as Mill Lane is a single track lane. The proposals suggest the realignment of Mill Lane coupled with measures to encourage active travel but it is not clear if this is technically feasible. The majority of Mill Lane is very narrow and therefore any increase in traffic should be avoided, restricting the ability of the lane to provide a suitable access route. Significant upgrades to Mill lane may also result in additional traffic from the wider network using the route, and is also likely to have a wider impact on the junctions of the A22, which would be unwelcome.
Major Negative	None
No Significant Impacts	None

HORAM


A267
B2203
A267
A267
A267
875/3030
A267
A267
KEY
SPA + 400m buffer
Special Area of Conservation (SAC)
Site of Special Scientific Interest (SSSI)
High Weald National Landscape (HWNL)
Biodiversity Opportunity Area (BOA)
South Downs National Park (SDNP)
Flood Zone 3
Flood Zone 2
Pevensey Levels Hydrological Area
Railway Station
Walking Distances (400m, 800m, 1200m)
National Cycle Network
Public Rights of Way (PROW)
Conservation Area
Archaeological Areas
Listed Buildings
Electricity Transmission Line
Educational Services
Medical Services
Open Space
Tree Preservation Order (TPO)
Local Wildlife Site (LWS)
Woodland
Ancient Woodland

HORAM

HORAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
SELECT	**SA Reg 18(1) Results**																				
875/3030	**Coxlow farm, Horam Road**																				

COMMENTARY	
Site	26 ha site comprising agricultural fields, woodland and sporadic residential development, located to the south of Horam village (a sustainable settlement) within the settlement boundary.
Parish / Settlement	Horam / Horam (Type 3 Settlement - Primary Village)
Development Proposal	c.750 homes, 4,000 sqm of employment floorspace, 1,500 sqm of community floorspace and 2.4ha of land for education, including a 2FE primary school with early years provision and associated sports pitches, community hub, Country Park and open space.
Summary of Assessment	• c. 750 homes proposed, which will make a significant contribution to the District's housing need as well as 4,000sqm of employment space and 1,500sqm of community space, which will complement the new and existing development. • The proposals include a new two form entry primary school on site, in the northern section of the site, which will provide greater capacity for school children in Horam in a more accessible location. • Site is in Flood Zone 1. • Proposals include the retention of existing trees and hedgerows across large parts of the site, and ancient woodland with necessary buffer zones. Enhancements are proposed with notable areas of green space around and through the development, including a Country Park and/or public open space, in addition to recreational green space. • **The Landscape Sensitivity Assessment, 2026** identifies the site's landscape as **moderate-high** sensitivity for medium scale residential development. Developing this site will introduce built form into a largely rural area and considerably increase the size and extent of the village, increasing the settlement pattern and changing the character of the village by extending into the landscape that abuts it. • The employment floor space is proposed to the south-west corner of the site, close to the A267 for connectivity to the road network, bus stops, and sitting away from residential amenities. The number and type of jobs is not known at this stage and will depend upon the type of employment use. • The Cuckoo Trail bridleway adjacent to the site creates a significant opportunity for walking and safe permeability for pedestrians and cyclists, along a dedicated route to Horam village, reducing the need to travel by car but includes an area of land not included within the land ownership. The village does not have a railway station with the nearest rail services located in Uckfield about half an hour away by bus. Bus services currently run half hourly. No details have been given of enhancements to current public transport provision. • The nearest health services are located in Horam, with a GP surgery on Horebeech Lane to the immediate north of the site, and a pharmacy and dental practice in High Street Horam, within 0.5 miles. There is limited capacity of the clinical space. Further investigation will be needed as part of detailed proposals. • Site is within an area classified as 'Darker' for light pollution with the majority of the site to the south and east all falling within the 'Darkest' level possible. Wealden Crematorium to the west, could cause an adverse impact to future resident's air quality, especially when combined with other sources of pollutants (e.g. traffic emissions) • The proposals broadly conform with the Spatial Strategy, although the settlement does not have a railway station.

HORAM

COMMENTARY	
Mitigation Measures	• **Pollution** - Mitigation to address light pollution and a site specific Air Quality Assessment will be needed. • **Transport** - Improvements may be required to further encourage public transport use, and details should be considered via a Travel Plan and Transport Impact Assessment. • **Landscape & Townscape** - Development should be set back from the public right of way which crosses the south-east of the site, to retain the rural and partially wooded character of this route. • Avoid development, and seek to minimise future urban influences / effects, in the incised wooded stream valleys in south of site and areas of ancient woodland. The proposals state that development will be focussed to the north and north-west of the site and provide an opportunity to provide well designed green spaces that enhance biodiversity and strengthen local landscape character. By retaining and supplementing existing ecological and landscape features, the site will also provide a unique space for leisure and recreation. A country Park and new public open space will also be provided • **Education** - New two form entry primary school to provide increased capacity and improved access. • **Health** - A new surgery or funding to extend existing surgeries will be needed.
Cumulative Impacts	There are no other significant residential proposals in the vicinity which are likely to influence the cumulative impacts of the development.
Selection / Rejection **SELECT**	**OUTLINE OF REASONS - SELECT** The development proposes c. 750 homes, which will make a significant contribution to the District's housing need as well as 4,000sqm of employment space and 1,500sqm of community space, which will complement the new and existing development. The proposals include a new two form entry primary school on site, in the northern section of the site, which will provide greater capacity for school children in Horam in a more accessible location. The employment floor space is proposed to the south-west corner of the site, close to the A267 for connectivity to the road network, bus stops, and sitting away from residential amenities. The number and type of jobs is not known at this stage and will depend upon the type of employment use. The Cuckoo Trail bridleway adjacent to the site creates a significant opportunity for walking and safe permeability for pedestrians and cyclists, along a dedicated route to Horam village, reducing the need to travel by car but includes an area of land not included within the land ownership. The proposals include the retention of existing trees and hedgerows across large parts of the site, and ancient woodland with necessary buffer zones. Enhancements are proposed with notable areas of green space around and through the development, including a Country Park and/or public open space, in addition to recreational green space. Although the site is in a Tier 3 village without a railway station, the development will support the village with vital services and facilities to thrive and has limited impacts on the majority of sustainability objectives and is considered to broadly conform with the Spatial Strategy. **IT IS RECOMMENDED THAT THE SITE IS TAKEN FORWARD FOR ALLOCATION.**

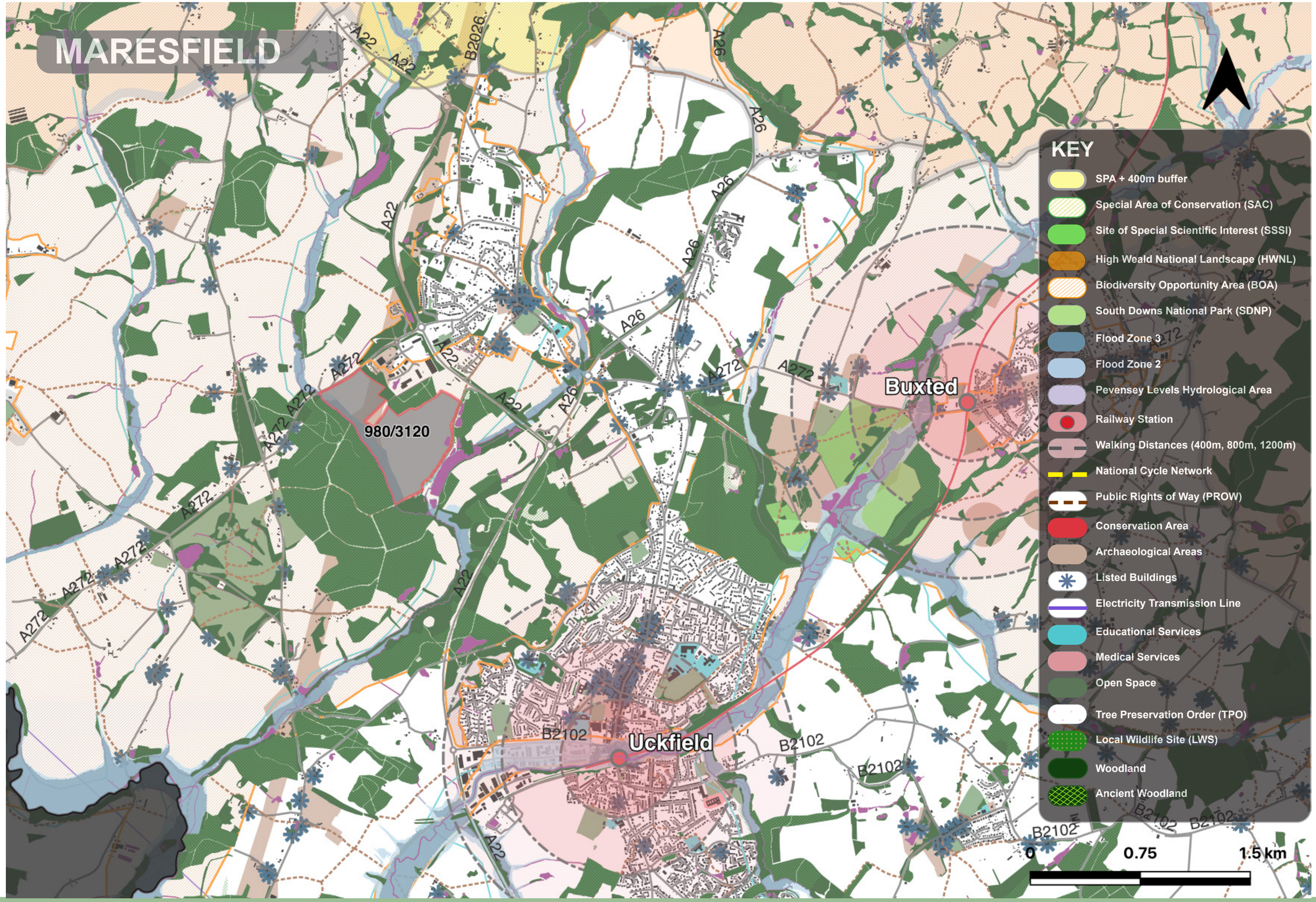
HORAM

IMPACTS	
Major Positive Impacts	
Housing	c. 750 homes proposed, which will make a significant contribution to the District's housing need. The site is only considered suitable for c.600 homes due to constraints and land availability but could provide land for further housing in the future.
Education & Skills	A shortfall of early years and primary provision has been identified in Horam at the latter end of the Plan period. The existing primary school, Maynard's Green Primary School has capacity and access issues. The proposals include a new two form entry primary school on site, in the northern section of the site, which will provide greater capacity for school children in Horam in a more accessible location.
Minor Positive Impacts	
Flood Risk	Site is wholly within Flood Zone 1. There are some areas of surface water flood risk within the site but given the size of the site it is anticipated that suitable mitigation will be possible. The site is not affected by groundwater flooding. Mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Green & Blue Infrastructure	Proposals include the retention of existing trees and hedgerows across large parts of the site, and ancient woodland with necessary buffer zones. Enhancements are proposed with notable areas of green space around and through the development, including a Country Park and/or public open space, in addition to recreational green space. The site provides enhanced linkages to the Cuckoo Trail to the east, which acts as recreational green space, used for car free pedestrian and cycleways between Heathfield in the north and Polegate in the south. The Trail is a licensed bridleway.
Biodiversity	Site has some notable biodiversity value. Priority habitat of good quality semi-improved grassland to the south-east corner of the site, with habitats of woodland and grassland extending along the southern boundary and up into the site. Pockets of priority habitat also located in and adjacent to northern sections of site, as well as BOA 71 of the Cuckoo Trail running along the eastern boundary. Ancient Woodland is present along part of southern boundary of the site (Ten Acre Wood and Coggers Shaw), on eastern half, with Coggers Shaw extending northwards into site, on central section. Pockets of Ancient Woodland are more sporadic in northern sections of site and adjacent to site boundaries. Watercourses exist in some of these woodland areas, further adding to the ecosystem supported in these areas. A buffer to the ancient woodland areas will be needed. The proposals indicate that development will be focussed to the north and north-west of the site and provide an opportunity to provide well designed green spaces that enhance biodiversity and strengthen local landscape character. By retaining and supplementing existing ecological and landscape features, the site will also provide a unique space for leisure and recreation.
Economy & Employment	4,000 sqm of employment floor space is proposed to the south-west corner of the site, close to the A267 for connectivity to the road network, bus stops, and sitting away from residential amenities. The number and type of jobs is not known at this stage and will depend upon the type of employment use.
Town & Village Centres	Proposals are likely to have a positive impact upon the village in supporting the services and facilities of Horam. The new facilities and services within the proposals could also have a negative impact by detracting business away from the village? Further details will be needed as part of the detailed proposals.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk and overheating. Specific mitigation measures need to be identified.
Water Resources	Wealden has been identified as an area of serious water stress. Development will increase the demand for water consumption and wastewater treatment. **The Water Cycle Study 2026** shows the WwTW has no capacity for further growth but there is planned investment. The site is not within a groundwater source protection zone. There is a watercourse located to the southern eastern boundary of the site, and within and close to areas of land in the northern section, presenting some potential for water pollution unless mitigated and controlled effectively.
Soil, Land & Minerals	Greenfield site/ Agricultural (not classified?) Some existing built form in dwellings and agricultural enterprises. Coxlow Farm, may present some land contamination issues due to its previous use. Subject to further assessment, and detail of proposed development, the proposal may include remediation measures.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Transport & Accessibility	The Cuckoo Trail bridleway adjacent to the site creates a significant opportunity for walking and safe permeability for pedestrians and cyclists, along a dedicated route to Horam village, reducing the need to travel by car but includes an area of land not included within the land ownership. The village does not have a railway station with the nearest rail services located in Uckfield, about half an hour away by bus. Bus services currently run half hourly. Facilities proposed within the site, such as a primary school, will help to reduce the need to travel as well as the close proximity to the village. No details are given of enhancements to current public transport provision. Improvements may be required to further encourage use, and details should be considered via a Travel Plan and Transport Impact Assessment.
Health & Wellbeing	The nearest health services are located in Horam, with a GP surgery on Horebeech Lane to the immediate north of the site, and a pharmacy and dental practice in High Street Horam, within 0.5 miles. There is limited capacity of the clinical space, and a new surgery will be needed or funding to extend existing surgeries. A potential community garden and allotment space is also identified, and community hub building, which will bring social and wellbeing benefits. Further investigation will be needed as part of detailed proposals.
Quality of Life & Place	Dependent on implementation. Further information needed.
Social Inclusion	Dependent on implementation. Further information needed.

HORAM

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Mitigation measures will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. A construction Management Plan will be required. Mitigation measures will need to be identified.
Pollution	Site is within an area classified as 'Darker' for light pollution with the majority of the site to the south and east all falling within the 'Darkest' level possible. The proposals indicate that development will be focussed to the less sensitive areas to the north and north west of the site but specific mitigation measures will need to be identified. Location of Wealden Crematorium to the west, could cause an adverse impact to future resident's air quality, especially when combined with other sources of pollutants (e.g. traffic emissions) A site specific Air Quality Assessment will be needed.
Landscape & Townscape	**The 2026 Landscape Sensitivity Assessment** identifies the site's landscape as moderately sensitive to residential development overall. Proximity to Horam, the busy A267, the Wealden Crematorium, and overhead electricity infrastructure influences the sense of rural tranquillity, particularly in the north and west of the site. There are limited glimpsed views of the distant wooded ridges of HWNL to north/ north-east and the distinctive scarp of the SDNP forms a backdrop to views across the site from the south-western edge of Horam. There is some intervisibility between the SDNP and the site, however it is c. 11km from the site. Any development is unlikely to be distinguishable from the existing settlement edge of Horam. Developing this site will introduce built form into a largely rural area and considerably increase the size and extent of the village, increasing the settlement pattern and changing the character of the village by extending into the landscape that abuts it. The landscape is not within protected areas of the HWNL, or the South Downs National Park, nor in the setting or locality of either. The south-east of the site demonstrates many of the characteristics of the wider landscape character, particularly the ancient woodlands and interconnecting shaws and hedgerows, areas of priority habitat good quality semi-improved grassland, the wooded and rural backdrop provided to Horam, rural character with areas of remoteness and tranquillity. The proposals indicate that development will be focussed to the north and north-west of the site and provide an opportunity to provide well designed green spaces that enhance biodiversity and strengthen local landscape character, thereby minimising the impact on the landscape. By retaining and supplementing existing ecological and landscape features, the site will also provide a unique space for leisure and recreation.
Major Negative	None
No Significant Impacts	Historic & Cultural Heritage

MARESFIELD


A22
A26
A272
B2026
B2102
980/3120
Buxted
Uckfield
KEY
SPA + 400m buffer
Special Area of Conservation (SAC)
Site of Special Scientific Interest (SSSI)
High Weald National Landscape (HWNL)
Biodiversity Opportunity Area (BOA)
South Downs National Park (SDNP)
Flood Zone 3
Flood Zone 2
Pevensey Levels Hydrological Area
Railway Station
Walking Distances (400m, 800m, 1200m)
National Cycle Network
Public Rights of Way (PROW)
Conservation Area
Archaeological Areas
Listed Buildings
Electricity Transmission Line
Educational Services
Medical Services
Open Space
Tree Preservation Order (TPO)
Local Wildlife Site (LWS)
Woodland
Ancient Woodland
0
0.75
1.5 km

MARESFIELD

MARESFIELD

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
POSSIBLE	SA Reg 18(2) Results																				
980/3120	Ashdown Business Park Extension - Employment																				

COMMENTARY	
Site	31 ha of equestrian and agricultural land. The site is located to the southwest of Maresfield.
Parish / Settlement	Maresfield / Maresfield (Type 4 – Secondary Village)
Development Proposal	Proposed for employment development of 45,000m2 (net) comprising 60% of the development site with a footprint ratio of 19.4% of the total site. The site and the proposed development is the subject of a pending outline planning application that was submitted in 2022 **[WD/2022/3319/MAO].**
Summary of Assessment	• The site is proposed for **45,000 sqm** of employment space. The Employment need for the District over the proposed Plan period is **197,780 sqm**. It is therefore considered that this site will be needed to help to meet the overall employment need for the District and will make a significant positive contribution. • The Plan acknowledges that larger employment developments within the District should be located within the A22/A26/A27 road corridor, including the area of the existing Ashdown Business Park • Policy EC2 states that existing strategic employment sites, premises and floor space will be safeguarded against loss to other non employment uses. • The development could affect key landscape features such as: areas of priority habitat; wooded stream valleys; historic field patterns; rural character with areas of tranquillity and the role the landscape provides in preventing coalescence between Maresfield and Uckfield. The site is well enclosed by trees to the south along the frontage to the A272 and will be a continuation of the existing Business Park to the north. The landscape impact from development is likely to be limited provided the screening along the site boundary is maintained to help reinforce the character and appearance of the local landscape. • Wealden has been identified as an area of serious water stress. The proposals will increase the demand for water consumption and wastewater treatment. The site is not within a groundwater source protection zone. The Batt's Bridge Stream flows north-west to south along the western boundary of the site. It is also understood that PFAS may be present on the site as a result of fire training facilities located adjacent to the proposed development area, which could impact upon groundwater beneath the site. • There is no railway station at Maresfield, the closest is Uckfield approx. 1.8 miles south of the site, accessible via the bus service from the Ashdown Business Park. A new vehicular access will be required to accommodate development. The site currently has no pedestrian access or pedestrian connectivity with the bus stop at the Ashdown Business Parks. It is likely that car travel will be relied upon for this site and development will increase the vehicle usage in the area, either with private motor vehicles or associated industrial traffic for employment development. Further assessment is required to determine the capacity of the existing transport infrastructure and what infrastructure is needed to make the local transport network sufficient to accommodate the scale of development proposed. • The proposals conform with the Spatial Strategy.

