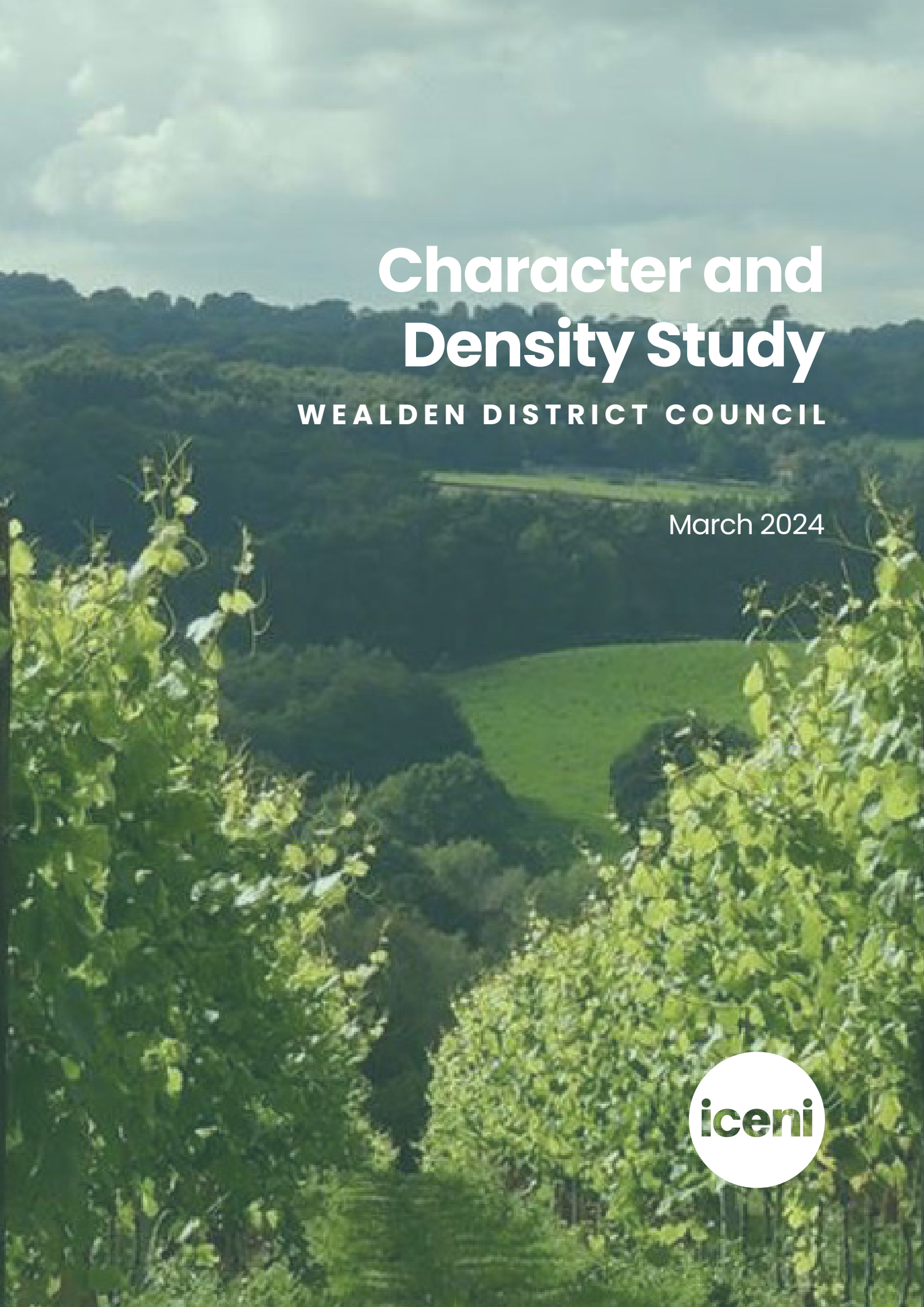
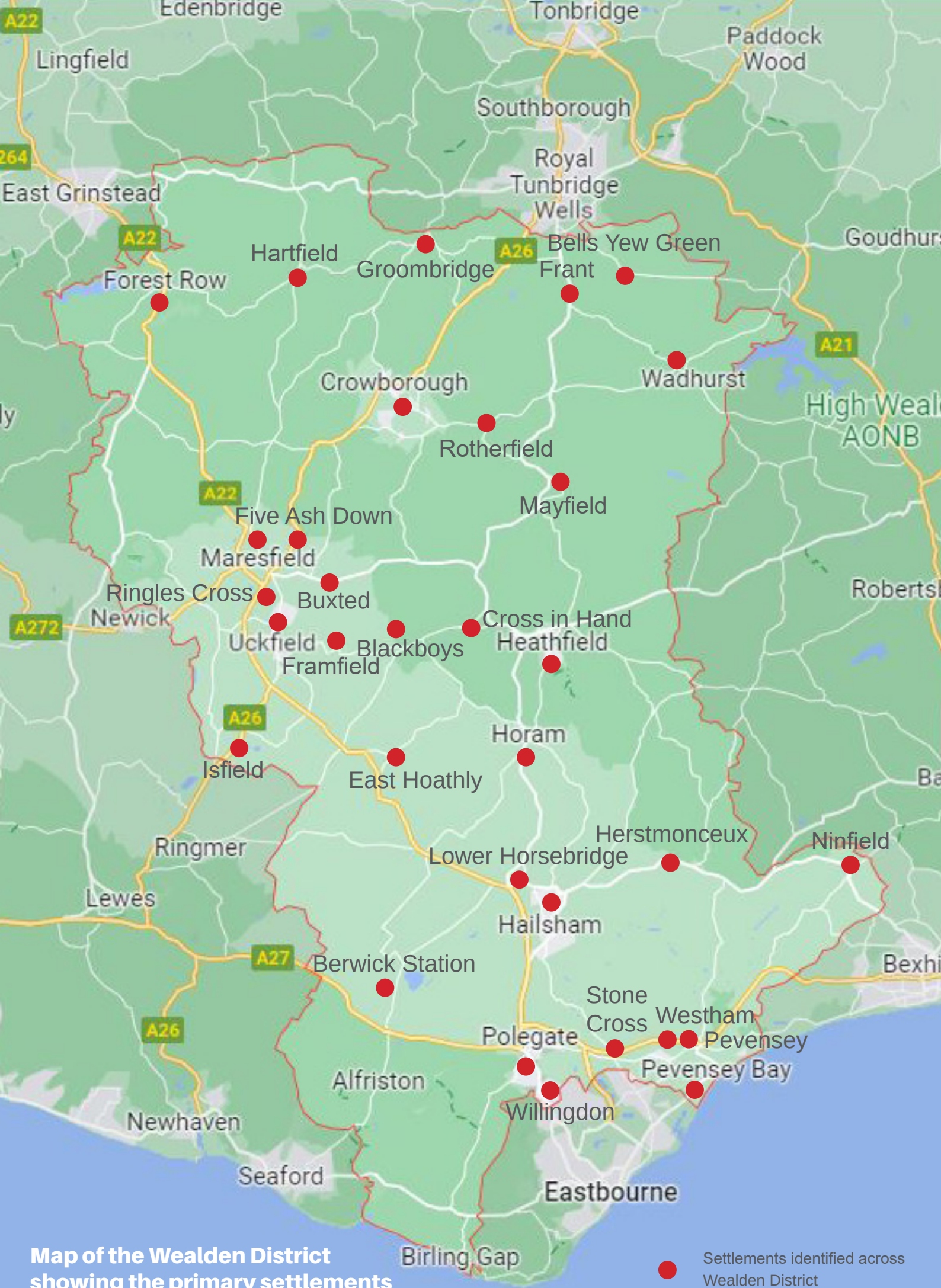


Character and Density Study

WEALDEN DISTRICT COUNCIL

March 2024

iceni



Map of the Wealden District showing the primary settlements

Settlements identified across Wealden District

Historic Timeline

	Pre - car before 1886	Post - car after1886
Type 1 settlements (Town)	**Hailsham** **Heathfield** **Uckfield**	**Crowborough**
Type 2 settlements (settlements geographically relate to a regional centre with Wealden District)	**Pevensey** **Pevensey Bay** **Polegate** **Westham** **Willingdon**	**Stone Cross**
Type 3 settlements (Primary Village)	**Mayfield** **Wadhurst**	**Forest Row** **Horam**
Type 4 settlements (Secondary Village)	**Blackboys** **East Hoathly** **Five Ash Down (includes Ringles Cross)** **Framfield** **Frant** **Ninfield**	**Bells Yew Green** **Berwick Station** **Buxted** **Cross in Hand** **Groombridge** **Hartfield** **Hertsmonceux** **Isfield** **Lower Horsebridge** **Maresfield** **Rotherfield**

Density Assumptions

Understanding the Existing Character and Density of Wealden Settlements

The purpose of this study is to set out a range of densities in each settlement that can then be applied to any sites identified in those settlements. These density assumptions are based on our understanding of the characteristics and density of the urban area.

As this character study is feeding into the Urban Capacity Study this work only examines the capacity in the largest population and service centres in the district, as per the draft Local Plan Settlement Hierarchy.

For each settlement we have identified distinct character areas based on key features and the residential density (i.e. low density, medium density, high density) as well as providing photos and location information for these character areas. The report also includes commentary on development types, amenity space, parking, and mix across the settlement.

The different character areas have been selected as they are proven to be suitable and relevant in both historic and contemporary development practice. They appear to be successful and familiar in terms of the creation of enduring places of quality. Finally, these character areas have the potential to relate closely to present and future housing typologies from a market standpoint.

The principle behind this is that future developments are likely to yield a similar density to their surrounding or nearby development.There are caveats to accompany this principle which the study is mindful of; including the relationship between net and gross developable area.

Relating Net to Gross

The net area measurements of existing residential areas are either taken from:-

- The centre line of surrounding streets: or,
- From back garden fence to back garden fence across two rows of dwellings, facing a common street.

The hectarage provided in the examples as measured is a net area. However, the gross area of new residential sites can not be considered fully developable in the same way.

It is beyond the remit of this study to investigate all the potential constraints on individual sites that will inform the net and gross areas; as well as the potential yields. Whilst brownfield land gross can be very close to the net, undeveloped land around settlements will require an assumption about the discounted areas that will not be developed.

These assumptions could include:-

- Adopted planning policies, which will include requirements for the provision of open space;
- Biodiversity requirements;
- Topography of the Low Weald and High Weald landscapes:
- Landscape conservation such as tree root protection and hedgerows; and,
- Flood Risk requirements.

We have therefore worked on the basis that:

- Brownfield land as being 100% efficient in providing a net development area including meeting biodiversity requirements ;
- Greenfield land as being 55-65% efficient in providing a net development area.

In both cases, the density applied will depend on its use.

While the character areas have a range of densities associated with them we have initially applied the most suitable density to each site based on their location and proximity to the character areas.

The following section reviews the capacity of larger settlements.

Crowborough





Crowborough High Street

Population	• 21,688 (2021)
Connectivity Accessibility	• The A26 (Maidstone to Newhaven) route is the principal road through Crowborough. • Crowbrough rail station (which is actually located in Jarvis Brook a settlement to the south east of the town) is on the London Victoria to Uckfield rail line, connecting to Tunbridge Wells, East Grinstead, Gatwick, Croydon and London. • The good rail service contributes to it's role as a popular Commuter Town.
Character and distinctiveness	• The fine landscape setting, views and extensive tree cover give Crowborough an Arcadian character. • The Crowborough Warren area (abutting the High Weald National Landscape, on the edge of Ashdown Forest) is low density with large detached properties set in extensive gardens and landscaping.
Landscape & setting	• Occupies a prominent position on the northern forest ridge of the High Weald, to the east of Ashdown Forest. • Extensive views over the, undulating landscape of woodland, farm-land, ridges and ghylls within the High Weald National Landscape • Distant southerly views towards the Sussex Downs.
Morphology of settlement	• The railway arrived in 1868, leading to significant growth of the town. • In the late 19th century, Crowborough was promoted as a health resort based on its high elevation, the rolling hills and surrounding forest, which attracted residents and businesses and resulted in growth.



Historic pub along Crowborough High Street

Crowborough

Density Analysis





Density - 50-55 dph*





Density : 25-30 dph

* *Mixed use density example considers one residential unit above a ground floor non-residential use per plot.*



Higher density mixed use along Crowborough High Street

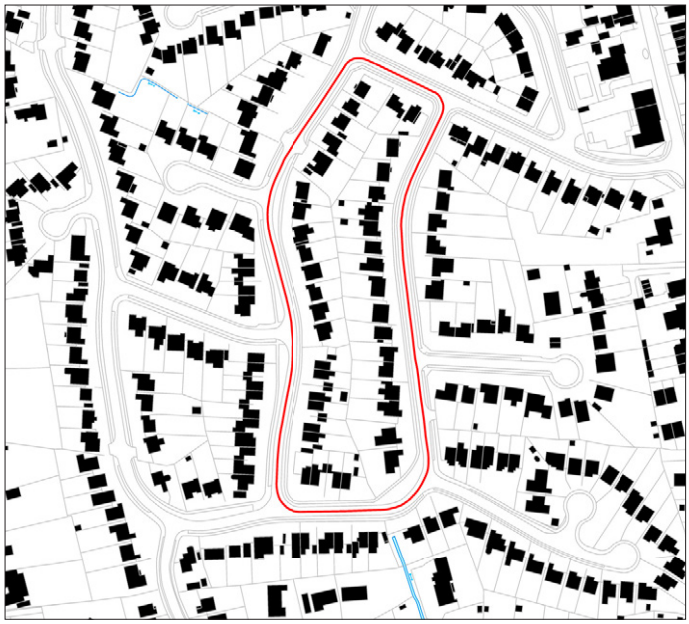


Crowborough High Street

Crowborough

Density Analysis





Medium density : 20-25 dph

The densities across Crowborough vary significantly, as seen in the examples. The densities along the High Street ranges from 50-60 dph and the surburban residential areas where the denisty is much lower.

With most of Crowborough confined between the A26, the railway line and the National Landscape, there are pockets of potential areas for development to the west of the railway line, south of the town. Much of this land has planning permission for new residential development, in particular land north and south of Walshes Road.

* *Mixed use density example considers one residential unit above a ground floor non-residential use per plot.*

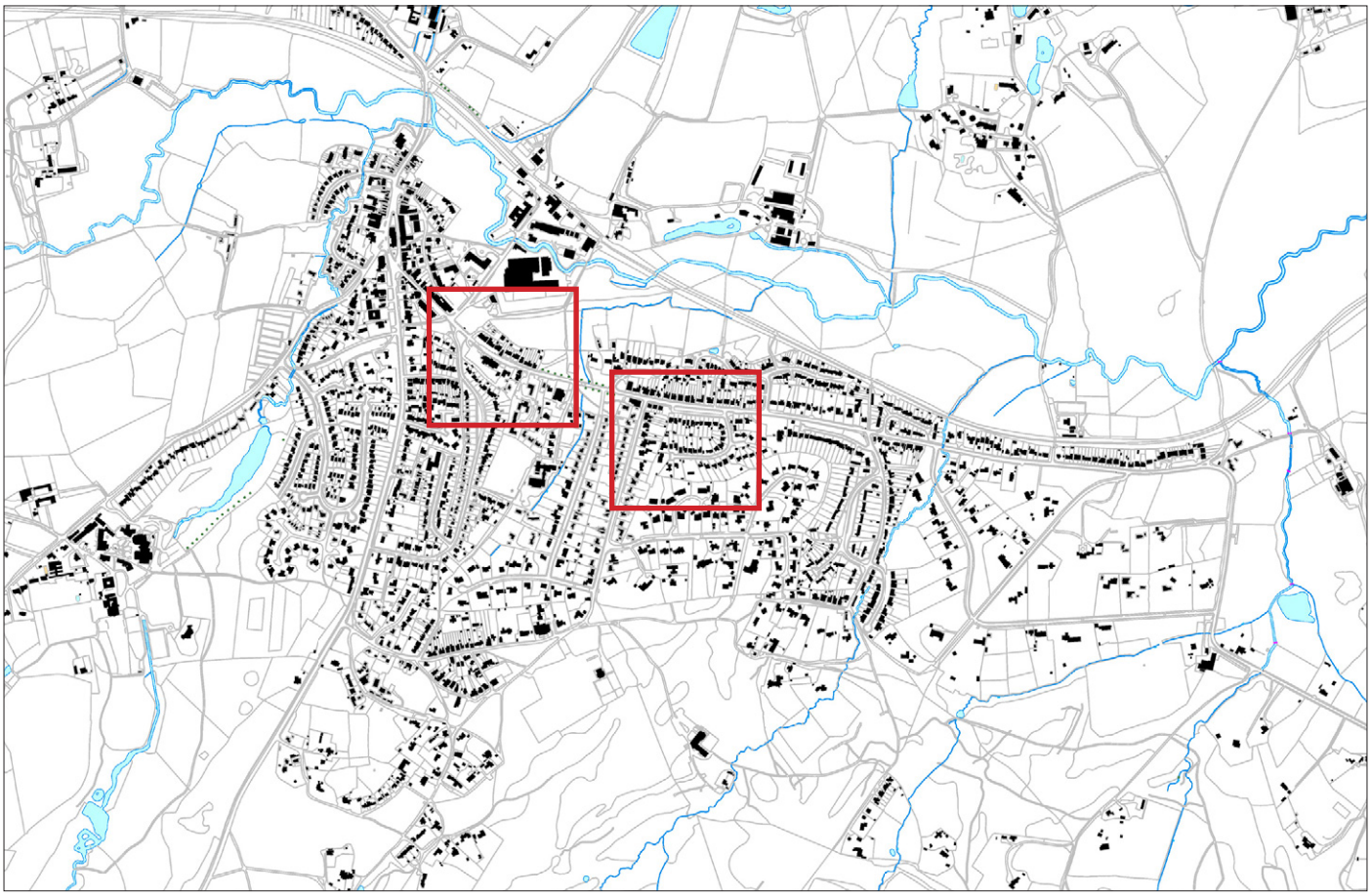


Medium density compact housing along St John’s street



New development in Crowborough

Forest Row



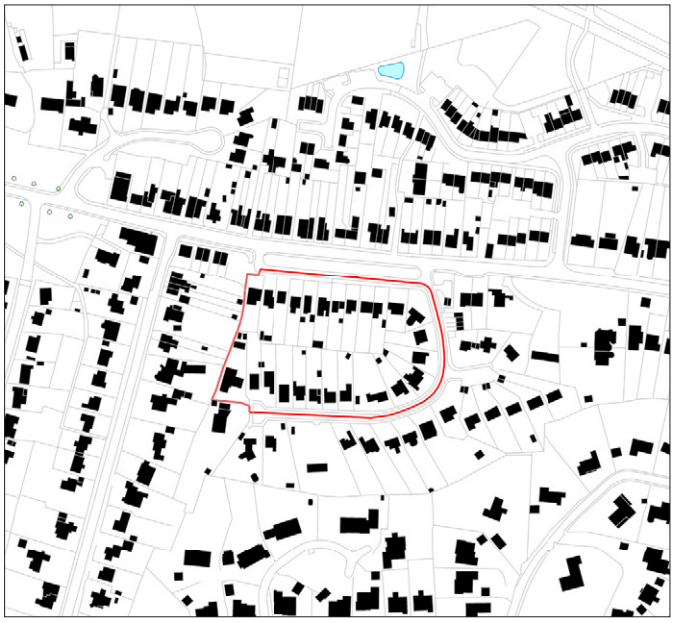
Population	• 4,858 (2021)
Connectivity Accessibility	• The settlement is on the intersection of the A22 and the B2110 to Tunbridge Wells. • It is 5 kms south-east of East Grinstead.
Character and distinctiveness	• The village serves as an established residential area, a local employment centre and as an important local shopping centre. • The Rystwood Road and Park Road areas have a distinctive parkland character created mainly by detached properties in extensive curtilages, with mature landscaping. • The scattered form of development on the southern edge of Forest Row is more rural in character. • The development is dense along Highgate Road and loosely knit and scattered along the south into Ashdown Forest. • The Rystwood Road area is characterised by low density development of large residential properties set well back into spacious grounds with extensive landscaping • Park Road is characterised by mainly large detached residential properties within spacious grounds, together with mature tree cover providing a very Arcadian character.
Landscape & setting	• Lies on the northern edge of the Ashdown Forest within the High Weald National Landscape. • The Ashdown Forest descends steeply to the Medway Valley and is an area of high scenic quality. It is designated as a SSSI, a SAC and Special Protection Area (SPA). • Weirwood Reservoir to the east is an important recreational facility and is also a designated site of Special Scientific Interest and Local Nature Reserve.
Morphology of settlement	• It originated as a small hamlet, and grew first with the establishment of a turnpike road in the 18th century. • The railway between East Grinstead and Tunbridge Wells opened in 1866; which closed in 1967.
Density Characteristics	• The density is higher along the High Street, which is to the north west of the village. The density reduces away from this area.





