

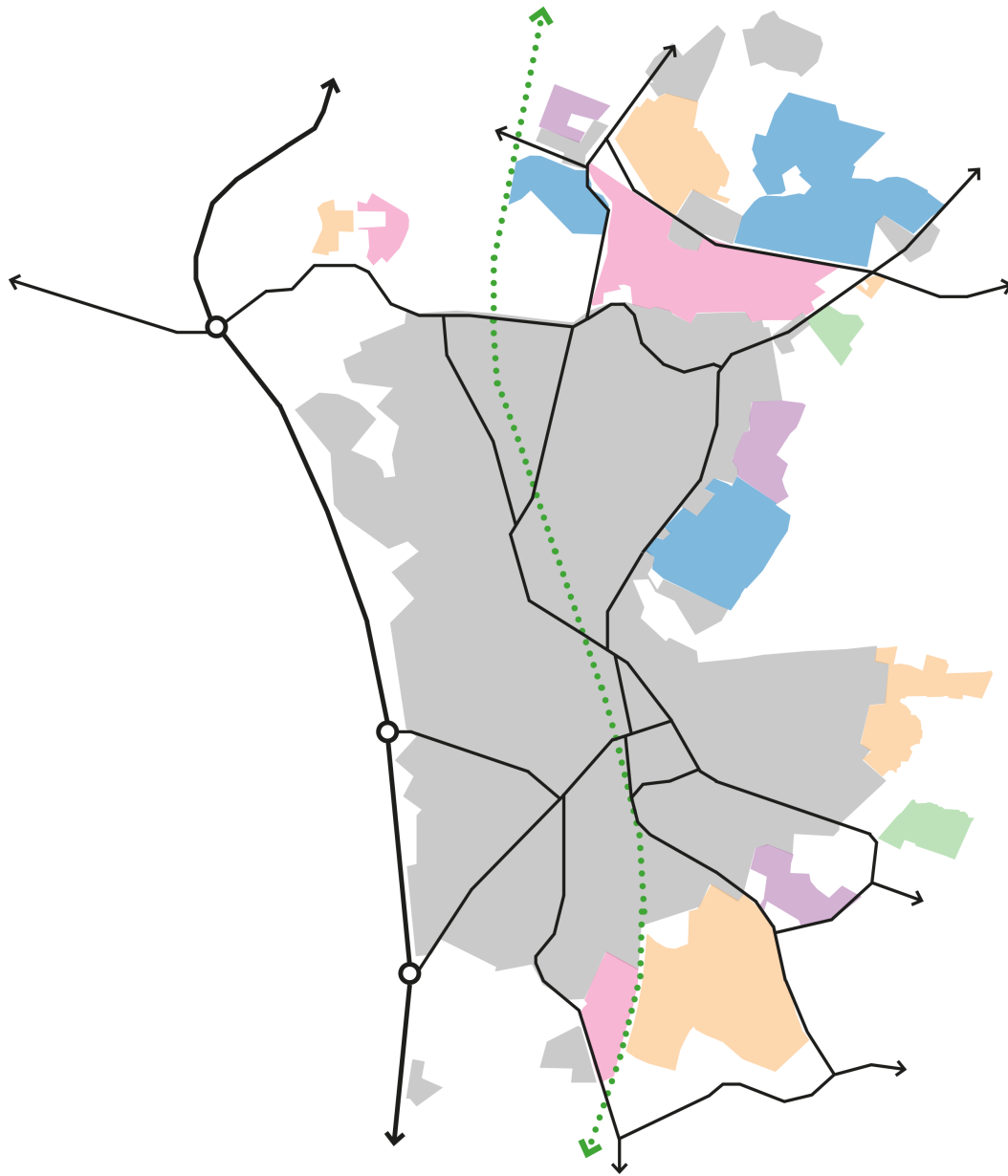


HAILSHAM TOWN COUNCIL

Hailsham Neighbourhood Plan

Town wide analysis

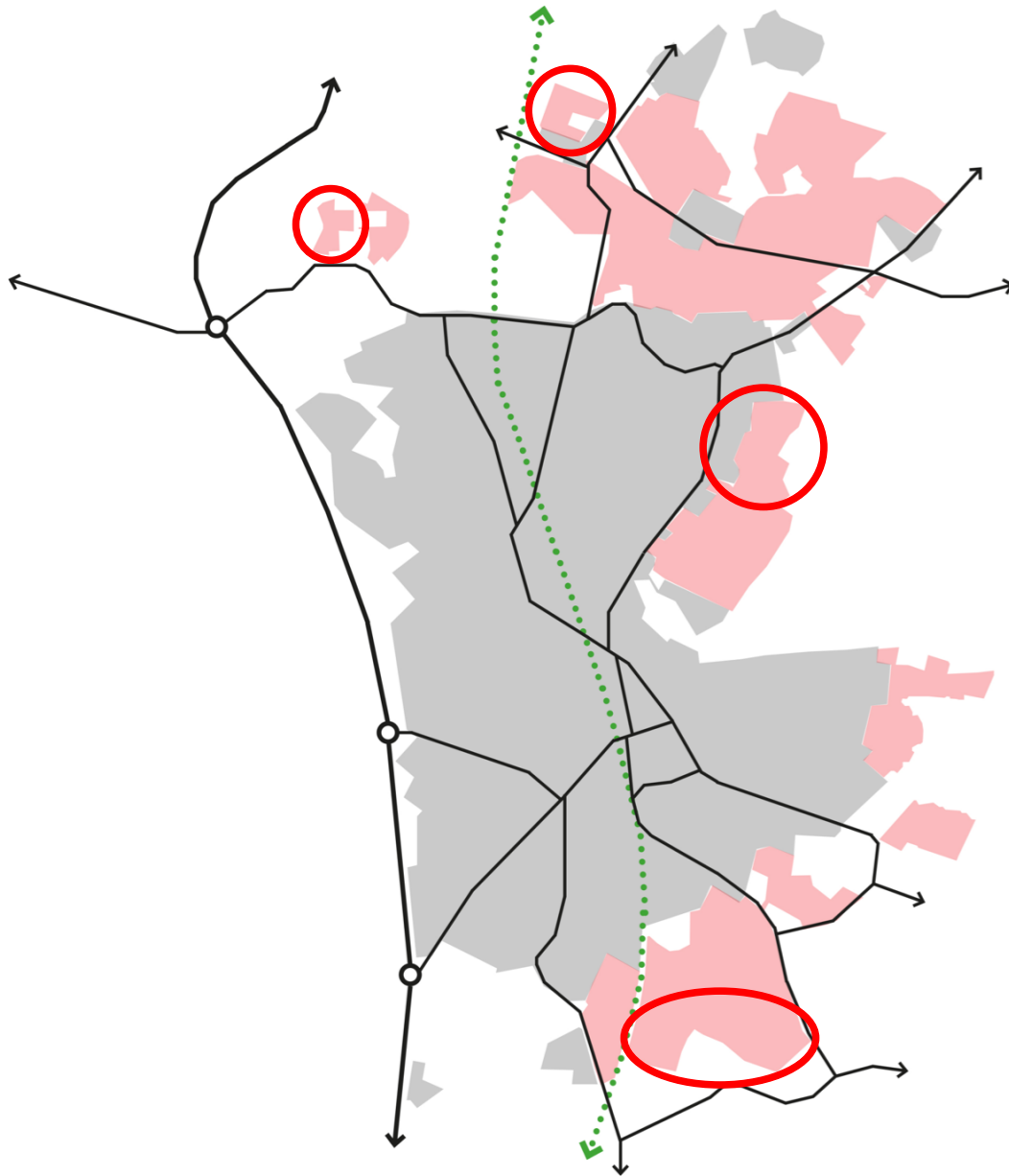
May 2017



Growth areas: land parcels



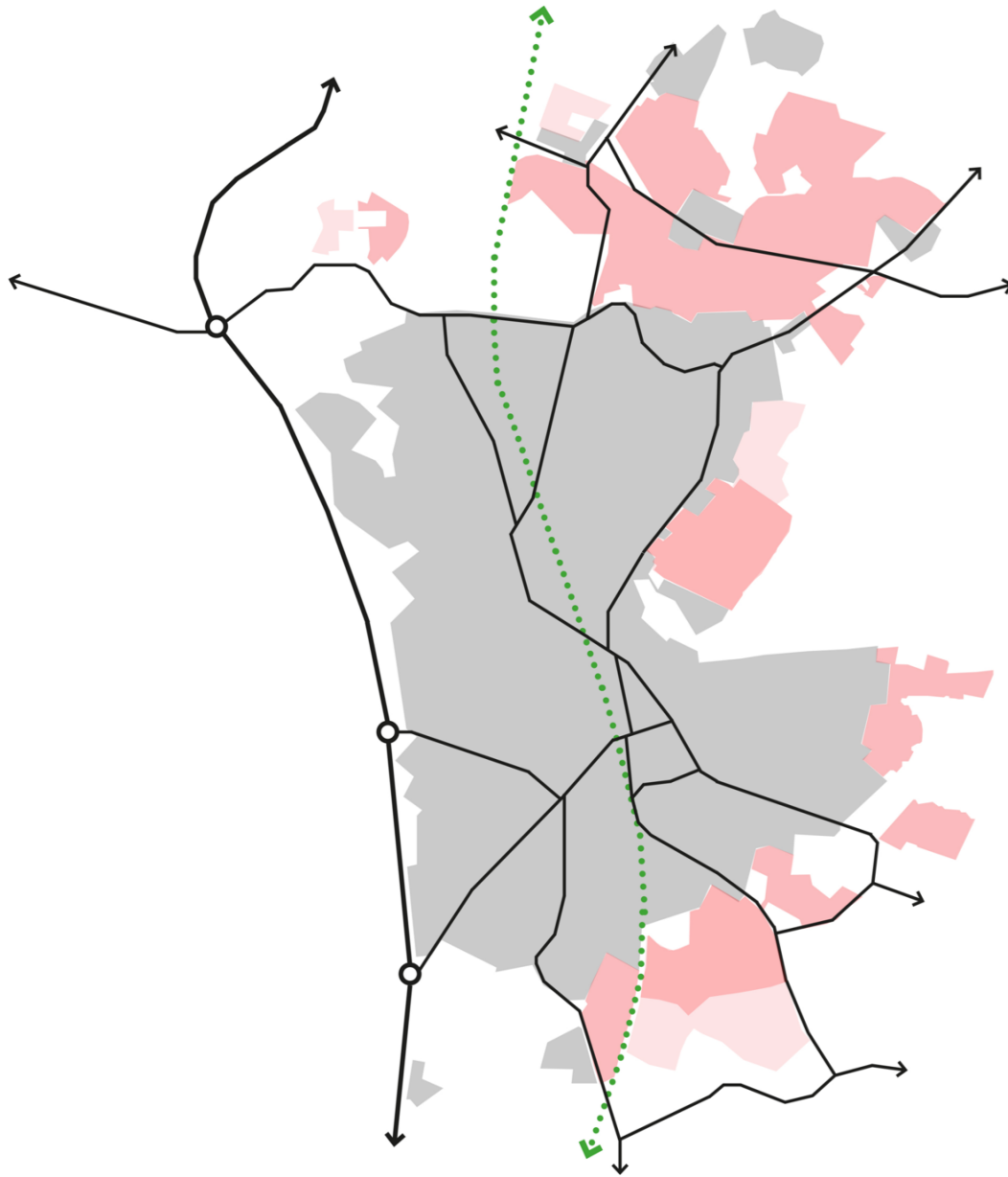
- The emerging Local Plan calls for a ‘comprehensive approach to development’ to the strategic growth areas
- But the growth areas are broken down into different parcels and land ownerships, promoted separately through the Local Plan
- A risk that separate parcels come forward in isolation and do not generate the benefits of growth.