MARESFIELD

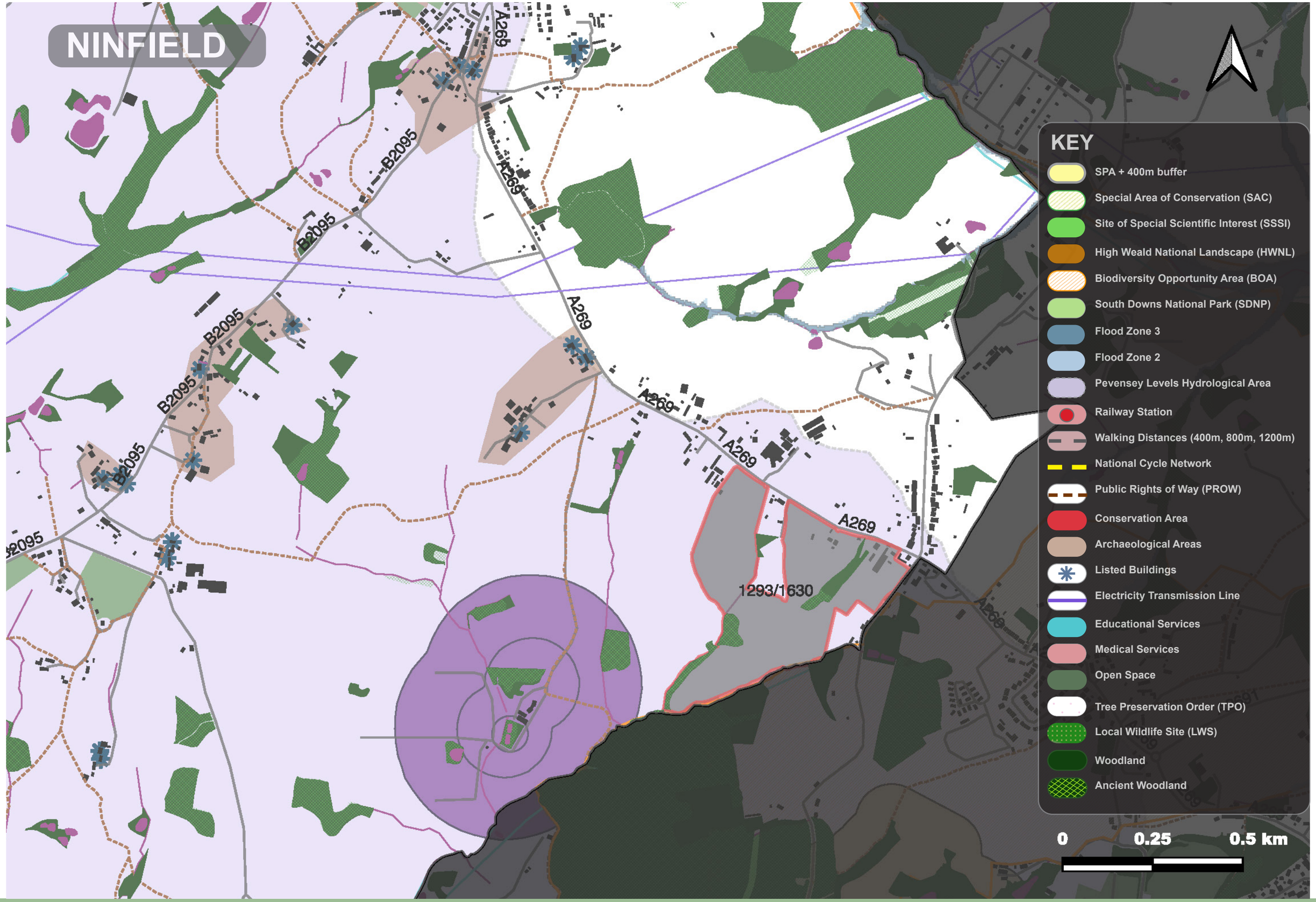
COMMENTARY	
Mitigation Measures	• **Highways** - TA prepared as part of application. Access via an extension to Michael Way, through existing ABP connecting to A272 via existing roundabout. Indicative layout shows a secondary, emergency-only, access directly onto the A272 toward NW edge of site. Assessment of junction capacity indicates development can be accommodated on local highway network when improvements to A272 between Batts Bridge Rd roundabout & A272 site access roundabout are provided. Further consideration will need to given to active travel and the potential to improve provision. • **Flood Risk** - a FRA has been provided as part of the planning application. The proposals include provision of attenuation storage within attenuation basins, supplemented with tanks and permeable paving. Discharge to an outfall to an existing ditch toward the NE periphery of the site. • **Water** - PFAS may be present on the site as a result of fire training facilities located adjacent to the proposed development area, which could impact upon groundwater beneath the site. A PFAS controlled Water Screening Assessment has been prepared which shows the risk to be low and manageable in the worst case scenario. **ANY FURTHER INFO?** • **Heritage** - The setting of the listed buildings will need to be considered and an Archaeological Impact Assessment will be needed prior to development. • **Landscape & Townscape** - Development should respond particularly in relation to the ancient woodlands that bound the site to the south-west, south and east, and the stream corridors to the west and east of the site. Development should be set back from all ancient woodland with the appropriate buffer zones and should predominantly be located in the northern part of the site, to utilise the degree of screening afforded by the existing woodland blocks and the established Ashdown Business Park to the north. Development should also be carefully sited and designed to protect the rural character and setting of the Grade II listed Batts Farmhouse to the north-east. The role the site plays in maintaining the separation between Maresfield and Uckfield should be a primary consideration in any development proposals. The height and massing of any development should be designed to integrate with the surrounding wooded landscape, without breaking the treeline of the adjacent woodland blocks.
Cumulative Impacts	Cumulative impacts will need to be considered in more detail as part of the detailed design with regard to Transport, Landscape & Townscape, Contamination & Pollution in relation to adjacent proposals, including a potential Gypsy and Traveller site which covers the north of this site. There will be no intervisibility between this site and strategic residential site at SHELAA reference 1007/1410 north of Uckfield due to intervening development, woodland along the A26, woodland at Furnacebank and Budlett's Wood, and riparian vegetation along the stream corridor between the sites.
Selection / Rejection **SELECT**	**OUTLINE OF REASONS - SELECT** The Employment need for the District over the proposed Plan period is **197,780 sqm**. It is therefore considered that this site will provide a positive impact in meeting the overall employment need for the District. The Plan acknowledges that larger employment developments within the District should be located within the A22/A26/A27 road corridor, including the area of the existing Ashdown Business Park. Policy EC2 also states that existing strategic employment sites, premises and floor space will be safeguarded against loss to other non employment uses. The development could affect key landscape features such as: areas of priority habitat; wooded stream valleys; historic field patterns; rural character with areas of tranquillity and the role the landscape provides in preventing coalescence between Maresfield and Uckfield. The site is well enclosed by trees to the south along the frontage to the A272 and will be a continuation of the existing Business Park to the north. The landscape impact from development is likely to be limited provided the screening along the site boundary is maintained to help reinforce the character and appearance of the local landscape. It is understood that PFAS may be present on the site as a result of fire training facilities located adjacent to the proposed development area, which could impact upon groundwater beneath the site. A PFAS controlled Water Screening Assessment has been prepared, which shows the risk to be low and manageable in the worst case scenario. There is no railway station at Maresfield, the closest is Uckfield approx. 1.8 miles south of the site, which is accessible via the bus service from the Ashdown Business Park. A new vehicular access will also be required to accommodate development. The site currently has no pedestrian access or pedestrian connectivity with the bus stop at the Ashdown Business Parks. Further assessment is required to determine the capacity of the existing transport infrastructure and what infrastructure is needed to make the local transport network sufficient to accommodate the scale of development proposed. Highway improvements have been identified, including for non-car modes of transport, which include enhancements to routes from the site into Uckfield, via Maresfield and Ringles Cross. Further improvements to the existing bus services may also need to be considered. The proposals conform with the Spatial Strategy. **IT IS RECOMMENDED THAT THE SITE IS TAKEN FORWARD FOR ALLOCATION.**

MARESFIELD

IMPACTS	
Major Positive Impacts	
Economy & Employment	The site is currently subject to a planning application (**WD/2022.3319/MAO**) for approximately 45,000m2 of employment floorspace, which will make a significant contribution to the District's identified employment floorspace need, and is expected to be delivered within 3 to 4 years from planning permission being granted. Further information will be needed on the type and number of jobs to be created. The site is proposed for **45,000** sqm of employment space. Employment need for the District over the proposed Plan period 2025-2042 is **197,780 sqm** of floor space. It is therefore considered that this site will be needed to help to meet the overall employment need for the District and will make a significant positive contribution. The Local Plan acknowledges that larger employment developments within the District should be located within the A22/A26/A27 road corridor, including the area of the existing Ashdown Business Park. Policy EC2 states that existing strategic employment sites, premises and floor space will be safeguarded against loss to other non employment uses.
Minor Positive Impacts	
Flood Risk	An area of the site parallel with the south-western boundary, is within Wealden Flood Zones 2, 3a and 3b and North Wealden SFRA future flood zone 3a and 3b. The remainder of the site is in Flood Zone 1. Only water compatible uses are permitted within Flood Zone 3b in line with government guidance on flood risk and coastal change. There is a risk of Surface water flooding along the land parallel with the south-west boundary, following the Batt's Bridge Stream. The eastern parcel of the site is affected by groundwater flooding in the north and centre of the site. Development is proposed within FZ1 **CHECK**
Pollution	The site lies within an area of the District considered to be on the fringe of 'darker' areas by CPRE's light pollution mapping, however its proximity to existing development means there is a degree of brightness as well. The north of the site is influenced by its proximity to the A272, the existing Ashdown Business Park, and the settlement of Maresfield, which disrupts the tranquillity and the experience of dark skies typical of the wider area. However, the woodland to the south and east, adjacent to the agricultural fields, introduces a stronger rural character and sense of tranquillity, which is typical. There are no sources of noise pollution affecting the site. An increase in traffic is likely to result in some increase in air pollution, although it is not likely to be significant.
Town & Village Centres	The site is not proposing any retail floorspace and does not contain any existing retail floorspace so there is no loss. The site is close to services and facilities within Maresfield and is adjacent to Ashdown Business Park, which could have a positive effect on the vitality and viability of Maresfield. In addition, the site has access to a frequent bus service to Uckfield High Street with short journey times.
Education & Skills	Further information will be need on the potential to provide new skills and training as part of the development but it is considered likely that the development will offer opportunities for new skills.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk and overheating. Specific mitigation measures will need to be identified as part of the detailed proposals.
Water Resources	Wealden has been identified as an area of serious water stress. The proposals will increase the demand for water consumption and wastewater treatment. **The Water Cycle Study 2026** shows the WwTW has no capacity for additional growth and has no significant investment planned. The site is not within a groundwater source protection zone. The Batt's Bridge Stream flows north-west to south along the western boundary of the site. It is understood that PFAS may be present on the site as a result of fire training facilities located adjacent to the proposed development area, which could impact upon groundwater beneath the site. A PFAS controlled Water Screening Assessment has been prepared which shows the risk to be low and manageable in the worst case scenario.
Soil, Land & Minerals	Greenfield/ Agricultural land (not-classified). The site is not safeguarded for waste or minerals operations. It is understood that PFAS may be present on the site, therefore, mitigation methods may be required to remove from the soil on the site.
Green & Blue Infrastructure	There are mature hedgerows and substantial trees to site boundaries and along embankments of Batt's Bridge Stream, through centre of the site. The hedgerows and trees contribute to the site's green infrastructure network as well as the wider area. Any development will need to seek to retain, protect and enhance these features to maintain the green infrastructure network. No new green or blue infrastructure is proposed.
Biodiversity	There is a LWS to the south-east of the site, Shortbridge Stream Meadow and LWS Piltdown Common is to the south-west of the site beyond ancient woodland. There are areas of ancient woodland and priority habitat immediately adjacent to the northern, south-western and south-eastern boundaries of the site with further areas to the north. The site is wholly within the Western Ouse Streams and Ashdown Forest BOA and is therefore likely to have biodiversity value. Development could adversely impact on the objectives of the BOA. The size of the site offers the opportunity to provide suitable mitigation for biodiversity.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Historic & Cultural Heritage	The nearest Listed buildings are the Grade II Batts Farmhouse to the north and Park Wood House and Keeper's to the south-west of the site. There is an Archaeological Notification Area within the site to the far southern corner, along the northern boundary, running north to south across the western section and also adjacent to the north-eastern boundary. An archaeological Impact Assessment will be needed prior to development. The impact is therefore uncertain.
Health & Wellbeing	There is no pedestrian/cycle access at present. Sports facilities are available in Uckfield (Freedom Leisure Centre) which could be utilised by employees and are accessible by bus from the Ashdown Business Park, which has a regular bus service (numerous services 7 times a week). The site is not proposing improvements to sport and recreation provision within the site.
Quality of Life & Place	Dependent on implementation. Further information needed.
Social Inclusion	Dependent on implementation. Further information needed.

MARESFIELD

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Mitigation measures will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified.
Landscape & Townscape	Development of the site will introduce employment development within the wooded agricultural landscape between Maresfield and Uckfield, in a location already influenced by the existing Ashdown Business Park to the north. The site's proximity to the A272 and the existing business park, together with the enclosed character of the agricultural land and modern field amalgamation, reduce its sensitivity. However, the site retains a number of important landscape features, including stream corridors and productive farmland, it is adjacent to ancient woodland, and also contributes to the separation of the settlements of Maresfield and Uckfield. The site is not within the High Weald National Landscape. **The Landscape Sensitivity Assessment 2026**, identifies the site as **moderate-high** sensitivity to commercial/industrial development as development could affect key landscape features such as areas of priority habitat, wooded stream valleys, historic field patterns, rural character with areas of tranquillity, and the role the landscape provides in preventing coalescence between Maresfield and Uckfield. However, the proximity to the A272 corridor and the existing Ashdown Business Park, modern field amalgamation, and the predominantly enclosed character of the site reduce sensitivity. The absence of public rights of way crossing the site, and the lack of intervisibility with the High Weald AONB or South Downs National Park, further reduce sensitivity relative to the wider assessment unit. Sensitivity varies across the site, with higher sensitivity generally associated with the west and east of the site where there is closer proximity to ancient woodland and areas affected by Flood Zones. Areas of lower sensitivity are generally found towards the more developed edges, including the A272/A22 corridors and land influenced by the existing Ashdown Business Park. The landscape impact from development is likely to be limited provided the screening along the site boundary is maintained to help reinforce the character and appearance of the local landscape. Development of the site will impact the local landscape due to its detachment from the settlement, however, the site is well enclosed. It is acknowledged that the screening along the site frontage to the A272 will need to be maintained to lessen any negative effects.
Transport & Accessibility	There is no train station at Maresfield, the closest is Uckfield approx. 1.8 miles south of the site, accessible via the bus service from the Ashdown Business Park, with an hourly service and journey time of approx. 9 minutes. A new vehicular access will be required to accommodate development. The Highways Authority has confirmed that access is acceptable in principle. The site currently has no pedestrian access or pedestrian connectivity with the bus stop at the Ashdown Business Park, which offers regular and frequent services into Uckfield High Street, Eastbourne and Lewes. It is likely that car travel will be relied upon for this site and development will increase the vehicle usage in the area, either with private motor vehicles or associated industrial traffic for employment development. Further assessment will be required to determine the capacity of the existing transport infrastructure and what infrastructure is needed to make the local transport network sufficient to accommodate the scale of development proposed. Public footpath 67d runs along the south-east boundary of the site. Highway improvements have been identified, including for non-car modes of transport, which include enhancements to routes from the site into Uckfield, via Maresfield and Ringles Cross. Further improvements to the existing bus services may also need to be considered.
Major Negative	None
No Significant Impacts	Housing (Employment site)


NINFIELD
A269
B2095
1293/1630
KEY
SPA + 400m buffer
Special Area of Conservation (SAC)
Site of Special Scientific Interest (SSSI)
High Weald National Landscape (HWNL)
Biodiversity Opportunity Area (BOA)
South Downs National Park (SDNP)
Flood Zone 3
Flood Zone 2
Pevensey Levels Hydrological Area
Railway Station
Walking Distances (400m, 800m, 1200m)
National Cycle Network
Public Rights of Way (PROW)
Conservation Area
Archaeological Areas
Listed Buildings
Electricity Transmission Line
Educational Services
Medical Services
Open Space
Tree Preservation Order (TPO)
Local Wildlife Site (LWS)
Woodland
Ancient Woodland
0
0.25
0.5 km

NINFIELD

NINFIELD

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
-	NOT ASSESSED																				
1293/1630	Lunsford Cross, Farm																				

COMMENTARY	
Site	c. 20.46 ha. part agricultural/ part residential. Site is located adjacent to A269 Ninfield Road, with the southern boundary of the site abutting the shared boundary of Wealden and Rother Districts; the site's eastern boundary is adjacent to Peartree Lane. The site is adjoined by mixed uses including residential dwellings on Ninfield Road to the west, and existing employment uses to the north.
Parish / Settlement	Lunsford Cross / Ninfield - Type 4 Secondary Village
Development Proposal	Development is proposed on part of the site c.10.87 ha for c. 334 (net) dwellings including c. 5% self build/custom build and 0.68 ha employment use; community uses; up to 2FE Primary school; 9.6 ha green infrastructure
Summary of Assessment	• Detailed development proposals for the site have not yet been advanced • The site presents an opportunity to demonstrate cross boundary collaboration for the benefit of Wealden and Rother Districts to provide additional measured and sustainable growth at Lunsford's Cross, as part of the broader North Bexhill growth area. The emerging Rother Local Plan has allocated Land south of Ninfield Road at High House Farm and Chestnut Meadows (RDC site ref BX39) for 335 dwellings including affordable housing provision. • The proposal is for c. 330 homes on c.10.87 ha, as well as 0.68 ha employment use; community uses; up to 2FE Primary school; and 9.6 ha green infrastructure. • The Development will make a significant positive contribution to the District's housing need, including c. 5% for self build/custom build. • The site can accommodate 1.84ha of land for a 2FE primary school to the east of the site where the boundary meets Peartree Lane, which could provide additional capacity for the adjacent development in Rother District. • The site is wholly located in Flood Zone 1. The site is not susceptible to surface water flooding, except for the southern boundary, and linear areas extending from the southern boundary northwards towards Ninfield Road. • The proposed development will create two new accesses into the site, replacing existing accesses onto the Ninfield Road. Opportunities for active travel will also be optimised through the creation of a new pedestrian access, crossing, and extension to the existing footway on Ninfield Road.

NINFIELD

COMMENTARY	
Mitigation Measures	• **Transport** - A transport assessment will be needed to establish the access to the site and the active travel and sustainable transport measures • **Water** - The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, with drainage ditches forming part of the drainage network of the levels. Development is therefore likely to be subject to Appropriate Assessment to secure necessary mitigation to control water flows to the SAC and protect water quality. • **Landscape & Townscape** - Be set back from ancient woodland at Brook Cottage Shaw and provide an appropriate buffer to protect the ancient woodland. Retain, protect and enhance all mature hedgerows, trees and roadside vegetation along Bexhill Road. Use these to maintain and enhance their contribution to the existing coherent green infrastructure network within the area, reinforce the existing field boundaries and visually enclose the sites to reduce any developments influence on the landscape character and to provide ecological benefits. Focus any development along Ninfield Road, at the highest point of the site to fit with the ribbon development along Bexhill Road and keep development off the valley sides. Retain long distance views across the site to the South Downs National Park from Bexhill Road.
Cumulative Impacts	The development will need to take into consideration the proposals at North Bexhill Growth Area to ensure that suitable mitigation measures are identified in relation to landscape, transport and the provision of facilities and services, such as education and health, in consultation with both Wealden and Rother District Councils.
Selection / Rejection **SELECT**	**OUTLINE OF REASONS - SELECT** The site is c. 20.46 ha. part agricultural/ part residential land, located adjacent to A269 Ninfield Road, with the southern boundary of the site abutting the shared boundary of Wealden and Rother Districts; the site's eastern boundary is adjacent to Peartree Lane. The site is adjoined by mixed uses including residential dwellings on Ninfield Road to the west, and existing employment uses to the north. The proposal is for c. 330 homes on c.10.87 ha, as well as 0.68 ha employment use; community uses; up to 2FE Primary school; and 9.6 ha green infrastructure. The Development will make a significant positive contribution to the District's housing need, including c. 5% for self build/custom build. As well as the site being well related to the existing development and amenities at Lunsford's Cross, the site has potential to complement the planned growth at the North Bexhill Growth Area across the administrative boundary in Rother District. The emerging Rother Local Plan has allocated Land south of Ninfield Road at High House Farm and Chestnut Meadows (RDC site ref BX39) for 335 dwellings including affordable housing provision. A phase two application is also proposed for 136 dwellings and mixed use on the frontage to Ninfield Rd. The site can accommodate 1.84ha of land for a 2FE primary school to the east of the site where the boundary meets Peartree Lane, which could provide additional capacity for the adjacent development in Rother District. The proposed development will create two new accesses into the site, replacing existing accesses onto the Ninfield Road. Opportunities for active travel will also be optimised through the creation of a new pedestrian access, crossing, and extension to the existing footway on Ninfield Road. The site is identified as a site of moderate-high landscape sensitivity and will need to provide suitable mitigation measures. It is recommended that development is focused along Ninfield Road at the highest point of the site to fit in with the ribbon development along Bexhill Road and keep development off the valley sides, retaining long distance views to the South Downs National Park. Detailed proposals for the site have not been provided and suitable mitigation measures will need to be identified as part of the detailed design. **IT IS RECOMMENDED THAT THE SITE IS TAKEN FORWARD FOR ALLOCATION.**

