

Chapter 15

Hailsham and Hellingly (Inset Map Nos. 27 & 28)

Context

15.1 The market town of Hailsham is the largest settlement in the southern half of the District with a population of around 20,600. It is located about six miles north of Eastbourne, between the middle reaches of the Cuckmere River to the west and the Pevensey Levels to the east.

15.2 The main hospital buildings and Park House at Hellingly Hospital have been closed for many years and the future use of the site is a key issue for the Plan.

Strategy

15.3 The Structure Plan sets out broad policy guidance for future development at Hailsham. It is a location where, following a period of consolidation, major peripheral expansion for housing and associated facilities may take place as part of the new strategic housing allocations required for 2006 – 2011. This is subject to the availability of appropriate transport infrastructure and any other necessary measures, to ensure that it would not add to transport problems locally and in the wider area.

15.4 In the light of Structure Plan policies and the Local Plan distribution strategy, the objectives for Hailsham are:

- (1) *to strengthen Hailsham's role as a residential, employment, shopping and service centre;*
- (2) *to regenerate the town centre, increasing accessibility and improving the range and quality of shopping and other services;*
- (3) *to provide additional local employment to serve both existing and future residents;*
- (4) *to provide for around 1220 new homes to include affordable housing with appropriate infrastructure, community services and facilities, minimising the adverse impact of development on the landscape setting of the town;*

(5) *to ensure that new development respects the particular character and qualities of the town, and makes a positive contribution to its townscape and local environment.*

15.5 The distribution strategy outlined in Chapter 2 indicates that Hailsham and Hellingly Hospital's contribution to the requirement for new housing amounts to around 1220 dwellings. As stated in Chapter 9, transport studies carried out jointly with the Highways Agency and the East Sussex County Council have confirmed that major housing development in Hailsham would be dependent on improvements to the A27 trunk road. These are stated at Policy TR3 and in the relevant allocation policies.

Housing Allocations

15.6 In line with Government guidance in PPG3, the Council has followed a search sequence and in the first instance has identified the potential for some 35 dwellings within the urban area of the town on vacant land, through the Urban Capacity Study. Around 400 dwellings are proposed on the major 'brownfield' site at Hellingly Hospital. The majority of the town's major contribution to the Plan's housing land requirements, some 785 dwellings has to be found through urban extensions.

Land Within The Urban Area

Land adjacent to Grovelands school

15.7 Land adjacent to Grovelands School as shown on Figure 15.1 comprises part of a playing field which is surplus to educational requirements. The site which amounts to around 1ha is suitable for development of around 35 dwellings to include a children's play area.

Policy HA1

Land adjacent to Grovelands School, Hailsham, as defined on the Proposals Map, is allocated for housing purposes. Proposals for development will be permitted when provision is made for all of the following:

- (1) approximately 35 dwellings of which 11 shall be affordable housing and around a further 7 shall comprise small units;**
- (2) a children's play area.**
- (3) vehicular access from Dunbar Drive**

Developer contributions will be required in accordance with the Plan's policies for off-site foul water drainage, off-site highways and transportation works and schemes in accordance with Policies TR3 and TR7, new primary and secondary school places, health services, library provision and playing fields. Developer contributions may also be required towards the cost of the A27 West Polegate Trunk Road Improvements.

15.8 Land off Ingram's Way is allocated for primary school purposes in the adopted Wealden Local Plan, and whilst it is retained for such use in this Plan (Policy HA13) the situation is likely to be reviewed by the Education Authority. If the site becomes surplus to educational requirements over the Plan period then as it is enclosed by existing housing it is considered suitable for development of around 40 dwellings which should also include a children's play space. Similarly, if the Hailsham Cattle Market moves elsewhere, the site would be suitable for a high density housing scheme in view of its location on the edge of the town centre and the character of existing development in the locality.

Hellingly Hospital

15.9 After taking account of the land adjacent to Grovelands School (Policy HA1) the distribution strategy outlined in Chapter 2 shows that Hailsham's contribution to meeting the requirement for new development in Wealden amounts to around 1220 dwellings. This is proposed through housing development of 400 dwellings at Hellingly Hospital and some 785 dwellings as urban extensions. The policy for Hellingly Hospital is set out from paragraph 15.10 onwards and the urban extensions from paragraph 15.30 onwards.

15.10 The main hospital buildings and Park House at Hellingly Hospital have been closed since the early 1990's and are now disused and increasingly derelict. The alternative uses for the site proposed in the adopted Wealden Local Plan have not come forward or proved to be viable. In

considering the suitability of sites for housing, Government guidance is that new housing should have good access to jobs, schools, shopping and leisure facilities and to public transport in order to reduce the reliance on travel by car. In this regard, the former hospital site is in a relatively isolated location to the north of Hailsham with relatively poor accessibility to the town and its jobs, services and facilities.

15.11 However, Government also promotes the re-use of previously developed land and buildings and the very considerable amount of redundant floorspace at the former hospital site is unique in Wealden and is the only major 'brownfield' development opportunity in the District. The disadvantages of the hospital's location can be ameliorated by the provision of some local services and facilities that could be provided through new development and from improvements to public transport to help reduce reliance on travel by car. In view of the significant 'brownfield' nature of the site and the lack of suitable alternative sites around Hailsham, housing is proposed for the Hellingly Hospital site.

15.12 The main hospital buildings and Park House at Hellingly Hospital as shown on Figure 15.2 are considered suitable for the development of up to 400 dwellings subject to appropriate improvements to transport, infrastructure and services. The East Sussex County Healthcare NHS Trust has retained several buildings for healthcare around the northern edge of the site and some further small-scale health provision is considered appropriate as well as small-scale leisure, community and employment uses. Retention of the hospital's open parkland is a key objective.

15.13 In order to meet the likely pupil demand for primary education from the housing development, together with the demand from some of the other housing allocations, a new one form entry primary school (210 places) should be provided unless alternative school provision can be made elsewhere in Hailsham. A site of approximately 1.1 hectare is required to include development of the new primary school and provision of 0.5 hectare of level playing field. The new school should be well integrated with the new housing and be contained within the development boundary although the playing field could be outside the development boundary on the periphery of the housing development where consistent with the parkland setting.