Revised local plan growth areas



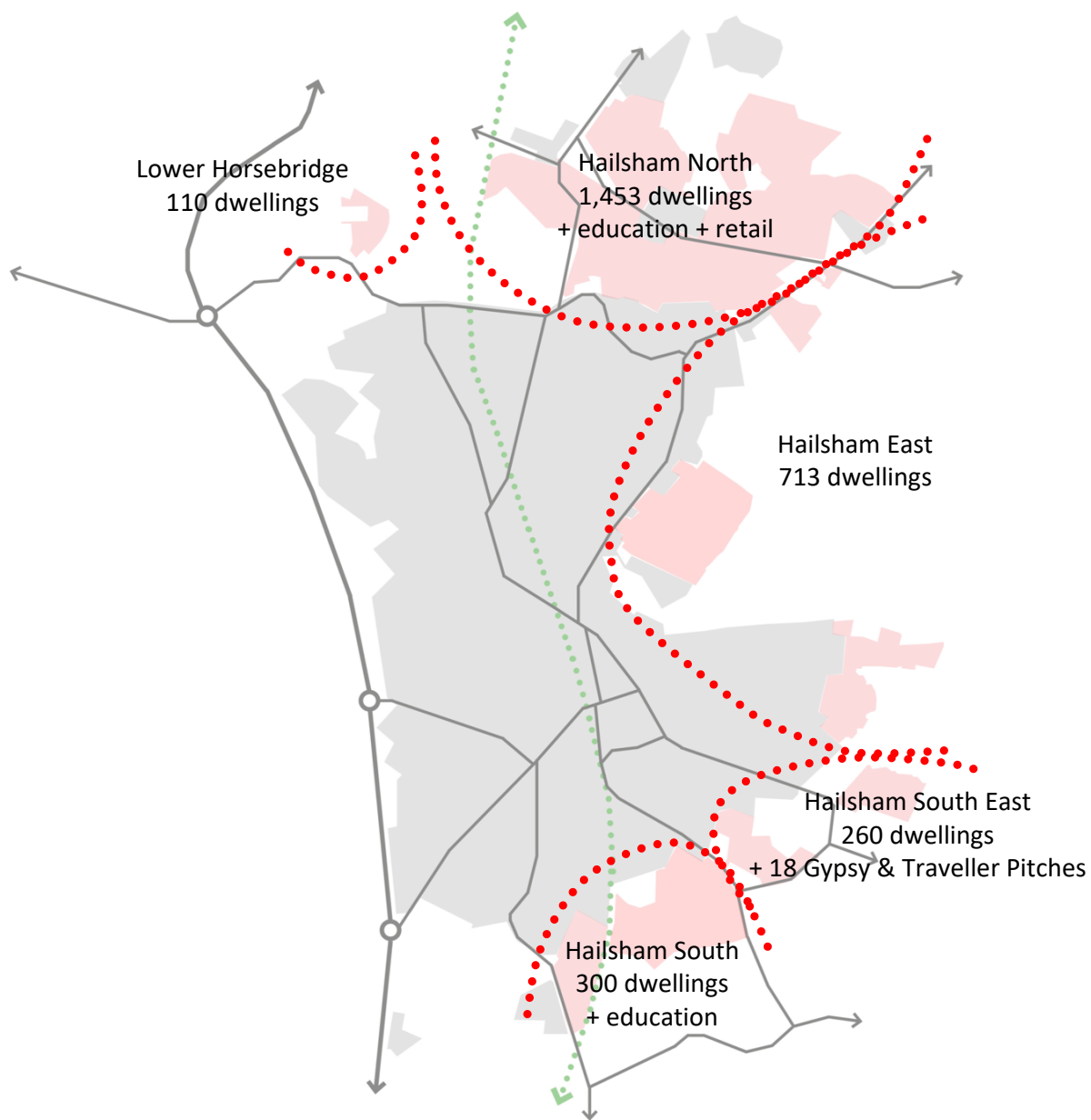
- Latest version of Local Plan (March 2017) has amended the growth area boundaries and associated dwelling numbers
- Areas removed outlined in red
- Overall unit numbers from strategic growth areas reduced from 3,741 down to 2,836