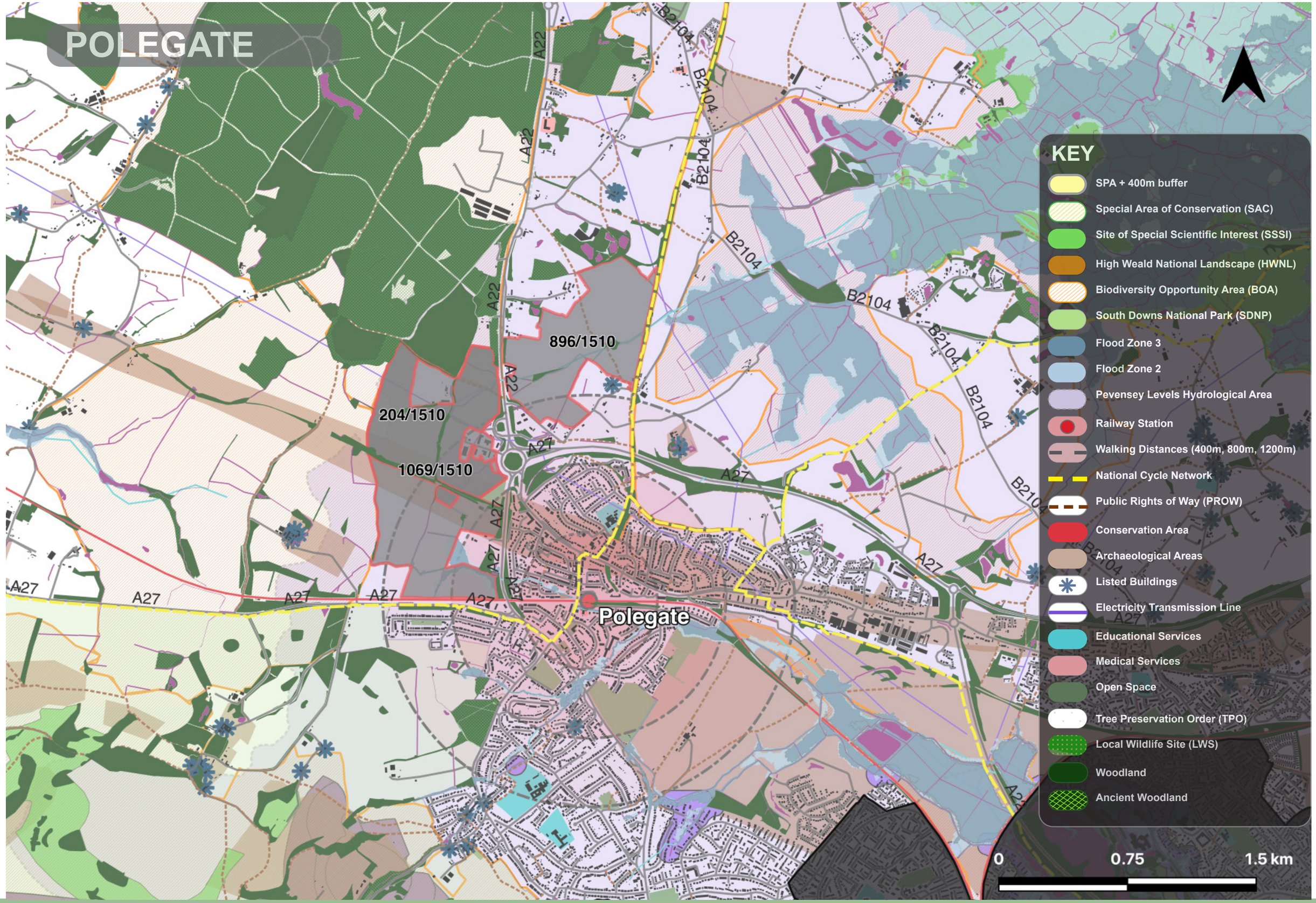
NINFIELD

IMPACTS	
Major Positive Impacts	
Housing	c. 330 homes proposed, which will make a significant contribution to the District's housing need, including c. 5% for self build/custom build. Details of the rest of the mix have not been provided. As well as the site being well related to the existing development and amenities at Lunsford's Cross, the site has potential to complement the planned growth at the North Bexhill Growth Area across the administrative boundary in Rother District. The emerging Rother Local Plan has draft allocated Land south of Ninfield Road at High House Farm and Chestnut Meadows (RDC site ref BX39) for 335 dwellings including affordable housing provision. A phase two application is also proposed for 136 dwellings and mixed use on the frontage to Ninfield Rd.
Minor Positive Impacts	
Flood Risk	The site is wholly located in Flood Zone 1. The site is not susceptible to surface water flooding, except for the southern boundary, and linear areas extending from the southern boundary northwards towards Ninfield Road.
Education & Skills	The site could accommodate 1.84ha of land for a 2FE primary school to the east of the site where the boundary meets Peartree Lane. The site could provide additional capacity for the adjacent development in Rother District.
Uncertain Impacts	
Climate Change Adaptation	Specific mitigation measures will need to be identified as part of the detailed proposals.
Water Resources	Wealden has been identified as an area of serious water stress. The proposals will increase the demand for water consumption and wastewater treatment. The site is not within a groundwater source protection zone. The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, with drainage ditches forming part of the drainage network of the levels. Development is therefore likely to be subject to Appropriate Assessment to secure necessary mitigation to control water flows to the SAC and protect water quality.
Soil, Land & Minerals	The site will result in the loss of agricultural land (not classified). The disturbance of soil from development can lead to increased compaction, flood risk and water pollution from sediment runoff as well as the release of CO_2 emissions. Mitigation measures will need to be identified, particularly during construction.
Pollution	A small waste water treatment works sits on adjoining land. Further development proposals will be informed by relevant surveys including an odour test if appropriate to determine odour contours. A small offset may be required, but given the scale and type of the waste water treatment plant, it is not anticipated that this will have a major impact on the site's capacity in terms of overall dwelling numbers. A 50m offset with no net developable area is currently proposed within this zone.
Green & Blue Infrastructure	The proposals includes 9.6 ha of green infrastructure, although details have not yet been provided. There are hedgerows and mature trees along the site boundaries and within the site, which provide wildlife corridors and stepping stones to the wider countryside. Any development should seek to retain to maintain and enhance the green infrastructure network. Impacts are considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
Biodiversity	There are no tree preservation orders (TPOs) located on the site. The site is adjacent to the High Woods Sites of Special Scientific Interest (SSSI) and Ancient Woodland. The site itself also includes three small pockets of Ancient Woodland. Buffers to the development are proposed taking into account the on-site Ancient Woodland (15m); the power lines that run across the site (2m); adjoining waste water treatment plant (50m); and High Woods SSSI (50m).
Landsape & Townscape	The has a steeply sloping landform, which increases sensitivity. The sites are located in pastoral fields, currently used for horse grazing, with an assart field pattern which is largely intact and bounded by strong hedgerows or woodland, which increases sensitivity. The site provides a rural backdrop and approach to Lunsford's Cross, which increases sensitivity. The site is located in a pastoral field (in use for horse grazing) with a sloping landform bounded by hedgerows and shaws to the east, south and north, with Brook Cottage Shaw ancient woodland and priority habitat deciduous woodland to the east, which increases sensitivity. The site has a historic aggregate assart field pattern, which is intact, and long views are available across the site to the South Downs National Park as well as views to wooded hills to the west, which increases sensitivity. The site is isolated from current development in the linear ridgetop village of Lunsford's Cross, which also increases sensitivity. There are no recorded priority habitats or historic features within the site, and there is no public access through the site. The site is adjacent to a busy road (A269) and contains an existing residential property which lower sensitivity to some extent. The characteristics result in a **moderate-high to high** landscape sensitivity.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Transport & Accessibility	The proposed development will create two new accesses into the site, replacing existing accesses onto the Ninfield Road. The new access closest to Lunsford's Cross will incorporate a right turn lane into the new access junction. Opportunities for active travel will be optimised through the creation of a new pedestrian access, crossing, and extension to the existing footway on Ninfield Road. Furthermore to optimise active travel, improvements to existing bus stops at the junction of Peartree Lane and Ninfield Road could include a pedestrian crossing, road markings and raised bus kerbs. Proposed bus stops along site's distributor road could allow for the routing of bus through the site, and have been sited so that the entire site is within 400m of a bus stop. It is understood that opportunities for improvements to the local road network to provide a new sustainable transport corridor between West Bexhill and North Bexhill are being considered at a strategic level to alleviate pressure on the A259. The development of the site will not be reliant on the delivery of this transport corridor but the site, and the existing/emerging development in the local area, will benefit. The exact route of the network is not yet determined. A transport assessment will be needed.
Health & Wellbeing	The site is only a relatively short distance from Sidley Medical Practice in Bexhil (1.6 miles). It is uncertain what facilities will be provided as part of the proposal. It is expected that the proposal will include new recreation, sports and play facilities to be provided across the site to address the need of future occupiers.
Quality of Life & Place	Dependent on implementation. Further information needed.
Social Inclusion	Dependent on implementation. Further information needed.
Economy & Employment	The site could accommodate 0.68ha of employment land fronting Ninfield Road, in the northwest corner of the site, which will respond well to the existing commercial uses directly opposite the site on the northern side of Ninfield Road. Temporary employment will also be generated through temporary construction jobs, therefore bringing a positive economic impact to the local area and wider district.
Town & Village Centres	The site sits outside any designated settlement boundary but it is adjacent to Lunsford's Cross, within the Ninfield Parish. Significant development is proposed in the neighbouring authority of Rother District, adjacent to the site.

NINFIELD

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Mitigation measures will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified.
Major Negative	
No Significant Impacts	Historic & Cultural Heritage, Town & Village Centres

POLEGATE


A22
B2104
A27
896/1510
204/1510
1069/1510
Polegate
KEY
SPA + 400m buffer
Special Area of Conservation (SAC)
Site of Special Scientific Interest (SSSI)
High Weald National Landscape (HWNL)
Biodiversity Opportunity Area (BOA)
South Downs National Park (SDNP)
Flood Zone 3
Flood Zone 2
Pevensey Levels Hydrological Area
Railway Station
Walking Distances (400m, 800m, 1200m)
National Cycle Network
Public Rights of Way (PROW)
Conservation Area
Archaeological Areas
Listed Buildings
Electricity Transmission Line
Educational Services
Medical Services
Open Space
Tree Preservation Order (TPO)
Local Wildlife Site (LWS)
Woodland
Ancient Woodland
0
0.75
1.5 km

POLEGATE

POLEGATE		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(2) Results**																				
1069/1510	**Polegate West**																				

COMMENTARY	
Site	42.9 hectares of land, located to the west of Polegate. Largely agricultural land, although a small proportion of the site is formed of residential dwellings and associated farm buildings of Cophall Farm. The eastern portion of the site nearest to Cophall Roundabout, is previously developed land, including a service station, commercial units and a hotel/public house. The site is detached from the nearest sustainable settlement (Polegate) by the A27 and its local services, facilities, and public transport.
Parish / Settlement	Polegate (Type 2 – Settlement that relates geographically to regional centre outside the District)
Development Proposal	Proposals for c.1500 dwellings (including affordable housing) with a first phase of 400 homes, within a net developable area of 6.8ha and a density of 35 dph; green and social infrastructure network; publicly accessible park land; and recreation and other space. There are also opportunities to provide additional community focussed mixed uses or small scale employment of approx. 0.35ha adjacent to Polegate Services.
Summary of Assessment	• The proposals are for c. 1500 dwellings, which will make a positive contribution to the District's housing need • Not in a Sustainable Settlement • Segregated from Town (Polegate) and local services and facilities by the A27 • Part of site in 'darker sky' area and will result in a significant increase in light pollution • Scale of development will result in an increase in traffic, air and noise pollution • Significant concerns regarding highway capacity and access • Poor pedestrian/cycle connections, which will be difficult to mitigate • Likely to have a negative impact upon South Downs National Park (SDNP), High Weald National Landscape (HWNL), Registered Park & Garden and Archaeological Notification Area • Significant mature tree belt and wetland area runs north to south through the site limiting the development potential and connectivity through the site • Most of the site lies within Flood Zone 1, though areas of Flood Zones 2 and 3 are present in the lower central part, with linear elements extending from a larger area in the southeast, site FRA needed. • Site lies within Pevensey levels SAC/Ramsar catchment and BOA - Appropriate Assessment required • Will introduce significant built form into a largely rural area that is segregated from the settlement • The scale of development and extent of site will considerably alter the character of the locality, resulting in a substantial loss of countryside that buffers the area and provides rural setting. • Spatial Strategy - the site is located close to a sustainable settlement but the constraints identified are likely to preclude development.

POLEGATE

COMMENTARY	
Mitigation Measures	• **Landscape & Townscape -** development to be set back from the floodplain of the small watercourse in the south-east of the site, and from the ancient woodland to the north-west and north-east. Development should be predominately located in the south of the site so as to avoid areas of remnant ancient woodland and to minimise intervisibility with the South Downs National Park. Commercial / industrial development should be set around the existing Cophall services development. Development in the south should also be mindful of the setting of the Wootton Manor Registered Park and Garden which lies to the south-west. Potential harm to key local and long distance views will be mitigated by planting and the sensitive positioning of good quality built form. Key landscape features should be retained and enhanced. • **Heritage** - Heritage Impact Assessment required including a setting assessment of proportionate scope and detail. Development should be restricted to the north of the site to protect the setting of the Grade II* listed Wootton Manor and the surrounding Registered Park and Garden and specifically excluding and to the north of ANA 82355. • **Transport** - Proposals will need to provide a Transport Impact Assessment and Travel Plan to demonstrate the transport issues can be suitably mitigated. • Lack of information provided on the proposed development and the potential mitigation measures.
Cumulative Impacts	Application **WD/2023/066/MAO** to north of Polegate has permission for 240 homes. Site **896/1510** is the subject of a planning application for c. 63,000sqm of employment space (Application **WD/2023/0260/MEA**). Cumulative impacts will need to be considered with regard to Transport, Landscape & Townscape & Pollution in relation to current proposals. Large scale residential will introduce greater impacts than employment uses on the capacity of the Strategic Road Network at peak hours, which already has capacity issues.
Selection / Rejection **REJECT**	**OUTLINE OF REASONS - REJECT** The site concerns 42.9 hectares of land (including the majority of site 204/1510), located to the west of Polegate, which is largely agricultural land, although a small proportion of the site is formed of residential dwellings and associated farm buildings of Cophall Farm. The eastern portion of the site nearest to Cophall Roundabout, is previously developed land, including a service station, commercial units and a hotel/ public house. The site is detached from the nearest sustainable settlement (Polegate) by the A27 and its local services, facilities, and public transport. The proposals are for c. 1500 homes (35 dph) which will make a positive contribution to the District's housing need. The proposals indicate that the development will contribute towards affordable housing, and custom/self-build, with a mix of housing types and tenure. The scale of development will result in an increase in traffic, air and noise pollution and result in a significant increase in light pollution. The site has poor pedestrian/cycle connections, which will be difficult to mitigate. There are also significant concerns regarding highway capacity and access in the area. The site is identified as moderate-high landscape sensitivity and is likely to have a negative impact upon South Downs National Park (SDNP), High Weald National Landscape (HWNL), a Registered Park & Garden and an Archaeological Notification Area, although mitigation may be possible. However, the proposals will introduce development to the west of Polegate, in an area which has limited development in-situ, and may read as encroachment into this undeveloped area, rather than integration with any existing development. A significant mature tree belt and wetland area runs north to south through the site limiting the development potential and connectivity through the site. The constraints identified are likely to preclude development as they significantly reduce the developable area of the site and the quantum of housing and supporting facilities, which could be achieved. The development will introduce significant built form into a largely rural area that is segregated from the settlement by the A27. The scale of development and extent of site will considerably alter the character of the locality, resulting in a substantial loss of countryside that buffers the area and provides its rural setting. The site is in general conformity with the Spatial Strategy, located close to a sustainable settlement but the constraints identified are likely to preclude development. Further details on how the proposals could mitigate the impacts of development have not been provided. **IT IS RECOMMENDED THAT THE SITE IS NOT TAKEN FORWARD FOR ALLOCATION.**

POLEGATE

IMPACTS	
Major Positive Impacts	
Housing	c. 1500 homes are proposed (35 dph) which will make a positive contribution to the District's housing need. The proposals indicate that the development will contribute towards affordable housing, and custom/self-build, with a mix of housing types and tenure, including starter homes, homes for young families and for older people.
Minor Positive Impacts	
Green & Blue Infrastructure	The site is bound by mature trees and hedgerows, which contribute towards the green infrastructure network of the site as well as to the wider area. The size and scale of development will require on site provision of green infrastructure. The proposals indicate green infrastructure will be provided including a publicly accessible park. The proposals will lead to an increase in provision of green infrastructure, although the segregated nature of the site may limit the value of the new provision, preventing connectivity and benefits to the wider area and population. A significant mature tree belt and wetland area runs north to south through the site limiting the development potential of the site.
Economy & Employment	The proposed development includes options for mixed use development, including provision of employment land which could have a positive impact on the economy and employment. The proposals suggest that the employment of 1,240 people will be supported as well as provision for 13 apprentices, graduates, or trainees.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk. Specific mitigation measures will need to be identified as part of detailed proposals.
Flood Risk	Most of the site lies within Flood Zone 1, though areas of Flood Zones 2 and 3 are present in the lower central part, with linear elements extending from a larger area in the southeast. The southern portion is divided by an area at risk of surface water flooding, with additional small areas of risk in the north near Cophall Roundabout, along the access point and elsewhere across the site including in the northern portion. The site is not at risk of groundwater flooding. The areas of flood risk will need to be considered if the site comes forward for development. A site-specific Flood Risk Assessment will be required to demonstrate that the development will not increase flood risk on-site or elsewhere, and that appropriate mitigation can be secured. Considering the scale of the proposed development, appropriate infrastructure could be delivered alongside the development to allow safe access at all times. The application of a sequential approach to the location of development alongside the provision of appropriate measures such as SuDS should allow the delivery of the proposed development. The impacts of the proposed development will remain uncertain until further information is submitted.
Water Resources	Wealden has been identified as an area of serious water stress. Development of this site will increase the demand for water consumption and wastewater treatment. **The Water Cycle Study 2026** shows the WwTW has capacity for additional growth and has significant investment planned. The site is not within a groundwater source protection zone. The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, with drainage ditches forming part of the drainage network of the levels. Development is therefore likely to be subject to Appropriate Assessment to secure necessary mitigation to control water flows to the SAC and protect water quality.
Soil, Land & Minerals	Greenfield/ Agricultural land (not classified). The site is not safeguarded for waste or minerals operations. Development of the site is unlikely to result in land contamination. Mitigation measures will need to be identified, which safeguard the soils health, particularly during construction.
Biodiversity	The site is likely to have some notable biodiversity value, noting the greenfield nature of the site, landscape features, some forming BOA on site, and deciduous woodland priority habitat adjacent. A large swathe of Ancient Woodland is located adjacent to the northern boundary of the site. Development will need to provide a suitable space and buffers to protect these areas and the habitat they provide. The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, designated as such due to the flora and fauna of the lowland west grassland system and associated biodiversity and species it supports. Development may drain to the Levels and will therefore be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and protect the biodiversity of the Levels. BNG requirements will need to be met. Detailed mitigation measures will need to be identified.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Health & Wellbeing	The nearest health services are in Polegate, but not readily accessible to the site via sustainable modes of transport. The Eastbourne, Hailsham and Seaford CCG has identified contributions may be required towards increasing the size of the health provision and creating more clinical rooms, depending on the size and cumulative effect of development coming forward in the wider area. There is a deficit in amenity greenspace and play provision within the Polegate Parish and a need to explore opportunities to expand existing provision to cater for a wider range of age ranges at existing sites. There are also deficiencies in provision of adult sports pitches and cricket pitches. The proposals include the provision of open space, a publicly accessible playing field, and community infrastructure, which could contribute to both physical and mental health, and wellbeing of the community. However, the site will remain detached from facilities and areas in the wider locality, due to the separation of this site from any settlement.
Quality of Life & Place	Dependent on implementation. Further information needed.
Social Inclusion	Dependent on implementation. Further information needed.
Education & Skills	The nearest school provision is in the Polegate and Willingdon areas, east and south of the site, however, the site is severed from both of these areas by the A22/A27. There is a shortfall of 1 form entry at primary school level, expectant from around 2036/7. Options to address the need for education provision include consideration of a new primary school on the Mornings Mill development site to the south, which has planning permission for 700 homes. There is no shortfall in early years and secondary provision. Development of this scale will require contributions towards provision of primary education infrastructure, but the site currently presents challenges for how children will access facilities. Mitigation measures have not been provided.

POLEGATE

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Mitigation measures will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified.
Pollution	The site is largely within area classed as 'brighter–brightest'' in light pollution mapping. The western most parts of the site fall just below this category, with land to the west adjoining areas designated as 'darkest.' The SDNP lies to the south of the site and could be affected by the increase in light pollution. The location is likely to result in car reliant development, and will increase traffic in the area, and add to the already congested Polegate/Willingdon A27/A22 interchange that abuts the site. The interchange and nearby traffic congestion have the potential to affect future residents of the development, both through air and noise pollution. The site abuts the A27 and A22 to the east, the main trunk road east-west through this part of the District. The site also abuts a main railway line and a further part of the A27 to the south of the site. Development along the east and south parts of the site, adjacent to the road and railway line, is likely to experience significant noise pollution. Mitigation will need to be identified to avoid any adverse impact, through careful layout and design, including potential noise barriers, and suitable construction.
Landscape & Townscape	**The 2026 Landscape Sensitivity Assessment** identifies the site as of **moderate to higher sensitivity**, with moderate landscape sensitivity for medium scale residential and moderate-high for commercial/ industrial development types. The site is contained by the A27 Polegate Bypass, which forms a strong settlement boundary. Woodland along the A27 results in no relationship between land to west of road and the existing western settlement edge of Polegate. There is some intervisibility with the upper slopes of the SDNP from the higher ground north of site. The elevated land is over 2 km from the site, and although development on the site has the potential to alter this intervisibility, it is likely to be read as part of the wider Polegate conurbation. The HWNL forms a wooded backdrop to occasional long-distance views from centre of site. There are some long-distance views towards the wooded backdrop of the High Weald AONB from the centre of the site. As the High Weald AONB is over 8km away, any development on the site is unlikely to affect the special qualities of the AONB. The north of the site has a higher sensitivity due to proximity to ancient woodland at Cophall Wood to the north-east and Abbott's Wood / Wilmington Wood to the north-west, and open south-facing rising slopes which lead to visual connectivity with both the South Downs National Park to the south and High Weald AONB to the north. The public access through the north of the site increases sensitivity. Wootton Manor grade II Registered Park and Garden lies adjacent to the south-west of the site. Land around Cophalll services has lower sensitivity. Proximity to Polegate reduces tranquillity and dark skies, especially in the north of the site around the Cophall roundabout and services. An electricity pylon route crosses the north of the site. Other signs of human activity include truck parking / waste management services located off the A27, which lie adjacent to the site. The south of the site is also separated from the existing settlement edge of Polegate by the A27 and the railway line. Development of the site will introduce development to the west of Polegate, in an area which has limited development in-situ. Development may therefore read as encroachment into this undeveloped area, rather than integration with any existing development.
Historic & Cultural Heritage	The south-west corner of the site abuts Wootton Manor Grade II Listed Registered Park and Gardens. Approximately 450m to the west of the site is a cluster of Grade II and Grade II* Listed Buildings within the Registered Park and Gardens. Development adjoining the boundary of the Registered Park and Garden will potentially erode the rural locality and setting of the site. Even if mitigation were achieved by setting built form back from this edge, the creation of a new settlement adjacent to this heritage asset is likely to have an impact on the relationship of the asset to its surroundings, and its historic evolution and context.
Transport & Accessibility	The current access onto Cophall Farm roundabout, at the centre of the eastern boundary of the site, may not be suitable for large scale growth. There are significant concerns relating to highways capacity along the northbound A22 and the surrounding road network on the A27 and Eastbourne. Significant infrastructure improvements will be needed including improvements to the highways network and the introduction of a new offline A27, which will pass through the site towards the Cophall Roundabout (long term solution). Polegate has a railway station but pedestrian and cycle links from the site are currently limited and separated by the A27/A22. There are limited bus services currently serving the site. The proposals suggest there are opportunities to provide pedestrian/cyclist connections that tie into the existing shared-use footway/cycleway located along the western side of the A27 and using the A22 underpass but these will need to be upgraded. Proposals will need to provide a Transport Impact Assessment and Travel Plan to demonstrate the transport issues can be suitably mitigated.
Town & Village Centres	The site is isolated and detached from any identified settlement or local facilities and amenities. The site is not readily accessible to pedestrians and cyclists and there are limited attractive footpaths links to services and facilities in Polegate, and very limited bus service provision to town and village centres and services beyond. There is a lack of detail as to how the site will be made accessible to the facilities in Polegate.
Major Negative	
No Significant Impacts	None

POLEGATE

POLEGATE		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(2) Results**																				
204/1510	**Polegate West**																				

COMMENTARY	
Site	Largely agricultural land, although a small proportion of the site formed of the residential dwellings and associated farm buildings of Cophall Farm. The eastern portion of the site nearest to Cophall Roundabout, is previously developed land, which includes a service station, commercial units, and a hotel/public house. The site is completely segregated from the nearest sustainable settlement (Polegate) and any residential development by the A22 to the east. The site is isolated from local services, facilities, and public transport.
Parish / Settlement	Polegate (Type 2 – Settlement that relates geographically to regional centre outside the District)
Development Proposal	Proposals for c.230 dwellings (including affordable housing) within a net developable area of 6.8ha and a density of 35 dph; green and social infrastructure network; publicly accessible park land; and recreation and other space. There are also opportunities to provide additional community focussed mixed uses or small scale employment of approx. 0.35ha adjacent to Polegate Services.
Summary of Assessment	• The proposals are for c. 230 dwellings, which will make a positive contribution to the District's housing need • Not in a Sustainable Settlement • Segregated from Town (Polegate) and local services and facilities by the A27 • Scale of development likely to result in an increase in traffic, air and noise pollution • Significant concerns regarding highway capacity and access • Poor pedestrian/cycle connections • The Landscape Sensitivity Assessment 2026 identifies the site as **moderate** sensitivity, with a **higher landscape sensitivity** for commercial/industrial development types. The site has a high sensitivity due to proximity to ancient woodland at Cophall Wood to the north-east and Abbott's Wood / Wilmington Wood to the north-west, and open south-facing rising slopes which lead to visual connectivity with both the South Downs National Park to the south and High Weald AONB to the north. There is intervisibility with the upper slopes of the South Downs National Park from the higher ground in the north of the site. The High Weald AONB forms a wooded backdrop to occasional long-distance views from the centre of the site. • Site lies within Pevensey levels SAC/Ramsar catchment and BOA - Appropriate Assessment required • Spatial Strategy - the site is located close to a sustainable settlement but the constraints identified are likely to preclude development.

