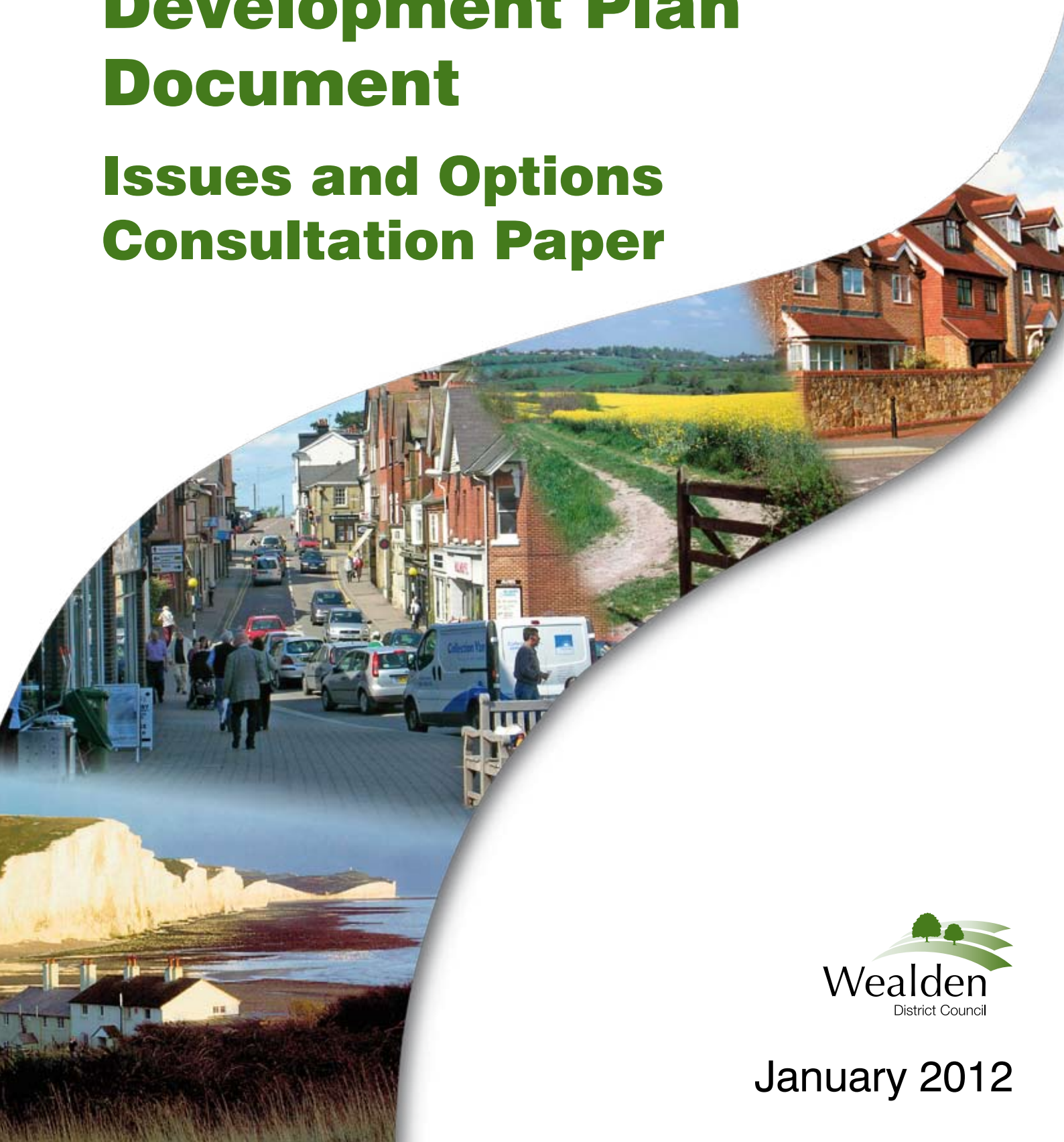
Wealden District Council
Local Development Framework

Strategic Sites Development Plan Document

Issues and Options Consultation Paper



Wealden
District Council

January 2012

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You may also visit the Hailsham Customer Help Point, Prospects House, 7-9 George Street, Hailsham, BN27 1AD between the hours of 8.30am to 5.00pm Monday to Friday, to view Local Development Framework documents.

If you, or somebody you know, would like the information contained in this document in large print, Braille, tape/CD or in another language please contact Wealden District Council on 01323 443322 or info@wealden.gov.uk



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1 Introduction

What is the Strategic Sites Development Plan Document

1.1 Wealden District Council ('the Council') is preparing its Local Development Framework (LDF), which will guide development in the District over the period up to 2030. The Council has jointly submitted[1] its Core Strategy for examination and is now preparing its Strategic Sites Development Plan Document (DPD).

1.2 The Strategic Sites DPD is the second major planning policy document within the LDF. This document has to be in accordance with what is set out in the Core Strategy. It sets out the detail in relation to the development of specific sites and the policies which will apply.

1.3 The Council's planning documents have to comply with the national planning system. The Core Strategy is the key planning policy document within this system which sets out the overall framework for future planning in Wealden for the next 18 years. It sets out, for example, the numbers of new dwellings which are to be built, together with the amount of land for employment and retail use within specific towns and locations, and the general area where these are to be built. These areas are known as Strategic Development Areas (SDAs) and for ease of reference they are referred to as 'development areas' within this document. There are 12 of these areas in the Core Strategy as listed below:

SDA 1 - Land to the West of Uckfield,

SDA 2 - Land to the East of Hailsham,

SDA 3 - Land to the North of Hailsham,

SDA 4 - Land South of Polegate and East of Willingdon,

SDA 5 - Land at Dittons Road, Polegate,

SDA 6 - Land East and South East of Stone Cross,

SDA 7 - Land North of Stone Cross,

SDA 8 - Land at Pine Grove, Crowborough,

SDA 9 - Land at Jarvis Brook, Crowborough,

SDA 10 - Land to the South East of Crowborough,

SDA 11 - Land to the North West of Heathfield,

SDA 12 - Land adjacent to Tunbridge Wells in the parish of Frant.

1 Joint submission with the South Downs National Park Authority

1.4 It is important to appreciate that this document is not about revisiting these development areas as identified within the Core Strategy but about how best we can and should bring them forward for development. The Core Strategy itself was produced following extensive consultation with the public and a wide range of stakeholders. The Strategic Sites DPD will provide greater detail in relation to the 12 identified development areas, in particular the precise location of where the dwellings, employment and retail floorspace are to be built, the specific nature of the development, and the policies which will apply.

1.5 This consultation document presents a range of options in relation to each of these development areas and seeks your views as to how the development proposed in the Core Strategy should take place. **We are keen to hear the views of the community and these will be taken into account in shaping the final document. In addition to the various options presented, you may wish to put forward your own options which we will also consider**.

1.6 Following the Strategic Sites DPD, the Council is producing a Delivery and Site Allocations DPD and this will also be part of the LDF for Wealden. The Delivery and Site Allocations DPD will allocate sites within rural areas and for Gypsies and Travellers. This DPD will also contain a number of policies which will be used to guide decisions on planning applications. To see the timetable for producing Development Plan Documents please go to the Council's website www.wealden.gov.uk and view the Local Development Scheme.

What is a Strategic Site?

1.7 The Core Strategy identifies how much growth will take place in the District and identifies the broad locations for housing and employment growth around our towns. These broad locations are known as Strategic Development Areas and Policy WCS 4 of the Core Strategy identifies these areas. They show the general area where development will take place but they do not show the exact location of this proposed development. The exact location of development will be established within the Strategic Sites DPD through the identification of strategic sites. Each strategic site will be presented on an Ordnance Survey map and supported by specific policies applicable to that site.

What is 'Issues and Options'?

1.8 This is the first stage of public consultation. We would like to take your views into account when developing the Strategic Sites DPD. In order to do this we are presenting information and facts about the sites being considered (i.e. 'the issues') and the possible options as to how Wealden's Strategic Sites may be developed ('the options'). These options have been produced taking into account all of the information we have about the sites, but we also want to ask whether you can suggest any other reasonable options for these sites which we have not so far considered.

Is this a consultation?

1.9 At this stage, we are consulting you as we want to hear your views about the issues and options covered by the Strategic Sites DPD. This document is the formal stage of public consultation made under Regulation 25. We would like to know your views on how you would like to see strategic sites being developed. We will carefully consider all responses in order to develop a final policy document known as a Proposed Submission Strategic Sites DPD. This Proposed Submission DPD will be subject to representations before being sent to the Secretary of State for examination. It is important that you tell us your views at this early stage in the development of this document. For details of how to make your comments see overleaf.

What evidence has been used to help create this document?

1.10 An important part of the evidence used to produce this document is a study known as the Strategic Housing Land Availability Assessment (SHLAA). This study invited developers and landowners to inform us if they wished their land to be considered for allocation for future housing development.

1.11 Each of the areas submitted to us as part of this process was subject to a detailed assessment to establish whether the land was potentially suitable for housing development. The SHLAA lists all sites which are potentially suitable for housing within the District. It has been used in producing this consultation document to help identify specific areas which may be suitable for development within each identified development area.

1.12 The options for each site within this document have also been informed by:

- local strategies and policies;
- factual evidence;
- responses to previous consultations;
- views from all of the partners involved in the LDF process;
- evidence based studies (e.g. an ecological assessment). A full list of the studies can be found at www.wealden.gov.uk;
- planning objectives in the Core Strategy. The Council has decided to prioritise these objectives to help guide its policies. They include the aims to reduce car travel and to maximise the use of previously developed land where possible. A full list of these objectives is contained within the Core Strategy;
- an assessment of the economic, social and environmental impact of development (known as the Sustainability Appraisal).

1.13 This consultation document contains a series of maps for each SDA which present some of the possible options. These are included in order to give a clear indication as to some of the choices available to help you make a comparison of the options.

1.14 It is important that the policies and proposals contained within the Strategic Sites DPD are as flexible as possible so that the finer details can be developed through planning applications. Notwithstanding this need for some flexibility, it remains the case that the Strategic Sites DPD must sit within the broader policies set out in the Core Strategy.

Is there more information available?

1.15 A more detailed description of issues in relation to each development area and how the possible options for development have been produced is provided in the Strategic Sites DPD Issues and Options Consultation Background Paper (available on our website www.wealden.gov.uk). This Background Paper also shows the Sustainability Appraisal that has been undertaken to help you to make comparisons between options. The analysis from the Sustainability Appraisal has been a key element in shaping the contents of this document and in particular in helping to create the various options relating to each development area.

1.16 In addition to the evidence base documents which were available for the Core Strategy there is now a detailed ecological assessment of each growth area and this is available on the Council's website.

How do I make my comments?

1.17 We are interested to hear the views of everyone including residents, businesses, community groups, Parish and Town Councils and all other stakeholders. All comments received will contribute towards the production of the final document.

1.18 The easiest way to view the Strategic Sites DPD Issues and Options Consultation paper and all its supporting documents is online at www.wealden.gov.uk. You can also make your comments online by following the links to the consultation portal.

1.19 Hard copies are available for inspection at the following Deposit Points across the District

Visit one of the following Deposit Points to view a copy of the full document and supporting papers (please check opening hours, as these may vary)

Council Offices		
Wealden District Council, Council Offices, Pine Grove, Crowborough, TN6 1DH Mon - Fri 8.30 - 5.00	Wealden District Council, Customer Help Point, Prospects House, 7-9 George Street, Hailsham, BN27 1AD, Mon, Tues, Thurs, Fri 8.30 - 5.00, Wed 9.00 - 5.00	East Sussex County Council, County Hall, St Anne's Crescent, Lewes, BN7 1UE Mon - Thu 8.00 -5.00, Fri 8.00-4.30
Libraries		
Crowborough, Pine Grove, Crowborough, TN6 1DH, Mon & Wed 9.30-5.30, Tue 10.00-5.30, Thu & Fri 9.30-7.00, Sat 9.30-4.00	Forest Row, The Community Centre, Hartfield Road, Forest Row, RH18 5DZ, Mon, Tue, Thu & Fri 2.00-5.00, Wed 10.00-1.00	Hailsham, Western Road, Hailsham, BN27 3DN, Mon 2.00-5.00, Tue 10.30-7.00, Wed, Thu & Sat 9.30 -5.00, Fri 9.30 -6.00
Heathfield, 21 High Street, Heathfield, TN21 8LU, Mon & Sat 9.30-1.00, Tue 9.30-5.00, Wed closed, Thu 9.30-7.00, Fri 10.30-5.00	Polegate, Windsor Way, Polegate, BN26 6QP, Mon & Fri 9.30-1.00 2.00- 5.00, Tue 9.30-1.00, 2.00-5.30, Thu 9.30- 1.00 Sat 9.30-4.00	Uckfield, High Street, Uckfield, TN22 1AR, Mon 9.30 -1.00, Tue & Thu 9.30 -5.30, Wed 9.30- 7.00, Fri 10.00 -7.00, Sat 9.30 -4.00
Wadhurst, The Institute, High Street, Wadhurst, TN5 6AP, Mon, Thu & Fri 2.00- 4.30, Wed & Sat 10.00 -12.30	Willingdon, Coppice Avenue, Lower Willingdon, Eastbourne, BN20 9PN, Mon, Wed, Thu & Fri 9.30 - 12.00 2.00 - 5.00, Sat 9.30 - 12.30	
Parish and Town Councils		
Crowborough Town Council, Town Hall, The Broadway, Crowborough, TN6 1DA, Mon - Thu 9.00 - 5.00 Fri 9.00 - 4.30	Forest Row Parish Council, Forest Row Community Centre, Hartfield Road, RH18 5DZ, Mon - Fri 9.00-4.00	Hailsham Town Council, Inglenook. Market Square, Hailsham, BN27 2AE, Mon - Fri 9.00 – 4.00

Heathfield and Waldron Parish Council, 92 High Street, Heathfield, TN21 8JB, Mon - Fri 9.30 - 3.00	Maresfield Parish Council, Parish Office, Churchfields, Nutley, TN22 3NA, Mon - Fri 10.00 -4.00	Polegate Town Council, 49 High Street, Polegate, BN26 6AL, Mon - Fri 9.00 - 1.00
Uckfield Town Council, Civic Centre, Uckfield, TN22 1AE, Mon – Thu 9.00 - 5.00 Fri – 9.00 - 4.00	Willingdon and Jevington Parish Council, 3 Gorringe Valley Road, Willingdon, BN20 9SX, Mon - Fri 9.00 - 1.00	Mayfield Parish Council, The Committee Room, London House, High Street, Mayfield, TN20 6AQ, Mon 8.30-1.00, Wed 8.30-5.00, Fri 8.30-1.00

1.20 Please let us have your comments in one of the following ways:

The easiest way to view and comment on the document is online via our consultation portal: Go to the Councils website www.wealden.gov.uk and follow the links to the 'Strategic Sites DPD Issues and Options Consultation 2012'.

Alternatively, you can download a questionnaire from the council's website and email or post it back to us.

The closing date for responses is **5pm on Friday 24th February 2012.**

For further information on this document, please contact the Council:

By e-mail: ldf@wealden.gov.uk

By telephone: 01892 602007

In writing: Planning Policy Team, Wealden District Council, Pine Grove, Crowborough, TN6 1DH

1.21 All comments must be received by the Council by 5pm on Friday 24th February 2012. Comments received after this date cannot be considered as part of this consultation process.

Part 2

2 How the document is set out

How the document is arranged

2.1 This document firstly sets out what we believe to be the general principles which apply to all 12 of the Strategic Development Areas (see Part 4). These principles are taken from the planning objectives set out in the Core Strategy, and help to ensure that we meet the overall vision contained within the Core Strategy. The following chapters address each of the development areas in turn. The issues in each area, the specific guiding principles and the possible options and policies are described and are shown on the accompanying maps in order to assist you to compare the advantages and disadvantages of each approach.

2.2 We are also seeking your views about policies concerning affordable housing and the numbers of smaller homes and Part 3 deals with these issues.

2.3 A series of questions are included within each chapter of the document. These questions should be answered using the separate questionnaire which can be found on the council's website at www.wealden.gov.uk. Alternatively a paper copy can be provided on request.

Types of options

2.4 For each SDA we have developed options which will help us to achieve our Core Strategy objectives. For example, options which locate development close to public transport links, such as rail stations, should help to achieve the objective to reduce car usage. We have also developed options which have demonstrated that they have benefits in relation to the sustainability appraisal, i.e. they have benefits to the economy, environment or to the community.

2.5 We are required to consider all reasonable alternatives so we have not included options which could not be delivered or do not go some way to meet our objectives. In some cases there may only be one reasonable alternative and in others there may be many ways of developing an area. Each development area is treated separately.

2.6 We have not decided on our preferred option. The final preferred option may be a variation on the options presented and may include additional concepts and solutions.

Other issues

2.7 There are other issues that need to be addressed as part of the area specific policies. These include the amount of affordable housing which will need to be provided on each site. This will vary between different sites. However, because there is a shortage of affordable housing within Wealden, the aim will generally be to maximise the amount of affordable housing which can be achieved. This will be subject to any other requirements there may be in relation to the site as well as depending on how economically viable the site is and the need to ensure that mixed and balanced communities are promoted.

2.8 We are also keen to get your views on these issues. In general terms, our evidence studies show that house prices are higher in the north of Wealden than they are in the south, and therefore sites in the north of Wealden will be more economically viable and are likely to be able to afford to provide a greater proportion of affordable housing.

2 How the document is set out

3 Affordable housing and the provision of smaller Homes

3.1 The main purpose of the Local Development Framework is to guide the development of homes and places of work in the District in the period up to 2030. The Core Strategy states that at least 9,600 new homes are to be provided. There are a number of aspects of the housing market that we will take into account to ensure that specific needs are met.

3.2 House prices in Wealden District are quite high, meaning that for a lot of people being able to buy their own home is very difficult. Making it easier for people to have their own home, either by renting or buying, is therefore one of the aims of our plan.

3.3 There are a lot of large and expensive houses in Wealden, particularly in the north of the District, and not enough smaller and more affordable houses to meet existing and future demands. Also, because house prices in Wealden are high, particularly in the north of the District, families buying their first home often can't afford to live in Wealden, because there are not enough smaller homes at a price they can afford within the District.

3.4 These two factors often mean that people have to move out of the District completely and end up travelling some distance every day to get back to their workplace in Wealden.

3.5 A further demand for more smaller homes in Wealden comes from predictions over the next 18 years that there will be more older people and more people living on their own who will want or need smaller homes.

3.6 Recent changes to the Housing Benefits system mean that if people live in a house which is considered too big for them they may become ineligible for Housing Benefit. It must be assumed that there will be further changes to the Benefits system in the life of the DPD but it is also assumed that there will be a need to ensure that there are enough smaller dwellings available.

3.7 The LDF has to make sure that we provide a range of new homes affordable to local people to buy and to rent, whether they are young people, families, couples or older people. Making sure that we include housing for rent or part rent/part buy, and smaller homes that local people are able to buy, is important to meet the needs of the existing population, and in particular to help young people and families remain settled in the District.

Affordable housing

3.8 Affordable housing is provided by local authorities and housing associations in order to assist households who are unable to buy or rent suitable properties in the private housing market. This type of housing can be either in the form of rented properties or shared ownership properties. We generally expect new developments to include a proportion of affordable housing. However, how much can be provided often needs to take into account the value of the land and facilities (such as road improvements and schools) that the developer may need to provide and pay for. The amount of affordable housing therefore needs to be looked at carefully and will vary in relation to each site.

Small homes

3.9 The Non Statutory Wealden Local Plan (2005) requires developers to include 20% small homes[(2)] in the form of one and two bedroom flats, terraced housing and special needs housing - such as for the elderly or disabled - in addition to affordable homes. This policy, has helped to ensure that small homes become available through new developments. There remains, however, a shortage of small homes and we need to look at ways of addressing this issue.

3.10 In considering this issue, we need to take account of the differing circumstances which currently exist in the north and south of the District. In the north, there are less small homes available due to the high numbers of larger properties in this area. In the south of the District there is more of a need for larger family type houses as Eastbourne provides a number of smaller dwellings[(3)].

3.11 We would therefore like your views on the alternative two approaches set out below:-

(i) We could specify the proportion of small homes which need to be provided as part of any new development. This could remain as a requirement for 20% of new dwellings to be small dwellings, as at present, or could be some other percentage.

(ii) Another approach would be to be more exact about how many 2, 3 or 4 bedroom homes we want to see in each development area.

3.12 Option (i) above has the advantage of allowing some flexibility to vary the type of small home provided, which could be in the form of either flats or terraced housing, and the exact numbers of bedrooms. On the other hand, Option (ii) would give us greater control on the size of homes provided on each site with variations appropriate to its particular circumstances. Circumstances can include areas which have a greater proportion of families and therefore may require a greater proportion of 3 and 4 bedroom houses. This approach would, however, restrict the scope to change these proportions once they had been decided or take into account changes to need or market demand in the future.

2 Small dwellings are classified as being 1 bedroom properties normally not exceeding 60 sq m internal floorspace and 2 bedroom properties not normally exceeding 80 sq m internal floorspace. These are in addition to affordable homes

3 Wealden Housing Market Assessment 2007. DTZ Consultants

Question 1

Affordable Housing and the Provision of Smaller Homes

Please tell us whether you agree or disagree, and your reasons for doing so, with the following options

Question 1a

That we should ensure a minimum provision of smaller homes on all key sites

Question 1b

That we should be more specific about the percentage of different sizes of 2, 3 and 4 bedroom homes that we are looking for on each site

Question 1c

That we should ask developers to provide more than 20% of smaller homes on the key sites

Question 1d

If there are any other comments you wish to make regarding our approach to the provision of smaller homes in Wealden, please tell us

Link to online questionnaire

Part 4

4 Issues relating to all SDAs

General Guiding Principles

4.1 This consultation document includes suggested guiding principles for the development of individual development areas. The purpose of the guiding principles is to provide developers with a set of guidelines which we think is required to meet the objectives set out in the Core Strategy.

4.2 These suggested guiding principles are included within this consultation document in the chapter relating to each SDA.

4.3 There are, however, a number of guiding principles which apply to all of the development areas and these are stated below:

Community Infrastructure Levy (CIL)

4.4 All developments will be required to contribute to the provision of the essential infrastructure, such as roads, schools etc., which support new development in the area. This will be by means of either Section 106 planning agreements and/or Community Infrastructure Levy (CIL) contributions. These contributions will help to fund strategic infrastructure provision identified in the Infrastructure Delivery Plan, and the provision or enhancement of necessary social, community and green infrastructure provision both on and off site.

Green Infrastructure

4.5 To meet the Core Strategy objectives of creating a network of green infrastructure and helping to provide for leisure and recreational facilities, there will be a requirement to provide appropriate landscaping and habitat enhancement measures. In respect of residential development there will also be a requirement for children's playspace and leisure and recreation facilities in order to provide for future need.

Biodiversity and Landscape Features

4.6 The term biodiversity refers to the natural environment and includes animal and plant life. All developments will be required to consider and incorporate biodiversity as a part of the design of the development, taking into account on and off-site biodiversity opportunity areas and protecting and enhancing existing biodiversity resources. Specific examples include the retention of valuable habitats, enhancing existing hedgerows and wildlife corridors, and where appropriate compensating for the loss of habitats and trees through the enhancement of existing habitats and tree replacement. In particular, there should be retention where possible of existing mature hedgerows and trees, as indicated through the tree and ecology assessments, to strengthen the new landscape structure and biodiversity. A minimum 15 metre landscape buffer to protect areas of ancient woodland will be required.

Sustainable Urban Drainage Systems (SUDS)

4.7 In order to ensure that surface water runoff is not increased, provision will need to be made for sustainable drainage solutions. This could involve the setting aside of suitable land for Sustainable Urban Drainage Systems (SUDS). It would also involve incorporating existing water features where possible and desirable, addressing any existing drainage issues, and reducing the impact of development on local streams and rivers.

Renewable Energy

4.8 The aim will be to maximise renewable energy opportunities where possible. The site layout and building design should optimise the southerly aspect to enable passive solar heating and cooling and the reduction of carbon production through the provision of solar energy. The site should comply with appropriate proposed Building Regulation measures for energy consumption and water efficiency.

Sustainable Transport

4.9 In order to reduce the need to travel by car, provision will need to be made for sustainable transport, in particular for travel by foot, cycle and public transport. Where appropriate, the new development should incorporate footpaths and cycle paths through the scheme to maximise connections to local facilities, surrounding countryside and green spaces, and existing footpaths and cycle links. Cycle parking facilities should be provided within the development. The provision of adequate signage within the site and neighbouring areas to cycle and footpath routes will be important, as will facilities such as 'real time' bus information at bus stops.

Parking

4.10 In order to ensure an attractive living environment the development should include adequate parking provision to support the development, whilst supporting and encouraging the use of a variety of sustainable transport options. Parking should be accommodated off street in safe and secure environments. The layout of the site roads should encourage slower driving speeds and encourage a pedestrian, cycle and play friendly environment.

Design

4.11 Development should create a high quality, safe and attractive living environment at a density suitable for the site while providing local character through good design.

Question 2

General Guiding Principles relating to all Strategic Development Areas (SDAs)

Please tell us whether you agree or disagree and your reasons for doing so, with the following guiding principles that apply to all of the strategic development areas

Question 2a

General Guiding Principles relating to **Community Infrastructure Levy (CIL)**

Question 2b

General Guiding Principles relating to **Green Infrastructure**

Question 2c

General Guiding Principles relating to **Biodiversity and Landscape Features**

Question 2d

General Guiding Principles relating to **Sustainable Urban Drainage Systems (SUDS)**

Question 2e

General Guiding Principles relating to **Renewable Energy**

Question 2f

General Guiding Principles relating to **Sustainable Transport**

Question 2g

General Guiding Principles relating to **Parking**

Question 2h

General Guiding Principles relating to **Design**

Question 2i

Please tell us any further comments that you have in relation to general guiding principles, including any further guiding principles that you consider to be important

Link to online questionnaire

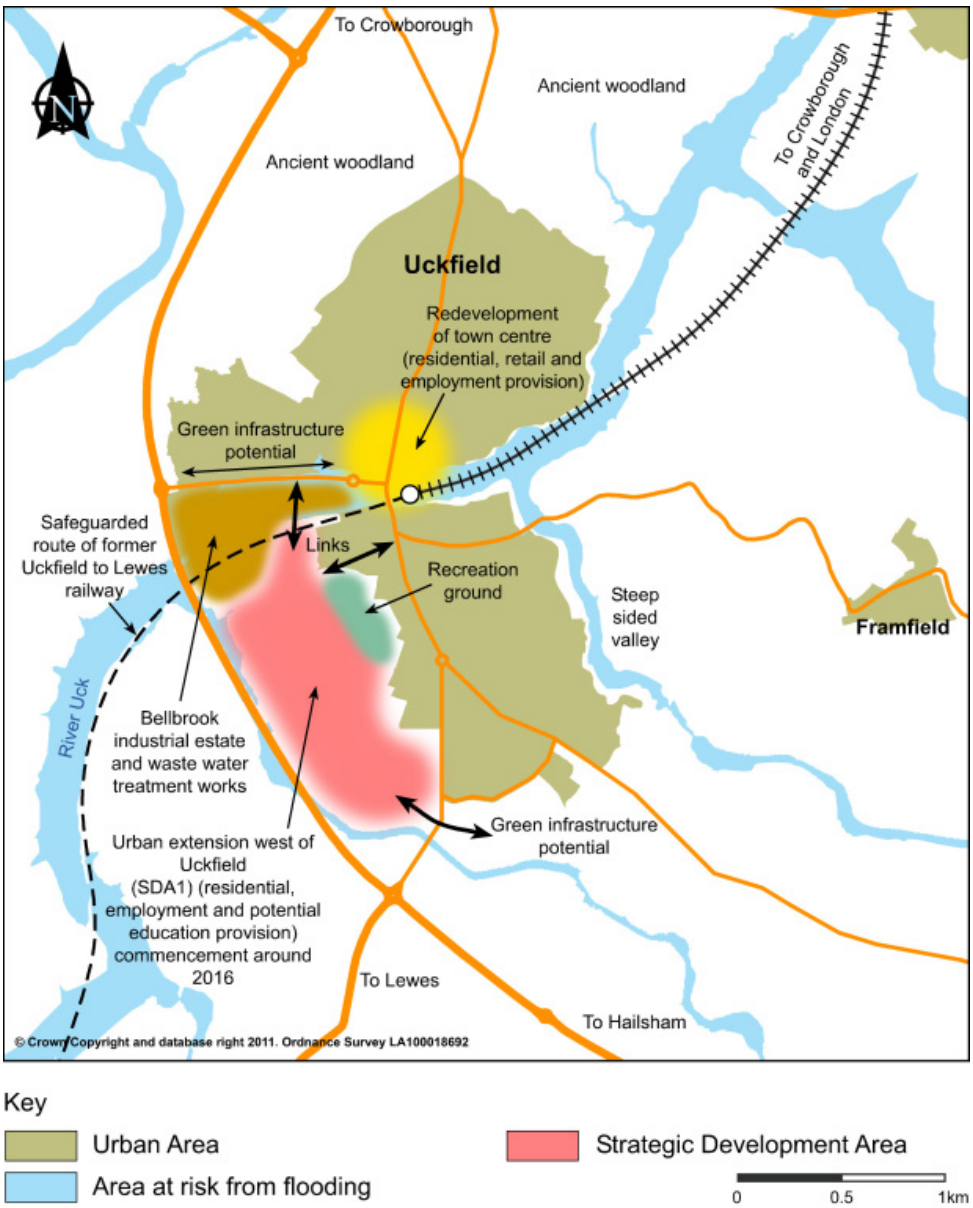
4 Issues relating to all SDAs

Part 5: Options for the Strategic Development Areas

5 SDA 1: Land at West Uckfield

Location	Growth identified in the Core Strategy
The land South and West of Uckfield, between the existing built up area of the town and the A22 (see Figure 5.2)	1000 new homes 12,650 square metres of new employment floorspace Education provision

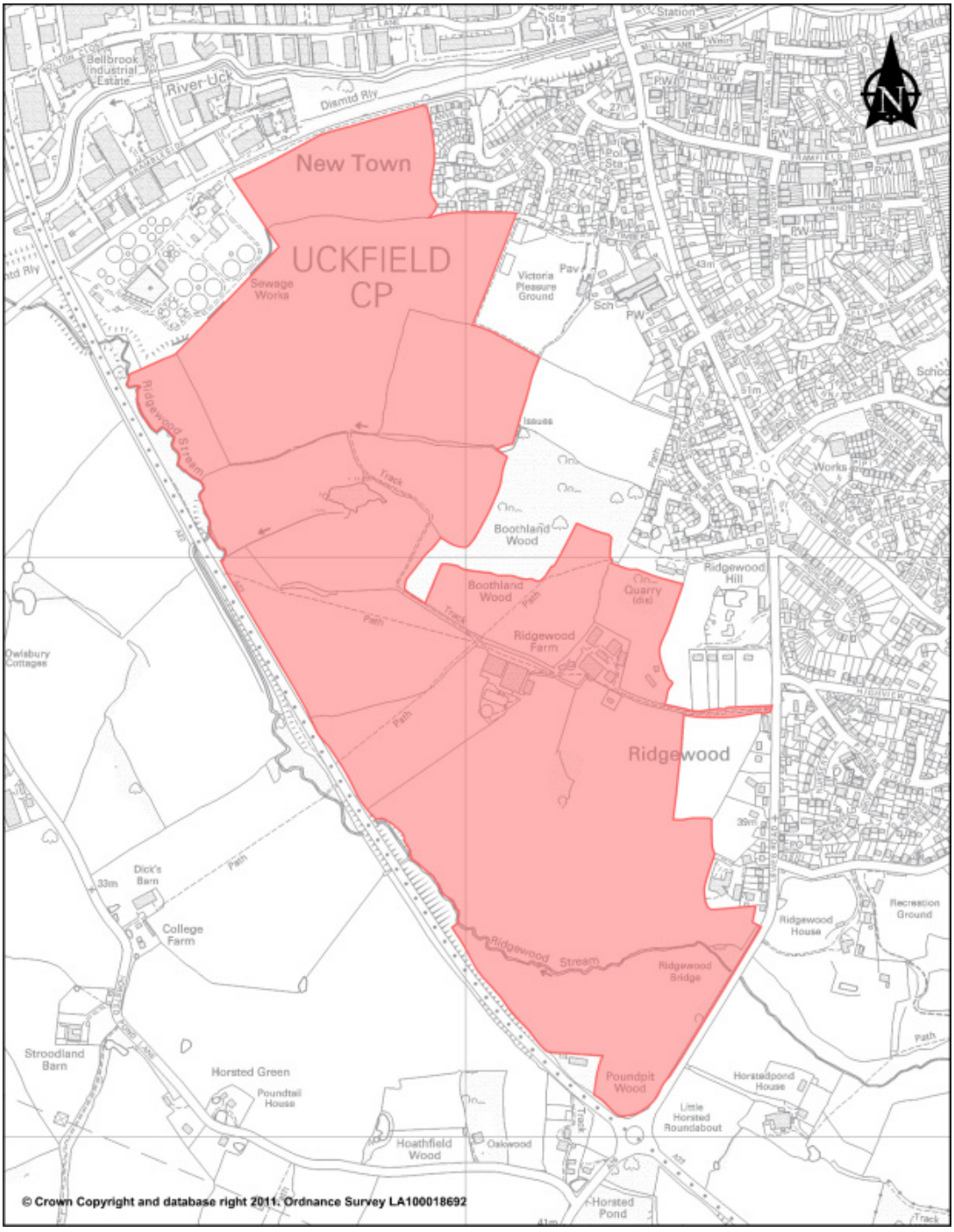
Figure 5.1 SDA1: West Uckfield Core Strategy Strategic Sites Context Plan



Land Available for Development

5.1 There are 83 hectares of land put forward for housing, employment and community development in this broad location (SDA 1). This area of land has been identified in the Wealden Strategic Housing Land Availability Assessment (SHLAA)[4]. The land available in Uckfield is shown on Figure 5.2.

Figure 5.2 SDA1: West Uckfield Land Availability Plan

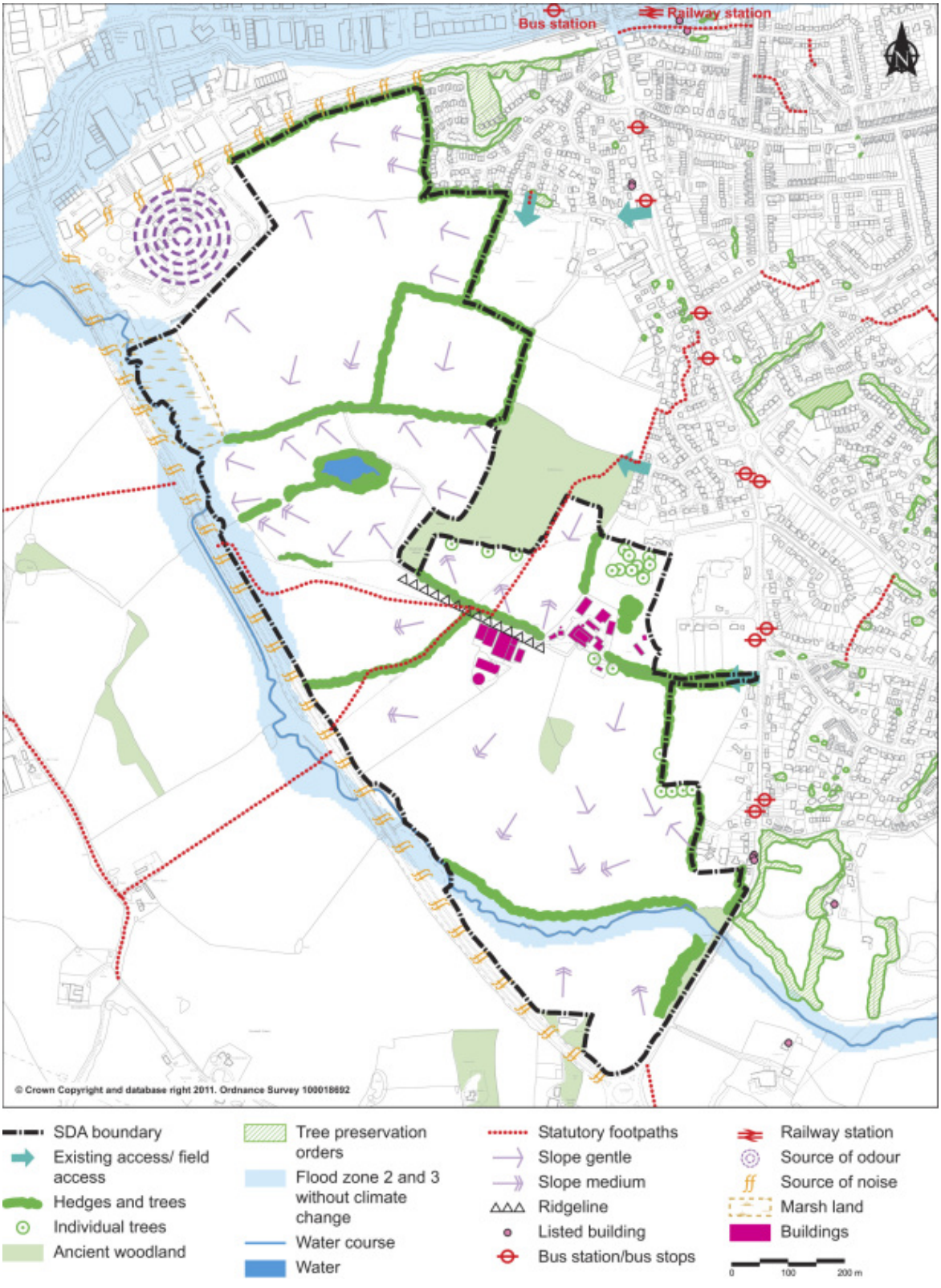


4 See Part 1 for more information on the Wealden SHLAA

Character Appraisal

5.2 The site appraisal plan shows the key features of the site (Figure 5.3).

Figure 5.3 SDA 1 West Uckfield Site Appraisal



5.3 This development area lies to the south-west of Uckfield town centre and east of the A22. The area is bounded to the west by the A22 trunk road, with Bellbrook Industrial Estate to the north, residential development and recreation grounds (Victoria Pleasure Grounds) and ancient woodland (Boothlands Wood) to the east. The A22/A26 roundabout and Lewes Road are located to the south and east of the area. The A22 is a potential source of noise which will need to be carefully considered in terms of development of the land for residential purposes.

5.4 There is currently only one direct access point for vehicles into the land which is the farm track to Ridgewood Farm from the Lewes Road. This access point would not, however, be suitable as the main access for development and a new access would need to be provided from the A22.

5.5 There are a number of pedestrian access points into the land and these should be retained and new ones added where possible.

5.6 The majority of the area is actively farmed for both arable and livestock grazing. Uckfield town centre is approximately 1.3 kilometres (0.8 miles) from the centre of the area and there is therefore the potential for easy links to the town centre by footpath and cycle routes, etc. There is the potential for a slightly shorter pedestrian route to the town's bus station and shopping facilities if a new link were to be provided from the site to the Bellbrook Industrial Estate. This link would need to cross the disused railway line and the River Uck.

5.7 There is wide ranging landscape variety across the area with some parts quite steeply sloping and other parts being much flatter in nature. A number of hedgerows are present within the site which are an important part of the landscape and biodiversity of the area. There is a ridgeline which crosses the site from east to west. To the south of this ridgeline the land is quite steeply sloping down to the Ridgewood Stream and is open to quite long range views. Ridgewood Stream flows along the western boundary and through the southern part of the site. This stream is subject to potential flooding.

5.8 To the north west of the site, immediately adjacent to the boundary of the area is the Uckfield Waste Water Treatment Works.

Objectives

5.9 A number of objectives which relate to the Core Strategy and Sustainability Appraisal are particularly important in relation to this development area.

5.10 We are aiming to ensure that the development is within easy reach of Uckfield town centre by a number of means of sustainable transport, including by foot, cycle and public transport and a new link to the Bellbrook Industrial Estate would help in this respect. Any new educational provision should also be accessible by sustainable means to residents of the new development as well as to existing residents in the wider area. The development as a whole will provide a high quality and attractive living environment.

5.11 As a waste water treatment works and industrial area are located adjacent to the area, it will be necessary to consider any potential impact of odour and noise from these sources in order to ensure that a pleasant living environment is achieved. Potential noise issues will also need to be considered in relation to deciding the best location for any new business development, including the noise created by traffic going to and from the business units.

5.12 Parts of the area adjacent to the Ridgewood Stream are potentially liable to flooding therefore it will be necessary to carefully plan the layout of the development to avoid building in such areas. Biodiversity should be enhanced and on site opportunities incorporated to help create a network of green infrastructure in and around Uckfield.

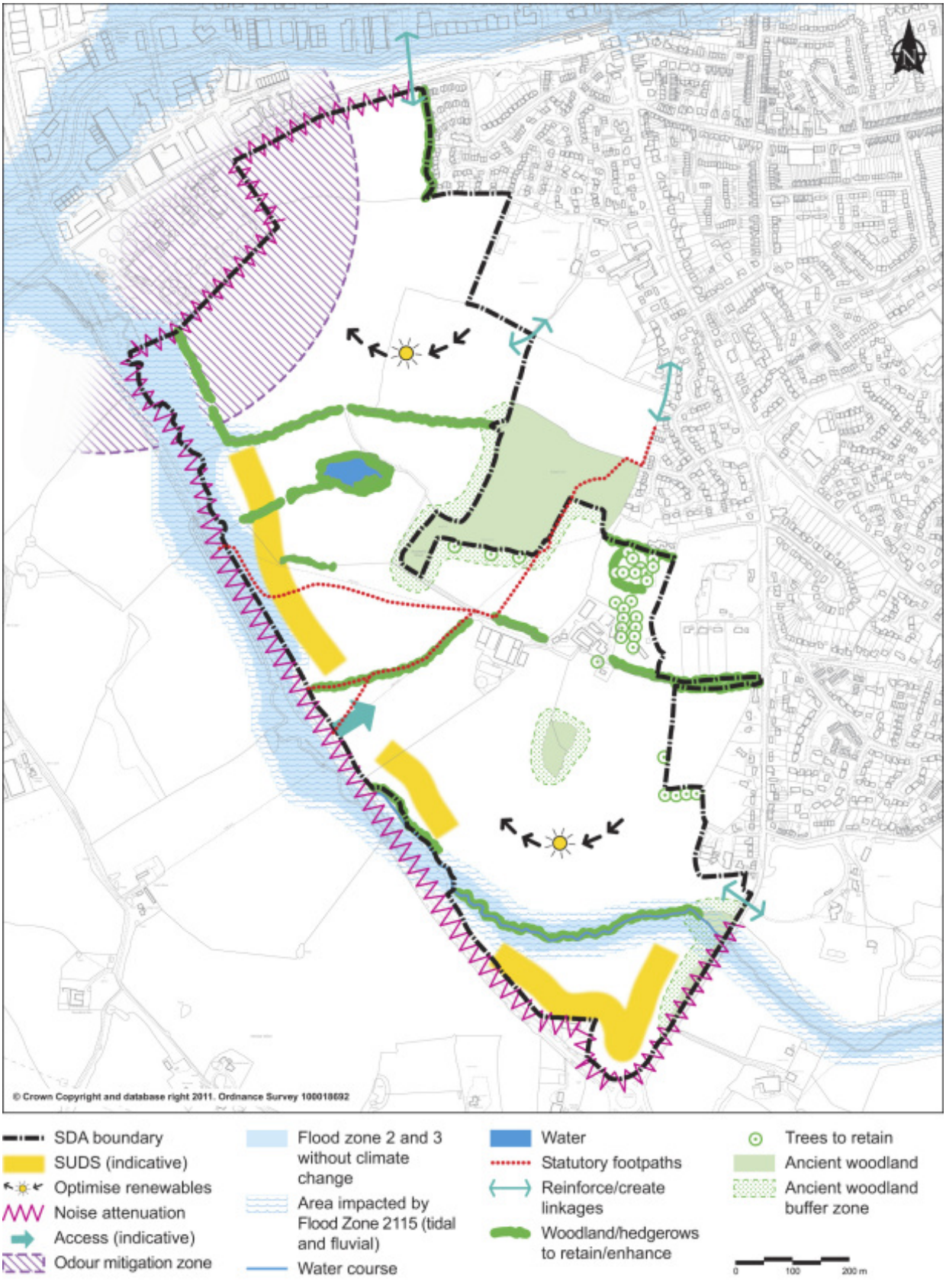
Suggested Guiding Principles for Development

5.13 The key guiding principles are shown on Figure 5.4, and include:

- Provision of appropriate green infrastructure, including the off-site provision (i.e. outside SDA 1) of an area of Suitable Alternative Natural Green Space (SANGS) or the enhancement of existing green infrastructure to alleviate the impacts of additional population growth on the Ashdown Forest.
- Measures to Ashdown Forest to mitigate the recreational pressures arising from the development.
- Measures at Uckfield Waste Water Treatment Works to ensure that the new development is not exposed to an unacceptable level of odour. The measures are to be developer funded with the identification of the necessary measures following the conclusions of a developer funded study. The study should examine in detail the extent of the problem and propose appropriate measures to ensure that the levels of odour are acceptable.
- The land adjacent to the waste water treatment works will be retained as green space or used for renewable energy provision and there will be appropriate landscaping and screening around the works.
- Provision of a new access for vehicles from the A22, and a possible secondary access from the Lewes Road to provide access to a limited part of the development.
- Provision of appropriate undeveloped and landscaped areas, at least 15 metres in width, between the new buildings and the three existing ancient woodlands within or adjacent to the site.
- The provision of additional planting along the ridgeline within the southern part of the site will be required. Creative and sensitive building design together with further landscaping along the western boundary will also help to provide additional screening to the proposed development.
- Provision of footpath and cycle routes throughout the development, including a new pedestrian and cycle link over the disused railway line and the River Uck to the north of the site towards the town centre (subject to undertaking an engineering feasibility study).
- Provision of enhanced screening and other measures (where required) along the western, south-western and northern boundaries of the site, to reduce the impact of traffic noise from the adjacent A22 trunk road and industrial estate.

- Include the existing public rights of way into the layout and design of the development to improve the connections between the site and Uckfield town centre and the existing pedestrian and cycle links, green space and any proposed SANGS close to the site.
- Provision of open space along the Ridgewood Stream corridor to provide nature corridors, appropriate wildlife habitat, landscaping, children's play space and leisure and recreation facilities. Measures will also be needed to improve the water quality of Ridgewood Stream to a good standard.
- Provision of sustainable drainage solutions (SUDS) as a part of the development of the site.
- No development within areas at risk of flooding from the Ridgewood Stream.