15.14 In order to meet the likely pupil demand for secondary education from the housing development, together with the demand from the other housing allocations, there is a need to expand the Community College onto land east of Battle Road as proposed in the draft Plan (Policy HA12). Similarly, the County Council has confirmed the requirement for a new library as provided for in Policy HA12. In both cases developer contributions will be required.

15.15 An expansion of GP services and associated community healthcare is needed to meet the likely demand from the housing development, together with demand from the other housing allocations. A new centrally located facility for a range of GP and other healthcare facilities is proposed as part of the proposals for land to the east of Battle Road (Policy HA12) to which developer contributions will be required.

15.16 The amount of adult/youth play space required from an allocation of 400 dwellings under Policy LR2 would be some 1.9 hectares. It is considered appropriate to retain and enhance the existing playing field within the parkland as part of this requirement. Children's play spaces will also be required in accordance with Policy LR2 and should be distributed throughout the proposed housing areas.

15.17 In order to further meet the needs of new residents, a community facility should be provided with car parking on around 0.4 hectare of land, possibly in the form of a local hall, and should be in an accessible location for residents. This could be achieved by conversion of an existing building. Consideration should also be given to the provision of a local shop.

15.18 New housing should be provided through a combination of redevelopment and conversion of the existing hospital buildings. Specifically, the main ward blocks form prominent south, south-west and south-east elevations and their retention and conversion should be maximised where consistent with economic viability and marketability considerations, together with the water tower and former administration building on the northern edge of the main hospital complex, for sustainability reasons and because of their character and historic significance.

15.19 In the design and layout of development there should be an appropriate separation of the new housing areas from the retained health uses in the north-eastern corner of the site.

15.20 New buildings should be constructed within the defined development boundaries in order to protect the landscape and the parkland areas to the south and south-east, and the avenue of oak trees and group of specimen trees west of the main hospital buildings which contribute to the parkland character and to the green corridor linking the parkland and areas to the south with Park Wood.

15.21 Any new development should have no greater impact on the surrounding area than the existing in terms of siting, layout and design. Any of the existing buildings not required as part of a development scheme should be demolished and cleared from the site to avoid dereliction.

15.22 It is important to conserve and enhance the attractive parkland setting and established character of the hospital grounds. Existing shrubs, trees, woodland and open grassland around the main hospital buildings and Park House, and to the south and east, should be maintained, restored and enhanced and new landscaping provided, having regard to the nature conservation interest. A long term management scheme will need to be approved and implemented relating to both landscape and nature conservation considerations.

15.23 The open parkland setting within the hospital grounds should be retained and access given to the general public as it is regarded as a valuable amenity by the local community. The parkland area is therefore allocated as public open space.

15.24 Appropriate measures will need to be implemented to maintain and enhance the recreational and ecological interest of Park Wood, a Site of Nature Conservation Importance and an area of Ancient Woodland which is accessible to the public, in view of the increased pressure that can be expected from new housing development.

15.25 The County Council, as Highway Authority, has advised that no more than 300 dwellings should be developed at the hospital site in view of the likely impact of the increased traffic on the A271. However, the County Council would accept up to 400 dwellings at the hospital site if a number of transport measures are provided.

15.26 Firstly, a high frequency bus service appropriate to the needs of the community should be provided to connect new housing development to the town centre, Polegate railway station and Eastbourne, in order to encourage a

choice of means of travel, together with bus priority measures along the A2270 to improve the efficiency of services into and out of Eastbourne and bus priority measures and service improvements on the local road network including northwards to Horam and Heathfield. Within the new housing areas, bus stops and shelters should be conveniently located for residents. Secondly, a programme of measures are needed to improve safety and reduce severance on the A271 and to manage the traffic increase on the local network. Further investigations are needed and detailed schemes prepared to meet the Highway Authority's requirements which could include junction improvements, surface treatment, road marking and signage along the A271, new and improved pedestrian and cycle crossing facilities, improvements to the local roads, footpath and cycle links and appropriate traffic management measures in Hellingly Village.

15.27 Development at the hospital site should utilise the existing main access off Grove Hill which would need improvement but care should be taken to retain the existing tree cover as far as possible. A Transport Assessment should accompany a planning application in accordance with Policy TR2.

15.28 The area to the north of The Drive is considered appropriate for further small-scale health uses as the main hospital buildings are not considered suitable for modern health purposes. Small-scale leisure, community and local employment opportunities through B1 business use are also considered appropriate to serve new residents, subject to considerations of design, amenity and traffic. In the area to the north-west of The Drive, there may be some limited opportunity for low density residential development where this is consistent with the spacious, low density character of existing development and the distinctive landscape setting alongside considerations of design, amenity and traffic.

15.29 Outside the allocated areas, elsewhere within the defined policy area, further development will be generally resisted in accordance with the Plan's policies that apply outside development boundaries in order to protect the landscape and character of the area.

Policy HA2

Within the Hellingly Hospital policy area as shown on the Proposals Map, housing and associated uses, public open space, and small-scale health, leisure and business uses

will be acceptable in principle subject to the following considerations:

(1) The main hospital buildings, Park House and adjoining land, as shown on the Proposals Map, are allocated for housing and associated uses. Proposals for development will be permitted subject to provision being made for all of the following:-

(a) up to 400 dwellings of which around 120 shall be affordable housing and around a further 80 shall comprise small units;

(b) a new primary school and associated playing field on a site of approximately 1.1 hectares which shall be well integrated with the new housing areas;

(c) playing fields and children's play areas in accordance with Policy LR2;

(d) a community facility with associated car parking conveniently located for new residents;

(e) the maximum retention and conversion of the main ward blocks where consistent with economic viability and marketability considerations, together with the former administration building;

(f) new buildings having no greater impact on the surrounding area than the existing and, if possible, having less and not exceeding the height of existing buildings;

(g) any existing buildings not required as part of a development scheme being demolished and cleared from the site;

(h) the maintenance, restoration and enhancement of existing shrubs, trees, tree lines and groups around the main hospital buildings and Park House, and to the south and east, with new landscaping provided. A management scheme shall be approved and implemented relating to landscape and ecological considerations;

(i) retention of the open parkland setting and access given to the general public;

(j) appropriate measures to maintain and enhance the recreational and ecological interest of Park Wood;

(k) vehicular access from Grove Hill utilising the existing access which should be improved;

(l) safe and convenient pedestrian and cycle routes including links to the primary school, community facility and the Cuckoo Trail; and

(m) A full ecological survey shall be carried out to the satisfaction of English Nature and appropriate measures taken through the formulation and implementation of a management scheme to mitigate against the effects of development on any protected species or habitat, if detected.