Density : 35-40 dph



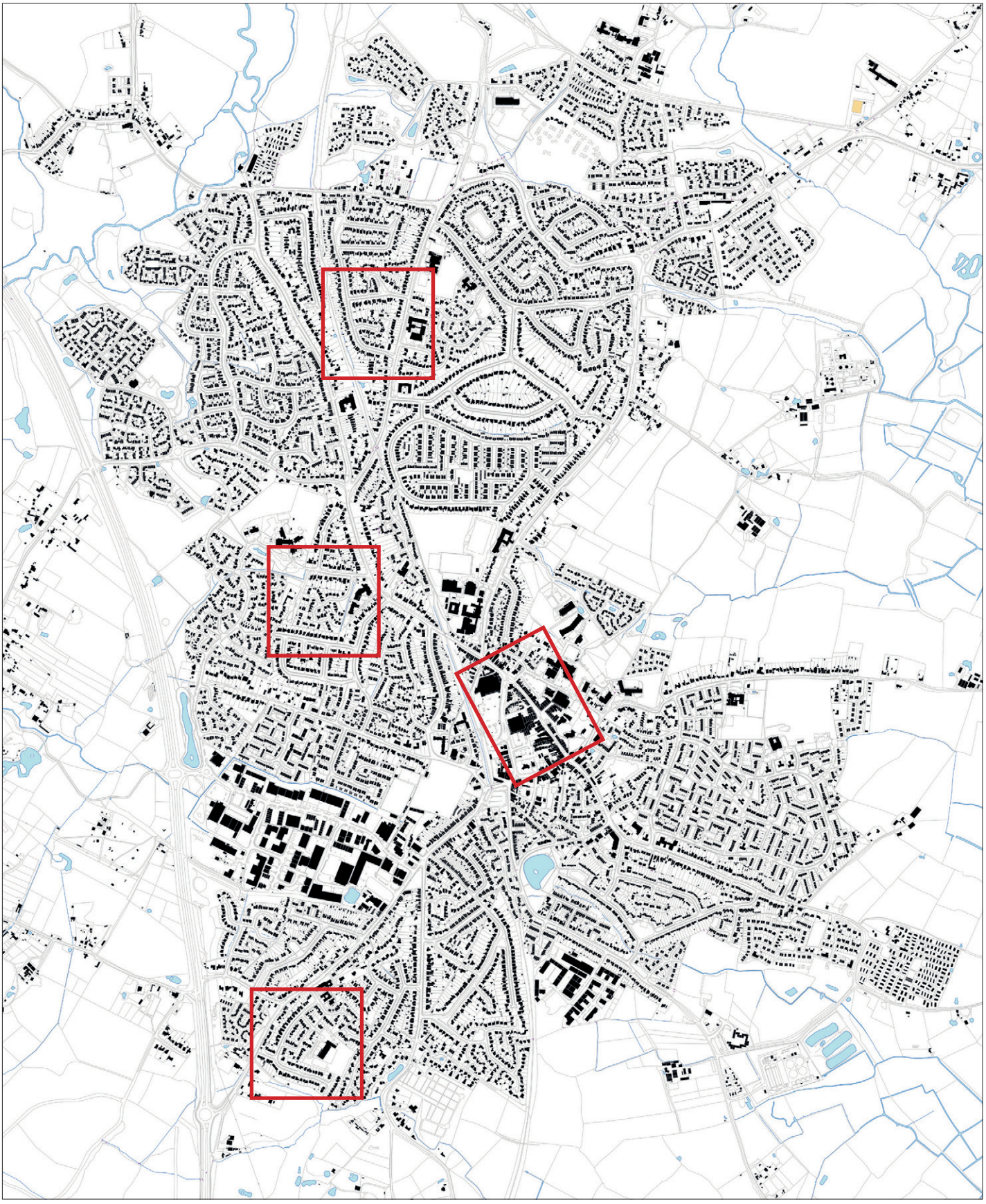


Density : 20-25 dph

The densities across Forest Row vary. The example above shows a residential areas with density ranging from 35-40 dph. While the example below shows an area with density between 20-25 dph.

Future development in Forest Row needs to consider the constraints and the outstanding character of the village.

Hailsham



Population	• 23,000 (2021 Census)
Connectivity Accessibility	• The town is 5km north of Polegate and 15km north of Eastbourne. • The nearest rail station is Polegate, 5 km south of the town. • The Cuckoo Trail: a green walking and cycle route running north to south • The A22 to the west and A27 to the south are the two main connections to the town.
Character and distinctiveness	• Hailsham is a market town – its charter was granted in 1252 – and its history can be traced back to the Domesday Book. The town has experienced significant expansion since 1945. • The town's traditional industry was in rope making. • No train station and limited access via public transport are some of the reasons for the growing pressures on accessing employment, education, services and facilities. • It consists of typical 2-3 storey modern homes.
Landscape & setting	• The town sits amongst the lowland forests and marshes of the Sussex Weald and is a gateway to the South Downs National Park. • It is about 10 km from the coast, and between the well-wooded hills of the southern Forest Ridge and the undulating chalk countryside of the South Downs. • Close to the town is the Pevensey Levels: a low-lying wetland of national and international conservation importance. It is designated as a Site of Special Scientific Interest, a Ramsar Site, and Special Area of Conservation.
Morphology of settlement	• Hailsham is a relatively compact town. All everyday uses are within a five to ten minutes. • Historically, large scale residential developments at the edge of the town have failed to create locally distinctive places or enrich the existing built heritage of the town.



Hailsham High Street

Hailsham

Density Analysis





Density : 50-55 dph*





Density : 30-35 dph

* *Mixed use density example considers one residential unit above a ground floor non-residential use per plot.*



Compact housing along the High Street


Medium density compact housing along Gordon Road

Hailsham

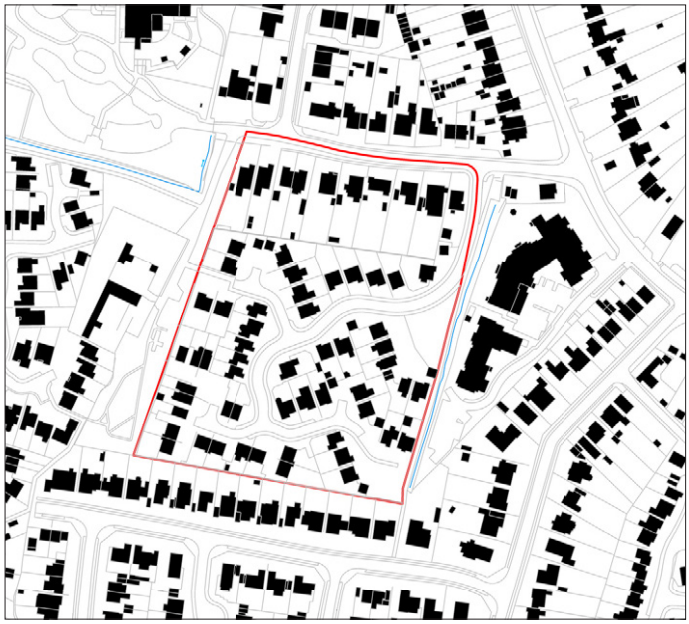
Density Analysis





Density - 20-25 dph





Density : 20-25 dph

The densities vary across Hailsham. Areas to the north of the Town developed in the 1940-50's built around the garden city concepts (an urban design concept from the early 20th century where an urban core is surrounded by satellite developments which are separated by green belt or parkland) have densities ranging between 20-25 dph while development in the south and east which is more compact has densities ranging between 30-35 dph.

The Pevensey Levels Ramsar Site and SAC to the south-east and the floodplain restricts development. However, there is potential for some development on the edges and redevelopment of existing sites within the town.

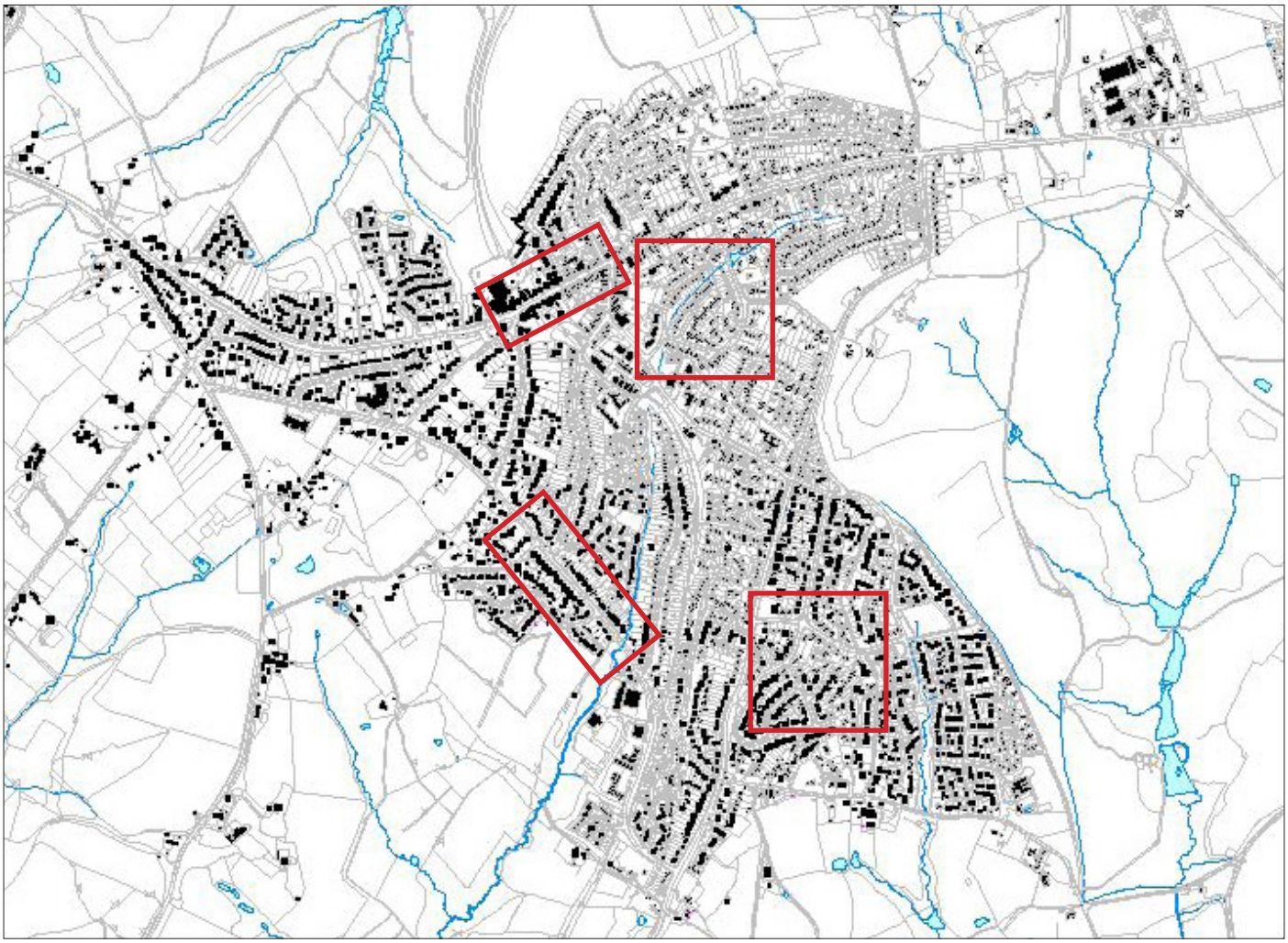


Medium density housing along Falcon Way



New development on Dunnock Lane

Heathfield





Heathfield Park - a Site of Special Scientific Interest (SSSI)

Population	• 12,278 (2021)
Connectivity Accessibility	• The town is equidistant from both Turnbridge Wells and Eastbourne. • The A267 is the main route from north to south and adjoins Heathfield's western boundary. • The A265 is the principal route through the town centre, passing along the High Street and Burwash Road. • The B2203 Hailsham Road is a well used local route and provides a direct link between Heathfield and Maynards Green and Horam.
Character and distinctiveness	• Heathfield is a small, affluent market town, mainly residential.
Landscape & setting	• Heathfield is on The Ridgeway – a historic trackway that connects the South Downs with the Weald. • It has an attractive elevated setting. • The town is surrounded by the High Weald National Landscape although the town itself is omitted from this designation. • To the north the land slopes away into the Rother Valley and to the east the town abuts the historic Heathfield Park. Heathfield Park is a historic park and garden (and is grade II listed). It is also a SSSI. • To the south and west the land generally falls away into the undulating farmland and countryside of the High Weald • Heathfield's elevated setting provides fine long-distance views out into the surrounding countryside and towards the Sussex Downs to the south.
Morphology of settlement	• The town is built around the former village of Old Heathfield. • The extension of the railway (the Cuckoo Line) in 1880 gave the village importance but it was not financially successful and closed in 1968. • Heathfield is a predominantly residential, nucleated town which has grown around the road corridors. • The town has witnessed considerable growth in housing throughout the 1980's and predominantly comprises a series of housing estates at the edges of the town.
Density Characteristics	• The density is higher in the centre of the Town and reduces towards its edges. • Most development is to the south of the A 265.



Heathfield High Street - a mixed use centre.

Heathfield

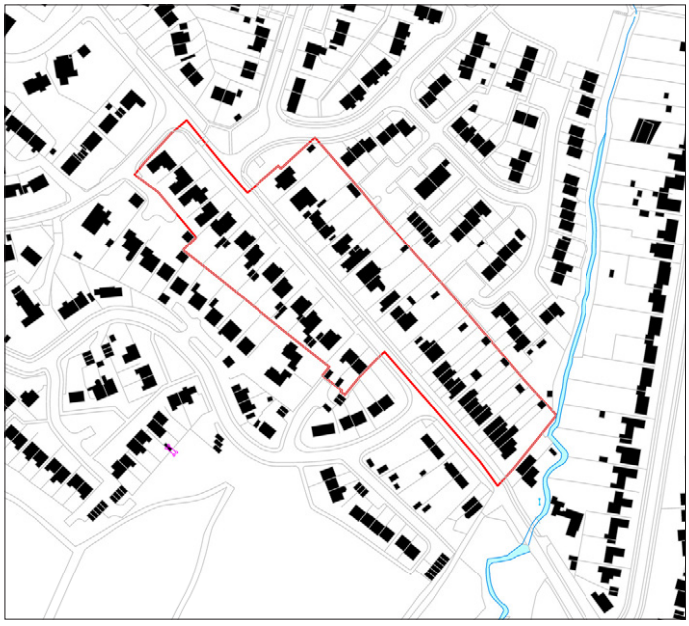
Density Analysis





Density - 45-50 dph*





Density : 30-35 dph

For the purpose of this exercise, densities in different parts of the town have been evaluated. This gives an understanding of the range of densities, which is a result of existing site constraints, landscape setting, character areas and market economics.

* *Mixed use density example considers one residential unit above a ground floor non-residential use per plot.*



The Historic Centre of Heathfield



Medium density housing on Ghyll Road

Heathfield

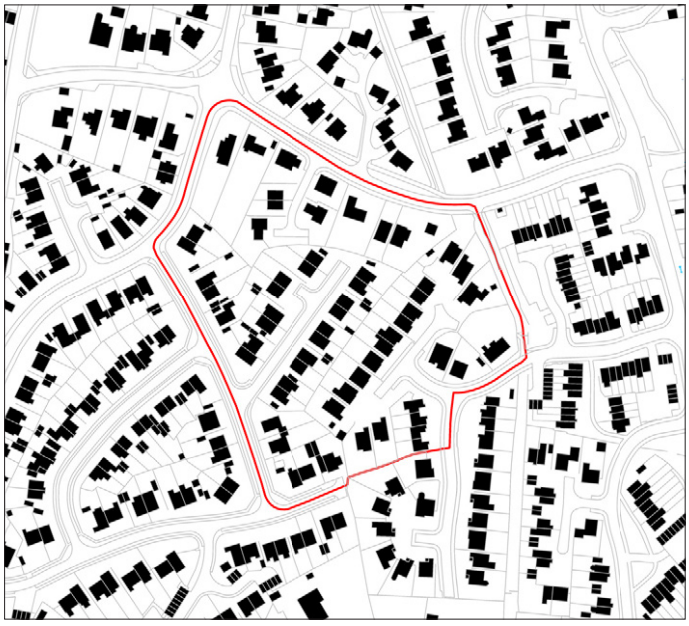
Density Analysis





Density - 25-30 dph





Density : 20-25 dph

The densities vary across Heathfield. The areas around the Centre have high densities ranging from 45-50 dph and they reduce towards the edge of the town to around 20-25 dph.

Any future development will need to consider the landscape setting due to the National Landscape, which surrounds the town.