Figure 5.4 SDA 1 Guiding Principles for the development of West Uckfield



Question 3

Suggested Guiding Principles for SDA 1

Question 3a

Please tell us whether you agree or disagree, and your reasons for doing so, with the suggested guiding principles for SDA 1

Question 3b

Please tell us any further comments that you have in relation to the general guiding principles for SDA 1, including any further guiding principles that you consider to be important

Link to online questionnaire

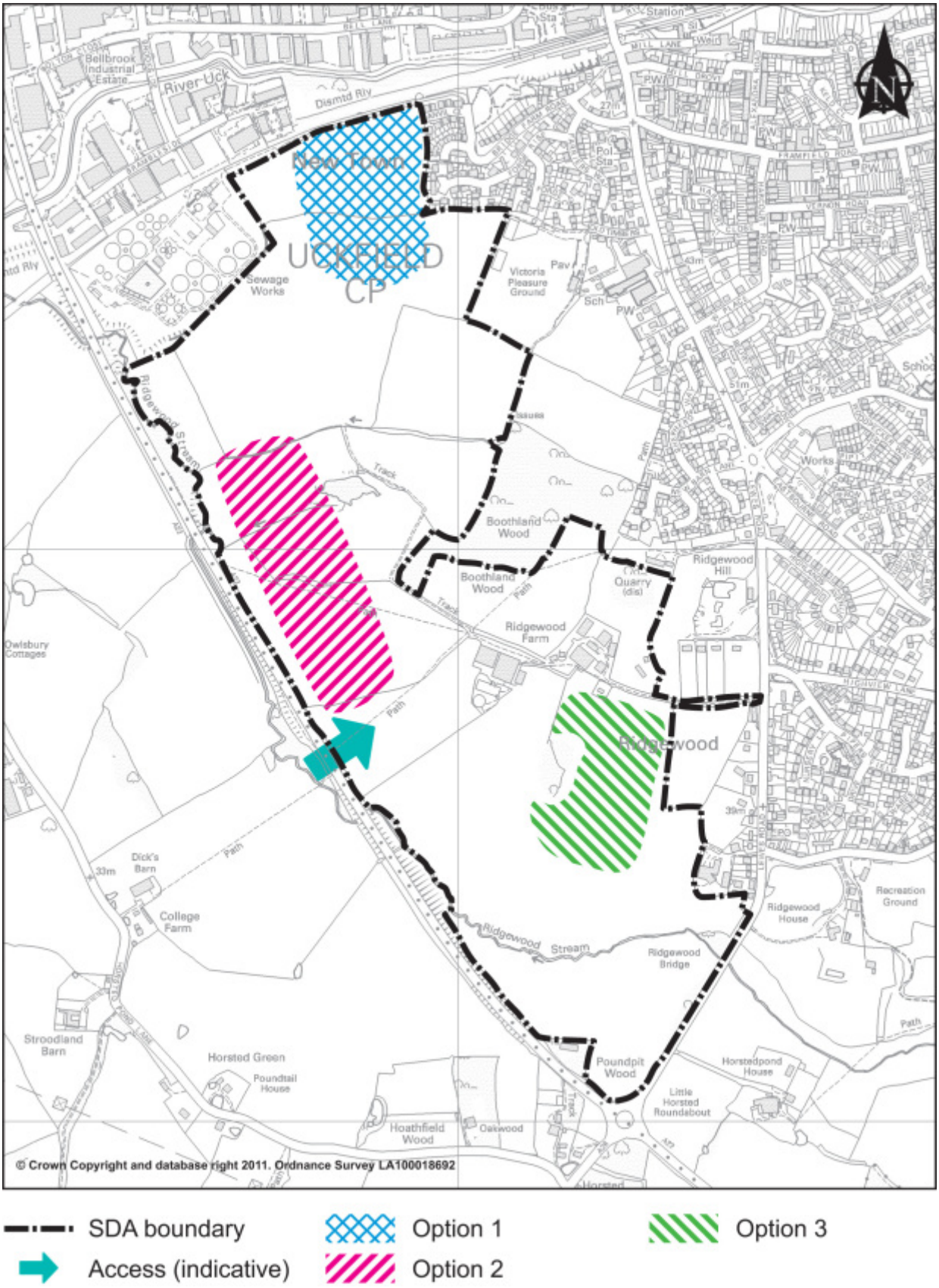
Options for Development

5.14 It will not be possible to develop some specific parts of the site due to the presence of particular constraints. These include, for example, areas of ancient woodland and areas at risk of flooding. These constraints are indicated on Figure 5.3. In order to achieve the development of 1,000 dwellings on this site, in addition to the business floorspace and any community facilities, it will be necessary to develop the remainder of the land outside of these particular constraints. There is a need to decide where to locate the business and community uses on the site. The main use on the site as a whole will be residential and once the location of the business and community uses are determined, the remainder of the site will be identified for residential development.

Employment Options

5.15 The employment options for SDA 1 are shown on Figure 5.5.

Figure 5.5 SDA 1 West Uckfield Options for development 1, 2 & 3



Option 1 - Adjacent to Bellbrook Industrial Estate

5.16 This option focuses employment land uses within the northern part of the site, in close proximity to the existing employment uses at Bellbrook Industrial Estate, and would enable employment opportunities to be easily accessible to existing residents within the area. It would be nearer to the new residential development in the north of the site than to the residential development in the south of the site.

5.17 This option would provide a central focus of employment land uses within Uckfield.

5.18 The employment provision would be located in close proximity to the existing public transport hubs provided by the railway and bus stations (both located within less than 1km of the northern part of the site).

5.19 The provision of a footbridge and cycle route over the river and disused railway line would improve connections from the site to the employment areas of Bellbrook as well as to the retail, commercial and leisure facilities situated within the town centre, and the public transport hubs, whilst concentrating employment in a distinct and accessible part of the site for new residents. It will, however, mean that traffic travelling to the employment land would need to pass through the new residential development.

5.20 As this location for the employment use is close to both existing industrial areas and the Waste Water Treatment Works, it will provide the opportunity for most of the residential development to be sited away from these potential sources of noise and odour. However, the employment areas will still need to be protected from odour sources. The location also avoids important natural features within the development area such as hedgerows and water features, thus providing the opportunity to retain such features.

Option 2 - South of the Waste Water Treatment Works

5.21 This option focuses employment land uses within the central part of the site, south of the Waste Water Treatment Works and in close proximity to the existing employment uses at Bellbrook Industrial Estate, but further to the south-west than in Option 1. This location would enable employment opportunities to be easily accessible to new residents as well as being located in close proximity to the A22.

5.22 A footbridge and cycle route over the river and disused railway line will improve connections from the site to the employment areas of Bellbrook as well as to the retail, commercial, leisure facilities and public transport hubs located within the town centre. It could also help to provide links to the new employment opportunities for existing residents of Uckfield.

5.23 This option would concentrate employment in an accessible part of the site for new residents, providing a central focus of employment land uses within the development area. The employment uses would be located within a prominent part of the site which would be advantageous to businesses located there and should help marketing of the site.

5.24 The option would, however, involve locating the employment area away from existing employment provision and therefore potentially impacting to a greater extent on residential areas. It would also be located in an area which includes significant hedgerows and is close to an existing pond and therefore could cause greater environmental impact.

Option 3 - South Eastern part of the site

5.25 This option focuses employment uses in the southern part of the site, south of the proposed access road from the A22.

5.26 The provision of employment uses in this particular location would take advantage of the visual prominence of this part of the site, which could assist in the marketing of the site for employment provision.

5.27 This location would still be reasonably close to the access road from the A22, therefore enabling some separation of employment and residential traffic. It would be easily accessible by foot and cycle to most residents in the new development, although it would not be as accessible to most existing residents within Uckfield as the other options.

5.28 The option would also involve locating the employment area away from existing employment provision and therefore potentially impacting to a greater extent on residential areas. In particular it would require access from the A22 through new residential development which will have implications for noise and traffic levels.

5.29 Providing employment opportunities in this location would allow residential development within the north of the site which is closer to the facilities and amenities in Uckfield town centre together with public transport opportunities.

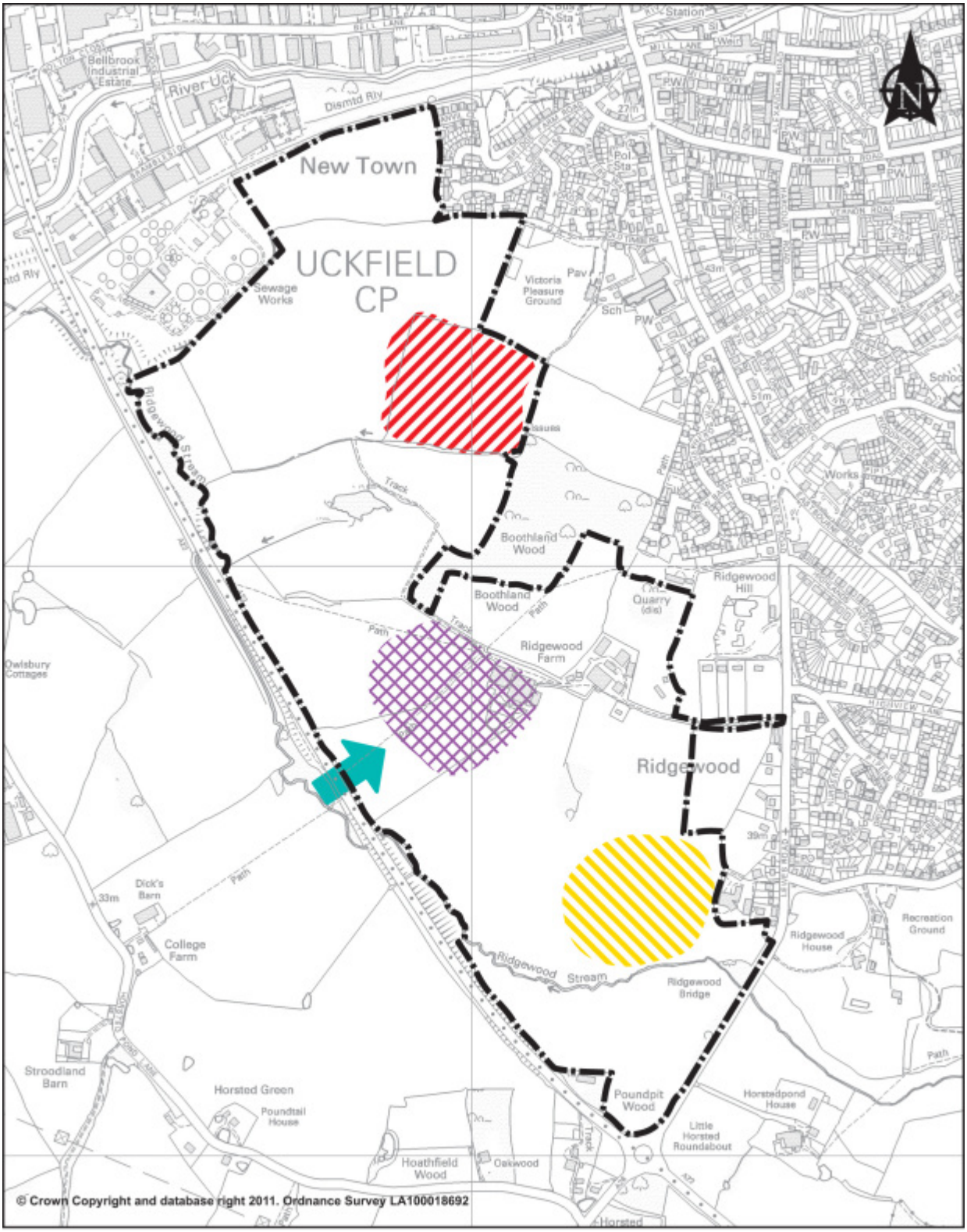
Education and Community Use Options

5.30 East Sussex County Council, as the Education Authority, has advised us that there is a possible requirement for the provision on the site of a One Form Entry Primary School and of nursery provision for 60 spaces. Including land required for playgrounds, playing fields and car parking, the total land required to accommodate this could be around 5 hectares.

5.31 There will also be a requirement for the development to contribute financially towards the provision of an additional 200 places at secondary school level, likely to be located on an existing school site outside of the development.

5.32 Three possible options (Options 4, 5 and 6) for the location of Primary and nursery education facilities/community uses within the site are shown on Figure 5.6.

Figure 5.6 SDA 1 West Uckfield Options for development 4, 5 & 6



Option 4 - Adjacent to Victoria Pleasure Grounds, North West of the site

5.33 This option would place the new primary and nursery education provision, together with any new community provision, within the northern part of the site adjacent to the existing Victoria Pleasure Ground. This would create a focus for the community adjacent to existing open space provision, whilst enabling the new educational and community provision to be easily accessible by foot, cycle and bus from both new and existing housing.

5.34 Locating education provision in the north of the site would make it more accessible to new residents in the north; however, residents in the south would have further to travel to get to these facilities.

5.35 This option would potentially place education provision next to employment should Option 1 be pursued. However, concentrating these uses in the north would allow residential development in the remainder of the site away from any additional traffic generated from the employment and education uses.

Option 5 - Centrally located within the site

5.36 This option would seek to integrate and connect the new educational provision more directly within the new residential development, thereby creating a strong identity and sense of place within the new development. The new educational provision would be accessible by foot and cycle from the new development but less accessible by these means from most existing residential areas of Uckfield compared to Option 4. This would be in a location which could potentially be quite visible from the A22. However, careful and creative layout planning and design could ensure that educational buildings are set within the landscape, including school playing fields, to reduce any potential visual impact.

5.37 In this option, the location of the education provision is close to the proposed new access road from the A22 which provides good accessibility. Appropriate traffic calming and safety measures would need to be included in the design.

5.38 This option would potentially place education provision next to employment should Option 2 be pursued. However, concentrating these uses in the centre of the site would create a central focus for the development and make them easily accessible from new residential development in the north and south.

Option 6 - Southern part of the site

5.39 This option would seek to locate the new educational provision further to the south within the new residential development. Here, scope exists to retain some of the current open views of the site through the careful location of the school playing fields, although the location of playing fields would also have to take into account the steeply sloping nature of this location.

5.40 The new educational provision would be accessible by foot, cycle, car and potential new bus routes from both existing housing and new residential development areas, with

new footpath and cycle routes provided, although it would be located further away from most existing residential areas of Uckfield than the other two options. This location would also mean that the educational provision would be further from the services and facilities provided in Uckfield town centre and would be most easily accessible to those residents in the southern part of the site.

Sustainability Appraisal of Options

5.41 The assessment of options against the 22 Sustainability Appraisal Objectives is contained within the Strategic Sites DPD Issues and Options Consultation Background Paper. In comparing options it is clear that there are a number of advantages and disadvantages to each option, which should be considered when choosing the most suitable option. SDA 1 options are focused with particular reference to the location of employment and community facilities. These are summarised below.

Table 5.1 The Potential Benefits and Problems of the Sustainability Appraisal of the Options for SDA 1 against the 22 Sustainability Appraisal Objectives

Potential Benefits	Potential Problems and Mitigation
• Option 1 proposes employment provision in close proximity to the existing Bell Brook Industrial Estate which is not currently directly accessible to the site. • Option 2 comprises employment development close to the potential access off the A22, allowing ease of access and supporting employment uses with less conflict with new residents. • Option 4 proposes community facilities close to existing housing and recreational facilities with opportunities to enhance provision for existing as well as the new community.	• Access to Option 1 from the current housing estate could cause conflict on small residential roads. • Option 1 is very close to existing housing and may create potential noise impact. • Option 1 may be subject to odour issues which may require mitigation/ investigation. • Option 5 proposes community facilities at the centre of the site and, together with Option 6, focuses community facilities towards the new community only.

Question 4

Options for development within SDA 1

Please tell us whether you agree or disagree, and your reasons for doing so, with the following options for Employment, Education and Community Facilities developments within SDA 1

Question 4a

Option 1 - Employment

Adjacent to Bellbrook Industrial Estate

Question 4b

Option 2 - Employment

South of the Waste Water Treatment Works

Question 4c

Option 3 - Employment

South Eastern part of the site

Question 4d

Option 4 - Education and Community Facilities

Adjacent to Victoria Pleasure Grounds, North West of the site

Question 4e

Option 5 - Education and Community Facilities

Centrally located within the site

Question 4f

Option 6 - Education and Community Facilities

Southern part of the site

Question 4g

Please tell us any further comments that you have in relation to options for SDA 1, including any further locations or options that you wish us to consider

Link to online questionnaire

Infrastructure Requirements

5.42 Through the preparation of the Council's Core Strategy and accompanying Infrastructure Delivery Plan, a number of key infrastructure requirements have been identified in relation to the proposed development of 1,000 houses in Uckfield. These include:

Nature Conservation and Biodiversity

- Due to the proximity of Uckfield to the Ashdown Forest Special Protection Area and Special Area of Conservation, provision of specific measures to reduce the impact of the proposed development will be required, including visitor management measures and the provision of local SANGS (Suitable Alternative Natural Green Space) at Uckfield.

Transport

- Measures to relieve traffic congestion issues at the junction of the High Street with Bell Lane, together with improvements to the Uckfield town centre road network.

Schools

- New land and buildings for a One Form Entry Primary School (210 spaces) in the south west of the town together with nursery provision of 60 spaces.
- Provision of an additional 200 places at secondary school level as an extension of existing provision or in the form of new land and buildings off site.

Flood Defences

- SUDS (Sustainable Urban Drainage Systems) to be incorporated within the layout of the new development, possibly as part of the green infrastructure provision.

5.43 Additional requirements which will be specific to the site, which may be provided on or off site, may include:

- Provision of appropriate measures to ensure that the development is not exposed to an unacceptable level of odour from the Uckfield Waste Water Treatment Works.
- Provision of a new access for vehicles from the A22 and a possible secondary access from Lewes Road to provide access to a limited part of the development.
- Provision of footpath and cycle routes throughout the development as part of the green infrastructure of the site, providing links to the town centre and neighbouring areas, including a new pedestrian and cycle link over the disused railway line and River Uck to the north of the site towards the town centre.
- Provision of enhanced screening and noise reduction measures (where required) along the western, south-western and northern boundary of the site, to reduce the impact of traffic noise from the A22 trunk road and Bellbrook Industrial estate.
- New pedestrian crossing facilities and signage (to local facilities, footpath and cycle routes) within the site and along Lewes Road and within the town centre.
- The provision of appropriate landscaping and habitat enhancement measures, children's playspace and leisure and recreation facilities to address future need.

Affordable Housing

5.44 In the case of Uckfield, the evidence[5] suggests that it is appropriate to set an overall proportion of affordable housing of 40%[6], but that a higher percentage could be considered on allocated greenfield sites. The appropriate percentage for a particular site is, however, dependent on how economically viable a site is and the need to promote mixed and balanced communities.

5.45 In relation to this development area, there is a requirement for the developer to fund SANGS provision as well as the provision of land and buildings for a One Form Entry Primary School (210 spaces) in the south west of the town together with nursery provision of 60 spaces and also the provision of an additional 200 spaces at secondary school level. Contributions will also be required towards the cost of transport infrastructure and any other additional requirements for the site. The cost of providing these may affect the amount of affordable housing that is viable for the site.

5.46 We would be very interested to hear your views about the provision of affordable housing on this site.

Question 5

Affordable Housing Provision within SDA 1

Please tell us whether you agree or disagree, and your reasons for doing so, with the following possible proportions of affordable housing within SDA 1

5 Housing Viability Assessment Final Report, August 2009. Three Dragons Consultants
6 This means that 40% of the total housing on the site should be affordable

Question 5a

40% of the total housing provided on the site should be affordable housing

Question 5b

45% of the total housing provided on the site should be affordable housing

Question 5c

If there is another proportion of affordable housing that you wish us to consider within SDA1, please tell us what it is and your reasons for suggesting it

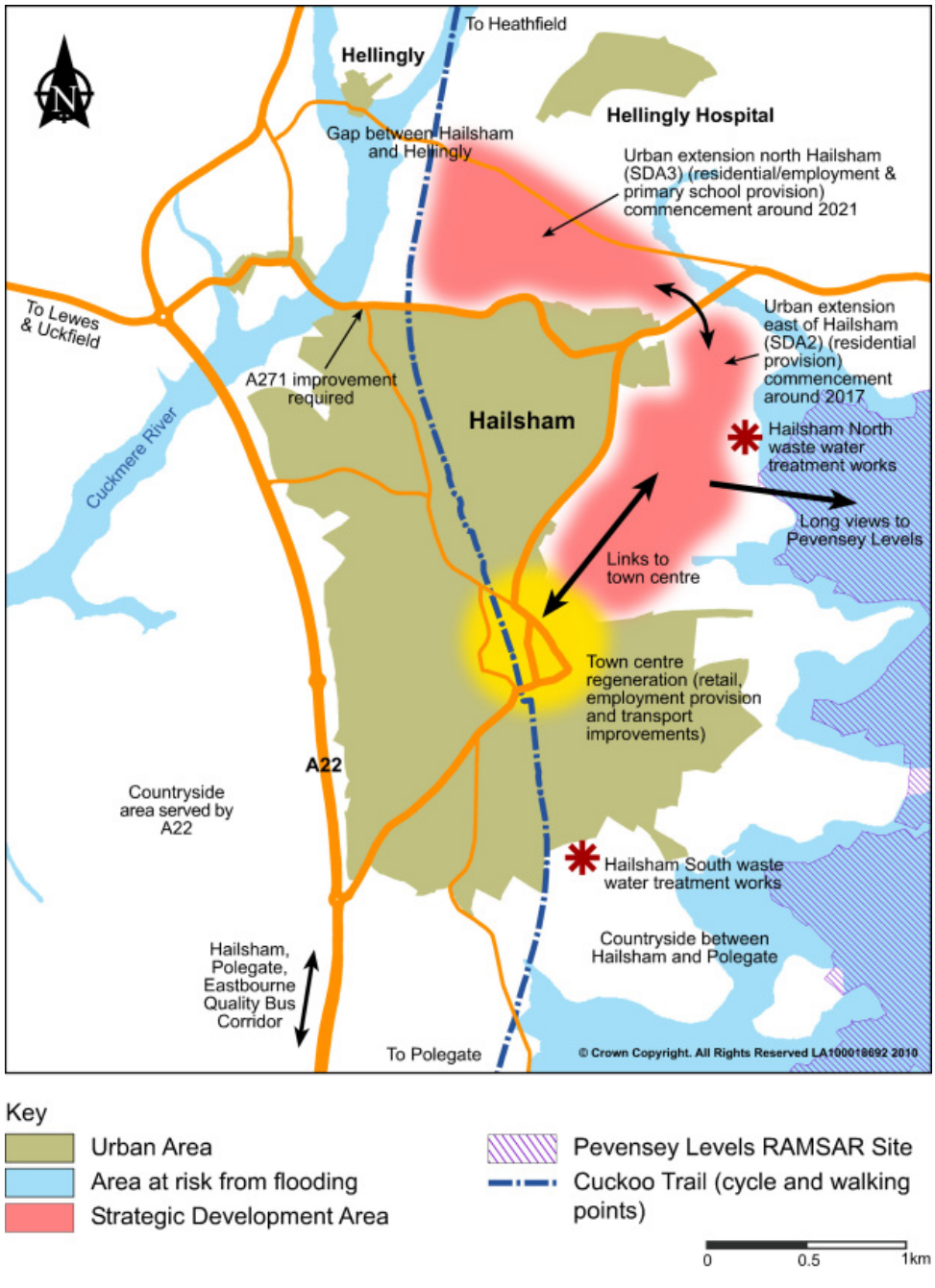
Link to online questionnaire

5 SDA 1: Land at West Uckfield

6 SDA 2: Land at East Hailsham

Location	Growth identified in the Core Strategy
Land East of Hailsham to the South of Amberstone Road (A271) and to the East of Battle Road (A295) (See Figure 6.2)	600 new homes

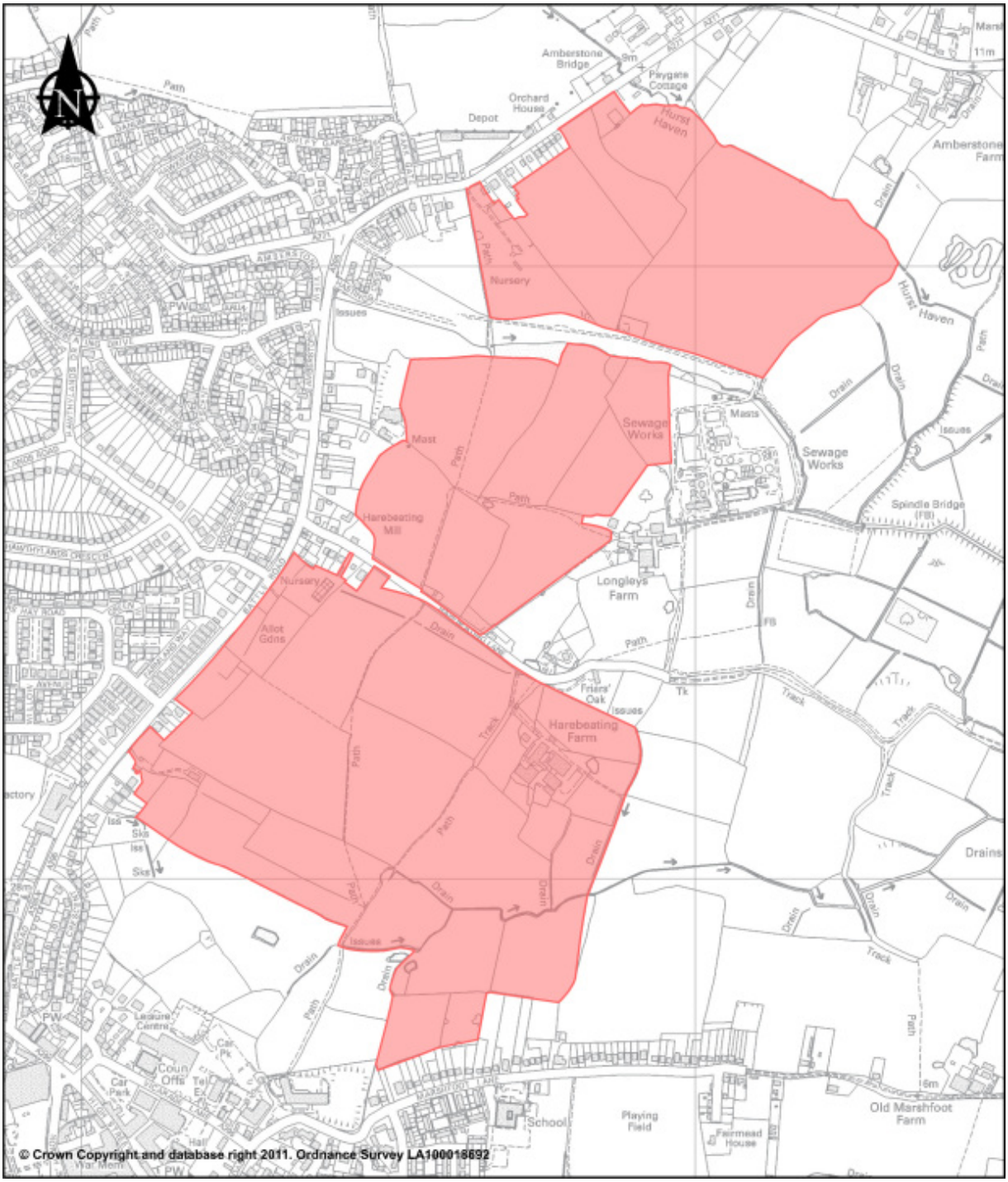
Figure 6.1 SDA 2: Hailsham East Core Strategy Strategic Sites Context Plan



Land Available for Development

6.1 There are 84 hectares of land put forward for housing development in this location (SDA 2). This land has been identified in the Wealden Strategic Housing Land Availability Assessment (SHLAA)[7]. This includes land directly to the east of the A295 (Battle Road) and south of the A271. The land available in East Hailsham is shown on Figure 6.2.

Figure 6.2 SDA 2: Hailsham East Land Availability Plan

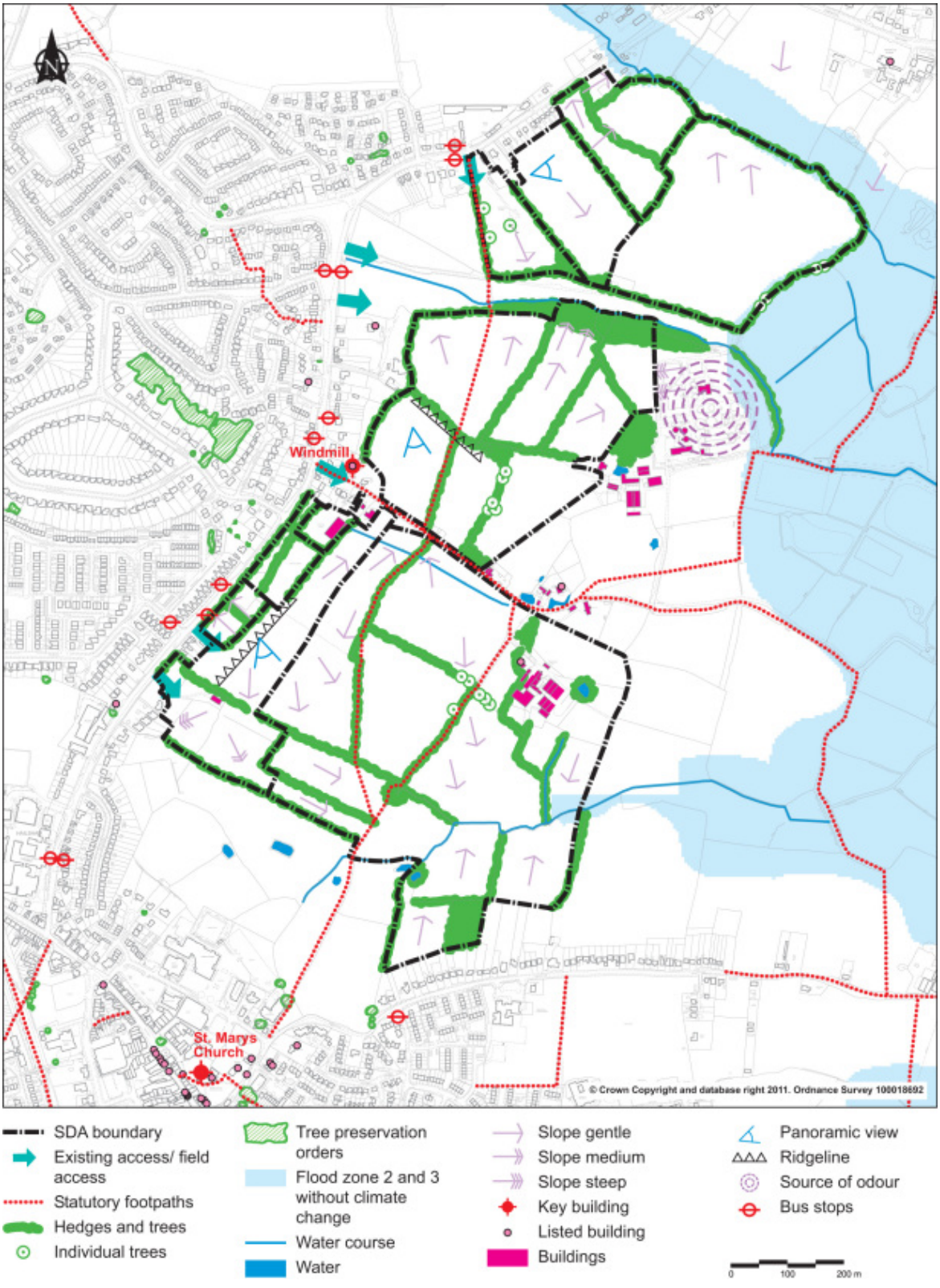


7 See Part 1 for more information on the Wealden SHLAA

Character Appraisal

6.2 The site appraisal plan shows the key features of the site (see Figure 6.3).

Figure 6.3 SDA 2 Hailsham East Site Appraisal



6.3 The majority of the area is agricultural (livestock grazing), but also includes small parts which comprise former plant nurseries, allotments and a children's play area.

6.4 There are a number of streams which flow either through or adjacent to the area. These include the Hurst Haven Stream adjacent to the north-eastern boundary of the area feeding into the Pevensey Levels. Hurst Haven Stream has moderate water quality and has the potential to flood in periods of high rainfall. To the east of the area are the Pevensey Levels which is an internationally recognised protected area of conservation value with Ramsar and Site of Special Scientific Interest (SSSI) status, as well as being a candidate Special Area of Conservation (SAC). The development site is therefore ecologically sensitive. There is also an area potentially subject to flooding which encroaches upon the southern part of the site.

6.5 The area as a whole is undulating and the land rises and falls between streams crossing the area in an east-west direction. The landscape character is 'typical Low Weald' containing a number of open fields[8].

6.6 There are two minor roads crossing the area. These are Harebeating Lane (which provides access to Harebeating Farm) and an access road which provides access to the Hailsham North Waste Water Treatment Works.

6.7 The area towards the centre of the site, between the access road to the Hailsham North Waste Water Treatment Works and Harebeating Lane, is located on a ridgeline and is more exposed in landscape terms than the other areas.

6.8 The southernmost part of the site is closest to Hailsham town centre and the services and facilities it provides, as well as being closer to the planned new mixed use development on land north of Vicarage Lane.[9]

6.9 The area contains small pockets of areas of ecological importance including areas of semi-improved grassland. The area also has potential for the restoration of valuable semi-natural habitats such as ponds, watercourses, hedgerows and woodland.

Objectives

6.10 A number of objectives which relate to the Core Strategy and Sustainability Appraisal are particularly important in relation to this development area as described below.

6.11 A high priority is given to protecting the Pevensey Levels due to its great nature conservation value. This will be done by protecting and, where necessary, enhancing water quality, as well as ensuring that the rate of surface water run off is not increased. Development should be concentrated where it can most closely relate to existing services and facilities and also to public and other sustainable forms of transport. This will help to achieve a reduction in the need for car travel. In addition, it will be necessary to make the

8 See Wealden Landscape Character Assessment February 2009 Landscape and Biodiversity - Evidence Base for the LDF
9 A mixed use development on land north of Vicarage Lane, Hailsham, currently has outstanding planning consent. (WD/2009/2705). This is a scheme for residential development, a new school, office space, health centre and other community facilities.

most efficient use of land by ensuring housing densities are compatible with the location. Another aim will be to ensure that new development is not unduly affected by odour issues arising from the Waste Water Treatment Works to provide attractive living environments where people want to live. The opportunity should be taken to ensure that development does not take place within any areas subject to flood risk (taking into account the impacts of climate change) and ensure that biodiversity is enhanced. On site opportunities to help create a network of green infrastructure in and around Hailsham should also be incorporated.

Suggested Guiding Principles for Development

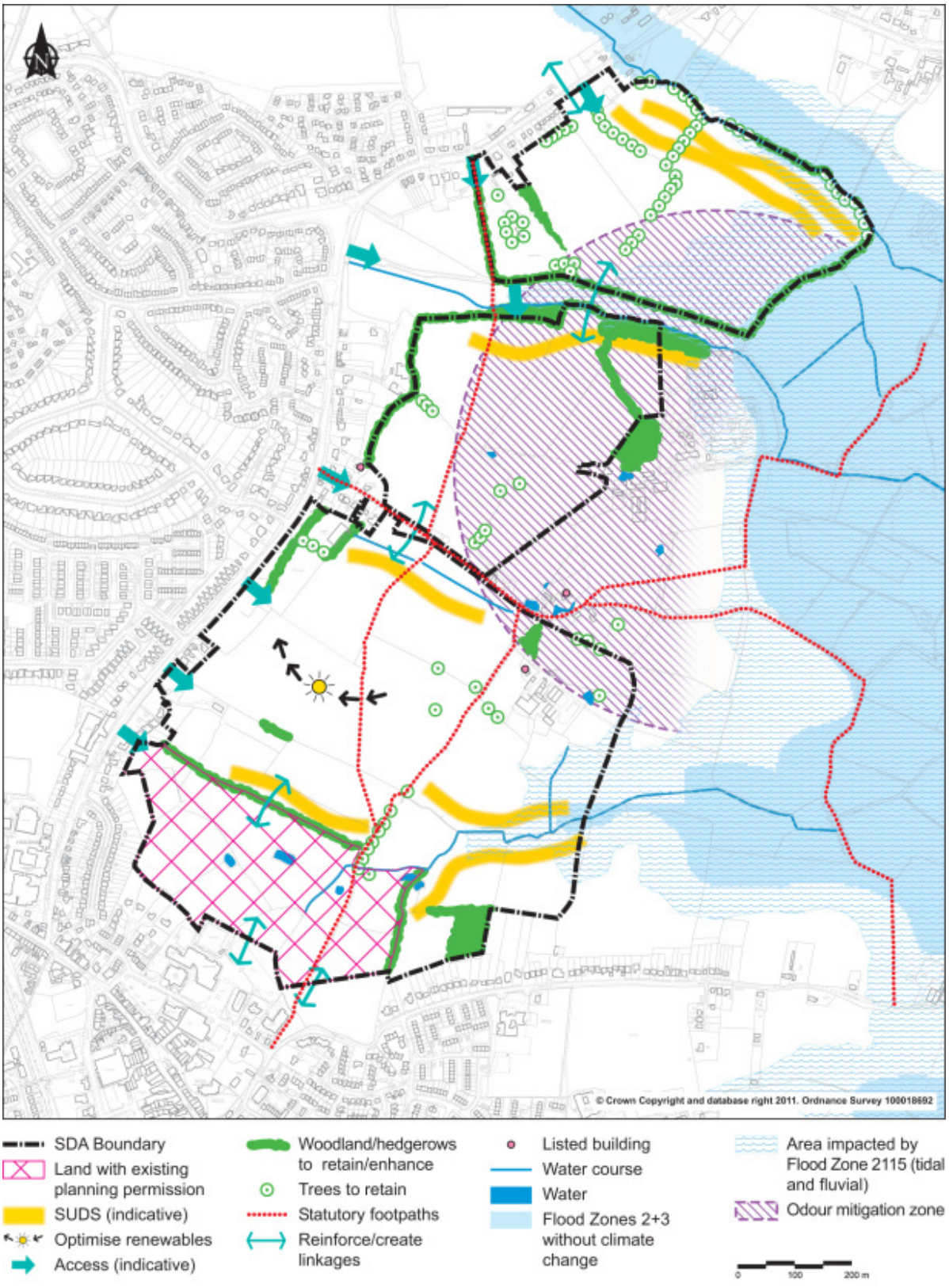
6.12 The key guiding principles are shown on Figure 6.4, and include:

- Address socio-economic issues in the area by encouraging more economically active families to the area through the provision of a range of family sized housing.
- Measures at Hailsham North Waste Water Treatment Works to ensure that the new development is not exposed to an unacceptable level of odour. The measures will be developer funded with the identification of the necessary measures following the commissioning of a developer funded feasibility study. The study should examine in detail the extent of the problem and propose appropriate measures to keep odour to an acceptable level.
- Land within the odour mitigation zone of the sewage treatment works to the east of the SDA, will be retained as green space and/or used for renewable energy provision with appropriate landscaping and screening works provided around the renewable energy plant. This may be explored further in relation to the development of SDA 3 in North Hailsham and within Hailsham town centre.
- The eastern part of the site and any areas not shown to be allocated for development, are to be dedicated to providing green infrastructure and biodiversity requirements. The concentration of the built area to be sited within the western part of the proposed site (adjacent to Battle Road) and to the rear of existing residential development along Marshfoot Lane.
- Provision of allotments and children's play space to replace the existing allotments and children's play space located adjacent to Battle Road. There will also be a need for additional allotments, play space and other leisure and recreational facilities.
- Provision of appropriate habitat and landscaping measures together with the provision of a clear but 'soft' landscaped edge along the boundary of the developable area.
- Provision of a new access for vehicles from Battle Road and two further access points for vehicles over land to the north of Vicarage Lane which (as of June 2010) benefits from planning permission for a mixed use development to include the provision of highways into the site[(10)]. Should Option 2 (sub-division of growth) be pursued, new development within the northern part of site is to be provided with a vehicular access from Amberstone Road (A271). Further improvements to cycle, walking and bus connections will be sought.

10 A mixed use development on land north of Vicarage Lane, Hailsham, currently has outstanding planning consent. (WD/2009/2705). This is a scheme for residential development, a new school, office space, health centre and other community facilities.

- Inclusion of the existing public rights of way into the layout and design of the development to improve connections with the town centre and wider countryside.
- Subject to agreement by the Environment Agency and East Sussex County Council, provision of sustainable drainage solutions and the setting aside of suitable land for SUDS, as part of the green infrastructure on this site.
- Retaining existing mature hedgerows and trees where possible.
- Development to have regard to and respect the setting of Listed Buildings, namely Harebeating Mill, Harebeating Farm and Longleys Farmhouse.

Figure 6.4 SDA 2 Guiding Principles for the development of Hailsham East



Question 6

Suggested Guiding Principles for SDA 2

Question 6a

Please tell us whether you agree or disagree, and your reasons for doing so, with the suggested guiding principles for SDA 2

Question 6b

Please tell us any further comments that you have in relation to the general guiding principles for SDA 2, including any further guiding principles that you consider to be important

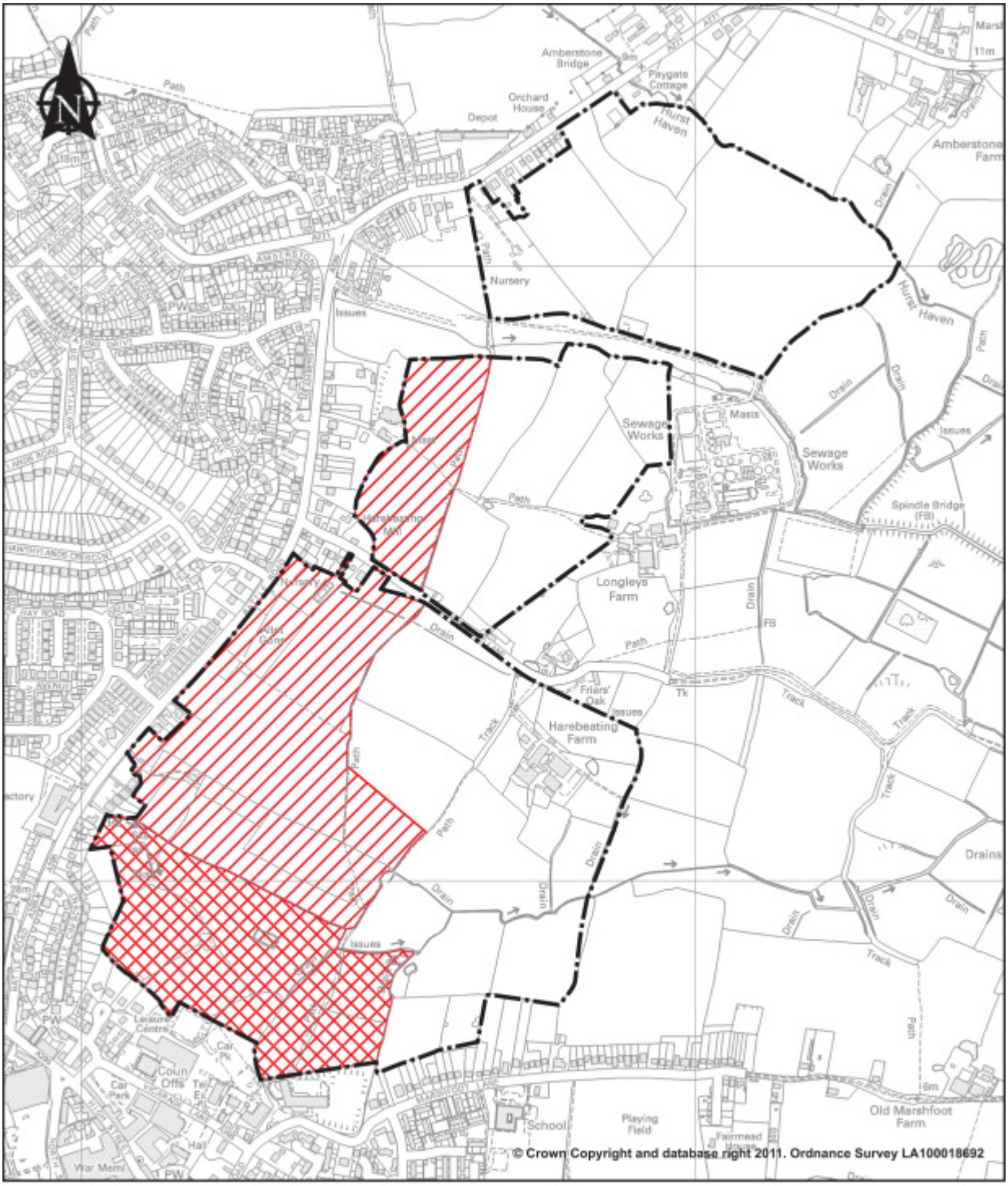
Link to online questionnaire

Options for Development

Option 1

A single location to the rear of development along Battle Road and Amberstone Road, including land in the north, centre and south of the SDA (see Figure 6.5)

Figure 6.5 SDA 2 Hailsham East Option for development 1



6.13 This option proposes the development of new housing outside the area at risk of flooding on land to the east of Battle Road with a smaller area for housing development sited to the north of Harebeating Lane. Open space and recreational areas should be

provided within the eastern parts of the site. Access to the northern site may be from the southern development area, crossing Harebeating Lane.

6.14 This option reflects the opportunities presented on the land within the southern and central part of this site. This option concentrates housing provision within the parts of the site which are closer to the services, facilities and employment provided within Hailsham town centre as well as to the mixed use development planned on land north of Vicarage Lane[11]. Development would be focused as an extension to existing residential areas retaining the open character to the north and east.

6.15 The central part of the site is a landscape sensitive area, with long range views to the south and south-east over the Pevensey Levels, requiring careful design and layout to ensure minimal impact of the development. In addition this area may be affected by odour arising from Hailsham North Waste Water Treatment Works and odour mitigation may therefore be required.

6.16 This option uses some of the available land formerly used as the Harebeating Nursery.

6.17 The option also avoids development in the Flood Risk Zone in the north-eastern and south-eastern part of the site and enables the protection and enhancement of important hedgerows, trees and ecological corridors as part of the development.

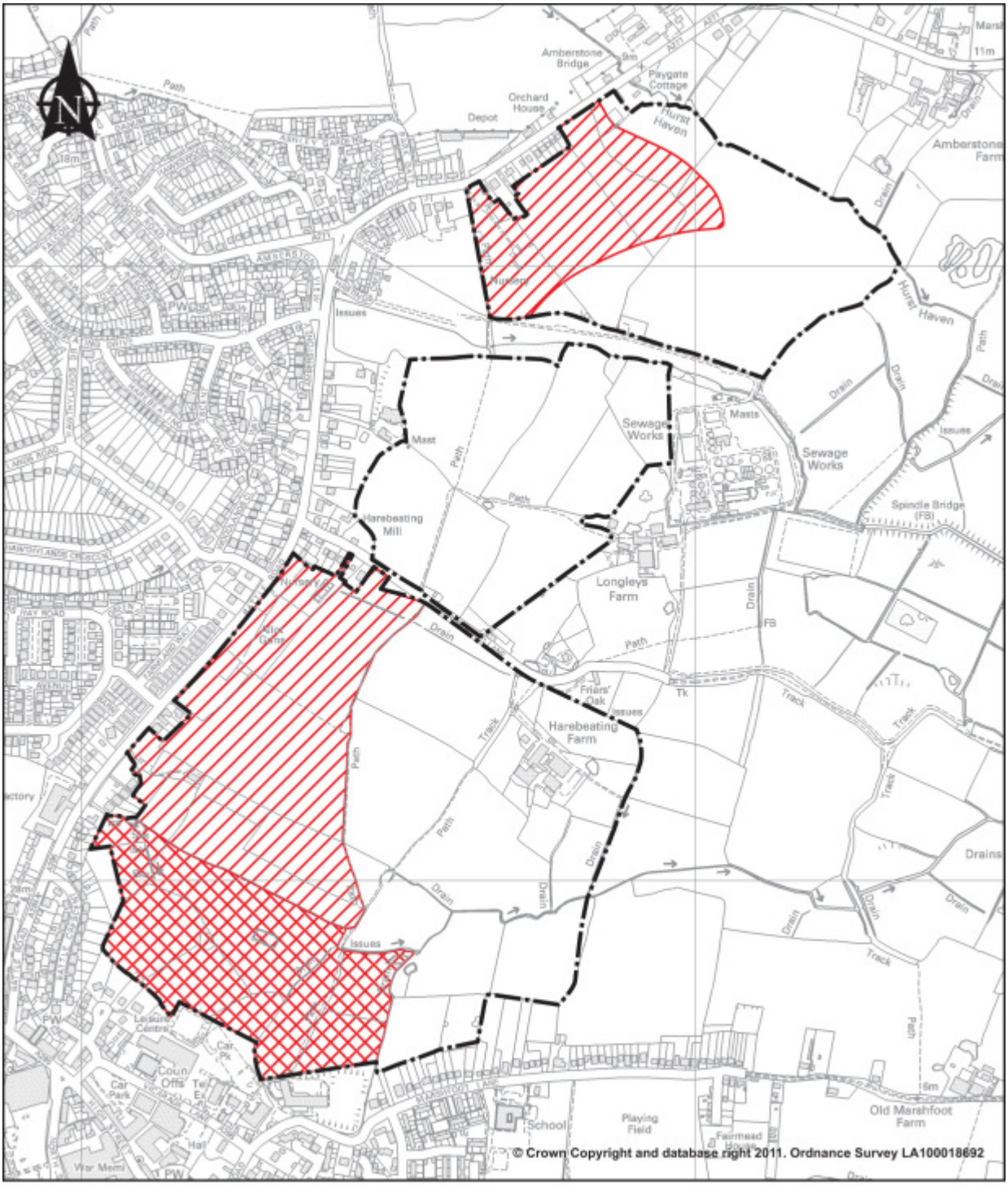
6.18 The northern part of the site remains undeveloped helping to retain the open character of this area.

Option 2

Two locations, one to the north adjacent to Amberstone Road and one to the south adjacent to the town centre retaining open land in the centre of the SDA (See Figure 6.6)

11 A mixed use development on land north of Vicarage Lane, Hailsham, currently has outstanding planning consent. (WD/2009/2705). This is a scheme for residential development, a new school, office space, health centre and other community facilities.