Developer contributions will also be required in accordance with the Plan's policies for off-site surface water drainage, off-site highways and transportation works and schemes, including improvements in accordance with Policies TR3 and TR7, measures to minimise any adverse affects on the local road network of additional traffic generated by any proposed development of the Hospital site, a new high frequency bus service and other transport measures, new primary and new secondary school places, health services and library provision. Developer contributions may also be required towards the cost of the A27 West Polegate Trunk Road Improvement.

(2) The parkland at Hellingly Hospital, as shown on the Proposals Map, is allocated for public open space

(3) Within the area north of The Drive, as shown on the Proposals Map, small-scale health, leisure, community and business (B1) uses will be permitted subject to considerations of design, amenity and traffic;

(4) Within the area north-west of The Drive, as shown on the Proposals Map, low density residential development will be permitted where it is consistent with the spacious low density character of existing development and the distinctive landscape setting, subject to considerations of design, amenity and traffic.

Urban Extensions

15.30 As discussed at paragraph 15.9, some 785 dwellings are proposed as urban extensions. These include 400 dwellings at Welbury Farm/Woodholm Farm, together with 385 dwellings on smaller scale urban extensions at

Arlington Road East, Station Road, south of Howard Close, east of Battle Road, Amberstone, and south of Hempstead Road together with a flatted development of 50 dwellings alongside a number of community uses on land to the east of Battle Road (Policy HA12).

15.31 Land on the east side of Hailsham is not favoured as a location for major housing growth, notwithstanding the relatively good accessibility of much of the area to the town centre and local facilities. This is because of the damaging effect that development would have on the landscape and countryside, which is largely open and exposed to long distance views from the Pevensey Levels, and on the historic character and setting of the town which has developed along local ridge lines, and because of the traffic impact on the town centre and A271.

15.32 Along the south side of the town, major development is not favoured as it would be damaging to the landscape and would impact on the gap of countryside between Hailsham and Polegate and because of the traffic impact on the local road network and on the town centre. Along the western side of Hailsham, major development is not favoured beyond the A22 due to the severance effect of the road and the adverse impact on the landscape.

Woodholm Farm

15.33 This housing allocation, as shown on Figure 15.1 comprises a small part of Woodholm Farm, and its extent is limited by the need to avoid the area of flood risk. The site abuts existing housing at Angelsey Avenue and Stroma Gardens, and a proposed housing development to the north-east. The housing allocation provides an opportunity through new landscaping to soften the existing urban edge. The site is suitable for development of around 50 dwellings.

15.34 Vehicular access shall be taken from Angelsey Avenue with appropriate cycle and pedestrian linkages, including a connection to the Wealdway footpath that crosses the site. The existing group of trees on the site which are the subject of a Tree Preservation Order are attractive and prominent landscape features and should therefore be retained. Landscape buffers should be planted around the site boundaries to lessen the impact on this tree group and to help screen development. Development should include a children's play space in accordance with the Plan's policies and a commuted payment will be required towards off-site provision of playing fields.

15.35 Developer contributions will be required for an improved frequency of bus service and for bus priority measures along A2270 to improve the efficiency of services into and out of Eastbourne in order to encourage a choice of means of travel. A Transport Assessment should accompany a planning application in accordance with Policy TR2.

15.36 In order to meet the likely pupil demand from the housing development, developer contributions will be required towards a new primary school and towards expansion of Hailsham Community College (Policy HA12). Similarly, in order to meet the increases demand for health services, developer contributions will be required towards a new centrally located health facility as proposed under Policy HA12. The other requirements for development are stated in the policy.

15.37 The site lies relatively close to the River Cuckmere and the boundary of the developable area has been drawn to exclude the indicative 1:100 year floodplain area as defined by the Environment Agency (see Figure 13.1). However, any developer will be required to undertake a flood risk assessment in accordance with Appendix F of PPG25 and policies in Chapter 13 of this Plan. This will need to demonstrate that the development itself would not be at risk from flooding and that it would not increase the risk of flooding elsewhere. Particular attention should also be paid to a surface water drainage for the development to ensure that it does not increase the rate of run-off into the Cuckmere River.

Policy HA3

Land at Woodholm Farm, Hailsham, as defined on the Proposals Map, is allocated for housing purposes. Proposals for development will be permitted when provision is made for all of the following:

- (1) approximately 50 dwellings of which 15 shall be affordable housing and a further 10 shall comprise small units;**
- (2) vehicular access from Anglesey Avenue;**
- (3) connection to the Wealdway footpath which should be incorporated into new development;**
- (4) a children's play area;**

- (5) landscape buffers along the northern, western and southern boundaries;**
- (6) a flood risk assessment should be undertaken to demonstrate that development will neither be at risk to flooding or exacerbate the risk of flooding elsewhere.**

Developer contributions will also be required in accordance with the Plan's policies for off-site foul and surface water drainage, off-site highways and transportation works and schemes, including improvements in accordance with policies TR3 and TR7 and other transport measures, new primary and secondary school places, health services, library provision and playing fields. Developer contributions may also be required towards the cost of the A27 West Polegate Trunk Road Improvement.

Welbury Farm

15.38 This housing allocation comprises part of Welbury Farm, and its extent is limited by the need to avoid the area of flood risk. The site as shown on Figure 15.1 abuts existing housing at Farne Close and Goodwin Close, and has an extensive frontage to Hempstead Lane. The housing allocation provides an opportunity through new landscaping to soften the existing urban edge. The site is suitable for development of around 350 dwellings, with the final number to be determined by further flood risk assessment.

15.39 Vehicular access should be taken from Hempstead Lane in the form of a roundabout at its junction with Gleneagles Drive. Within the site a separate access should be provided to the proposed playing pitches. The existing junction of A22 and Hempstead Lane should be improved in the form of a deceleration lane to provide for the safe movement of additional traffic.