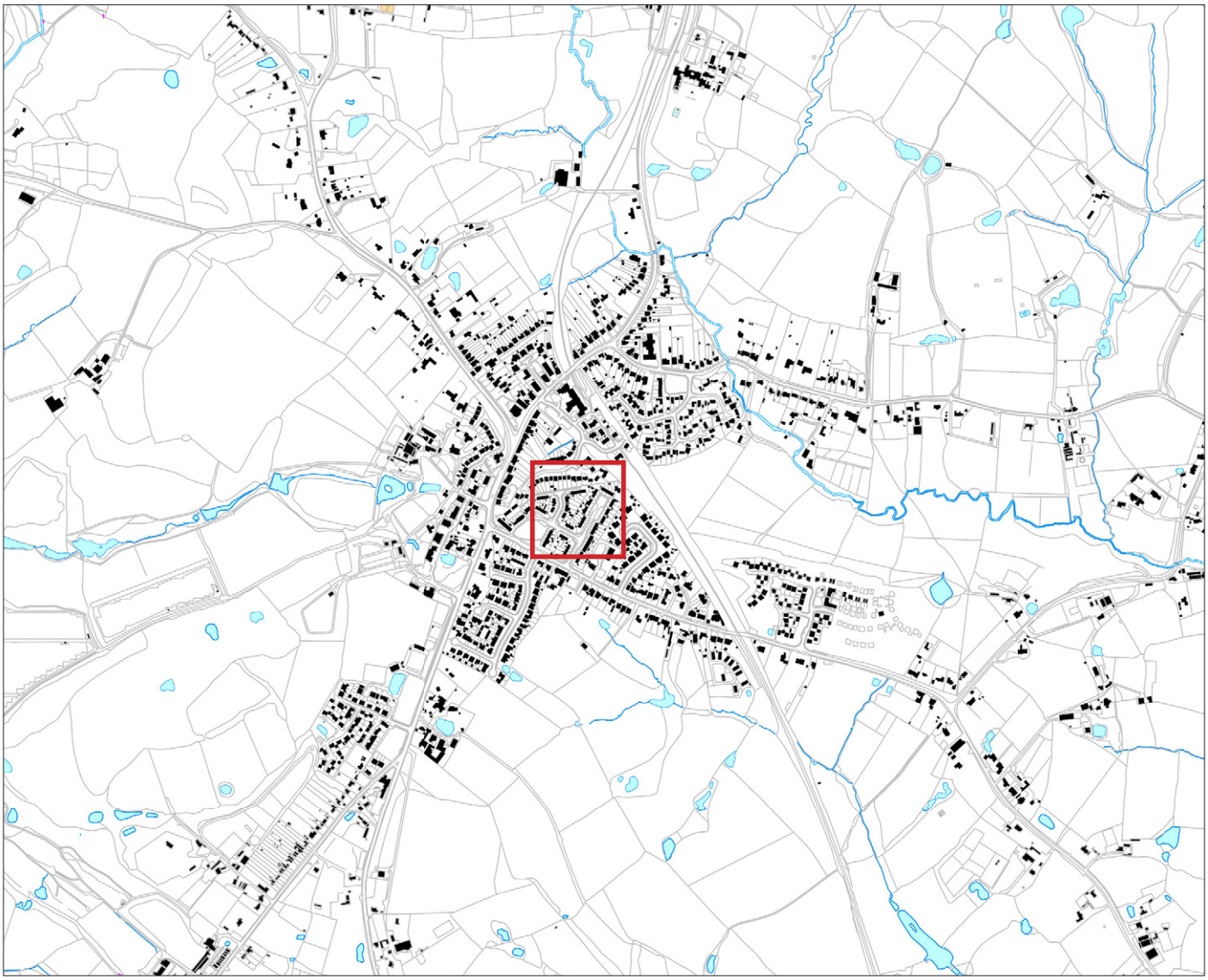


Low density housing on Ghyll Road



Low density suburban housing in the Swain's area

Horam





Horam's Railway Station - now part of the Cuckoo Trail

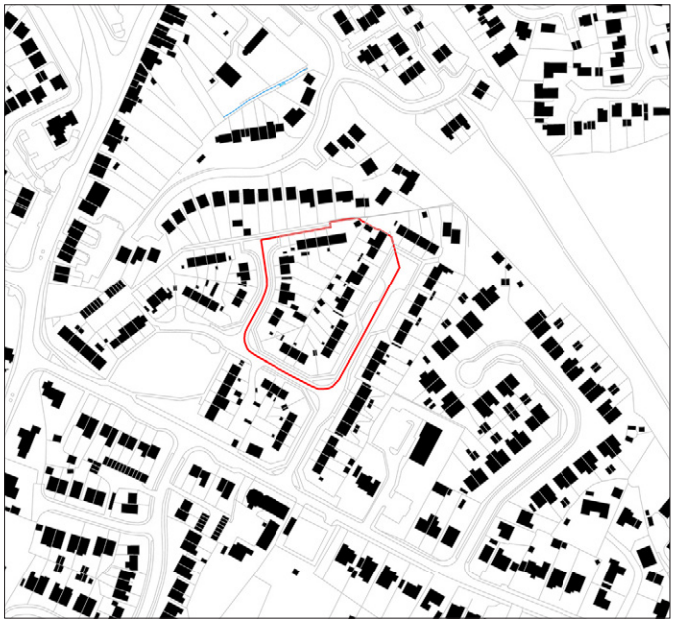


Horam's High Street

Population	• 3,121(2021)
Connectivity Accessibility	• Horam village lies on the A267 Tunbridge Wells–Eastbourne road south of Heathfield.
Character and distinctiveness	• The older, principally frontage development within the village has been consolidated by the more recent estate developments off Toll Wood Road, Horam Park Close, Grange Close, Paynsbridge Way and Hillside Drive. • Loose-knit ribbons extend along the rural fringes of Horam. • The settlement is predominantly residential but has important employment functions.
Landscape & setting	• Horam has an attractive setting on the southern edge of the High Weald National Landscape. • Its position on the side of a valley affords views out into the surrounding countryside. • The settlement is on the slopes of the Weald. There are many tributaries of the River Cuckmere which carve out a number of valleys with the main one being the Waldron Ghyll.
Morphology of settlement	• The commercial core of the village is centred along the High Street and around its junction with the A267. • Horam is one of the larger villages in the District with development concentrated largely on the eastern side of the A267. • The village of Horam grew up around the railway station. However the railway station closed in 1965.
Density Characteristics	• The density is higher along the High Street, which is central within the village along the A267/B2203. The density reduces away from this area.

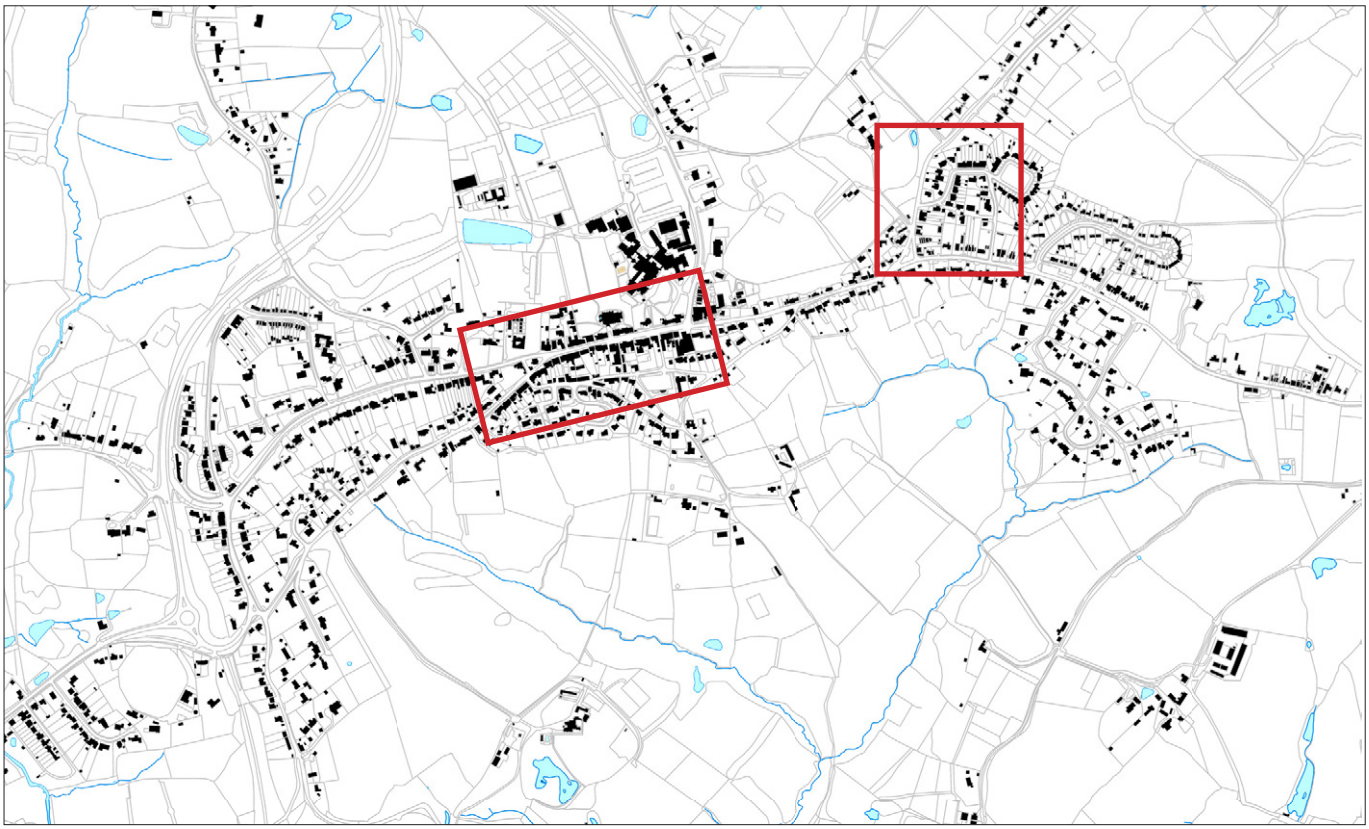


Horam has grown from a small village to a larger village with concentrated growth. Horam's average density ranges from 25-30 dph with a higher density around the High Street and lower density towards the edges of the settlement.



Density : 25-30 dph

Mayfield

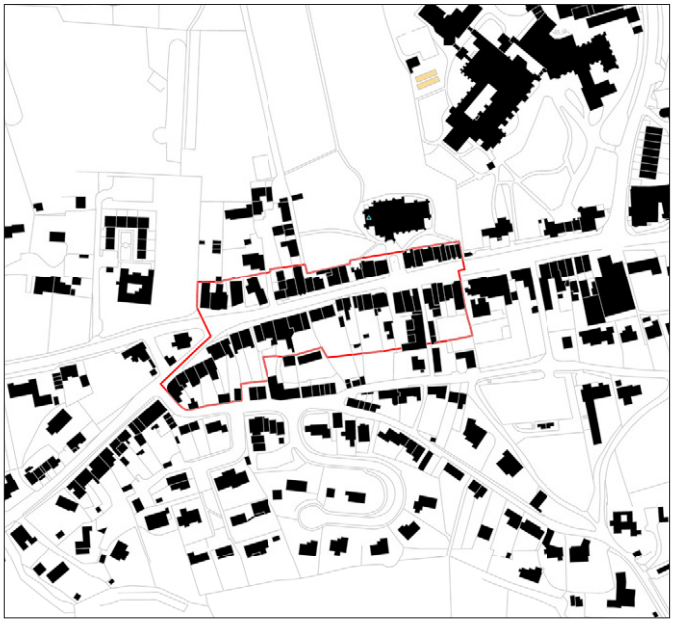


Population	• 3,986(2021), including Five Ashes and smaller villages other than Mayfield
Connectivity Accessibility	• Mayfield lies to the east of the A267 road between Royal Tunbridge Wells and Eastbourne.
Character and distinctiveness	• Historic village, situated on a ridge-top with a steep and attractive countryside. • Predominantly residential in character. • The historic and picturesque village core around the High Street occupies the ridge crest position. The majority of buildings in the locality are listed. • St Dunstan's Church is a focal point in the landscape for miles around. • The Warren area - large 2 storey detached properties set amidst mature landscaping. • The Station Road area has low density with large properties set within landscaping. • South of Station Road, more regular plots containing large detached properties. • The Knowle Park Road area contains large detached properties characterised by low density development with mature landscaping and tree cover.
Landscape & setting	• Its elevated position affords extensive views of the surrounding countryside. • Mayfield and the surrounding countryside lie within the High Weald National Landscape. • Landscaping is the dominant visual element, giving the residential area an attractive Arcadian quality.
Morphology of settlement	• Mayfield has developed along and around the former A267, now bypassed. • It follows the ridge line on the northern side of the River Rother Valley. • Along the western edge of the settlement, development limits itself to the built-up area and is mostly defined by the A267 Mayfield Bypass and part of the former railway line, although there is also some limited development to the south west of the settlement.
Density Characteristics	• The density is higher in the centre along the High Street and diminishes towards the east and west.

Density Analysis

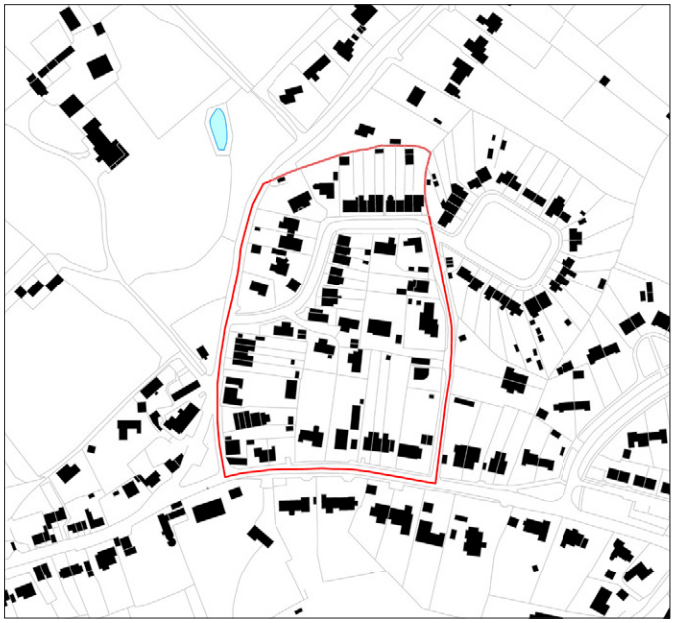


Density : 45-50 dph*





Density : 20-25 dph



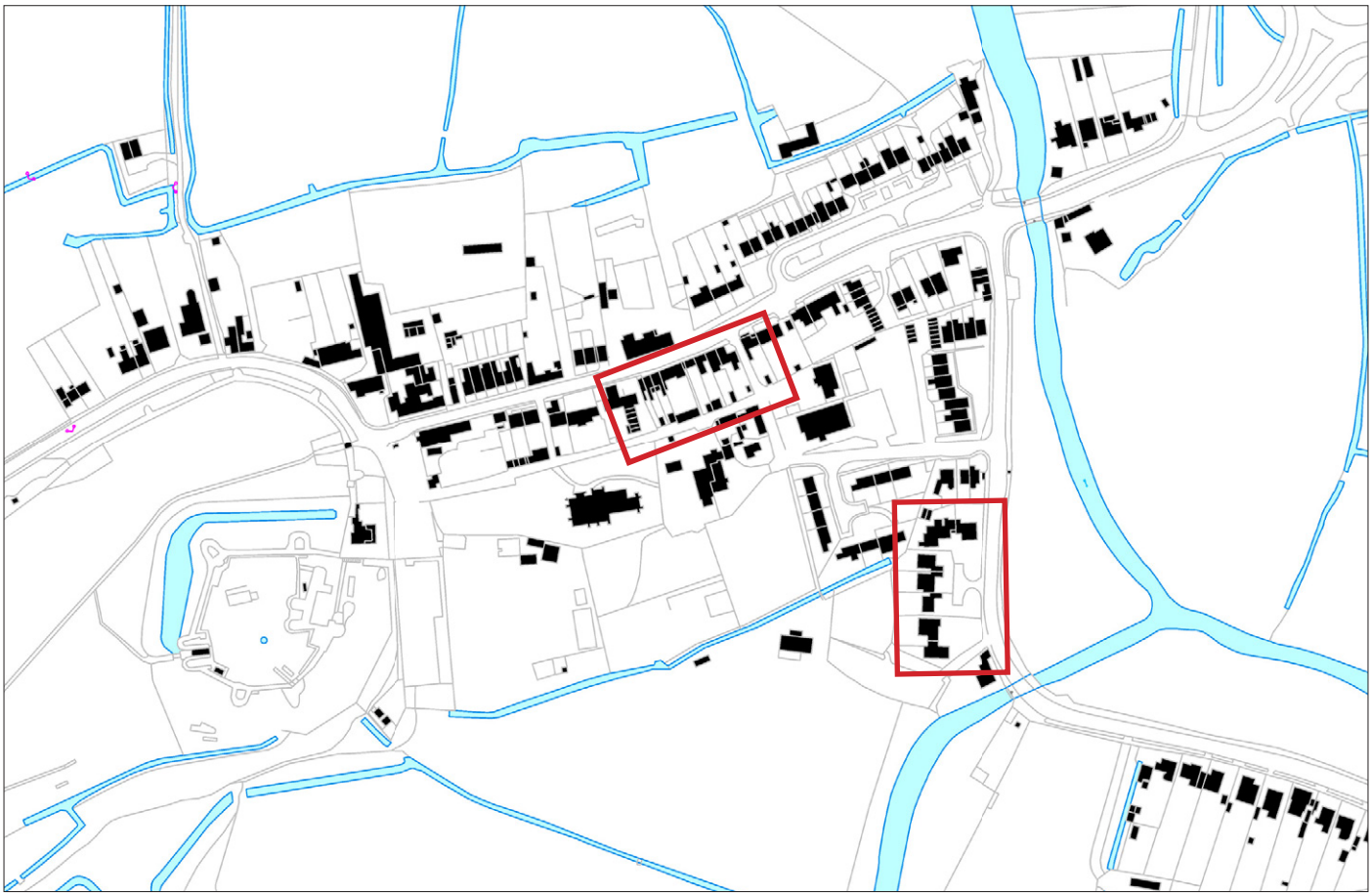
Mayfield has grown from a small village to a large village. Mayfield's average densities range from 25-30 dph with a higher density around the High Street ranging between 45-50 dph, as seen above.

There is opportunity for development close to the centre benefiting from its proximity to existing services.

Due to the historic nature of the village and its dealinated heritage assets future development will need to consider it's landscape setting and location within the National Landscape.

* *Mixed use density example considers one residential unit above a ground floor non-residential use per plot.*

Pevensey





Character of houses along Pevensey High Street

Population	3,307 (2021)
Connectivity Accessibility	• The village is within walking distance of two rail stations - Pevensey and Westham and Pevensey Bay. • It is located 8 km north-east of Eastbourne and 1.6 km from Pevensey Bay. • The A27 Pevensey Bypass passes to the north of the village and the A259 passes through the village.
Character and distinctiveness	• To the west the village is the historic Pevensey Castle, which forms the western gateway to the High Street. The historic significance of the parish has it's bearings on the village. • The village serves a dual function - an established residential settlement and a local service centre.
Landscape & setting	• The village is situated on a low ridge at the western end of the Pevensey Levels. • Its elevated position offers extensive views across the surrounding open countryside. • To the north of the village, are the marshes of Pevensey Levels. • The marshes are a Site of Special Scientific Interest and a large nature reserve. • The area is very fragile and general access is not permitted.
Morphology of settlement	• Post-war years it has grown along the High Street .There are pockets of development along the A 259 to the south of the village.
Density characteristics	• The density is higher along the High Street and reduces towards its edges.



Pevensey High Street

Pevensey

Density Analysis





Density : 40-45* dph





Density - 25-30 dph

The Village has developed around the High Street consisting of predominatley lower densities. The densities are slightly higher in the centre along the High Street and reduces towards its edges.

* *Mixed use density example considers one residential unit above a ground floor non-residential use per plot.*



Higher density along Pevensey High Street



Lower density housing along the A259

Pevensey Bay

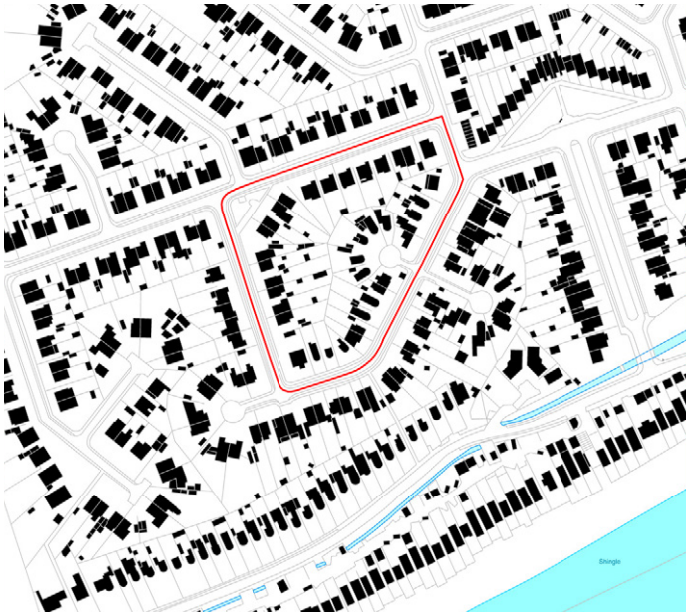
Population	3,307 (2021)
Connectivity Accessibility	• Pevensey Bay is a seaside village. • Extends from Langney Point in the west to Normans Bay in the east.
Character and distinctiveness	• A popular holiday destination. • Remains essentially residential in character with tourism promoting functions. • A strongly linear form, with a continuously built-up frontage along the beach. • Mainly comprises bungalow development, much of it set along the seafront. • Further estate development extends inland onto the low-lying Levels. • A ribbon of houses extend along the eastern extremity of Coast Road atop the shingle bank overlooking the sea.
Landscape & setting	• There are far-reaching views both along the coast towards Eastbourne and Bexhill, and inland across the low-lying countryside of the Coastal Levels to Herstmonceux. • To the north is the Pevensey Levels SSSI and National Nature Reserve - an area of great landscape and wildlife value. It is a Ramsar Site and Special Areas of Conservation (SAC).
Morphology of settlement	• Pevensey Bay has developed as a coastal resort along a gently curving bay. • The growth of the settlement and the building line of the properties has generally followed this curve.
Density Characteristics	• The density in Pevensey Bay ranges from low to medium.
Growth potential	• Coastal Protection and flood risk need to be considered in any potential development in the area



View of Pevensey Bay from the west.