POLEGATE

COMMENTARY	
Mitigation Measures	**Landscape & Townscape** - development will need to be set back from the ancient woodland to the north-west and north-east. Development should be designed to minimise intervisibility with the South Downs National Park. Commercial / industrial development should be set around the existing Cophall services development. **Heritage** - Heritage Impact Assessment required including a setting assessment of proportionate scope and detail. Development should be restricted to the north of the site to protect the setting of the Grade II* listed Wootton Manor and the surrounding Registered Park and Garden and specifically excluding and to the north of ANA 82355. **Transport** - Further modelling is required to determine whether mitigation can negate any highways capacity impacts. Infrastructure improvements may be needed including improvements to the highways network. Polegate has a railway station but pedestrian and cycle links from the site are currently limited and separated by the A27/A22. There are limited bus services currently serving the site. There are few details of the proposed scheme at this stage, and the potential mitigation measures which could be implemented,
Cumulative Impacts	Application **WD/2023/066/MAO** to north of Polegate has permission for 240 homes. Site **896/1510** is the subject of a planning application for c. 63,000sqm of employment space (Application **WD/2023/0260/MEA**). Cumulative impacts will need to be considered with regard to Transport, Landscape & Townscape & Pollution in relation to current proposals. Large scale residential will introduce greater impacts than employment uses on the capacity of the Strategic Road Network at peak hours, which already has capacity issues.
Selection / Rejection **REJECT**	**OUTLINE OF REASONS - REJECT** The Site is located to the west of Polegate and forms a smaller portion of the adjacent site **1069/1510**, although it includes an area of land which is not included within the larger site. The land is largely agricultural land, with a small proportion of the site formed of the residential dwellings and associated farm buildings of Cophall Farm. The eastern portion of the site nearest to Cophall Roundabout, is previously developed land, which includes a service station, commercial units, and a hotel/public house. The site is completely segregated from the nearest sustainable settlement (Polegate) and any residential development by the A22 to the east. The site is isolated from local services, facilities, and public transport. The proposals are for **c.230 dwellings**, which will make a positive contribution to the District's housing need, within a net developable area of 6.8ha and a density of 35 dph. A green and social infrastructure network is proposed including publicly accessible park land and recreation and other open space. There are also opportunities to provide additional community focussed mixed uses or small scale employment of approx. 0.35ha adjacent to Polegate Services. The scale of development will result in an increase in traffic, air and noise pollution and result in a significant increase in light pollution. The site has poor pedestrian/cycle connections, which will be difficult to mitigate. There are also significant concerns regarding highway capacity and access in the area. **The Landscape Sensitivity Assessment, 2026** identifies the landscape as **moderate** sensitivity, with a **higher landscape sensitivity** for commercial/industrial development types. The site has a high sensitivity due to proximity to ancient woodland at Cophall Wood to the north-east and Abbott's Wood / Wilmington Wood to the north-west, and open south-facing rising slopes which lead to visual connectivity with both the South Downs National Park to the south and HWNL to the north. The proposals will introduce development to the west of Polegate, in an area which has limited development in-situ, and may read as encroachment into this undeveloped area, rather than integration with any existing development. The current access onto Cophall Farm roundabout, at the centre of the eastern boundary of the site, may not be suitable for large scale growth. There are significant concerns relating to highways capacity along the northbound A22 and the surrounding road network on the A27 and Eastbourne. Further modelling is required to determine whether mitigation can negate any highways capacity impacts. Polegate has a railway station but pedestrian and cycle links from the site are currently limited and separated by the A27/A22. There are limited bus services currently serving the site The site is in general conformity with the Spatial Strategy, located close to a sustainable settlement but the constraints identified are likely to preclude development. Further details on how the proposals could mitigate the impacts of development have not been provided. **IT IS RECOMMENDED THAT THE SITE IS NOT TAKEN FORWARD FOR ALLOCATION.**

POLEGATE

IMPACTS	
Major Positive Impacts	
Housing	Proposals for c.230 dwellings which will contribute to the District's housing need. Housing will not be in a sustainable settlement and will be isolated from the town and local services and facilities.
Minor Positive Impacts	
Green & Blue Infrastructure	The site is bound by mature trees and hedgerows, and significant areas of ancient woodland, which contribute towards the green infrastructure network of the site as well as to the wider area. The size and scale of development will require on site provision of green infrastructure, which will lead to increased provision of green infrastructure in the locality, however, the segregated nature of the site will limit the value and prevent connectivity and benefits to the wider area and population.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk and overheating. Specific mitigation measures need to be identified.
Flood Risk	The site lies wholly within Flood Zone 1. There is a risk of surface water flooding across a northern section of the site running east to west. Some small, isolated areas in the southern portion of the site are also at risk of surface water flooding, although it will have a marginal impact on the developable area without interfering with the existing access of the site. Mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces. The site is not at risk of groundwater flooding.
Water Resources	Wealden has been identified as an area of serious water stress. Development of this site will increase the demand for water consumption and wastewater treatment. **The Water Cycle Study 2026** shows the WwTW has capacity for additional growth and has significant investment planned. The site is not within a groundwater source protection zone. The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, with drainage ditches forming part of the drainage network of the levels. Development is therefore likely to be subject to Appropriate Assessment to secure necessary mitigation to control water flows to the SAC and protect water quality.
Soil, Land & Minerals	Greenfield/ Agricultural land (not classified). The site is not safeguarded for waste or minerals operations. Development of the site is unlikely to result in land contamination. Mitigation measures will need to be identified, which safeguard the soils health, particularly during construction
Pollution	Site largely within area classed as 'brighter – brightest'' in light pollution mapping. The north-west corner of the site, and areas to the west and north fall within the 'Darker' categories, highlighting the transitionary nature of the site, between rural areas to the west and north, and urban to the east. South Downs NP lies to the south of the site and could be affected by the increase in light pollution. The location is likely to result in car reliant development and will increase traffic in the area. The traffic congestion has the potential to affect future residents of the development, both through air and noise pollution. Development along the eastern parts of the site, adjacent to the A22 is likely to experience significant noise pollution. Mitigation will need to be identified to avoid any adverse impact, through careful layout and design, including potential noise barriers, and suitable construction.
Biodiversity	The site is likely to have some notable biodiversity value, as a greenfield site, with a designation on an adjoining the site. These include the north-eastern corner of the site, classed as BOA and the site bordering a BOA along its western boundary. Deciduous Woodland Priority Habitat is found along the southern boundary of the site and along much of the northern boundary of the site. The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, designated as such due to the flora and fauna of the lowland west grassland system and associated biodiversity and species it supports. Development may drain to the Pevensey Levels and will therefore be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and protect the biodiversity of the Pevensey Levels.
Health & Wellbeing	The nearest health services are in Polegate, but not readily accessible to the site. The Eastbourne, Hailsham and Seaford CCG has identified contributions may be required towards increasing the size of the health provision and creating more clinical rooms, depending on the size and cumulative effect of development coming forward in the wider area. There is a deficit in amenity greenspace and play provision within the Polegate Parish and a need to explore opportunities to expand existing provision to cater for a wider range of age ranges at existing sites. There are also deficiencies in provision of adult sports pitches and cricket pitches. Over 50% of the site (c.20 Ha) is proposed as green infrastructure and public open space; however, the site will remain detached from facilities and areas in the wider locality, due to the separation of this site from any settlement.
Quality of Life & Place	Dependent on implementation. Further information needed.
Social Inclusion	Dependent on implementation. Further information needed.
Economy & Employment	The proposed development includes options for mixed use development, including provision of employment land which could have a positive impact on the economy and employment. The number and type of jobs proposed is not known at this stage
Education & Skills	The nearest school provision is in Polegate and Willingdon areas, east and south of the site, however the site is severed from both of these areas by the A22/A27. There is a shortfall of 1 form entry at primary school level, expectant from around 2036/37. Options to address the need for education provision include consideration of a new primary school on the Mornings Mill development site to the south, which has planning permission for 700 homes. There is no shortfall in early years and secondary provision. Development of this scale will require contributions towards provision of primary education infrastructure, but the site currently presents challenges for how children will access facilities. Mitigation measures have not been provided.

POLEGATE

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Mitigation measures will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified.
Landscape & Townscape	**The Landscape Sensitivity Assessment, 2026** identifies the landscape as **moderate** sensitivity, with a **higher landscape sensitivity** for commercial/industrial development types. The site has a high sensitivity due to proximity to ancient woodland at Cophall Wood to the north-east and Abbott's Wood / Wilmington Wood to the north-west, and open south-facing rising slopes which lead to visual connectivity with both the South Downs National Park to the south and HWNL to the north. There is intervisibility with the upper slopes of the South Downs National Park from the higher ground in the north of the site. The HWNL forms a wooded backdrop to occasional long-distance views from the centre of the site. The elevated landforms within SDNP are over 2 km from the site, and although development on the site has the potential to alter this intervisibility, it is likely to be read as part of the wider Polegate conurbation. Some long-distance views towards the wooded backdrop of HWNL from centre of site. As HWNL is +8km away, development is unlikely to affect qualities of HWNL. The public access through the north of the site also increases sensitivity compared to the wider area. The site is physically and visually screened from the western edge of Polegate due to the woodland along the A27. Features which reduce sensitivity are proximity to the busy A27 to the east, which reduces tranquillity and remoteness, and the presence of the Cophall services in the north. Development of the site will introduce development to the west of Polegate, in an area which has limited development in-situ. Development may therefore read as encroachment into this undeveloped area, rather than integration with any existing development.
Historic & Cultural Heritage	Approximately 500 metres north-east of the Wootton Manor Grade II Listed Registered Park and Gardens, and further north of a cluster of Grade II and Grade II* Listed Buildings within the Registered Park and Gardens. The setting of these designated heritage assets is largely derived from the context they are set within, and the surrounding rural locality. Development within close proximity of the north edge of this Registered Park and Garden could potentially erode the rural locality and setting of the site, dependent upon scale of development, topography and intervisibility. Impact from development of the site may be reduced by the separation distance and intervening landscape features between the sites.
Transport & Accessibility	The current access onto Cophall Farm roundabout, at the centre of the eastern boundary of the site, may not be suitable for large scale growth. There are significant concerns relating to highways capacity along the northbound A22 and the surrounding road network on the A27 and Eastbourne. Further modelling is required to determine whether mitigation can negate any highways capacity impacts. Infrastructure improvements may be needed including improvements to the highways network. Polegate has a railway station but pedestrian and cycle links from the site are currently limited and separated by the A27/A22. There are limited bus services currently serving the site. Mitigation measures have not been provided but should help to minimise impacts.
Town & Village Centres	The site is isolated and detached from any identified settlement or local facilities and amenities. The site is not readily accessible to pedestrians and cyclists and there are limited attractive footpaths links to services and facilities in Polegate, and very limited bus service provision to town and village centres and services beyond. There is a lack of detail as to how the site will be made accessible to the facilities in Polegate. Submission documents refer to retail and leisure provision being made on part of the site. This will need to be balanced against further provision of retail services in this area and effect on the High Street/retail services in nearby Polegate.
Major Negative	None
No Significant Impacts	None

POLEGATE

POLEGATE		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
SELECT	**SA Reg 18(2) Results**																				
896/1510	**Land at North Polegate, A22 (Employment)**																				

COMMENTARY	
Site	58 hectares of land, located to the north of Polegate. Largely comprises agricultural land, with sporadic residential properties and some small-scale commercial uses nearby. The site is bound by the A22 dual carriageway to the west, the Cuckoo Trail to the east, and more rural roads of Bay Tree Lane and Sayerland lane to the south. The site is detached from Polegate (a sustainable settlement as defined in the Settlement Hierarchy) by the A27 and is isolated from local services, facilities, and public transport. The site is also located some distance form Hailsham to the north, another sustainable settlement, but with intervening agricultural land meaning the site reads as a separate settlement to this one to the north.
Parish / Settlement	Polegate (Type 2 – Settlement that relates geographically to regional centre outside the District)
Development Proposal	c.66,370 sqm of employment space with associated space for landscape, ecological enhancements, drainage attenuation and green infrastructure.
Summary of Assessment	• The site was previously assessed as a residential site as part of the Reg 18(1) SA but is now proposed for employment use. • c.66,370 sqm of employment space is proposed which will make a positive contribution to the District's employment need (197,780 sqm) • Segregated from Town (Polegate) and local services and facilities • Part of site in 'darker sky' area and will result in an increase in light pollution • Scale of development will result in an increase in traffic, air and noise pollution • Concerns regarding highway capacity. Further consideration is needed on whether suitable access is possible here, for the scale and quantum of development proposed. • Poor pedestrian/cycle connections • A 15m buffer will be needed around the area of Ancient Woodland known as Nightingale Shaw Farm, at the north-west corner of the site. • The landscape is identified as being moderately sensitive, partly due to this semi-rural location, historic field pattern, and presence of ancient woodland, balanced against proximity of existing development and existence of nearby road disturbance. Likely to have a negative impact upon South Downs National Park, High Weald National Landscape and Registered Park & Garden • Lies within Pevensey levels SAC / Ramsar catchment and adjacent to BOA. • Sayerland House, a Grade II Listed Building, is adjacent to the south-east corner of the site, fronting Sayerland Lane. • Proposal conforms with the Spatial Strategy providing employment provision in the strategic corridor A22/A27 close to Polegate.

POLEGATE

COMMENTARY	
Mitigation Measures	**Landscape** - EIA prepared including landscape and GI strategy. It is not considered that there are significant long-term effects on the character of the site. The Landscape strategy allows for the preservation of opportunities for long distance views from along PRoWs though the Site towards the SDNP. **Transport** - Primary access will be from the A22. The existing carriageway will be realigned and a roundabout created to provide access to the Site. The LHA and National Highways have no objections to the scheme. A shuttle bus to Polegate and the railway station has been agreed, to be secured via legal agreement. The Cuckoo Trail provides access into northern part of existing settlement, for pedestrian and bikes, to include bridge across the A27. **Water** - Development may drain to the Pevensey Levels and will therefore be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and protect the biodiversity of the Levels. Mitigation measures will also need to be identified for transport, landscape, ecology and historic environment. Given the size of the site, it has the ability to include extensive mitigation
Cumulative Impact	Application **WD/2023/066/MAO** to north of Polegate has permission for 240 homes. Cumulative impacts will need to be considered with regard to Transport, Landscape & Townscape & Pollution in relation to the current proposals to ensure suitable mitigation measures are in place.
Selection/Rejection **SELECT**	**OUTLINE OF REASONS - SELECT** The site concerns 58 hectares of land, located to the north of Polegate. The site largely comprises agricultural land, with sporadic residential properties and some small-scale commercial uses nearby. The site is bound by the A22 dual carriageway to the west, the Cuckoo Trail to the east, and more rural roads of Bay Tree Lane and Sayerland lane to the south. The site is detached from Polegate (a sustainable settlement as defined in the Settlement Hierarchy) by the A27 and is isolated from local services, facilities, and public transport. The site is also located some distance from Hailsham to the north, another sustainable settlement, but with intervening agricultural land which provides an important gap between the two settlements. **66,370sqm** of employment space is proposed, which will have a positive contribution to Wealden's employment need (197,780 sqm). The proposals estimate 968 temporary jobs could be supported per annum during the build phase, including on-site roles and jobs in the wider supply chain. Around 1,188 full-time equivalent jobs (FTEs) are expected to be supported on-site once the scheme is built and operational. The build phase is estimated to generate around £108.4million of economic output. Once built and operational, the contribution to economic output by the scheme is estimated at £49.4million per annum. The majority of the site, to north and east, is in 'darkest sky' area, which highlights the transitionary nature of the site, between rural areas and the town of Polegate and associated highways/service areas. Development is likely to be car reliant, and will increase traffic in the area, and add to the already congested Polegate/Willingdon/A27/A22 interchange nearby the site. Development along the western and southern parts of the site is likely to experience significant noise pollution from these key transport routes. Mitigation is to be identified as part of detailed proposals. The Landscape Sensitivity Assessment 2023 assessed the site as moderately-high sensitivity for commercial/industrial development. Development should be predominantly located in south-western areas of the site to relate better to the A22 to the west and existing commercial development at Bay Tree Lane and at the nearby Cophall Services. A Landscape Strategy has been prepared. Access is proposed via Bay Tree Lane to the south, which is accessed from the A22 to the west. The existing carriageway will be realigned and a roundabout created to provide access to the Site. The LHA and National Highways have no objections to the scheme. A shuttle bus to Polegate and the railway station has been agreed, to be secured via legal agreement. The Cuckoo Trail provides access into northern part of existing settlement, for pedestrian and bikes, to include bridge across the A27. Proposal conforms with the Spatial Strategy providing employment provision in the strategic corridor A22/A27 close to Polegate. **IT IS RECOMMENDED THAT THE SITE IS TAKEN FORWARD FOR ALLOCATION.**

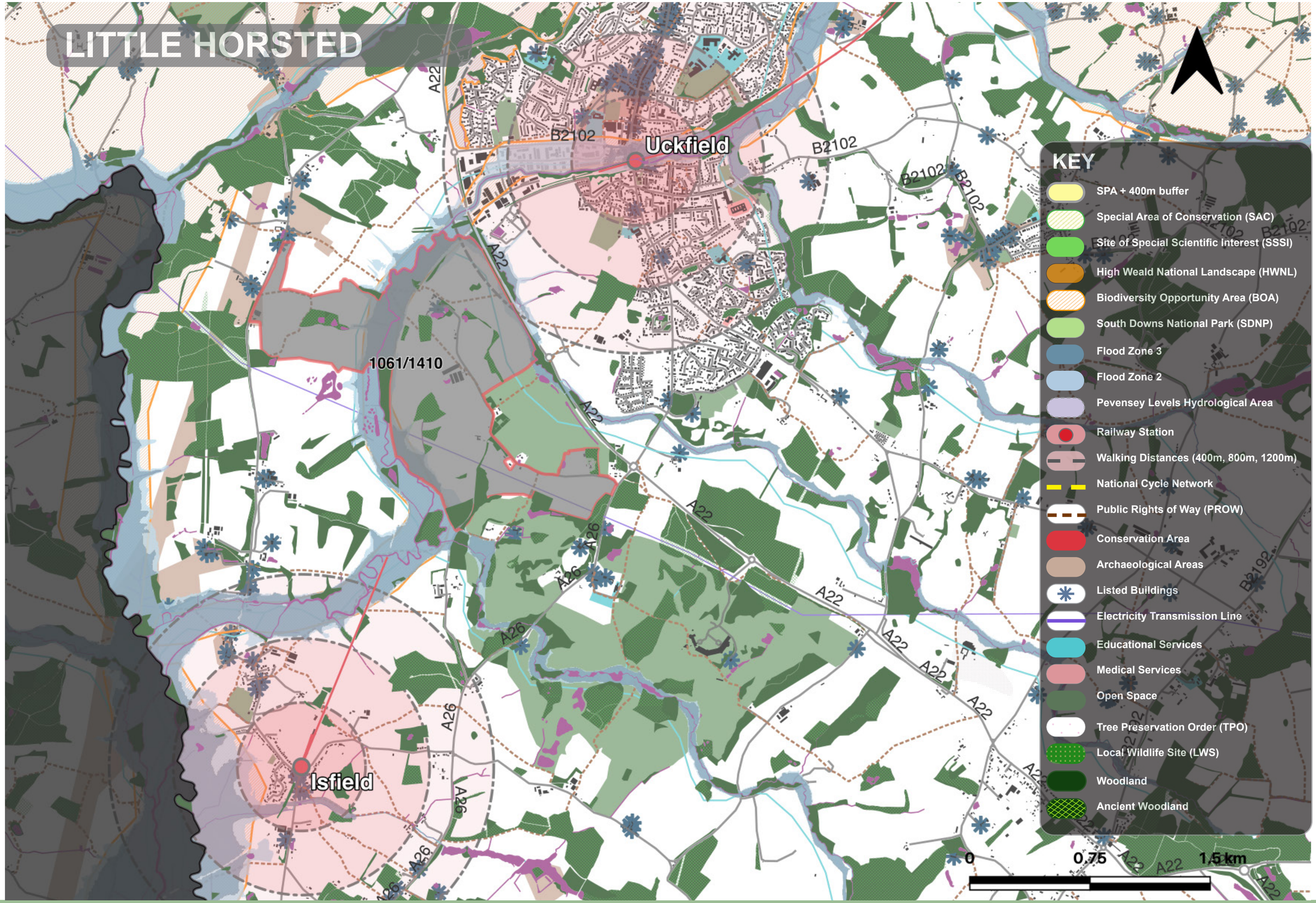
POLEGATE

IMPACTS	
Major Positive Impacts	
Economy & Employment	66,370sqm sqm of employment space which will have a positive contribution to Wealden's employment need (197,780 sqm). The proposals for the development estimate 968 temporary jobs could be supported per annum during the build phase, including on-site roles and jobs in the wider supply chain. Around 1,188 full-time equivalent jobs (FTEs) are expected to be supported on-site once the scheme is built and operational. The build phase is estimated to generate around £108.4million of economic output. Once built and operational, the contribution to economic output by the scheme is estimated at £49.4million per annum.
Minor Positive Impacts	
Green & Blue Infrastructure	The site is bound by mature trees and hedgerows, includes Ancient Woodland (Nightingale Shaw Farm) to the north, and abuts other areas of woodland around and through the site. The size of the site and scale of development will require on site provision of green infrastructure. The proposals include approximately 55% of the site as green infrastructure. The development will lead to increased provision of this green infrastructure in the locality, however, the segregated nature of the site limits the value, preventing integration and benefits for the wider area and population.
Education & Skills	The 1,188 FTE on-site jobs are estimated to break down as follows: an estimated 356 on-site jobs will be for people with a degree or higher; 212 on-site jobs will be for people with A levels or equivalent; around 83 on-site jobs could require no formal qualifications and 538 on-site jobs will require other qualifications.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk. Specific mitigation measures need to be identified.
Flood Risk	The site lies largely within Flood Zone 1, which will be suitable for development. Part of the central eastern side of the site is in Flood Zones 2/3 and is also at risk from surface water flooding, which may affect access to and across parts of the site, creating challenges with suitable access for use/egress in the event of a flooding event. Small pockets of land to the north also include risk of flooding form surface water. The site is not within an area of groundwater concern. Mitigation measures will need to be identified.
Water Resources	Wealden has been identified as an area of serious water stress. Development of the site will increase the demand for water consumption and wastewater treatment. **The Water Cycle Study 2026** shows the WwTW has capacity for additional growth and has significant investment planned. The site is not within a groundwater source protection zone. The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, with drainage ditches forming part of the drainage network of the levels. Development is likely to be subject to Appropriate Assessment to secure necessary mitigation to control water flows to the SAC and protect water quality.
Soil, Land & Minerals	Greenfield/ agricultural land (not classified). The site is not safeguarded for waste or minerals operations. Development of the site is unlikely to result in land contamination. Mitigation measures will need to be identified, which safeguard the soils health, particularly during construction.
Biodiversity	The site is likely to have some notable biodiversity value, given the greenfield nature of the site; Ancient Woodland (Nightingale Shaw Farm); priority habitat to the north and east of the site; and designation of the adjacent Cuckoo Trail as a Biodiversity Opportunity Area. Development will need to provide a suitable space and buffers to protect these areas and the habitat they provide, including a 15m buffer around the area of Ancient Woodland known as Nightingale Shaw Farm, at the north-west corner of the site. Incorporating this buffer is likely to make development on this part of the site challenging, as access around the woodland, in remaining land, may be difficult to achieve in a cohesive and suitable manner. The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, designated as such due to the flora and fauna of the lowland west grassland system and associated biodiversity and species it supports. Development may drain to the Levels and will therefore be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and protect the biodiversity of the Levels.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Historic & Cultural Heritage	Sayerland House, a Grade II Listed Building, is adjacent to the south-east corner of the site, fronting Sayerland Lane. The proposals include development around the plot of Sayerland House, adjacent to the entire north boundary of the designated heritage asset, and close to the west and south of the plot. There is potential for development to have an impact on the setting of this Listed Building, especially due to development shown to the north. Mitigation measures need to be identified.
Quality of Life & Place	Dependent on implementation. Further information needed.
Social Inclusion	Dependent on implementation. Further information needed.
Town & Village Centres	The site is isolated and detached from any identified settlement or local facilities and amenities.