15.40 Safe and convenient footpath and cycle routes should be provided, including links to the Wealdway footpath, to the proposed public open space, to Hailsham Country Park and to the existing residential area via Stroma Gardens, Farne Close or Goodwin Close. The existing footpath along the north side of Hempstead Lane should be extended to the junction with the A22 and improved pedestrian and cycle access provided to the town centre, the Cuckoo Trail and other local facilities.

15.41 Developer contributions will be required for an improved frequency of bus service and for bus priority measures along A2270 to improve the efficiency of services into and out of Eastbourne in order to encourage a choice of means of travel. A Transport Assessment should accompany a planning application in accordance with Policy TR2.

15.42 In order to meet the likely pupil demand from the housing development, developer contributions will be required towards a new primary school and towards expansion of Hailsham Community College (Policy HA12). Similarly, in order to meet the increased demand for health services, developer contributions will be required towards a new centrally located health facility (Policy HA12). The other requirements for development are stated in the policy.

15.43 Within the housing allocation, a community facility should be provided with car parking on around 0.4 hectare of land to serve the needs of new residents, possibly in the form of a local hall, and should be in an accessible location for both new and existing residents. Around 2.6 hectares of public open space, including formal playing pitches, should be provided within the housing allocation to meet the youth and adult open space requirements associated with the housing development on this site, together with allocations at Woodholm Farm, land south of Hempstead Lane and land adjacent to Grovelands School. Provision should also be made for children's play areas in accordance with the Plan's policies.

15.44 Existing hedgerows, trees and tree groups should be retained and strengthened where appropriate for landscape and biodiversity reasons. Particular care should be taken to protect the wildlife habitat associated with the pond at Farne Close. Landscape buffers should be provided along the western and north eastern boundaries to help screen development. An ecological survey and appropriate management plan will be required which should also include the adjacent floodplain grassland. The other requirements for development are stated in the policy.

15.45 The site lies relatively close to the River Cuckmere and the boundary of the developable area has been drawn to exclude the 1:100 year indicative floodplain area as defined by the Environment Agency (see Figure 13.1). However, any developer will be required to undertake a

flood risk assessment in accordance with Appendix F of PPG25 and policies in Chapter 13 of this Plan. This will need to demonstrate that the development itself would not be at risk from flooding and that it would not increase the risk of flooding elsewhere. Particular attention should also be paid to a surface water drainage for the development to ensure that it does not increase the rate of run-off into the Cuckmere River.

Policy HA4

Land at Welbury Farm, Hailsham as defined on the Proposals Map, is allocated for housing and public open space purposes. Proposals for development will be permitted when provision is made for all of the following:

- (1) approximately 350 dwellings of which around 105 shall be affordable housing and around a further 70 shall comprise small units;**
- (2) vehicular access from Hempstead Lane and within the site vehicular access to the public open space;**
- (3) an improvement to the junction of Hempstead Lane and A22;**
- (4) safe and convenient footpath and cycle routes, including links to the Wealdway footpath, to the proposed public open space, to Hailsham Country Park and to the existing residential area; an extension of the existing footpath along the north side of Hempstead Lane and improved pedestrian and cycle access to the town centre, the Cuckoo Trail and other local facilities.**
- (5) children's play areas;**
- (6) a community facility with associated car parking accessible to new and existing residents;**
- (7) retention and strengthening of existing hedgerows, trees and tree groups with new planting to create substantial landscape buffers along the western and northern boundaries;**
- (8) a flood risk assessment shall be undertaken to demonstrate that development will neither be at risk to flooding or exacerbate the risk of flooding elsewhere;**

(9) an ecological survey shall be carried out and an appropriate management scheme prepared and implemented; and

(10) around 2.6 hectares of public open space to include formal playing pitches.

Developer contributions will also be required in accordance with the Plan's policies for off-site foul and surface water drainage, off-site highways and transportation works and schemes, including improvements in accordance with policies TR3 and TR7 and other transport measures, new primary and secondary school places, health services, and library provision. Developer contributions may also be required towards the cost of the A27 West Polegate Trunk Road Improvement.

South of Hempstead Lane

15.46 This housing allocation as shown on Figure 15.1 is located to the south of Hempstead Lane and is well enclosed by woodland and smaller tree groups which will limit the impact of development on the wider landscape. The site is suitable for development of around 70 dwellings.

15.47 In order to provide for the safe movement of additional traffic that will be generated by new development, the existing junction of A22 and Hempstead Lane should be improved. Vehicular access shall be taken from Hempstead Lane off a new junction, with appropriate cycle and pedestrian linkages.

15.48 Developer contributions will be required for an improved frequency of bus service and for bus priority measures along A2270 to improve the efficiency of services into and out of Eastbourne in order to encourage a choice of means of travel. A Transport Assessment should accompany a planning application in accordance with Policy TR2. Developer contributions will also be required towards expansion of Hailsham Community College and a new centrally located health facility as proposed under Policy HA12. The other requirements for development are stated in the policy

15.49 Tile Hurst Wood to the south west of the proposed allocation is subject of a Tree Preservation Order and a buffer area should be provided within new development to lessen the impact on the woodland. A link to the existing footpath along the eastern boundary should be

provided to encourage safe and convenient pedestrian movement.

Policy HA5

Land south of Hempstead Lane, Hailsham, as defined on the Proposals Map is allocated for housing purposes. Proposals for development will be permitted when provision is made for all of the following:

- (1) approximately 70 dwellings of which 21 shall be affordable housing and 14 shall comprise small units;**
- (2) vehicular access from a new junction on Hempstead Lane;**
- (3) an improvement to the junction of Hempstead Lane and A22;**
- (4) connection to the public footpath along the eastern boundary;**
- (5) a children's play area.**

Developer contributions will also be required in accordance with the Plan's policies for off-site foul and surface water drainage, off-site highways and transportation works and schemes, including improvements in accordance with policies TR3 and TR7 and other transport measures, new primary and secondary school places, health services, library provision and playing fields. Developer contributions may also be required towards the cost of the A27 Trunk Road Improvement.

Arlington Road East

15.50 This housing allocation comprises a triangle of land bounded by Arlington Road East, South Road and the A22 and is well enclosed by local ridge-lines, tree groups and existing development which will limit the impact of development on the wider landscape. The site as shown on Figure 15.3 is suitable for development of around 70 dwellings.