Density Analysis





Density : 20-25 dph

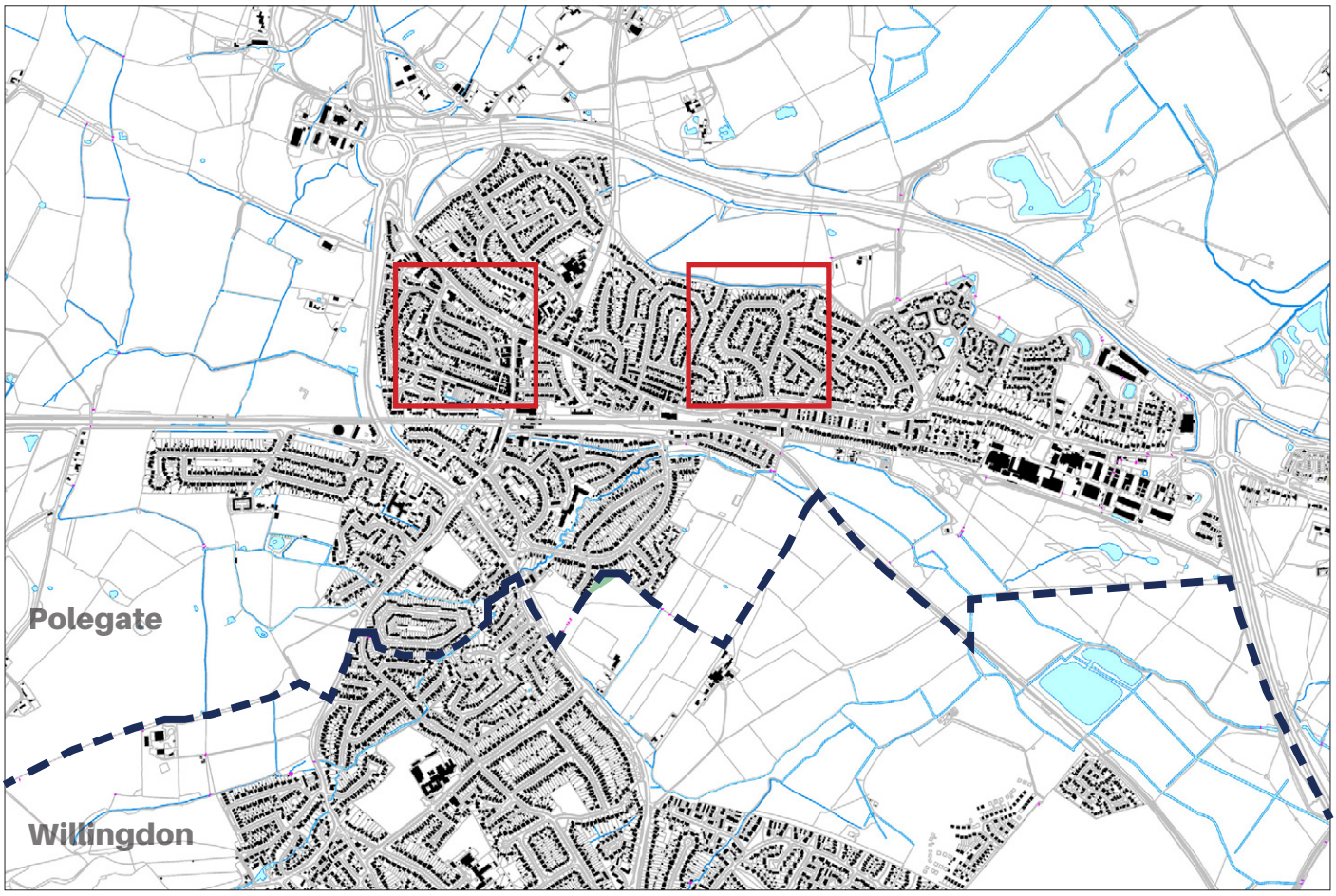




Density : 20-25 dph

The densities range from low to medium across Pevensey Bay. The examples above show two residential areas Camber Drive and Val Prinseps Road with similar densities in different parts of the village, however some parts such as the High Street have slightly higher densities.

Polegate





View of the South Downs from Polegate High Street

Population	• 9,341 (2021)
Connectivity Accessibility	• The A27 (Polegate Bypass)is to the west of Polegate. • The A22 runs northwards out of Polegate towards Hailsham. • The Lewes to Hastings and the Lewes to Eastbourne railway line run through Polegate. It is an important local transport link which connects the towns to London. • Due to its location situated on the corner of the A27 and A22, it allows easy access to larger cities and towns like Brighton and Hove, and Hastings.
Character and distinctiveness	• Polegate is mainly residential in nature but originated from being a railway settlement. • The rest of the settlement comprises of a number of planned estates. • It is 8 km north of Eastbourne and forms part of the greater area of Eastbourne.
Landscape & setting	• Polegate is located at the foot of the South Downs to the north of Eastbourne. • Polegate is located on a ridge in the gap between the Weald and the South Downs. • To the north, the landscape is characterised by attractive, gently undulating countryside. To the south and east, this open land falls away towards the Willingdon Levels. To the east lies the Pevensey Levels. This open land falls away towards the Willlingdon LevelsTo the east lies the Pevensey Levels, the one time bay now converted into farmland with the build up of the coastal shingle bank during the early Middle Ages.
Morphology of Settlement	• Polegate, is situated to the north of Willingdon, and the two settlements are interwoven. • Polegate is closely related with Eastbourne but has its own modern core centred around the rail station. Polegate is a fairly modern town built around the railway. • The coming of the railway in the 1840s between Lewes and Hastings, led to the growth of Polegate. • The town is gradually becoming part of the greater Eastbourne conurbation, connecting with Willingdon to the south.

Polegate

Density Analysis





Density - 35-40 dph





Density : 25-30 dph

The densities vary across Polegate. As shown in the examples above the areas near the station has densities ranging between 35-40 dph and those away from the Centre have densities ranging between 25-30 dph.

Development in the south-east of Polegate and north of Willingdon has planning permission and is partly under construction.

Any future development will need to consider the floodplain and the existing landscape setting.

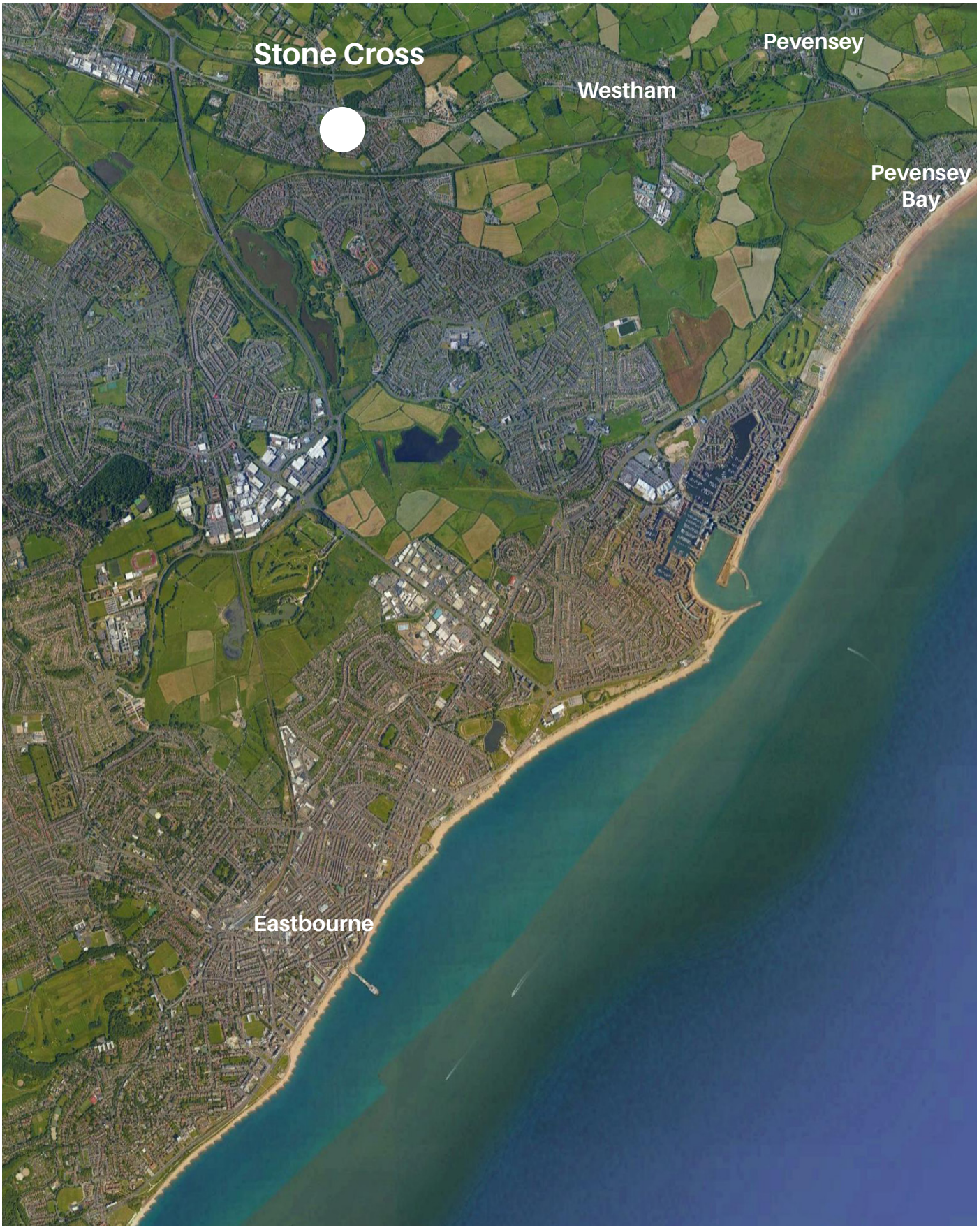


Higher density mixed use along Polegate High Street



Medium density suburban housing east of Polegate.

Stone Cross



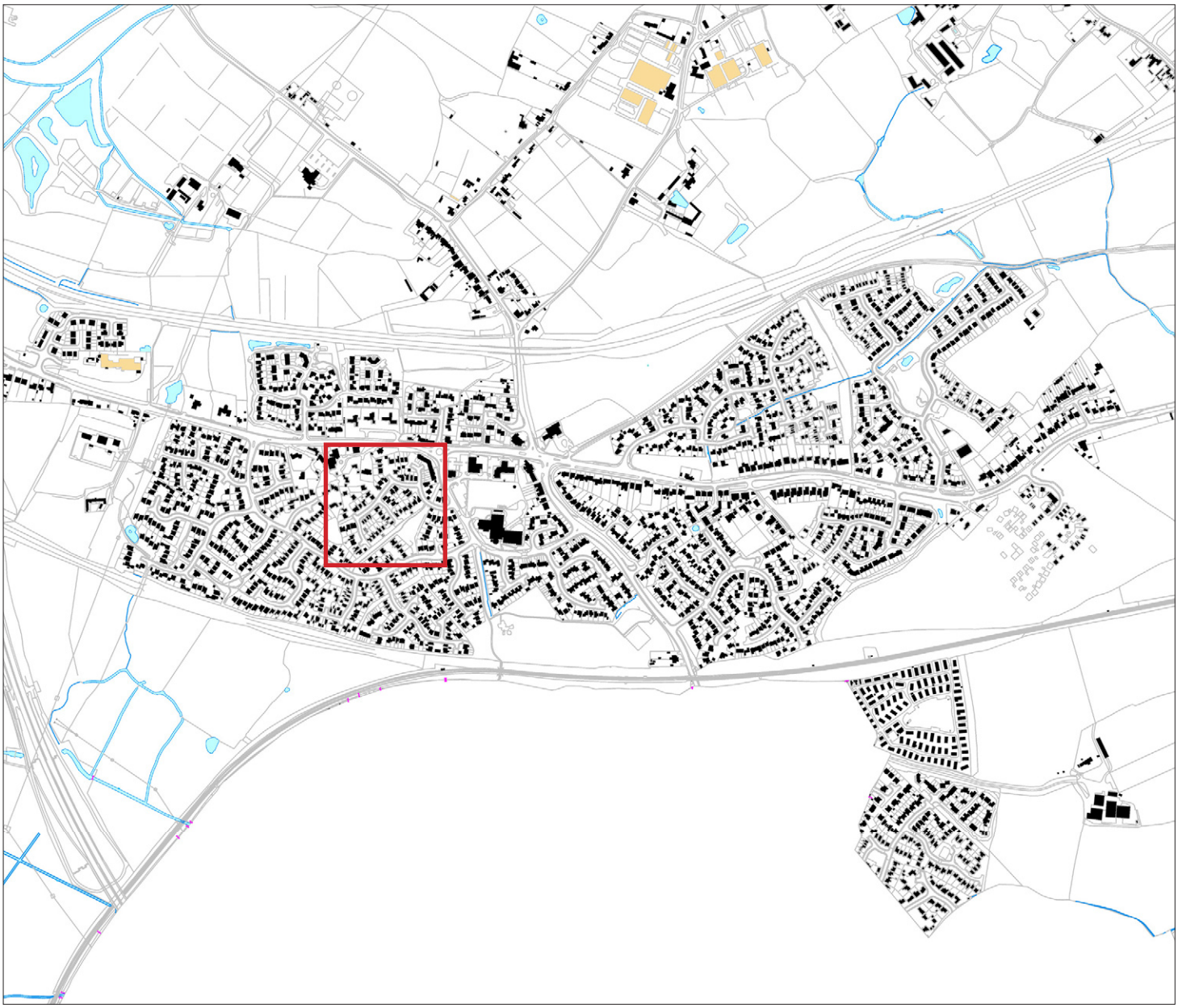


Stone Cross Windmill - a landmark of historic significance



New proposed development in Stone Cross; south of Dittons Road

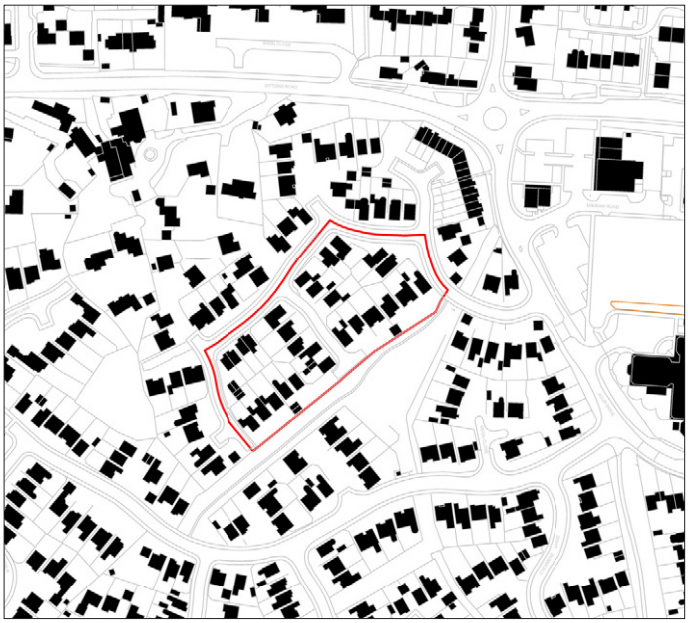
Stone Cross



Population	• 3,537 ward population [estimated 2020]
Connectivity Accessibility	• The Eastbourne to Hastings railway is to the south of the settlement. • The A27 Pevensey Bypass forms the northern border of the settlement.
Character and distinctiveness	• Stone Cross is an expanding residential settlement. • It is situated on a pronounced east-west ridge of high ground.
Landscape & setting	• The settlement is surrounded by roads and rail infrastructure with not much landscape setting around it. • The Stone Cross Windmill - a historic landmak to the east of the settlement, which is a key attraction.
Morphology of settlement	• Stone Cross has grown around the crossroads of the old A27 Dittons Road/Rattle Road with Hailsham Road and Lion Hill. • A major part of the settlement is in the form of cul-de-sacs that are linked to Rattle Road and Ditton Road.
Density Characteristics	• There is a homogeneous density across the whole settlement.

Density Analysis

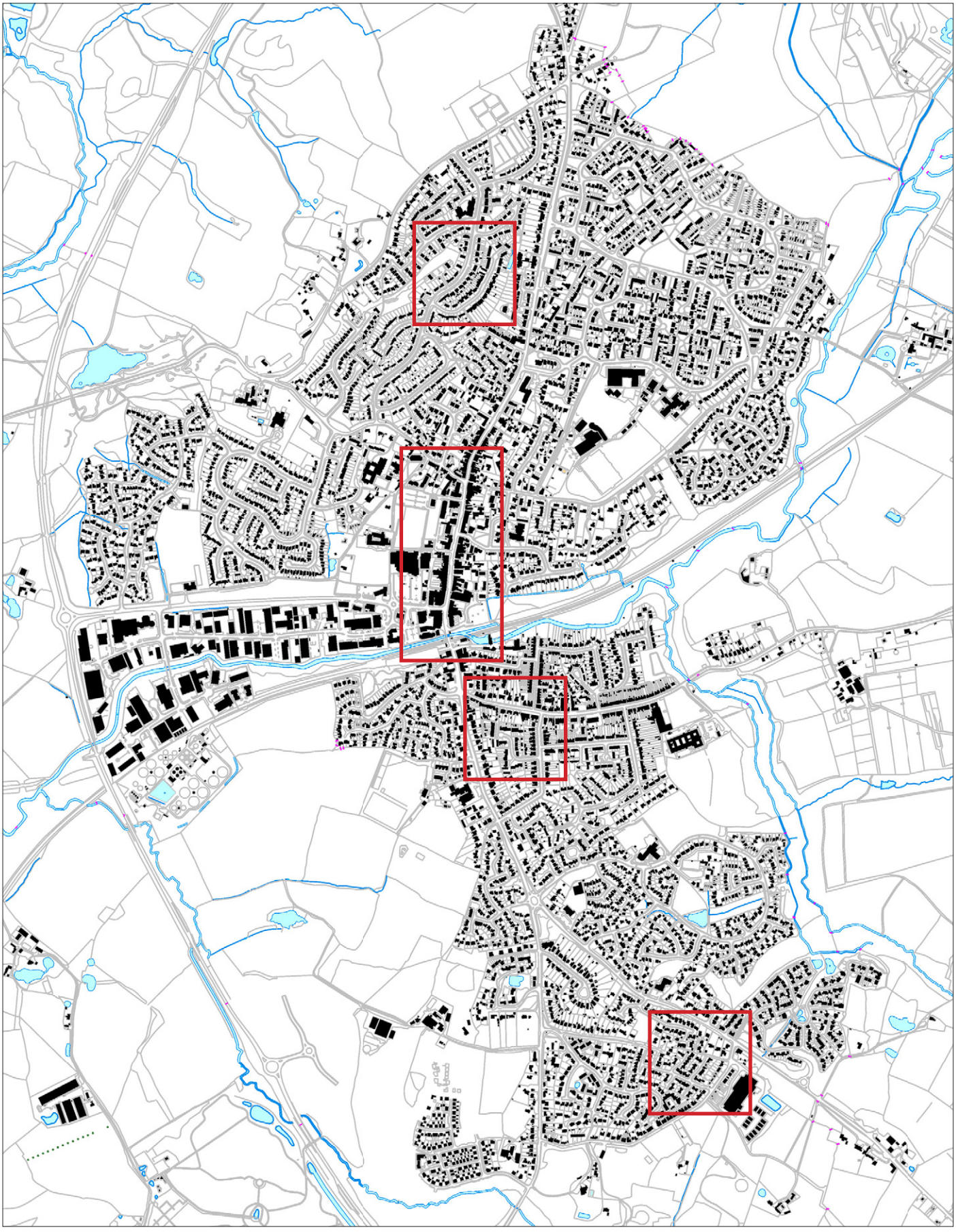




Density - 15-20 dph

The densities are homogeneous across most of Stone Cross. Stone Cross has grown out of a village and the densities are moderate. They range from 15-20 dph across most parts of Stone Cross with an increase towards the centre of the village.