Revised local plan growth areas



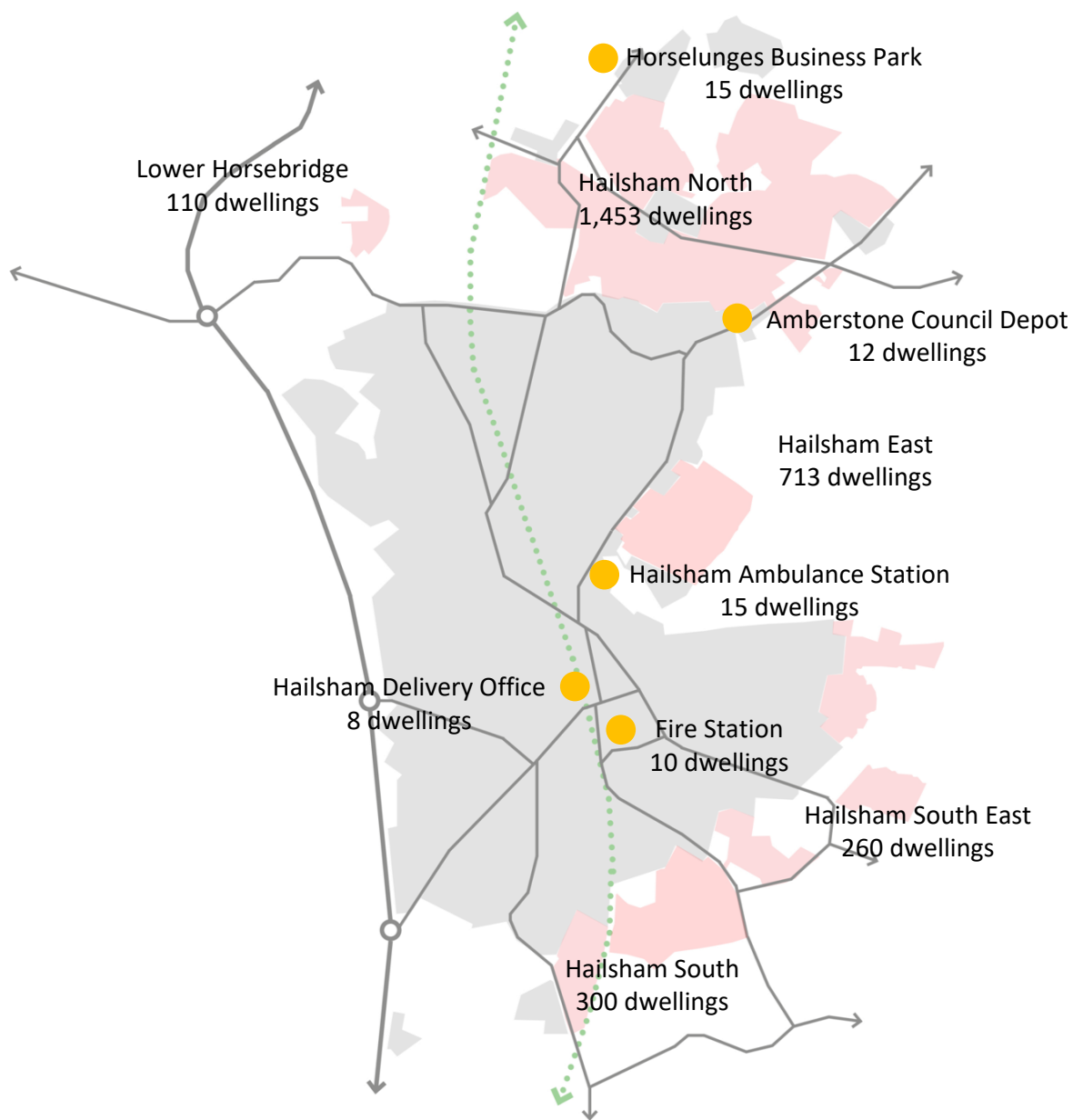
- Plan showing revised allocation areas:
 - Dark pink are remaining housing allocations
 - Light pink are removed housing allocations



Revised local plan growth areas



- This plan shows the scale of growth within each strategic growth area
- 2,836 dwellings within allocated growth areas
 - plus education
 - plus retail
 - plus 18 gypsy & traveller pitches