Figure 6.6 SDA 2 Hailsham East Option for development 2



6.19 This option proposes two distinct areas for development with both being accessed independently. There would be an area of open land in between these as the land immediately north of Harebeating Lane is excluded from development. The majority of

new housing would be located in the southern part of the site on land to the east of Battle Road, but outside of the flood zone. This area is essentially an extension to the existing built up area of Hailsham. The second distinct development area would be located in the northern part of the site, adjacent to Amberstone Road A271 but again outside of the flood zone area. This area is adjacent to new development along Amberstone Road and has the potential to be linked to the development area to the north of Hailsham (SDA3).

6.20 This option avoids development on the most landscape sensitive part of the site and which is also the part of the site likely to be most affected by odour issues relating to the Hailsham North Waste Water Treatment Works.

6.21 This option also enables the protection and enhancement of important hedgerows, trees and ecological corridors as part of the development as well as enabling possible connections to the natural features within the adjacent development area to the north of Hailsham (SDA3).

6.22 This option avoids development in the Flood Risk Zone in the north- eastern and south-eastern parts of the site and enables the protection and enhancement of important trees, hedgerows and ecological corridors as part of the development.

6.23 In this option only the southern part of the development would be close to the services, facilities and employment provided within Hailsham town centre. The northern part of the development extends the urban area further east rather than concentrating development closer to the town centre therefore encroaching on the openness of the area to the north.

Sustainability Appraisal of Options

6.24 The assessment of options against the 22 Sustainability Appraisal objectives of the Local Development Framework is contained within the Strategic Sites DPD Issues and Options Consultation Background Paper. In comparing options it is clear that there are a number of advantages and disadvantages to each one, which should be considered when choosing the most suitable option. These advantages and disadvantages are summarised below.

Table 6.1 The Potential Benefits and Problems of the Sustainability Appraisal of the Options for SDA 2 against the 22 Sustainability Appraisal Objectives

Potential Benefits	Potential Problems and Mitigation
• Option 1 concentrates development close to the town centre encouraging pedestrian and cycling links to the town centre and to the development area to the north of Hailsham/ Hellingly (SD3). This will support the economy of the town centre and reduce the need for car travel.	• Option 2 has the benefit of close links to the town centre, but the separate parcel of land to the north, with access onto the A271, could increase car journeys and trips to employment and retail centres outside of the district. • Option 1 is landscape sensitive, with open views from the Pevensey Levels.

• Option 2 is less landscape sensitive than Option 1, with less land to the east being part of the allocation, and the land to the north being less open to views from Pevensey Levels. • There are no particular biodiversity issues on the site, and development of both options will enhance green infrastructure and biodiversity. However, Option 1 could also provide a green infrastructure corridor allowing the migration of species. • Option 2 has less potential for odour and other issues relating to the Waste Water Treatment Works.	Land is available to reduce the impact on the fringes to the east of the potential allocation. • Both options have the potential to change the hydrology of the Pevensey Levels and development will require measures to prevent this and ensure pollution is not introduced to the Pevensey Levels.

Question 7

Options for development within SDA 2

Please tell us whether you Agree or Disagree, and your reasons for doing so, with the following options for Housing development within SDA 2

Question 7a

Option 1

A single location to the rear of development along Battle Road and Amberstone Road, including land in the north, centre and south of the SDA

Question 7b

Option 2

Two locations, one to the north adjacent to Amberstone Road and one to the south adjacent to the town centre retaining open land in the centre of the SDA

Question 7c

Please tell us any further comments that you have in relation to options for SDA 2, including any further locations or options that you wish us to consider

Link to online questionnaire

Infrastructure Requirements

6.25 Through the preparation of the Council's Core Strategy and accompanying Infrastructure Delivery Plan, a number of key infrastructure requirements have been identified in relation to the provision of 600 new dwellings on the site. The development will have to include these infrastructure elements or provide land and/or financial contributions towards the provision of infrastructure where this is not to be provided within the site itself.

Transport

- Measures to improve traffic and safety issues along the A271. This could include improvements at the Boship Roundabout (junction of A271 and A22) or a new roundabout at the junction of the A22 and Hempstead Lane.
- Measures which aim to reduce car use in order to improve traffic issues in Hailsham town centre and the strategic road network.
- Transport improvements at Battle Road and within the town centre.

Schools

- New land and buildings for a Two Form Entry primary school (420 spaces) in north or northeast Hailsham, together with nursery provision of 120 spaces.

Waste Water Capacity

- Additional capacity required at existing water treatment works to enable delivery of 1,500 dwellings to be built at Hailsham, Hellingly and Upper Dicker.
- Study into alternative discharge locations and any additional measures required in relation to waste water treatment.

6.26 In addition to the strategic infrastructure elements above, there will be a requirement to provide social, community and green infrastructure as part of the development of the site, including opportunities for playing field provision and children's play areas.

6.27 Additional requirements which will be specific to the site, which may be provided on or off site, may include:

- Subject to highway authority approval, new access for vehicles, as required, into the site from Battle Road (A295), Amberstone Road (A271) for option 2, and from the proposed development north of Vicarage Lane.
- New pedestrian crossing facilities and signs (to local facilities, footpath and cycle routes) within the site and along Battle Road, Amberstone Road for option 2, and within the town centre.
- Provision of footpath and cycle facilities within the site and suitable links to existing footpaths and cycle routes and to the town centre, to improve access to facilities and assist the regeneration of Hailsham town centre.
- Improvements to bus services and routes as part of the Quality Bus Corridor project.
- Provision of appropriate measures, including an undeveloped and landscaped area around the Hailsham North Waste Water Treatment works to ensure that the development is not exposed to an unacceptable level of odour.
- Provision of allotments and play facilities as part of the overall green infrastructure provision of the site, to replace those that may be lost in its development.
- Provision of additional children's play facilities for the under 8's and 8-12 year olds and new teen facilities to cater for the increased population, as well as increasing the variety, choice and accessibility to these facilities.
- Provision of new open space and recreation facilities in the form of new allotments, an additional bowling green (6 rinks), additional grass pitches, multi-sports and tennis courts and other open space- particularly 'park-like' space.
- Financial contributions towards the improvement of existing recreational facilities in the local area
- Provision of sustainable drainage solutions within the site, including any measures in relation to Hurst Haven stream.
- Provision of appropriate measures to ensure that the development is not exposed to an unacceptable level of odour from the Hailsham North Waste Water Treatment Works.

Affordable Housing

6.28 In the case of Hailsham, the evidence[12] suggests that it is appropriate to set an overall proportion of affordable housing of 35%[13], but that a higher percentage could be considered on allocated greenfield sites. The appropriate percentage for a particular site is, however, dependent on how economically viable a site is and the need to promote mixed and balanced communities.

6.29 In relation to this development area, there is a requirement for the developer to contribute towards the funding of new land and buildings for a Two Form Entry primary school (420 spaces) in north or northeast Hailsham, together with nursery provision of 120 spaces.

6.30 Contributions will also be required towards the cost of transport infrastructure and may be required for odour mitigation and any other additional requirements for the site.

12 Housing Viability Assessment Final Report, August 2009. Three Dragons Consultants
13 This means that 35% of the total housing on the site should be affordable

The cost of providing these may affect the amount of affordable housing that is viable for the site.

6.31 We would be very interested to hear your views about the provision of affordable housing on this site.

Question 8

Affordable Housing Provision within SDA 2

Please tell us whether you agree or disagree, and your reasons for doing so, with the following possible proportions of affordable housing within SDA 2

Question 8a

35% of the total housing provided on the site should be affordable housing

Question 8b

40% of the total housing provided on the site should be affordable housing

Question 8c

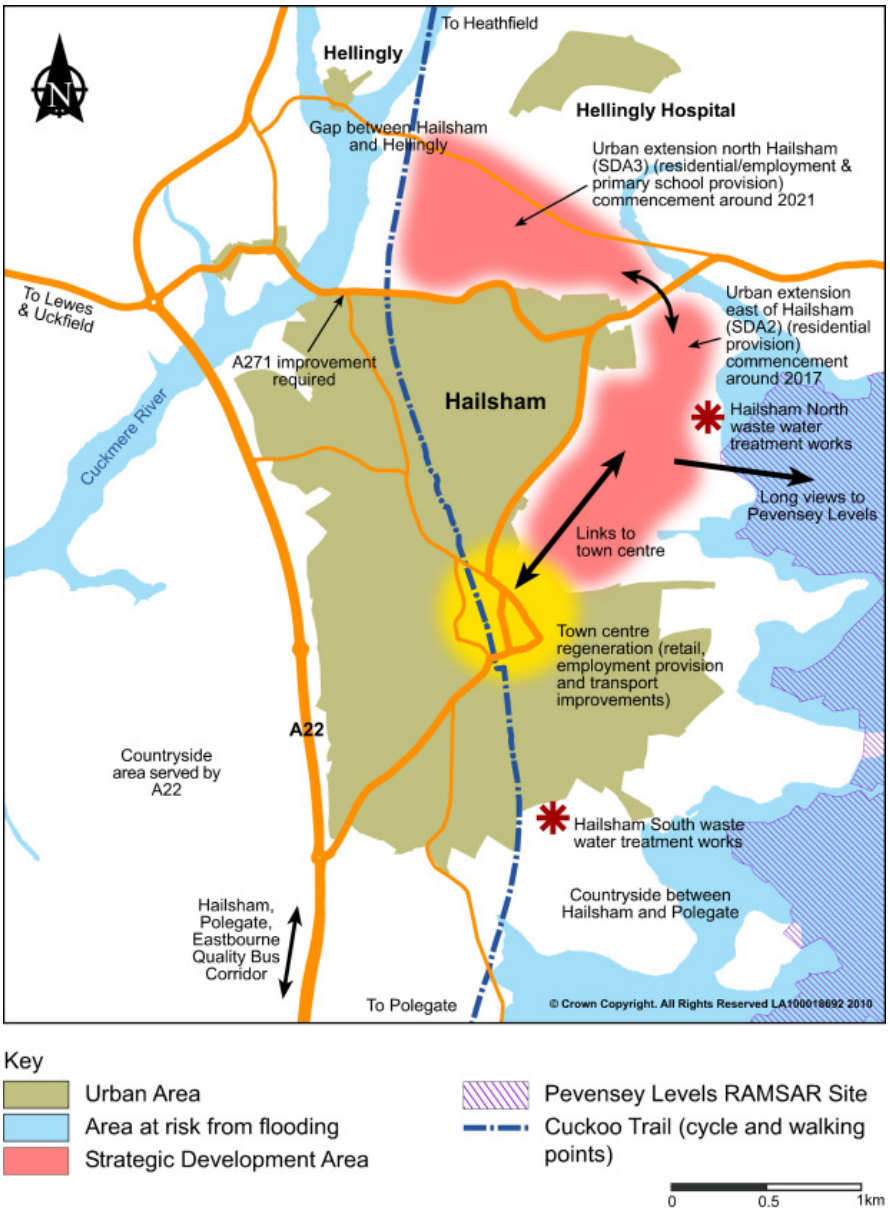
If there is another proportion of affordable housing that you wish us to consider within SDA 2, please tell us what it is and your reasons for suggesting it

Link to online questionnaire

7 SDA 3: Land at North Hailsham

Location	Growth identified in the Core Strategy
Land to the North of Hailsham (in the parish of Hellingly) and South of the Hellingly Hospital development (See Figure 7.2)	700 new homes 8,650 square metres of new employment floorspace Community facilities (including 300 square metres of retail floorspace)

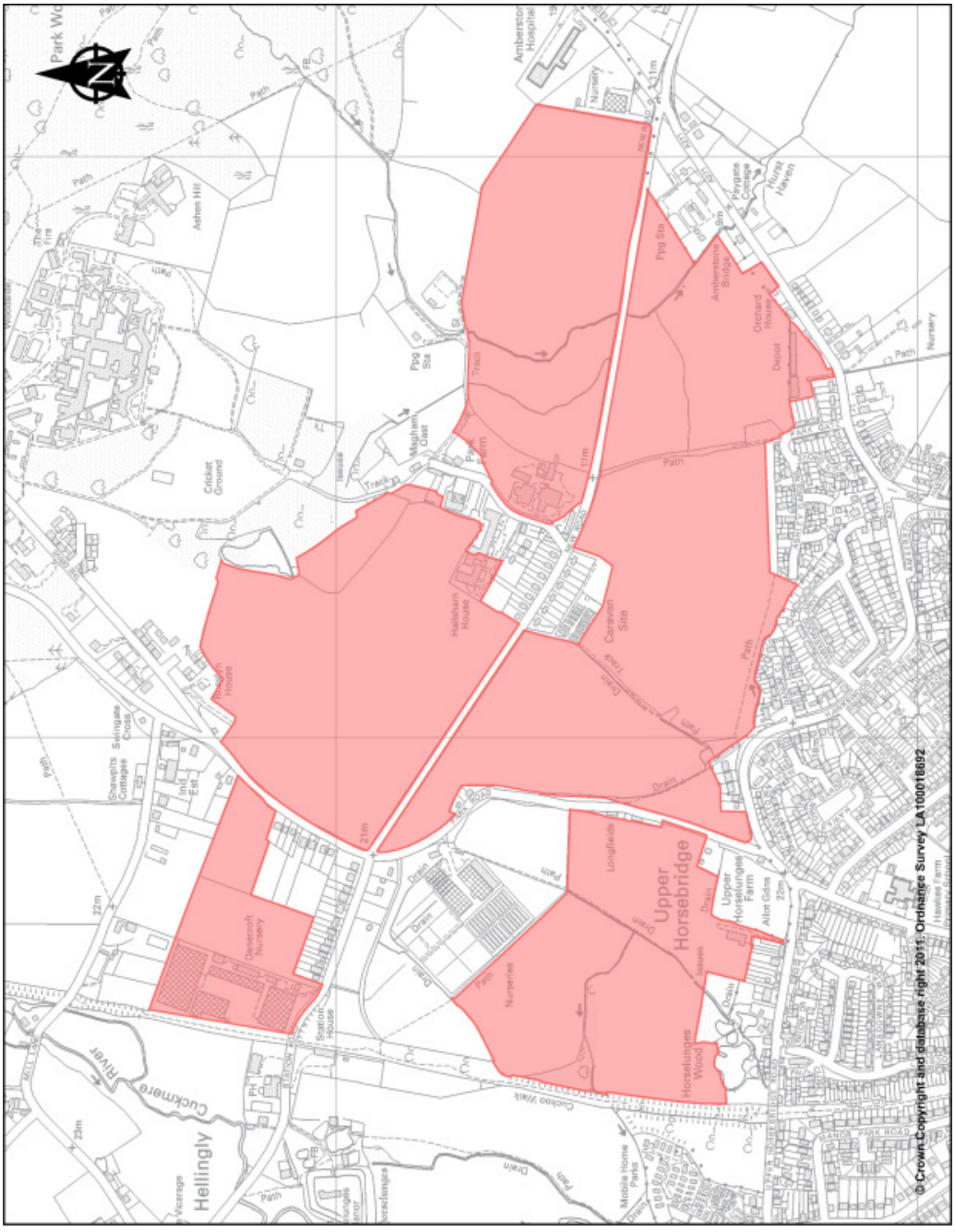
Figure 7.1 SDA 3: North Hailsham Core Strategy Strategic Sites Context Plan



Land Available for Development

7.1 There are 87 hectares of land put forward for housing development in this location (SDA 3). This area of land has been identified in the Wealden Strategic Housing Land Availability Assessment (SHLAA)[(14)]. This includes land directly to the north of the A271 and east of the Cuckoo Trail. In addition, the former Danecroft Horticultural Nursery site in Station Road, comprising of just over 5 hectares of land, is available for possible employment provision. The land available in north Hailsham is shown on Figure 7.2.

Figure 7.2 SDA 3: North Hailsham Land Availability Plan

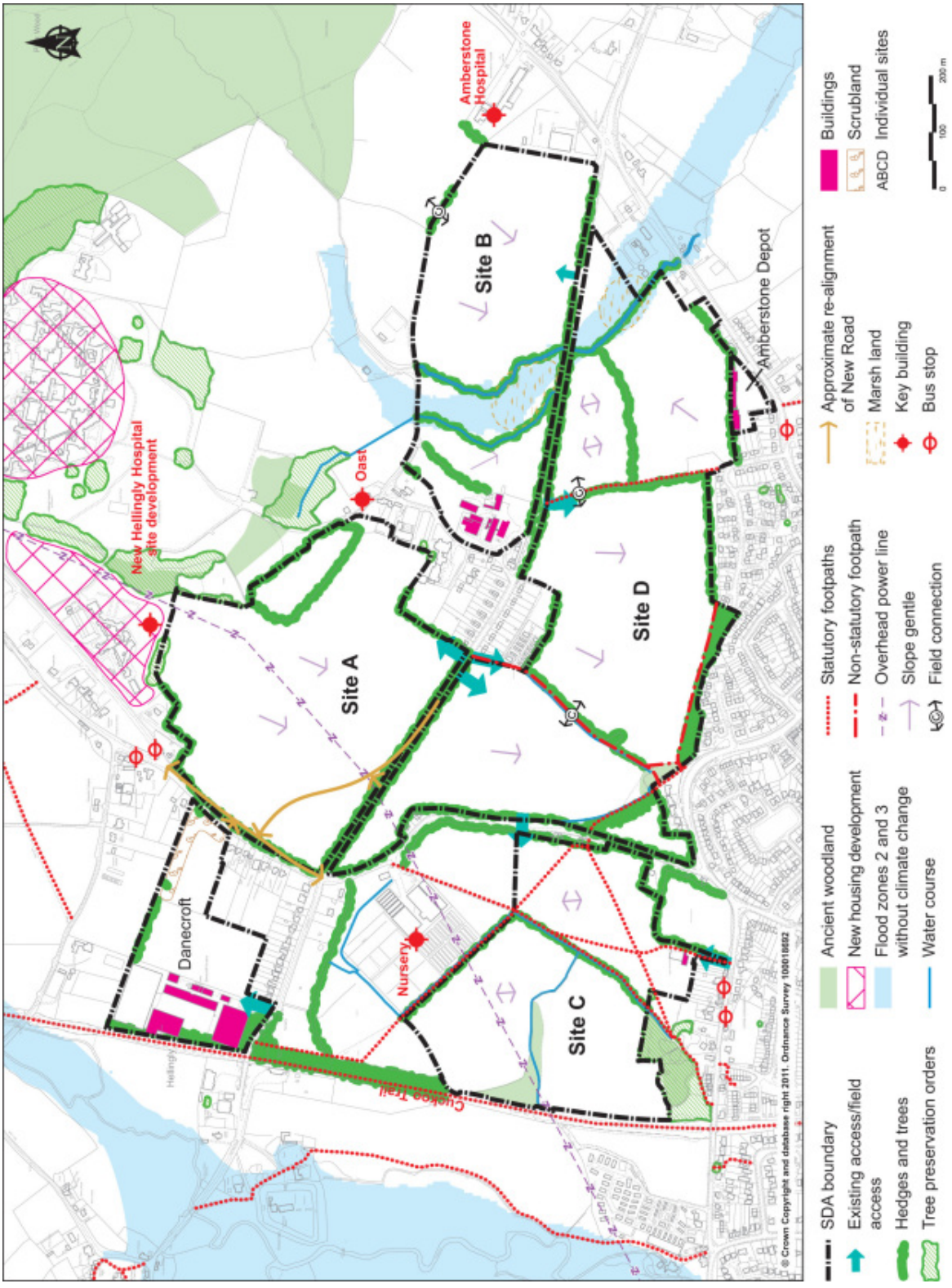


14 See Part 1 for more information on the Wealden SHLAA

Character Appraisal

7.2 The site appraisal plan shows the key features of the site (see Figure 7.3).

Figure 7.3 SDA 3 Hailsham North Site Appraisal



7.3 The area is mainly agricultural and includes, to the east, the Hurst Haven Stream which feeds into the Pevensey Levels. Hurst Haven Stream has moderate water quality and has the potential to flood in periods of high rainfall. To the south-east of the area is the Pevensey Levels which are sensitive from an ecological point of view and have international significance. The area is relatively flat with the exception of a slight change in gradient in the eastern part of the site. The landscape character is 'typical Low Weald', mostly arable farmed land with few outstanding features[15]. The impact on the landscape would be greater if development were to occur in the northern part of the site than if it were to occur in the southern part of the site. The southern part of the site is located closer to local shopping facilities in north Hailsham as well as to bus services which operate along the A271. The area has potential for development whilst an open gap should be retained between any urban extension of Hailsham and Hellingly.

7.4 There are a small number of minor roads crossing the area, and works are being undertaken to improve the junctions of New Road and Station Road with Park Road.

7.5 The site contains relatively small pockets of areas of ecological importance including Ancient Woodland, species rich 'important hedgerows', and ghyll woodland. The area within the flood zone on the eastern part of the site is important in this respect, and this creates potential for green links across this part of the site.

7.6 The land to the west of Park Road also contains ecological corridors as well as an area of Ancient Woodland. This land abuts the Cuckoo Trail which is a national cycle route and provides the opportunity for sustainable travel by cycle and foot. This area of land is also crossed by a number of footpaths.

Objectives

7.7 A number of objectives which relate to the Core Strategy and Sustainability Appraisal are particularly important in relation to this development area as described below.

7.8 A high priority is given to protecting the Pevensey Levels due to their great nature conservation value. This will be done by protecting and where necessary enhancing water quality, and ensuring that the rate of surface water run off is not increased. In order to encourage the reduction of the need to travel by car, development should be concentrated close to public transport opportunities and other means of sustainable transport. Services should be appropriately located in order to best serve the development and the wider community, whilst using existing capacity in nearby services. In addition, it will be necessary to make the most efficient use of land by ensuring housing densities are compatible with the location and by maximising the use of previously developed land wherever possible. It will also be necessary to avoid development in the area of flood risk at Hurst Haven Stream, taking into account the impacts of climate change to ensure that biodiversity is enhanced. On site opportunities to help create a network of green infrastructure in and around Hailsham are also to be incorporated.

15 Landscape Character Assessment and Development Option evaluation study of February 2009

Suggested Guiding Principles for Development

7.9 The key guiding principles are shown on Figure 7.4, and include:

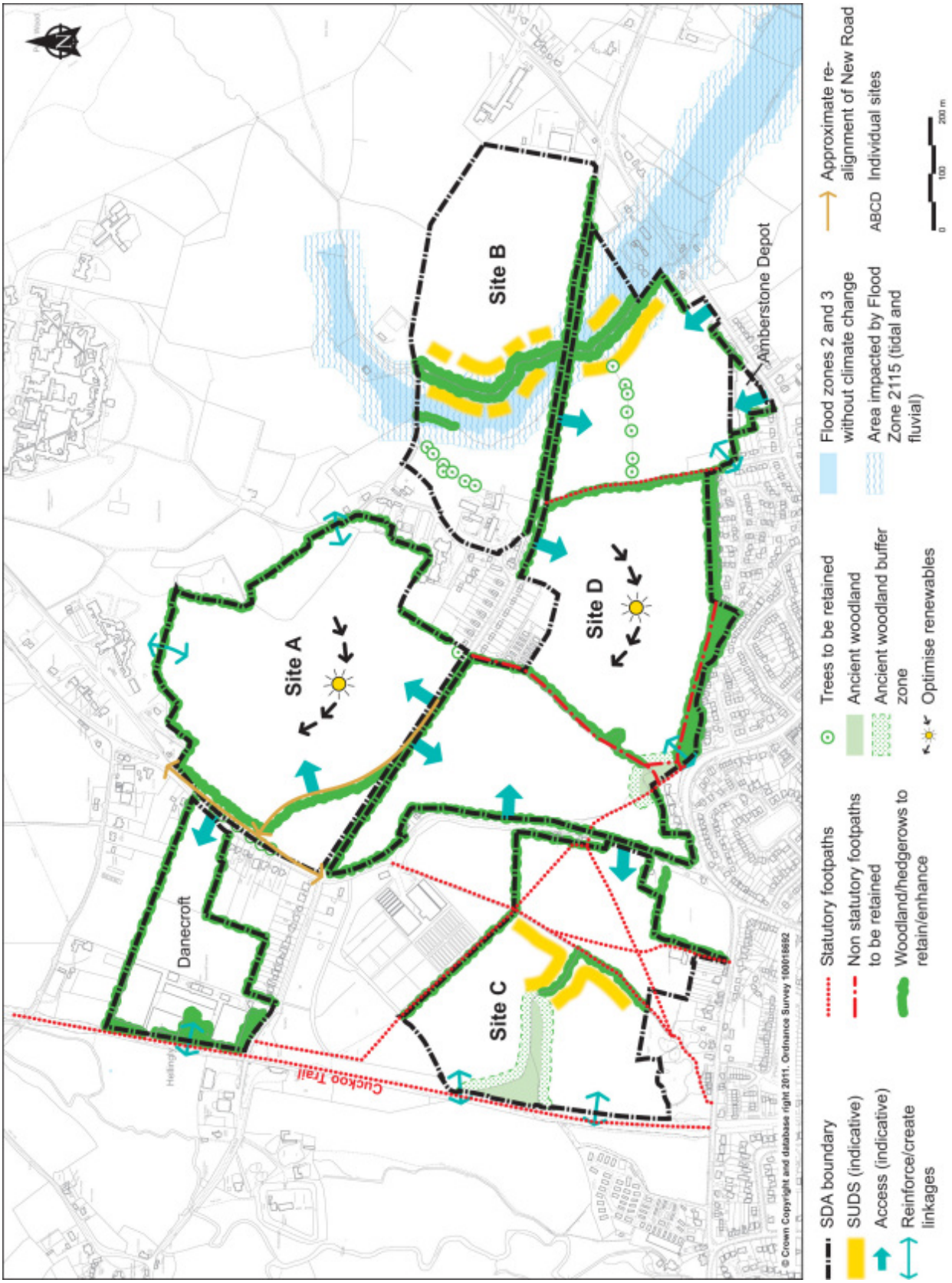
- Address socio-economic issues in the area by encouraging more economically active families to the area, through the provision of a range of family sized housing, employment opportunities, and appropriate community and social facilities.
- Provide improved access for vehicles, pedestrians and cyclists from the A271 (Upper Horsebridge Road/Amberstone Road) to the site. Improve connections between the site and the following:

  - Hellingly village and Hailsham town centre;
  - existing employment opportunities at Hackhurst Lane (Lower Dicker), Diplocks Way and Station Road industrial estates in Hailsham; and
  - retail and service employers in Hailsham town centre.

  This will be achieved through the improvement of existing footpath and cycle links to the site (particularly from the Cuckoo Trail to the west of the site) and provision of appropriate pedestrian crossing facilities on the A271.

- Provide good landscape screens along New Road and along the southern boundary to provide screening to existing and proposed housing.
- Provide sustainable drainage solutions particularly in relation to existing drainage ditches and as part of the green infrastructure on site. This could be part of a 'wider' SUDS system incorporating land to the East of Hailsham within SDA 2, as advocated by the Environment Agency.
- Provide effective landscaped 'gaps' between the new development and existing settlements including the current development at Hellingly Hospital.
- Investigate a range of potential sources of renewable energy in relation to the development of this site, particularly if this can be achieved in conjunction with development to the east of Hailsham which could increase scheme viability.
- New footpath and cycle links should be added where possible, providing greater access to employment, community and recreational facilities. Bus service provision is currently only available on the edges of the site. Additional bus services serving the site, including loop bus routes within the site, may be possible in the longer term, as may the provision of additional bus routes along Park Road, serving more destinations. Bus services should be supported by sufficient and well located bus stops and pedestrian crossing facilities, and through the provision of cycle parking facilities. The provision of adequate signage within the site and neighbouring areas, to cycle and footpath routes will be important, as will facilities such as 'real time' bus information at bus stops, highlighting the frequency of public transport.
- Development to be avoided in flood zones 2 and 3 taking account of climate change.

Figure 7.4 SDA 3 Guiding Principles for development of Hailsham North



Question 9

Suggested Guiding Principles for SDA 3

Question 9a

Please tell us whether you agree or disagree, and your reasons for doing so, with the suggested guiding principles for SDA 3

Question 9b

Please tell us any further comments that you have in relation to the general guiding principles for SDA 3, including any further guiding principles that you consider to be important

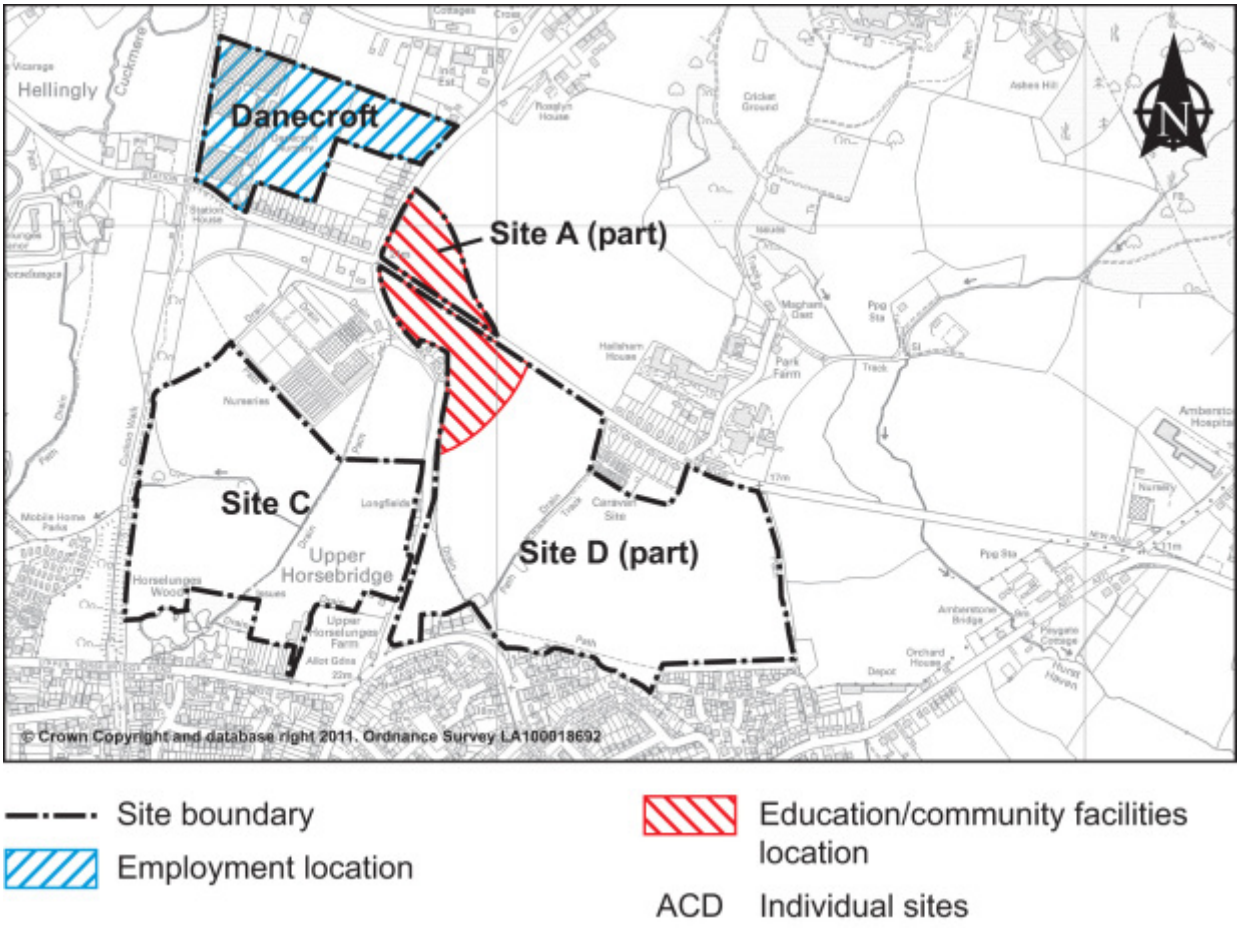
Link to online questionnaire

Options for Development

Option 1

Focus on part of the land south of New Road, land west of Park Road and land north of Station Road (See Figure 7.5).

Figure 7.5 SDA 3 Hailsham North Option for development 1



7.10 This option retains open space in the north and east of the site**.** It seeks to provide new housing as a natural extension to the existing housing in north Hailsham but restricts development largely to the south of New Road, thereby retaining open land and an open aspect between the proposed development and the current development underway at Hellingly Hospital. Also it should retain undeveloped land in the south east and east of the site.

7.11 This option also extends development to the west towards the Cuckoo Trail. The land west of Park Road is crossed by a number of footpaths, and has areas of ancient woodland both within and on the edges of the site, which would require protection and may impact upon the development layout. The development of this land provides opportunities to incorporate existing footpaths within the site through creative design and to increase connections to Hailsham town centre and the Cuckoo Trail (including areas to the north and south of the District served by the trail) .

7.12 This option also protects the flood areas and sensitive ecological areas in the eastern part of the site and enables appropriate protection, retention and enhancement of areas of ancient woodland and ecological corridors.

7.13 Possible suggested locations have been shown for the provision of employment and education/community facilities.

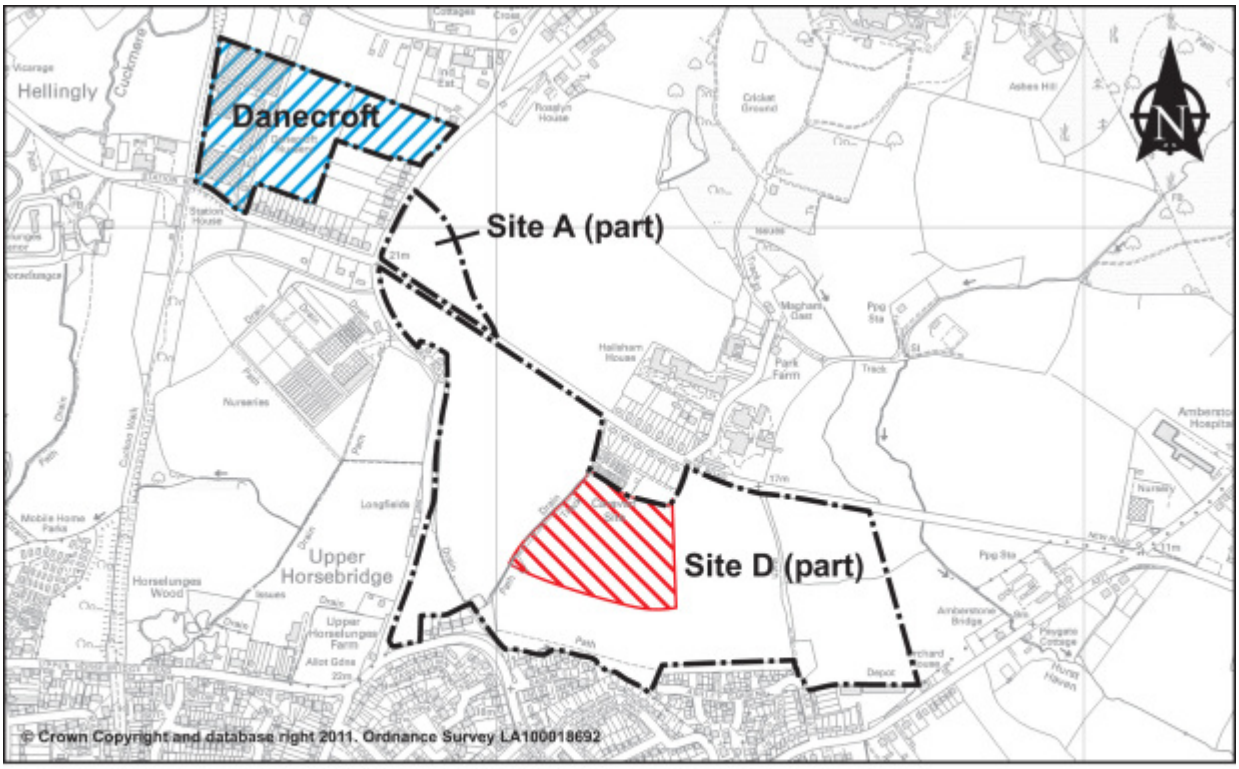
7.14 Employment provision in Option 1 is through development of the former Danecroft Nursery site for employment use, with a new access onto Park Road. This uses land adjacent to the Cuckoo Trail, providing opportunities for access by foot and cycle for employees. It also creates a separation between employment and residential areas thereby minimising any potential noise disturbance to new residents.

7.15 This option shows land for education and community/retail uses located in the north western parts of the site, to the south of the newly aligned New Road. As such these facilities can serve the wider community from an accessible and visible location, whilst retaining the open character of the site to the north of New Road.

Option 2

Focus on most of the land south of New Road and land north of Station Road (See Figure 7.6).

Figure 7.6 SDA 3 Hailsham North Option for development 2



7.16 This option retains open land in the north, west and north east of the site. It seeks to provide new housing as a 'natural' extension to the existing housing in North Hailsham. It restricts, however, residential development to the south of New Road thereby retaining open land and an open aspect between the proposed development and the current

development underway at Hellingly Hospital as well as in the western and north-eastern parts of the site.

7.17 This option protects the flood areas and sensitive ecological areas in the eastern part of the site and avoids development near areas of ancient woodland and ecological corridors and footpaths in the western part of the site.

7.18 Possible suggested locations have been shown for the provision of employment and education/community facilities.

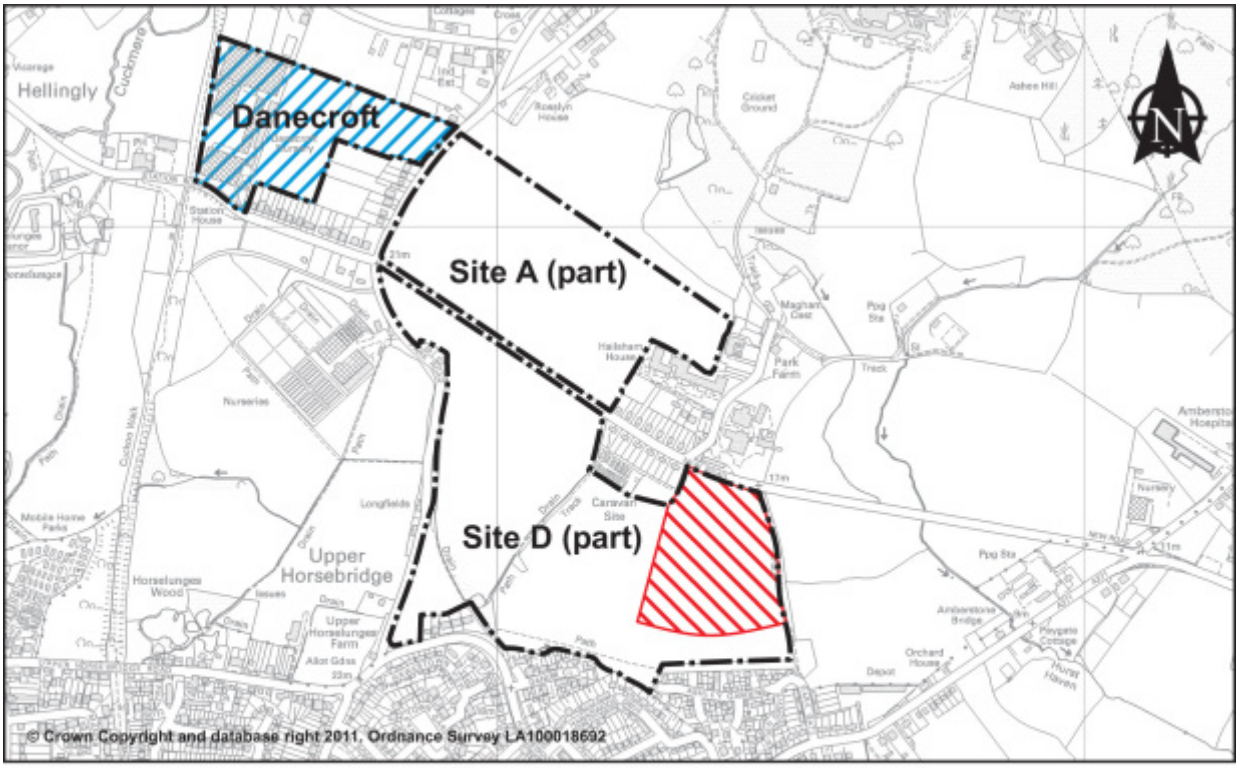
7.19 Employment provision is through development of the former Danecroft Nursery site with a new access onto Park Road. This uses land adjacent to the Cuckoo Trail, providing opportunities for access by foot and cycle for employees. It also creates a separation between employment and residential areas thereby minimising any potential noise disturbance to new residents.

7.20 In this option education and community facilities are centrally located (to the south of the existing mobile home park) providing a focus for the development area which is easily accessible to all parts of the new development and to the existing residents of North Hailsham and New Road as well as on foot and cycle to residents in East Hailsham.

Option 3

Focus on part of the land south of New Road, land north of New Road and land north of Station Road (See Figure 7.7)

Figure 7.7 SDA 3 Hailsham North Option for development 3



7.21 This option retains a smaller proportion of open land in the northern part of the site, with open land in the west and east of the site. It seeks to provide new housing as a natural extension to the existing housing in North Hailsham but restricts development largely to the central section of the site, including land to the north and south of New Road. This would include retaining a proportion of open land between the proposed development and the current development underway at Hellingly Hospital, as well as retaining open land in the western and eastern parts of the site.

7.22 This option protects the flood areas and sensitive ecological areas in the eastern part of the site and avoids development near areas of ancient woodland, ecological corridors and footpaths in the western part of the area.

7.23 Possible suggested locations have been shown for the provision of employment, education and community facilities.

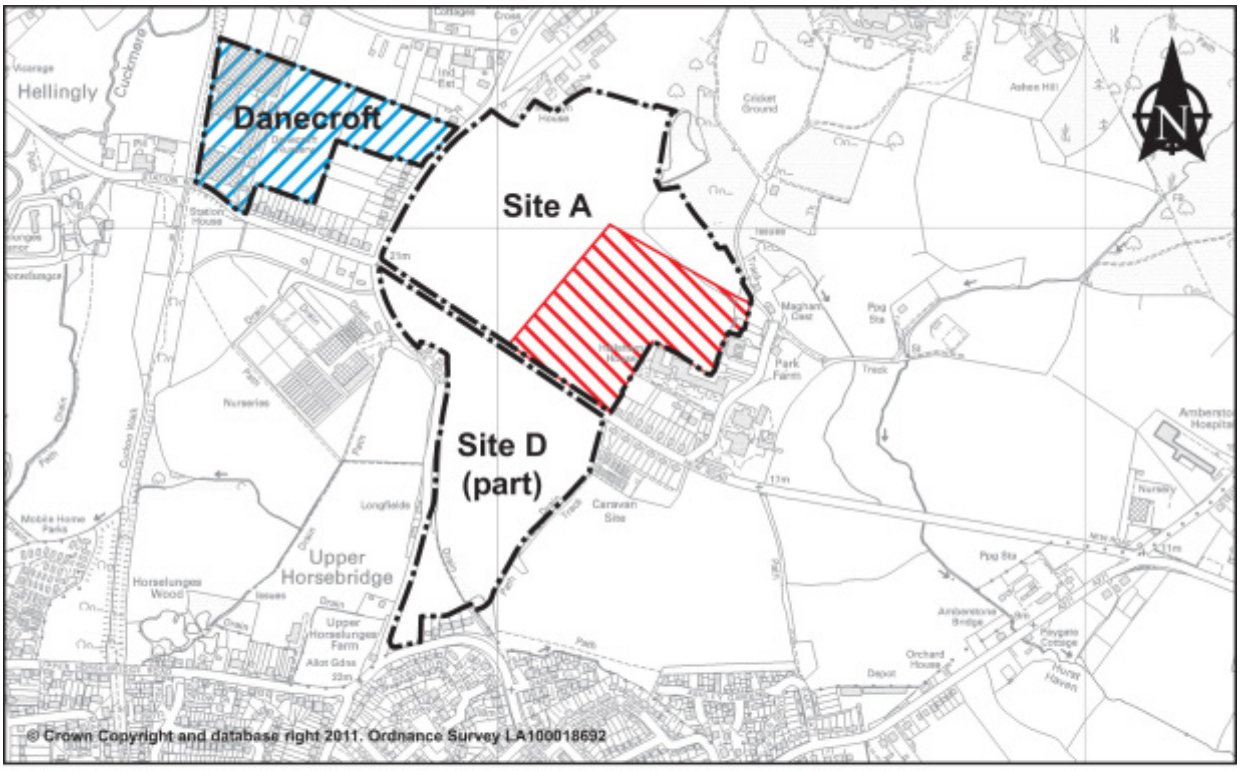
7.24 Employment provision in Option 3 is through development of the former Danecroft Nursery site for employment use, with a new access onto Park Road. This uses land adjacent to the Cuckoo Trail, providing opportunities for access by foot and cycle for employees. It also creates a separation between employment and residential areas thereby minimising any potential noise disturbance to new residents.

7.25 In this option, education and community facilities are located to the east of the area, providing development with a lot of open space within the eastern part of the site, and with good accessibility by foot and cycle to residents in the East Hailsham area.

Option 4

Focus on land in the north of the SDA but with a limited amount of development to the south of New Road (See Figure 7.8)

Figure 7.8 SDA 3 Hailsham North Option for development 4



7.26 This option retains open land in the west, south east and east of the site. It restricts development largely to the central section of the site, with the majority of development on land to the north of New Road. This extends towards the Hellingly Hospital development but still retains a gap using a landscaped area, with a smaller proportion of the development to the south western part of the land south of New Road. This would enable the retention of open land in the western and eastern part of the site as well as a considerable proportion of land in the southern part of the site south of New Road.

7.27 This option protects the flood areas and sensitive ecological areas in the eastern part of the site and avoids development near areas of ancient woodland as well as ecological corridors and footpaths in the western part of the site.

7.28 Possible suggested locations have been shown for the provision of employment, education and community facilities.

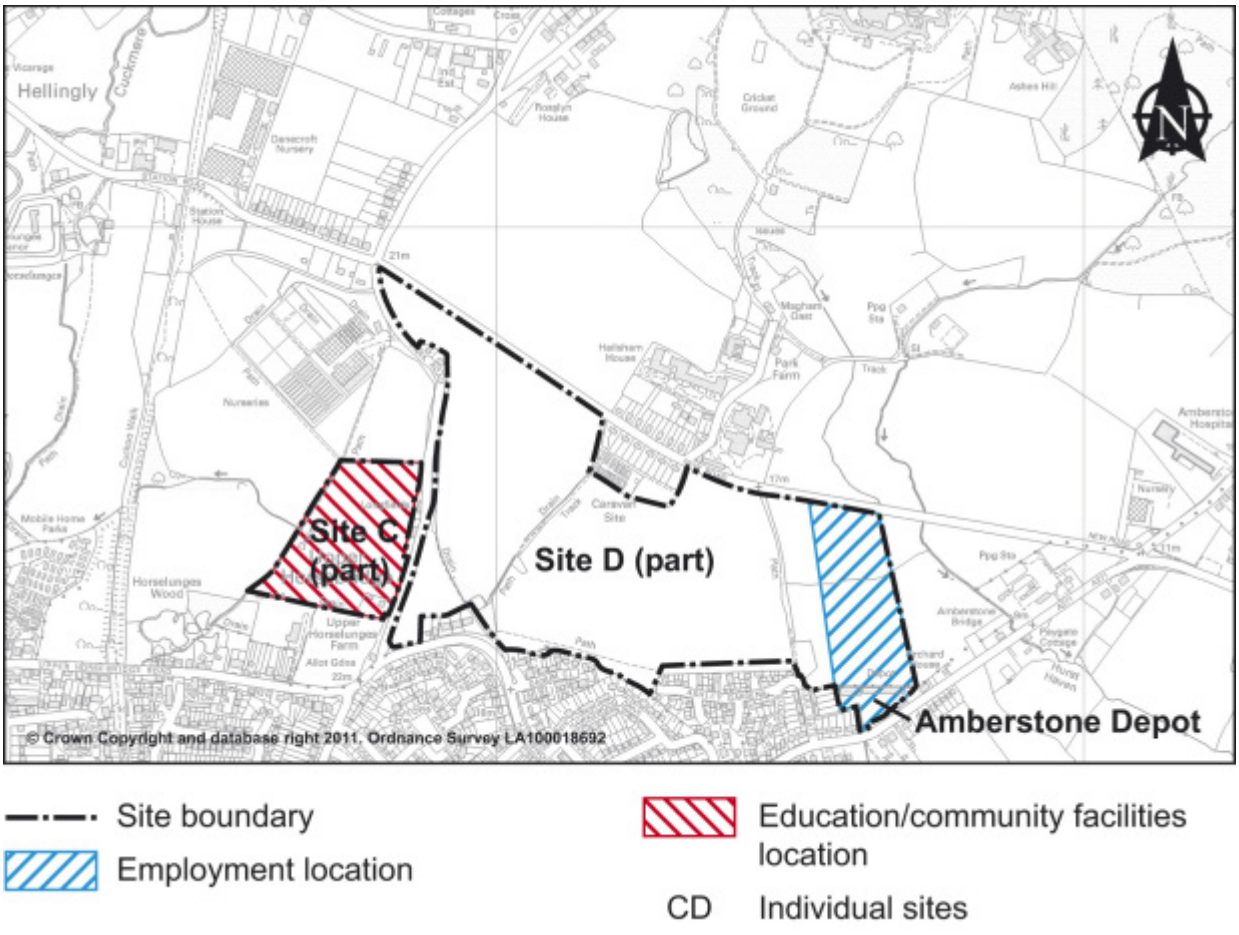
7.29 Employment provision in Option 4 is through development of the former Danecroft Nursery site for employment use, with a new access onto Park Road. This uses land adjacent to the Cuckoo Trail, providing opportunities for access by foot and cycle by employees. It also creates a separation between employment and residential areas thereby minimising any potential noise disturbance to new residents.