Uckfield



Population	• 15,041 (2021)
Connectivity Accessibility	• Uckfield is located at the confluence of the A22 (London to Eastbourne) and A26 (Maidstone to Newhaven). The A 272 is to the north of the town which connects Haywards Heath in the west and Heathfield in the east. • Uckfield is connected to London Bridge station. • After the closure of the extension line to Lewes in 1969, Uckfield became the terminus.
Character and distinctiveness	• Uckfield developed as a road hub, on the crossing point of the River Uck. • London Road / the High Street (in the north) and New Town / Lewes Road (in the south) is the main spine route through the town. • Initial development took place primarily in the north around Church Street. • As the town has grown, new housing estates were developed: Hempstead Fields, Harlands Farm, Rocks Park, West Park, Manor Park and Ringles Cross among them. • Peripheral areas have a loose-knit, more rural character and an extension of ribbon development along the roads into the town.
Landscape & setting	• Within the attractive, undulating countryside of the Low Weald, • Surrounded by small woodlands, hedgerows and open farmland • The West Park Nature Reserve is located on the western edge of the town. • The Ridgewood area, New Road marks a notable change in character between the relatively compact built-up area and the more rural character of the countryside.
Morphology of settlement	• The settlement developed along London Road / High Street in the north and New Town,Eastbourne Road and Lewes Road in the south. • Church Street was at the heart of the original settlement of Uckfield. • The extents of the growth has extended south of the railway.
Density Characteristics	• The area around the High Street has the highest density. • Medium to high densities along the main spine route with densities fading away towards the residential areas.



River Uck flows through the centre of Uckfield

Uckfield

Density Analysis





Density * : 45-50 dph





Density - 35-40 dph

The densities vary across Uckfield. Areas near the centre of the town have densities ranging between 45-50 dph and those way from the centre have densities ranging between 25-30 dph, as shown in the examples above.

There is already significant planned growth for the Town for over 1,000 dwellings at Ridgewood which is currently under construction.

* *Mixed use density example considers one residential unit above a ground floor non-residential use per plot.*



Uckfield High Street



Higher density housing, south-east of the railway station close to the centre.

Uckfield

Density Analysis





Density : 25-30 dph





Medium density : 20 -25 dph

The density drops towards the outer edges of the town. New developmen to the west of the town has moderate densities ranging betwen 30-35 dph.

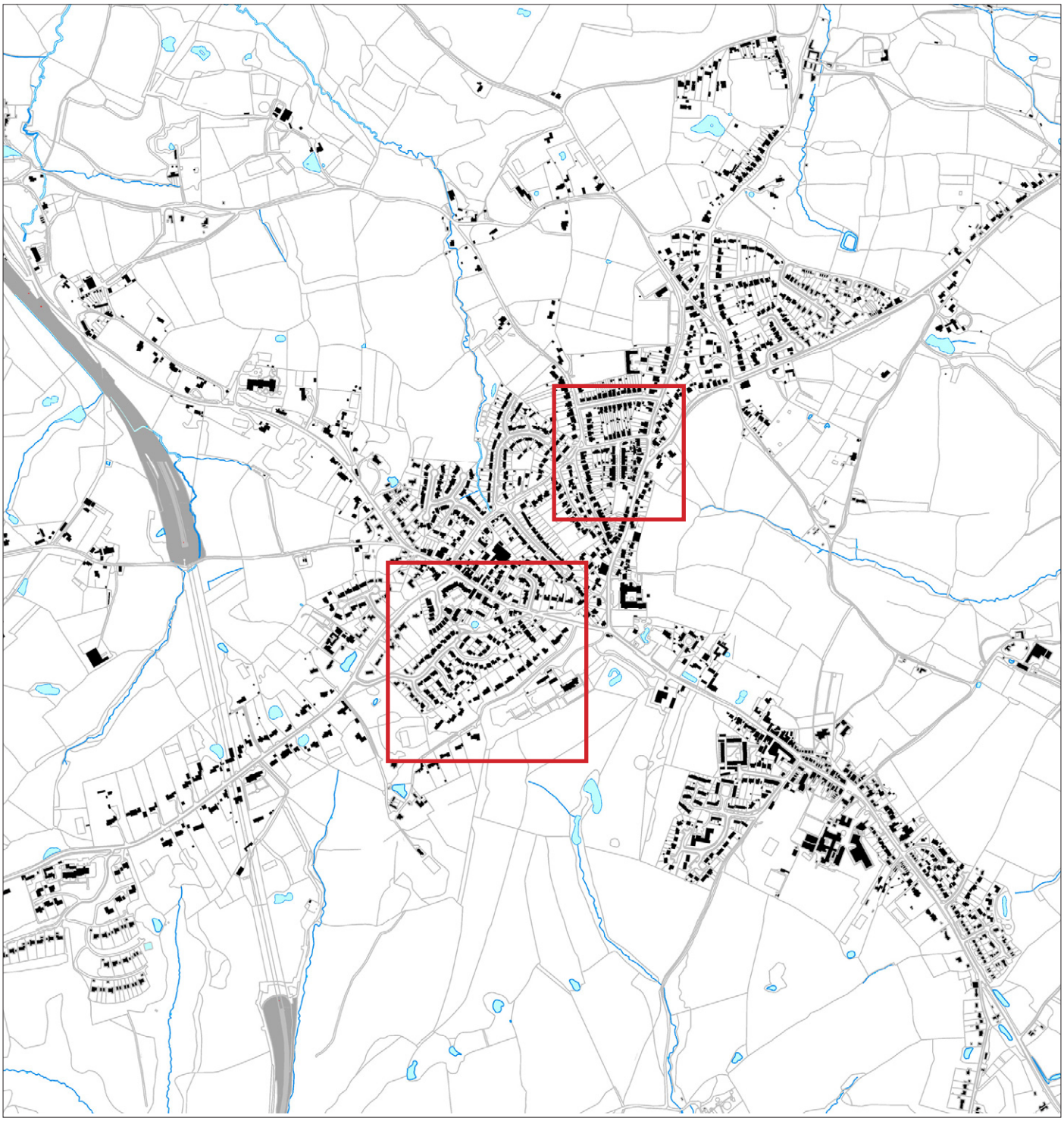


Medium density housing on Framfield Road



West Park - an example of new developments in Uckfield

Wadhurst



Population	4,915 (Parish - 2021)
Connectivity Accessibility	• Wadhurst is located on the B2099 and B2100; seven miles east of Crowborough • Wadhurst Station lies to the north-west of the village on the Hastings to London line. • It provides connectivity to Tunbridge Wells and London.
Character and distinctiveness	• Wadhurst is a historic market town. • Along the High Street and around The Square there are a large number of listed buildings with a tight-knit street frontage • To the north-east of Station Road, the development is relatively compact and comprises terrace and semi-detached development served off narrow winding country lanes. • Development along Mayfield Lane has a distinctive character created by large, detached houses set in extensive grounds with mature tree cover. • Land south of Castle Walk comprises a number of large properties set in extensive curtilages. • There is an expansive area of woodland around Wadhurst Castle which together contribute to a more rural character.
Landscape & setting	• The settlement is on the sensitive south-east/north-west ridge setting, within the High Weald Natural Landscape. • The land falls away in a southerly direction and provide long distance views over ghylls, ridges and woodland within the landscape of the High Weald National Landscape. • To the north, views are generally more limited, mainly of surrounding farmland.
Morphology of settlement	• The village has grown in a ribbon like manner along the B2099, B2100 and along Station Road, which were the main routes. • Later development around Durgates, Sparrows Green and Turners Green in the early 1930's and 40's took place, which led to pockets of residential areas.
Density Characteristics	• The density is higher along the High Street, which is to the south-east of the village. The density reduces away from this area.



Wadhurst historic High street

Wadhurst

Density Analysis





Density : 30-35 dph *





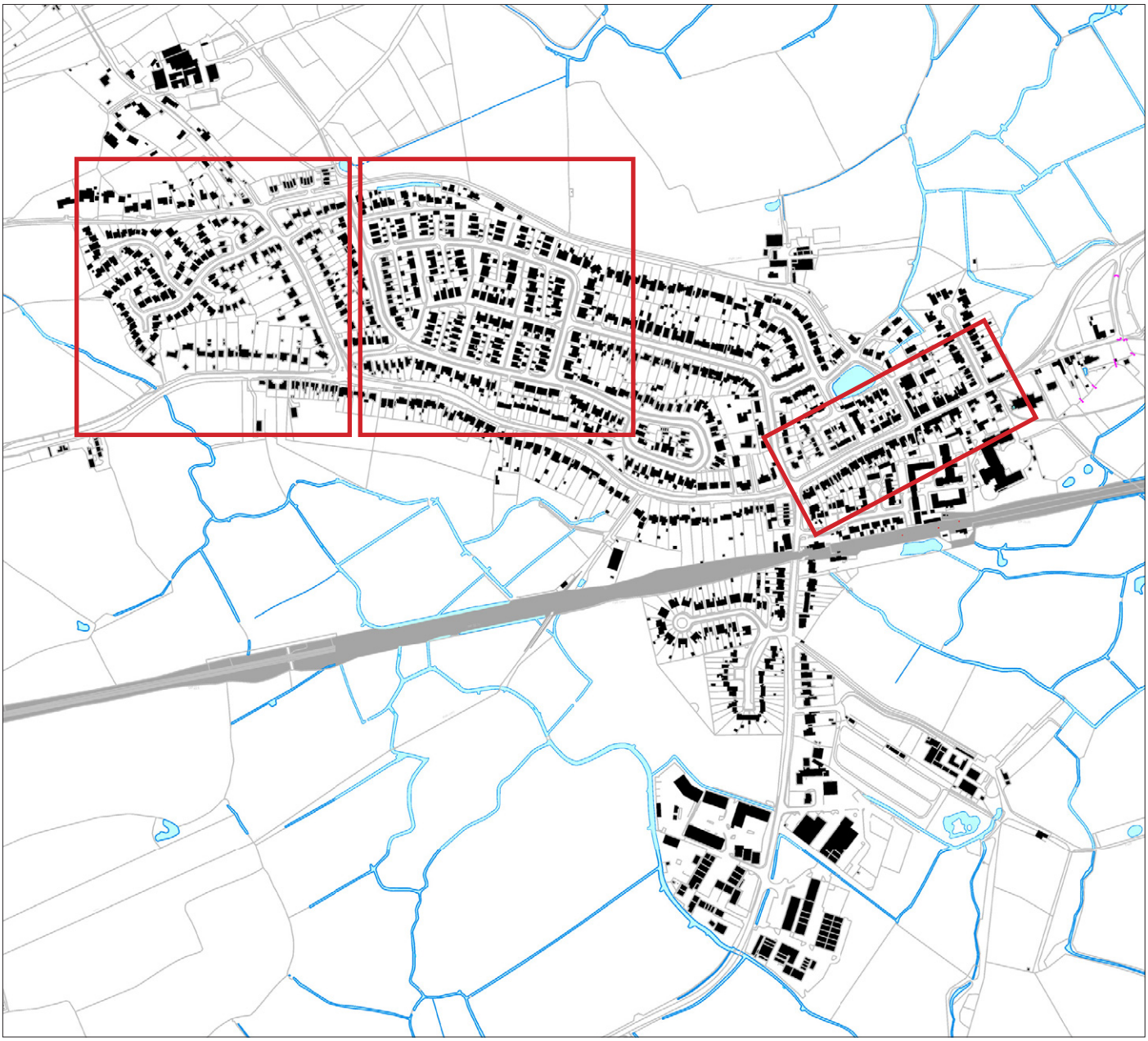
Density : 15-20 dph

The densities vary significantly to the north and south of Station Road. The north of Station Road includes areas around Bankside, Cockmount Lane, Gloucester Road and George Street which have higher densities, while the area to the south of Station Road include areas around Mayfield Lane, Little Park, Baldock Road, Ward Close, Fuller Close and Bocking Close which have lower densities. The examples above are taken from the north and south residential areas respectively.

There is opportunity for development in the village however, any future development will need to consider the location within the National Landscape and its landscape setting.

* *Mixed use density example considers one residential unit above a ground floor non-residential use per plot.*

Westham





Westham High Street



Historic core of Westham

Population	7,795 (2021), this includes Stone Cross
Connectivity Accessibility	• The village is served by Pevensey and Westham railway station. • It is adjacent to Pevensey and 8 km north-east of Eastbourne. • It is part of the Greater Eastbourne conurbation. • The A27 Pevensey Bypass passes to the north of the village.
Character and distinctiveness	• The east of the village retains much of its medieval historic setting, with the historic High Street aligned to the Roman West Gate of Pevensey Castle. • The village serves a dual function - an established residential settlement and a local service and employment centre including the Moutney Business Park to the south of the village.
Landscape & setting	• The village is situated on a low ridge above the Coastal Levels. • Its elevated position offers extensive views across the surrounding flat, open country-side • To the north of the village, is the wetlands of the Pevensey Levels, which is both a Ramsar Site and Special Area of Conservation. It is also designated as a Site of Special Scientific Interest.
Morphology of settlement	• Post-war years it has grown from a ribbon of development along the former A27 to a fairly substantial suburban settlement.
Density Characteristics	• The density is higher in the centre of the Village and reduces towards its edges. • Most development is to the north of the railway line.



Historic character of Westham High Street

Westham

Density Analysis





Density - 40-45 dph*





Density - 25-30 dph

* *Mixed use density example considers one residential unit above a ground floor non-residential use per plot.*





Density : 15-20 dph

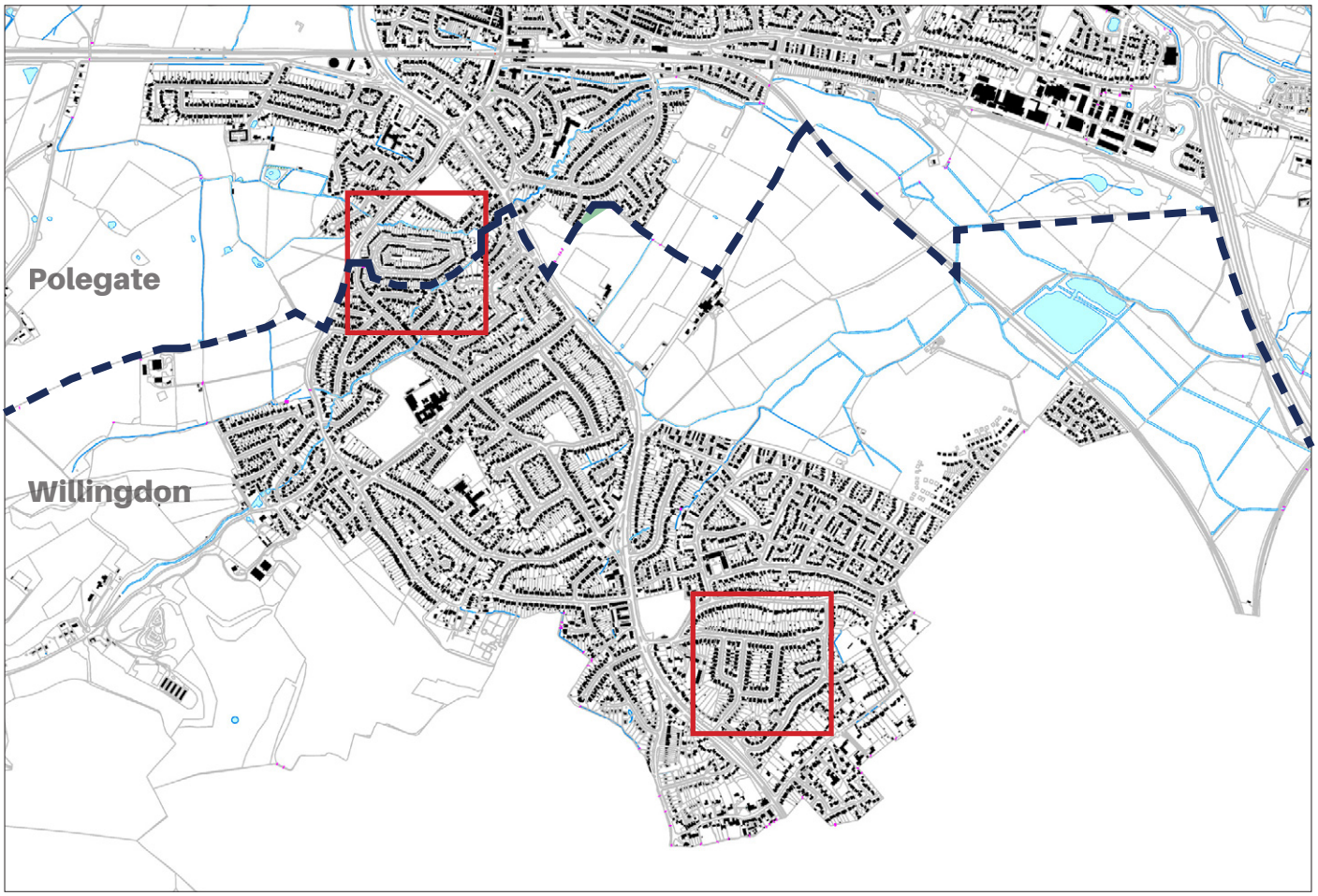


Higher density mixed use along Westham High Street

The Village developed around the railway station in a suburban fashion. The densities are higher in the centre along the High Street and reduces towards its edges.

There is opportunity for higher density development around the railway station which could benefit from existing public services and amenities.

Willingdon





Willingdon Village (within Eastbourne Borough)

Population	• 7,558 (Parish - 2021)
Connectivity Accessibility	• Willingdon is 1.6 km south of Polegate and north of Eastbourne. • It consists of Upper Willingdon and Lower Willingdon. • The A2270 connects Willingdon to Polegate in the north and Eastbourne in the south. • Polegate station is to the north of Upper Willingdon, while Lower Willingdon is closer to Hampden Park in Eastbourne.
Character and distinctiveness	• Willingdon is mainly residential in nature and developed south of the Polegate. • Willingdon has an historic core around Church Street to the west of the A2270, which contains numerous listed buildings and has been designated a Conservation Area. • The rest of the settlement comprises of a number of planned estates.
Landscape & setting	• Willingdon is located at the foot of the South Downs on it's east-west ridge. • To the south-west the open land falls away towards the Willingdon Levels. • Willingdon is dominated by Coombe Hill, which is part of the South Downs. • To the east of the A2270 the countryside is open and relatively flat, providing pleasant views outwards from the surrounding residential development. • The Folkington Reservoir is part of the village. It is a Site of Special Scientific Interest (SSSI), built within the chalk of the South Downs.
Morphology of settlement	• Willingdon and Polegate are two interwoven settlements. • It has grown to be a fairly modern settlement and a suburb of Eastbourne . • The coming of the railway to Polegate led to the growth of Willingdon.