POLEGATE

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Mitigation measures will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified.
Pollution	South-western part of site within area classed as 'brighter – brightest' in light pollution mapping but the majority of the site, to north and east, in 'darkest' area, which highlights the transitionary nature of the site, between rural areas and the town of Polegate and associated highways/service areas. Development is likely to be car reliant, and will increase traffic in the area, and add to the already congested Polegate/Willingdon/A27/A22 interchange nearby the site. Development along the western and southern parts of the site is likely to experience significant noise pollution from these key transport routes. Mitigation to be identified as part of detailed proposals.
Landscape & Townscape	The site is located north of Polegate, and east of the A22. Development on this site will cross the strong boundary feature formed by the wooded A27. Large-scale commercial development will be at odds with the current limited and small-scale settlement pattern, despite the presence of some small-scale commercial buildings off Bay Tree Lane and Summerhill Lane to the south and north of the site. **The Landscape Sensitivity Assessment 2023** assessed the site as **moderately-high sensitivity** for commercial/industrial development. Great care and consideration of key sensitivities will be needed, including ancient woodland at Nightingale Farm Shaw, priority habitat floodplain grazing marsh in the east, intact historic field patterns, strong hedgerow network including mature hedgerow trees, access through the site on public rights of way and views into the site from the Cuckoo Trail. Development should be predominantly located in south-western areas of the site to relate better to the A22 to the west and existing commercial development at Bay Tree Lane and at the nearby Cophall Services. Views to the South Downs National Park are at such a distance that development on the site is unlikely to have a significant impact on the special qualities of the National Park. A landscape strategy has been prepared as part of the planning application, which allows for the preservation of opportunities for long distance views from along PRoWs though the Site towards the SDNP.
Transport & Accessibility	Access is proposed via Bay Tree Lane to the south, which is accessed from the A22 to the west. The existing carriageway will be realigned and a roundabout created to provide access to the Site. Further consideration of the proposed access arrangements will be needed, for the scale and quantum of development proposed. Development in the wider area is also subject to assessment of highway capacity relating to the capacity along the northbound A22 and the surrounding road network on the A27 and Eastbourne. Currently, there are no pedestrian links into Polegate, and footways to connect to at the south of the site. The Cuckoo Trail lies to the east, providing car free pedestrian and cycle routes into Polegate town itself, and further north to Heathfield, however the route is unlit and lacks natural surveillance. Bus services run from Polegate, with limited services to the south of the A22 but connections to the site will need to be improved. Polegate has a railway station which has multiple services an hour to London and across the south coast. Further mitigation has been proposed as part of the planning application. Primary access will be from the A22. The existing carriageway will be realigned and a roundabout created to provide access to the Site. The LHA and National Highways have no objections to the scheme. A shuttle bus to Polegate and the railway station has been agreed, to be secured via legal agreement. The Cuckoo Trail provides access into northern part of existing settlement, for pedestrian and bikes, to include bridge across the A27.
Major Negative	None
No Significant Impacts	Housing (Employment site); Health & Wellbeing

LITTLE HORSTED



UCKFIELD

UCKFIELD

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
SELECT	SA Reg 18(2) Results																				
1061/1410	Owlsbury (Mixed Use - Little Horsted)																				

COMMENTARY	
Site	167.22 ha greenfield land, mainly in agricultural use. The site is currently detached from Uckfield and its local facilities and amenities. Uckfield is classed as a Type 1 settlement (Town) within the settlement hierarchy, a sustainable settlement with its own mainline railway station and frequent bus services to key towns outside of the District, as well as bus services between smaller settlements. The land is in single ownership.
Parish / Settlement	Uckfield / Little Horsted (Uckfield - Type 1 Town / Little Horsted - Type 5 Neighbourhood)
Development Proposal	A proposed new neighbourhood to the west of the A22 and Uckfield comprising c.1,700 dwellings, a new 60ha SANGs, employment floorspace, new and enhanced walking and cycling infrastructure, new community infrastructure and education infrastructure (including a new two form entry primary school and pre-school nursery). [**Planning App WD/2025/0922/MEA**]
Summary of Assessment	• The site area has been reduced to 140.69 ha. to avoid ecological impacts. • The proposals is for c.1700 homes but It is considered that c.1,300 homes will be more appropriate for the site in order to address the constraints identified and reduced site size. • Light pollution will be introduced in a 'darker sky' area • Site detached from local services and facilities in Uckfield • The site is detached from Uckfield (a sustainable settlement) to the east by the A22 and its local services, facilities and public transport. The proposals seek to maximise opportunities to link and connect to existing settlements, as well as existing and future employment hubs in Uckfield at Bellbrook Industrial Estate and the new Ridgewood Employment Area. • Proposed new pedestrian crossings across the A22 single carriageway, to improve connectivity to Uckfield, are currently uncertain and will need to be resolved • Significant concerns regarding highways capacity and traffic congestion, however **The Transport Modelling 2026** considers that mitigation is possible. • There are many heritage sensitivities with this site and development has the potential to cause an elevated degree of harm Owsbury Farmhouse, the setting of the assets at Horsted Place Park, as well as those along Buckham Hill. • The proposals have been amended to avoid the south-east of the site to limit the perception of coalescence between Uckfield and the smaller village of Little Horsted and to maintain the rural character of outward views from Horsted Place Registered Park and Garden and other listed buildings. • **The Landscape Sensitivity Assessment 2023** identifies the site as 'moderate landscape sensitivity' - development to the south of the site, where the landscape is of higher sensitivity has been removed from proposals to reduce impact. Development of the site will introduce significant built form into a largely rural area. Development should focus on the eastern areas of the site, which are less sensitive and relate better to the existing settlement pattern • The proposals include new community infrastructure and education infrastructure (including a new two form entry primary school and pre-school nursery), which will serve the new residents of the development and will ensure trips outside the new neighbourhood for schooling are limited. • Sufficient facilities will need to be provided within the site to serve the development and prevent further car use as far as possible. • Additional health facilities will need to be provided. • Spatial Strategy - in general conformity with the Spatial Strategy, providing a significant extension to an existing sustainable settlement, supported by necessary infrastructure and facilities.

UCKFIELD

COMMENTARY	
Mitigation Measures	• **Energy and Carbon** - The scheme is proposing a range of measures to deliver a net zero development • **Heritage** - mitigation measures are generally minor in nature due to the size of the site and are unlikely to fully remove heritage impacts. Notable mitigation could be achieved by reducing the scale of the site and concentrating most development adjacent to the A22 (east of Horsted Pond Lane) and the existing settlement of Uckfield. Harm could be further mitigated through design and landscaping that is appropriate to the historic landscape character and broader heritage context as a site in the High Weald. The degree of harm and influence of mitigation measures will depend to a large extent on the quantity, scale, layout and design of new development on the site. • **Landscape & Townscape** - SANGs/SAMMS will be needed and a 60ha SANG is proposed. Development should focus on the eastern areas of the site, which are less sensitive and relate better to the existing settlement pattern. The proposals have been amended to avoid the south-east of the site to limit the perception of coalescence between Uckfield and the smaller village of Little Horsted and to maintain the rural character of outward views from Horsted Place Registered Park and Garden and other listed buildings. Details of landscape mitigation measures limited at this stage • **Biodiversity -** The proposals are seeking to provide significant biodiversity protections, creation and enhancement through retaining and enhancing trees and hedgerows within the site, enhancing existing habitats and creating new ones on the currently low ecological value agricultural land and the provision of a new wetland habitat. The site area has been reduced to 140.69 ha. to avoid ecological impacts. • **Pollution -** 'darker skies' area and transport • **Transport** - Walking and cycling connections are proposed to Uckfield centre and rail station, within a 30-minute walk or 10-minute cycle, including proposals for a dedicated 1.5km Active Travel route. The proposals seek to safeguard the Lewes to Uckfield rail route along the old, dismantled railway. A phased strategy of new/extended bus services are proposed, including a 'year one' bus link to the town centre. Although there are a number of positive mitigation measures put forward by the proposal, uncertainty remains regarding the crossing points over the A22 for pedestrian and cyclists.
Cumulative Impacts	Cumulative impacts will need to be considered in more detail as part of the detailed proposals with regard to Transport, Landscape & Townscape & Pollution in relation to adjacent proposals.
Selection / Rejection **SELECT**	**OUTLINE OF REASONS - SELECT** The site comprises c.167 ha of greenfield land, mainly in agricultural use. The development proposal is for a new neighbourhood of c.1,700 dwellings, a new 60ha SANGs, employment floorspace, new and enhanced walking and cycling infrastructure, new community infrastructure and education infrastructure (including a new two form entry primary school and pre-school nursery) and is the subject of planning application **WD/2025/0922/MEA**. The site area has been reduced to 140.69 ha. to avoid ecological impacts. As a result it is considered that site is only suitable for c.1300 dwellings owing to the site constraints and has been assessed on this basis. Development of the site will introduce significant built form into a largely rural area. Development should focus on the eastern areas of the site, which are less sensitive and relate better to the existing settlement pattern. The proposals have been amended to avoid the south-east of the site to limit the perception of coalescence between Uckfield and the smaller village of Little Horsted and to maintain the rural character of outward views from Horsted Place Registered Park and Garden and other listed buildings. The site is detached from Uckfield to the east by the A22 and its local services, facilities and public transport. The proposals seek to maximise opportunities to link and connect to existing settlements, as well as existing and future employment hubs in Uckfield at Bellbrook Industrial Estate and the new Ridgewood Employment Area. Uckfield is classed as a Type 1 settlement (Town) within the settlement hierarchy, with its own mainline railway station and frequent bus services to key towns outside of the District, as well as bus services between smaller settlements. New pedestrian crossings across the A22 single carriageway are proposed, to improve connectivity to Uckfield, although it has not yet been fully established if this achievable, given the potential need for third party land and agreement from the Local Highway Authority. The potential to deliver a pedestrian / cycle bridge is also being considered. Walking and cycling connections are proposed to Uckfield centre and rail station, within a 30-minute walk or 10-minute cycle, including proposals for a dedicated 1.5km Active Travel route. The proposals seek to safeguard the Lewes to Uckfield rail route along the old, dismantled railway. The site is in general conformity with the Spatial Strategy, providing a significant extension to an existing sustainable settlement, supported by necessary infrastructure and facilities. **IT IS RECOMMENDED THAT THE SITE IS TAKEN FORWARD FOR ALLOCATION.**

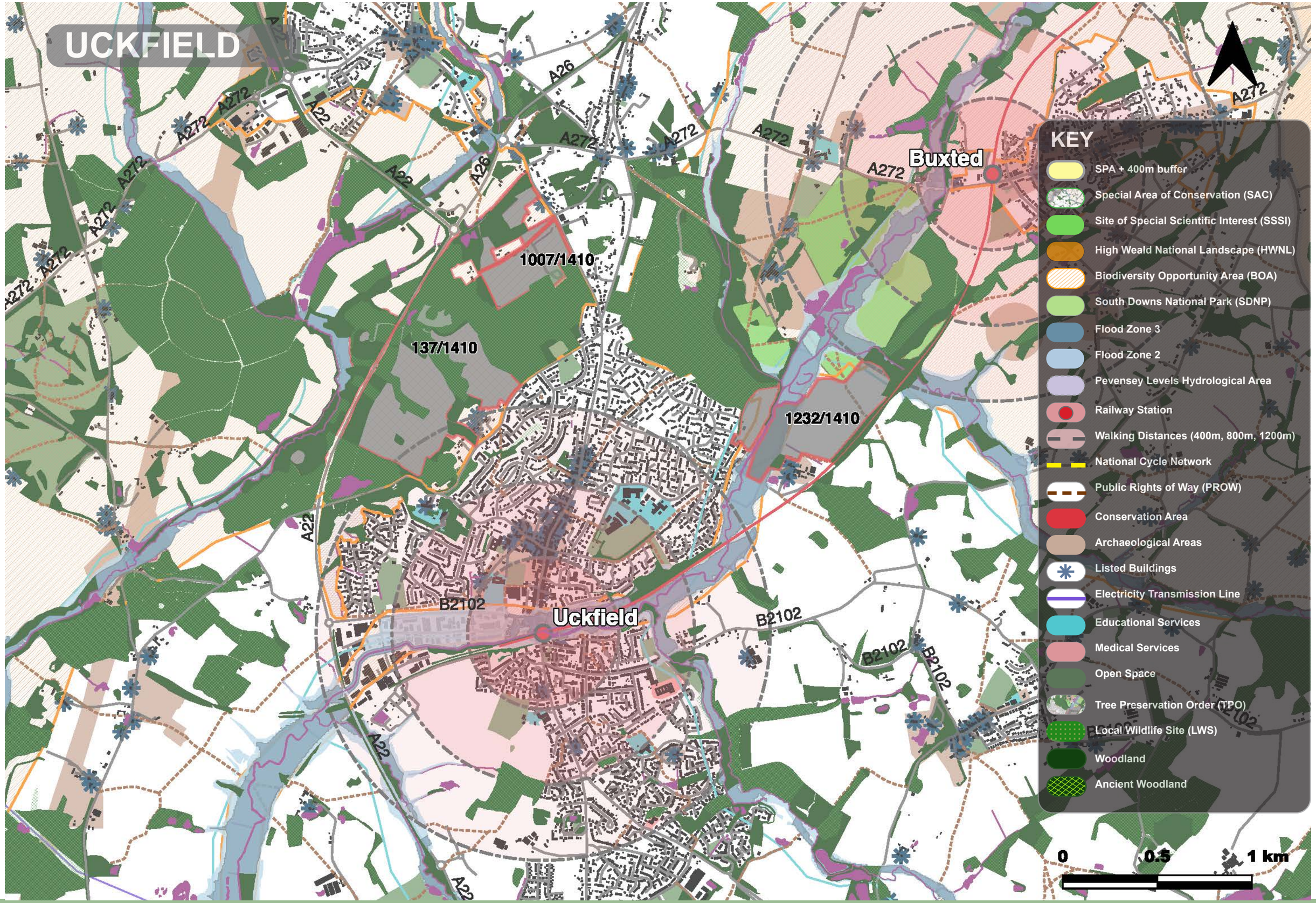
UCKFIELD

IMPACTS	
Major Positive Impacts	
Green & Blue Infrastructure	The internal field boundaries are typically formed by mature hedgerows and watercourses and there are a number of field ponds within the area, including fields formed by modern amalgamation. These features provide wildlife corridors and stepping stones within the site and to the wider countryside and contribute to the green infrastructure network. The proposals seek to deliver attractive and publicly accessible green space with approximately 12km (8 miles) of dedicated, accessible Active Travel and segregated 'green' routes. There will also be a new 60ha 'Wild Owlsbury' (SANG), with circuit trails and habitat enhancements. Existing trees and hedgerows within the site will be retained and enhanced, which will contribute to the green infrastructure network.
Biodiversity	There are no designated biodiversity sites within or close to the site. The site is located within the 7km zone of influence for the Ashdown Forest SPA, which requires the provision of SANGs. The River Uck Habitat Link Biodiversity Opportunity Area (BOA) runs around the western boundary and northern boundary of the site, following the flow path and floodplain of the River Uck. There are several pockets of ancient woodland (also classed as Priority Habitat Deciduous woodland in some cases) and some other priority habitats dotted throughout the site, but particularly to the southeast. The site's biodiversity value may be significant in parts such as the BOA, which will need to be investigated and appropriate mitigation provided. The proposals are seeking to provide significant biodiversity protections, creation and enhancement through retaining and enhancing trees and hedgerows within the site, enhancing existing habitats and creating new ones on the currently low ecological value agricultural land and the provision of a new wetland habitat. The site area has been reduced to 140.69 ha. to avoid ecological impacts.
Housing	The proposals include c.1,700 homes (c. 1500 in the Plan period), which will significantly contribute to the District's identified housing need for the plan period and future needs, however it is considered the site is only suitable for 1,300. The planning application states that the development will include 50 residential care, late living units (C2) and 35% affordable housing; 75% of which will be affordable rented, the other 25% being affordable ownership. The scheme also seeks to provide homes for first time buyers, older persons and accessible housing.
Minor Positive Impacts	
Flood Risk	The majority of the site is within Flood Zone 1. Flood zones (2, 3a and 3b functional floodplain) border the north, western and eastern boundaries of the site and the flood zones extend through the site running from north to south, bisecting the site. The site is also affected by surface water flood risk, these areas are relatively limited given the scale of the site spread throughout the site, with larger areas focussed on the River Uck. Given the size of the proposal, it is likely suitable mitigation for surface water flood risk could be implemented, although the promoter has stated that the underlying soil is unlikely to be suitable for infiltration systems and surface water will need to be discharged to local watercourses. Much of the site, except for central part and south-eastern tip of the site is within an area of groundwater concern and therefore may be at risk of groundwater flooding. Further investigations will be required as part of any development. A sequential approach to the location of development on site will need to be taken to direct development to the areas of the site not at risk of flooding first. The proposals seek to create a wetland park within the floodplain of the river Uck and provide extensive SuDS within the site to manage flood risk. The proposed housing is directed to the areas within Flood Zone 1.
Water Resources	Wealden has been identified as an area of serious water stress. The development of the site will increase the demand for water consumption and wastewater treatment. **The Water Cycle Study 2026** shows the WwTW has no capacity for further growth and has no significant investment planned. The River Uck flows through the western and northern edge of the site and is classified as in poor ecological status and failing in its chemical status. Development of the site could exacerbate the River's poor status through potential pollution, directly and indirectly through surface runoff and discharge. The proposals seek to provide measures to improve the water quality of the River Uck through the provision of wetland and the creation of new habitat. The site is not within a groundwater source protection zone.
Quality of Life & Place	The proposals seek to create safe, attractive and socially integrated spaces within the development to improve quality of life and will provide a site specific Design Code.
Social Inclusion	The proposals seek to deliver a wider range of housing types, community spaces and infrastructure to assist in reducing social deprivation.
Economy & Employment	The proposals seek to maximise opportunities to link and connect to existing settlements as well as existing employment centres in Uckfield at Bells Industrial Estate and the new employment site permitted at Ridgewood, whilst at the same time fostering the creation of employment within the site to complement the existing employment offer, by creating opportunities for start-ups and maker spaces that are located within the heart of the neighbourhood. This could provide access to employment for future residents. The planning application includes provision for 2,722 sqm of employment floorspace (Class E) in the neighbourhood centre.
Town & Village Centres	The site is currently isolated and detached from any identified settlement or local facilities and amenities, although the proposals seek to create a new community and neighbourhood centre and provide links with Uckfield Town Centre, which is likely to benefit from the number of new residents anticipated at the site.
Education & Skills	The proposals include new community infrastructure and education infrastructure (including a new two form entry primary school and pre-school nursery), which will serve the new residents of the development and will ensure trips outside the new neighbourhood for schooling are limited. The nearest secondary school is Uckfield College, which currently has capacity for additional demand.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk. Specific mitigation measures need to be identified.
Historic & Cultural Heritage	Due to its size and location (adjacent to several designated assets), there are many heritage sensitivities with this site and development has the potential to cause an elevated degree of harm Owsbury Farmhouse, the setting of the assets at Horsted Place Park, as well as those along Buckham Hill. This is because these buildings sit within a largely well-preserved rural setting, with most development in the immediate area being historic villages that have only grown slightly in size during the twentieth century. There is a single Grade II listed building (Owlsbury Farm) located within the north-eastern portion of the site, which could be affected by new residential development in this location. The suitability of any development will need to be considered in the context of the setting of this listed building. There are also a number of other listed buildings (six in total) located to the south-east and south-west of the site, associated with the village of Little Horsted. The suitability of any development will need to be considered in the context of the setting of these listed buildings.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Health & Wellbeing	The nearest health services (GPs, dentists, pharmacy and hospital) are in Uckfield, approx. 2 miles from the site. The Uckfield clinical area is currently close to capacity and is likely to need a new surgery, or funding to extend the surgeries in the area. Sports facilities are available in Uckfield (Freedom Leisure Centre) and these are accessible by bus. The proposals include the possibility of new health and recreation facilities, but further details are needed. The proposal confirms the provision of a new, public Owlsbury Sports Club facility, with all-weather outdoor multi-purpose sports facilities and clubhouse, serving the north of Wealden.