7.30 In this option, the education and community facilities are located to the north of New Road, adjacent to, and creating a central hub around, the existing housing along New Road thereby providing a focus for the existing and new community.

Option 5

Focus on most of the land south of New Road, and part of the land west of Park Road (See Figure 7.9)

Figure 7.9 SDA 3 Hailsham North Option for development 5



7.31 This option retains a proportion of open land in the west, north and north-east of the site. It seeks to provide new housing as a natural extension to the existing housing in north Hailsham restricting development to the south of New Road. This enables the

retention of open land and an open aspect between the proposed development and the current development underway at Hellingly Hospital, as well as the retention of a proportion of open land in the western and north eastern part of the site.

7.32 This option also protects the flood areas and sensitive ecological areas in the eastern part of the site and reduces the level and type of development near areas of ancient woodland, ecological corridors and footpaths in the western part of the site.

7.33 Suggested possible locations have been shown for the provision of employment, education and community facilities.

7.34 Option 5 shows an alternative location for employment provision using a small proportion of previously developed land available at Amberstone Depot as well as greenfield land in the eastern part of the site, with potential access from either New Road, Amberstone Road or both. This employment location would also be very accessible by foot and cycle from the new residential areas in East Hailsham.

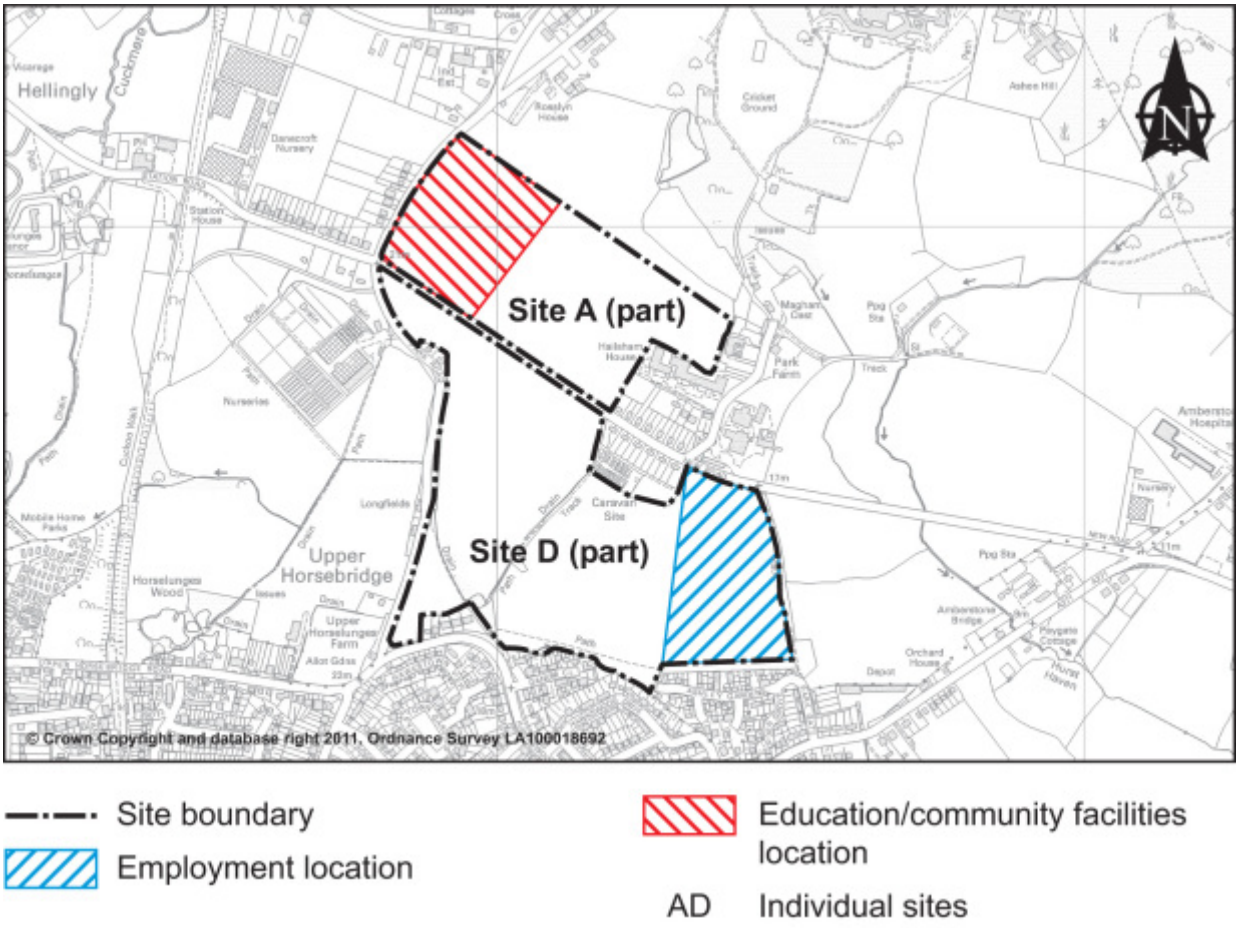
7.35 The education and community uses for Option 5 are shown located to the west of Park Road with good access to the existing road network, footpaths and the Cuckoo Trail and providing facilities for both new and existing residential areas.

7.36 Option 5 therefore locates the residential development in the centre of the site, to the south of New Road, with the employment, education and community facilities on the east and west boundaries respectively.

Option 6

Focus on part of the land south of New Road and part of the land north of New Road (See Figure 7.10)

Figure 7.10 SDA 3 Hailsham North Option for development 6



7.37 This option retains a proportion of open land in the northern part of the site adjacent to the new Hellingly Hospital development together with open land in the west, south-east and north-east of the site. The option is similar to Option 3 and seeks to provide new housing as a natural extension to the existing housing in North Hailsham and restricts development largely to the central section of the site including land both to the north and south of New Road. This option includes employment land within the main development area retaining a proportion of open land between the proposed development and the current development underway at Hellingly Hospital. It also retains open land in the western and eastern part of the site.

7.38 Possible locations have been suggested for the provision of employment, education and community facilities.

7.39 Option 6 shows an alternative location for employment provision which is on greenfield land in the eastern part of the site to the east of the existing mobile Home Park off New Road. This employment location would potentially be very accessible by foot and cycle from the new residential areas in East Hailsham, via existing footpaths linking to New Road. This location adjoins new residential development to the west and existing residential development to the north and south therefore careful design would be required to screen the development and reduce the impact of noise.

7.40 The location of education and community facilities would be in the north western part of the site. In this option the facilities would serve new residential development to the south as well as being well located to serve new development currently underway at Hellingly Hospital.

Sustainability Appraisal of Options

7.41 The assessment of the six options against the 22 Sustainability Appraisal objectives of the Local Development Framework is contained within the Strategic Sites DPD Issues and Options Consultation Background Paper.

7.42 Although the difference between options is not significant there are a number of advantages and disadvantages to each one, which should be considered when choosing the most suitable option. These are summarised below

Table 7.1 The Potential Benefits and Problems of the Sustainability Appraisal of the Options for SDA 3 against the 22 Sustainability Appraisal Objectives

Potential Benefits	Potential Problems and Mitigation
• All of the options are some distance from the town centre, and mitigation will be required to reduce the need for car travel and maximise the regeneration effect of the chosen option. Option 1 has the closest links to the cycle network, the Cuckoo Trail, and Options 1, 2 and 5 have strong potential to enhance the east-west connection by walking and cycling. • No options are particularly landscape sensitive, although Option 1 has greatest degree of sensitivity. • Options 3 and 5 have lesser perceived impact in terms of the joining up of Hailsham with Hellingly Village. • There are similar biodiversity issues in relation to all the options with potential to enhance both green infrastructure and biodiversity.	• Options 3, 4 and 6 have a greater north-south focus allowing connectivity to the Hellingly Hospital Site, but with lesser linkages to the rest of Hailsham. • Options 3, 4 and 6 join up more with Hellingly Hospital, Horselunges and Hellingly Village. • All options, but to a lesser extent Option 4, have the potential to change the hydrology of the Pevensey Levels and development will require measures to prevent this and ensure pollution is not introduced to the Pevensey Levels.

Question 10

Options for development within SDA 3

Please tell us whether you Agree or Disagree, and your reasons for doing so, with the following options for development within SDA 3

Question 10a

Option 1

Focus on part of the land south of New Road, land west of Park Road and land north of Station Road

Question 10b

Option 2

Focus on most of the land south of New Road and land north of Station Road

Question 10c

Option 3

Focus on part of the land south of New Road, land north of New Road and land north of Station Road

Question 10d

Option 4

Focus on land in the north of the SDA but with a limited amount of development to the south of New Road

Question 10e

Option 5

Focus on most of the land south of New Road, and part of the land west of Park Road

Question 10f

Option 6

Focus on part of the land south of New Road and part of the land north of New Road

Question 10g

Please tell us any further comments that you have in relation to options for SDA 3, including any further locations or options that you wish us to consider

Link to online questionnaire

Infrastructure Requirements

7.43 Through the preparation of the Council's Core Strategy and accompanying Infrastructure Delivery Plan, a number of key infrastructure requirements have been identified in relation to the provision of 700 new dwellings on the site along with 8,650 sq m (net) of new employment floorspace, including the provision of 300 sq m of retail floorspace, and community facilities. The development will have to include the following infrastructure elements or provide land or financial contributions towards the provision of infrastructure where this is not to be provided within the site itself.

Transport

- Measures to improve traffic and safety issues along the A271 such as improvements at the Boship Roundabout (junction of A271 and A22) or a new roundabout at the junction of the A22 and Hempstead Lane.
- Measures which aim to reduce car usage to improve traffic issues in Hailsham town centre and the strategic road network.
- Transport network improvements at Battle Road and within the town centre.

Schools

- New land and buildings for a Two Form Entry primary school (420 spaces) in north or northeast Hailsham, together with nursery provision of 120 spaces.

Waste Water Capacity

- Additional capacity required at existing water treatment works to enable delivery of 1,500 dwellings to be built at Hailsham, Hellingly and Upper Dicker.
- Study into alternative discharge locations and any additional measures required in relation to waste water treatment.

7.44 In addition to the strategic infrastructure elements above, there will be a requirement to provide social, community and green infrastructure as part of the development of the site, including opportunities for playing field provision and children's play areas.

7.45 Additional requirements which may be required to support the development of the site, which may be provided on or off site, may include:

- Provision of new open space and recreation facilities in the form of new allotments, an additional bowling green (6 rinks), additional grass pitches, of multi-sports spaces, tennis courts and other open space, particularly 'park-like' space.
- Financial contributions towards the improvement of existing recreational facilities in the local area.
- Provision of additional children's play facilities for the under 8's and 8-12 year olds and new teen facilities, providing greater variety and accessibility, to cater for the increased population.
- New access for vehicles from Park Road and New Road into the site as required.
- Local highway and junction improvements.
- Improvements to local bus services and routes as part of the Quality Bus Corridor project.
- Provision of footpath and cycling facilities within the site and suitable links to existing footpaths and cycle routes and the town centre to improve access to facilities and assist the regeneration of Hailsham town centre.
- New pedestrian crossing facilities and signage (to local facilities, footpath and cycle routes and the Cuckoo Trail) within the site and along New Road, Park Road and Lower Horsebridge Road/Amberstone Road.
- Provision of sustainable drainage solutions within the site, including any measures in relation to Hurst Haven Stream.

Affordable Housing

7.46 In the case of Hailsham, the evidence[16] suggests that it is appropriate to set an overall proportion of affordable housing of 35%[17], but that a higher percentage could be considered on allocated greenfield sites. The appropriate percentage for a particular site is, however, dependent on how economically viable a site is and the need to promote mixed and balanced communities.

7.47 In relation to this development area, there is a requirement for the developer to contribute towards the funding of new land and buildings for a two form entry primary

16 Housing Viability Assessment Final Report, August 2009. Three Dragons Consultants
17 This means that 35% of the total housing on the site should be affordable

school (420 spaces) in north or northeast Hailsham, together with nursery provision of 120 spaces.

7.48 Contributions will also be required towards the cost of transport infrastructure and any other additional requirements for the site. The cost of providing these may affect the amount of affordable housing that is viable for the site.

7.49 We would be very interested to hear your views about the provision of affordable housing on this site.

Question 11

Affordable Housing Provision within SDA 3

Please tell us whether you agree or disagree, and your reasons for doing so, with the following possible proportions of affordable housing within SDA 3

Question 11a

35% of the total housing provided on the site should be affordable housing

Question 11b

40% of the total housing provided on the site should be affordable housing

Question 11c

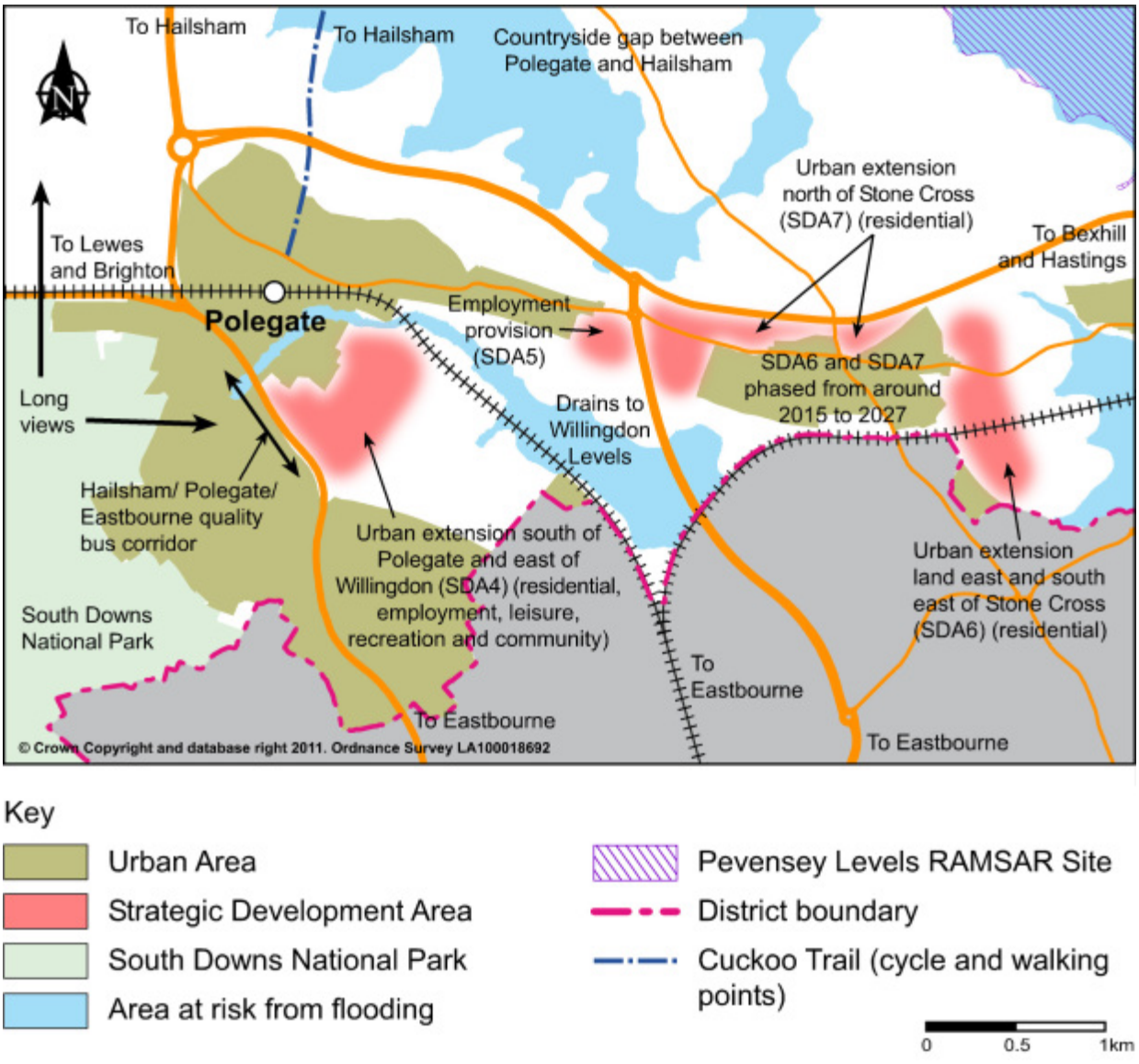
If there is another proportion of affordable housing that you wish us to consider within SDA 3, please tell us what it is and your reasons for suggesting it

Link to online questionnaire

8 SDA 4: Land at South Polegate and East Willingdon

Location	Growth identified in the Core Strategy
Land to the South-East of Polegate town centre directly to the East of Eastbourne Road (A2270) and to the West of the railway line (See Figure 8.2)	700 new homes 8,600 square metres of employment floorspace appropriate leisure, recreation and community infrastructure

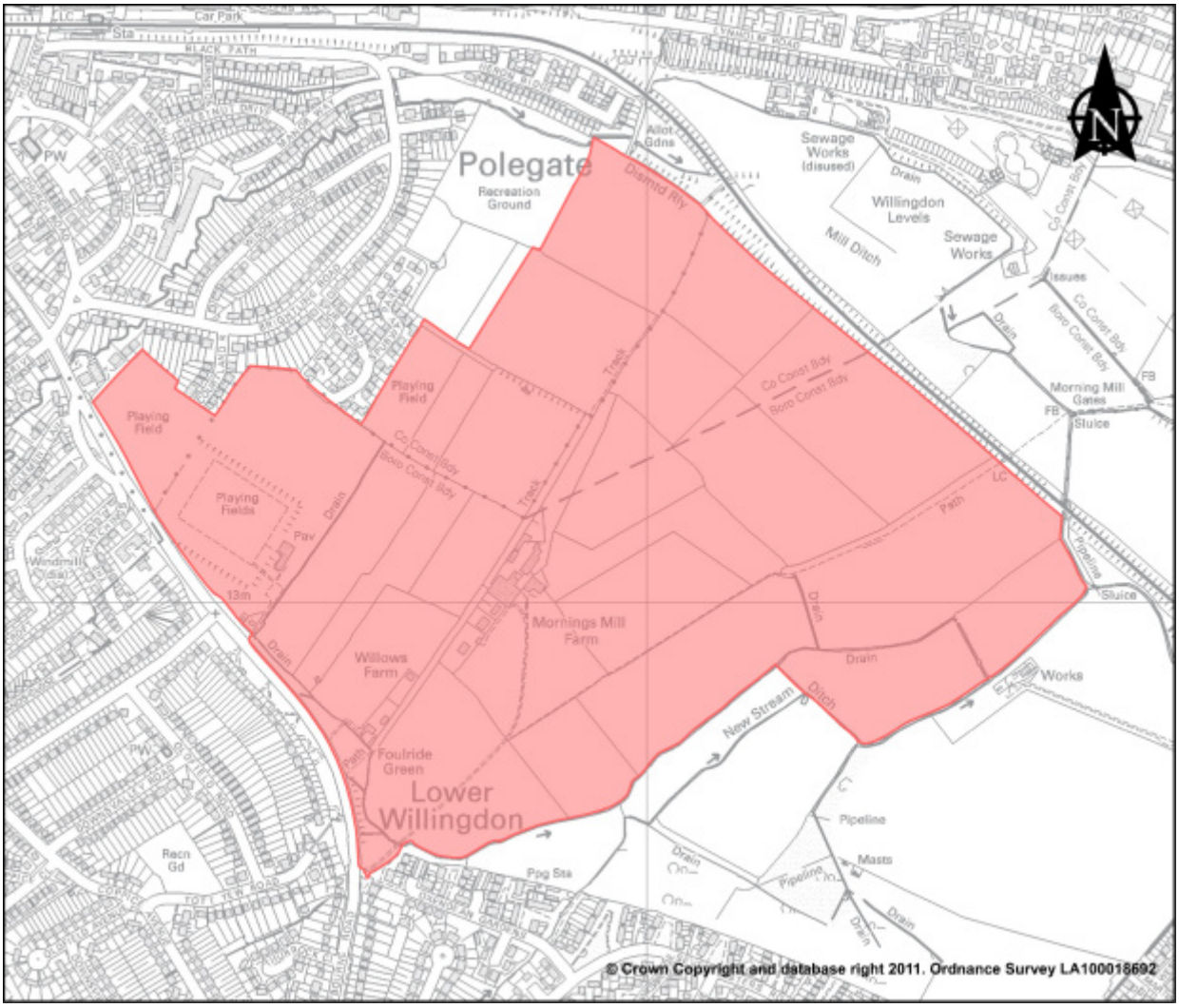
Figure 8.1 SDA 4: South Polegate/East Willingdon Core Strategy Strategic Sites Context Plan



Land Available for Development

8.1 There are 72 hectares of land put forward for housing development in this location in the south Polegate and East Willingdon area (SDA 4). This area of land has been identified in the Wealden Strategic Housing Land Availability Assessment (SHLAA)[18]. The land available in South Polegate and East Willingdon is shown in Figure 8.2.

Figure 8.2 SDA 4: South Polegate/East Willingdon Land Availability Plan

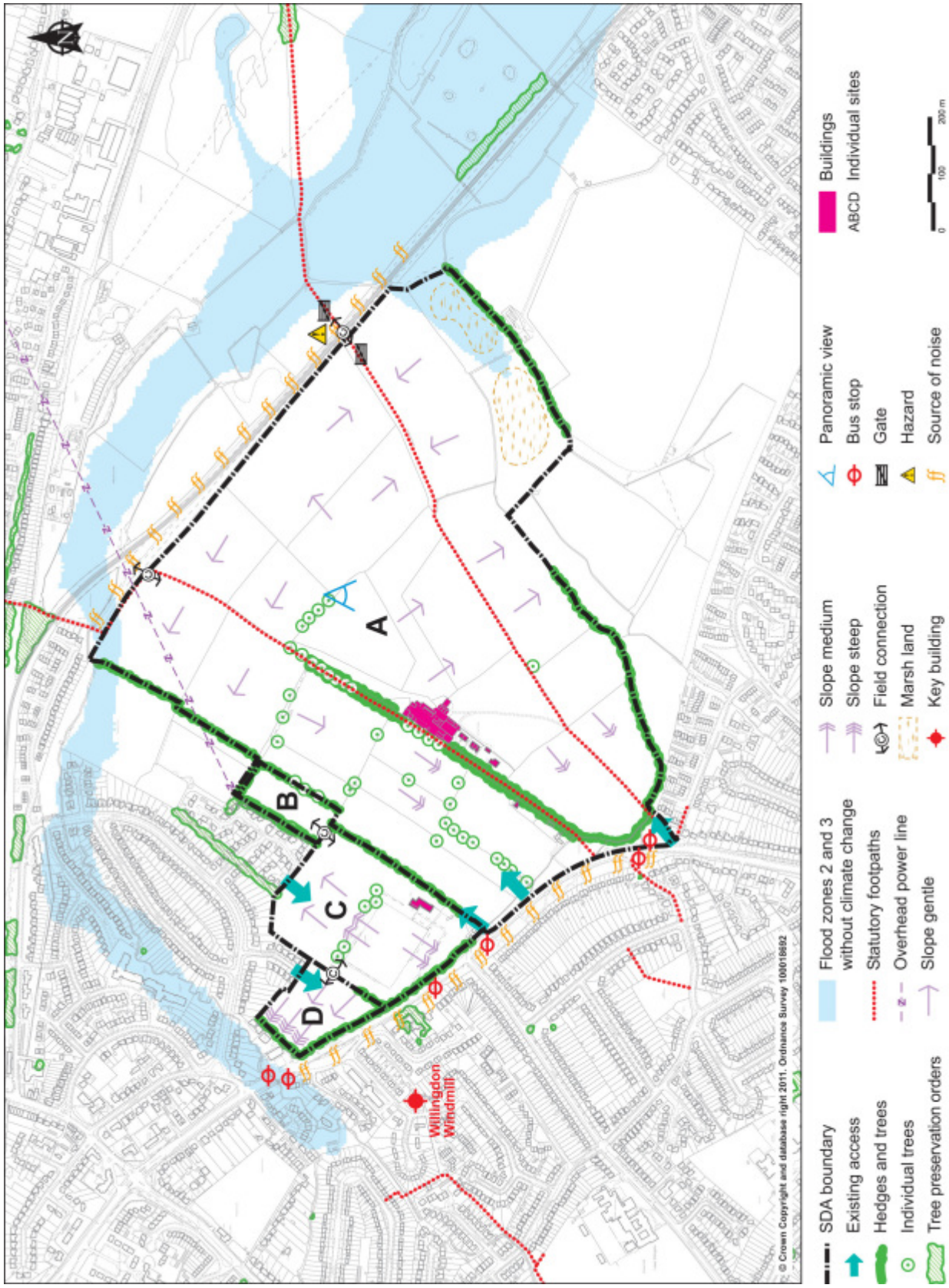


Character Appraisal

8.2 The site appraisal plan shows the key features of the site (see Figure 8.3).

18 See Part 1 for more information on the Wealden SHLAA

Figure 8.3 SDA 4 Polegate South/East Willingdon Site Appraisal



8.3 The majority of the area is currently agricultural land which is grazed by sheep and cattle. This agricultural land is all part of a single land parcel. The remainder of the area to the north west was formerly used as private playing fields and a sports ground although this part has not been used for this purpose for a long time. This area is formed of three separate land parcels.

8.4 The landscape character of the site is one of openness and slightly undulating lowland pasture with a network of low hedgerows. There is an area of ghyll woodland around the southern boundary and associated marshy ground with rushes which is an important natural feature. Part of this site is also within flood zones 2 and 3.

8.5 The western part of the site is closest to Polegate town centre and its railway station. There is existing employment provision within the town centre and pedestrian links could be created through existing residential areas linking it to potential new development.

8.6 The south west boundary of the site abuts the Eastbourne Road (A2270). A significant part of the opposite side of the road has residential properties considerably set back, which together with the undeveloped nature of the land to the east of the road (which is part of the site), provide a sense of openness in the area.

Objectives

8.7 A number of objectives which relate to the Core Strategy and Sustainability Appraisal are particularly important in relation to this development area as described below.

8.8 In order to meet our objectives, the development will need to ensure an attractive living environment for new residents. Therefore measures may be needed to reduce the impact of noise from the railway and A2270, including appropriately locating development within the site. In addition we wish to reduce the need to travel by car by locating development where it can most closely access existing services, facilities and public transport opportunities. We will also aim to ensure the long term viability of the District's principal towns (including Polegate), by ensuring that new development relates well to these centres helping to support their viability. Development will be avoided in areas subject to flood risk, taking into account the predicted impact of climate change. Drainage from the site is into the Willingdon Levels which is important in terms of landscape, recreation and drainage and any proposals need to carefully consider their impact on this area. Measures to control surface water runoff will be required, including sustainable drainage solutions. Importantly we will also seek to protect and enhance biodiversity.

Suggested Guiding Principles for Development

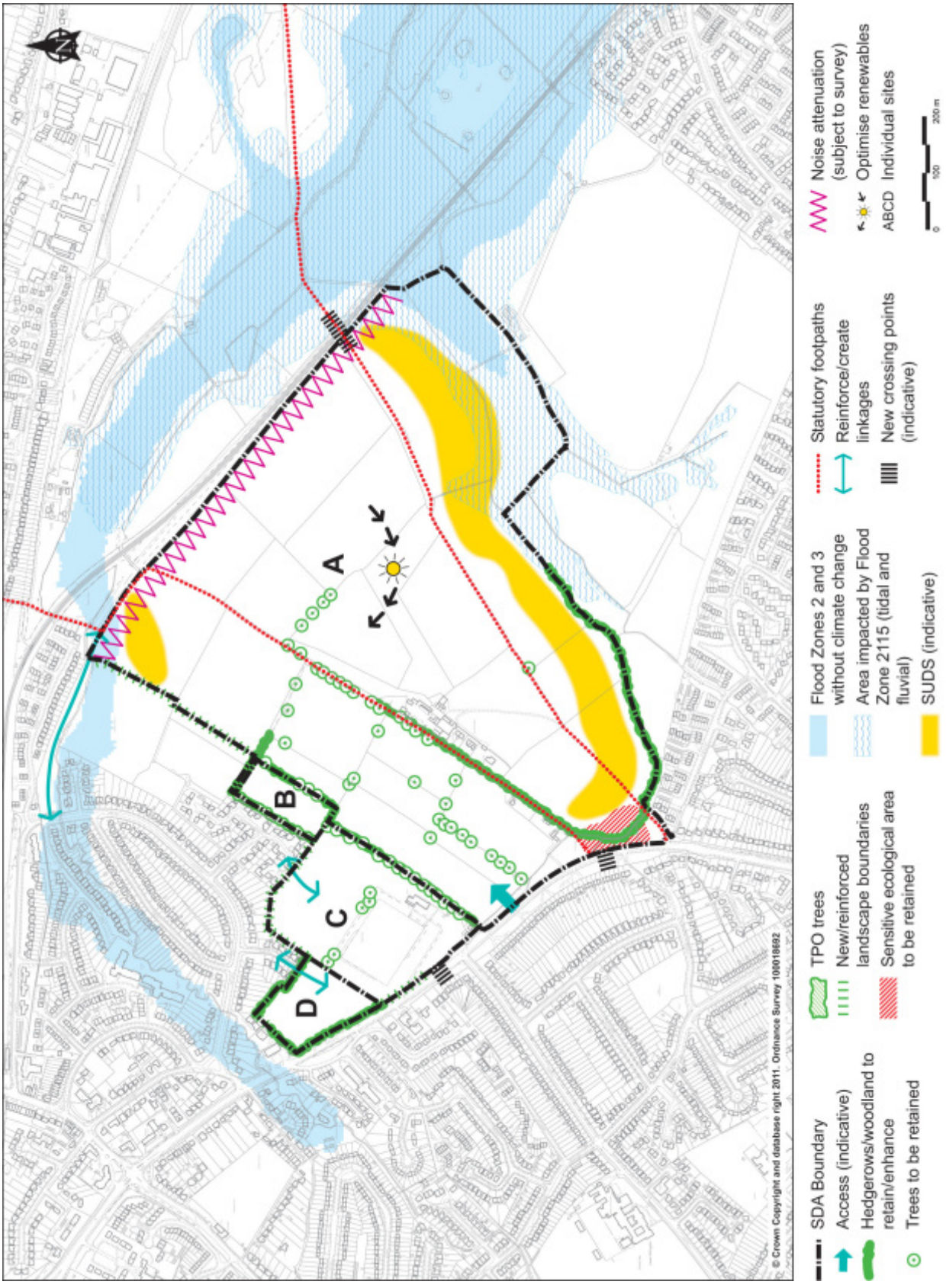
8.9 The key guiding principles are shown on Figure 8.4, and include:

- Address local socio-economic issues by encouraging more economically active families to the area, through the provision of a range of family sized housing.
- The provision of appropriate social and community facilities, including a new one form entry primary school, either as an extension to an existing school or as a

completely new school together with a one form entry nursery school and the provision of green infrastructure.

- Improved connections between the site and Polegate town centre, Willingdon Levels recreational area, commercial and community facilities to the west of Eastbourne Road and new and existing employment opportunities in Dittons Road. This will be achieved through retaining and improving existing footpath and cycle links, the provision of appropriate pedestrian crossing facilities on Eastbourne Road (A2270) and a new footbridge over the railway.
- Retention of the green lane adjacent to Mornings Mill Farm as a biodiversity corridor and as an important landscape feature.
- Retention of existing poplar trees at Hindlands fields, within amenity space provision within the site, as an important visual feature within the landscape.
- Retention of trees on the north eastern boundary of the site and hedgerow trees, where possible, to strengthen the new landscape structure, biodiversity and green infrastructure of the site.
- Retention of trees along Eastbourne Road adjacent to the petrol filling station, as well as other important hedgerows and trees as shown on Figure 8.4.
- Retention of oak trees to the north of Mornings Mill Farmhouse.
- Retention of trees and hedgerows, semi improved grasslands and wetland and marshy areas in the south western part of the site adjacent to Eastbourne Road and along the southern boundary, as these provide important habitat areas.
- Retention of trees adjacent to the railway in the northern part of the site.
- Provision of additional measures to reduce the impact of noise from the railway if necessary.
- Land should be retained within the SDA to enable the development of renewable energy provision to serve the development and surrounding areas. This may be co-located with employment and/or community facilities or adjacent to the railway with appropriate screening works provided around the renewable plant. The location of the plant should take into account the potential impact upon views from the South Downs.
- Provision of sustainable drainage solutions, particularly in relation to existing drainage ditches and as part of the green infrastructure on site.
- Support for a Quality Bus Corridor along Eastbourne Road with sufficient and well located bus stops and pedestrian crossing facilities, and through the provision of cycle parking facilities. Provision of loop bus routes serving the site may be possible in the longer term, as may the provision of additional bus routes along Eastbourne Road serving more destinations. The provision of adequate signs within the site, and neighbouring areas, to cycle and footpath routes will be important as will facilities such as real time bus information at bus stops to highlight the frequency and accessibility of public transport.

Figure 8.4 SDA 4 Guiding Principles for development of Polegate South/East Willingdon



Question 12

Suggested Guiding Principles for SDA 4

Question 12a

Please tell us whether you agree or disagree, and your reasons for doing so, with the suggested guiding principles for SDA 4

Question 12b

Please tell us any further comments that you have in relation to the general guiding principles for SDA 4, including any further guiding principles that you consider to be important

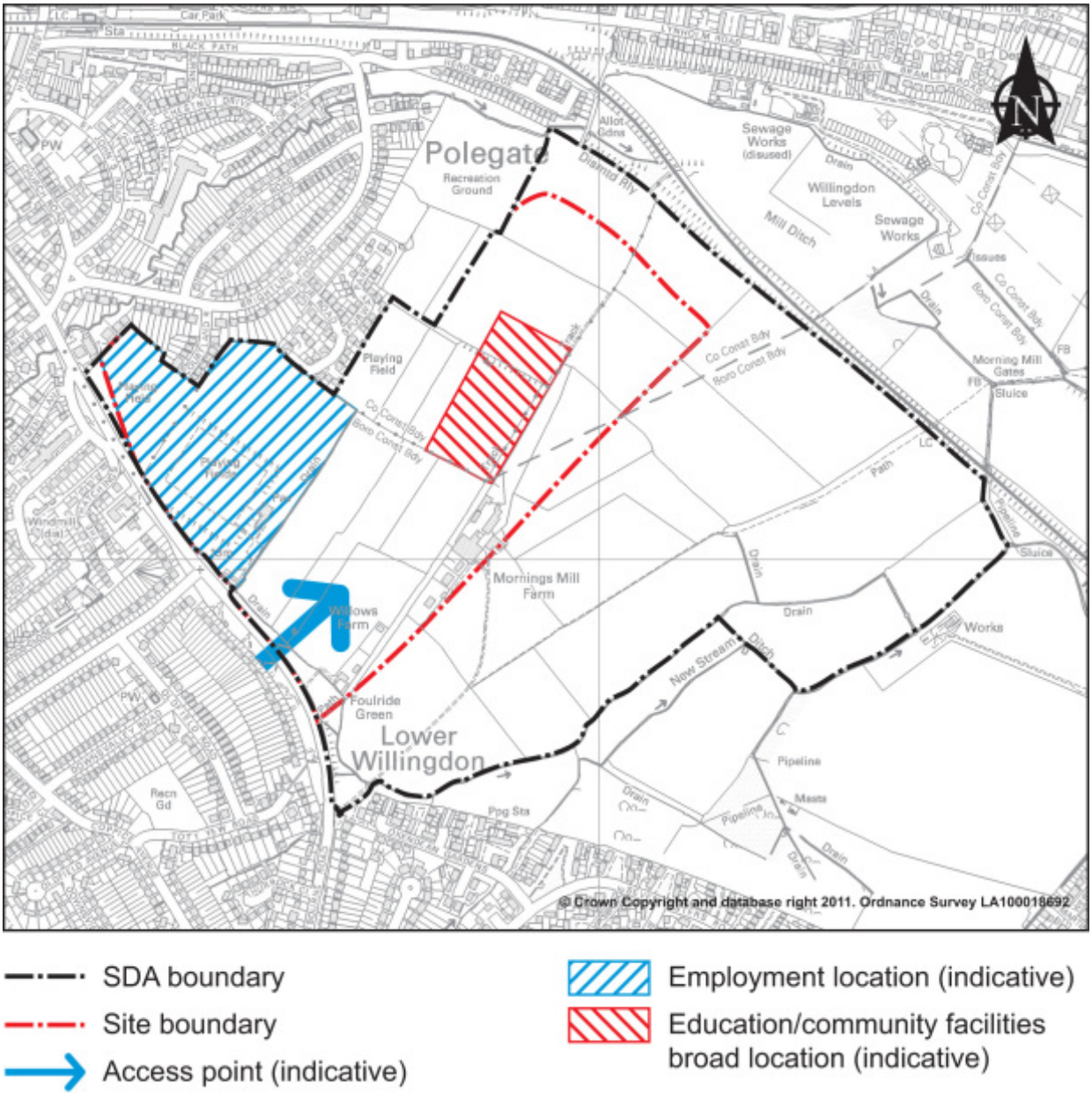
Link to online questionnaire

Options for Development

Option 1

Focus on the western part of the SDA closest to Polegate Town Centre (See Figure 8.5)

Figure 8.5 SDA 4 Polegate South/East Willingdon Option for development 1



8.10 This option retains a substantial area of undeveloped land in the southern part of the site, as well as a strip of open land adjacent to the railway, avoiding development in possible flood zone areas and protecting the most sensitive ecological areas of the site. Both of these undeveloped areas could form part of the overall green infrastructure of the site. Careful design of the site will be required to ensure existing ecological elements are

protected in the form of hedgerows, trees and woodland especially along Eastbourne Road and the boundary with existing development to the west and south west.

8.11 This option provides good access to public transport opportunities and facilities and amenities in central Polegate with new linkages through existing residential development to the north of the site. It also provides an extension to the existing residential areas to the north and east retaining the openness of the landscape over a significant proportion of the southern part of the site.

8.12 Possible locations have been suggested for the provision of employment, education and community facilities.

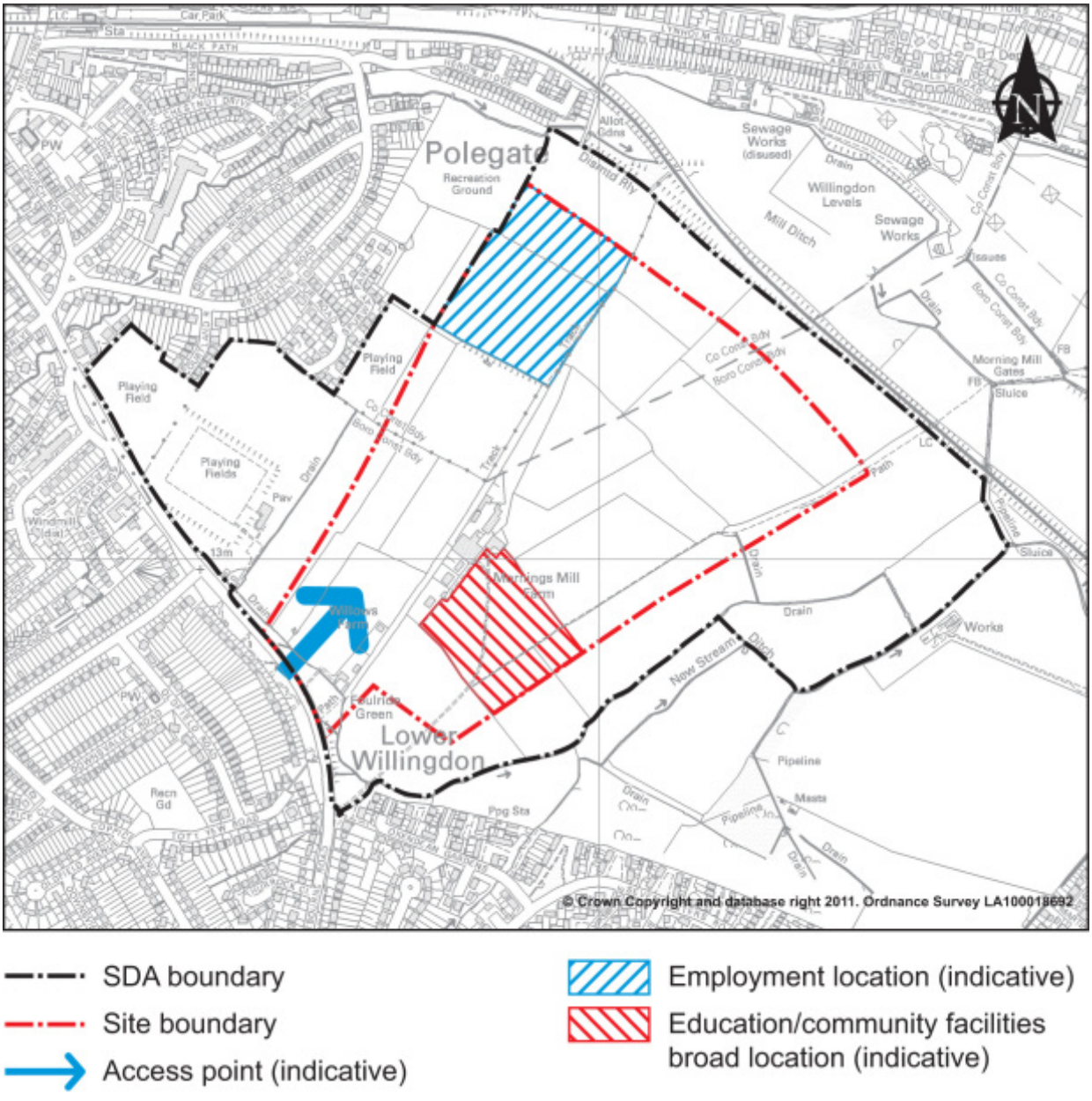
8.13 The employment location in Option 1 is shown on the most western part of the site, adjacent to the petrol filling station on Eastbourne Road. This would require planting along the boundary with the existing housing and would enable some separation with the new housing development. A separate access may be possible directly onto Eastbourne Road. The separate access may be subject to Highway Authority views which may require the relocation of the existing bus lay-by. Alternatively, access could be from a spur from the main access to the site, off Eastbourne Road. This location would enable easy access to the main road network on a highly visible and potentially marketable part of the site reducing the mixing of residential and employment traffic. Locating employment uses adjacent to the road would also help to screen residential areas of the site from road noise.

8.14 The education and community facilities are shown located to the middle of the site, enabling good accessibility for its residents and a central focus for the development area.

Option 2

Focus on the central part of the SDA whilst retaining open land in the western and eastern part of the SDA (See Figure 8.6)

Figure 8.6 SDA 4 Polegate South/East Willingdon Option for development 2



SDA boundary
Site boundary
Access point (indicative)
Employment location (indicative)
Education/community facilities broad location (indicative)

8.15 This option concentrates the development area in the centre of the site and retains a substantial undeveloped area in the north and the south. It provides a gap between the existing developed areas and the new development whilst retaining an open strip adjacent to the railway. This option also has, in most part, a fairly open edge to the A2270 mirroring the openness of the existing residential area. These undeveloped areas may have the potential for open space or green infrastructure provision.

8.16 Retaining an open strip between the existing and new developed areas locates the new residential areas further away from facilities and public transport opportunities in Polegate.

8.17 Suggested possible locations have been shown for the provision of employment, education, and community facilities.

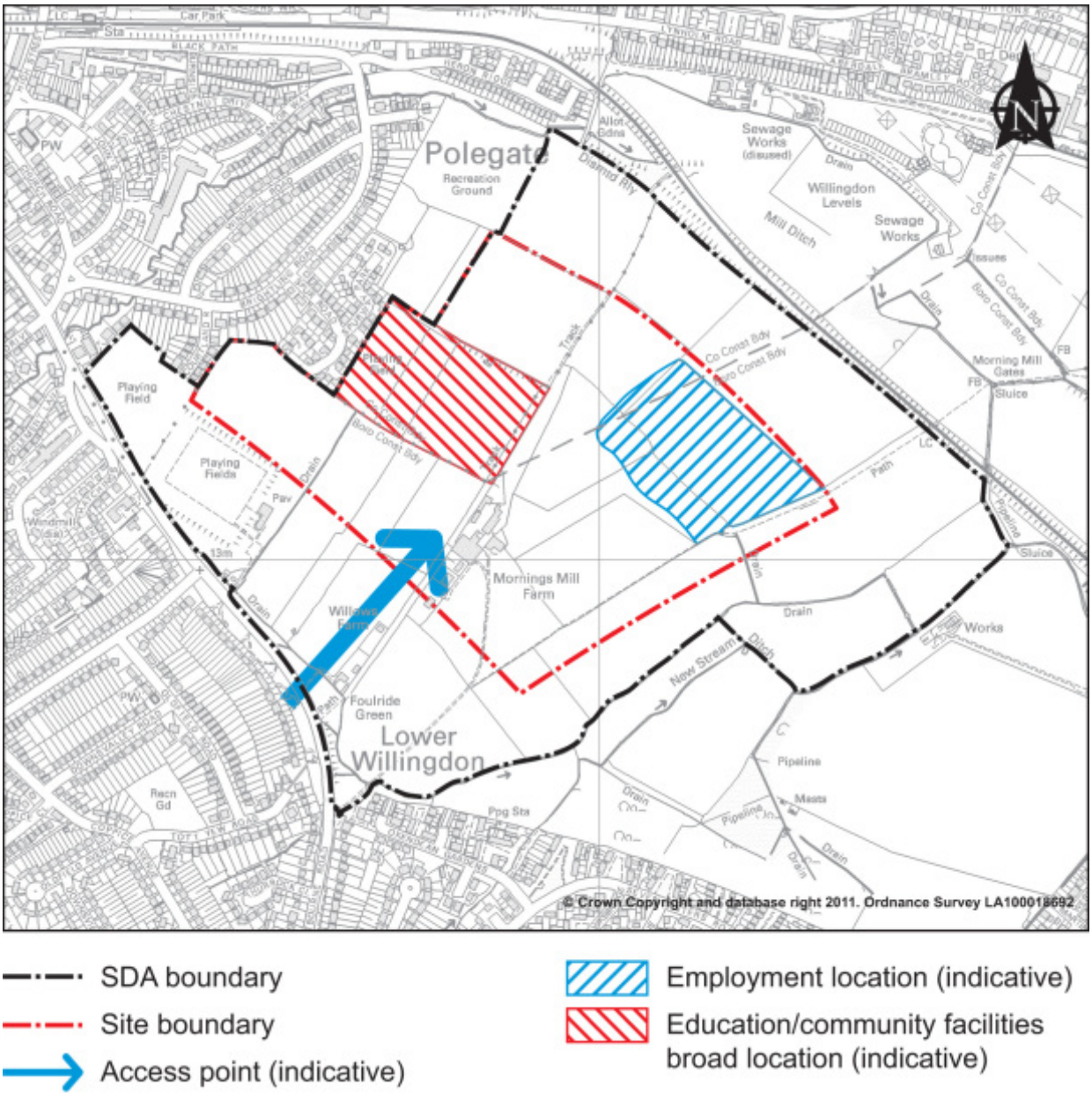
8.18 The employment location in this option is shown in the northern part of the site, closer to Polegate town centre and within easy walking distance of the railway station. With improved connections to the town centre, this location would provide good accessibility to public transport, services and facilities. This location also places employment closer to the railway line which is a potential potential source of noise. The employment use would be accessed from Eastbourne Road mixing residential and employment traffic therefore requiring careful and creative layout design to reduce issues that may arise.