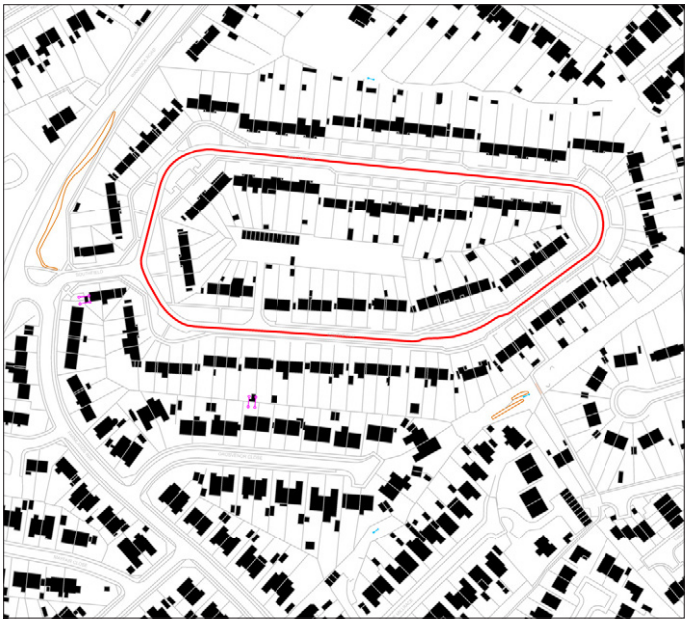


View of the South Downs from Willingdon

Willingdon

Density Analysis





Density : 25-30 dph





Density : 20-25 dph

Willingdon was historically been extension of Polegate southwards (due to the railway) and has seen development patterns of low density, with not much density variationAs shown in the examples above the densities ranging between 20-30 dph.



Suburban housing along Southfield



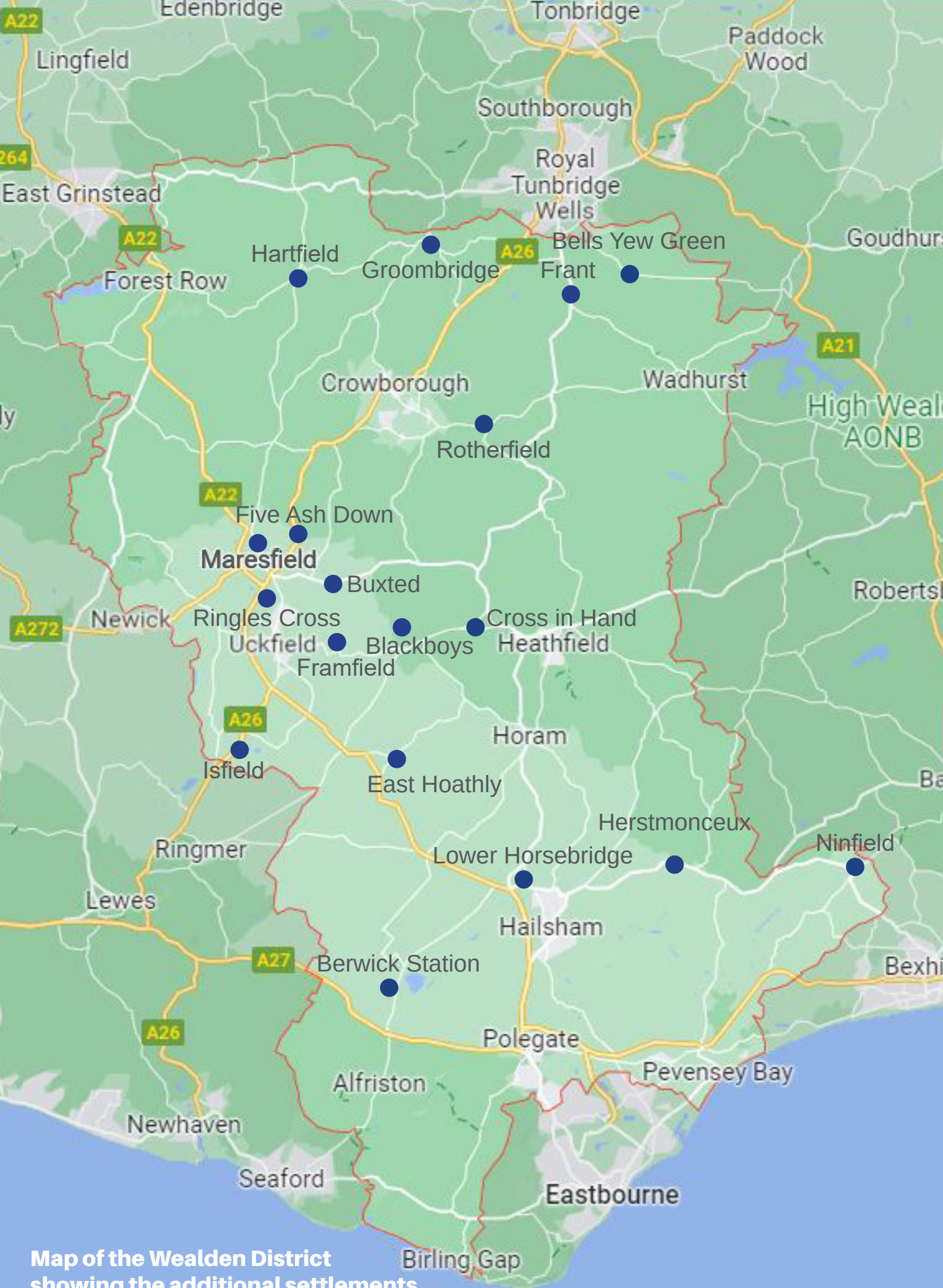
Low densities along Meadow Road

Additional smaller settlements

The section below identifies 17 additional smaller settlements across the District.

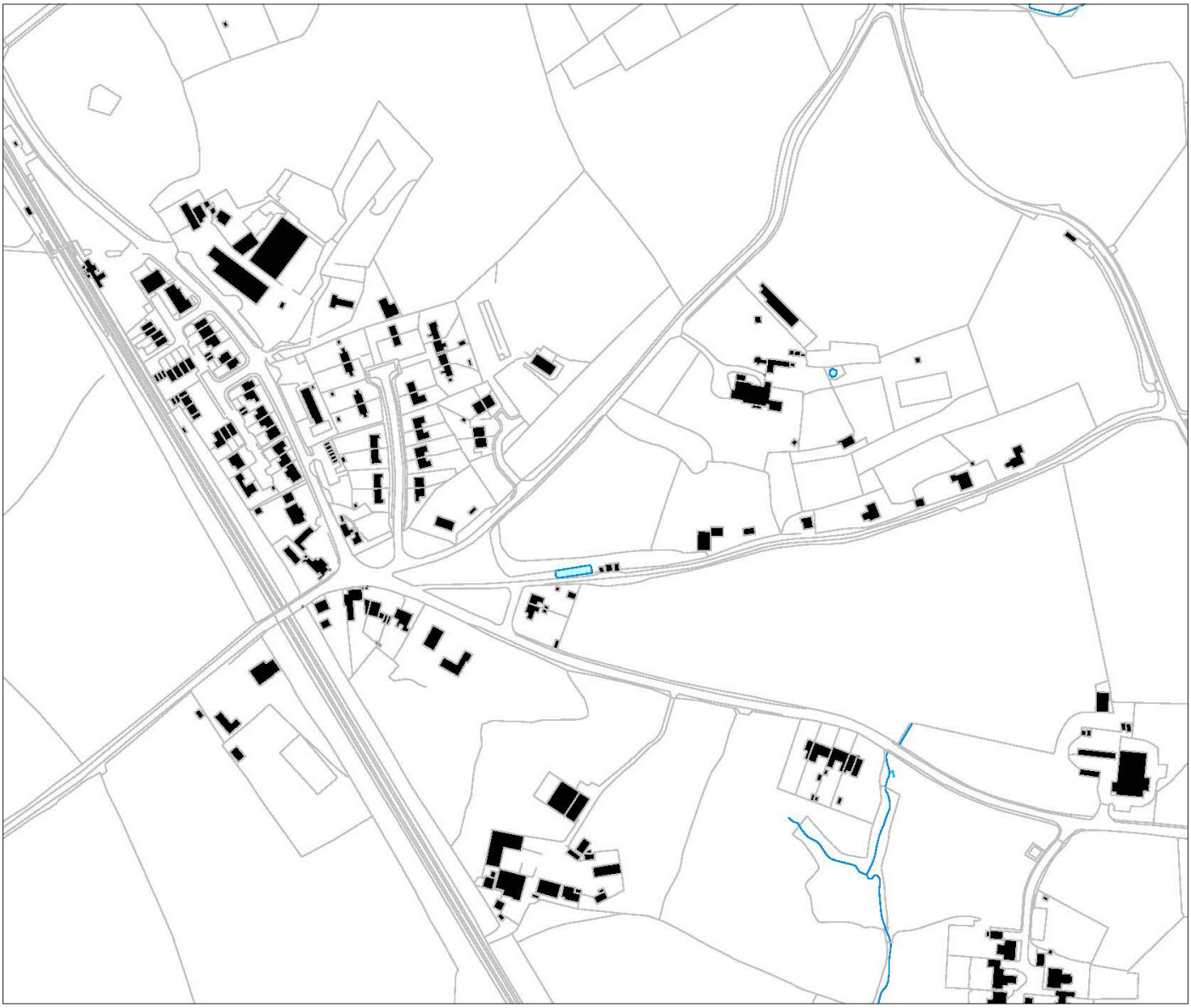
To assess the capacity of each site we have applied assumptions around its most suitable density. This is based on our understanding of the characteristics and density of the urban area the site falls within.

The principle behind this is that future developments are likely to yield a similar density to their surrounding or nearby development. There are caveats to accompany this principle which the study is mindful of; including the relationship between net and gross developable area.



Map of the Wealden District showing the additional settlements

Bells Yew Green



Bells Yew Green is formed along Bayham Road, set within a rural landscape. Densities vary between 20-22 dph and are concentrated around Frant Station at the northern aspect of the village. Building heights range from 1-2 storeys with minimal set back distances.

The Brecknock Arms pub and Bells Yew Green Chapel are at the centre of the village along the Y- junction. The widening of the street at this point creates the point for incidental landscaping, parking and space for social interaction.

The village consists of mostly post war development with the exception of more recent development (early 2000's) around Frant station, which despite the name is located in Bells Yew Green. As post war development, plot sizes allow for parking on site alongside/ and or in front of dwellings.



Density : Medium density 20- 22 dph



Rushlye Close



View along Rushlye Close

Berwick Station



Berwick village is linear in form with Station Road acting as the spine. Berwick Train Station cuts through the village at the centre. Dwellings are inward facing arranged onto Station Road with varied set back distances and range from 1.5- 2 storeys in height.

Density in Berwick Station is low, varying from 10-15 dph. Architectural styles consisting predominatley of arts and crafts and 20th Century with roof lines varying in gable and hip with dormers.

The large plot sizes imply previous uses may have included industrial and farmland uses.



Density : Low density 10- 15 dph

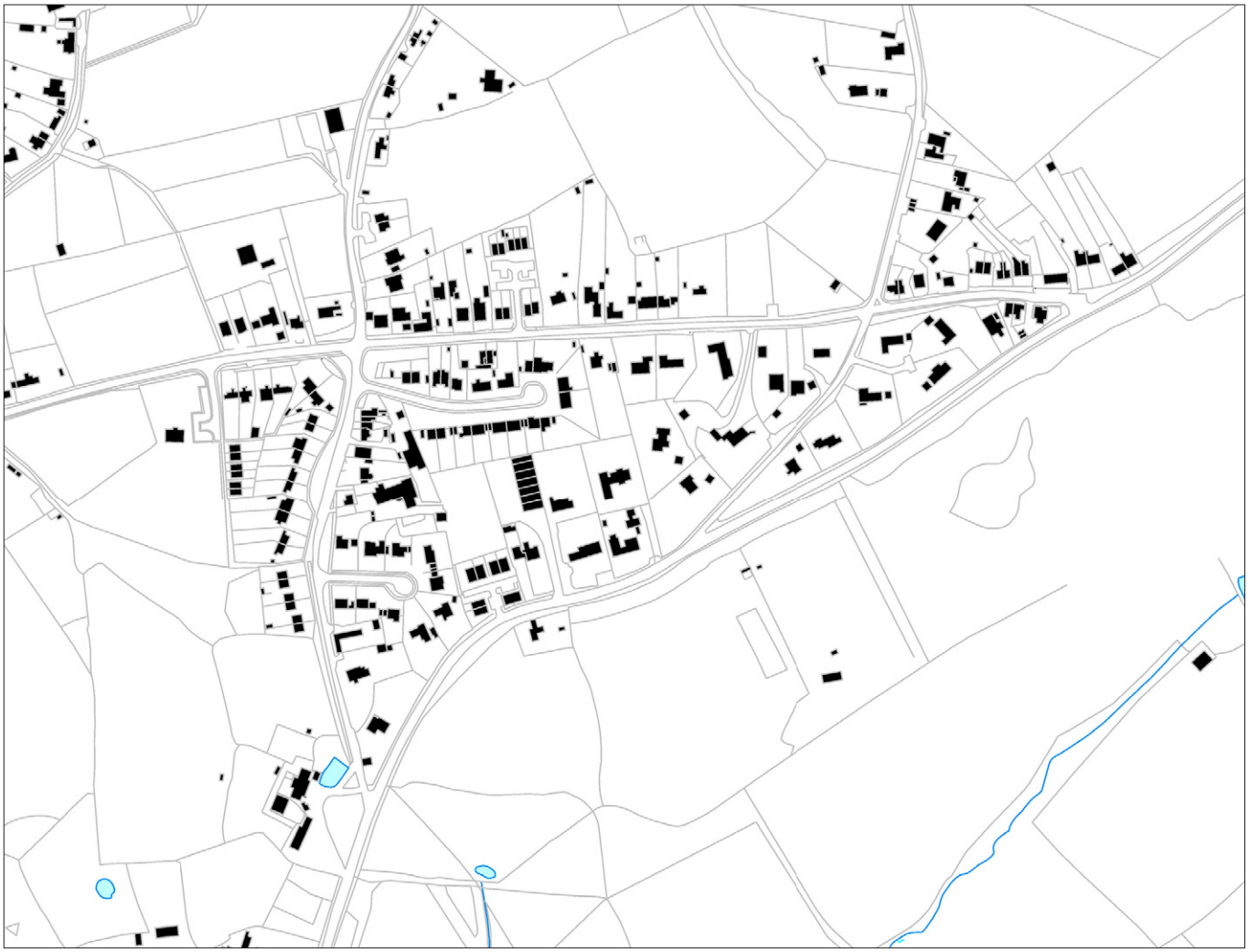


Station Road



View along Station Road

Blackboys



The village of Blackboys is a dispersed settlement, with the B2102 running through it. The characater consists of predominatley early 20th century development with some modern style infills in the west of Blackboys. These are representative of Wealden vernacular.

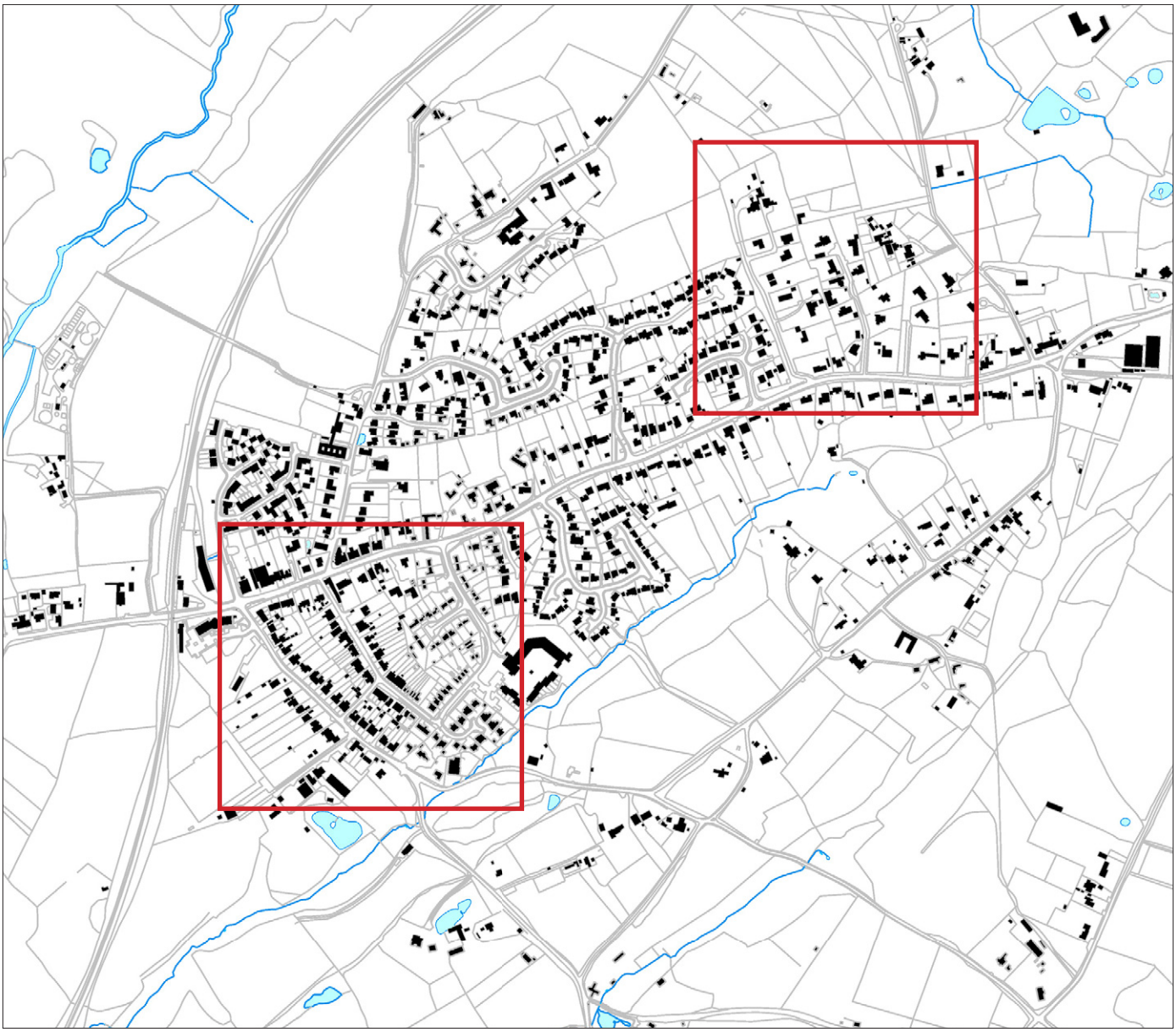
The morphology of the village is assumed to be focused around car based development which allowed for the opportunity for large scale plots.

Density is low with 20-22 dph.



Semi- detached 2 storey houses along the junction of Gun Road and School Lane

Buxted



Situated within the attractive rolling countryside of the Low Weald. Buxted is positioned on a plateau, this affords extensive views to the north and east.

Along the High Street west of the Station, the ribbon of development is more loosely knit and more rural in character. To the south-west of the village lies Buxted Park set in extensive parkland which is listed in English Heritage's register.

The village developed originally with frontage properties along the A272 subsequently expanded north and south of the main road with extensive estate development

The densities vary significantly across Buxted from west to east. Areas near the station and the High Street have densities ranging between 20-25 dph, as shown in the examples above. While the densities drop to an average of 10-15 dph away from the Centre.