15.51 Vehicular access should be taken from Arlington Road East which should be upgraded to Highway Authority standards. Off-site measures will be required to ensure safe and convenient pedestrian access to the town centre. New bus

stop and shelter facilities will be required to facilitate satisfactory access by public transport.

15.52 Developer contributions will be required for an improved frequency of bus service and for bus priority measures along A2270 to improve the efficiency of services into and out of Eastbourne in order to encourage a choice of means of travel. A Transport Assessment should accompany a planning application in accordance with Policy TR2. Developer contributions will also be required towards expansion of Hailsham Community College and a new centrally located health facility as proposed under Policy HA12. The other requirements for development are stated in the policy.

15.53 A substantial landscape buffer should be provided along the western boundary, incorporating overhead lines and existing trees in order to further screen development and reduce the noise disturbance to residents from traffic. Within the site, a belt of existing trees is an attractive prominent feature which should be retained and strengthened.

15.54 The design and layout of development should ensure that the setting of two listed buildings along the South Road frontage area are protected.

Policy HA6

Land at Arlington Road East, Hailsham as defined on the Proposals Map is allocated for housing purposes. Proposals for development will be permitted when provision is made for all of the following:

- (1) approximately 70 dwellings of which around 21 shall be affordable housing and around a further 14 shall comprise small units;**
- (2) vehicular access from Arlington Road East which should be upgraded to Highway Authority standards;**
- (3) appropriate measures to facilitate pedestrian access to the town centre;**
- (4) a children's play area;**
- (5) a landscape buffer along the western boundary;**

(6) appropriate measures to protect the setting of Listed Buildings on South Road.

Developer contributions will also be required in accordance with the Plan's policies for off-site foul and surface water drainage, off-site highways and transportation works and schemes, including improvements in accordance with policies TR3 and TR7 and other transport measures, new primary and secondary school places, health services, library provision and playing fields. Developer contributions may also be required towards the A27 West Polegate Trunk Road Improvement.

Land east of Battle Road, Amberstone

15.55 This housing allocation as shown on Figure 15.4 is located to the east of Battle Road at Amberstone and is well contained by existing development along the A271, by tree and hedgerow cover and rising ground to the south, and by tree and hedgerow cover along the public footpath on its eastern boundary. The site is suitable for development of around 120 dwellings.

15.56 Vehicle access should be taken off Battle Road utilising the existing access which should be improved to provide for the safe turning of vehicles on Battle Road. Provision should be made within the site for access to the wastewater treatment works and segregated from the new housing areas where possible. The existing junction of Battle Road and the A271 should be improved in the form of a roundabout.

15.57 Cycle and pedestrian measures should be improved in the vicinity of the site and a connection made to the public footpath along the eastern boundary. Developer contributions will be required for an improved frequency of bus service and for bus priority measures along A2270 to improve the efficiency of services into and out of Eastbourne in order to encourage a choice of means of travel. A Transport Assessment should accompany a planning application in accordance with Policy TR2.

15.58 Development should include children's play areas and a junior playing pitch in accordance with the Plan's policies. In order to meet the increased pupil demand from the development, developer contributions will be required towards a new primary school and

towards expansion of Hailsham Community College (Policy HA12). Similarly, in order to meet the increased demand for health services, developer contributions will be required towards a new centrally located health facility (Policy HA12). The other requirements for development are stated in the policy.

15.59 Existing trees and hedgerows along the boundaries and within the site should be retained and strengthened where appropriate for landscape and biodiversity reasons. The eastern boundary should be strengthened with additional planting to help screen development. An ecological survey and appropriate management plan will be required which should take account of the proximity to the Pevensey Levels SSSI/Ramsar site.

15.60 This site lies adjacent to a watercourse. The extent of the 1:100 year floodplain associated with this watercourse is not known and any developer will be required to undertake a flood risk assessment, in accordance with Appendix F of PPG25 and policies in Chapter 13 of this Plan. This will need to demonstrate that the development itself would not be at risk from flooding and that it would not increase the risk of flooding elsewhere. Particular attention should also be paid to surface water drainage for the development to ensure that it does not increase the rate of run-off to any watercourse.

Policy HA7

Land east of Battle Road, Amberstone, Hailsham, as defined on the Proposals Map, is allocated for housing purposes. Proposals for development will be permitted when provision is made for all of the following:

- (1) approximately 120 dwellings of which around 36 shall be affordable housing and around a further 24 shall comprise small units;**
- (2) vehicular access from Battle Road utilising the existing access which should be improved;**
- (3) an improvement to the junction of Battle Road and the A271;**
- (4) improved cycle and pedestrian measures;**
- (5) connection to the public footpath along the eastern boundary;**

(6) children's play areas;

(7) a junior playing pitch;

(8) retention and strengthening of existing trees and hedgerows with new planting to create a substantial landscape buffer along the eastern boundary;

(9) an ecological survey shall be carried out and an appropriate management scheme prepared and implemented;

(10) a flood risk assessment shall be undertaken to demonstrate that development will neither be at risk to flooding or exacerbate the risk of flooding elsewhere;

(11) provision should be made in the site for an access to the wastewater treatment works which should be segregated from the new housing areas as far as possible.

Developer contributions will also be required in accordance with the Plan's policies for off-site foul drainage, off-site highways and transportation works and schemes, including improvements in accordance with Policies TR3 and TR7 and other transport measures, new primary and secondary school places, health services and library provision. Developer contributions may also be required towards the cost of the A27 West Polegate Trunk Road Improvement.

Land south of Howard Close

15.61 This housing allocation as shown on Figure 15.5 is located to the south of Howard Close and to the west of existing housing along Swan Road and Butts Field. It is relatively well contained by tree and hedgerow cover which should be retained for landscape and biodiversity reasons. The southern and eastern boundaries should be strengthened with additional planting to help screen new development. The site is suitable for development of around 40 dwellings, the scale of development being limited by the constraints of the local road network. Subject to review and the possibility of on-street parking restrictions in Howard Close, a small area of off-street parking should be provided adjacent to the end of Howard Close

15.62 Vehicular access should be taken off Howard Close with appropriate cycle and footpath linkages, including a connection to the

public footpath that crosses the site. Improvements to the town bus service will be required to provide for a choice of means of travel. Development should include a children's play space in accordance with the Plan's policies and a commuted payment will be required towards off-site provision of playing fields.