UCKFIELD

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. The scheme is proposing a range of measures to deliver net zero development including: Minimising energy usage by design and maximising on-site renewable energy production for community use, maximising low/zero carbon building technologies such as energy efficiency and fabric performance and enhancing water-use efficiency throughout the neighbourhood; Minimising car dependency by design through an integrated Active Travel agenda; Domestic EV charging and an integrated approach with a new Gridserve EV fast-charging station; Ensuring flood resilience and improving flood capacity to improve flooding on the River Uck with the sustainable drainage contributing to new wetlands; and enhanced carbon sequestration through the provision of new permanent meadows and woodlands. The scale of development will still result in a significant increase in carbon emissions despite the proposed mitigation measures.
Soil, Land & Minerals	Greenfield / agricultural land (majority not classified). 10.75 ha classified Grade 3a (good to moderate) agricultural land, 5.59 ha classified Grade 2 (good quality) agricultural land, which equates to a loss of 16.34ha of BMV land, a relatively small proportion of the total site area. Development should seek to avoid BMV land. The site is not safeguarded for minerals or waste operations. There are no known issues with contamination of land.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified.
Pollution	Majority of site within 'darker' area of light pollution mapping, the only exception being the north-east corner of the site near the existing farm and the A22. Given the size and location of this site and the potential quantum of development that is proposed, significant levels of light pollution are likely to be introduced. There is also likely to be a significant increase in traffic and congestion on the road network, although the mitigation measures proposed such as enhancements to walking and cycling infrastructure, may reduce impacts.
Landscape & Townscape	**The Landscape Sensitivity Assessment 2023** identifies the site as **'moderate sensitivity'** to development, as it shares some of the characteristics of the wider assessment area, including the undulating landscape crossed by the narrow valley of the River Uck. The field pattern of much of the site is influenced by modern field amalgamation, a consented solar electric forecourt (Gridserve Development) to the north of the site at Copwood Farm, and the proximity of the site to the busy A22, which decreases sensitivity to the east. Development of the site will introduce significant built form into a largely rural area. Development should focus on the eastern areas of the site, which are less sensitive and relate better to the existing settlement pattern. The proposals have been amended to avoid the south-east of the site to limit the perception of coalescence between Uckfield and the smaller village of Little Horsted and to maintain the rural character of outward views from Horsted Place Registered Park and Garden and other listed buildings. Given the scale of the proposals, it is likely that development will have a significant impact on the wider landscape. The mitigation measures put forward to address the landscape impacts are limited at this stage.
Transport & Accessibility	The site is detached from Uckfield (a sustainable settlement) to the east by the A22 and its local services, facilities and public transport. The proposals seek to maximise opportunities to link and connect to existing settlements, as well as existing and future employment hubs in Uckfield at Bellbrook Industrial Estate and the new Ridgewood Employment Area. Walking and cycling connections are proposed to Uckfield centre and rail station, within a 30-minute walk or 10-minute cycle, including proposals for a dedicated 1.5km Active Travel route. The proposals seek to safeguard the Lewes to Uckfield rail route along the old, dismantled railway. Potential grade crossing points over the A22 to Uckfield Town Centre along the B2101 are also proposed, although it has not yet been fully established, given the potential need for third party land and agreement from the Local Highway Authority. A bridge has also been proposed as an alternative. A phased strategy of new/extended bus services are proposed, including a 'year one' bus link to the town centre, providing a robust and visible level of non-car use. A through highway route is also proposed for the site that will also be used for bus services. In addition, a new vehicular access junction will be provided along the A22, creating a new fourth arm on the Owlsbury Roundabout, which currently serves the Ridgewood site to the east of the A22, as well as a left in – left out priority junction at the north-eastern corner of the site with the A22. A bus/emergency and existing residents' access only junction with the A26 to the south of the site will be created. Although there are a number of positive mitigation measures put forward by the proposal, uncertainty remains regarding the crossing points over the A22 for pedestrian and cyclists.
Major Negative	None
No Significant Impacts	None

UCKFIELD


A22
A26
A272
1007/1410
137/1410
1232/1410
Buxted
Uckfield
B2102
KEY
SPA + 400m buffer
Special Area of Conservation (SAC)
Site of Special Scientific Interest (SSSI)
High Weald National Landscape (HWNL)
Biodiversity Opportunity Area (BOA)
South Downs National Park (SDNP)
Flood Zone 3
Flood Zone 2
Pevensey Levels Hydrological Area
Railway Station
Walking Distances (400m, 800m, 1200m)
National Cycle Network
Public Rights of Way (PROW)
Conservation Area
Archaeological Areas
Listed Buildings
Electricity Transmission Line
Educational Services
Medical Services
Open Space
Tree Preservation Order (TPO)
Local Wildlife Site (LWS)
Woodland
Ancient Woodland
0
0.5
1 km

UCKFIELD

UCKFIELD

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
-	NOT ASSESSED																				
137/1410	Land at Downlands Farm, Snatts Road																				

COMMENTARY	
Site	c. 80.95 ha greenfield site to the north-west of Uckfield. The site is a mix of agricultural land and woodland with around a third of the site comprising ancient woodland. The south of the site is less constrained, mainly open grassland
Parish / Settlement	Uckfield / Ringles Cross/ Five Ash Down (Type 4 - Secondary Village)
Development Proposal	c.175 (net) dwellings on southern part of the site (5.0 ha) or 2.1 ha later living facility with c.100 (net) dwellings. Areas of the site previously included to the north of the A22 and north-east of site
Summary of Assessment	• The site will make a positive contribution to the housing need for the District within the Plan period • Site within 7 km of Ashdown Forest SPA and will need to provide suitable mitigation measures - a 9.6 ha site is proposed as potential SANG • Biodiversity Opportunity Area (BOA) 48 covers the whole site • **The Landscape Sensitivity Assessment 2023** identifies the site as **moderate-high sensitivity** for medium scale residential development. The site's sensitivity is due to the concentration of historic cohesive assarts and extensive deciduous woodlands (including priority habitat woodland and large areas of ancient woodland) as well as the prominent sloping landform. Priority habitat deciduous woodland and ancient woodland surround the site, suitable buffers will need to be provided • Site is within about 30 mins walk of Uckfield railway stations and the town centre faclities and services • Snatts Road runs to the south of the site with the A22 to the west. Pedestrian / Cycle links onto Snatts Road to the east, are proposed to link to the existing footway network, however Snatts Road is a steep, narrow lane with no footways and is not currently suitable for pedestrian access. Improvements to the lane are not considered possible owing to the topography and narrow width of the road. • Lack of detail on development proposals leads to uncertainty on the extent of the impacts, however it is considered likely that suitable mitigation measures can be provided • Spatial Strategy - in conformity with Spatial Strategy located within one of the more sustainable locations and outside the High Weald National Landscape.
Mitigation Measures	• **Biodiversity** - Undertake, where possible and appropriate, opportunities identified in the Western Ouse Streams and Ashdown Forest BOA as part of any development. • **Landscape & Townscape** - Retain, protect and enhance areas of priority habitat deciduous woodland, grassland and mature vegetation to provide screening to the site as well as contributing to the green infrastructure network of the site and provide links for wildlife through the site and beyond. Retain the rural character of the public rights of way. Be located away from the steeper areas in the south and east of the site, minimising the influence of development in views to and from the HWNL. Be set back from areas of ancient woodland in the north, west, and areas of the east, and appropriate buffers provided to protect the ancient woodland.

UCKFIELD

COMMENTARY	
Cumulative Impacts	Site **157/1410** to the east of the site has been granted permission for 15 dwellings, which forms part of the residential fringe to Uckfield.
Selection / Rejection **REJECT**	**OUTLINE OF REASONS - REJECT** The site comprises c.80.95ha of greenfield land to the north-west of Uckfield, which is currently a mix of agricultural land and ancient woodland. The proposed development is for 175 net dwellings on the southern part of the site only. **The Landscape Sensitivity Assessment 2023** identifies the site as **moderate-high sensitivity** for medium scale residential development. The site's sensitivity is due to the concentration of historic cohesive assarts and extensive deciduous woodlands (including priority habitat woodland and large areas of ancient woodland) as well as the prominent sloping landform. There are also views into the site from the surrounding public footpaths, which increases sensitivity. Whilst the site is outside of the HWNL, it is visible from the eastern portion of the site due to the sites' elevated position in this location, indicating higher sensitivity in the east of the site. Vehicular access is proposed from the A22 by way of new junction (through area of non-Ancient Woodland) and the site promoters have indicated that the funding and operation of a community bus service to serve the development including connections to the rail station, local employment, schools and the town will be provided. The site is within 30 minutes walk of Uckfield town centre and the railway station but the pedestrian access is not considered suitable. Snatts Road runs to the south of the site with the A22 to the west. Pedestrian / Cycle links onto Snatts Road to the east, are proposed to link to the existing footway network, however Snatts Road is a steep, narrow lane with no footways and is not currently suitable for pedestrian access. Improvements to the lane are not considered possible owing to the topography and narrow width of the road and alternative mitigation measures are not considered feasible. **IT IS RECOMMENDED THAT THE SITE IS NOT TAKEN FORWARD FOR ALLOCATION.**

UCKFIELD

IMPACTS	
Major Positive Impacts	
Flood Risk	The developable part of the site is all within Flood Zone 1. Areas within Flood Zone 2 and 3 are now outside the site area. It is proposed that SuDS features will be repositioned outside the extended Ancient Woodland buffer.
Housing	Development is proposed for c.170 dwellings, which will make a positive contribution to the District's housing need. There are no details of the mix of housing (affordable, market, Lifetime homes etc.) that could be delivered on the site at present, although an alternative mix of a later living facility with c. 100 dwellings has also been proposed.
Minor Positive Impacts	
Economy & Employment	The proposal is for residential development but is likely to have a minor positive effect for jobs during the construction period.
Town & Village Centres	The site is close to Uckfield and will help to support the long term vitality and viability of the town centre as well as provide access to services and facilities for new residents.
Education & Skills	There may be the potential through local job creation during construction to improve skills and training in construction related apprenticeships. The nearest primary school is Rocks Park Primary School to the south of the site, with nursery provision at School House Nursery. Secondary education is available in Uckfield at Uckfield College. The local school provision currently has capacity for future needs.
Uncertain Impacts	
Climate Change Adaptation	Development of the site will introduce further impermeable surfaces, which could make the site vulnerable to the impacts of climate change, specifically surface water flood risk and overheating. Specific mitigation measures will need to be identified
Soil, Land & Minerals	The site is a mix of greenfield and agricultural land with woodland and ancient woodland. The site is not safeguarded for waste and minerals operations. There is no known contamination on the site. The disturbance of soil from development can lead to increased compaction, flood risk and water pollution from sediment runoff as well as the release of CO_2 emissions. Mitigation measures will need to be identified, which safeguard the soils health, particularly during construction.
Water Resources	Wealden has been identified as an area of serious water stress. Development of this site will increase the demand for water consumption and wastewater treatment. **The Water Cycle Study 2026** shows the WwTW has no capacity for further growth and has no significant investment planned. The site is not within a groundwater source protection zone. Mitigation to be identified
Pollution	The scale of development is likely to introduce more light pollution to the area, which is classed as being of brighter area in CPREs light pollution mapping. It is also expected that an increase in housing will result in a degree of increase in air pollution during the construction phase. The development of the site will result in an increase in traffic during construction and operation and may increase air pollution, however, it is considered that the impacts could be mitigated.
Green & Blue Infrastructure	The proposals have included 9.6 ha of the site as a potential SANG The Western Ouse Streams and Ashdown Forest Biodiversity Opportunity Area covers the site, and its eastern half comprises priority habitat deciduous woodland. There is also priority habitat good quality semi-improved grassland and deciduous woodland adjoining the northern boundary of the site. These provide significant wildlife corridors/stepping stones to the wider area. The proposals locate development to the south of the site and leave the remaining areas undeveloped for green infrastructure including potential SANG. Circular walks around the developable areas and within areas of Green Infrastructure are proposed, enabling SANG provision if needed on Site.
Biodiversity	The site is located within 7km of the Ashdown Forest Special Protection Area, and mitigation will need to be provided in the form of SANGs and SAMMs. The proposals have included 9.6 ha of the site as a potential SANG The Western Ouse Streams and Ashdown Forest Biodiversity Opportunity Area covers the site, and its eastern half comprises priority habitat deciduous woodland. There is also priority habitat good quality semi-improved grassland and deciduous woodland adjoining the northern boundary of the site. These provide significant wildlife corridors/stepping stones to the wider area. Mature trees and hedgerows are prevalent on the borders of the site.
Historic & Cultural Heritage	Grade II listed buildings are found outside the site boundary to the east of the site, which will need to be taken into account in the development of the site.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Health & Wellbeing	The nearest health services are at the Meads Medical Centre, approximately 1 mile to the south of the site, about a 20 minute walk. The Uckfield clinical area is currently close to capacity and it is likely that a new surgery will be required, or funding to support current provision in the area. Sports facilities are available in Uckfield (Freedom Leisure Centre) which are accessible by a regular bus service. There is an identified gap in provision of parks and gardens in Uckfield, although development on this site will not impact on a designated Local Green Space and new green infrastructure will be provided. The Wealden Playing Pitch and Outdoor Sports Assessment identifies that there is a shortage of adult and youth football pitches in Uckfield, together with a shortage of rugby pitches.
Quality of Life & Place	Dependent on implementation. Further information needed.
Social Inclusion	Dependent on implementation. Further information needed.

UCKFIELD

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Mitigation measures will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified.
Landscape & Townscape	**The Landscape Sensitivity Assessment 2023** identifies the site as **moderate-high sensitivity** for medium scale residential development. The site's sensitivity is due to the concentration of historic cohesive assarts and extensive deciduous woodlands (including priority habitat woodland and large areas of ancient woodland) as well as the prominent sloping landform. There are also views into the site from the surrounding public footpaths, which increases sensitivity. Whilst the site is outside of the HWNL, it is visible from the eastern portion of the site due to the sites' elevated position in this location, indicating higher sensitivity in the east of the site. The enclosed nature of the site (particularly the substantial tree screening on the site's western boundary adjacent to the A22), and lack of historic features lowers sensitivity to some degree. The urban fringe of Uckfield lies to the south and east of the site. The proposals indicate all Ancient Woodland is to be retained with a buffer of 25m, with no public access in areas of Ancient Woodland supported by a deep landscape buffer between development and woodland.
Transport & Accessibility	Snatts Road runs to the south of the site with the A22 to the west. Pedestrian / Cycle links onto Snatts Road to the east, are proposed to link to the existing footway network, however Snatts Road is a steep, narrow lane with no footways and is not currently suitable for pedestrian access. Improvements to the lane are not considered possible owing to the topography and narrow width of the road. Vehicular access will be provided from the A22 by way of new junction (through area of non-Ancient Woodland) with a left in / left out arrangement avoiding need for roundabout and alterations to lay-by. The site promoters have indicated that the funding and operation of a community bus service to serve the development including connections to the rail station, local employment, schools and the town will be provided. The site is within 30 minutes walk of Uckfield town centre and the railway station but the pedestrian access is not considered suitable. There is a regular bus service to the town centre.
Major Negative	None
No Significant Impacts	None

UCKFIELD

UCKFIELD

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
SELECT	SA Reg 18(2) Results																				
1007/1410	Land at White House Farm, London Road																				

COMMENTARY	
Site	11.19 ha site which comprises agricultural fields, agricultural buildings, a residential dwelling, and a campsite. The site is located in a semi-rural location to the west of Ringles Cross in between the settlements of Maresfield, Five Ash Down and Uckfield, separated from those settlements by large ancient woodlands. Uckfield is classed as a Type 1 settlement (Town) within the settlement hierarchy, a sustainable settlement with its own mainline railway station and frequent bus services to key towns outside of the District, as well as bus services between smaller settlements. The site is opposite land which has an approved planning application for residential development (**Ref. WD/2022/0648/MAO**)
Parish / Settlement	Uckfield / Ringles Cross/ Five Ash Down (Type 4 - Secondary Village)
Development Proposal	c. 240 dwellings
Summary of Assessment	• No developer identified at present • The site is proposed for c.240 dwellings, which would make a positive contribution to the housing need for the District within the Plan period • Site within 7 km of Ashdown Forest SPA and will need to provide suitable mitigation measures • Biodiversity Opportunity Area (BOA) 48 covers the whole site • Priority habitat deciduous woodland and ancient woodland border the site to the south and west, suitable buffers would need to be provided • Site is located reasonably close to railway stations of Uckfield and Buxted. • Public Footpath Uckfield 1 also runs along the western boundary of the site. • Lack of detail on development proposals leads to a large degree of uncertainty on the extent of the impacts, however it is considered likely that suitable mitigation measures can be provided • Spatial Strategy - in conformity with Spatial Strategy located within one of the more sustainable locations and outside the High Weald National Landscape.
Mitigation Measures	• **Biodiversity** - SANGs and SAMMs will be needed. Further studies are required to establish the ecological value of the site and specific mitigation measures. • **Landscape & Townscape** - The perception of separation between Uckfield, Ringles Cross and surrounding settlements should be maintained, by avoiding continuous built form along London Road and incorporating green buffers to preserve gaps between settlements. Development should respond to the more open eastern and northern boundaries, where additional planting would be required to enhance enclosure and limit views from London Road and the unnamed northern road. Opportunities should be taken to strengthen existing hedgerows and landscape structure. Development will need to be carefully integrated into the landscape, using green infrastructure, open space and tree planting to break up the mass of built form and reduce its visual prominence within the landscape. • **Pollution** - Impacts on tranquillity and dark skies should be minimised through careful lighting design and layout, reducing light spill and maintaining the rural character of the site, particularly in areas away from road corridors. • **Transport** - A full transport assessment would be needed, and it is noted that works will be required to ensure the access is suitable for intensification. • There is a large amount of uncertainty for the proposals at present but it is considered that suitable mitigation measures could be identified as detailed proposals are developed

UCKFIELD

COMMENTARY	
Cumulative Impacts	Development of the site could contribute to the incremental urbanisation of the settlement edge, particularly along London Road, when considered alongside existing and potential future development. There will be no intervisibility between this site and strategic residential SHELAA site 1232/1410 to the north-east of Uckfield or the strategic employment (SHELAA reference 980/3120) to the north-west of the site at Maresfield. Development at Mockbeggars Farm (**SHELAA ref. 1005/1410**) has been allowed via appeal under planning reference **WD/2022/0648/MAO** for 60 dwellings and is not considered to cause cumulative effects in relation to the site.
Selection / Rejection **SELECT**	**OUTLINE OF REASONS - SELECT** The site comprises 11.19 ha of agricultural fields, agricultural buildings, a residential dwelling, and a campsite. The site is located in a semi-rural location to the west of Ringles Cross in between the settlements of Maresfield, Five Ash Down and Uckfield, separated from those settlements by large ancient woodlands. Uckfield is classed as a Type 1 settlement (Town) within the settlement hierarchy, a sustainable settlement with its own mainline railway station and frequent bus services to key towns outside of the District, as well as bus services between smaller settlements. The site is opposite land which has an approved planning application for residential development (**Ref. WD/2022/0648/MAO**). The site is considered suitable for c.240 dwellings, which will make a positive contribution to the District's housing need. The site is located within 7km of the Ashdown Forest Special Protection Area, and as such mitigation will need to be provided in the form of SANGs and SAMMs provision. Biodiversity Opportunity Area 48 – Western Ouse Streams and Ashdown Forest covers the whole site. The Landscape Sensitivity Assessment 2026 identifies the site as 'moderate sensitivity' to small-scale residential development and 'moderate–high sensitivity' to medium-scale residential development. Development will need to be carefully integrated into the landscape, using green infrastructure, open space and tree planting to break up the mass of built form and reduce its visual prominence within the landscape. The site is served by an existing vehicular access on to London Road, which will require improvement to support intensification. The site is served by a regular bus service to Uckfield (c.5 mins) where there is a main line railway station. There is also a railway station at Buxted. A footpath runs along the western side of London Road past the site providing direct access to Uckfield. A lack of detail on the development proposals leads to a large degree of uncertainty on the extent of the impacts, however it is considered likely that suitable mitigation measures can be provided. The site is in conformity with Spatial Strategy located within one of the more sustainable locations and outside the High Weald National Landscape. **IT IS RECOMMENDED THAT THE SITE IS TAKEN FORWARD FOR ALLOCATION.**

UCKFIELD

IMPACTS	
Major Positive Impacts	
Flood Risk	The site lies wholly within Flood Zone 1. There are small areas of surface water flooding to the north-east corner and south-west tip which can be suitably mitigated. The site is not within an area of groundwater concern and there is no risk of groundwater flooding. There are no identified watercourses on site. Residential development is suitable in this location.
Housing	Site suitable for c. 240 dwellings, which will make a positive contribution to the District's housing need. There are no details on the mix (affordable, market, Lifetime homes etc.) of housing that could be delivered on the site.
Minor Positive Impacts	
Economy & Employment	The proposal is for residential development but is likely to have a minor positive effect for jobs during the construction period.
Town & Village Centres	The site is close to Uckfield and will help to support the long term vitality and viability of the town centre as well as provide access to services and facilities for new residents.
Education & Skills	The nearest primary school is Bonners C of E Primary School and nursery 0.5 miles away in Maresfield, accessible by a 12 minute walk. Secondary education is available in Uckfield at Uckfield College, which provides education from Year 7 to Sixth Form and there is a regular bus service from Lewes Road. Capacity of education provision is currently adequate to meet the needs of new development in this area, however, more early years and nursery provision may need to be provided.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk. Specific mitigation measures need to be identified.
Soil, Land & Minerals	Greenfield/agricultural land (not classified). The site is not safeguarded for waste and minerals operations. There is no known contamination on the site
Water Resources	Wealden has been identified as an area of serious water stress. Development of the site will increase the demand for water consumption and wastewater treatment. **The Water Cycle Study 2026** shows the WwTW has no capacity for further growth and has no significant investment planned. Mitigation to be identified
Pollution	Site in an area classified as 'brighter' in light pollution mapping. Development is likely to introduce more light pollution to the area, but mitigation considered possible. Short term impacts likely regarding air pollution during construction. Increase in traffic may have an impact upon air quality, which will need to be confirmed.
Green & Blue Infrastructure	The site is set in a semi-rural location surrounded by woodland, agricultural land and scattered and sporadic development. There are no watercourses in the site. There is ample access to open space given this rural location and provision of a public footpath on the boundary. Development would need to accommodate appropriate buffer zones, setting development away from adjacent ancient woodland and priority habitat deciduous woodland, as well as enhancing the established green infrastructure network. Mitigation is considered possible but details will need to be provided.
Biodiversity	The site is located within 7km of the Ashdown Forest Special Protection Area, and as such mitigation will need to be provided in the form of SANGs and SAMMs provision. Biodiversity Opportunity Area 48 – Western Ouse Streams and Ashdown Forest covers the whole site. The site is enclosed by mature hedgerows and trees that connect into the wider countryside to the north and west, offering opportunities for wildlife corridors and stepping stones to the wider area. Paygate Wood and Budlett's Wood, which adjoin the southern and western boundaries of the site respectively are designated priority habitat deciduous woodland, as well as ancient woodland. Further studies are required to establish the ecological value of the site. An appropriate quantum, siting and scale of development with accompanying mitigation should enable the retention, protection and creation of ecologically valuable features within the site, as well as retaining the appropriate buffer zones from adjoining woodland. Mitigation measures need to be provided.
Historic & Cultural Heritage	The Grade II* Listed Registered Park and Garden Buxted Park (list entry no. 1000308) are located approximately 350m to the east of the site. Budletts House, a Grade II listed building (list entry no. 1028229) is located approximately 100m north of the site. A full assessment on the setting of these heritage assets will be required.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Transport & Accessibility	The site is served by an existing vehicular access on to London Road, which would require improvement to support intensification. The site is served by a regular bus service to Uckfield (c.5 mins) where there is a main line railway station. There is also a railway station at Buxted. A footpath runs along the western side of London Road past the site providing direct access to Uckfield. Public Footpath Uckfield 1 also runs along the western boundary of the site. London Road does not have dedicated provision for cyclists, nor any streetlighting, providing some hindrance for cycling after dark. The speed limit is 30 miles per hour, appropriate for cycle journeys. Additional development in this location will put extra pressure on the road network, particularly given the scale of development proposed here. A full transport assessment will be needed, and it is noted that works will be required to ensure the access is suitable for intensification.
Health & Wellbeing	The nearest health services are at the Meads Medical Centre in Uckfield, approximately 1.8 miles away. There is also a GP at Buxted Medical Centre. The Uckfield clinical area is currently operating close to capacity and is likely to need a surgery, or funding to extend the surgeries in the area. Sports facilities are available in Uckfield (Freedom Leisure Centre), which are accessible by bus (numerous services 7 times a week). The Wealden Playing Pitch and Outdoor Sports Assessment identifies that there is a shortage of provision in Uckfield. Mitigation measures need to be identified.
Quality of Life & Place	Dependent on implementation. Further information needed.
Social Inclusion	Dependent on implementation. Further information needed.