8.19 The education and community uses in this option are shown located in a fairly central position, accessible to residents and near to potential green infrastructure, but away from the employment location.

Option 3

Focus on the central part of the SDA whilst retaining open land adjacent to Eastbourne Road and the railway (See Figure 8.7)

Figure 8.7 SDA 4 Polegate South/East Willingdon Option for development 3



8.20 This option seeks to consolidate the development in the centre of the site, whilst keeping the feeling of 'openness' to the Eastbourne Road frontage as well as a reasonably substantial area of undeveloped land adjacent to the railway. The development would form an extension of the existing development on the western edge of the site and be surrounded on three sides by undeveloped land.

8.21 Access to the development site would need to be from Eastbourne Road because no other alternative exists. This option would mean a long access road with no development either side of it.

8.22 Suggested possible locations have been shown for the provision of employment, education and community facilities.

8.23 The employment location in this option is shown in the eastern corner of the area to be developed, near to the railway. It would however, be further away from Polegate station and main roads than any of the other options. Access would be through residential areas mixing residential and employment traffic and therefore requiring careful and creative layout planning to reduce any issues this may cause.

8.24 The education and community facilities are shown located to the western side of the area to be developed being close to existing residential areas in Polegate as well as being quite accessible to most areas of the new development.

Sustainability Appraisal of Options

8.25 The assessment of options against the 22 Sustainability Appraisal objectives of the Local Development Framework is contained within the Strategic Sites DPD Issues and Options Consultation Background Paper. There are distinct differences between options and there are a number of advantages and disadvantages to each one, which should be considered when choosing the most suitable option. These are summarised below.

Table 8.1 The Potential Benefits and Problems of the Sustainability Appraisal of the Options for SDA 4 against the 22 Sustainability Appraisal Objectives

Potential Benefits	Potential Problems and Mitigation
• Option 1 concentrates development closer to Polegate encouraging pedestrian and cycling links to the town centre. This will support the economy of the town centre and reduce the need for car travel. • All options have the same impact upon the landscape when viewing the options from the South Downs National Park against the backdrop of existing development. Option 3 being set back from the road has no material benefit. • The land to the east of the SDA is the most sensitive with regard to habitat supporting biodiversity. Option 1 takes	• Options 2 and 3 have elements close to Polegate but with limited or no frontage to Eastbourne Road - the main bus route. This could increase car journeys and trips to employment and retail centres outside of the district. • Option 3, being set back from the road, has the most issues in terms of deliverability.

the least land to the east, then Option 2, with Option 3 having the most land to the east. • Option 1 provides for a more integrated community with Options 2 and 3 being more isolated from existing communities. • Options 2 and 3 can make the most of existing green corridors.	

Question 13

Options for development within SDA 4

Please tell us whether you Agree or Disagree, and your reasons for doing so, with the following options for development within SDA 4

Question 13a

Option 1

Focus on the western part of the SDA closest to Polegate Town Centre

Question 13b

Option 2

Focus on the central part of the SDA whilst retaining open land in the western and eastern part of the SDA

Question 13c

Option 3

Focus on the central part of the SDA whilst retaining open land adjacent to Eastbourne Road and the railway

Question 13d

Please tell us any further comments that you have in relation to options for SDA 4, including any further locations or options that you wish us to consider

Link to online questionnaire

Infrastructure Requirements

8.26 Through the preparation of the Core Strategy and accompanying Infrastructure Delivery Plan, a number of key infrastructure requirements have been identified in relation to the provision of 700 new homes together with 8,600 sqm of employment floorspace and appropriate leisure, recreation and community infrastructure. These include:

Transport

- Appropriate improvements at Cophall Roundabout at the junction of the A27 and A22.
- Improvements at the roundabout junctions of A22 (Golden Jubilee Way) with both the A27 and Dittons Road.
- Junction improvements at A22/A27/A2270 traffic light junction.
- Junction improvements at the A2270/Polegate High Street/Wannock Road junction.
- Implementation of the Quality Bus Corridor along Eastbourne Road.

Education

- Requirement for new land and buildings for a one form entry nursery (60 places).
- Requirement for a one form entry primary school (210 places), which could be in the form of either an extension to an existing school or new provision.
- Requirement for up to an additional one form entry (150 places) extension to existing secondary school provision.

Waste Water

- Requirement to conduct a study into alternative discharge locations and any additional measures needed in relation to waste water treatment.

8.27 The provision of new health facilities in the Polegate area will require further review because recent Primary Care Trust proposals will now no longer go ahead. There may therefore be the need for the provision of a new Primary Care facility on site.

8.28 Additional requirements for the site, which may be provided on or off it may include:-

- Provision of new open space and recreation facilities in the form of new allotments, an additional bowling green (6 rinks), additional grass pitches, provision of multi-sports and tennis courts and other open space, particularly park-like space.

- Financial contributions towards the improvement of recreational facilities in the local area.
- Provision of additional children's play facilities for the under 8's and 8-12 year olds and new teen facilities to cater for the increased population.
- New accesses for vehicles onto Eastbourne Road as required.
- New pedestrian crossing facilities and signs (to local facilities, footpath and cycle routes) within the site and along Eastbourne Road.
- Possible re-location of existing bus lay-by adjacent to existing access to Hindlands playing fields and possible provision of new bus stop on Eastbourne Road convenient for residents and users of the site.
- Provision of safe crossing facilities across the railway at the existing crossing point over the railway for the 1066 Way long distance footpath.
- Provision of sustainable drainage solutions within the site, associated with open space and green infrastructure provision.

Affordable Housing

8.29 In the case of Polegate, the evidence[19] suggests that it is appropriate to set an overall proportion of affordable housing of 35%[20], but that a higher percentage could be considered on allocated greenfield sites. The appropriate percentage for a particular site is, however, dependent on how economically viable a site is and the need to promote mixed and balanced communities.

8.30 In relation to this development area, there is a requirement for the developer to fund new land and buildings for a one form entry nursery (60 spaces), a one form entry primary school (210 spaces), and an additional one form entry (150 spaces) extension to existing secondary school provision.

8.31 Contributions will also be required towards the cost of transport infrastructure and any other additional requirements for the site. The cost of contributing to these may affect the amount of affordable housing that is viable for the site.

8.32 We would be very interested to hear your views about the provision of affordable housing on this site.

Question 14

Affordable Housing Provision within SDA 4

Please tell us whether you agree or disagree, and your reasons for doing so, with the following possible proportions of affordable housing within SDA 4

19 Housing Viability Assessment Final Report, August 2009. Three Dragons Consultants
20 This means that 35% of the total housing on the site should be affordable

Question 14a

35% of the total housing provided on the site should be affordable housing

Question 14b

40% of the total housing provided on the site should be affordable housing

Question 14c

If there is another proportion of affordable housing that you wish us to consider within SDA 4, please tell us what it is and your reasons for suggesting it

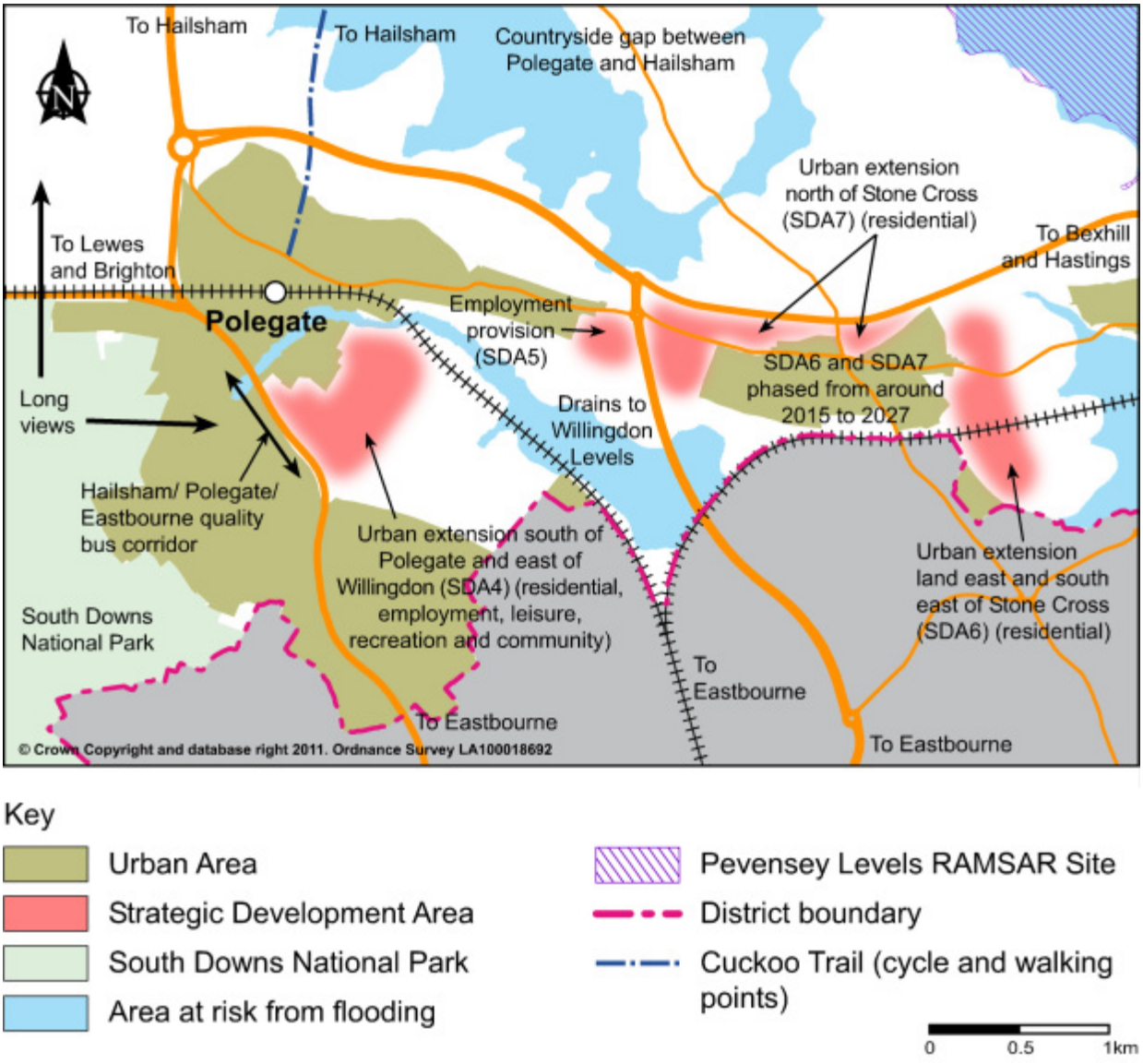
Link to online questionnaire

8 SDA 4: Land at South Polegate and East Willingdon

9 SDA 5: Land at Dittons Road, Polegate

Location	Growth identified in the Core Strategy
Land South of Dittons Road, Polegate, to the East of the Chaucer Industrial Estate and to the West of the A22 (Golden Jubilee Way) (See Figure 9.2)	8,290 sq m of new employment floorspace

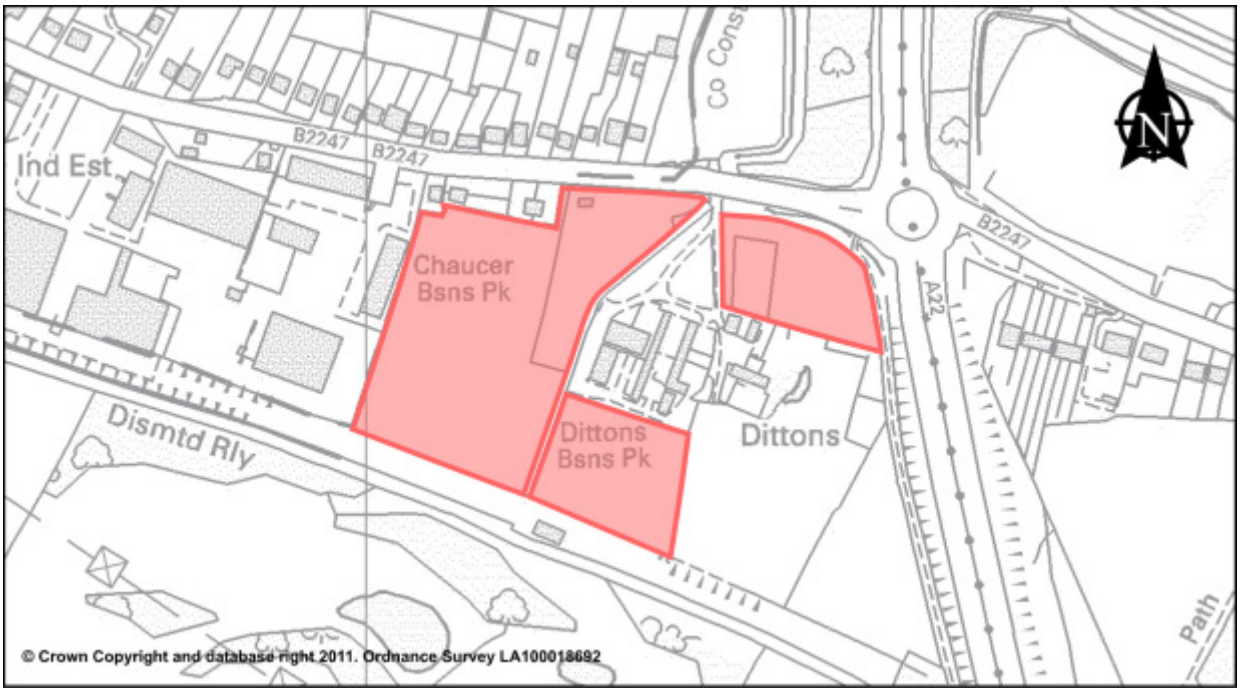
Figure 9.1 SDA 5: Land at Dittons Road, Polegate Core Strategy Strategic Sites Context Plan



Land Available for Development

9.1 There are approximately 3.5 hectares of land put forward for development in this location (SDA 4). This area of land has been identified in the Wealden Strategic Housing Land Availability Assessment (SHLAA)[21]. Although the land has been identified as unsuitable for housing development, it is considered suitable for business development. This land is situated between the Chaucer Business Park and Dittons Farm Business Park fronting Dittons Road. Land is also available to the north and east of the Dittons Farm Business Park. There are three parcels of land under consideration, all of which have different landowners. Adjacent and to the south of the site is the Cuckoo Trail which is part of the National Cycle Network. The land available in SDA 5 is shown in Figure 9.2.

Figure 9.2 SDA 5: Dittons Road, Polegate Land Availability Plan

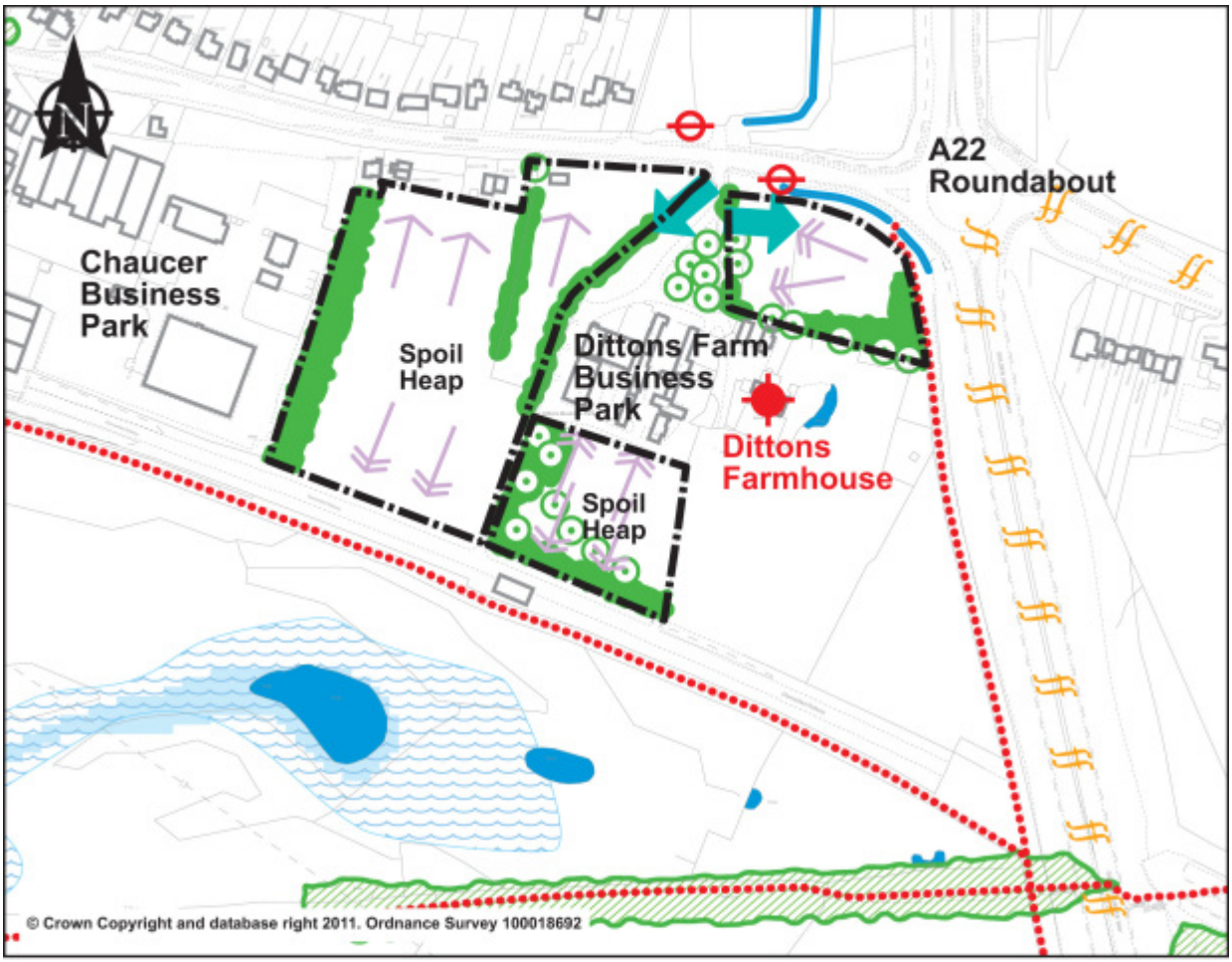


21 See Part 1 for more information on the Wealden SHLAA

Character Appraisal

9.2 The site appraisal plan shows the key features of the site (see Figure 9.3).

Figure 9.3 SDA 5 Dittons Road, Polegate Site Appraisal



SDA boundary
Existing access/field access
Hedges and trees
Individual trees
Tree preservation orders
Flood zones 2 and 3 without climate change
Area impacted by Flood Zone 2115 (tidal and fluvial)
Water course
Water
Statutory footpaths
Slope gentle
Slope medium
Source of noise
Bus stop
Key building
0 100 200 m

9.3 This site is close to existing employment areas in the locality and is located on the outskirts of the east of Polegate. There is some residential development to the north of the site on both sides of Dittons Road. The area has a gradual slope up from Dittons Road

and development in this location would extend the urban boundary of Polegate and infill the area between the Chaucer Business Park and the Dittons Farm Business Park. The Chaucer Business Park is a modern business park and is built at a relatively high density. The Dittons Farm Business Park comprises of mainly small business and industrial units, with 10 mainly low density small single storey and mezzanine floored flint and redbrick units around a courtyard providing parking space. In addition, there are two larger 2 storey metal shed type buildings on the western part of the site.

9.4 The area to the west and north of the Dittons Farm Business Park includes land previously used as a storage depot and contains a surfaced area as well as an area of earth bunding. This area of land lies between the Chaucer and Dittons Farm Business Parks and whilst it slopes up from Dittons Road it is not particularly visible from the road and not particularly sensitive in landscape terms.

9.5 The land to the south of the Dittons Farm Business Park includes grass, shrubs and trees and although it contains an earth mound, has not previously been used or developed for any purpose. It is more landscape sensitive as it is open to views from the Cuckoo Trail, Willingdon Levels and the South Downs National Park. In terms of views from the National Park, it is set in the context of the built up area of Polegate. The land in this location slopes up from the Cuckoo trail. The land to the north-east of the Dittons Farm Business Park within the site is used as a paddock and is more prominent as it is open to views from Dittons Road and the A22 (Golden Jubilee Way).

9.6 There are some trees and hedges along some boundaries of the area and also trees and bushes within the southern part of the area, although the site does not contain any habitats of outstanding ecological value

Objectives

9.7 A number of objectives which relate to the Core Strategy and Sustainability Appraisal are particularly important in relation to this development area, as described below.

9.8 In developing options for employment provision in this development area we are seeking to support the growth of the Wealden economy by helping existing companies to expand and develop. The aim will be to provide premises which meet local needs and which are not presently easily available in the locality. In addition it will be necessary to make the most efficient use of land by maximising the use of previously developed land and ensuring that densities are compatible with the location.

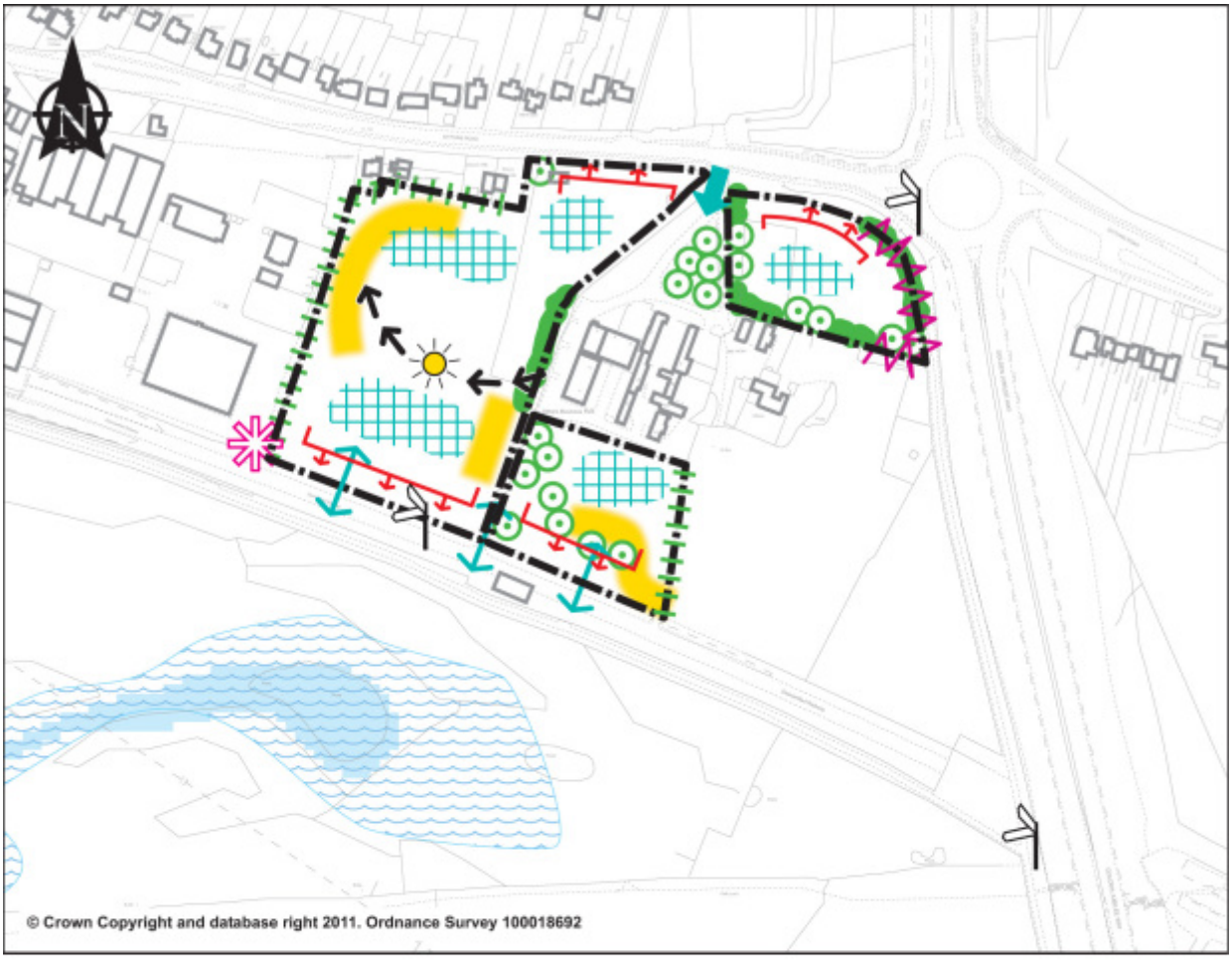
9.9 Development of this site should protect and enhance biodiversity features, and in particular consider the impact of development on the Willingdon Levels, which is sensitive in terms of landscape and drainage. There will therefore be the need for measures to control surface water runoff and any appropriate sustainable drainage solutions. In order to protect important landscapes, including the Willingdon Levels and the South Downs National Park, development of the site should be designed in a manner which is sensitive to views from these areas. The aim will be to reduce the need to travel by car and therefore opportunities should be taken to encourage travel by foot, cycle and public transport.

Suggested Guiding Principles for Development

9.10 The key guiding principles are shown on Figure 9.4, and include:

- Improve connections between the site and:
    - Polegate town centre;
    - Polegate railway station;
    - the Willingdon Levels recreational area;
    - existing employment opportunities in Dittons Road; and
    - the new strategic development areas in south Polegate and east Willingdon, Stone Cross, and Hailsham.
- Improvement of signage to the existing footpath and cycle network and links to the site, and provision of appropriate pedestrian crossing facilities on key routes, by providing direct access onto the Cuckoo Trail to the south of the site.
- Provision of good landscape screens, using native species to encourage biodiversity, on the northern, eastern and western boundaries.
- Provide additional screening and measures to reduce the impact of traffic noise from the A22 (Golden Jubilee Way).
- Provision of sustainable drainage solutions, to be incorporated as part of the green spaces on the site.
- The provision of appropriate landscaping and habitat improvement measures, and provision of a pleasant outdoor environment for employees.
- Adequate parking provision to support the development, whilst supporting and encouraging the use of sustainable transport modes. Parking should be accommodated within the development, but should not front onto Dittons Road to the north of the site nor onto the Cuckoo Trail to the south of the site.
- Cycle parking facilities should be provided within the development. In addition, the provision of additional bus routes along Dittons Road serving more destinations may be possible in the future. The provision of adequate signage within the site and neighbouring areas to cycle and footpath routes will be important, as will facilities such as 'real time' bus information at bus stops in highlighting the frequency of public transport.
- Ensure that there is no impact on the Willingdon Levels which is sensitive in terms of landscape and drainage.

Figure 9.4 SDA 5 Guiding Principles for development of Dittons Road, Polegate



- SDA boundary
- Access (indicative)
- Reinforce/create linkages
- Woodland/hedgerows to retain/enhance
- New/reinforced landscape boundaries
- Trees to retain
- Flood zones 2 and 3 without climate change
- Area impacted by Flood Zone 2115 (tidal and fluvial)
- SUDS (indicative)
- Optimise renewables
- Car parking to rear of buildings
- Noise attenuation (subject to survey)
- Important building frontage
- Improve signage
- Telecommunications mast

0 100 200 m

Question 15

Suggested Guiding Principles for SDA 5

Question 15a

Please tell us whether you agree or disagree, and your reasons for doing so, with the suggested guiding principles for SDA 5

Question 15b

Please tell us any further comments that you have in relation to the general guiding principles for SDA 5, including any further guiding principles that you consider to be important

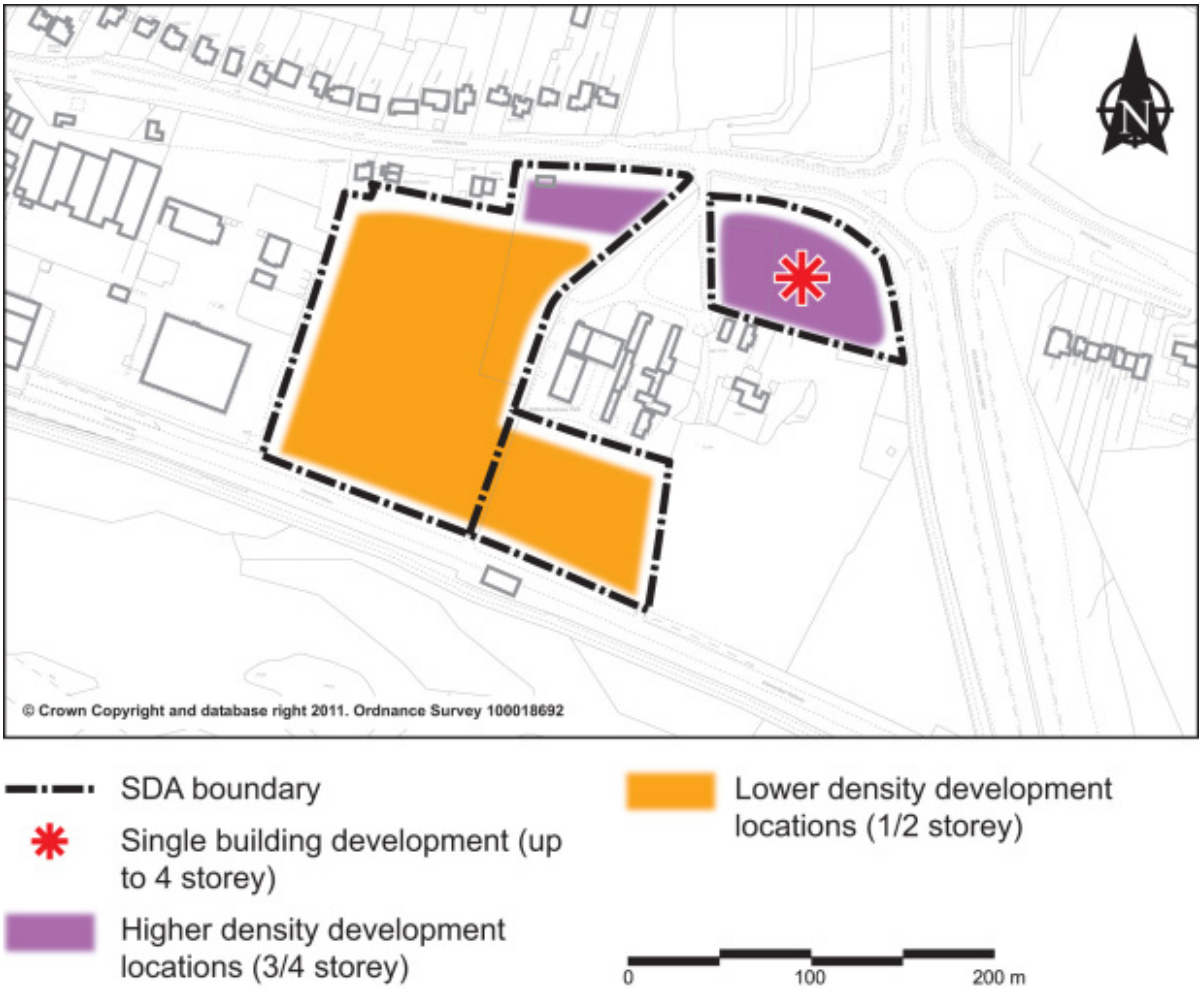
Link to online questionnaire

Options for Development

Option 1

Utilising all land within the SDA (See Figure 9.5)

Figure 9.5 SDA 5 Dittons Road, Polegate Option for development 1



9.11 This option uses all of the available land for development. Due to the visibility of the north-eastern part of the site it is recommended that this area of land, adjacent to the A22 (Golden Jubilee Way) roundabout is developed as a site for a single building. This would provide opportunities for a highly visible building at one of the key gateways to Polegate. This building, if constructed to a high quality of design, could help to market new employment opportunities within the area generally. The development of this particular site will, however, mean the loss of the open aspect from the A22 (Golden Jubilee Way) in this location and could be seen to reduce the perception of a visible open gap between Polegate and Stone Cross. The remainder of the Dittons Road frontage could also be used for prominent buildings which could be high density.

9.12 The remainder of the site could be developed at low to medium density with the possible option to include some landscape, ecology or open space provision, although

some increase in density may be required to accommodate all of these additional requirements. This would allow a variety of premises on the site to complement the existing business premises adjacent.

9.13 This option uses all the previously used land available at the site at lower densities which relate well to the existing low density development on the Dittons Farm Business Park. It allows important trees to be retained and new landscape screens will help enhance biodiversity features on the site.

Option 2

Increasing density on the western part of the SDA, whilst retaining the north eastern site as open land (See Figure 9.6)

Figure 9.6 SDA 5 Dittons Road, Polegate Option for development 2



9.14 This option excludes the land to the east of the current access road to the Dittons Farm Business Park and retains this as 'open' land, recognising this as one of the key entrances to Polegate, although this means that the opportunity is lost to create a gateway building which might help attract new businesses to this location.

9.15 The option requires an increase in density on the land to be developed in comparison to Option 1. This can be achieved by providing higher density development adjacent to the Chaucer Business Park, which has taller buildings than the Dittons Farm Business Park. This would enable lower densities, including single storey and two storey buildings, to be built adjacent to the Dittons Farm Business Park and the Cuckoo Trail to the south. The overall higher density of this option could, however, impact on the optimum range, mix and size of unit that can be provided to meet market demand.

Option 3

Increasing density on the western and central part of the SDA, whilst retaining the north eastern and south eastern sites as open land (See Figure 9.7)

Figure 9.7 SDA 5 Dittons Road, Polegate Option for development 3



9.16 This option involves the development of the western area of land. This helps to retain the eastern areas as 'open' land to provide a gap between Polegate and Stone Cross. The development of this land would provide additional employment opportunities between the Chaucer Business Park and the existing Dittons Farm Business Park, providing a fairly continuous employment area to the south of Dittons Road.

9.17 This option would require an increase in density and possibly in the height of all or some buildings in order to accommodate the required space, car parking and loading space. However this would provide diversity in the type and specification of uses at the site, complementing the existing uses and helping attract new businesses to the site.

9.18 Higher density development, such as three or four storey development would be more appropriate along the main Dittons Road frontage, and adjacent to the boundary with the Chaucer Business Park. However, it may also have to include more central areas of the site, reducing the area for lower density development, i.e. single storey and two storey buildings, adjacent to the Dittons Farm Business Park and the Cuckoo Trail.

9.19 This option restricts the development to the area mainly between the existing business parks, thereby retaining the open nature of the site adjacent to the A22 roundabout. It maximises the use of the previously used land available across the whole development area, whilst developing at a higher density which could require increased storey height and limit the range of options in terms of the range, mix and size of unit that can be provided. The higher density of development may also impact upon opportunities for habitat retention and creation.

Sustainability Appraisal of Options

9.20 The assessment of options against the 22 Sustainability Appraisal objectives is contained within the Strategic Sites DPD Issues and Options Consultation Background Paper. In comparing options it is clear that there are a number of advantages and disadvantages to each option, which should be considered when choosing the most suitable. These advantages and disadvantages are summarised below.

Table 9.1 The Potential Benefits and Problems of the Sustainability Appraisal of the Options for SDA 5 against the 22 Sustainability Appraisal Objectives

Potential Benefits	Potential Problems and Mitigation
• Option 1 provides lower density in line with nearby estates. There is market demand in this area which improves the ability of the site to be delivered. • Option 1 provides greatest opportunity for renewable energy. • Options 2 and 3 make more efficient use of land. • Options 2 and 3 are less biodiversity sensitive than option 1.	• Options 2 and 3 rely on higher densities which are more likely to be for office use, with less market demand in the area. This may impact on the delivery of the development. • Higher densities of Options 2 and 3 will possibly prevent wind generation and reduce renewable energy potential. • Option 1 encourages coalescence or the joining of Polegate with Stone Cross.

	• Options 2 and 3 will be more prominent in the landscape • Option 1 is more biodiversity sensitive, but with greater opportunities to enhance biodiversity overall.

Question 16

Options for development within SDA 5

Please tell us whether you Agree or Disagree, and your reasons for doing so, with the following options for employment development within SDA 5

Question 16a

Option 1

Utilising all land within the SDA

Question 16b

Option 2

Increasing density on the western part of the SDA, whilst retaining the north eastern site as open land

Question 16c

Option 3

Increasing density on the western and central part of the SDA, whilst retaining the north eastern and south eastern sites as open land

Question 16d

Please tell us any further comments that you have in relation to options for SDA 5, including any further locations or options that you wish us to consider

Link to online questionnaire

Infrastructure Requirements

9.21 Through the preparation of the Core Strategy and accompanying Infrastructure Delivery Plan a number of key infrastructure requirements have been identified in relation to the provision of 8,290 sq m of employment floorspace. These include:-

Transport

- Appropriate improvements at Cophall Roundabout at the junction of the A27 and A22.
- Improvements at the roundabout junctions of A22 (Golden Jubilee Way) with both the A27 and Dittons Road.
- Junction improvements at A22/A27/A2270 traffic light junction.
- Junction improvements at the A2270/Polegate High Street/Wannock Road junction.
- Implementation of the Quality Bus Corridor along Eastbourne Road.

Waste Water Capacity

- Study into alternative discharge locations and any additional measures required in relation to waste water treatment.

9.22 Additional requirements specific to the site, which may be provided on or off site, may include:

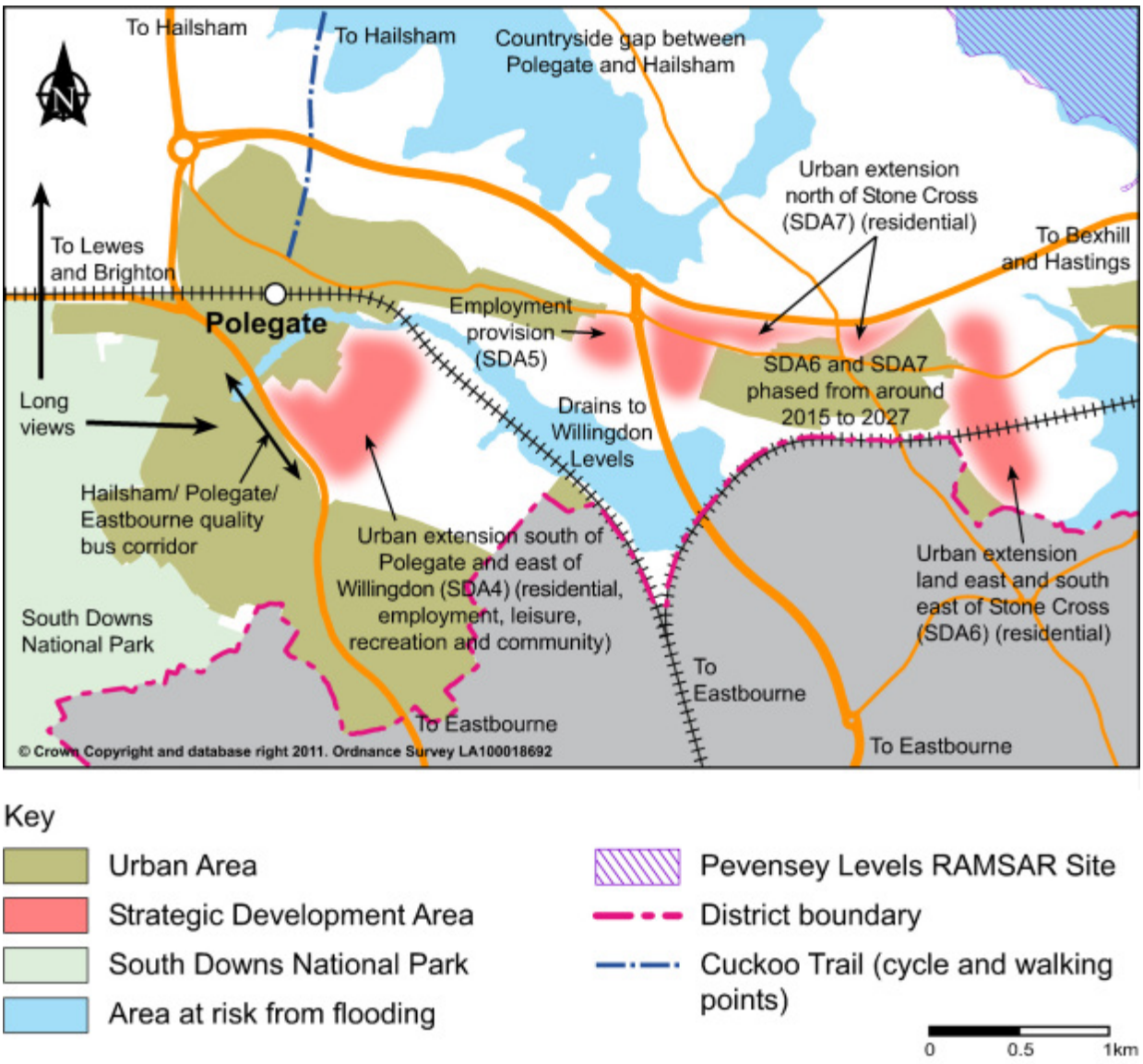
- New or redesigned access off Dittons Road.
- Financial contributions towards improved bus services along Dittons Road.
- Pedestrian and cycle linkages to the Cuckoo Trail to the south of the site.
- New signage along the Cuckoo Trail and neighbouring paths to indicate distance to Polegate Railway Station.
- Sustainable drainage systems which may incorporate habitats to encourage and enhance the bio-diversity of the site.
- Provision of green infrastructure, landscaping and biodiversity habitat.

9 SDA 5: Land at Dittons Road, Polegate

10 SDA 6 and SDA 7: Land at Stone Cross

Location	Growth Identified in the Core Strategy
Land at Stone Cross - to the North, East and South East of the settlement (See Figure 10.2 and Figure 10.3)	Total of 650 new homes between SDA 6 and SDA 7 with flexibility between the two areas as to how this provision is met

Figure 10.1 SDA 6&7: Stone Cross Core Strategy Strategic Sites Context Plan



Introduction

10.1 This section relates to land to the east and south-east of Stone Cross (SDA 6) and land to the north of Stone Cross (SDA 7), which have been identified in the Core Strategy as being suitable for the development for up to 650 homes between the two areas, with flexibility between SDA 6 and SDA 7 as to how this provision is met. The first

part of this section provides an overview of these two areas which is followed by a more detailed analysis of the two separate areas. The final part of the section provides a series of options for the two areas.

10.2 The Core Strategy seeks to enhance the role of Stone Cross as a service centre serving the local community and surrounding area and supporting the wider economic growth and regeneration of the south Wealden and Eastbourne area.

10.3 In order to determine the most appropriate distribution of growth the options for development are considered across the whole of Stone Cross, starting in Section 10.83. This allows comparison of all sites, and assessment and consideration of alternative options for the development of SDA 6 and SDA 7, whilst a separate section is provided which examines the character, guiding principles and infrastructure requirements of each site.

Area of Interest

10.4 The sites in Stone Cross are shown on Figure 10.2 and Figure 10.3.

10.5 Land to the east of Stone Cross (SDA 6) comprises three key sites: one at Friday Street, one to the north of Rattle Road and one to the south of Rattle Road.

10.6 The sites in SDA 6 are greenfield and mostly grazing land. There are also some agricultural buildings which are now in use for small scale industrial uses.

10.7 The sites to the north and south of Rattle Road are within approximately 10 minutes walking distance of the services and facilities provided within Stone Cross local centre. The sites also have good accessibility to the wider range of services and facilities available within Eastbourne. The remaining site, Friday Street, is within approximately 15 minutes walking distance of the services and facilities provided at Langney local shopping centre, on the edge of Eastbourne.

10.8 SDA7 relates to sites located in the north and west of Stone Cross and comprises four sites in total. Two of these sites are located to the north of Dittons Road, one to the south of Dittons Road and one to the east of Hailsham Road.

10.9 Of the four sites in SDA 7, three of these are currently in agricultural use for grazing. The main part of the fourth site is currently in use as a plant nursery and garden centre and a small golf training course.

10.10 All sites are within 15 minutes walking distance of the services and facilities provided within Stone Cross local centre and have good accessibility to the wider range of facilities and services in Eastbourne.

Figure 10.2 SDA 6: Stone Cross East and South East Land Availability Plan

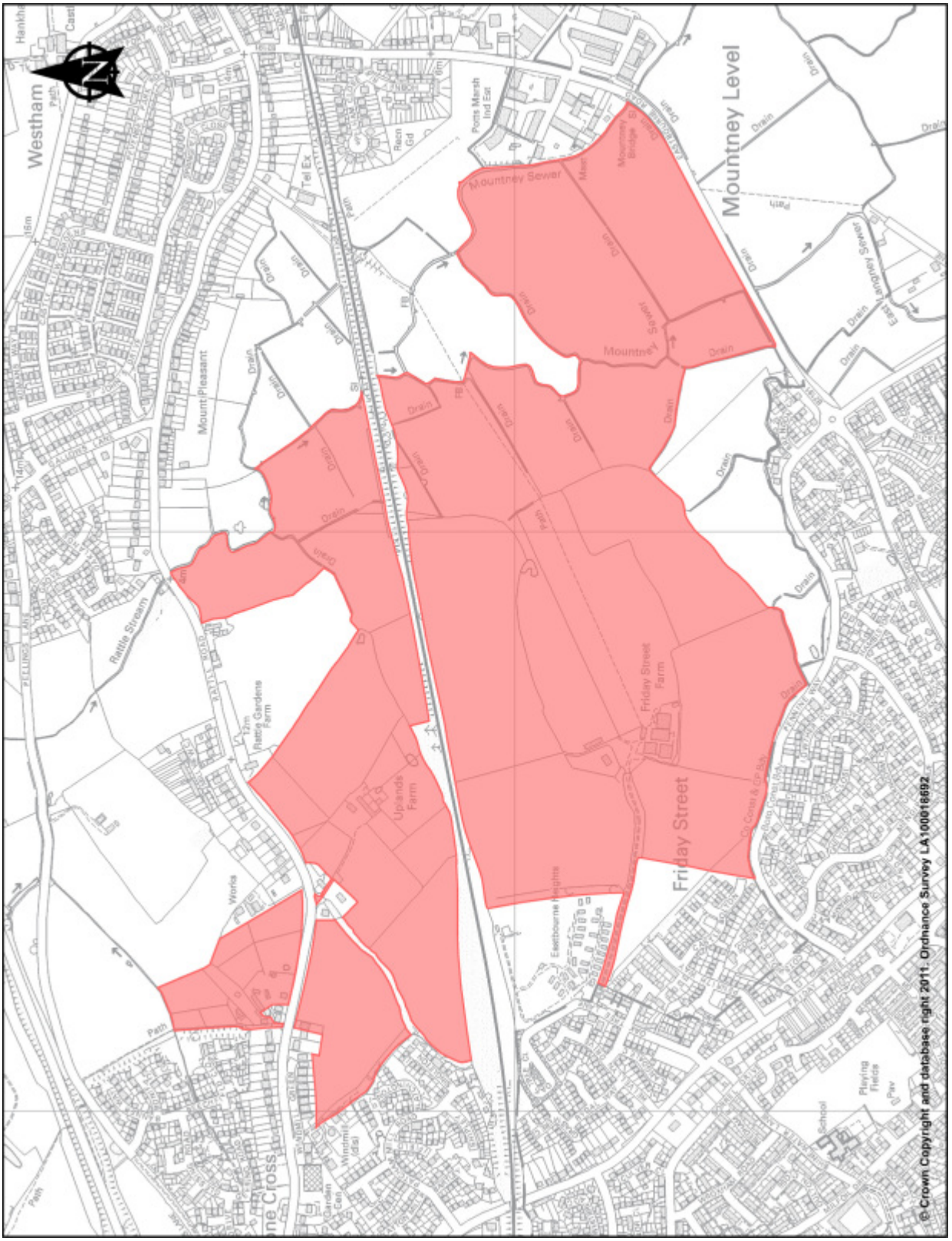
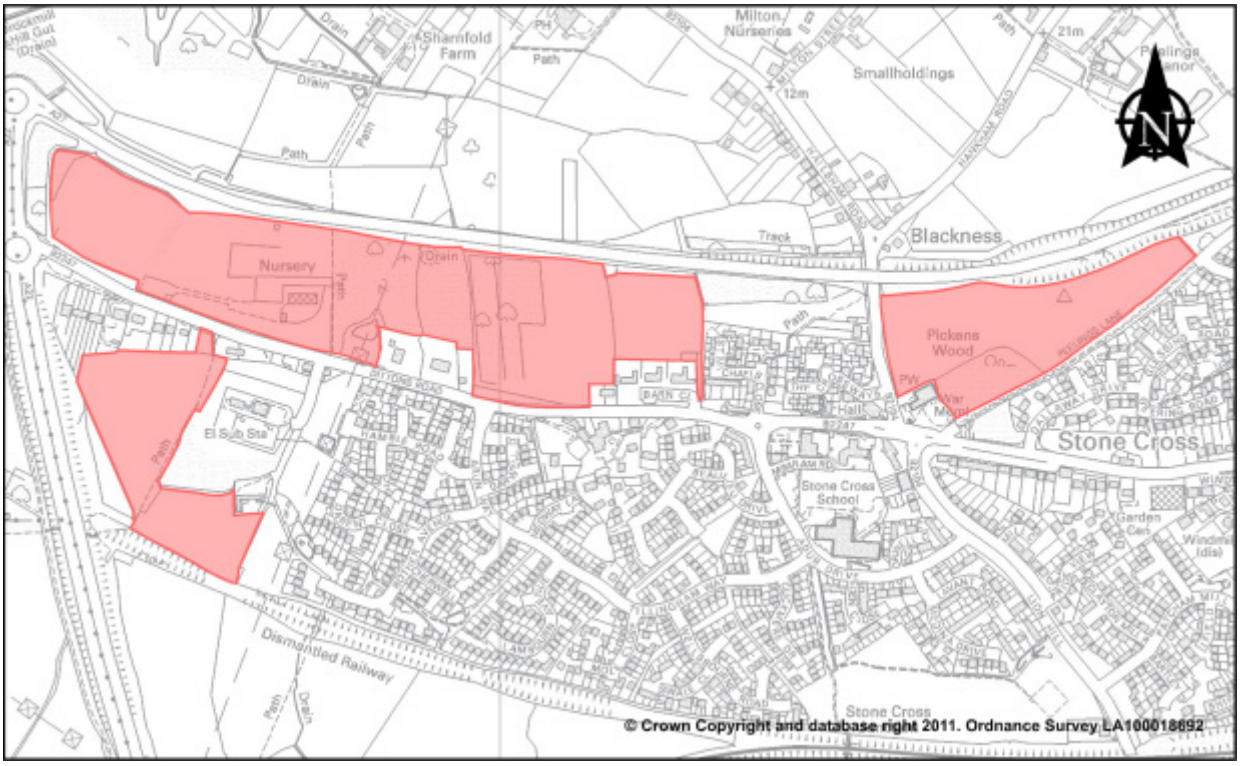


Figure 10.3 SDA 7: Stone Cross North Land Availability Plan



Land Availability

10.11 The land available for consideration as part of SDA6 and SDA7 has been identified in the Wealden Strategic Housing Land Availability Assessment (SHLAA)[22].