15.63 In order to meet the increased pupil demand from the development, developer contributions will be required towards improvements to local primary schools and expansion of Hailsham Community College (Policy HA12). Similarly, in order to meet the increased demand for health services, developer contributions will be required towards a new centrally located health facility (Policy HA12). The other requirements for development are stated in the policy.

15.64 This site lies adjacent to a watercourse. The extent of the 1:100 year floodplain associated with this watercourse is not known and any developer will be required to undertake a flood risk assessment, in accordance with Appendix F of PPG25 and policies in Chapter 13 of this Plan. This will need to demonstrate that the development itself would not be at risk from flooding and that it would not increase the risk of flooding elsewhere. Particular attention should also be paid to surface water drainage for the development to ensure that it does not increase the rate of run-off to any watercourse particularly to the Pevensey Levels.

15.65 Although the site is not affected by any nature conservation designations, protected and rare species have been recorded in the vicinity and therefore there is the potential for them to be present on the site. Where necessary, relevant licences should be obtained prior to the commencement of any work on site and appropriate mitigation measures would need to be agreed. A full ecological survey undertaken during the appropriate seasons as part of an environmental assessment will be required to identify whether there are any particular sensitive habitats or protected species present on the site.

Policy HA8

Land south of Howard Close, Hailsham, as defined on the Proposals Map, is allocated for housing purposes. Proposals for development will be permitted when provision is made for all of the following:

- (1) approximately 40 dwellings of which around 12 shall be affordable housing and around a further 8 shall comprise small units;**
- (2) vehicular access from Howard Close;**
- (3) connection to the public footpath in the north-eastern corner of the site;**
- (4) a children's play area;**
- (5) retention and strengthening of trees and hedgerows with new planting along the eastern and southern boundaries.**
- (6) A full ecological survey shall be carried out to the satisfaction of English Nature and appropriate measures taken through the formulation and implementation of a management scheme to mitigate against the effects of development on any protected species or habitat, if detected;**
- (7) subject to review and the possibility of on-street parking restrictions in Howard Close, a small area of off-street parking should be provided adjacent to the end of Howard Close.**

Developer contributions will also be required in accordance with the Plan's policies for off-site foul drainage, off-site highways and transportation works and schemes, including improvements in accordance with Policy TR3 and other transport measures, new primary and secondary school places, health services, library provision and playing fields. Developer contributions may also be required towards the cost of the A27 West Polegate Trunk Road Improvement.

Land at Station Road

15.66 This housing allocation as shown on Figure 15.5 is located on the north side of Station Road to the east of the existing housing at Butts Field. It is relatively well contained by tree and hedgerow cover which should be retained for landscape and biodiversity reasons, subject to access arrangements. The eastern and northern boundaries should be strengthened with additional planting to help screen new development. The site is suitable for development of around 35 dwellings, the scale of development being limited by the constraints of the local road network.

15.67 Vehicular access should be taken off Station Road with appropriate cycle and footpath linkages, including an extension of the existing footpath along Station Road. Improvements to the town bus service will be required to provide for a choice of means of travel. Development should include a children's play space in accordance with the Plan's policies and a commuted payment will be required towards off-site provision of playing fields.

15.68 In order to meet the increased pupil demand from the development, developer contributions will be required towards improvements to local primary schools and expansion of Hailsham Community College (Policy HA12). Similarly, in order to meet the increased demand for health services, developer contributions will be required towards a new centrally located health facility (Policy HA12). The other requirements for development are stated in the policy.

15.69 This site lies adjacent to a watercourse. The extent of the 1:100 year floodplain associated with this watercourse is not known and any developer will be required to undertake a flood risk assessment, in accordance with Appendix F of PPG25 and policies in Chapter 13 of this Plan. This will need to demonstrate that the development itself would not be at risk from flooding and that it would not increase the risk of flooding elsewhere. Particular attention should also be paid to surface water drainage for the development to ensure that it does not increase the rate of run-off to any watercourse.

15.70 Although the site is not affected by any nature conservation designations, protected and rare species have been recorded in the vicinity and therefore there is the potential for them to be present on the site. Where necessary, relevant licences should be obtained prior to the commencement of any work on site and appropriate mitigation measures would need to be agreed. A full ecological survey undertaken during the appropriate seasons as part of an environmental assessment will be required to identify whether there are any particular sensitive habitats or protected species present on the site.

Policy HA9

Land at Station Road, Hailsham, as defined on the Proposals Map, is allocated for housing purposes. Proposals for development will be permitted when provision is made for all of the following:

- (1) approximately 35 dwellings of which around 11 shall be affordable housing and around a further 7 shall comprise small units;
- (2) vehicular access from Station Road;
- (3) extension of the existing footpath along Station Road ;
- (4) a children's play area;
- (5) retention and strengthening of trees and hedgerows with new planting along the eastern and northern boundaries.
- (6) A full ecological survey shall be carried out to the satisfaction of English Nature and appropriate measures taken through the formulation and implementation of a management scheme to mitigate against the effects of development on any protected species or habitat, if detected;

Developer contributions will also be required in accordance with the Plan's policies for off-site highways and transportation works and schemes, including improvements in accordance with Policy TR3 and other transport measures, new primary and secondary school places, library provision, health services and playing fields. Developer contributions may also be required towards the cost of the A27 West Polegate Trunk Road Improvement.

Business

15.71 Within Hailsham, the majority of business activity is contained on the two main business areas at Diplocks Way and Station Road, on smaller areas at Old Swan Lane and Leap Cross Business Centre, and within the town centre itself.

15.72 A study of business land requirements which takes account of the additional workforce associated with new housing development, existing commitments in Hailsham, market demand for property and Structure Plan requirements has indicated a need for some 4 hectares of land to be allocated as a new business park. A well located site with good access to the A22 is needed to attract the necessary investment and business development. However, no suitable site has

been identified and the issue will be further addressed through preparation of the Local Development Framework.

15.73 The existing business allocation on the former sewage works site at Old Swan Lane appears unlikely to become available for business development and furthermore development may not be viable due to high ground decontamination costs. The proposed extension to the Station Road industrial estate has not proved attractive for investment and is also considered unlikely to be developed. Therefore, these sites are not proposed for business use in this Plan.