Plus 243 dwellings on windfall units: locations unknown

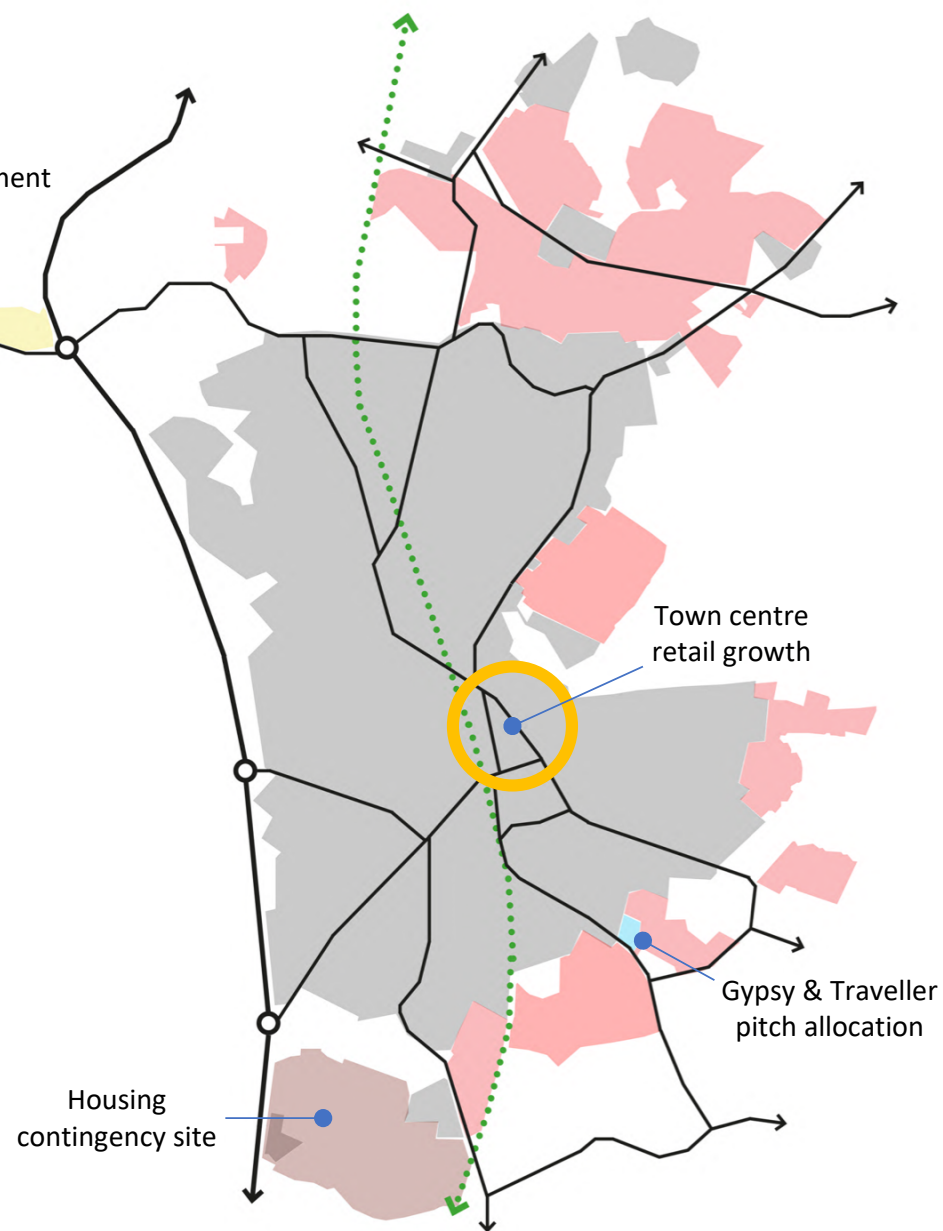
Wider housing growth allocations



Housing:

- **2,836 dwellings within allocated growth areas**
- **60 dwellings from 'SHELAA' sites**
- **243 dwellings from windfalls within Hailsham**
- **(3,139 total dwellings)**

Other allocations to note



Town Centre:

- 1,000 sqm comparison retail floorspace
- 1,500 sqm convenience retail floorspace

Employment:

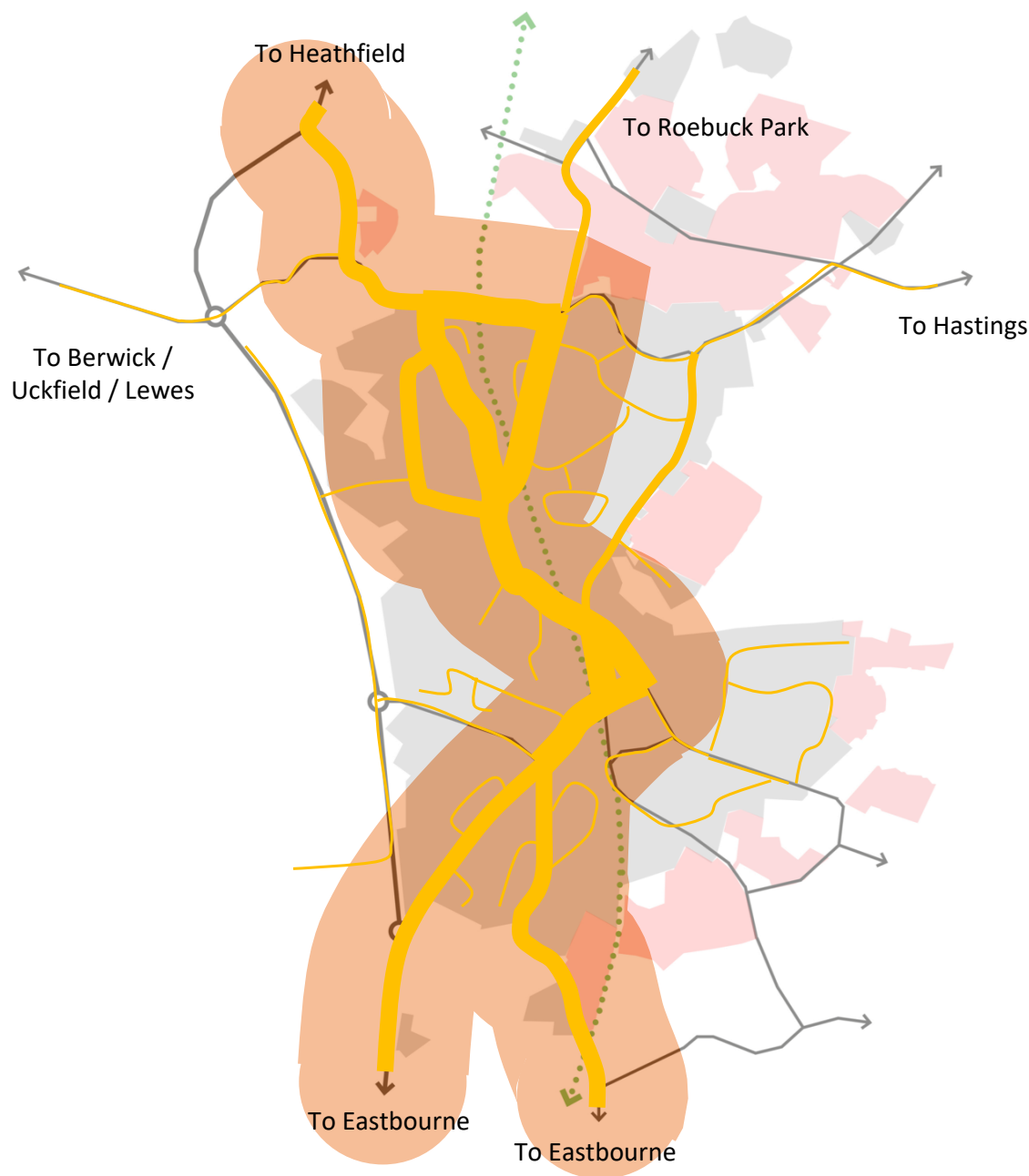
- 'A22 employment corridor': 38,600 sqm
- Outside of neighbourhood plan area