Closeness to public amenities provides opportunity for higher densities.

However any future development will need to consider the development potential of the town in its entirety and it's landscape setting.





Density - 20-25 dph





Density : 10-15 dph

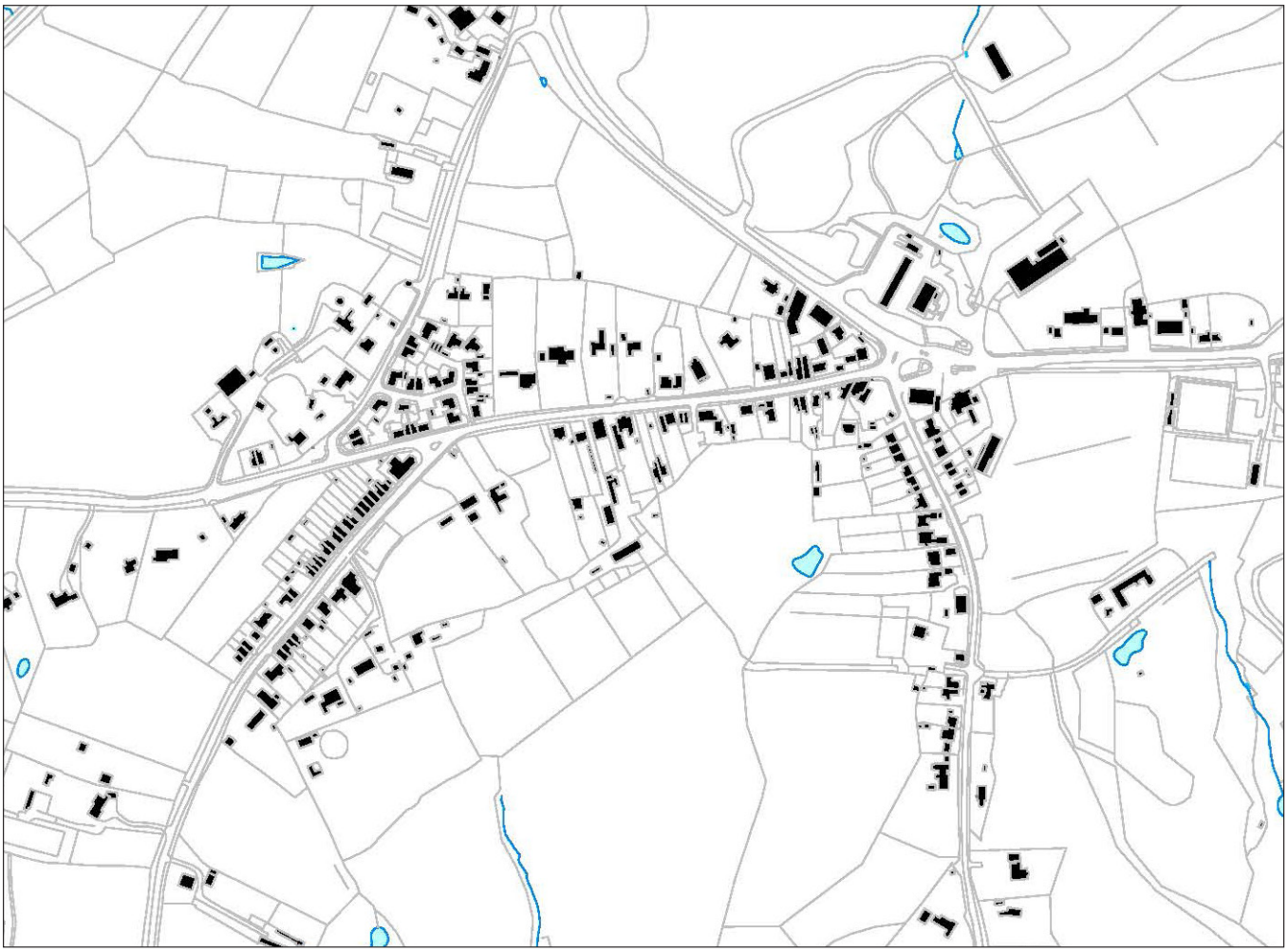


Detached and semi-detached houses fronting the A272



Houses set behind hedges along the A272, forming a distinct character to the High Street.

Cross in Hand



The B2102 runs through Cross in Hand, and the settlement shows a range of densities. Density in the centre is approximately 26dph. The topography of the village has a gradual elevation towards the North of the B2102. Despite the sloping topography, there is no presiding flood risk.

Historically the uses of the village core included industrial and farming, and therefore do not apply to the requirements for future development in the village.

A mixture of terraced and semi detached dwellings with varying architectural styles, including Edwardian, are present within the village



Fir Grove Road



Density : Medium density 25- 28 dph



View along Fir Grove Road

East Hoathly



East Hoathly is an old settlement based around an argicultural route. As an industrial settlement the settlement is formed of a number of workers cottages and estate based housing, particulary in the north.

Morphology has been incremental with parcels of growth that contribute to achieving the average rural densities.

Density is low with 20 dph.



Semi- detached 2 storey houses along the High Street.

Five Ash Down

Five Ash Down has grown in a ribbon like manner in a way that has accommodated the development of the A26, which runs to western edge of the village.

The character of dwellings are well maintained buildings with joined up frontages.

The densities in Five Ash Down are varied, with areas along the ribbon showing densities of 10- 15 dph, whereas clusters in the north demonstrate densities of 30 - 35 dph.



Wide frontages along Five Ash Down

Framfield



Located East of Uckfield, Framfield is formed of a number of cul de sacs which do not connect. The layout of the village has been influenced by the sloping topography in the East.

Framfield developed as a settlement in the 9th century by Saxon invaders. However, although Framfield is an historic settlement much of the buil form reflects character from 1960s/70s development.

Density is low with 15- 20 dph



Terraced housing along The Street

Frant



The village green is at the centre of Frant and subsequently development has grown modestly around the village green, as well as the Church and Green lodge which forms the village core.

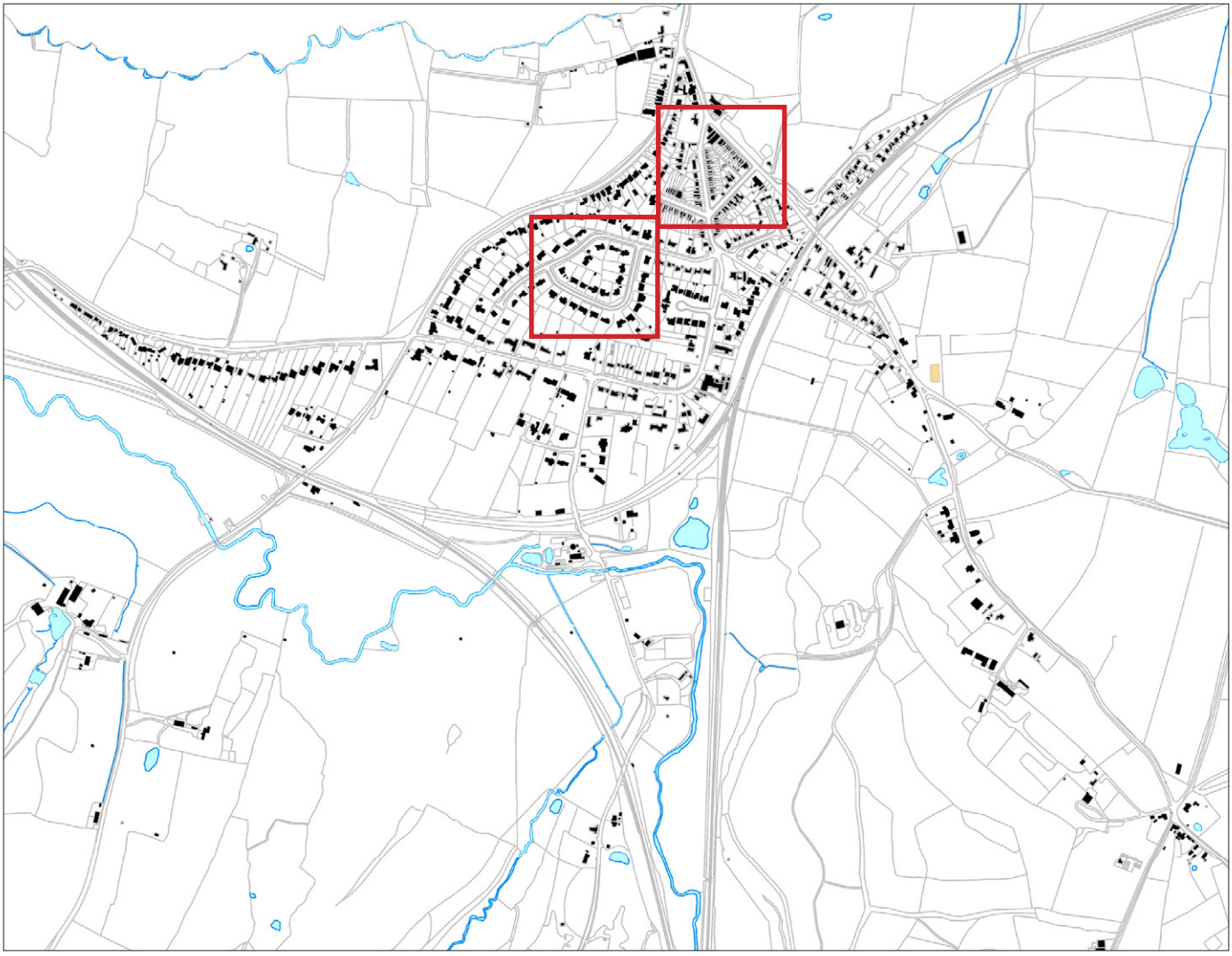
There is limited large scale development in Frant and this is due to its historic character and its position within the High Weald National Landscape.

Density in Frant is low at 20 dph. The historic character and landscape setting should be preserved and densities kept low.



Aerial view of Frant

Groombridge



Florance Lane is characterised by essentially low density large detached dwellings set in spacious grounds with mature tree cover and hedgerows.

The majority of the dwellings are set back from the road frontage. Plot sizes vary and a number of the dwellings are open to the road with very little screening, while others have dense high hedges. Most of the side boundaries between properties are formed by hedges, trees and shrubs, which contribute to the more rural character of the area.

Within the village there is a tightly-knit older core around Station Road and Corseley Road, whilst to the south there is a number of more extensive estate developments. Along the southern edge of the village the mature gardens, substantial tree cover, embankments and hedgerows which all contribute to the more rural character of Corseley Road and Florance Lane. To the north of the main village, over the Kent border, the special architectural and historic character around Bird in Hand Street and Groombridge Place has been recognised by its designation as a Conservation Area. Groombridge Place is itself a Grade I Listed Building.

Average densities across Groombridge range between 20-30 dph. The area near the village hall has a density ranging between 30-35 dph while residential areas away from the centre have low surburban densities ranging between 10-15 dph.





Density : 30-35 dph





Density : 10-15 dph



Detached and semi-detached houses along Oakland road



Terraced houses along Station road

Hartfield

Hartfield is located between Crowborough and East Grinstead and is well connected to surrounding areas.

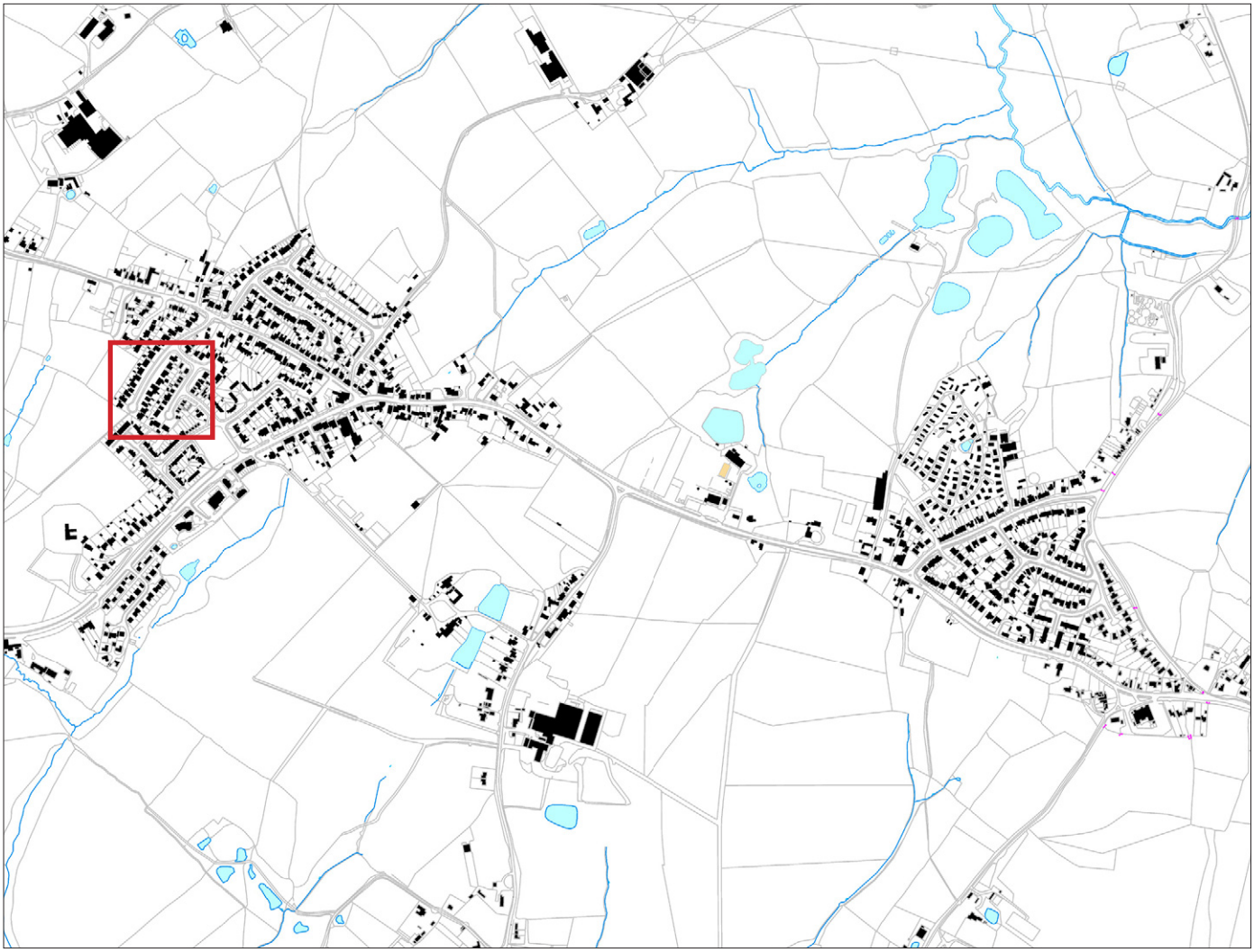
Development in Hartfield has been incremental with more recent development in the north east of the village.

Densities vary across the village with the south showing densities of 20 dph, however north of the village shows densities of 20-25 dph.



Village core along the B2026

Herstmonceux



Herstmonceux has good accessibility, with the A271 running through it linking the settlement with Hailsham to the west and Ninfield and Bexhill to the east.

The majority of residential development comprises semi-detached and terraced housing in small estates, typically arranged around cul-de-sacs. There are also areas of bungalow development. The estate development provides a mix of housing design styles characteristic of different eras from the 1960's to the current day.

The eastern part of the village is characterised by more traditional cottages set relatively close to the road, with larger detached Georgian style properties set back from the road in large plots as you exit the village.

Beyond the village centre, the west of Herstmonceux along Hailsham Road (A271) contains much newer housing stock on the south side of the road, with large modern detached properties on the north side of the road occupying elevated positions and set well back from the road.

Herstmonceux has grown from a linear settlement which followed the route of the A271 to a larger built up area extending principally to the North West

The densities range across the village but do not signifanctly differ. The example above has a density of 25-30 dph.



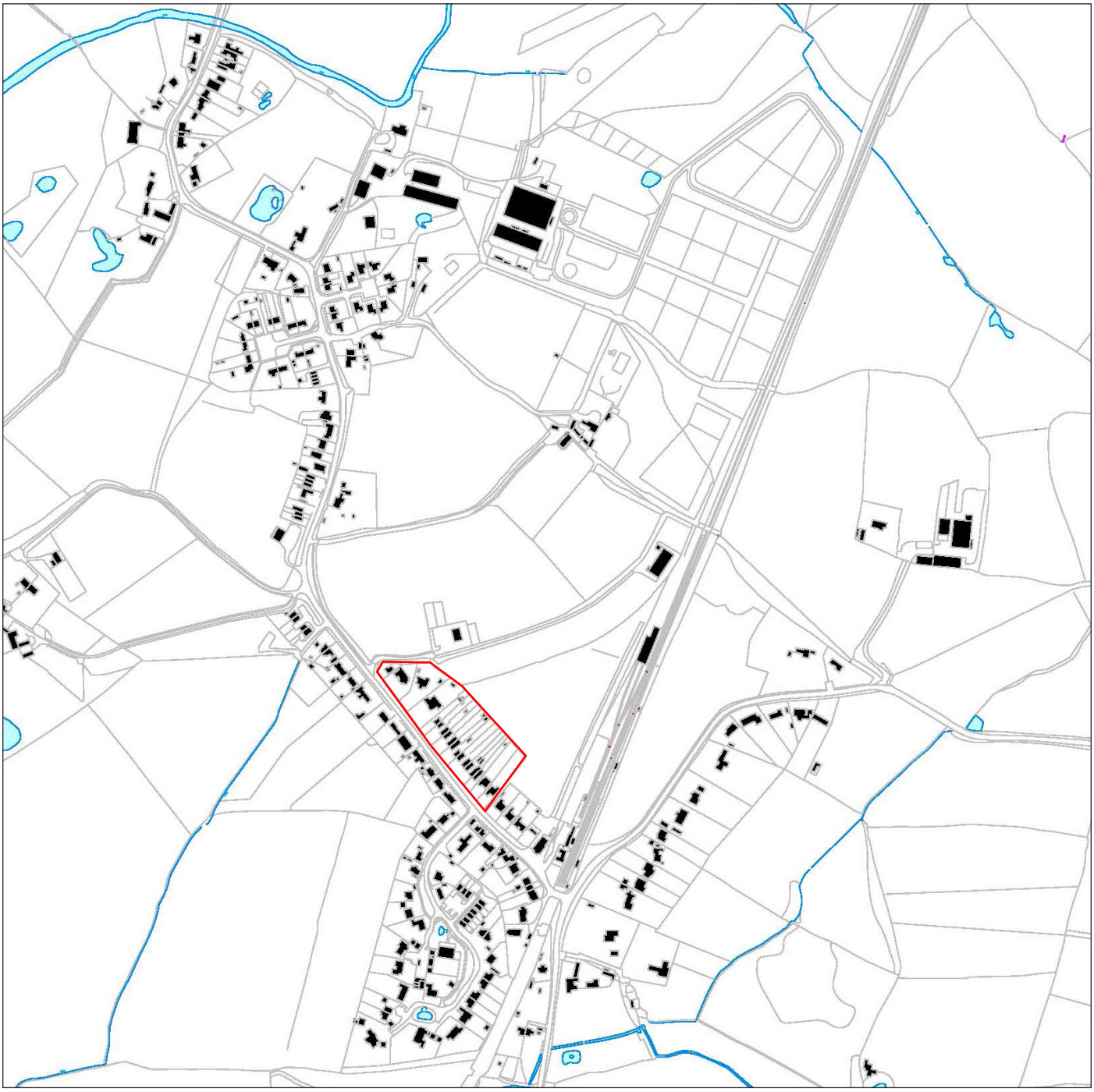


Density : 25-30 dph



Gardner Street

Isfield



The village of Isfield stretches along Station Road and is inward facing onto the road. The dwellings are not formally arranged and do not form continous fronatges.