10.12 The individual sites are shown on Figure 10.4 and detailed in Table 10.1.

22 See Part 1 for more information on the Wealden SHLAA

Figure 10.4 SDA 6 and 7: Stone Cross Sub Areas

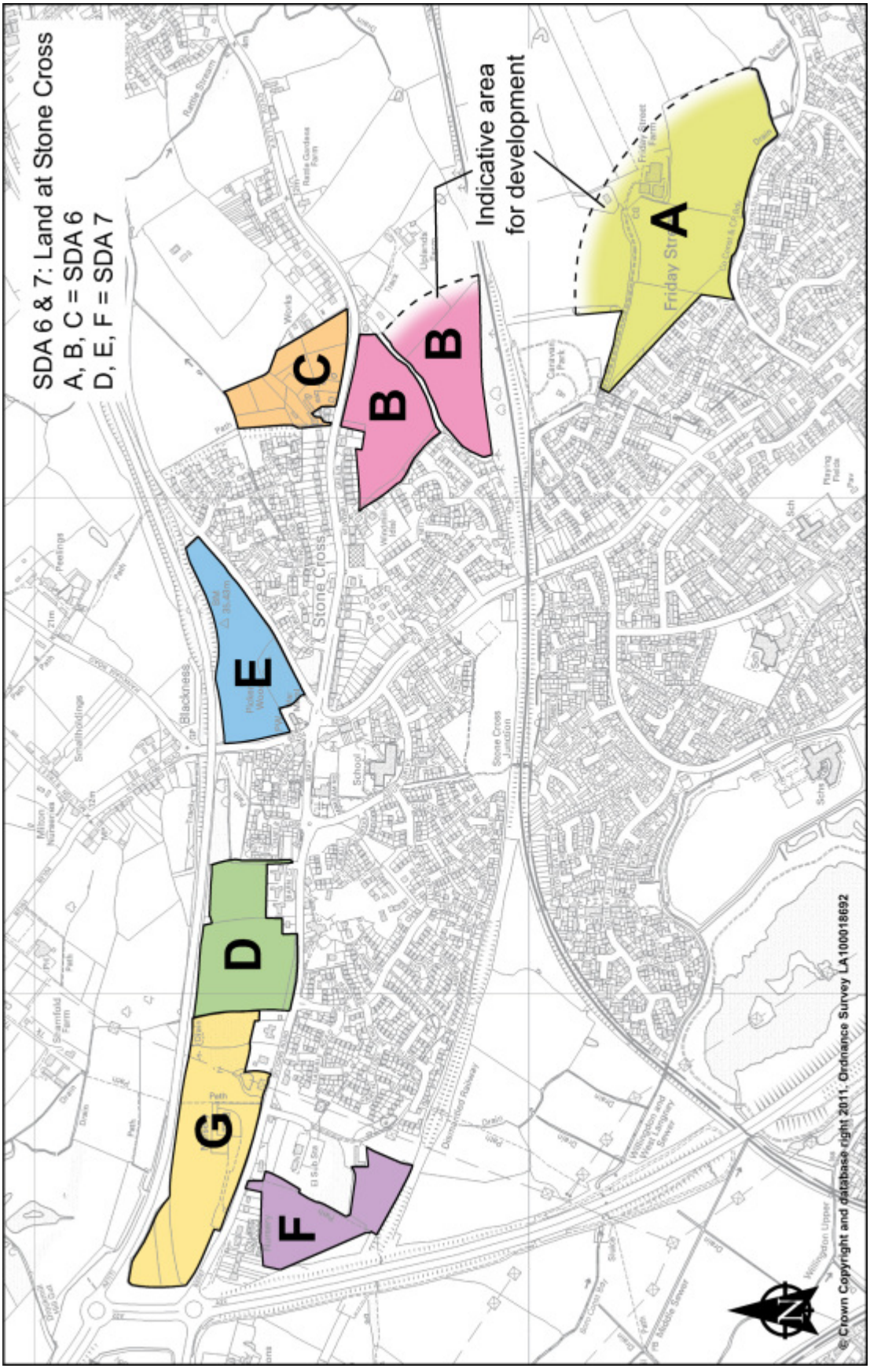


Table 10.1 Details of available land: Land to the East of Stone Cross (SDA 6) and: Land to the north of Stone Cross (SDA 7)

SDA	Site	Location	Greenfield or Brownfield	Gross site area (Hectares)
6	**Site A**	Land at Friday Street (includes site for 38 dwellings currently under construction)	Mainly greenfield but including some brownfield	62.5 hectares (Only up to 14 hectares proposed in this document for development)
6	**Site B**	Land south of Rattle Road	Greenfield	26.1 hectares (only up to 7.6 hectares proposed in this document for development)
6	**Site C**	North of Rattle Road	Greenfield	3.4 hectares
Sub total SDA 6				**Up to 25 hectares**
7	**Site D**	Land North of Dittons Road	Greenfield	4.9 hectares
7	**Site E**	Land at Hailsham Road, adjacent to Pickens Wood	Greenfield	4.4 hectares
7	**Site F**	Land south of Dittons Road	Greenfield	3.7 hectares
7	**Site G**	Stone Cross Nursery	Greenfield and part Brownfield	7.8 hectares (only up to 6 hectares proposed in this document for development)
Sub total SDA 7				**Up to 19 hectares**
Total				**Max 44 hectares available**

Objectives

10.13 A number of objectives which relate to the Core Strategy and Sustainability Appraisal are particularly important in relation to this development area as described below.

10.14 We will aim to create a network of green spaces, so options which increase the level and quality of publicly accessible open space will be pursued. Development will be avoided in areas subject to flood risk, taking into account predicted levels of climate change. Drainage from many of the areas is into the Pevensey or Willingdon Levels which are important in terms of landscape and drainage and any proposals need to carefully consider their impact on these areas. Measures to control surface water runoff will be required in addition to other sustainable drainage solutions.

10.15 In addition we wish to reduce the need to travel by car by locating development where it can most closely relate to existing services, facilities and public transport opportunities.

10.16 The maximum use of brownfield land will be sought in addition to the use of high density development in appropriate locations in order to ensure the most efficient use of existing resources. New development will be required to utilise existing capacity in infrastructure, services and facilities.

Infrastructure Requirements

10.17 The strategic infrastructure requirements are common to all sites within Stone Cross. These strategic infrastructure requirements are shown below, with local infrastructure requirements detailed in relation to each individual site in the following sections.

10.18 Through the preparation of the Core Strategy and accompanying Infrastructure Delivery Plan, a number of key infrastructure requirements have been identified in relation to the provision of new dwellings on these sites as follows:

Transport

- Appropriate improvements at Cophall Roundabout at the junction of the A27 and A22.
- Improvements at the roundabout junctions of A22 with both the A27 and Dittons Road.
- Junction improvements at A22/A27/A2270 traffic light junction.
- Junction improvements at the A2270/Polegate High Street/Wannock Road junction.
- Implementation of the Quality Bus Corridor along Eastbourne Road.

Education

- Requirement for new land and buildings for a one form entry nursery (60 places).
- Requirement for a one form entry primary school (210 places) as an extension to an existing school in the Stone Cross area.

10.19 Additional infrastructure requirements which are common to all sites but which may be provided on or off site, may include:

- Provision of new open space and recreation provision in the form of new allotments and the provision of multi-sports and tennis courts, or financial contributions towards these.
- Financial contributions towards the improvement of existing green spaces in the local area or improved accessibility to these.
- Provision of additional children's play facilities for the under 8's and 8-12 year olds and new teen facilities, providing greater variety and accessibility.
- Improvements to local bus services, bus stops and routes.
- Provision of footpath and cycling facilities within the sites and suitable links to the existing footpaths and cycle routes within the area and to Stone Cross local centre. This will make access to these facilities easier and assist the regeneration of Stone Cross.
- New pedestrian crossing facilities and signage within the general area.

10.20 The development of these areas will be expected to contribute towards the funding of the above strategic infrastructure requirements for Stone Cross. Local infrastructure requirements are outlined in relation to each individual site in the following sections.

Affordable Housing

10.21 In the case of Stone Cross, the evidence[23] suggests that it is appropriate to set an overall proportion of affordable housing of 35%[24], but that a higher percentage could be considered on allocated greenfield sites. The appropriate percentage for a particular site is, however, dependent on how economically viable a site is and the need to promote mixed and balanced communities.

10.22 In relation to this development area, there is a requirement for the developer to contribute towards the funding of new land and buildings for a one form entry nursery (60 spaces) and a one form entry primary school (210 spaces). Contributions will also be required towards the cost of transport infrastructure and any other additional requirements for the site. The cost of providing these may affect the amount of affordable housing that is viable for the site.

23 Housing Viability Assessment Final Report, August 2009. Three Dragons Consultants
24 This means that 35% of the total housing on the site should be affordable

Question 17

Affordable Housing Provision within SDA 6 and SDA 7

Please tell us whether you agree or disagree, and your reasons for doing so, with the following possible proportions of affordable housing within SDA 6 and SDA 7

Question 17a

35% of the total housing provided on the site should be affordable housing

Question 17b

40% of the total housing provided on the site should be affordable housing

Question 17c

If there is another proportion of affordable housing that you wish us to consider within SDA 6 or SDA 7, please tell us what it is and your reasons for suggesting it

Link to online questionnaire

SDA 6: Land at East and South East of Stone Cross

Land Available for Development

10.23 There are approximately 25 hectares of land which are considered for possible development in this growth area. This area of land has been identified in the Wealden Strategic Housing Land Availability Assessment (SHLAA)[25]. This includes land at Friday Street, to the north and east of the existing residential development in this area as well as sites to the north and south of Rattle Road on the eastern fringes of Stone Cross. The Stone Cross neighbourhood centre includes a Primary School, Doctor's Surgery and a local shopping centre. The land available in east and south east Stone Cross is shown in Figure 10.2: SDA 6 Stone Cross East and South East Land Availability Plan and the individual sites are shown in Figure 10.4 SDA 6 & 7 Stone Cross Sub Areas.

10.24 The development area comprises three separate areas as follows:

1) Site A - Land at Friday Street (area considered for development = 14 hectares).

2) Site B - Land to the south of Rattle Road (area considered for development = 7.6 hectares).

3) Site C - Land to the north of Rattle Road (Gross area = 3.4 hectares)

10.25 The following section looks at the different sites within the development area.

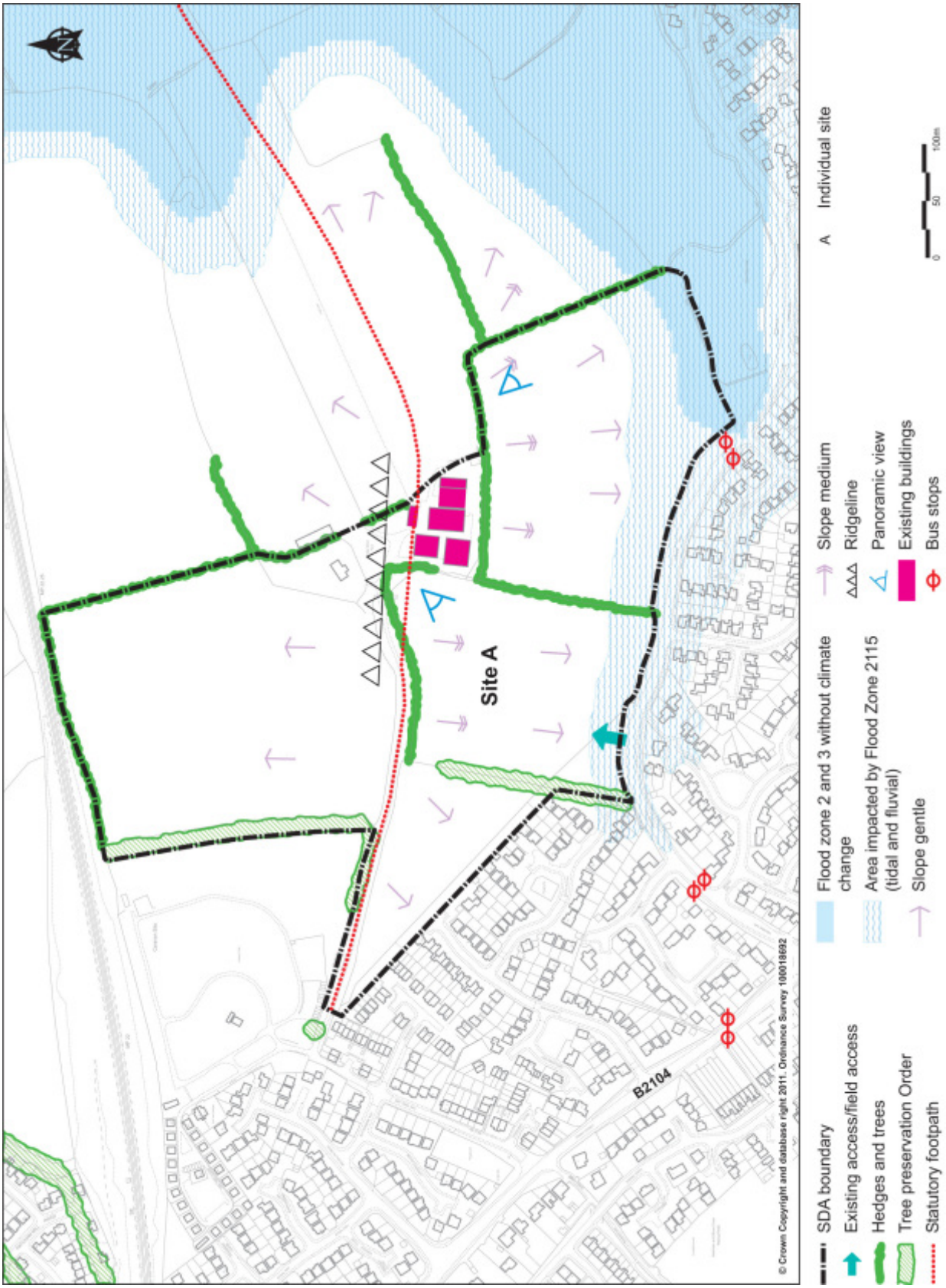
Site A - Land at Friday Street

Character Appraisal for Site A

10.26 The site appraisal plan shows the key features of the site (see Figure 10.5).

25 See Part 1 for more information on the Wealden SHLAA

Figure 10.5 SDA 6&7 Stone Cross Site A Site Appraisal



10.27 Site A is a mainly greenfield site which is currently in agricultural use for arable and pasture. It includes a group of agricultural buildings located centrally within the area.

10.28 The highest part of the site is a ridgeline on which the agricultural buildings are located on a small plateau. From this high point, the land slopes away at a moderate gradient to the south, southeast and north. There are some existing trees and hedges along this ridgeline.

10.29 There are long range views to the north from the higher ground along the ridgeline.

10.30 The south-western part of the site slopes down to the south at a moderate gradient, affording short range views over existing residential developments on the outskirts of Eastbourne.

10.31 The south-western part of the site is dominated by the existing residential development to its south, whereas the land to the north of the ridgeline performs the function of an open gap between Stone Cross and Langney and Westham[(26)]. The south-western part of the site is considered suitable for low density development, whereas the area to the north of the ridgeline is not considered to be suitable for new development as this would be significantly damaging to the landscape of the area.

10.32 Site A is located within approximately 1 km from a range of amenities and facilities including a GP Surgery, Stone Cross Primary School, a Church and Church Hall, and Stone Cross local shopping centre, which includes a sizable convenience store. In addition, the area is also within approximately 1km from a wide range of shopping and other services at Langney Shopping Centre on the northern fringe of Eastbourne. Housing in this location would help to meet needs in the wider area including Eastbourne.

10.33 The eastern part of the site is located within Flood Zones 2 and 3. Drainage is into the Pevensey Levels to the east of the site.

10.34 The development of Site A presents opportunities to increase the level and quality of publicly accessible open space through the provision of green infrastructure. By improving connections to the wider area, access to recreational and open space facilities could be improved.

Suggested Guiding Principles for the development of Site A

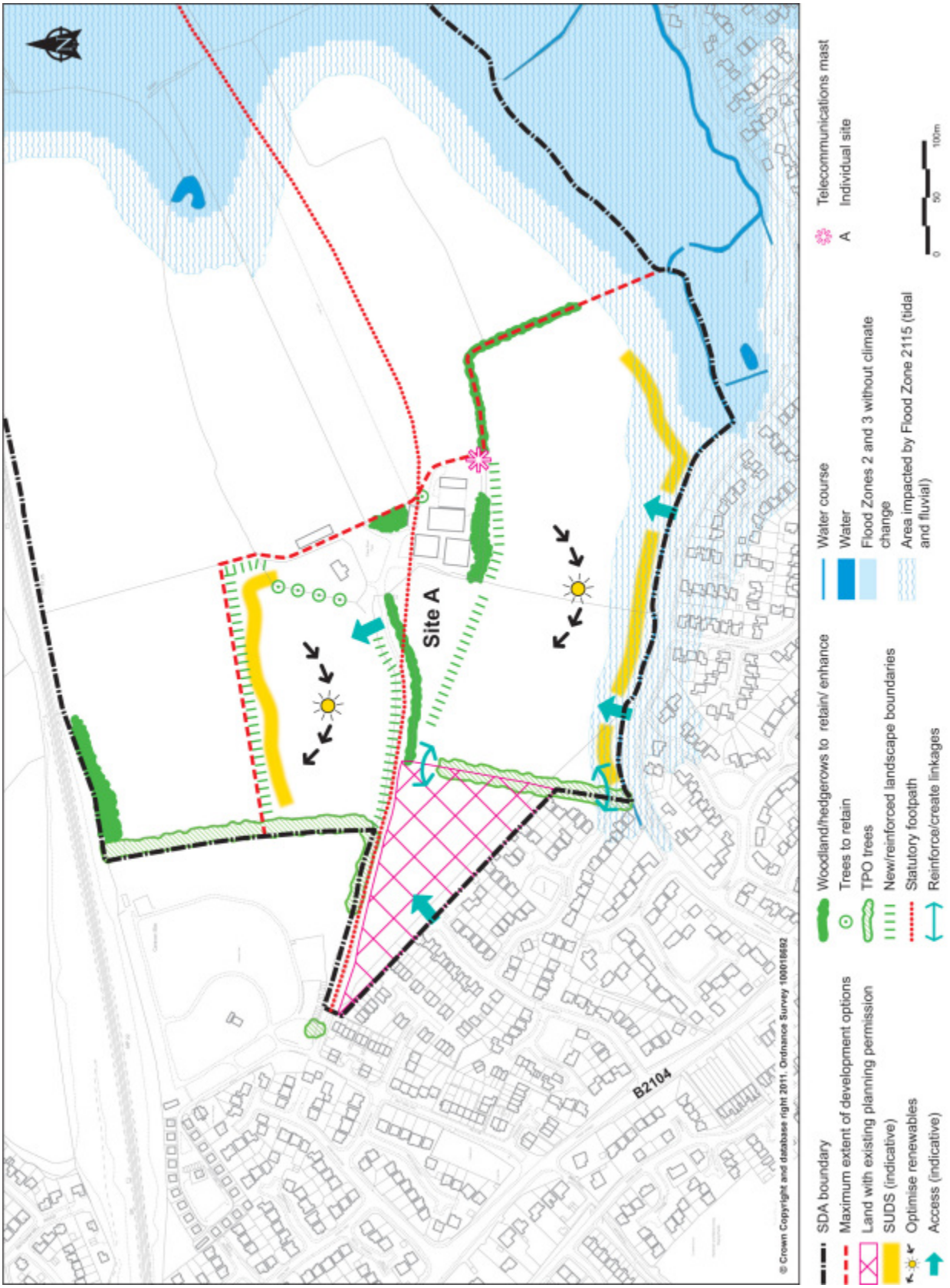
10.35 The key guiding principles are shown on Figure 10.6, and include:

- Provision of a new vehicular access from Pennine Way.
- Include the existing public right of way that crosses the site into the layout and design of the development, to enhance the connections between the site and the existing pedestrian and cycle links and the services and facilities in Stone Cross.
- The redevelopment of the existing ridgeline agricultural buildings with single storey development or the provision of open space in this particular location.

26 Wealden Landscape Character Assessment and Development Option evaluation study of February 2009

- Provision of soft landscaping along the eastern and northern boundary of the area to be developed, including the retention and planting of trees and hedgerows where possible.
- Provision of sustainable drainage solutions as part of the green infrastructure on this site.
- Retention and enhancement of existing mature hedgerows and trees where possible.
- Provision of an appropriate undeveloped and landscaped belt of land between new development and the existing protected belts of trees within and bordering the site.
- Provision of open space within the area potentially liable to flooding.

Figure 10.6 SDA 6&7 Guiding Principles for development of Stone Cross Site A



Infrastructure Requirements for Site A

10.36 Strategic infrastructure requirements which are common to all sites within SDA 6 and SDA 7 are included within the introductory part of this section.

10.37 Additional requirements which may be required to support the development of the site, may include:

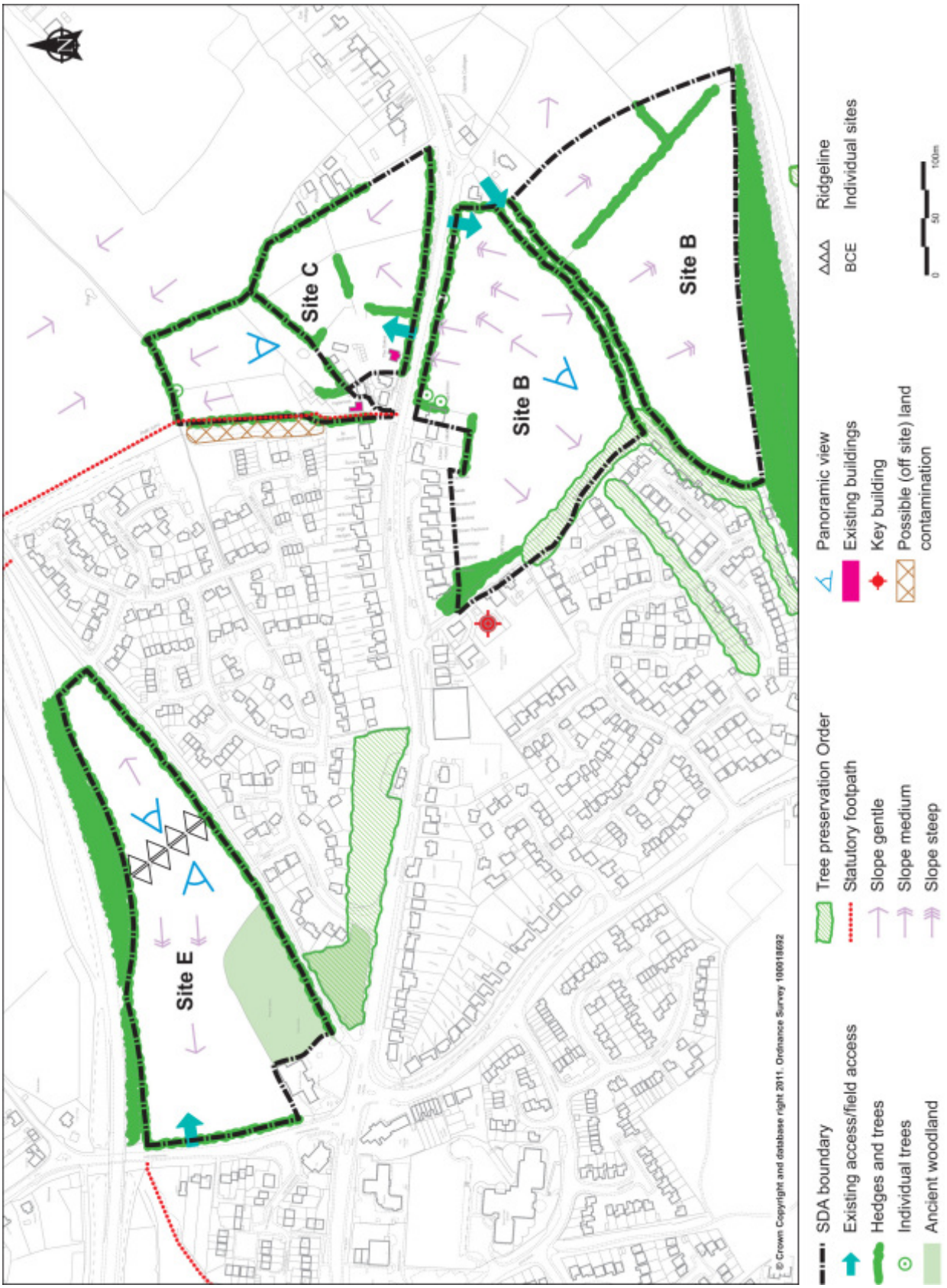
- New access onto Pennine Way.
- Provision of bus stops and cycle and pedestrian facilities.
- Any measures that may be required in relation to flood risk.
- Provision of footpath and cycle links within the site and linking to existing footpaths and cycle routes and to the local centres of Stone Cross and Langney. This will improve access to facilities in the area and assist the regeneration of Stone Cross and Langney local centres.
- Provision of sustainable drainage solutions within the site, taking into account flood risks.
- Provision of additional landscape screening to reduce the visual impact of the site from Mountney Levels and Westham.

Site B - Land to the south of Rattle Road

Character Appraisal for Site B

10.38 The site appraisal plan shows the key features of the site (see Figure 10.7).

Figure 10.7 SDA 6&7 Stone Cross Sites B, C & E Site Appraisal



10.39 Only a part of the area which was submitted to the Council for consideration as part of the SHLAA study in this location has been included and this area is shown on Figure 10.4. The remainder of the area which was submitted is considered too visually prominent and any development here would be out of keeping with the rural character and appearance of the landscape.

10.40 On its northern boundary the site fronts Rattle Road, although along part of this frontage there are existing residential properties. There is existing housing development adjacent to the west of the site. To the south of the site is the railway line and to the east is open countryside. The site is located on the eastern edge of the settlement of Stone Cross.

10.41 The site is split into two parts which are separated into a northern and southern section by a thick belt of mature trees.

10.42 The northern part of the site is bounded by hawthorn hedging adjacent to Rattle Road and by housing development to the west. It undulates from slightly below to slightly above the road level. As the southern section is behind the belt of mature trees as viewed from this road and slopes steadily down to the railway line, this part of the site is not prominent as viewed from the north and west.

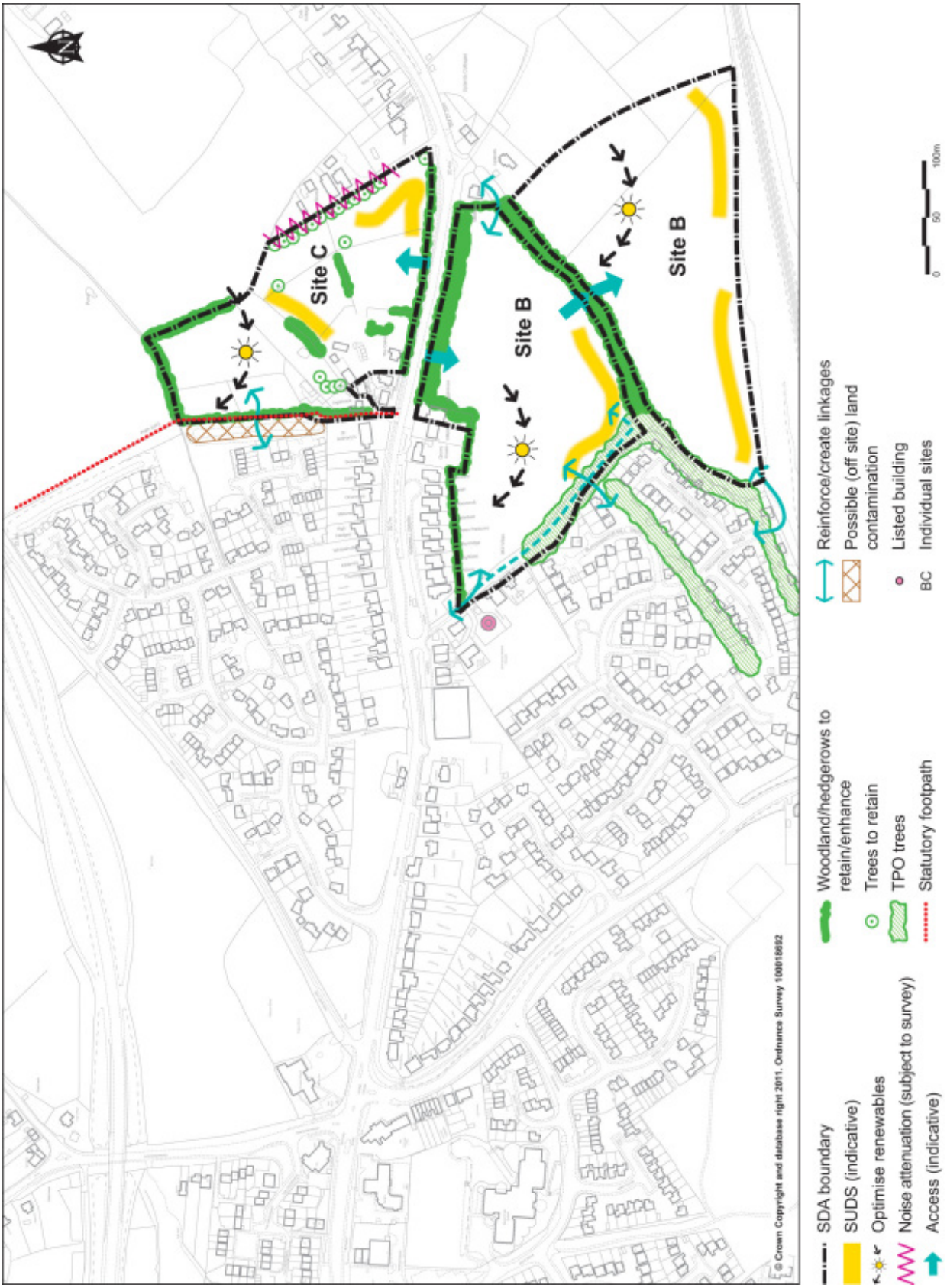
10.43 The site is approximately 0.8 km from a range of basis amenities and facilities including Stone Cross Surgery, Stone Cross Primary School and Stone Cross Local Shopping Centre, which includes a convenience store.

Suggested Guiding Principles for the development of Site B

10.44 The key guiding principles are shown on Figure 10.8, and include:

- Provision of a new access for vehicles from Rattle Road to be positioned towards the eastern part of the frontage.
- Improvements to bus stops and pedestrian and cycle links.
- The provision, if possible, of a pedestrian link into the site along Beggars Lane, to improve connections between the site and the existing pedestrian and cycle links and the services and facilities in Stone Cross.
- Retention and enhancement of existing mature hedgerows and trees where possible.
- Provision of an appropriate belt of undeveloped and landscaped land between the new development and the existing protected belts of trees bordering the site.
- Creative and sensitive layout and design, to have regard to safeguarding the architectural interest of Stone Cross Listed Windmill and its setting.

Figure 10.8 SDA 6&7 Guiding Principles for development of Stone Cross Sites B&C



Infrastructure Requirements for Site B

10.45 Strategic infrastructure requirements which are common to all sites within SDA 6 and SDA 7 are included within the introductory part of this section.

10.46 Additional requirements to support the development of the site may include:

- New access onto Rattle Road.
- Provision of pedestrian and cycle links throughout the site and particularly to Beggars Lane to the west of the site.

Site C - Land North of Rattle Road

Character Appraisal for Site C

10.47 The site appraisal plan shows the key features of the site (see Figure 10.7). Site C comprises two parcels of land, both predominately greenfield currently used as paddocks for equestrian grazing together with two dwellings and outbuildings located on the edge of the settlement of Stone Cross. Whilst located on the fringe of the settlement, this land is between existing residential development to the west and development along the north side of Rattle Road to the east. The site is not particularly prominent in the landscape as the land is at a lower level than Rattle Road and there are only limited views into the northern part of the area. The area is partially screened by a low level hedge along the Rattle Road boundary of the site. The eastern boundary of the area comprises of a hedgerow interspersed with trees, which is considered worthy of retention. In addition, a line of trees crosses the area effectively dividing the northern and southern parts of the area.

Suggested Guiding Principles for the development of Site C

10.48 The key guiding principles are shown on Figure 10.8, and include:

- Provision of a new access for vehicles from Rattle Road.
- Improvements to nearby bus stops.
- Provision of connections to the existing public right of way that runs along the western boundary of the site to improve access to the services and facilities in Stone Cross local centre.
- Retention and enhancement of existing mature hedgerows and trees where possible.
- A developer funded detailed study to be carried out into potentially contaminated land located adjacent to the site to the west.
- Measures to reduce the impact of noise from the adjacent business use to the east of the site.

Infrastructure Requirements for Site C

10.49 Strategic infrastructure requirements which are common to all sites within SDA 6 and SDA 7 are included within the introductory part of this section.

10.50 Additional requirements to support the development of the site may include:

- Provision of new access for vehicles onto Rattle Road.
- Provision of pedestrian and cycle links throughout the site and particularly to:
    - The statutory footpath to the west of the site;
    - Peelings Lane to the north of the site; and
    - The residential development to the west of the site.
- Provision of measures, if required, in relation to the area of possible contamination adjacent to the western boundary of the site.

SDA 7: Land at North Stone Cross

Land Available for Development

10.51 There are approximately 21 hectares of land available for housing development in this growth area (SDA 6). This area of land has been identified in the Wealden Strategic Housing Land Availability Assessment (SHLAA)[27]. This includes land between Dittons Road and the A27, including the Stone Cross Nursery and other undeveloped land in this area. It also includes land to the south of Dittons Road, to the south-east of the junction of the A22 and Dittons Road. The land available in north Stone Cross is shown in Figure 10.3 SDA 7 Stone Cross North Land Availability Plan and the individual sites are shown in Figure 10.4 SDA 6 & 7 Stone Cross Sub Areas.

10.52 The Stone Cross local centre includes a Primary School, Doctor's Surgery and a local shopping centre.

10.53 The SDA comprises four separate sites as follows:

1) Site D - Land north of Dittons Road (gross site area = 4.9 hectares).

2) Site E - Land off Hailsham Road and Peelings Lane (gross site area = 4.4 hectares).

3) Site F - Land south of Dittons Road (gross site area = 3.7 hectares), and

4) Site G - Stone Cross Garden Centre, Dittons Road, (gross site area = 7.8 hectares).

10.54 The following section looks at the different sites within this development area.

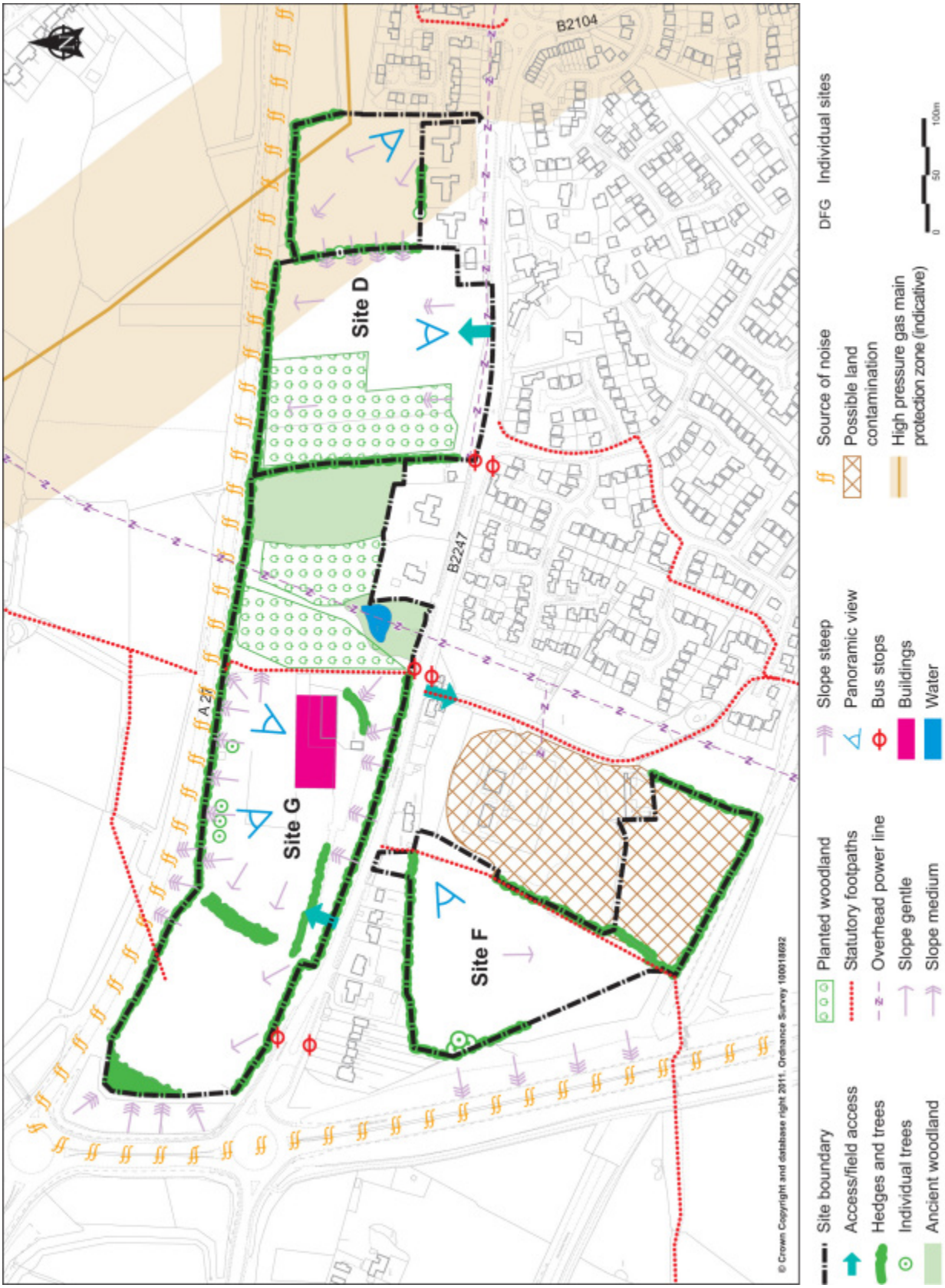
Site D - Land North of Dittons Road

Character Appraisal for Site D

10.55 The site appraisal plan shows the key features of the site (see Figure 10.9).

27 See Part 1 for more information on the Wealden SHLAA

Figure 10.9 SDA 6&7 Stone Cross Sites D, F & G Site Appraisal



10.56 This site comprises of two individual fields separated by a hedgeline and the land consists mainly of open pasture with an area on the western part of the site used for an evergreen tree plantation. The land slopes down from Dittons Road to the A27 trunk road which is adjacent to the northern boundary of the site and is a source of traffic noise. There are areas of woodland to both the east and west of the site and these help to screen the site. There are also trees and bushes along the northern boundary of the area abutting the A27.

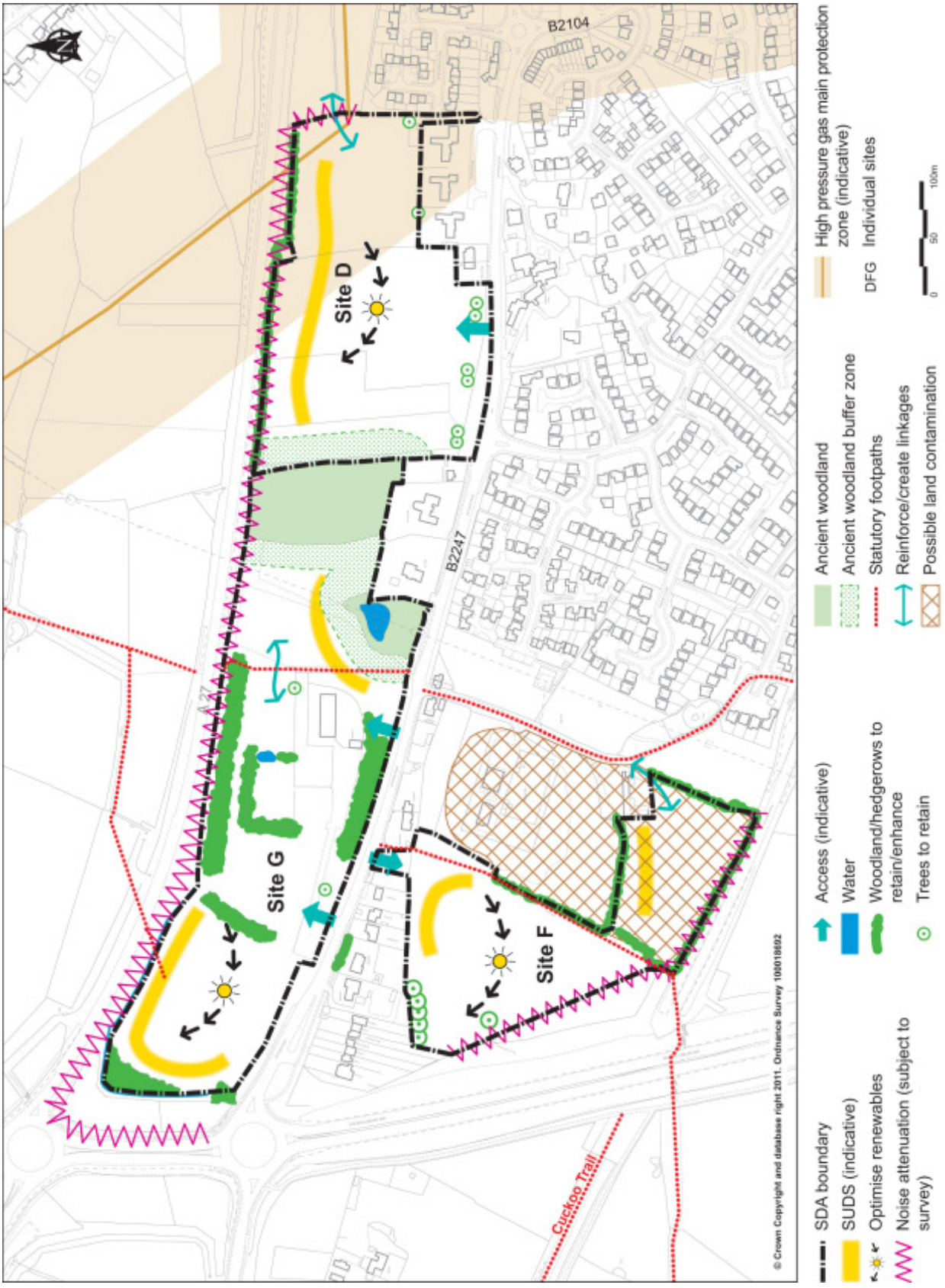
10.57 Site A is located to the north-west of Stone Cross local centre and at its closest point is within approximately 200 metres of the centre.

Suggested Guiding Principles for the Development of Site D

10.58 The key guiding principles are shown on Figure 10.10, and include:

- Improved landscaping along the northern boundary of the site to provide screening to the A27 trunk road and to reduce the impact of traffic noise from the road.
- No built development close to the line of the two Ultra High Pressure Gas Mains which cross the site.
- Provision of a new access for vehicles from Dittons Road.
- Improvements to bus stops and footways close to the site.
- Provision of pedestrian and cycle links to St. Michaels Close and Barn Close together with links into the Stone Cross nursery site to the west (Site G), subject to the option chosen.
- No built development within 15 metres of the existing ancient woodland adjacent to the west of the site.
- Retention and enhancement of existing mature hedgerows and trees where possible.

Figure 10.10 SDA 6&7 Guiding Principles for development of Stone Cross Sites D, F&G



Infrastructure Requirements for Site D

10.59 Strategic infrastructure requirements which are common to all sites within SDA 6 and SDA 7 are included within the introductory part of this section.

10.60 Additional requirements to support the development of the site may include:

- New or improved access for vehicles onto Dittons Road.
- Measures to reduce the impact of traffic noise from the A27 trunk road.
- Landscaped areas to be provided within 15 metres of the Ancient Woodland adjacent to the western boundary of the site.

Site E - Land off Hailsham Road and Peelings Lane

Character Appraisal for Site E

10.61 The site appraisal plan shows the key features of the site (see Figure 10.7).

10.62 The landscape character of the site is open pasture with a high plateau within the centre of the site, and the land sloping down to both the east and west. The A27 trunk road is adjacent to the northern boundary of the site, and on the western part of the site the A27 is above the level of the land. This means that the road is a very prominent visual feature and that traffic noise is particularly significant in this location. It would be difficult to provide measures to reduce this to an acceptable level on this part of the site. Were development to be proposed for just the eastern part of the site then this would require a long access road in order to service the new development.

10.63 A further issue relates to providing access to the site for vehicles from Hailsham Road due to the location of the site close to the junction of Dittons Road and Hailsham Road. This junction experiences significant levels of congestion and it is uncertain as to whether a new access would be acceptable in this location.

10.64 The site also includes an area of ancient woodland which limits the potential of the site for development.

10.65 For these reasons, Site E is not considered a reasonable alternative and is therefore not included within the options for Stone Cross. Further detail is provided within the Background Document.

Site F - Land south of Dittons Road

Character Appraisal for Site F

10.66 The site appraisal plan shows the key features of the site (see Figure 10.9).

10.67 This site is located to the south of Dittons Road to the east of the A22. It is not prominent in the landscape as it has mature trees along its southern and eastern boundaries and is behind existing residential development which fronts Dittons Road. It

is raised above and set back from the A22. There is an existing electricity sub-station adjacent to the east of the site which is well screened by mature trees.

10.68 There are wide ranging views over Eastbourne and to the South Downs National Park beyond from the more elevated northern parts of the site. Despite the closeness to the adjacent A22, the site is elevated above the level of the road and therefore the road does not have an overwhelming impact upon the character of the site. The south-eastern part of the site is level in nature and is particularly well screened by existing trees.