Housing:

- Contingency site for 500 units

Gypsy & Traveller pitch provision:

- 18 pitches
- Part of south east growth area

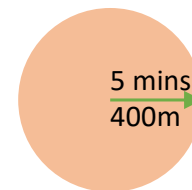


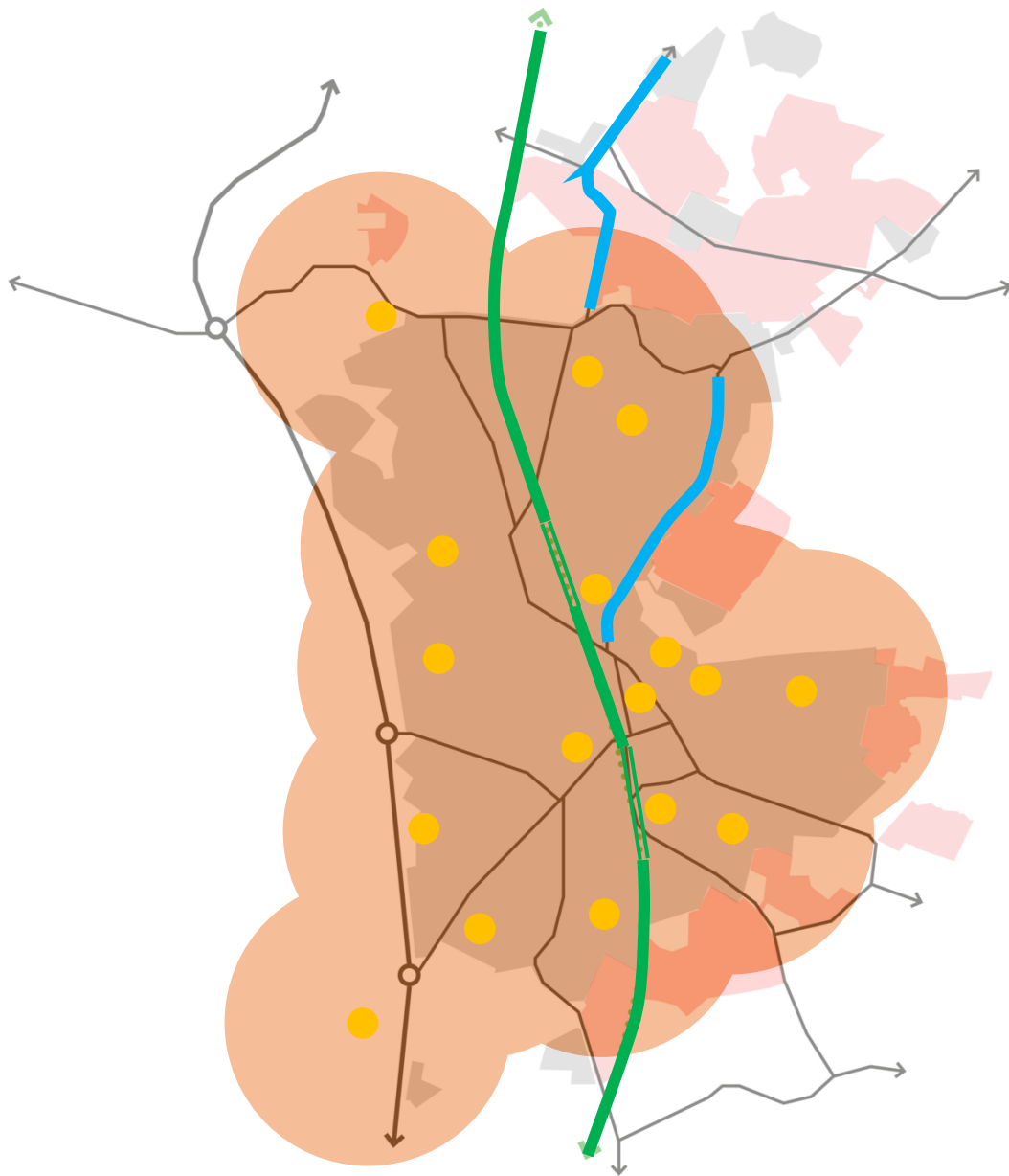
Bus Routes: Service frequency



- Plan shows
 - average number of daytime bus services per hour
 - 400m / 5 min catchment around highest frequency routes (3+ per hour)
- Gaps in the network – particularly to the south east and growth areas
- The growth areas and other modes (walking and cycling) should help fill the gaps