The density across the village varies; the north was developed between the 1900-30's around the garden city movement where plots are contained around a satellite structure.

Whereas development in the south is from the1980s and have generous front and rear gardens. The urban morphology of the village presents a mixture of pre and post car development.

There is opportunity for growth at the core of the village , particularly to the east.



Station Road

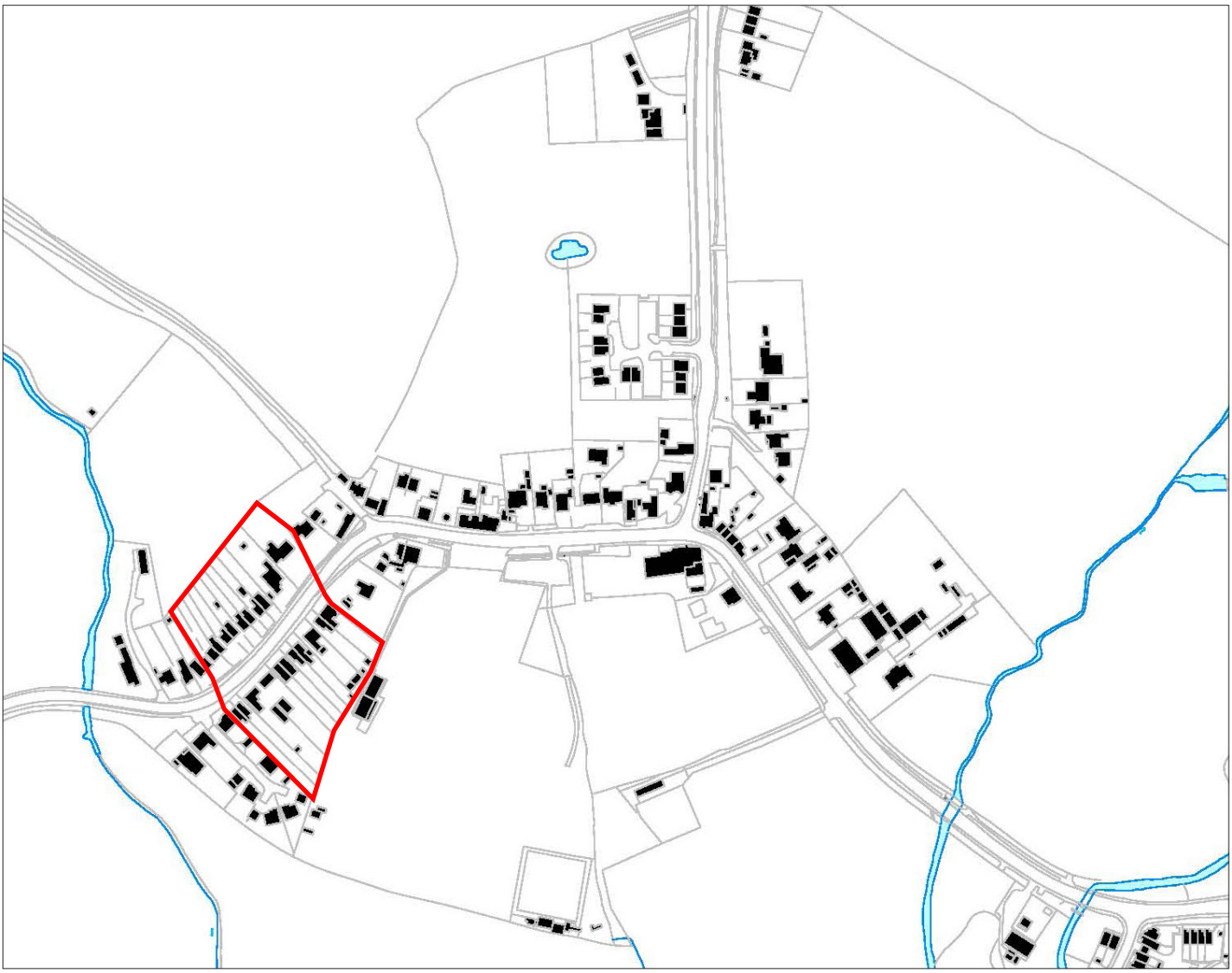


Density : Low 20-22 dph



View along Station Road

Lower Horsebridge



Lower Horsebridge is formed around the A271 and B2104. The densities vary from 20-22 dph and has an array of architectural style, with development from 1900s and 1940s.

The plots are irregular due to the convergence of the different routes and the grain of the layout is mixed, with some buildings set within individual plots, while others form groups of two to three adjoining houses.

Building heights range from 1- 2.5 storeys.



Lower Horsebridge



Density : Medium 20-22 dph



The view west along A271 through Lower Horsebridge.

Maresfield



Maresfield has been developed within a woodland setting as the removal of plantation allowed for the village to be built.

Much of the residential development started in the 1920s onwards. With much of the development built in the past 30 years.

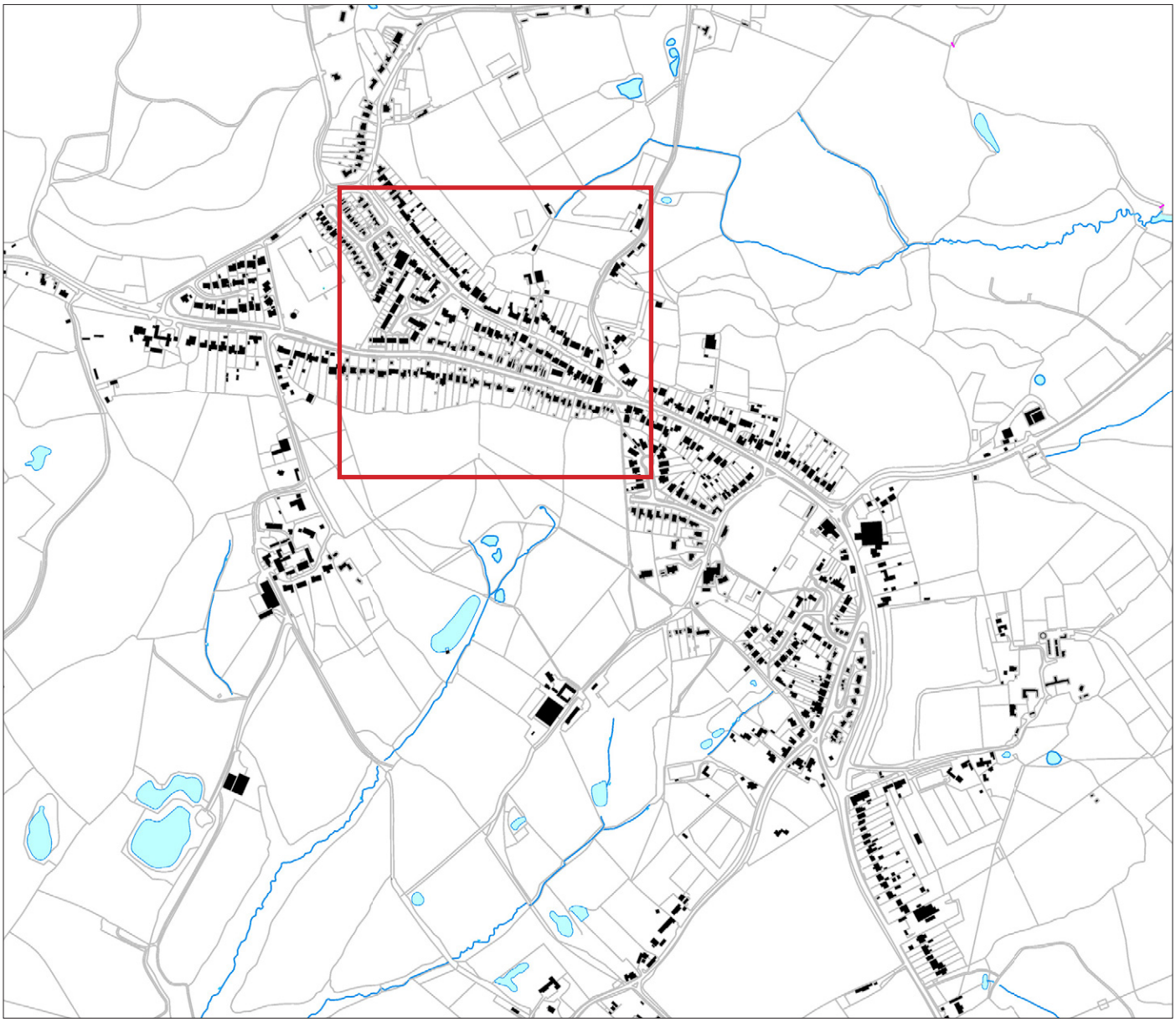
At the centre of the village is Grad II* listed 17th century Chequers Inn and Maresfield Church.

Densities in the vilage are contrasting with earlier development in the north showing densities of 5 dph, whereas later development in the south is 25-35 dph.



Roofline in Maresfield

Ninfield



Ninfield lies in an elevated position along the crest of a ridge. The surrounding countryside is gently undulating and of high scenic quality.

The village originally developed along the High Street and Manchester Road, giving the village a predominantly linear form.

The settlement has grown in a ribbon like manner to the north-west extending to Coombe Lane and encroaching into Coombe Wood and the adjoining countryside within the High Weald National Landscape.

To the south-east there is ribbon development along the A269 and B2095 and outward encroachment into the attractive open and gently undulating rural countryside setting

The densities are homogeneous across Ninfield ranging between 20-25 dph.

Any development will need to consider the topography and it's landscape setting.



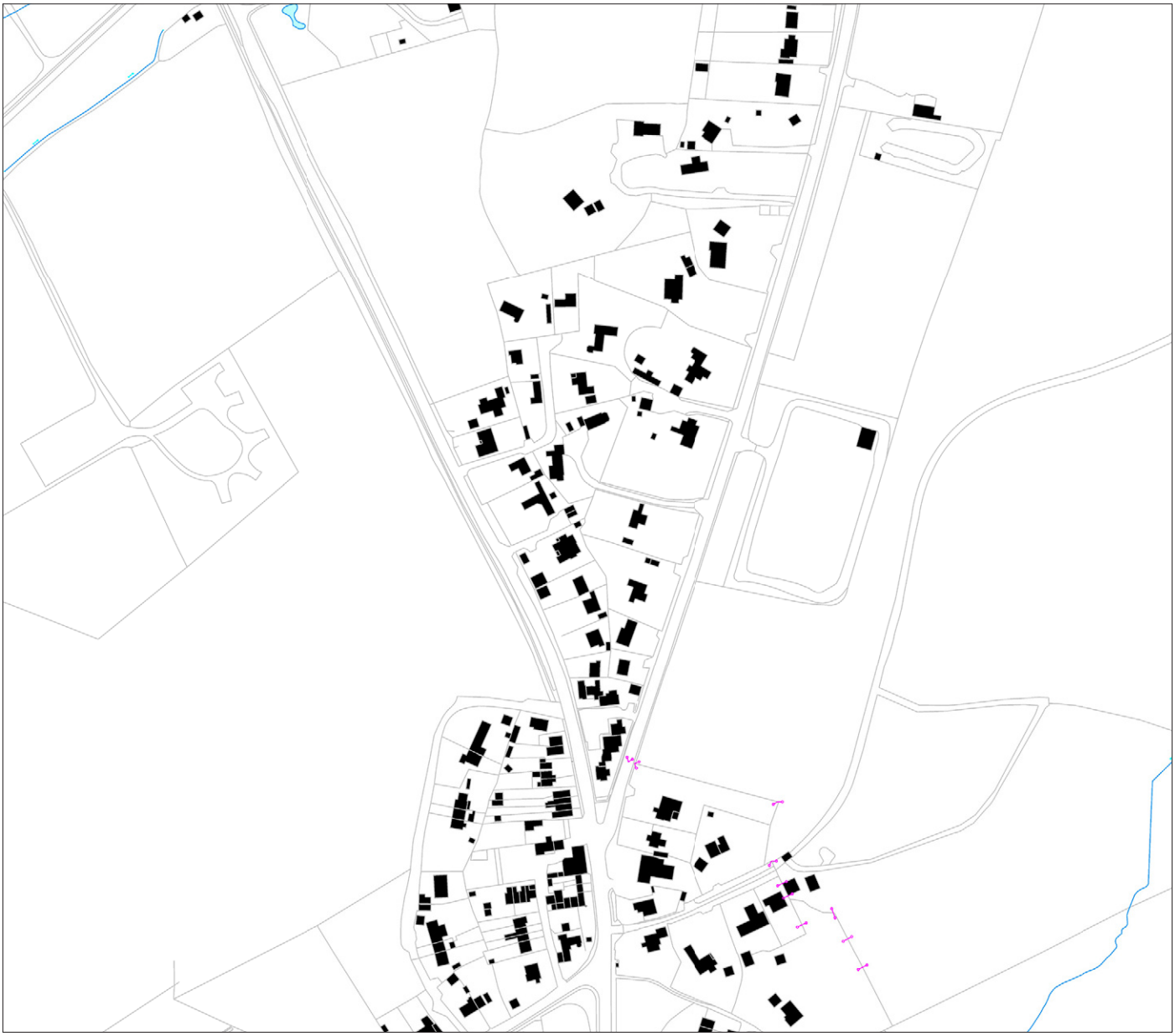


Density -20 -25 dph



Semi- detached 2 storey houses along Church lane.

Ringles Cross



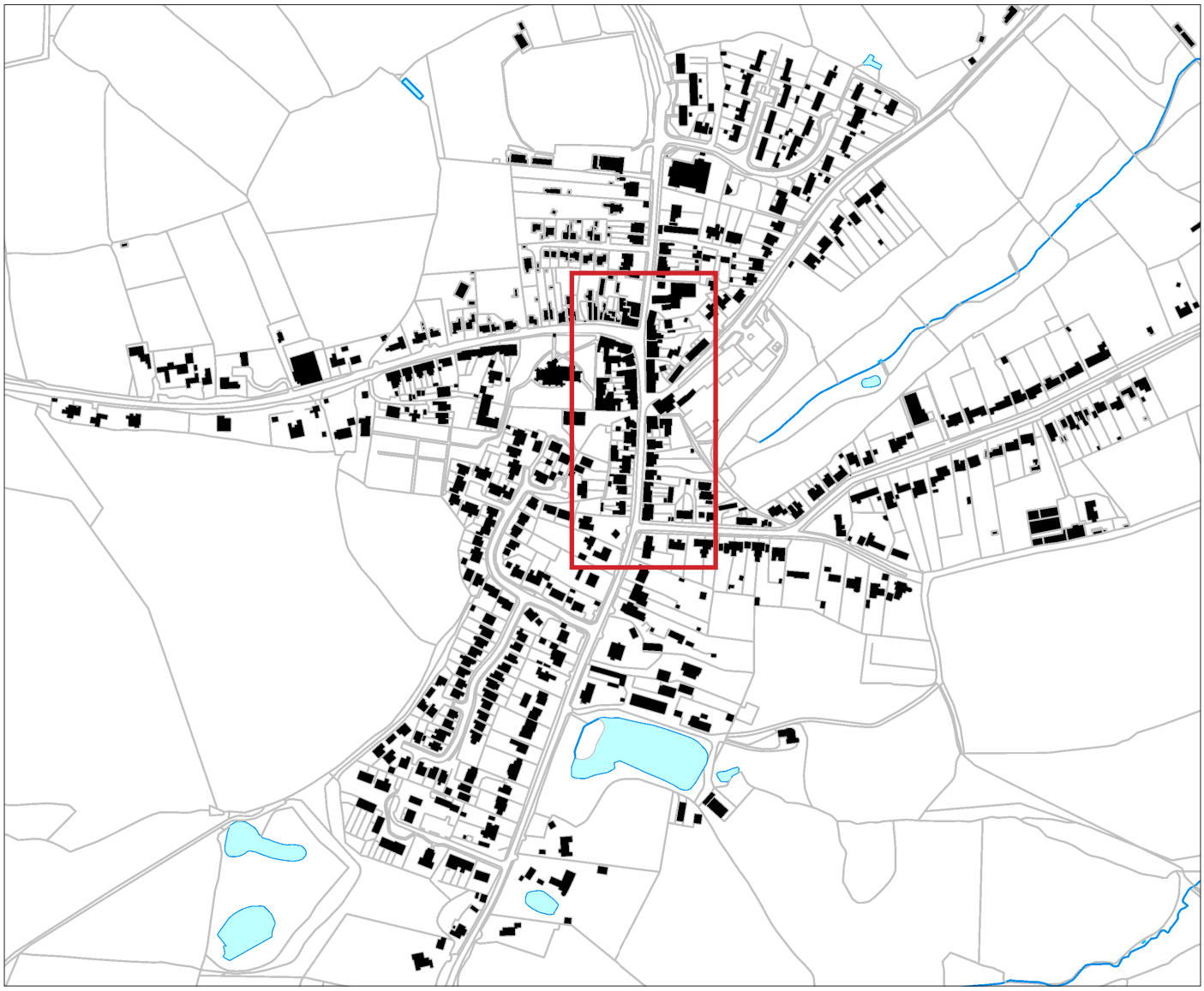
Ringles Cross is located at the northern tip of Uckfield. The land is heavily constrained by landscape as the settlement sits between Ringles Wood and Views Wood, this has influenced the spine of London Road to form the layout.

Density is low with 5- 10dph.



View along London Road

Rotherfield



Rotherfield is predominantly residential in character with a range of employment opportunities that caters to the village and the surrounding community.

The historic core of the village contains a large number of listed buildings which provide an attractive, tight-knit frontage along the High Street and around The Square.

St Denys' Church is a prominent feature within the landscape and a focal point within the village. The historic core of the village has been designated as a Conservation Area.

The densities are homogeneous across Rotherfield. Areas near the centre have densities ranging between 25-30 dph; which reduces towards the edges.

All potential development will need to maintain the residential character of Rotherfield and its role as a local service centre whilst protecting its historic core and rural setting.

With the ribbon of development along New Road there is a need to protect the countryside from intrusive development and prevent the coalescence of Rotherfield and Town Row.





Density * 25-30 dph

* *Mixed use density example considers one residential unit above a ground floor non-residential use per plot.*



Detached and semi- detached 2 storey housing along Hornshurst Road

Density summary

The table below sets out the maximum and minimum densities found in each settlement. In most cases these are displayed as a range.

This reflects our professional opinion of the settlement's densities and that of the surrounding/ adjoining areas.

Once applied to all sites in the Urban Capacity Study, this effectively gives a realistic range of unconstrained potential capacity in the district.

	Minimum Density	Maximum Density
Bells Yew Green	20-22	25
Berwick Station	10-15	20
Blackboys	20 - 22	25
Buxted	10- 15	20 -25
Cross in Hand	25-28	30
Crowborough	20-25	50-55
East Hoathly	20	25
Forest Row	20-25	35-40
Frant	20	20
Framfield	10-15	20-25
Five Ash Down	10-15 / 30-35	35
Groombridge	10- 15	30 -35
Hailsham	20-25	50-55
Hartfield	20 -25	25
Heathfield	20-25	45-50
Herstmonceux	25	30
Horam	25	30
Isfield	20-22	25
Lower Horsebridge	20-22	25
Maresfield	5 / 25- 35	20-25
Mayfield	20-25	45-50
Ninfield	20	25
Pevensey	25-30	40-45
Pevensey Bay	20	25
Polegate	20-25	35-40
Ringles Cross	5 - 10	15
Rotherfield	25	30
Stone Cross	15	20
Uckfield	20-25	45-50
Wadhurst	15-20	30-35
Westham	15-20	40-45
Willingdon	20-25	25-30



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