Town Centre

New Shopping Development

15.74 Hailsham's main shopping centre is focused along the High Street and includes the pedestrian precincts of Vicarage Field, The Quintins and St Mary's Walk, together with commercial properties along Market Street, George Street and the north end of the High Street. A primary shopping frontage has also been defined incorporating properties along the High Street and within the pedestrian precincts, in order to retain an identifiable retail focus.

15.75 Hailsham competes with Eastbourne for both convenience goods (day to day) shopping and higher order durable goods shopping. A retail study commissioned by the Council indicates that Hailsham town centre could support around 1,600 square metres net of additional convenience goods floorspace by 2011 which should help the vitality and viability of the town centre. The study also indicates that there is scope in expenditure terms for 2,100 square metres net durable goods floor space in the town centre.

Land west of North Street

15.76 The area of land and buildings to the west of north Street is considered to be the most appropriate location to accommodate a redevelopment for retail purposes, principally for convenience goods in the form of a new supermarket. Development will be subject to a comprehensive transport assessment including the impact on the surrounding road network. The

provision of appropriate traffic management measures, access by public transport, adequate car parking, good quality pedestrian linkages to the High Street and Cuckoo Trail will be required. The existing west- east pedestrian link through the site should be retained. In the case of car parking, replacement long stay parking will need to be secured elsewhere in the town centre.

15.77 Development will also be subject to the satisfactory relocation of the White House Primary School and planning permission has been granted for a new Primary School in Marshfoot Lane. Development should preserve or enhance the character or appearance of the Conservation Area and its setting, and there should be no unacceptable adverse impact on the privacy and amenities of adjoining properties.

15.78 Traffic management measures could include maintaining the existing traffic flow arrangements around the town centre with appropriate improvements or, alternatively, providing two way traffic movement along North Street .

Policy HA10

Land to the west of North Street, as shown on the Proposals Map, is allocated for retail purposes. Proposals for development will be permitted when provision is made for all of the following:

- (1) development on a comprehensive basis to provide principally convenience goods floorspace of an appropriate size in the form of a new foodstore;**
- (2) a layout and design that enhances the townscape along North Street, preserves or enhances the character or appearance of the Conservation Area and its setting, and does not have an unacceptable adverse impact on the privacy and amenities of adjoining properties;**
- (3) satisfactory relocation of the White House Primary School;**
- (4) a comprehensive transport assessment;**
- (5) vehicular access from North Street with appropriate traffic management and pedestrian priority measures within the town centre;**

- (6) safe, convenient and attractive pedestrian and cycle linkages to the High Street and to the Cuckoo Trail;**
- (7) short stay car parking to Council standards together with replacement long stay car parking;**
- (8) provision of a landscape buffer along the western boundary with the Cuckoo Trail and appropriate hard and soft landscape treatment within the site.**

Revitalisation

15.79 The Council will continue to work with the Hailsham Trust to further revitalise the town centre by improving its attractiveness through traffic management, traffic calming and environmental improvements. The Council will promote traffic calming and pedestrian priority measures, together with associated environmental improvements, in the High Street and Market Square, Hailsham. These will be carefully considered in consultation with the Town Council, the Chamber of Commerce and Hailsham Trust.

Traffic Management

15.80 The County Council, the Highway Authority, propose to prepare a Local Area Transport Strategy for Hailsham which will include a review of existing highway schemes in the town centre and consider the transport impact of development in this Plan together with the public response to it.

15.81 In the meantime, the County Council proposes to retain the option to improve access to the town centre by the demolition of the South Road railway bridge and the construction of an improved junction controlled by traffic signals. This will reduce the danger and congestion at this difficult junction and, in particular, provide safer crossing facilities for pedestrians and cyclists. The County Council proposes to review the junction improvement scheme as part of the work on the Local Area Transport Strategy.

15.82 The County Council also wishes to retain the option of constructing a new road on the line of the Cuckoo Trail between London Road and South Road. However, this proposal raises a number of issues particularly the longstanding use of the land as the Cuckoo Trail, the impact of

development in view of the need to raise the level of the road and the possible demolition of residential property. For these reasons, the proposal is not retained in this Plan.

Policy HA11

It is proposed to demolish the South Road bridge and provide an improved junction connecting South Road, Station Road, George Street and Western Road and a small improvement at the Station Road/Bellbanks Road junction. In addition, revised access arrangements to Garfield Road and to Deer Paddock Road and the northern part of Station Road are proposed. The phasing and timing of this proposal will be subject to timing of other highways proposals and the availability of resources.

Car Parking

15.83 Adequate car parking is important to support shops, services and businesses in the town centre and to enable residents and visitors to access facilities. Further parking is likely to be required as part of a balanced transport strategy for the town centre in order to meet the demands of the growing community. The Council will monitor and review the situation over the Plan period. An increase in short stay public car parking spaces will be provided on the west side of the town centre if the proposed retail redevelopment to the west of North Street is implemented.

15.84 Additional spaces could be provided by decking in the vicinity of the Leisure centre and District Council offices, subject to careful design and screening. This will be considered in relation to proposals for community facilities on land to the east of Battle Road, as discussed below. An appropriate balance will need to be struck between short stay and long stay parking.

Land to the east of Battle Road

15.85 Consultations carried out during preparatory work on the Plan have revealed a need for the expansion or relocation of a number of community services in the town, mainly as a result of new housing growth, which require an accessible central location. These include an expansion of the Community College to

accommodate increased pupil demand, a new expanded library, a new health centre, and additional car parking.

15.86 As stated at paragraph 15.31, the extensive area of land to the east of Battle Road is not favoured as a location for major housing development due primarily to the impact on the countryside, its landscape and biodiversity and views from Pevensey Levels. However, a smaller area of land adjacent to the District Council offices, Leisure Centre and other buildings on the edge of the town centre is less open to distant views than the land further north and east, and it provides an opportunity to accommodate new community facilities in a sustainable location. In addition, residential development of around 50 flats is considered appropriate to benefit from a sustainable location, to add to the vitality of the town centre and to contribute to the Plan's housing requirements.

15.87 In order to minimise their impact and to link with existing facilities, new buildings, including any decked car parking, should be well located adjacent to existing development and their design should be compatible with the character of their surroundings or enhance the appearance of the locality in accordance with Policy BE1. In this regard, consideration could be given to relocating the existing long stay car park and bowling green if necessary within the allocated area.