- 1 or fewer per hour
- 2 per hour
- 3-4 per hour
- 5+ per hour

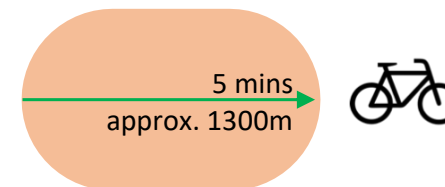




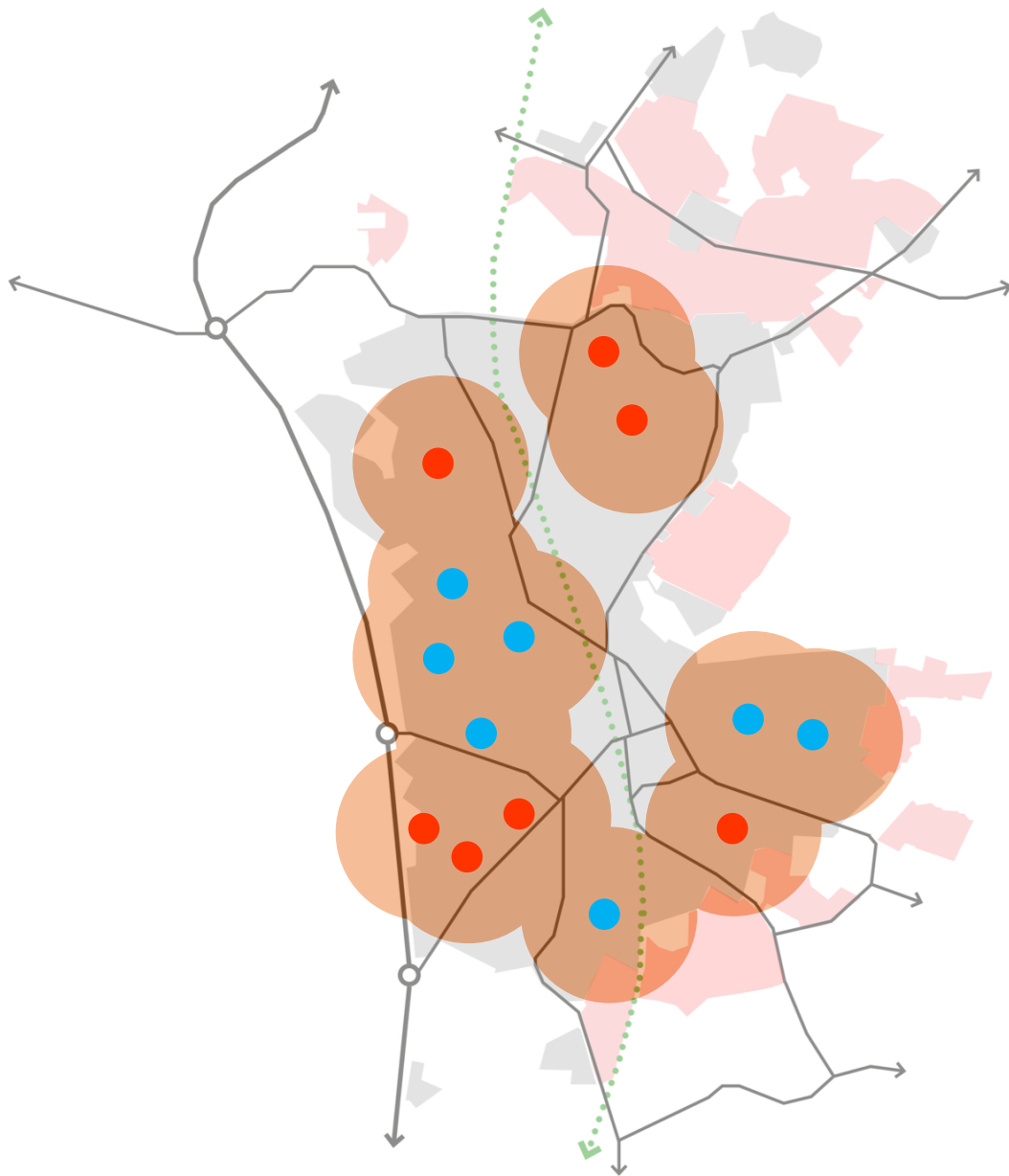
Cycle Network: Catchments



- Most of town within a comfortable cycle distance of key services and facilities
- But routes limited and interventions are required to improve network conditions for cyclists, both within existing built-up area and with the growth areas
- Growth areas need connecting to network



- Shared footway / cycleway
- Off-road cycle route (Cuckoo Trail)
- == On-road sections of Cuckoo Trail