UCKFIELD

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Mitigation measures will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified.
Landscape & Townscape	To the north-east, the settlement of Five Ash Down lies approximately 450m away, whilst Maresfield lies approximately 950m to the north-west. The site forms part of a transitional landscape between these settlements, although separation is maintained by intervening woodland and agricultural land. **The Landscape Sensitivity Assessment 2026** identifies the site as '**moderate sensitivity**' to small-scale residential development and **'moderate–high sensitivity'** to medium-scale residential development. Development of the site is unlikely to result in direct effects on the HWNL or South Downs National Park as the enclosed nature of the site results in no intervisibility. Development will need to be carefully integrated into the landscape, using green infrastructure, open space and tree planting to break up the mass of built form and reduce its visual prominence within the landscape.
Major Negative	
No Significant Impacts	

UCKFIELD

UCKFIELD

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
POSSIBLE	SA Reg 18(2) Results																				
1232/1410	Hempstead Farm																				

COMMENTARY	
Site	28.10 ha site part brownfield/ part greenfield. The site includes Hempstead Manor Farmhouse, a Grade II listed building and a range of associated outbuildings which have been added over time. These buildings are predominantly out of use, having previously been used as a horse and donkey sanctuary. Planning permission and listed building consent was granted earlier in 2023 for the rationalisation of existing buildings here and the conversion of existing barns to create four residential units. The land includes playing pitches, club house and ancillary structures associated with Uckfield Rugby Football Club. The remainder of the site is open, agricultural land, which is bisected by the River Uck.
Parish / Settlement	Uckfield / Uckfield (Type 1 - Town)
Development Proposal	c. 134 dwellings including a retirement/extra care facility, to be accessed via a new bridge crossing over the River Uck. Replacement and improved playing and clubhouse facilities for Uckfield Rugby Football Club, to be located at the northern end of the site.
Summary of Assessment	• c. 134 homes including 35% affordable housing provision, 60 bed retirement accommodation and re-provision of the existing rugby club facilities • Site bisected by River Uck and flood plain area including area of flood risk within Zones 2 and 3. • Site close to Uckfield railway station and is well served by buses/ pedestrian/ cycle routes. Access will need to cross flood plain via a new bridge subject to viability assessment • The site extends considerably to the east and north of the existing built form, projecting into the open countryside, which sits at a lower level than the adjacent housing and currently reads as part of the flood plain and open space around the town. May cause harm to character of areas. • BOA follows the route of the river and extends to the west and north of the site • Ancient woodland and SSSI along the boundary of the site to west and north • The site includes low lying flat open land, which constitutes a large area at greatest risk of flooding, including Flood Zone Risk 2 and 3 (c. 4.85 ha). The site is also bisected by the River Uck at this point, making access across all parts of the site difficult to achieve. Development will be located in areas of Flood Zone risk 1 but access to the site will need to go through the flood plain. • A lot of uncertainty as the proposals lack detail at this stage • Spatial Strategy - the proximity of the site to a sustainable settlement is in general conformity with the strategy but there are questions regarding the bisection of the site by the River Uck.
Mitigation Measures	• **Flood Risk** - A flood management scheme is proposed which includes measures to improve biodiversity, provision for SuDS etc. but lacks detail • **Biodiveristy -** Development will need to carefully consider the priorities and objectives of the BOA and ensure mitigation measures are implemented to avoid any harm and to enhance habitats where possible. Development will need to be planned with great care, particularly in relation to the River Uck floodplain and riparian habitats, and the adjacent ecological designations at Views Wood and Buxted Park SSSI. • **Landscape & Townscape** - Development should be predominantly located in the west of the site, in closest proximity to the existing settlement edge, to utilise the containment afforded by the surrounding woodland, SSSI and railway boundaries and to minimise the extension of the settlement edge into the more sensitive northern and eastern parts of the site. The Rugby Club facilities will need to be re-provided • **Heritage** - Heritage Impact Assesment required. Development should be carefully sited and designed to protect the setting of the listed farmstead buildings to the south, and to retain the semi-rural character experienced along the Wealdway and other public rights of way crossing the site. • **Transport & Access** - a new access route and bridge over the flood plain will be needed subject to further viability testing and appropriate mitigation measures.

UCKFIELD

COMMENTARY	
Cumulative Impacts	Cumulative impacts with regard to Transport, Landscape & Townscape & Flood Risk in relation to neighbouring proposals and sites which have already been approved and updates to the evidence.
Selection / Rejection **REJECT**	**OUTLINE OF REASONS - REJECT** The site comprises c.28.10 ha, made up of brownfield and greenfield land. The site includes Hempstead Manor Farmhouse, a Grade II listed building and a range of associated outbuildings which have been added over time. The land includes playing pitches, club house and ancillary structures associated with Uckfield Rugby Football Club. The remainder of the site is open, agricultural land, which is bisected by the River Uck. The Landscape Sensitivity Assessment 2026 identifies the site as 'high sensitivity' for medium-scale residential development. Development of the site will introduce residential development within the semi-rural fringe landscape to the north-east of Uckfield, in a location strongly influenced by the River Uck corridor, the ancient woodland of Views Wood within Manor Park, and the nationally designated Buxted Park SSSI and Registered Park and Garden. Development across the entirety of the site may cause harm to the biodiversity, landscape and heritage character of the locality. Creation of one cohesive development will be hard to achieve as a vehicular access cannot be gained easily through and across the site due to flood risk and the presence of the adjacent railway lane. A new access route and bridge over the flood plain will be needed subject to further viability testing and appropriate mitigation measures. It is recommended that development is located in the western portion of the site to avoid the ecological designations at Views Wood and the Buxted Park SSSI, however, this will require the re-provision of the existing sporting facilities and the rugby pitch in order to be acceptable in principle. The site is in general conformity with the Spatial Strategy owing to the proximity of the site to a sustainable settlement but there are questions regarding the bisection of the site by the River Uck. **IT IS RECOMMENDED THAT THE SITE IS NOT TAKEN FORWARD FOR ALLOCATION.**

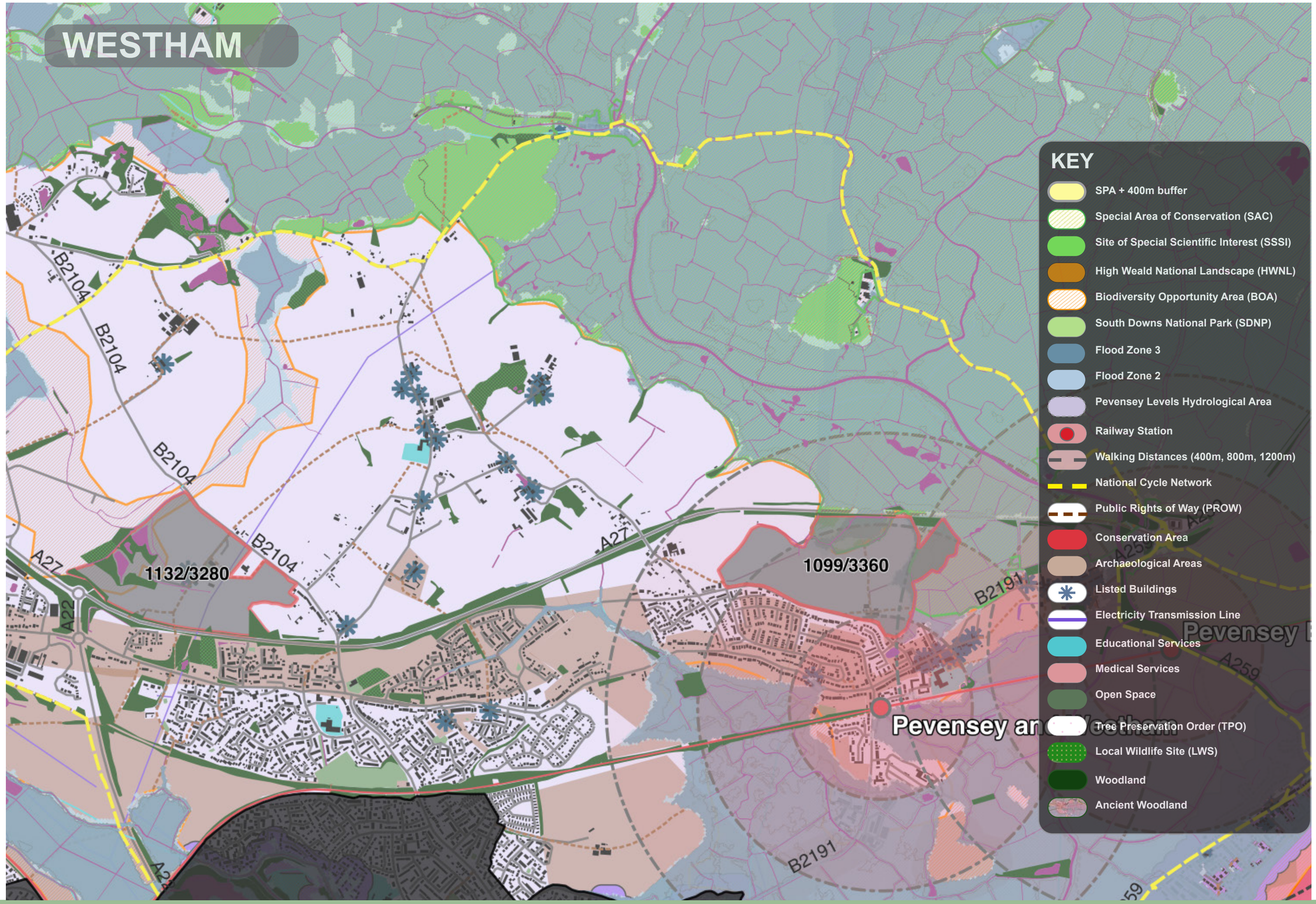
UCKFIELD

IMPACTS	
Major Positive Impacts	
Housing	c. 200 homes and a retirement/extra care facility (134 market homes, 60 older person homes) expected to go ahead within the next five years.
Minor Positive Impacts	
Health & Wellbeing	The Uckfield clinical area is currently operating close to capacity and is likely to need a surgery, or funding to extend the surgeries in the area. The Wealden Playing Pitch and Outdoor Sports Assessment identifies that there is a shortage of adult and youth (9v9) football pitches in Uckfield, together with a shortage of 0.5 of a 3G pitch and rugby pitches (senior rugby union, mini junior and senior women). The proposals seek to re-provide and improve playing and clubhouse facilities for Uckfield Rugby Football Club from the west of the site to the north.
Education & Skills	The nearest primary school is Manor Primary School, within walking distance from the site. Secondary education is available Uckfield College, adjacent to the primary school, which provides education from Year 7 to Sixth Form. Capacity of education provision is currently adequate to meet the needs of new development in this area, however, more early years and nursery provision may need to be provided in the future. The western parcel of the site is to be returned to ESCC for potential educational purposes.
Town & Village Centres	The site is close to Uckfield and will help to support the long term vitality and viability of the town centre as well as provide access to services and facilities for new residents.
Economy & Employment	The development is likely to create jobs / skills in the short term during construction as well as maintaining the existing rugby club facilities.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk. A SuDS strategy is proposed for the wider site and there is potential for renewable energy within the site. Specific mitigation measures need to be identified.
Water Resources	Wealden has been identified as an area of serious water stress. Development of the site will increase the demand for water consumption and wastewater treatment. **The Water Cycle Study 2026** shows the WwTW has no capacity for further growth and has no significant investment planned. Mitigation to be identified
Soil, Land & Minerals	Greenfield/agricultural land (not classified). The site is not safeguarded for waste and minerals operations. There is no known contamination on the site.
Pollution	The eastern side of the site is adjacent to the railway and will need to include mitigation measures for noise. The site is in an area classified as 'brighter' in light pollution mapping. Development is likely to introduce more light pollution to the area, but mitigation considered possible. Short term impacts likely regarding air pollution during construction. Increase in traffic may have an impact upon air quality, which will need to be confirmed.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Quality of Life & Place	Dependent on implementation. Further information needed.
Social Inclusion	Dependent on implementation. Further information needed.

UCKFIELD

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Mitigation measures will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified.
Flood Risk	The site includes low lying flat open land, which constitutes a large area at greatest risk of flooding, including Flood Zone Risk 2 and 3 (c. 4.85 ha). The site is also bisected by the River Uck at this point, making access across all parts of the site difficult to achieve. Development will be located in areas of Flood Zone risk 1 but access to the site will need to go through the flood plain. Flood management proposals include measures such as the creation of ponds, swales, channels and wetland areas designed to be able to hold flood water and provide additional flow capacity and volume storage during high water level episodes.
Green & Blue Infrastructure	Development is located on the eastern part of the site, which is identified as the most sensitive area for development in the **Landscape Sensitivity Assessment 2026**, set back from the river and flood plain area with the rugby pitches and facilities located to the north of the site. The proposed layout will need to be significantly amended to avoid the most sensitive areas. A flood management plan is proposed which includes the provision of trees and planting to mitigate impacts. Trees and hedgerows will be retained where possible.
Biodiversity	A BOA covers the area of the river and also extends to the west and north of the site. Development could adversely impact on the objectives of the BOA. Ancient woodland is also located to the north and west of the site, although there are no areas within the site. The site retains a number of important and sensitive features. Development will need to be planned with great care, particularly in relation to the River Uck riparian corridor, historic field patterns in the south-west and north-east, and adjacent ecological designations at Views Wood ancient woodland, Buxted Park SSSI and Registered Park and Garden. Creation of ponds, swales, and wetland areas to mitigate flood risks are proposed while enhancing biodiversity.
Landscape & Townscape	**The Landscape Sensitivity Assessment 2026** identifies the site as **'high sensitivity'** for medium-scale residential development. Development of the site will introduce residential development within the semi-rural fringe landscape to the north-east of Uckfield, in a location strongly influenced by the River Uck corridor, the ancient woodland of Views Wood within Manor Park, and the nationally designated Buxted Park SSSI and Registered Park and Garden. Whilst the site's proximity to the existing settlement edge, the influence of the railway corridor to the east, the presence of the rugby club in the west of the site, and the enclosed character of parcel to the north-west reduce sensitivity, the site retains a number of important and sensitive landscape features. These include the River Uck riparian corridor, a strong network of public rights of way including the Wealdway, historic field patterns in the south-west and north-east. Features immediately adjacent to the site which increase sensitivity include Views Wood ancient woodland, Buxted Park SSSI and Registered Park and Garden and a cluster of listed buildings at Hempstead Farm to the south. Development across the entirety of the site, and/or in isolation, may cause harm to the character of the locality. Creation of one cohesive development will be hard to achieve as a vehicular access cannot be gained easily through and across the site due to flood risk and the presence of the adjacent railway lane. Only some parts of the site may therefore be developable, namely the western portion, and this will require the re-provision of the existing sporting facilities and the rugby pitch in order to be acceptable in principle.
Historic & Cultural Heritage	**The Heritage Strategy 2026** states that development of the site has the potential to cause an elevated degree of harm to the setting of the southern end of Buxted Park (Registered Park and Garden), Hempstead Manor Farmhouse and the associated Oast House. Hempstead Farm to the south contains a Grade II* listed Farmhouse and a Grade II listed Oast House and are within an archaeological notification area. The buildings are visually separated from the proposed development area. Mitigation measures will be needed. The degree of harm and influence of mitigation measures depends to a large extent on the quantity, scale, layout and design of new development on the site.
Transport & Accessibility	Potential for the site to be accessed from Oakwood Drive without the need for third party land. From here, a new bridge will be required over the River Uck, connecting into the wider development. Hempstead Lane will be improved where necessary but will be retained as an emergency access only. There is a good local footpath network, including public footpaths through the site, which it will be possible to connect into to enhance the area's permeability. There are no formal cycle routes in the immediate area but the main road network locally is considered to be suitable for cyclists. Regular bus services are available nearby, which provide a direct connection to the town centre and further afield. Uckfield railway station is also around 2km (30 minute walk) from the site. The railway line runs along the eastern boundary. Uckfield and local employment facilities are within a 5km cycling catchment area. The highways network is considered adequate, however, the new access route will need to go across the flood plain, which will need further assessment for viability.
Major Negative	None
No Significant Impacts	None

WESTHAM


B2104
B2104
B2104
A27
A22
1132/3280
A27
1099/3360
B2191
B2191
A259
Pevensey
Pevensey and Westham
KEY
SPA + 400m buffer
Special Area of Conservation (SAC)
Site of Special Scientific Interest (SSSI)
High Weald National Landscape (HWNL)
Biodiversity Opportunity Area (BOA)
South Downs National Park (SDNP)
Flood Zone 3
Flood Zone 2
Pevensey Levels Hydrological Area
Railway Station
Walking Distances (400m, 800m, 1200m)
National Cycle Network
Public Rights of Way (PROW)
Conservation Area
Archaeological Areas
Listed Buildings
Electricity Transmission Line
Educational Services
Medical Services
Open Space
Tree Preservation Order (TPO)
Local Wildlife Site (LWS)
Woodland
Ancient Woodland

WESTHAM

WESTHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
SELECT	**SA Reg 18(2) Results**																				
1099/3360	**Land at Peelings Lane, Westham**																				

COMMENTARY	
Site	32.49ha site. Comprises agricultural fields, paddocks and farm buildings located at the northern periphery of Westham. Westham is classed as a local service centre and is a settlement with a limited supply of social and economic infrastructure, where local residents depend upon other larger settlements to meet a broad range of needs. Westham is in very close proximity to Eastbourne, a regional town, which borders the District to the south.
Parish / Settlement	Westham / Westham (Type 2 - relates to regional centre outside District)
Development Proposal	Site was proposed for c.240 dwellings. Reduced to c.150 dwellings (planning application **WD/2025/2269/MAO**)
Summary of Assessment	• New access to site needs to be provided – vehicular, pedestrian and cycle, which is considered feasible. • Landscape & Townscape sensitivity limit the amount of developable land available to south and west of site. • Flood Risk reduces area of developable land. There are large areas of Flood Zones 2, 3a and 3b associated with the northern and eastern parts of the site. The remainder of the site is located within Flood Zone 1 and is suitable for residential development. The site may also drain to the Pevensey levels and mitigation measures will be required. • The presence of the international designations of the Pevensey Levels SAC, Ramsar site and SSSI raise the sensitivity of the north-east and east of the site in relation to biodiversity and landscape. • Development will need to carefully consider the priorities and objectives of the BOA and ensure mitigation measures are implemented to avoid any harm and to enhance habitats where possible. • Site lies within Pevensey levels SAC/Ramsar catchment and BOA, an appropriate assessment is therefore required • The majority of the site to the west is in 'darker' light pollution area • Eastern area of site not suitable for development due to ecological/landscape constraints. South-west of site may be suitable for development if other issues can be overcome. • Site considered suitable for 150 (net) dwellings on the western most field of the site (including site 732/3360) in SHELAA, as it will be possible to provide a suitable access at the junction between Peelings Lane and St John's Drive, adjacent to recent new development. • The entire site will not be suitable for development as it will have substantial impact upon the landscape north of Westham and impact upon the watercourse that flows into the Pevensey Levels. • Site is in general conformity with Spatial Strategy. Westham is classed as a local service centre and is a settlement with a limited supply of social and economic infrastructure where local residents depend upon other larger settlements to meet a broad range of needs, however Westham is in close proximity to Eastbourne (c. 2km).

WESTHAM

COMMENTARY	
Mitigation Measures	• **Heritage** - layout of the site should be informed by a Heritage Impact Assessment. An archaeological assessment also required. Mitigation measures are very limited and include good design, placing buildings on the furthermost western part of the site (though this will still cause harm) and landscaping that is appropriate to the historic landscape character) and broader heritage context as a site in the High Weald. • **Biodiversity -** Development will need to carefully consider the priorities and objectives of the BOA and ensure mitigation measures are implemented to avoid any harm and to enhance habitats where possible. Given the proximity to the Pevensey Levels Ramsar, SAC and SSSI, an appropriate assessment will be required. • **Green & Blue Infrastructure -** Retain, protect and enhance on-site trees, hedgerows and watercourses, to maintain and enhance their contribution to the existing green infrastructure network within the area, reinforce existing field boundaries and visually enclose the site to reduce any development's influence on the landscape character and to provide ecological benefits. • **Landscape & Townscape** - Development to be limited to south-western part of site. Proposals include the creation of a central biodiverse parkland including community orchards and paddocks, open space areas and a wetland. 60% of site natural green space • **Transport** - A vehicular access is proposed at the south-western corner of the site, however, this will require the widening of Peelings Lane to allow for two lane traffic and pedestrian footpaths. A network of new footpaths to link both east to west and north to south across the new parkland is proposed as well as the creation of pedestrian and cycle links between the proposed and existing development to promote active travel. • **Water & Flood Risk** - A sequential approach to the location of development on site will need to be taken to direct development first to the areas of the site not at risk of flooding. Residential development will be precluded from those areas of the site within Flood Zones 2 and 3a and 3b. Mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces. The proposals indicate that development will involve a new network of SuDS ponds and swales, which follow the site's topography, located in lower lying land and outside of the flood zone, providing a three-stage system to ensure there are no adverse impacts to the local water system and Pevensey Levels and aim for betterment. The promoter has also indicated that a wetlands area will be created in the north of the site which will be managed.
Cumulative Impacts	There are no other significant residential proposals in the vicinity which are likely to influence the cumulative impacts of the development.
Selection / Rejection **SELECT**	**OUTLINE OF REASONS - SELECT** The site comprises c.32.49ha made up of agricultural fields, paddocks and farm buildings located at the northern periphery of Westham. Westham is classed as a local service centre and is a settlement with a limited supply of social and economic infrastructure. Westham is in very close proximity to Eastbourne, a regional town, which borders the District to the south. Development of the entire site will be considered inappropriate given the sensitivities of the site and will be out of keeping with the general character and appearance of the countryside of Westham, however, the south-western parts of the site are more enclosed and may be suitable for smaller scale development. The site was proposed for c.240 dwellings but this has been reduced to c.150 dwellings in the planning application **WD/2025/2269/MAO**, which will make a positive contribution to the District's housing need. Development is not considered suitable in the east of the site due to site constraints including areas of flood risk and proximity to the Pevensey levels SSSI, SAC and Ramsar Site. The Landscape Sensitivity Assessment 2023 identifies the site landscape as 'moderate to high' sensitivity, because of its prominent location and topography. The site provides far reaching views northwards towards the Pevensey Levels SSSI, SAC and Ramsar site and other rural locations north of the site. As a result, development is to be limited to the south-western part of site. Proposals include the creation of a central biodiverse parkland including community orchards and paddocks, open space areas and a wetland with 60% of site provided as natural green space. The site currently has a vehicular access at the south-eastern corner of the site onto Peelings Lane but it is considered that this cannot be suitably upgraded to serve development given the steep lined banks of Peelings Lane and its narrow nature. A vehicular access is proposed at the south-western corner of the site, however, this will require the widening of Peelings Lane to allow for two lane traffic and pedestrian footpaths. It is considered that a suitable vehicular and pedestrian access could be provided to the south-western parts of the site. The site is in general conformity with Spatial Strategy in close proximity to Eastbourne (c. 2km). **IT IS RECOMMENDED THAT THE SITE IS TAKEN FORWARD FOR ALLOCATION.**