15.88 A number of the proposed uses would have extensive open land requirements, mainly playing fields and other open space, which together with new landscape treatment could help soften the impact of new buildings and the existing urban edge and avoid any unacceptable adverse impact on the privacy and amenities of adjoining properties. It will be particularly important in this sensitive area for a design led approach which relates new development to the existing urban edge and local topography and retains land in the northern part of the allocated area for open space, landscape treatment and nature conservation purposes.

15.89 The principal access should be off Vicarage Lane, with a separate entrance and exit in order to avoid congestion. Improvements will be required to the junctions of Vicarage Lane with Market Street, High Street and Marshfoot Lane, and to the junction of Battle Road/London Road to help avoid congestion in the town centre. Access off Battle Road would be an alternative option. Enhanced bus waiting facilities should be

provided to serve the development together with safe and convenient pedestrian and cycle linkages to Battle Road and to the town centre to encourage a variety of means of transport. Residential development should include amenity space and a commuted payment will be required towards off-site provision of playing fields.

15.90 A planning brief will be prepared to guide development.

Policy HA12

Land to the east of Battle Road, as shown on the Proposals Map, is allocated for community uses and housing purposes. Proposals for development will be permitted when provision is made for all of the following:

- (1) secondary school accommodation, a library, a health centre, and car parking;**
- (2) approximately 50 dwellings in a flatted scheme of which 15 shall be affordable;**
- (3) amenity open space;**
- (4) new buildings shall be well related to the existing urban edge and their design should be compatible with the character of their surroundings or enhance the appearance of the locality;**
- (5) trees, hedgerows and the existing field structure shall be retained wherever possible and new landscaping provided;**
- (6) satisfactory access off Vicarage Lane together with junction improvements and appropriate traffic management measures in the town centre;**
- (7) satisfactory relocation of car parking and bowling green if necessary;**
- (8) enhanced bus waiting facilities together with safe and convenient pedestrian and cycle linkages with Battle Road and the town centre;**
- (9) the conservation and enhancement of wild life habitats.**

Developer contributions will be required in accordance with the Plan's policies for off-site foul and surface water drainage, off-site highways and transportation works and

schemes, and in the case of housing development, for primary and secondary school places, library provision and playing fields, all to be confirmed through preparation of a development brief.

Services and Infrastructure

Education

15.91 In order to accommodate pupils from all new housing developments in Hailsham/Hellingly Hospital, the East Sussex County Council propose a new primary school on the land at Hellingly Hospital or at Ingrams Farm, which is allocated in the adopted Wealden Local Plan for a primary school. Developer contributions will be required from the above mentioned housing allocations to fund additional primary and secondary school places.

Policy HA13

Land at Ingrams Way, as shown on the Proposals Map, is allocated for primary school purposes.

15.92 In order to meet the pupil demand associated with the housing allocations in Hailsham, there will be a need to expand Hailsham Community College. It is likely that a new post-16 facility will be required which will also release space in the existing school. Developer contributions towards the full cost of providing the new facility will be required from all the housing allocations in Hailsham in accordance with Policies HA1 to HA9 and HA12. Proposals for expanding the Community College are included under Policy HA12 relating to land to the east of Battle Road.

Library

15.93 The County Council proposes to develop a new expanded library in a central location to meet both current demand and the increased demand associated with the housing allocations in Hailsham as the existing library on Western Road no longer meets the appropriate standards. Developer contributions towards the cost of providing the new facility will be required from all the housing allocations in Hailsham in accordance with Policies HA1 to HA9 and HA12. Proposals for a new library are included under

Policy HA12 relating to land to the east of Battle Road.

Healthcare

15.94 There are currently six doctors surgeries serving Hailsham. The Eastbourne Downs NHS Primary Care Trust (PCT) has advised that an expansion of GP services and associated community healthcare is needed to meet the likely demand from the housing allocations in this Plan. The PCT is proposing a new centrally located facility for a range of GP and other healthcare facilities as part of proposals for land to the east of Battle Road (Policy HA12). Developer contributions towards the cost of funding the new health centre will be required from all the housing allocations in accordance with Policies HA1 to HA9 and HA12.

Drainage

15.95 Southern Water, the relevant drainage authority, has advised that there is not sufficient capacity within the foul drainage system to accommodate the flows associated with the housing allocations in the Plan, with the exception of Hellingly Hospital (Policy HA2) and land at Station Road (Policy HA9). Accordingly, new or enlarged off-site mains and associated works will be required and developer contributions will be required towards the cost of these works as stated in the relevant site based policies. Upgrading of the Hailsham North and South Wastewater Treatment Works will also be required and this is scheduled within Southern Water's capital works programme.

Power/ Utilities

15.96 The supply of water and power is a statutory responsibility of South East Water, EDF Energy Networks Ltd and British Gas. No significant constraints have been identified in meeting the needs generated by the housing allocations at Hailsham. Some localised reinforcement works will be necessary to upgrade the existing supply and new site connections will also be necessary which may require some diversions. These works will need to be requisitioned under the appropriate statutory procedures and will be subject to standard connection charges, both of which are outside the scope of planning control networks

Recreation and Leisure

15.97 The Lagoon Leisure Centre offers a range of indoor recreational facilities and further expansion is likely to become necessary during the Plan period to meet the needs of the expanding community. A multi-purpose community hall that could provide some indoor recreational opportunities will be required within the major housing allocation at North Hailsham and Hellingly Hospital subject to the options put forward.

15.98 There is a significant shortfall of outdoor play space in Hailsham of some 30 hectares when measured against national standards comprising of both youth and adult provision and children's play space. In addition, the new housing allocations will be required to provide an estimated 6.5 hectares in accordance with the Plan's policies. The Town Council and local sports association have confirmed that there is a need for further playing pitches.

15.99 In order to meet the public open space requirements associated with the allocations at Woodholm and Welbury Farms, south of Hempstead Lane and adjacent to Grovelands School, it is proposed to allocate some 2.6 hectares of land within the new housing development proposed at Welbury Farm for the provision of formal playing pitches. Developer contributions will be required from the housing allocations towards provision of these pitches.

Map

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