Suggested Guiding Principles for the development of Site F

10.69 The key guiding principles are shown on Figure 10.10, and include:

- Provision of a new access for vehicles from Dittons Road.
- Integration of the existing public right of way into the layout and design of the development, to enhance the connections between the site and the existing pedestrian and cycle links and the services and facilities in Stone Cross.
- Measures to reduce the impact of noise form the adjacent A22 and electricity sub-station.
- Enhance the bank of trees dividing the two fields within the site.
- Retention of existing mature trees where possible.

Infrastructure Requirements for Site F

10.70 Strategic infrastructure requirements which are common to all sites within SDA 6 and SDA 7 are included within the introductory part of this section.

10.71 Additional requirements to support the development of the site may include:

- New access onto Dittons Road.
- Measures to reduce the impact of traffic noise form the adjacent A22.
- Measures required in relation to any contamination in the south eastern part of the site.

Site G - Dittons Nursery, Dittons Road

Character Appraisal for Site G

10.72 The site appraisal plan shows the key features of the site (see Figure 10.9).

10.73 The current use of the site is as a garden centre and nursery together with parts of the site which are used as a small golf training course. The buildings and structures within the site are located towards the south and east, with the remaining part of the site being open in nature. Existing woodland is located in the eastern part of the site and includes ancient woodland.

10.74 The site is in a prominent location between the A27 trunk road to the north, the A22 to the west and Dittons Road to the south. There are long range views from the site

to the open countryside to the north and the Pevensey Levels beyond. The eastern part of the site is not as prominent as it is shielded to some extent by the woodland which is in the eastern part of the site as well as by being at a lower level than the road.

Suggested Guiding Principles for the Development of Site G

10.75 The key guiding principles are shown on Figure 10.10, and include:

- New or improved access for vehicles from Dittons Road.
- Improvements to bus stops and cycle and pedestrian links nearby.
- Integration of the existing public rights of way into the layout and design of the development, to improve connections between the site and the existing pedestrian and cycle links and the services and facilities in Stone Cross.
- Provision of improved screening and other measures along the northern and western boundaries of the site to reduce the impact of traffic noise from the adjacent A22 and A27.
- Retention and enhancement of existing mature hedgerows and trees where possible.
- No built development within 15 metres of the existing ancient woodland in the eastern part of the site.

Infrastructure Requirements for Site G

10.76 Strategic infrastructure requirements which are common to all sites within SDA 6 and SDA 7 are included within the introductory part of this section.

10.77 Additional requirements which may be required to support the development of the site, may include:

- New or improved access onto Dittons Road.
- Measures to reduce the impact of traffic noise from the adjacent A22 and A27.
- Provision of appropriate landscaping adjacent to areas of Ancient Woodland on the eastern part of the site.

Question 18

Suggested Guiding Principles for SDA 6 and SDA 7

Please tell us whether you agree or disagree, and your reasons for doing so, with the suggested guiding principles for the following Sites within SDA 6 and SDA 7[28]

Question 18a

Do you agree with the suggested guiding principles for **Site A -Land at Friday Street**

Question 18b

Do you agree with the suggested guiding principles for **Site B - Land South of Rattle Road**

Question 18c

Do you agree with the suggested guiding principles for **Site C - Land North of Rattle Road**

Question 18d

Do you agree with the suggested guiding principles for **Site D - Land North of Dittons Road**

Question 18e

Do you agree with the suggested guiding principles for **Site F - Land South of Dittons Road**

28 There are no guiding principles for Site E 'Land off Hailsham Road and Peelings Lane' as this site has been considered unsuitable for further development

Question 18f

Do you agree with the suggested guiding principles for **Site G - Dittons Nursery, Dittons Road**

Question 18g

Please tell us any further comments that you have in relation to the general guiding principles for SDA 6 or SDA 7, including any further guiding principles that you consider to be important

Link to online questionnaire

Options for Development

10.78 The Core Strategy allocates 650 new homes to Stone Cross but allows flexibility between the two development areas (SDA 6 and SDA 7) to reach this requirement. In order to determine the most appropriate distribution of growth therefore, the options for development are considered across the whole of Stone Cross. This allows comparison of all sites, and consideration of all the available options.

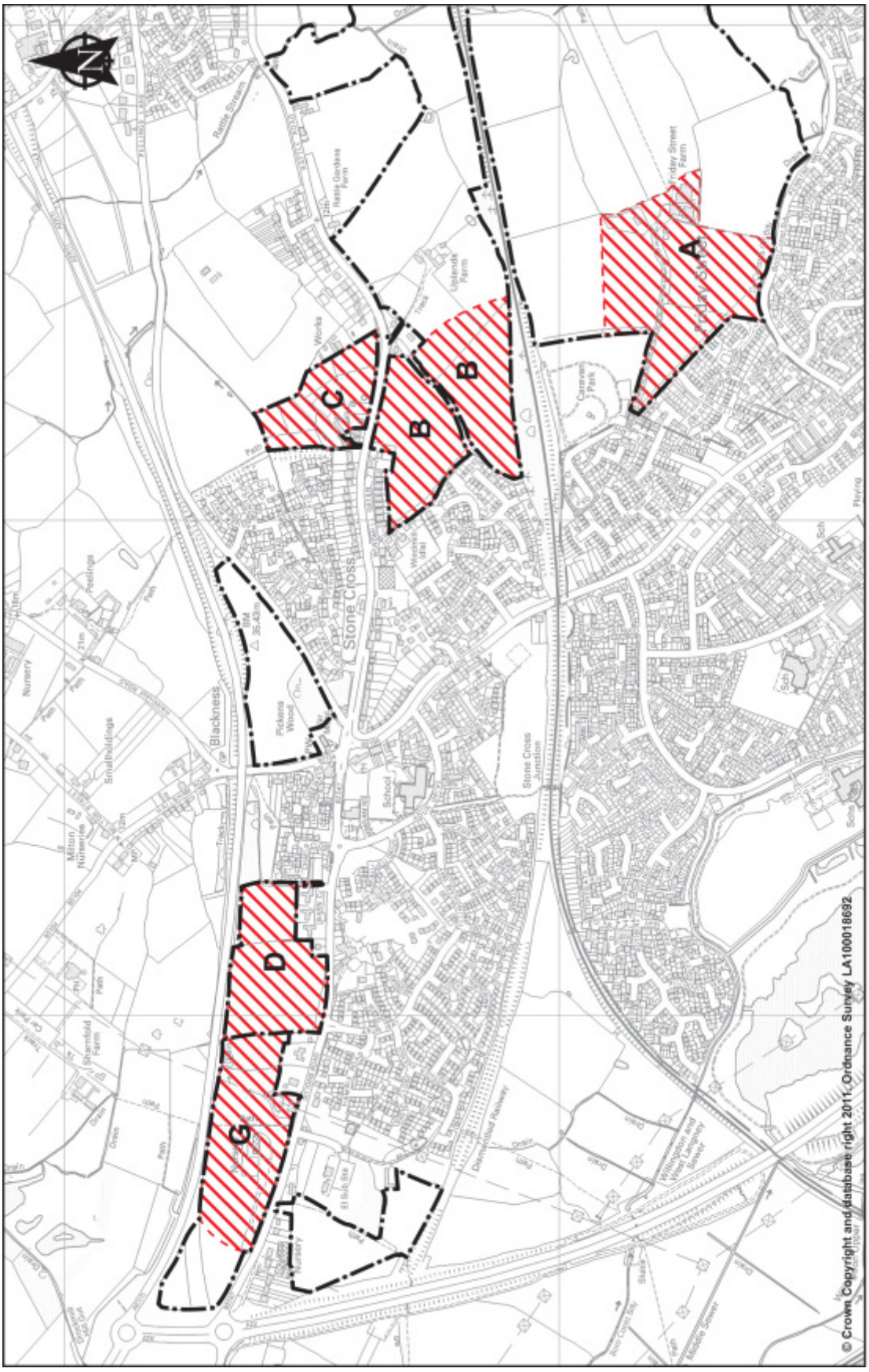
10.79 In relation to Site E, due to issues in relation to the closeness to the A27 trunk road and uncertainties as regards the capacity to provide vehicular access from Hailsham Road, along with ancient woodland being located within the site, this area is not considered a reasonable alternative and is therefore not included within the options for Stone Cross. Further detail is provided within the Background Document.

10.80 A number of alternative options for the development of SDA 6 and SDA 7 have been created as follows:

Option 1

Focus on the south and south east of Stone Cross with limited growth north of Dittons Road (see Figure 10.11)

Figure 10.11 SDA 6&7 Stone Cross Option for development 1



10.81 This option limits development at Friday Street (Site A) in order to protect sensitive landscapes and in particular the views from Mountney Levels. There is the opportunity in this location to improve the visual quality of the ridgeline through removal of the existing farm and outbuildings and landscaping of the ridgeline.

10.82 Development is proposed for sites to both the north and south of Rattle Road, east Stone Cross, where landscape implications are considered to be less significant - although the development of the southern part of Site C, adjacent to the railway, may be seen to 'close' the perceived gap with the existing development at Friday Street.

10.83 The land to the north of Dittons Road, north Stone Cross, is also proposed for development, although in this option the most prominent part of this area (the western end of Site G) is not developed. The option does involve the redevelopment of Stone Cross nursery and therefore the loss of employment provision on this site. There will also be a requirement for measures to reduce the impact of traffic noise from the adjacent A27 trunk road at this location. This option retains an element of open land adjacent to the roundabout at the A27 (Golden Jubilee Way).

10.84 The areas of land developed, densities and numbers of houses on each site, are shown in the Table below:

Table 10.2 Option 1: SDA 6 and SDA 7 Area of land developed, density and housing numbers achievable

Site	Location	Area of land developed	Density[(1)]	Approximate Numbers of dwellings on each site
A	Friday Street (part)	6.02 hectares	66 at 15dph 38 at 24dph	104
B	South of Rattle Road	7.65 hectares	30dph	229
C	North of Rattle Road	3.35 hectares	30dph	100
Total SDA 6		**17.02** hectares		**433**
D	North of Dittons Road	4.91 hectares	20dph	98
G	Dittons Nursery (part)	5.96 hectares	20dph	119

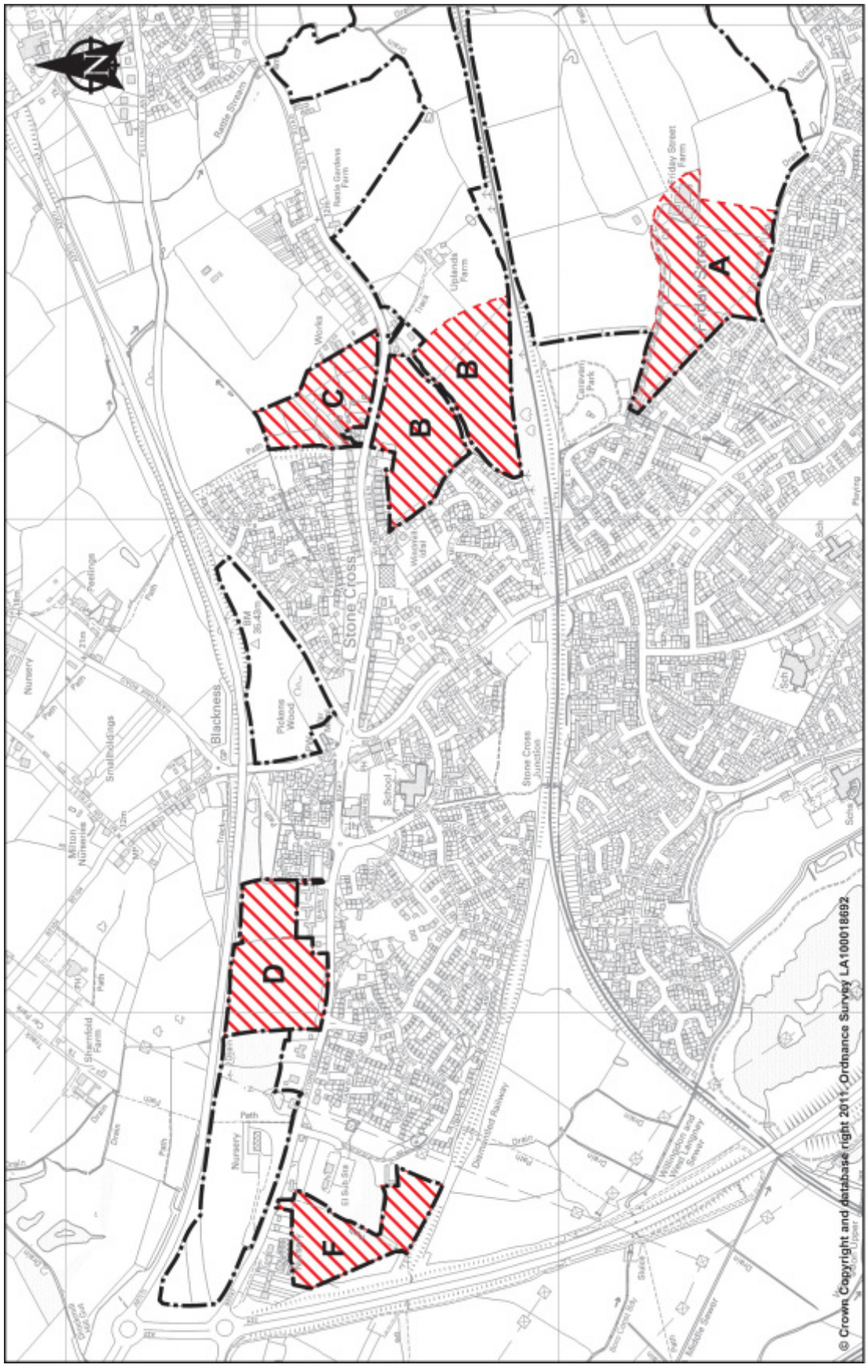
Total SDA 7		**10.87** hectares		**217**
Overall Total		**27.89** hectares		**650**

1. This is the number of dwellings per hectare with higher numbers indicating a higher density of development

Option 2

Focus on the south and south east of Stone Cross with limited growth north and south of Dittons Road (See Figure 10.12)

Figure 10.12 SDA 6&7 Stone Cross Option for development 2



10.85 This option is similar to Option 1 but, in relation to north Stone Cross, has less development to the north of Dittons Road and some development to the south of Dittons Road. That development which is proposed for the north of Dittons Road is at a slightly higher density than that in Option 1.

10.86 Whilst the amount of development proposed for the Friday Street site is about the same as in option1, in this case the proposed development extends further to the east and not so far to the north, with slightly more visual impact when viewed from Mountney Levels, and would therefore require careful layout design and landscaping. This option does, however, provide the opportunity to improve the visual quality of the ridgeline in Site A, through removal of the existing farm and outbuildings and landscaping of the ridgeline.

10.87 The most prominent part of the land to the north of Dittons Road at Stone Cross nursery is not proposed for development. This option does not therefore involve the redevelopment of the nursery and therefore retains the employment provision on this site. A smaller part of the area which is potentially subject to traffic noise from the A27 trunk road is developed than in Option 1, and the open aspect of land to the north of Dittons Road close to the A22 (Golden Jubilee Way) is retained.

10.88 This option does, however, involve the proposed development of land to the south of Dittons Road which is on raised ground adjacent to the A22 and would require sensitive layout design and landscaping.

10.89 Through the proposed development of the southern part of Site B, the option may also be seen to close the perceived gap with the existing development at Friday Street. Furthermore through the development of Site F, this may be seen to reduce the perceived gap between the settlements of Polegate and Stone Cross, although this site is to some extent concealed behind existing development to the south of Dittons Road. Site F is also further from the services and facilities provided by Stone Cross local centre than some of the other sites.

10.90 The areas of land developed, densities and numbers of houses on each site, are shown in the Table below:

Table 10.3 Option 2: SDA 6 and SDA 7 Area of land developed, density and housing numbers achievable

Site	Location	Area of land developed	Density [1]	Approximate Numbers of dwellings on each site
A	Friday Street (part)	6.22 hectares	69 at 15dph 38 at 24dph	107

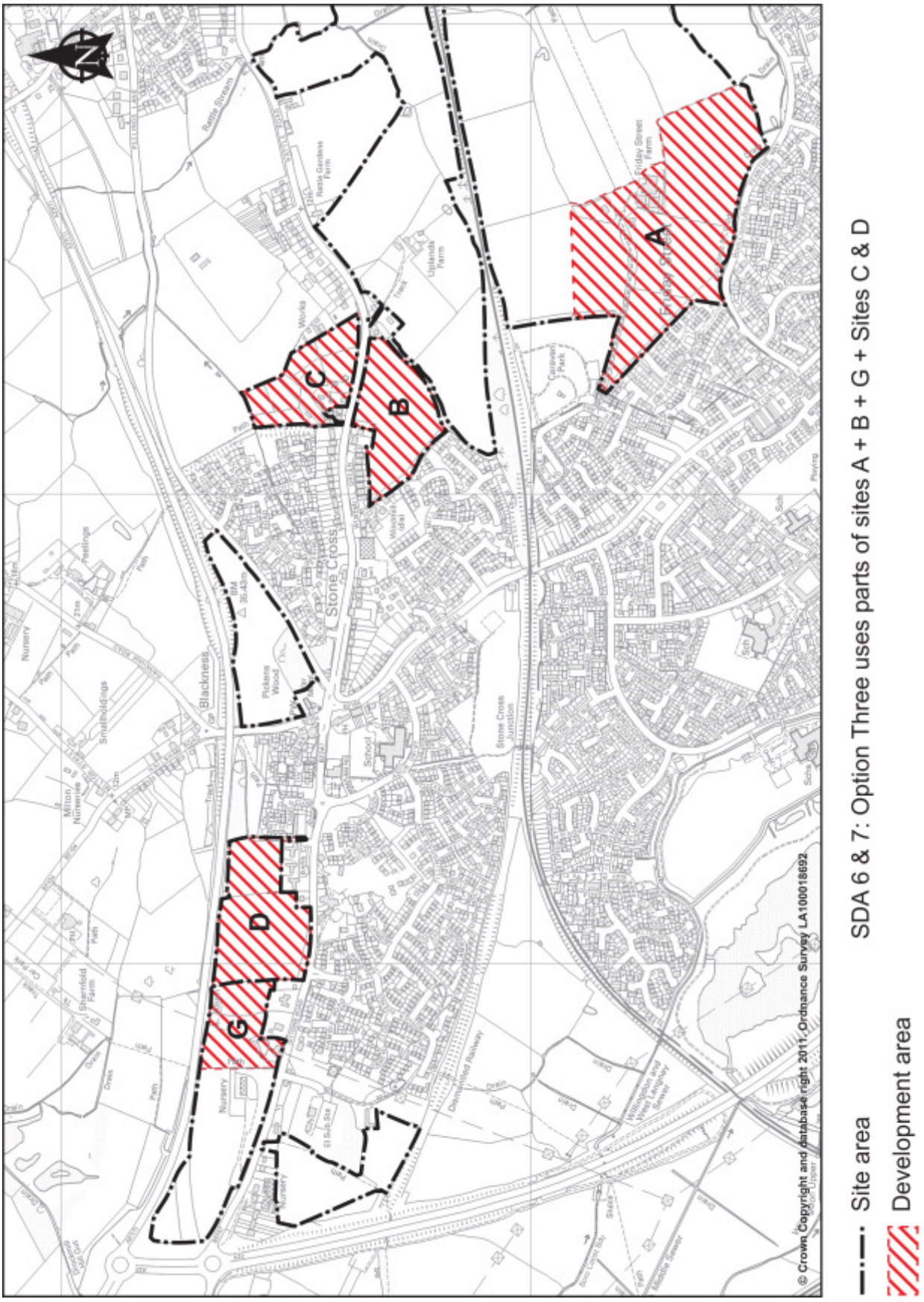
B	South of Rattle Road	7.65 hectares	30dph	229
C	North of Rattle Road	3.35 hectares	30dph	100
Total SDA 6		**17.22** hectares		**436**
D	North of Dittons Road	4.91 hectares	25dph	122
F	South of Dittons Road	3.71 hectares	25dph	92
Total SDA 7		**8.62** hectares		**214**
Overall Total		**25.84** hectares		**650**

1. This is the number of dwellings per hectare with higher numbers indicating a higher density of development

Option 3

Greater focus at Friday Street (See Figure 10.13)

Figure 10.13 SDA 6&7 Stone Cross Option for development 3



10.91 This option maximises development potential on the Friday Street site, without significantly impacting on the long views into the site from the East. As there is more limited development in this option to the south of Rattle Road, adjacent to the railway line, then this may well help to retain the perceived gap between Stone Cross and Friday Street.

10.92 Development does not extend as far west as in other options, thereby providing a greater gap between the settlements of Stone Cross and Polegate. By not developing the whole of Site G, it may also allow the retention of local employment opportunities at Dittons Nursery whilst enabling some development as well.

10.93 This option provides opportunities to improve the visual quality of the ridgeline in Site A, through removal of the existing farm and outbuildings and landscaping of the ridgeline.

10.94 The option does, however, bring more development in Site A into an area where there is potential visual impact on the wider landscape and views from Mountney Levels, which would require careful layout design and landscape screening.

10.95 The areas of land developed, densities and numbers of houses on each site, are shown in the Table below:

Table 10.4 Option 3: SDA 6 and SDA 7 Area of land developed, density and housing numbers achievable

Site	Location	Area of land developed	Density[1]	Approximate Number of dwellings on each site
A	Friday Street (part)	14.02 hectares	218 at 18dph [2] 38 at 24dph	256
B	South of Rattle Road (part)	3.93 hectares	30dph	117
C	North of Rattle Road	3.35 hectares	30dph	100
Total SDA 6		**21.30** hectares		**473**
D	North of Dittons Road	4.91 hectares	30dph	147
G	Dittons Nursery (part)	2.51 hectares	12dph [3]	30

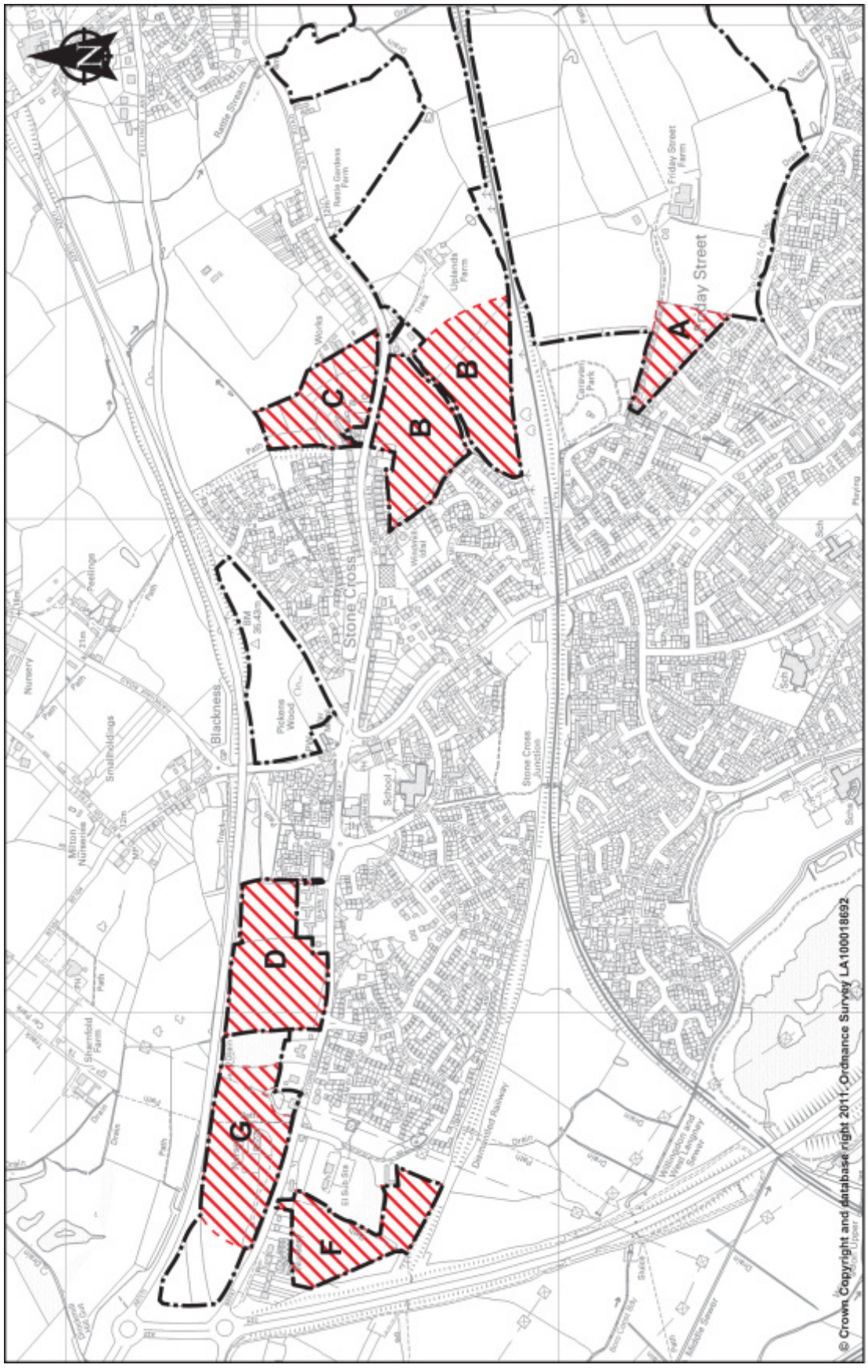
Total SDA 7		**7.42** hectares		**177**
Overall Total		**28.72** hectares		**650**

1. This is the number of dwellings per hectare with higher numbers indicating a higher density of development
2. Density would vary over the site area in order to enable low density development in the most sensitive landscape areas
3. Low density is proposed on this site due to areas of Ancient Woodland on the site

Option 4

Balancing development across the Stone Cross sites, through using all or parts of all identified potential sites (see Figure 10.14)

Figure 10.14 SDA 6&7 Stone Cross Option for development 4



10.96 This option proposes no further development at Friday Street[29]. The option therefore avoids impact upon the wider landscape in this location and retains the perceived gap between Stone Cross and Friday Street. It also retains existing employment provision at Friday Street Farm, although it does not provide the opportunity to remove the existing farm and outbuildings on the ridgeline.

10.97 The option involves the development of the remaining developable areas within Stone Cross, although it excludes the westernmost part of the nursery site (Site G) which is the most prominent part of this site. As the nursery is proposed for development, however, there would be the loss of employment provision on the site. The potential impact of traffic noise from the A27 on sites north of Dittons Road would be reduced by appropriate landscaping and screening measures.

10.98 Through the development of area F, this may be seen to reduce the perceived 'gap' between the settlements of Polegate and Stone Cross, although this site is to some extent concealed behind existing development to the south of Dittons Road.

10.99 The areas of land developed, densities and numbers of houses on each site, are shown in the Table below:

Table 10.5 Option 4: SDA 6 and SDA 7 Area of land developed, density and housing numbers achievable

Site	Location	Area of land developed	Density [1]	Approximate Number of dwellings on each site
A	Friday Street (part)	1.62 hectares	38 at 24dph	38
B	South of Rattle Road	7.65 hectares	25dph	191
C	North of Rattle Road	3.35 hectares	30dph	100
Total SDA 6		**14.24** hectares		**329**
D	North of Dittons Road	4.91 hectares	25dph	122
F	South of Dittons Road	3.71 hectares	21dph	77
G	Dittons Nursery (part)	4.91 hectares	25dph	122

29 Planning permission has already been granted for 38 dwellings in this location

Total SDA 7		**13.53** hectares		**321**
Overall Total		**27.73** hectares		**650**

1. This is the number of dwellings per hectare with higher numbers indicating a higher density of development

Sustainability Appraisal of Options

10.100 The assessment of options against the 22 Sustainability Appraisal objectives is contained within the Strategic Sites DPD Issues and Options Consultation Background Paper. In comparing options it is clear that there are a number of advantages and disadvantages to each option, which should be considered when choosing the most suitable. These advantages and disadvantages are summarised below.

Table 10.6 The Potential Benefits and Problems of the Sustainability Appraisal of the Options for SDA 6&7 against the 22 Sustainability Appraisal Objectives

Potential Benefits	Potential Problems and Mitigation
• Option 3 with provision of a large site (Site A) encourages deliverability and prevents delivery of small sites with a number of landowners • Option 3 has links to the sustainable centre of Eastbourne and helps to regenerate Langney.	• Options 1 and 4 require development on employment land, which is not offset elsewhere in the area. • All options will require development on land to the north of Stone Cross with a resulting need to provide noise mitigation. This is limited in Option 2 compared to all other options. • Development of Site A requires mitigation in terms of drainage to the Mountney Levels. This affects all options except Option 4. • Option 4 creates the greatest potential for coalescence of Stone Cross with Polegate and the least potential for coalescence with Eastbourne • Option 3 creates the least potential for coalescence of Stone Cross with Polegate and the most potential for coalescence with Eastbourne. • All options involve development close to ancient woodland.

Question 19

Options for development within SDA 6 and SDA 7

Please tell us whether you Agree or Disagree, and your reasons for doing so, with the following options for development within SDA 6 and SDA 7

Question 19a

Option 1

Focus on the south and south east of Stone Cross with limited growth north of Dittons Road

Question 19b

Option 2

Focus on the south and south east of Stone Cross with limited growth north and south of Dittons Road

Question 19c

Option 3

Greater focus at Friday Street

Question 19d

Option 4

Balancing development across the Stone Cross sites, through using all or parts of all identified potential sites

Question 19e

Please tell us any further comments that you have in relation to options for SDA 6 and SDA 7, including any further locations or options that you wish us to consider

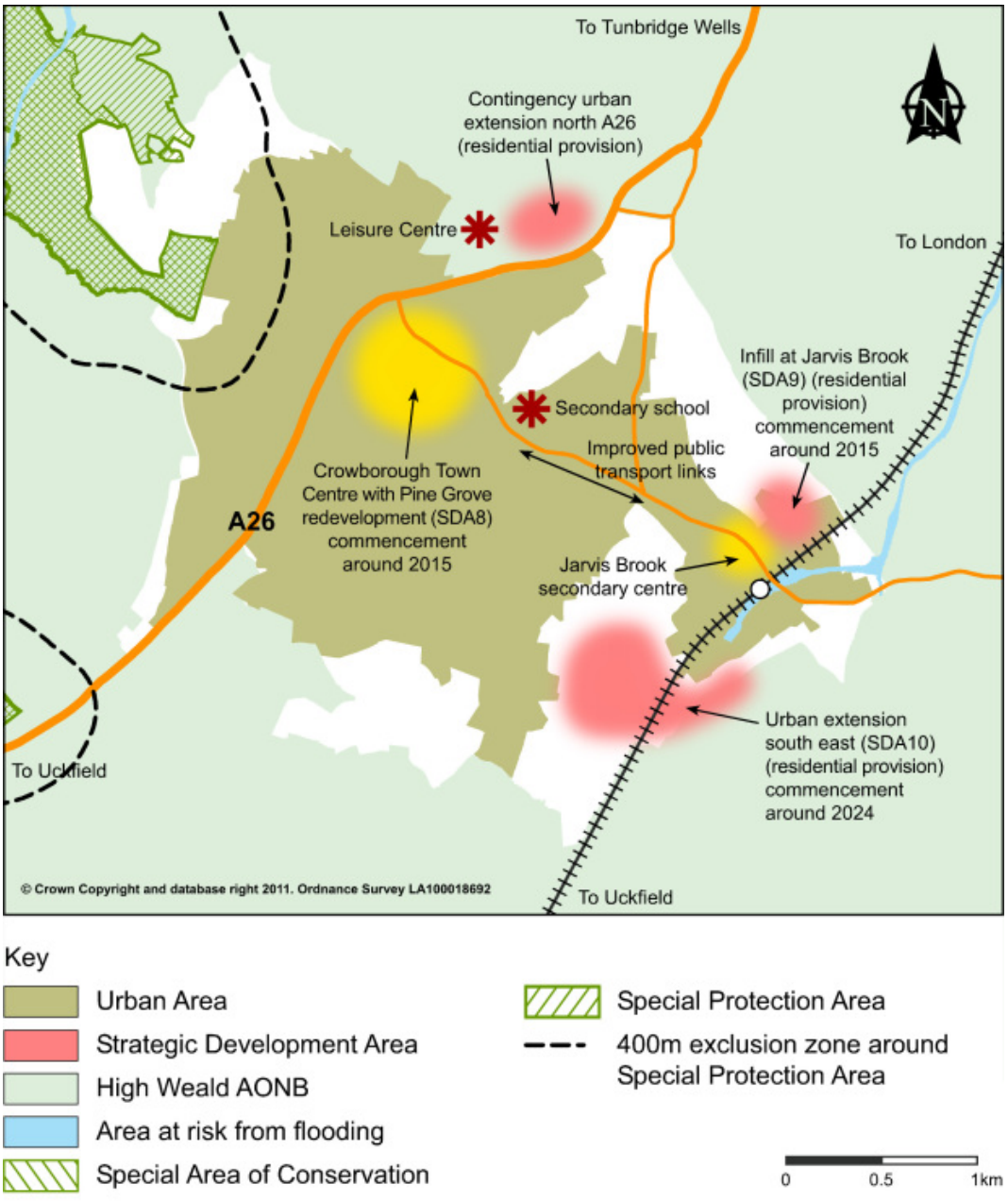
Link to online questionnaire

10 SDA 6 and SDA 7: Land at Stone Cross

11 SDAs 8 & 9: Pine Grove & Jarvis Brook, Crowborough

Location	Growth identified in the Core Strategy
Land at Pine Grove, Crowborough (SDA 8) and Land at Jarvis Brook, Crowborough (SDA 9) (See Figure 11.2: SDA 8 Pine Grove, Crowborough Land Availability Plan and Figure 11.3: SDA 9 Jarvis Brook, Crowborough Land Availability Plan)	140 new homes between the two areas

Figure 11.1 SDA 8 and 9: Pine Grove and Jarvis Brook, Crowborough Core Strategy Strategic Sites Context Plan



Introduction

11.1 This section relates to land at Pine Grove, Crowborough (SDA 8) and land at Jarvis Brook, Crowborough (SDA 9), which have been identified in the Core Strategy as being suitable for the development of around 140 homes between the two areas with flexibility between SDA 8 and SDA 9, as to how this provision is met.

11.2 Sites have been identified within Crowborough town centre and within the Jarvis Brook area of the town as suitable for sustainable development due to their locations near to transport and other facilities. The development of these sites will help to support the role of Crowborough as a District Centre serving its local community and surrounding area and thus help to contribute towards Crowborough Town Council's vision promoting tourism, business, integrated transport, the natural and built environment and affordable housing.

11.3 In order to determine the most appropriate distribution of growth for the area, the options for development are considered across the two development areas, commencing with paragraph 11.56. This approach allows comparison of all sites, and assessment and consideration of alternative options for the development of SDA 8 and SDA 9, whilst a separate section is provided which examines the character, guiding principles and infrastructure requirements of each site.

Area of Interest

11.4 The development area at Pine Grove is centrally located within Crowborough with good access to town centre facilities and public transport links.

11.5 The development area at Jarvis Brook, Crowborough comprises three sites which are located within the Jarvis Brook area, near to the railway station, to the south east of Crowborough. These are as follows:

- Jarvis Brook Depot;
- Millwood Garden Centre; and
- Land west of Palesgate Lane.

Land Availability

11.6 There is a total of just over six hectares of land available for consideration for housing development as part of SDA 8 and 9. This area of land has been identified in the Wealden Strategic Housing Land Availability Assessment (SHLAA)[30].

11.7 The sites are shown on Figure 11.2 and Figure 11.3 and detailed in Table 11.1.

30 See Part 1 for more information on the Wealden SHLAA

Figure 11.2 SDA 8: Pine Grove, Crowborough Land Availability Plan

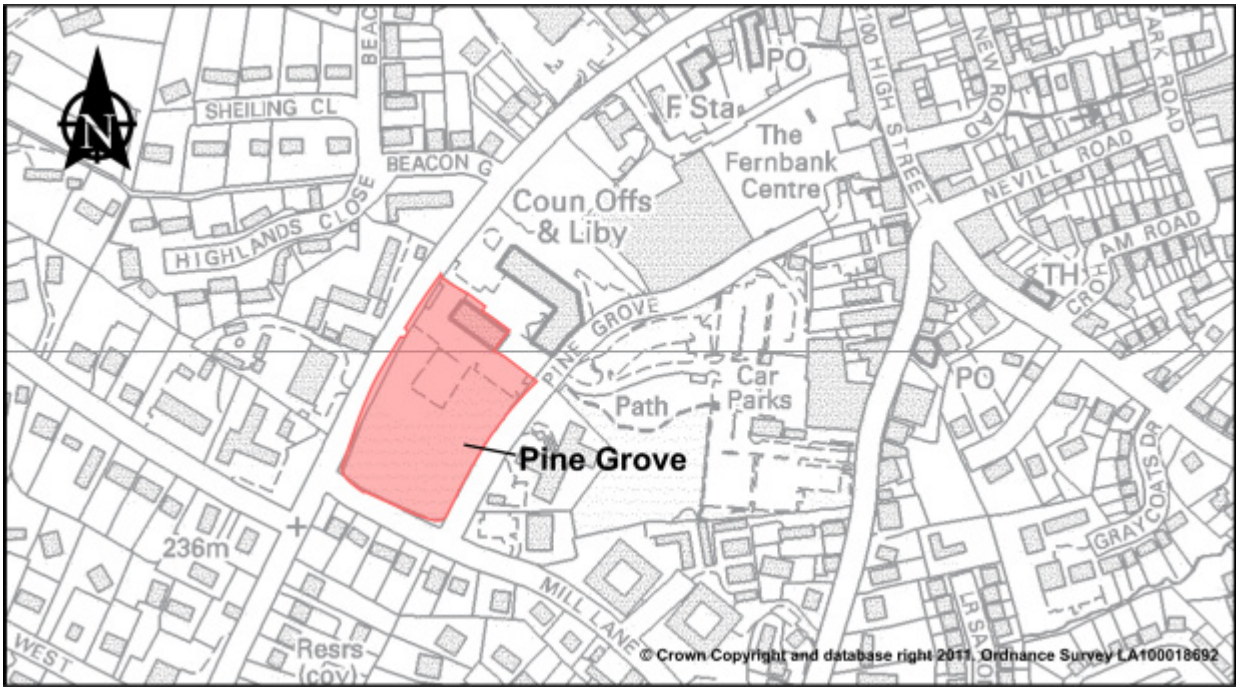


Figure 11.3 SDA 9: Jarvis Brook, Crowborough Land Availability Plan

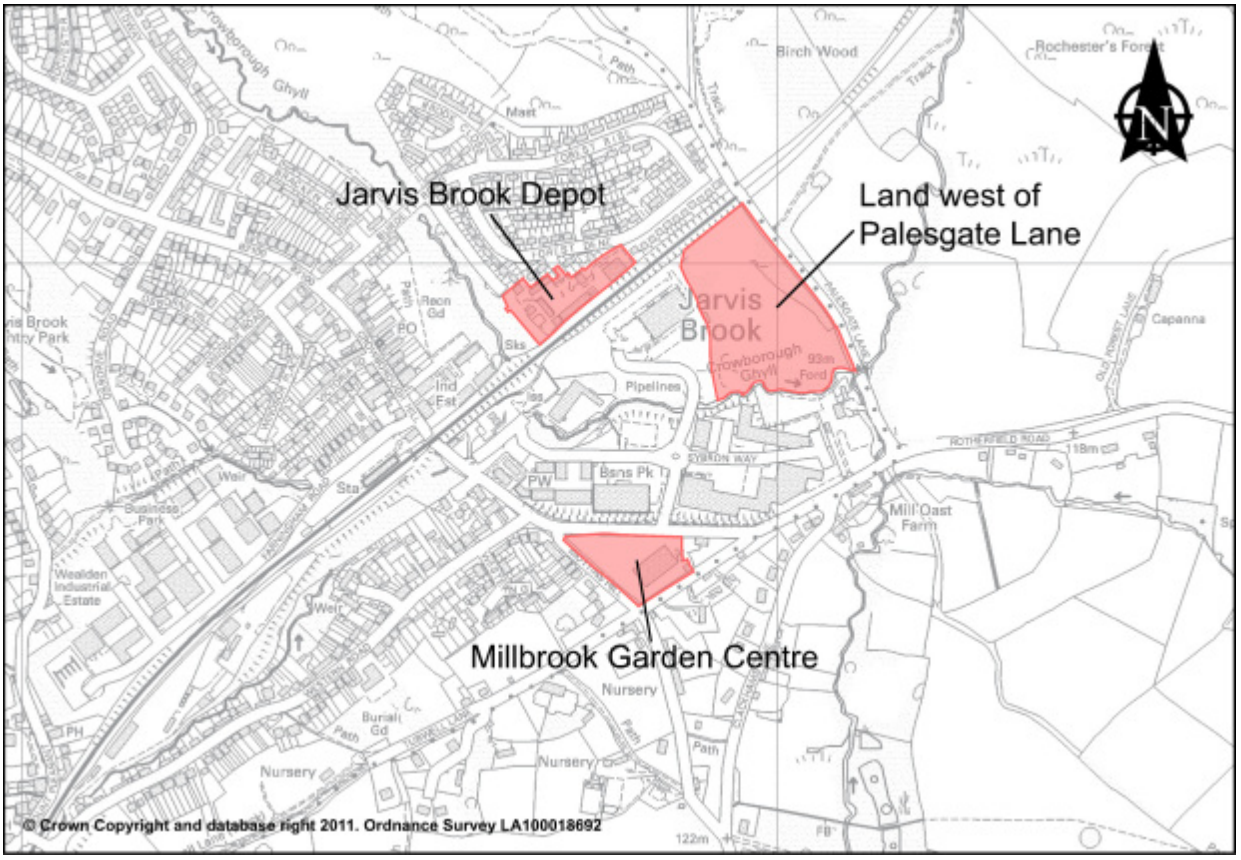


Table 11.1 Details of available land at Pine Grove Crowborough (SDA 8) and at Jarvis Brook, Crowborough (SDA 9)

SDA	SHLAA Reference	Location	Greenfield/ Brownfield	Gross area (Hectares)
SDA 8	462/1110	Pine Grove, Crowborough	Part brownfield/part greenfield	1.13
Total SDA 8				**1.13**
SDA 9	459/1110	Jarvis Brook Depot	Brownfield	0.90
SDA 9	280/1110	Land at Millbrook Garden Centre, Jarvis Brook	Brownfield	0.96
		Land west of Palesgate Lane	Greenfield	1.15
Total SDA 9				**3.01**

Objectives

11.8 A number of objectives which relate to the Core Strategy and Sustainability Appraisal are particularly important in relation to this development area as described below.

11.9 The Council's objectives include the aim to create a safe and attractive living environment. The development should be planned to ensure it is not unduly affected by any traffic or other sources of noise. The aim will be to make the most efficient use of resources by maximising the use of previously developed land wherever possible and by ensuring that housing densities are compatible with the particular location. In order to reduce the need to travel by car, provision will be made for sustainable means of travel including by foot, cycle and public transport. Development should be concentrated where it can most closely relate to existing services and facilities and to public transport and other means of sustainable transport. Our objectives recognise the importance of biodiversity and we will aim to protect and enhance it wherever possible and therefore include appropriate features within the site. The Council's objectives include the aim to promote jobs and the local economy.

Infrastructure Requirements

11.10 The strategic infrastructure requirements are common to all sites within Crowborough. Key amongst these strategic infrastructure requirements is the provision of SANGS (Suitable Alternative Natural Green Space) and other measures in relation to

the protection of the Ashdown Forest Special Protection area (SPA) and Special Area of Conservation (SAC). In the case of SDA 8 and SDA 9, this will need to be provided off site, due to the small size of the sites within these areas. Other strategic infrastructure requirements are shown below, with local infrastructure requirements detailed in relation to each individual site in the following sections.

11.11 Through the preparation of the Core Strategy and accompanying Infrastructure Delivery Plan, a number of key infrastructure requirements have been identified for the development of new dwellings on these sites. In relation to the development within Crowborough these include:

Biodiversity

- Due to this area being within 7 km of Ashdown Forest it will be necessary for development of these sites to contribute towards the provision of SANGS (Suitable Alternative Natural Green Space) as well as a number of other measures required in relation to the Forest including visitor management measures.

Schools

- There is a requirement for up to 0.5 form entry (30) places for early years school provision either as an extension of existing provision or in the form of new land and buildings.

Waste Water Capacity

- Extra capacity is required at Redgate Mill waste water treatment works. The scheme is due to be completed by September 2014. Funding is in place and assuming completion to timetable, no further capacity requirements are predicted.

11.12 The development of sites in SDA 8 and SDA 9 will be expected to contribute towards the funding of these strategic infrastructure requirements for Crowborough. Local infrastructure requirements are outlined in relation to each individual site in the following sections.

Affordable Housing

11.13 In the case of Crowborough, the evidence[31] suggests that it is appropriate to set an overall proportion of affordable housing of 40%[32], but that a higher percentage could be considered on allocated greenfield sites. The appropriate percentage for a particular site is, however, dependent on how economically viable a site is and the need to promote mixed and balanced communities.

11.14 In relation to these areas, there is a requirement for the developer to contribute towards the provision of SANGS and the funding of up to 0.5 form entry (30) school places

31 Housing Viability Assessment Final Report, August 2009. Three Dragons Consultants
32 This means that 40% of the total housing on the site should be affordable

for early years. There will be other additional requirements for individual sites. The cost of providing these may affect the amount of affordable housing that is viable for the site.

Question 20

Affordable Housing Provision within SDA 8 and SDA 9

Please tell us whether you agree or disagree, and your reasons for doing so, with the following possible proportions of affordable housing within SDA 8 and SDA 9

Question 20a

40% of the total housing provided on the site should be affordable housing

Question 20b

45% of the total housing provided on the site should be affordable housing

Question 20c

If there is another proportion of affordable housing that you wish us to consider within SDA 8 or SDA 9, please tell us what it is and your reasons for suggesting it

Link to online questionnaire

SDA 8: Land at Pine Grove, Crowborough

Land Available for Development

11.15 An area of land of just over 1 hectare has been identified as being suitable for housing development in the Wealden Strategic Housing Land Availability Assessment (SHLAA)[33]. This land is located to the south of the site of the new Crowborough Community Centre which is currently being constructed. The land is bordered by the A26 (Beacon Road) to the west, Mill Road to the south and Pine Grove to the east as well as by community buildings and Council offices to the north. The land currently available at Pine Grove and identified in the SHLAA is shown in Figure 11.2: SDA 8 Pine Grove, Crowborough Land Availability Plan.

11.16 In addition to this there is further land available for possible employment and housing development to the north of the new community centre site. This includes land on which the Wealden District Council offices are currently located. These offices are due to become vacant in mid 2012. The library will be retained on site. This amounts to approximately a further hectare of land.

Character Appraisal

11.17 The site appraisal plan shows the key features of the site (see Figure 11.4).

33 See Part 1 for more information on the Wealden SHLAA

Figure 11.4 SDA 8 Pine Grove, Crowborough Site Appraisal



11.18 The site slopes downwards from south-west to north-east. The southern part of the site is wooded and covers up to about half of the SHLAA land and has no public access. These trees shield the site from Mill Lane to the south and the A26 to the west. The woodland includes some individual trees of merit and there are a limited number of other significant trees, particularly those adjacent to site boundaries. The northern part of the site includes a car park and office buildings.

11.19 A new community centre is currently under construction adjacent to the northern boundary of the site. The Wealden District Council Offices, due to close mid 2012, are located to the north. Current Policy seeks to maintain a mix of uses on this site. Development of the area as a whole should ensure good linkages between the different land uses. A new care facility was completed in 2011 adjacent to the council offices to the north of the site which is 4 storeys in height.

11.20 Wealden District Council has recently taken a decision[(34)] to consider the possible disposal of further land in this area consisting of an area of woodland, known as Bluebell Wood, and the car park immediately adjacent to the east of Pine Grove. This area is shown as Area A on Figure 11.4 and the Council is inviting views on this issue. A full sustainability appraisal will need to be undertaken in relation to the possible use of his land for development comparing this site with others. Should the Bluebell Wood site be developed for housing, there would be a requirement for a proportion of that housing to be affordable, and this proportion may well be 40% or more of the dwellings built. There is, however, a possible requirement for the woodland to be retained as SANGS (Suitable Alternative Natural Green Space) in order to offset the impact of housing development on the Pine Grove site.

11.21 To the north of this are town centre uses including a supermarket. In other directions, the site is surrounded by residential development, a significant part of which are flats, generally up to 3 storeys in height.

11.22 Road access to the site is currently from Pine Grove to the east which provides access to the A26 via Mill Lane. Pine Grove is also used by traffic travelling to two large supermarkets located to the north and north east of the site together with the long and short stay car parking for town centre shopping, the library at the current Council offices, the new community centre and recycling facilities.