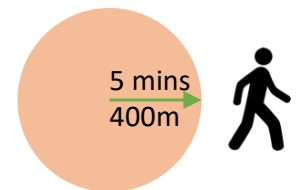
NB: Info based on WDC PPG17 study

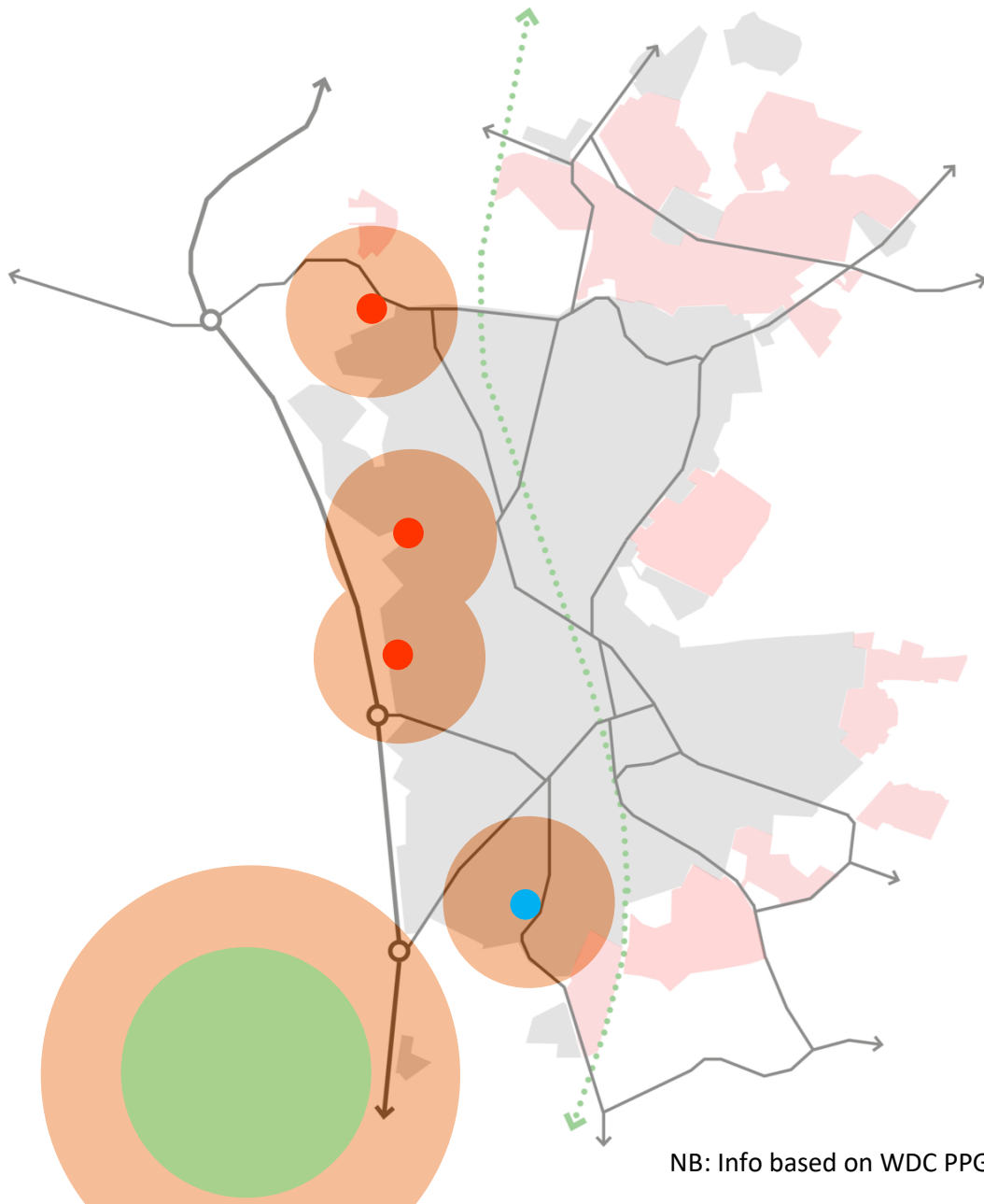
Access to amenity green space



- Most of Hailsham within a five minute walk of amenity green space (all within ten)
- But the quality of this varies – high proportion of ‘low quality, low value sites’
- Growth areas will need to provide amenity green space

- Low quality but high value
- Low quality, low value





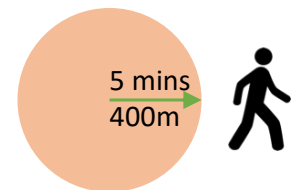
NB: Info based on WDC PPG17 study

Access to natural green space



- Limited access to natural green space, some of which is rated as 'low quality and low value'
- Highest quality / value natural green space is cut-off from Hailsham by the A22
- Growth areas are outside of catchment areas to natural green space and will need to make their own provision

- High quality, high value
- Low quality but high value
- Low quality, low value





Liverpool Festival Gardens. Land Trust community project of the year, 2016

Green space: summary issues



- There is an overall shortfall of multi-functional green space against quantity standards.
- The green space network is disjointed, quality is quite poor (especially in the north of the town), and most of the spaces are small.
- Abbot's Wood is important, but difficult to access
- Improvements are needed to the quality, quantity and connectivity of the green infrastructure network



The ten minute town concept



- Hailsham is relatively compact
- All everyday services and facilities are within a ten minute walk, cycle or bus ride from home
- But walking, cycling and public transport need to be more attractive propositions
- A refocus on active travel and provision of the full range of uses and services can help create a healthier, more accessible and socially cohesive community