WESTHAM

IMPACTS	
Major Positive Impacts	
Housing	c. 240 (net) dwellings proposed. Development not considered suitable in the east of the site due to site constraints. Site considered suitable for c.150 dwellings in the south-western part of the site, which will contribute positively to the District's housing need. A mix of type and tenure is proposed but further details are needed.
Minor Positive Impacts	
Green & Blue Infrastructure	The mature hedgerows and trees within the site and along the boundaries of the site provide wildlife corridors and stepping stones to the wider countryside and enclose the site from the wider area. Development of the site will need to seek to retain and enhance the existing hedgerows and trees on the boundaries to maintain and enhance the green infrastructure network. A number of trees on the southern boundary of the site are protected by group TPO No 19, 198. The proposals show a significant range of measures to protect and enhance green and blue infrastructure within the site, which will contribute to the wider green infrastructure network, including community orchards and paddocks, open space areas and a wetland with 60% of the site being natural green space. Short term negative impacts are likely during construction.
Quality of Life & Place	The proposals have indicated that community facilities such as allotments and orchards will be provided on site. Furthermore, there will be significant open space provision through new parkland and the implementation of walkable and cyclable neighbourhoods. Further details will be needed
Education & Skills	The nearest nursery and primary school is the Pevensey and Westham Church of England School, a 5-10 minute walk from the south-east of the site. Further primary, secondary and college provision is located within Eastbourne approximately 2km to the south-west. There is currently a surplus of education provision within the Parish and it is anticipated that there will be suitable capacity.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk and overheating. Proposals lack detail, specific mitigation measures need to be identified.
Water Resources	Wealden has been identified as an area of serious water stress. The development will increase the demand for water consumption and wastewater treatment. **The Water Cycle Study 2026** shows the WwTW has limited capacity for further growth but has significant investment planned. A watercourse (Martins Ditch and Gut) forms the northern boundary of the site. Development could exacerbate the River's poor status through potential pollution, directly and indirectly through surface runoff and discharge. The site is not within a groundwater source protection zone. The site lies within the Pevensey levels SAC/Ramsar catchment and BOA and may drain to the Pevensey Levels, an appropriate assessment is therefore required. The promoter has indicated that mitigation will be provided through a three-stage system to ensure there are no adverse impacts to the local water system and Pevensey Levels and aim for betterment.
Soil, Land & Minerals	Greenfield/agricultural land (not classified). The site is not safeguarded for waste or minerals operations. There are no known issues with contamination of land, however, contamination may be present within the south-eastern part of the site around the existing farm buildings and further investigation will be needed. Mitigation measures will need to be identified, which safeguard the soils health, particularly during construction.
Pollution	The majority of the site (western half) is within an area classified as being 'darker' in the light pollution mapping. The south-eastern part of the site is classified as being 'brighter'. Given the potential quantum of development, significant light pollution will be introduced. An increase in traffic and congestion on the road network is also likely. Transport surveys and modelling will be required to ascertain the impact on the road network and identify mitigation measures. Development will also need to take into consideration noise generated from the A27 to the north of the site and potential mitigation measures.
Biodiversity	An area of coastal and floodplain grazing marsh priority habitat is located within the northern and eastern halves of the site and corresponds to the area within Flood plains. The Pevensey Levels SSSI, SAC and Ramsar site is adjacent to the northern boundary of the site. The site is located partially within the Pevensey Levels Biodiversity Opportunity Area. Development could adversely impact on the objectives of the BOA. Development will need to carefully consider the priorities and objectives of the BOA and ensure mitigation measures are implemented to avoid any harm and to enhance habitats where possible. The promoter has indicated that assuming the grassland areas in any new country park are managed in a way which improved the ecological value, a BNG of over 20% could be easily achieved across the site. Given the presence of priority habitats within the site and close proximity to the Pevensey Levels and its associated habitat of international importance, an appropriate assessment will need to be undertaken. Mitigation measures will need to be confirmed.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Health & Wellbeing	The nearest health service is at the Westham Surgery, approx. 5-10 minutes walk to the south-east of the site, which cannot currently be accessed by pedestrian footpaths and will need to be provided as part of any development. Significant issues have been identified with the GP surgery capacity within Westham Parish, which will also need to be addressed either through new facilities or contributions. There is currently no deficit of open space or deficiency in sports pitch provision within Westham Parish. The site is not a designated Local Green Space, nor is it a formal recreational or play space.
Social Inclusion	Further information needed.

WESTHAM

IMPACTS	
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Proposals lack detail on this issue at this stage. Mitigation measures will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified.
Flood Risk	A watercourse (Martins Ditch and Gut) forms the northern boundary of the site. There are large areas of Flood Zones 2, 3a and 3b associated with the northern and eastern parts of the site. Only water compatible uses are permitted within Flood Zone 3b in line with government guidance on flood risk and coastal change. The presence of the international designations of the Pevensey Levels SAC, Ramsar site and SSSI raise the sensitivity of the north-east and east of the site. The remainder of the site is located within Flood Zone 1 and is suitable for residential development. The site is also affected by surface water flood risk. These areas are distributed sporadically throughout the site and also extend along the boundaries. Given the size of the site, it is expected that suitable mitigation for surface water flood risk can be implemented. The northern and eastern parts of the site lie in an area of groundwater concern and therefore may be at risk of groundwater flooding. Further investigations will be required as part of any development. The site also lies within the Pevensey Levels Hydrological Catchment Area. A sequential approach to the location of development on site will need to be taken to direct development first to the areas of the site not at risk of flooding. Residential development will be precluded from those areas of the site within Flood Zones 2 and 3a and 3b. Mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces. The proposals indicate that development will involve a new network of SuDS ponds and swales, which follow the site's topography, located in lower lying land and outside of the flood zone, providing a three-stage system to ensure there are no adverse impacts to the local water system and Pevensey Levels and aim for betterment. The promoter has also indicated that a wetlands area will be created in the north of the site which will be managed.
Landscape & Townscape	**The Landscape Sensitivity Assessment 2023** identifies the site landscape as **'moderate to high' sensitivity**, because of its prominent location and topography. The site provides far reaching views northwards towards the Pevensey Levels SSSI, SAC and Ramsar site and other rural locations north of the site. Peelings Lane provides a strong wooded boundary to the settlement edge. The rural land uses, mature hedgerows and hedgerow trees, historic field patterns, views to the High Weald AONB, intervisibility with Pevensey church and castle, and proximity to the Pevensey Levels Ramsar and SAC all increase sensitivity. The site's prominent location and topography provide far reaching views northwards towards the Pevensey Levels and the wider countryside, increasing sensitivity of the central and eastern parts of the site. The limited public access, enclosed character, lack of recorded historic features and proximity to the A27, which reduces tranquillity, all reduce the site's sensitivity. The south and west of the site are more enclosed and therefore have a lower landscape sensitivity. The landscape impacts in the central and eastern portions of the site are considered substantial and that housing will not be appropriate in this part of the site. The two fields in the south-western portion of the site (including SHELAA reference 732/3360) are well screened by existing landscape features and the visual impact of development will be more limited in these locations. Development of the entire site will be considered inappropriate given the sensitivities of the site and will be out of keeping with the general character and appearance of the countryside of Westham, however, the south-western parts of the site are more enclosed and may be suitable for smaller scale development.
Historic & Cultural Heritage	The Pevensey and Westham Conservation lies to the south-east of the site, containing a number of Listed Buildings and Pevensey Castle, which could have their historic setting detrimentally impacted by development. The Pevensey & Westham Archaeological Notification Area also lies to the of south of the site. An archaeological assessment and heritage impact assessment are required prior to any development. It is considered that development within the eastern parts of the site could have a detrimental impact upon the historic assets to the south-east of the site. **The Heritage Strategy 2026** states that the Development has the potential to cause an elevated degree of harm to the rural setting of Pevensey Castle scheduled monument, the Pevensey and Westham Conservation Area and several Grade II and II* listed buildings, because Pevensey Castle sits in a largely well-preserved rural setting, with Peelings Lane forming a legible and historic border to development.
Transport & Accessibility	The site currently has a vehicular access at the south-eastern corner of the site onto Peelings Lane but it is considered that this cannot be suitably upgraded to serve development given the steep lined banks of Peelings Lane and its narrow nature. It may be possible to achieve a vehicular access at the south-western corner of the site, however, this will require the widening of Peelings Lane to allow for two lane traffic and pedestrian footpaths. There are currently no footpaths located on Peelings Lane in this location. There are footpaths located on Peelings Lane to the south-east and south-west of the site. Due to the narrow form of Peelings Lane and its steep embankments, pedestrian footpaths could only be provided towards the south-west. It is considered that a suitable vehicular and pedestrian access could be provided to the south-western parts of the site, therefore the development of the remaining eastern and northern parts of the site are not likely to be achievable. Westham is classed as a local service centre and is a settlement with a limited supply of social and economic infrastructure and where local residents depend upon other larger settlements to meet a broad range of needs, however Westham is in close proximity to Eastbourne (c. 2km). The site is served by a frequent bus service to the larger settlements of Eastbourne and Hailsham, including Eastbourne Railway Station, and is only around 500-800m (5-10 minute walk) from the nearest railway station in Westham, which offers services to London, Brighton and Hastings. A Public Right of Way (Westham 5b) runs north to south through the eastern part of the site. A network of new footpaths to link both east to west and north to south across the new parkland is proposed as well as the creation of pedestrian and cycle links between the proposed and existing development.
Major Negative Impacts	
	None
No Significant Impacts	Economy & Employment; Towns & Village Centres

WESTHAM

WESTHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
SELECT	**SA Reg 18(2) Results**																				
1132/3280	**Sharnfold Farm, Hailsham Road, Stone Cross**																				

COMMENTARY	
Site	31.6ha site which incorporates Sharnfold Farm, a visitor attraction (incorporating a farm shop and cafe) alongside both arable and livestock farming, and residential dwellings. The nearest settlement is Stone Cross which is classed as a service centre within the settlement hierarchy, with a range of jobs, services and facilities, serving predominantly nearby communities and the wider rural area but with accessibility to the larger centre of Eastbourne (directly to the south).
Parish / Settlement	Westham / Stone Cross (Type 2 - relates to regional centre outside District)
Development Proposal	Total c. 350 homes. Planning application for 149 homes (**Ref. WD/2025/1738/MAO**) and 500m^2 open space and play space (includes sites **745/2070** and **786/2070**)
Summary of Assessment	• c. 350 homes proposed in total (149 in current planning application with resolution to grant for 120 dwellings) • The majority of the site is in Flood Zone 1 with the western part within Flood Zone 2 and a significant area of surface water flooding and groundwater flooding. Development is to be located within Flood Zone 1. • New open space and play space to be provided making a positive contribution to green & blue infrastructure • Landscape of 'moderate sensitivity' with small areas of priority habitat deciduous woodland in the western part of the site. The site is enclosed within the landscape, however, development of this site will represent a significant encroachment of development into the countryside to the north-west of Stone Cross, which does not relate well to existing development to the east. • The Pevensey Levels Biodiversity Opportunity Area (BOA) covers the western part of the site, an appropriate assessment will be required. • Primary school provision is currently at capacity and further provision may be needed in the future • The current access will be upgraded, and pedestrian & cycle provision enhanced. Options to achieve pedestrian or vehicular access to the B2104 via land to the east further south than the existing access is being considered in the current application as it will be more suitable to accommodate residential development on the site. The site will require the provision of access to the east through the site that has resolution to grant planning approval (**WD/2020/2047/MAO**) • Significant issues have been identified with the GP surgery capacity within Westham Parish. New facilities or contributions to extend current facilities will be required as part of development. • Two Grade II Listed Buildings located to the north-west (Sharnfold Farm Barn and Cowshed), which could be affected by new development. • New health facilities or contributions to extend current facilities will be required as part of development. • Spatial Strategy - Stone Cross is classed as a service centre within the settlement hierarchy, with a range of jobs, services and facilities and with accessibility to the larger centre of Eastbourne (directly to the south).

WESTHAM

COMMENTARY	
Mitigation Measures	• **Landscape -** Retain sight lines to the South Downs National Park, particularly from the 1066 Country Walk. Retain, protect and enhance the mature hedgerows and hedgerow trees to maintain and enhance their contribution to the existing coherent green infrastructure network within the area, reinforce the existing field boundaries and visually enclose the sites to reduce any developments influence on the landscape character and to provide ecological benefits. • **Biodiversity** - The Pevensey Levels BOA covers the western part of the site and is therefore likely to have biodiversity value. Development could adversely impact of the objectives of the BOA and mitigation measures will need to be identified. The site lies within the Pevensey levels SAC/Ramsar catchment and BOA and may drain to the Pevensey Levels, an appropriate assessment is therefore required. A site wide landscape/ecology/biodiversity strategy is proposed and set out in the planning application, which proposes mitigation for the site. • **Flood Risk** - The majority of the site lies within Flood Zone 1, with the western part of the site within Flood Zone 2. There are areas of surface water flood risk in the western part of the site and also around the lake and Drockmill Hill Gut in the centre of the site. Suitable mitigation measures will need to be identified. • **Historic Environment -** Heritage Impact Assessment required. Harm could be mitigated to some degree by avoiding development within the immediate setting of the two listed buildings, so that they can still be understood in terms of their historic rural setting. This will most successfully be achieved by not developing in any of the fields that bound the farmyard itself and the retention and appropriate enhancement of established trees, bushes and hedgerows within the site • **Health -** New facilities or contributions to extend current facilities will be required as part of development.
Cumulative Impacts	The north-eastern corner of the site has already been granted planning consent for 31 (net) dwellings at appeal under planning reference (**WD/2020/2047/MAO**) in May 2023. Adjacent site to west also being considered for residential development at SHELAA Site 1**153/3280** for 60 dwellings. Planning and listed buildings applications **WD/2020/1994/MAJ** and **WD/2021/2674/LB** for the change of use and remodelling of existing agricultural buildings to provide a flexible workspaces for the creative arts industry and business uses at Sharnfold Farm north of Stone Cross in East Sussex were approved in 2022. For commercial reasons the permissions were not implemented and the site is now the subject of a new application for 149 homes **WD/2025/1738/MAO,** which has a resolution to grant for 120 homes.
Selection / Rejection **SELECT**	**OUTLINE OF REASONS - SELECT** The site comprises c.31.6ha site which incorporates Sharnfold Farm, a visitor attraction (incorporating a farm shop and cafe) alongside both arable and livestock farming, and residential dwellings. The nearest settlement is Stone Cross which is classed as a service centre within the settlement hierarchy. A total c. 350 (net) homes proposed including c.120 proposed in current application (**WD/2025/1738/MAO**), which will contribute to the District's identified housing need. The Landscape Sensitivity Assessment 2023 considers the site's landscape is 'moderately sensitive'. The A27 provides a strong settlement boundary to Stone Cross and increases the sensitivity of the northern parts of this site to development. The Pevensey Levels BOA covers the western part of the site and is therefore likely to have biodiversity value. Development could adversely impact of the objectives of the BOA. The site has proposed new green infrastructure as part of the development and a site wide landscape/ecology/biodiversity strategy is proposed and set out in the planning application, which proposes mitigation for the site. The site lies within the Pevensey levels SAC/Ramsar catchment and BOA and may drain to the Pevensey Levels, an appropriate assessment is therefore required. The site currently has a vehicular access to Hailsham Road in the north-west of the site which will be upgraded. Public footpath improvements, enhanced pedestrian access and a new cycle route will also be provided. However, options to achieve pedestrian or vehicular access to the B2104 via land to the east further south than the existing access is being considered in the current application as it would be more suitable to accommodate residential development on the site. The site will require the provision of access to the east through the site that has resolution to grant planning approval (**WD/2020/2047/MAO**). The site is within a 15-minute walk from the amenities and facilities within Stone Cross. The site is served by a frequent and regular bus service to the larger settlements of Eastbourne and Hailsham. An additional bus service within the site will also be provided. The site lies between the railway stations of Polegate (to the west) and Westham (to the east), which offer services to London, Brighton and Hastings. The site is in conformity with the Spatial Strategy with Stone Cross classed as a service centre and accessibility to the larger centre of Eastbourne directly to the south. **IT IS RECOMMENDED THAT THE SITE IS TAKEN FORWARD FOR ALLOCATION.**

WESTHAM

IMPACTS	
Major Positive Impacts	
Housing	Total c. 350 (net) homes proposed including 120 proposed in current application (**WD/2025/1738/MAO**), which will contribute to the District's identified housing need. The site is within a sustainable settlement in line with the Spatial Strategy. No details of the type of homes to be delivered (affordable homes, Lifetime Homes, tenure, self-build plots etc.) have been put forward by the promoter.
Minor Positive Impacts	
Green & Blue Infrastructure	The site is marked by mature trees and hedgerows on all the site boundaries, which will form excellent wildlife corridors. There are significant trees within the site that are being grown as parts of the site's horticultural use, which provide important stepping stones across the wider area. The site has proposed that 500m2 square of green infrastructure will be provided as part of development, including green pathways and wildlife corridors as part of a site wide landscape/ecology/biodiversity strategy. Further details will be needed.
Economy & Employment	The proposals for the whole site, if it comes forward, include a farm shop, cafe, employment, community building with flexible commercial/office/work space. A creative Business Hub is also proposed for small businesses, creative industries, designers, start ups etc.. through the removal or conversion of existing buildings. Jobs are also likely to be created during construction of a short term, temporary nature. Further details on the number and type of jobs to be created needed.
Town & Village Centres	The proposals will have a positive impact upon Stone Cross in supporting the facilities and services in the settlement.
Uncertain Impacts	
Climate Change Adaptation	Increase in development could make the site vulnerable to flood risk. Specific mitigation measures need to be identified.
Flood Risk	The majority of the site lies within Flood Zone 1, with the western part of the site within Flood Zone 2. There are areas of surface water flood risk in the western part of the site and also around the lake and Drockmill Hill Gut in the centre of the site. The western part of the site is also within an area of groundwater concern and is therefore at risk from groundwater flooding. The site is considered suitable for development where development is directed to the areas within Flood Zone 1. Mitigation measures need to be identified.
Water Resources	Wealden has been identified as an area of serious water stress. Development of this site will increase the demand for water consumption and wastewater treatment. **The Water Cycle Study 2026** shows the WwTW has limited capacity for further growth but has significant investment planned. The site is within a groundwater source protection zone. There are no watercourses within the site or in close proximity, therefore, potential for water pollution is minimal. Water management for the site is proposed through balancing ponds, swales, streams, flow attenuation and storage. The site lies within the Pevensey levels SAC/Ramsar catchment and BOA and may drain to the Pevensey Levels, an appropriate assessment is therefore required. Further details will be needed and mitigation measures identified.
Soil, Land & Minerals	Greenfield/ agricultural land (not classified). The site is not safeguarded for minerals or waste operations. There are no known issues with contamination of land. Mitigation measures will need to be identified, which safeguard the soils health, particularly during construction.
Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. Lack of information means impact is uncertain.
Pollution	Site classified as being 'brighter' in light pollution mapping. Impacts may not be significant and mitigation possible. An increase in air pollution from construction likely to be in the short to medium term. Development will result in an increase in traffic during construction, with a potential increase in air pollution, however any negative effects are likely to be in the short to medium term. The A27 forms the southern boundary of the site, which is likely to generate significant noise. Mitigation measures will need to be identified.
Biodiversity	The Pevensey Levels BOA covers the western part of the site and is therefore likely to have biodiversity value. Development could adversely impact of the objectives of the BOA and mitigation measures will need to be identified. An appropriate assessment will be required. The site has proposed new green infrastructure as part of the development and a site wide landscape/ecology/biodiversity strategy, which will serve to mitigate some of the loss of biodiversity from the site. The proposals also include for the maintenance and protection of the waterbodies and mature landscape, as well as enhancing access for walking and fishing. Further details will be needed.
Historic & Cultural Heritage	The site is not located within or in close proximity to a conservation area. The site is not located within an Archaeological Notification Area. The development of the site may have a detrimental impact upon the setting of two Grade II Listed Buildings located to the north-west (Sharnfold Farm Barn and Cowshed). Further investigations may be required into the potential effect on these assets, as new development in this location could impact this heritage asset. Mitigation measures are limited and include avoiding development within the immediate setting of the two listed buildings, not developing or changing the use of the listed buildings themselves and retaining the open space of the courtyard adjacent to them. Alongside this, harm could be mitigated through design and landscaping that is appropriate to the historic landscape character and broader heritage context as a site on the border of the Low Weald.
Transport & Accessibility	The site currently has a vehicular access to Hailsham Road in the north-west of the site which will be upgraded. Public footpath improvements, enhanced pedestrian access and a new cycle route will also be provided. However, options to achieve pedestrian or vehicular access to the B2104 via land to the east further south than the existing access is being considered in the current application as it will be more suitable to accommodate residential development on the site. Stone Cross is classed as a service centre within the settlement hierarchy, with a range of jobs, services and facilities, serving predominantly nearby communities and the wider rural area but with accessibility to the larger centre of Eastbourne (directly to the south). The site is within a 15-minute walk from the amenities and facilities within Stone Cross. The site is served by a frequent and regular bus service to the larger settlements of Eastbourne and Hailsham. An additional bus service within the site will also be provided. The site lies between the railway stations of Polegate (to the west) and Westham (to the east), which offer services to London, Brighton and Hastings. The site will require the provision of access to the east through the site that has resolution to grant planning approval (**WD/2020/2047/MAO**).

WESTHAM

IMPACTS	
Uncertain Impacts	
Health & Wellbeing	Stone Cross Surgery is approximately 5-10 walk from the south-west of the site, which can be reached via pedestrian footpaths on Hailsham Road. Significant issues have been identified with the GP surgery capacity within Westham Parish. New facilities or contributions to extend current facilities will be required as part of development. There is no deficit of open space within Westham Parish. There is a deficiency in 3G playing pitches, which should be addressed. New provision is not needed generally but existing pitches and facilities should be protected and enhanced for quality purposes. The site is not a designated Local Green Space nor is it a formal recreational or play space. Mitigation measures need to be identified.
Quality of Life & Place	Dependent on implementation. Further information needed.
Social Inclusion	Dependent on implementation. Further information needed.
Education & Skills	The nearest primary school is Stone Cross School, approximately 5-10 minutes walk to the south of the site, which can be accessed via pedestrian footpaths on Hailsham Road. Further primary, secondary and college provision is located within Eastbourne, approximately 1.3km to the south of the site. Any growth will increase pressure on nursery, primary and secondary capacity within the Parish. Mitigation may be required.
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both the construction and operation. Mitigation measures will need to be identified.
Waste & Materials	Development will result in an increase in waste and require sustainable management of materials. Mitigation measures will need to be identified.
Landscape & Townscape	**The Landscape Sensitivity Assessment 2023** considers the site's landscape is '**moderately sensitive**'. The A27 provides a strong settlement boundary to Stone Cross and increases the sensitivity of the northern parts of this site to development. Small areas of deciduous woodland in the south-east of the site and along the A27, together with wetland habitats in the west (priority habitat floodplain grazing marsh, covered by the Pevensey Levels BOA), rural land uses, recreational opportunities through public rights of way and at Sharnfold Farm (Grade II listed) increase sensitivity. The rural, open character and occasional views to the South Downs National Park from the north-west of the site increases its sensitivity to development. The separation of the site from Stone Cross, and intact historic field pattern gives it a higher landscape sensitivity. The south and east of the site have slightly lower sensitivity to development due to the enclosed character of the south and east of the site, its proximity to the A27 and B2104 and the presence of electricity pylons. There are views of the pylons within the site, views to wind turbines to the north-west, existing development at Sharnfold Farm and views to the settlement edge at Stone Cross across the site, which all reduce sensitivity.
Major Negative Impacts	None
No Significant Impacts	None

Jam Consult Ltd
23 Harelaw Avenue
Glasgow
G44 3HZ

jane@jamconsult.com
07812 129 810

www.jamconsult.com