11.23 The site is located in the town centre with good access to services and facilities as well as access to a good network of bus services.

34 Wealden District Council Cabinet meeting 31 August 2011. Cabinet Decision number 47/2011

Question 21

Land to the East of Pine Grove within SDA 8

In view of the Council's decision to consider the possible disposal of land to the east of Pine Grove (Area A on Figure 11.4) we are interested to hear your views as to the options for the possible development of this area

Do you agree or disagree with the following?

Question 21a

Maximising housing development on Area A (Figure 11.4)

Question 21b

Balancing housing development with the provision of employment opportunities on Area A (Figure 11.4)

Question 21c

Please tell us if you have any other suggested uses for development of this area

Link to online website

Suggested Guiding Principles for Development

11.24 The key guiding principles are shown on Figure 11.5, and include:

- A comprehensive approach to be taken to the mixed use nature of the site as a whole through the layout and design of new development, to encourage and enhance the connections between the different uses on site and within the local town centre area.
- Measures to Ashdown Forest to mitigate the recreational pressures arising from the development.
- Contribution towards the off site provision of SANGS (Suitable Alternative Natural Green Space).
- Including pedestrian and cycle links to neighbouring town centre facilities.

- Provision of adequate parking with careful consideration given to parking provision on site as there is likely to be demand for parking spaces in this area from other town centre uses including the town's shopping facilities and the community centre.
- Creation of a high quality, safe and attractive living environment at a density suitable for a town centre site. Creative high density design with good landscaping to be appropriate with suitable urban open space. The development should promote local distinctiveness through good design whilst taking into account the visual impact that the development may have on views from the north and north west of the town.
- Provision of landscaping along Beacon Road and along the boundary with Pine Grove and Mill Lane to screening the new housing.

Figure 11.5 SDA 8 Guiding Principles for development of Pine Grove, Crowborough



Infrastructure Requirements

11.25 Strategic infrastructure requirements in relation to SDA 8 and SDA 9 are provided from Paragraph 11.10 to 11.12. Additional local infrastructure required to support the development of land at Pine Grove, Crowborough which is specific to the site may include:

- Provision of new or improvements to the existing access onto Pine Grove or Beacon Road.
- Provision of new pedestrian crossing facilities and signage (to local facilities, footpath and cycle routes) along Pine Grove, Beacon Road and within the town centre.
- Provision of appropriate footpath and cycle links to the town centre facilities and local public transport facilities.
- Provision of play facilities for children.
- Financial contributions towards the provision of additional green infrastructure and recreational provision in the local area - particularly the provision of additional bowling greens, 'park like' space and amenity green spaces within the Crowborough area.
- Financial contributions towards the improvement of existing open space and recreational facilities within the local area including improvements to allotments, enhancement of teen facilities and improvements to the quality and accessibility of rugby pitches and tennis courts.

SDA 9: Land at Jarvis Brook, Crowborough

11.26 There are three separate sites contained within Jarvis Brook as follows:

1) Land at Jarvis Brook Depot, Crowborough (gross area = 0.9 hectares)

2) Land at Millbrook Garden Centre, Crowborough (gross area = 1hectare)

3) Land west of Palesgate Lane, Crowborough (gross area = 3.23 hectares)

11.27 The area of land available is shown in Figure 11.3: SDA 9 Jarvis Brook, Crowborough Land Availability Plan.

1) Land at Jarvis Brook Depot, Crowborough

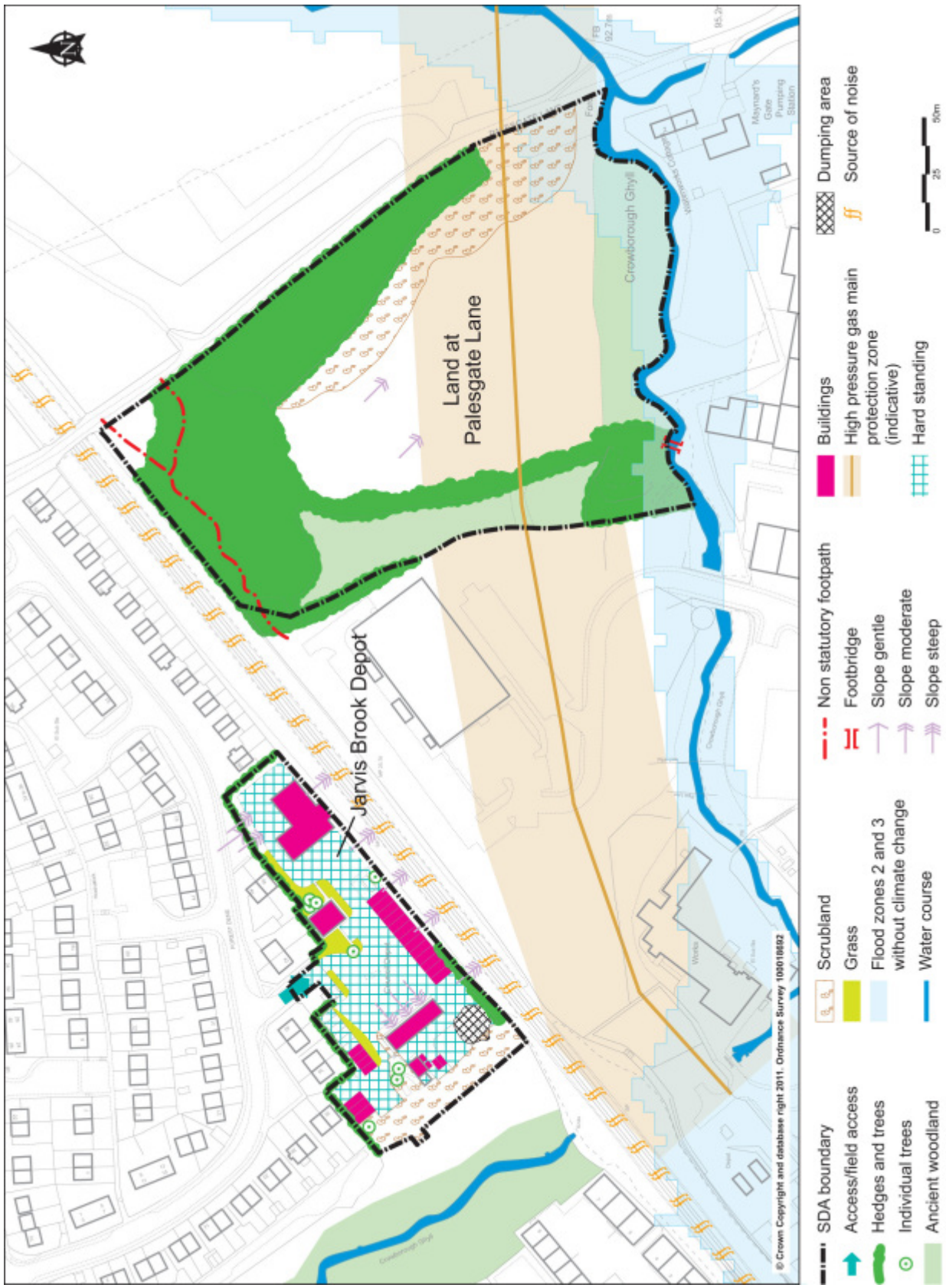
Land Available for Development at Jarvis Brook Depot

11.28 This is a single site within the ownership of Wealden District Council which has an area of just under 1 hectare. The site is located within a residential area of Jarvis Brook, Crowborough and is located adjacent to the railway line running along its southern boundary.

Character Appraisal for Jarvis Brook Depot

11.29 The site appraisal plan shows the key features of the site (Figure 11.6).

Figure 11.6 SDA 9 Jarvis Brook Depot & Land at Palesgate Lane, Crowborough Site Appraisal



11.30 The site is currently a Local Authority Environmental Services Depot consisting of a number of storage and office buildings and surfaced areas used for general storage and for the storage of refuse vehicles and other vehicles.

11.31 The site slopes very gradually downwards from north to south. Trees shield the site to the south-west, north-east and south-east (along the railway line) and trees and hedges partially shield the site from the residential properties to the north. There are two significant trees on the site.

11.32 Immediately to the north of the site is medium density 2-storey residential development, including flats and maisonettes. The site is bounded to the south-east by a railway line and beyond this an Industrial estate. To the west is a deep ghyll and woodland and beyond this a recreation ground and the Jarvis Brook local centre. The woodland area is a Site of Nature Conservation Importance and contains ancient woodland.

11.33 There is likely to be some contamination within the site as there are diesel pumps on the site and there is also some made-up ground.

11.34 Existing road access to the area is from Forest Dene to the north through a residential area.

11.35 The Council Depot site has good access to a range of facilities in Jarvis Brook local centre and the railway station as well as reasonable access to town centre facilities in Crowborough.

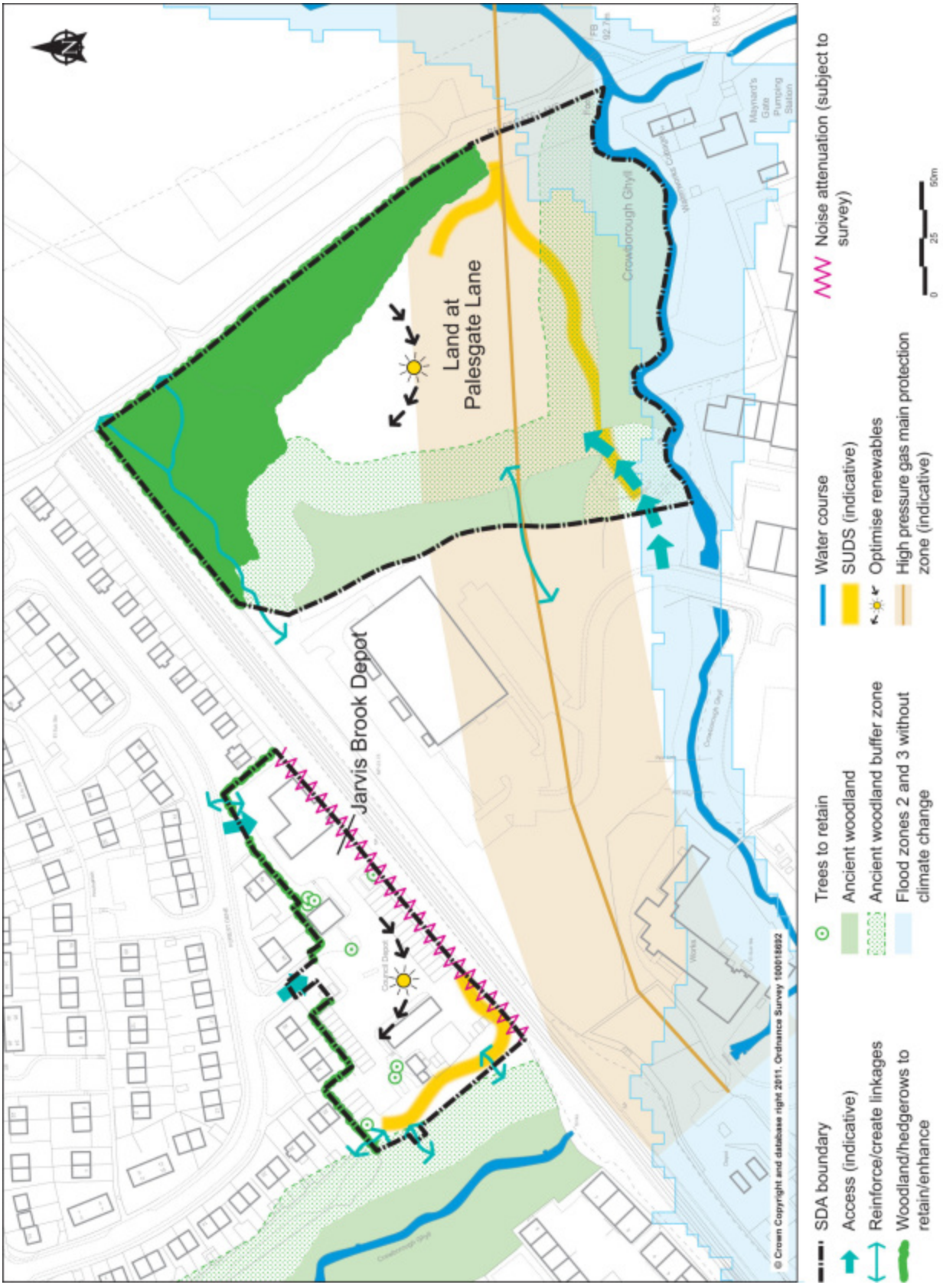
Suggested Guiding Principles for Development of Jarvis Brook Depot

11.36 The key guiding principles are shown on Figure 11.7, and include:

- The development should contribute towards the off site provision of SANGS (Suitable Alternative Natural Green Space).
- Measures to Ashdown Forest to mitigate the recreational pressures arising from the development.
- Access to the site should be from Forest Dene (either at the same location as the current access or from the north-east corner of the site).
- The development should incorporate design measures to reduce the impact of noise from the adjacent railway line.
- The development should have regard to the closeness of Crowborough Ghyll adjacent to the boundary of the site in its design layout and landscape treatment through the provision of a 15m landscaped buffer area adjacent to the ancient woodland.
- Affirming the Ecological Assessment that habitats of greatest value are largely the boundary hedgerows and vegetation, particularly the oak trees within the site and the large oak just outside of the north western corner of the site. These habitats should be retained as wildlife corridors, in accordance with the recommendations of the Ecological Assessment.

- Provide good landscaping along the access road from Forest Dene and along the northern boundary to provide screening to neighbouring housing.
- Parking provision - the development should include adequate parking provision to meet the needs of the development whilst supporting and encouraging use of a variety of sustainable transport modes particularly given the proximity to the railway station and local bus routes. Parking should be accommodated off street in safe and secure environments. The layout of the site roads should encourage slower driving speeds and encourage a pedestrian/cycle/play friendly environment.

Figure 11.7 SDA 9 Guiding Principles for development of Jarvis Brook Depot & Land at Palesgate Lane, Crowborough



Infrastructure Requirements for Jarvis Brook Depot

11.37 Strategic infrastructure requirements in relation to SDA 8 and SDA 9 are provided from Paragraph 11.10 to 11.12. Additional local infrastructure required to support the development of land at land at Jarvis Brook Depot, Crowborough specific to the site may include:

- Either provision of a new access or improvements to the existing access onto Forest Dene.
- Provision of new pedestrian crossing facilities and signage (to local facilities, footpath and cycle routes) along Forest Dene, Burdett Road and Crowborough Hill (B2100) to improve access to local facilities and the railway station.
- Financial contribution towards the provision of appropriate footpath and cycle links within the local area and to Jarvis Brook local centre.
- Financial contributions towards additional green infrastructure and recreational provision in the local area - particularly the provision of additional bowling greens, 'park like' space and amenity green spaces within the Crowborough area.
- Financial contributions towards the improvement and enhancement of existing open space and recreational facilities within the local area including:
    - teen facilities in the local area;
    - the quality and accessibility of rugby pitches and tennis courts.

2) Land at Millbrook Garden Centre, Crowborough

Land Available for Development at Millbrook Garden Centre

11.38 This is a single site which presently operates as a garden centre and is approximately 1 hectare in size. The site is located in a roughly triangular shaped area of land between three roads: the Rotherfield Road (B2100), Mottins Hill and Tubwell Lane. The land available at the Millbrook Garden Centre is shown on Figure 11.3.

Character Appraisal for Millbrook Garden Centre

11.39 The site appraisal plan shows the key features of the site (see Figure 11.8).

Figure 11.8 SDA 9 Millbrook Garden Centre, Crowborough Site Appraisal



11.40 This site is located on the south-eastern urban edge of Crowborough outside of the High Weald Area of Outstanding Natural Beauty. The land is used as a garden centre open to the public and is developed with buildings and surfaced areas. The area slopes

downwards from south to north. Trees and hedges shield the site to the south-west and south-east and there is a single tree within the site.

11.41 The area borders the B2100 Rotherfield Road on its northern side and on the opposite side of this road is the Millbrook Business Park with the access to this Business Park being opposite the Millbrook Garden Centre. A supermarket is located within the Business Park. The other sides of the area are surrounded by residential properties.

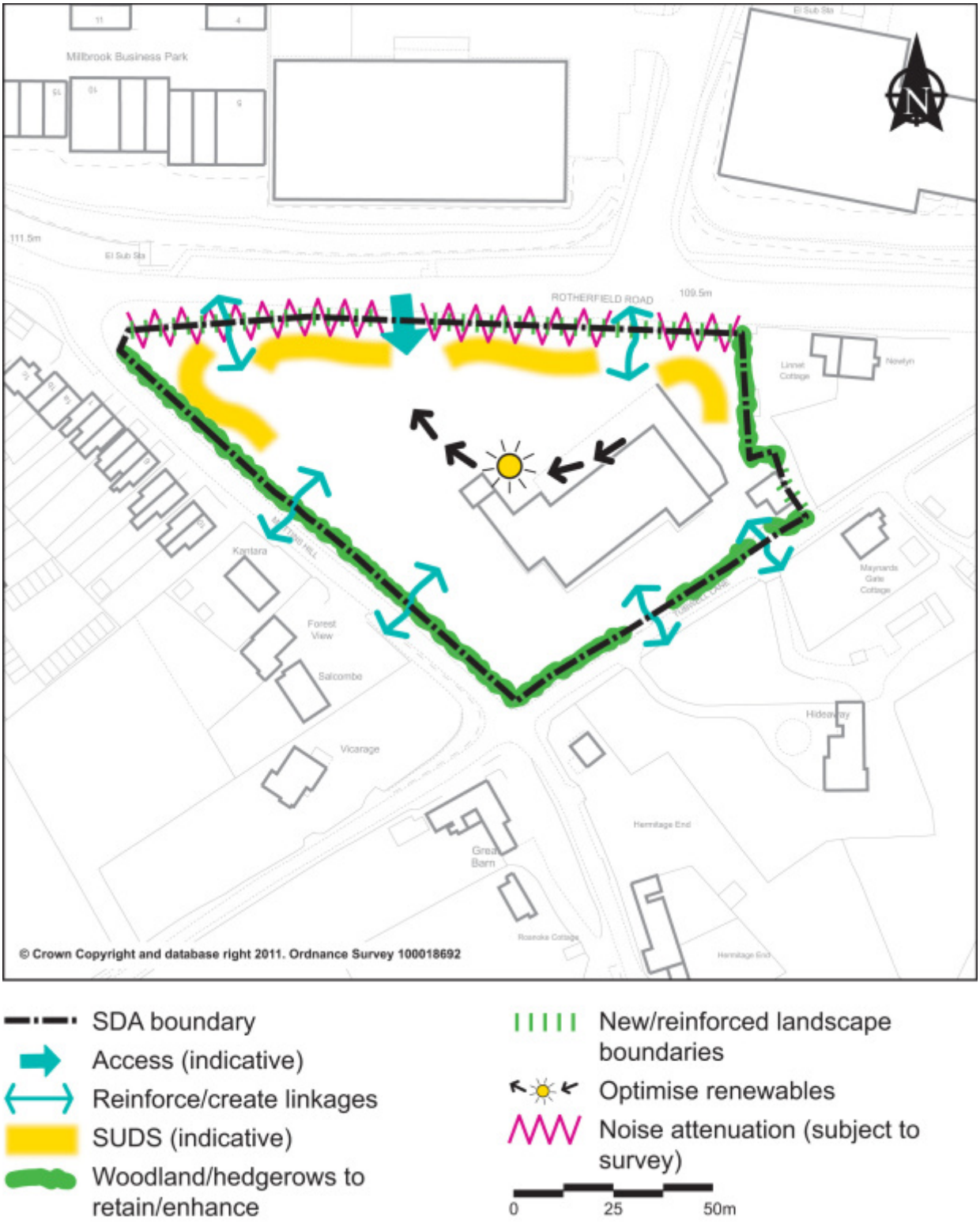
11.42 Tubwell Lane runs along the south-east border of the site and from where the current access to the site is located. This is a fairly narrow road with no pavements. Mottins Hill runs along the south-west boundary of the site. This is also a narrow road without pavements for the most part.

Suggested Guiding Principles for Development of Millbrook Garden Centre

11.43 The key guiding principles are shown on Figure 11.9, and include:

- The development should contribute towards the off site provision of SANGS (Suitable Alternative Natural Green Space).
- Measures to Ashdown Forest to mitigate the recreational pressures arising from the development.
- New access to the site should be provided off Rotherfield Road.
- A landscaped buffer or other noise reduction measures should be provided between the development and Rotherfield Road to reduce the impact of noise created by traffic on that road.
- Boundary vegetation should be retained as habitat features - the Ecological Assessment considered that the boundary vegetation on the site provides connections to the wider countryside and helps to support local ecology through wildlife corridors.
- Protection and enhancement of the species rich hedgerow along Tubwell Lane and the hedgerow along Mottins Hill to provide screening to neighbouring housing, whilst considering their value as habitat corridors through the choice of species, management and maintenance of the boundaries.

Figure 11.9 SDA 9 Guiding Principles for development of Millbrook Garden Centre, Crowborough



Infrastructure Requirements for Millbrook Garden Centre

11.44 Strategic infrastructure requirements in relation to SDA 8 and SDA 9 are provided from Paragraph 11.10 to 11.12. Additional local infrastructure required to support the development of land at Millbrook Garden Centre, Crowborough, which is specific to the site may include:

- New pedestrian crossing facilities and signage (to local facilities, footpath and cycle routes) along Rotherfield Road to improve access to local facilities and the railway station.
- Financial contribution towards appropriate footpath and cycle links within the local area and to the town centre.
- Financial contributions towards the provision of additional green infrastructure and recreational provision in the local area - particularly the provision of additional bowling greens, 'park like' space and amenity green spaces within the Crowborough area.
- Financial contributions towards the improvement and enhancement of existing open space and recreational facilities within the local area;
    - teen facilities in the local area,
    - the quality and accessibility of rugby pitches and tennis courts.

3) Land to the west of Palesgate Lane, Crowborough

Land Available for Development West of Palesgate Lane

11.45 This is a single site greenfield site of just under 3.5 hectares. The site is located on the south-eastern urban edge of Crowborough outside of the High Weald Area of Outstanding Natural Beauty immediately adjacent to the Millbrook Industrial Estate. The land available to the west of Palesgate Lane is shown on Figure 11.3.

Character Appraisal for West of Palesgate Lane

11.46 The site appraisal plan shows the key features of the site (see Figure 11.6).

11.47 The site is located to the north and east of the Millbrook Business Estate, to the south of the railway and residential development and to the west of Palesgate Lane and open countryside beyond. The site has a gradual slope, downwards from north-west to the south-east and consists of scrub with trees and bushes. It is more steeply sloping at its southern end where the land falls to the ghyll and at this southern end there is an area of ancient woodland with land within part of this area falling within flood zones 2 and 3.

11.48 There is also an area of ancient woodland on the western part of the site. Toward the southern part of the site there is an area of Archaeological Interest although further investigations would be required to ascertain the level of impact this may have on any potential development. An Underground High Pressure Gas Main crosses the site and this would place some restrictions on any potential development.

11.49 There is currently no direct road access to the site. The main potential vehicular access to the site passes through Millbrook Business Estate and connects with the B2100.

11.50 A new access road would need to be constructed and this would be from a spur off the access road to the adjacent business unit (Servomex) in the northern part of the Millbrook Business Estate. This may have an impact upon the ancient woodland and access route would mean that residential traffic would be passing through the Business Estate to access this site.

11.51 The possibility of a secondary or emergency access from Palesgate Lane should be investigated but this route would not be suitable as a main access due to its substandard width and alignment together with the presence of the ghyll and ford at the southern end of the road.

Suggested Guiding Principles for Development West of Palesgate Lane

11.52 The key guiding principles are shown on Figure 11.7, and include:

- The development should contribute towards the off site provision of SANGS (Suitable Alternative Natural Green Space).
- Measures to Ashdown Forest to mitigate the recreational pressures arising from the development.
- Subject to Highway Authority and Natural England comments, access to the site should be provided from that existing to the adjoining business unit adjacent to the west of the site (Servomex), within the Millbrook Industrial Estate. Access to the site should be from the south west of the site, between the two areas of existing Ancient Woodland.
- Reinforcement of the existing links along the informal footpath to the north of the site, linking to Palesgate Lane and the housing to the north-west of the railway around Forest Dene. Development should also incorporate new links to neighbouring facilities to enhance pedestrian safety within the industrial estate, increase connectivity and reduce isolation.
- Incorporation of design measures to reduce the impact of any noise from the adjacent railway line.
- The development should have regard to the closeness of the Crowborough Ghyll, adjacent to the southern boundary of the site, in the design layout and landscape treatment of the site.
- There should be a 15m undeveloped and landscaped area adjacent to the ancient woodland on the western and southern boundaries of the site.
- Retention of the trees and vegetation along the northern boundary is an important feature. Together with the ancient woodland areas, these areas are considered to be important wildlife corridors to a wide range of habitats and species and should be retained. In addition measures may be required to support the site as a Key Reptile Site at County level.
- Enhancement of landscaping along the northern and eastern boundary to screen the proposed housing and retain some of the landscape character of the area.

- Provision of sustainable drainage solutions as part of the Green infrastructure on site.
- Inclusion of adequate parking, whilst supporting and encouraging the use of sustainable transport - particularly given the closeness to the railway station and local bus stops and routes. Development should be avoided in areas within Flood Zones 2 and 3 within the south eastern part of the site.
- Layout of the site to take into account the High Pressure Gas Mains and avoid built development within the appropriate protection zones

Infrastructure Requirements for West of Palesgate Lane

11.53 Strategic infrastructure requirements in relation to SDA 8 and SDA 9 are provided from Paragraph 11.10 to 11.12. Additional local infrastructure required to support the development of land west of Palesgate Lane, Crowborough which is specific to the site may include:

- Provision of new access onto the Servomex access road, subject to Highway Authority comments.
- New planting to compensate for loss of trees and woodland as a result of the development.
- Measures to reduce the impact of noise from the adjacent business unit (Servomex) to the west and the railway line to the north.
- Provision of new crossing facilities and signage along Rotherfield Road to improve access to local facilities, the railway station, footpaths and cycle routes.
- Contribution towards appropriate footpath and cycle links within the local area and to the town centre.
- Appropriate play facilities for children.
- Contributions toward additional green infrastructure and recreational facilities in the local area - particularly additional bowling greens, and 'park like' spaces within the Crowborough area.
- Contributions toward improvement open space and recreational facilities within the local area including:
    - teen facilities in the local area;
    - the quality and accessibility of rugby pitches and tennis courts.
- Appropriate sustainable drainage solutions within the site, associated with open space and green infrastructure provision.

Question 22

Suggested Guiding Principles for SDA 8 and SDA 9

Please tell us whether you agree or disagree, and your reasons for doing so, with the suggested guiding principles for the following Sites within SDA 8 and SDA 9

Question 22a

Do you agree with the suggested guiding principles for **Pine Grove Site, Crowborough**

Question 22b

Do you agree with the suggested guiding principles for **Jarvis Brook Depot, Jarvis Brook**

Question 22c

Do you agree with the suggested guiding principles for **Millbrook Garden Centre, Jarvis Brook**

Question 22d

Do you agree with the suggested guiding principles for **Palesgate Lane, Jarvis Brook**

Question 22e

Please tell us any further comments that you have in relation to the general guiding principles for SDA 8 or SDA 9, including any further guiding principles that you consider to be important

Link to online questionnaire

Options for the Development of SDA 8 and SDA 9

Option 1

Use 50% of Pine Grove and all 3 Jarvis Brook sites (see Figure 11.10 and Figure 11.11)

Figure 11.10 SDA 8 Pine Grove, Crowborough Option for development 1

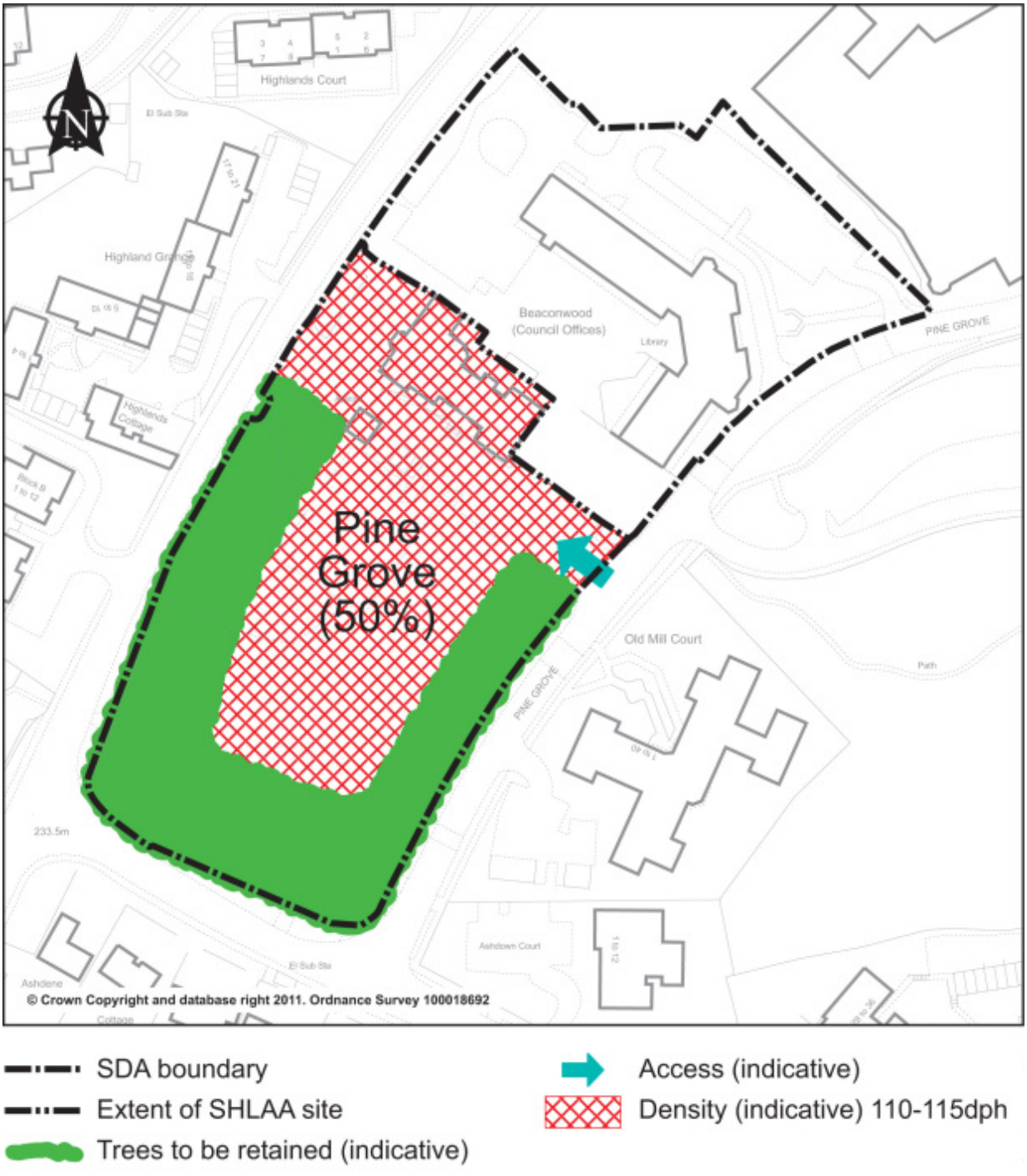
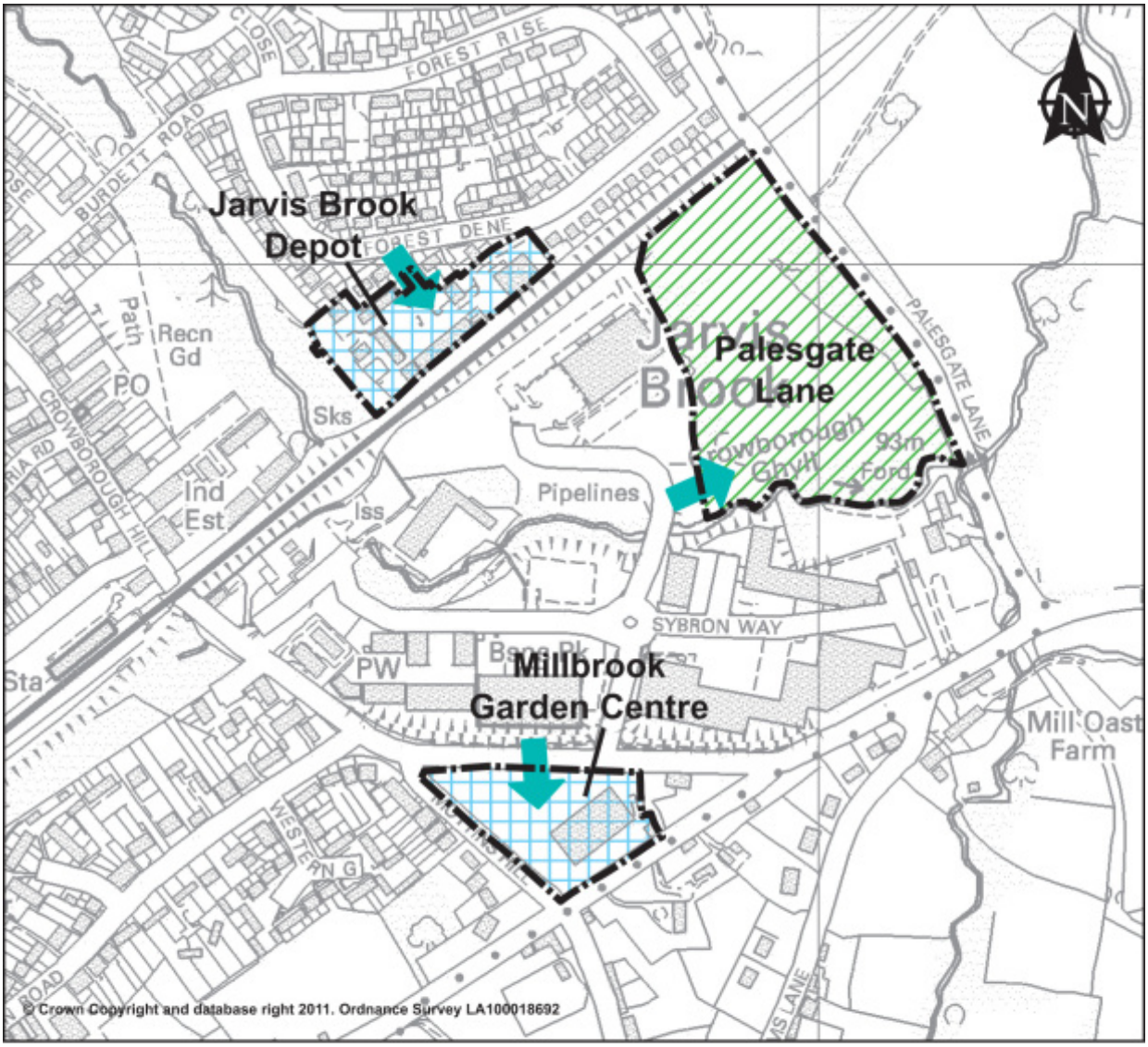


Figure 11.11 SDA 9 Jarvis Brook, Crowborough Option for development 1



11.54 This option involves the development of half of the Pine Grove site, retaining the majority of the woodland for landscape, screening and biodiversity reasons, whilst having a higher density compared with the other two options.

11.55 The density of proposed development on the Jarvis Brook Depot and Millbrook Garden Centre sites, at 30 dwellings per hectare, is at a level appropriate to the local surroundings, whilst the density of Palesgate Lane, at 20 dwellings per hectare, reflects the constraints experienced on this site.

11.56 The Pine Grove site reflects a higher density more appropriate in a town centre location. The densities for this option are set out in the table below:

Table 11.2 Option 1: SDA 8 & 9 Area of land developed, density and housing numbers achievable

SDA	Site	Area of land developed	Density (1)	Approximate Housing Numbers
8	Pine Grove	0.56 ha	111dph	62
9	Jarvis Brook	0.90 ha	30dph	27
9	Millbrook Garden Centre	0.96 ha	30dph	28
9	Palesgate Lane	1.15ha	20dph	23
Total		**3.57ha**		**140**

1. This is the number of dwellings per hectare with higher numbers indicating a higher density of development

11.57 This option would reduce the area of land developed for housing purposes on the Pine Grove site, requiring a higher density (and therefore higher storey heights) to achieve the required level of housing across the development area. Due to the town centre location of the Pine Grove site, high density development would be appropriate enabling the retention of the majority of the existing tree cover thereby reducing the impact on the local 'landscape'. Building at this density however, would require solutions which involve consideration of the impact of the building on the surrounding townscape (especially the long range views from the north) and good high quality and innovative design will be essential to ensure that the development contributes positively to the town centre.

11.58 The option also enables the provision of dwellings at a lower density on all Jarvis Brook sites. The sites at Jarvis Brook are in sustainable locations being close to public transport and a good range of facilities in the Jarvis Brook local centre helping to reduce the need to travel by car.

11.59 Suitable measures to reduce the impact of railway and road noise would be required at Jarvis Brook together with careful design of car parking provision within the site to ensure no adverse impact on surrounding residential areas.

11.60 The level and type of development at the Jarvis Brook Depot site will complement the existing residential development adjacent to the site. This will remove industrial vehicles travelling through the residential development along Forest Dene to access the depot currently occupying the site making the surrounding area a more attractive and safer living environment.

11.61 The density at the Millbrook Garden Centre reflects its edge of town location, despite its nearness to the railway station and Jarvis Brook Centre.

11.62 Overall, the option involves the development of all of the available previously developed land on these sites, however, it does mean the loss of local employment opportunities at the Jarvis Brook Depot site and Millbrook Garden Centre.

11.63 The development of Palesgate Lane will result in the loss of ecological habitats on the site and could result in the creation of an isolated community within the Jarvis Brook area with access solely through the existing Business Estate.

Option 2

Use 75% of Pine Grove and two of the three Jarvis Brook Sites (Jarvis Brook Depot,Millbrook Garden Centre and Palesgate Lane)

(See Figure 11.12 and Figure 11.13)

Figure 11.12 SDA 8 Pine Grove, Crowborough Option for development 2

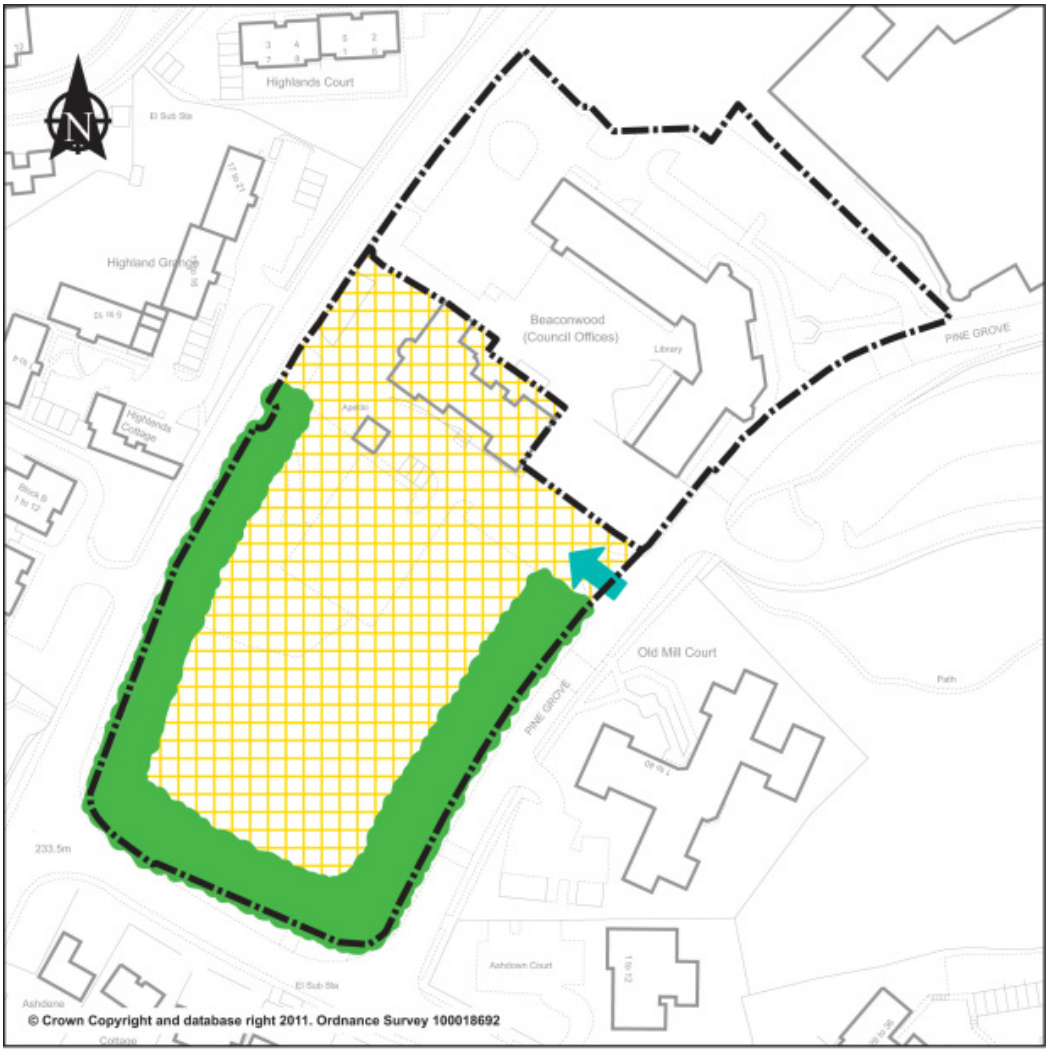
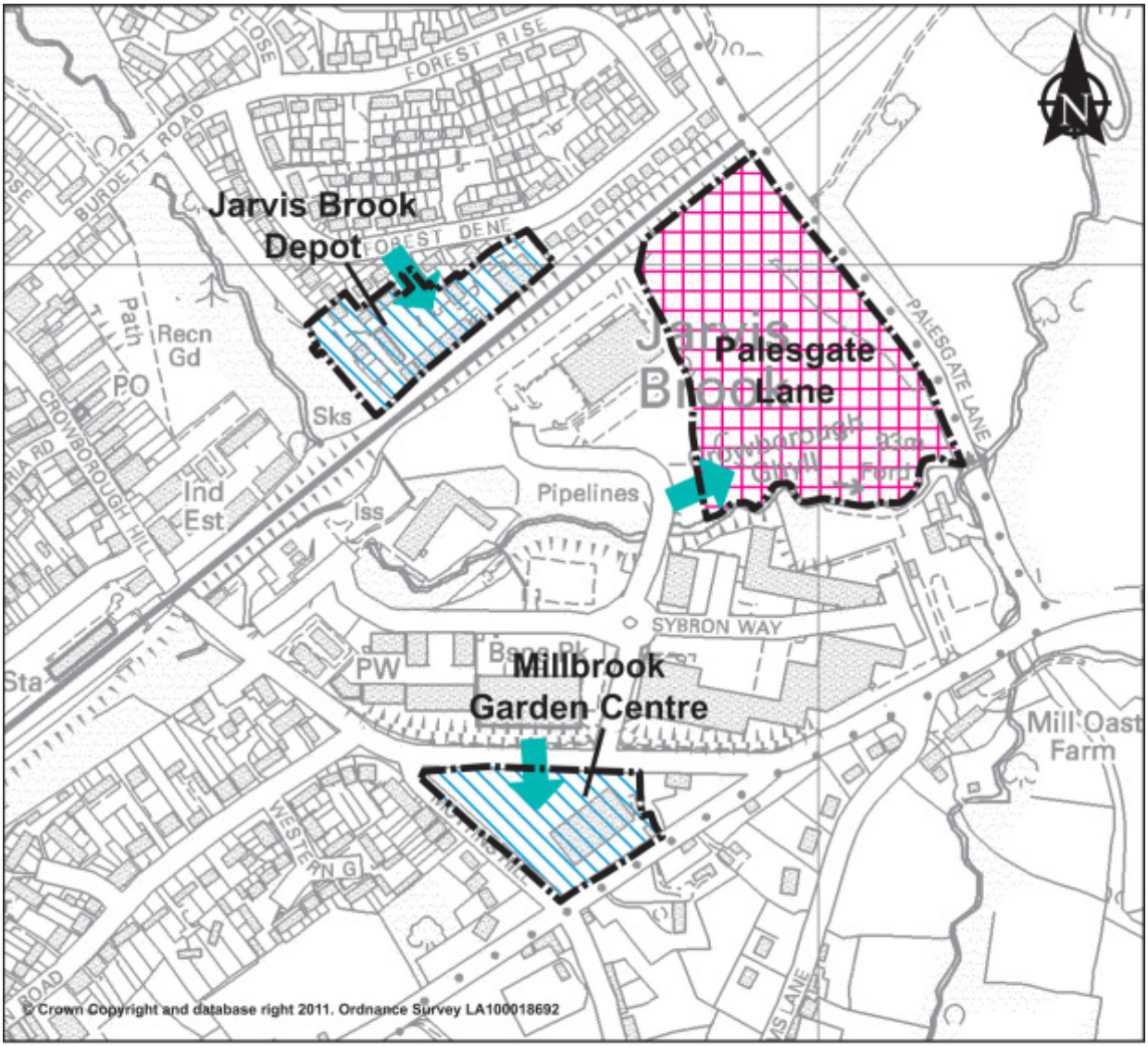


Figure 11.13 SDA 9 Jarvis Brook, Crowborough Option for development 2



11.64 This option involves a number of sub options, including the development of approximately 75% of the Pine Grove site at different densities, retaining a proportion of the woodland with the development of two of the Jarvis Brook sites.

11.65 The development of only two of the Jarvis Brook sites, allows options which retain one of the local employment sites and also options which mean that the Palesgate Lane site is not developed and remains as existing, thereby protecting the ecological and biodiversity value of the site.

11.66 The 35 dwellings per hectare density of proposed development on the Jarvis Brook Depot and Millbrook Garden Centre sites at is at a level appropriate to the local

surroundings, whilst the density of Palesgate Lane at 25 dwellings per hectare, reflects the constraints on this site. The development of the Pine Grove Site reflects a higher density of development which is more appropriate in a town centre location than in the Jarvis Brook sites. The densities for this option are set out in the table below.

Table 11.3 Option 2: SDA 8 & 9 Area of land developed, density and housing numbers achievable

Option	SDA	Site	Area of land de	Density[1]	Approximate Housing Numbers
2a	**8**	Pine Grove	0.85 ha	90dph	76
	9	Jarvis Brook	0.90 ha	35dph	31
	9	Millbrook Garden Centre	0.96 ha	35dph	33
Total			**2.71ha**		**140**
2b	**8**	Pine Grove	0.85 ha	96dph	81
	9	Jarvis Brook	0.90 ha	35dph	31
	9	Palesgate Lane	1.15ha	25dph	28
Total			**2.90ha**		**140**
2c	**8**	Pine Grove	0.85 ha	93dph	79
	9	Millbrook Garden Centre	0.96 ha	35dph	33
	9	Palesgate Lane	1.15ha	25dph	28
			2.96ha		**140**

1. This is the number of dwellings per hectare with higher numbers indicating a higher density of development

11.67 This option enables the retention of a proportion of existing tree cover on the Pine Grove site for screening, landscape and biodiversity reasons, reducing the impact on the local landscape. This would enable some of the boundary trees and woodland on the Pine Grove site to be retained, keeping more screening to existing residential properties nearby.

11.68 Lower density at the Pine Grove site in this option may result in lower storey heights than in Options 1 or 3 and may be considered to be more sensitive to the density of surrounding residential developments.

11.69 The density and form of development on the Jarvis Brook sites reflects the locational advantages of closeness to the railway station, and may therefore have reduced car parking on site. Options 2b and 2c (which include the land west of Palesgate Lane) could result in the creation of an isolated community within the Jarvis Brook area due to access to the site through the existing Business Estate.

11.70 The sites at Jarvis Brook are in sustainable locations being close to public transport and a good range of facilities in the Jarvis Brook local centre thereby reducing the need to travel by car. Suitable measures to reduce the impact of the railway and road noise would be needed for the sites at Jarvis Brook.

Option 3

Use 100% of Pine Grove and the one of the three Jarvis Brook sites (Jarvis Brook Depot, Millbrook Garden Centre and Palesgate Lane) (See Figure 11.14 and Figure 11.15)

Figure 11.14 SDA 8 Pine Grove, Crowborough Option for development 3

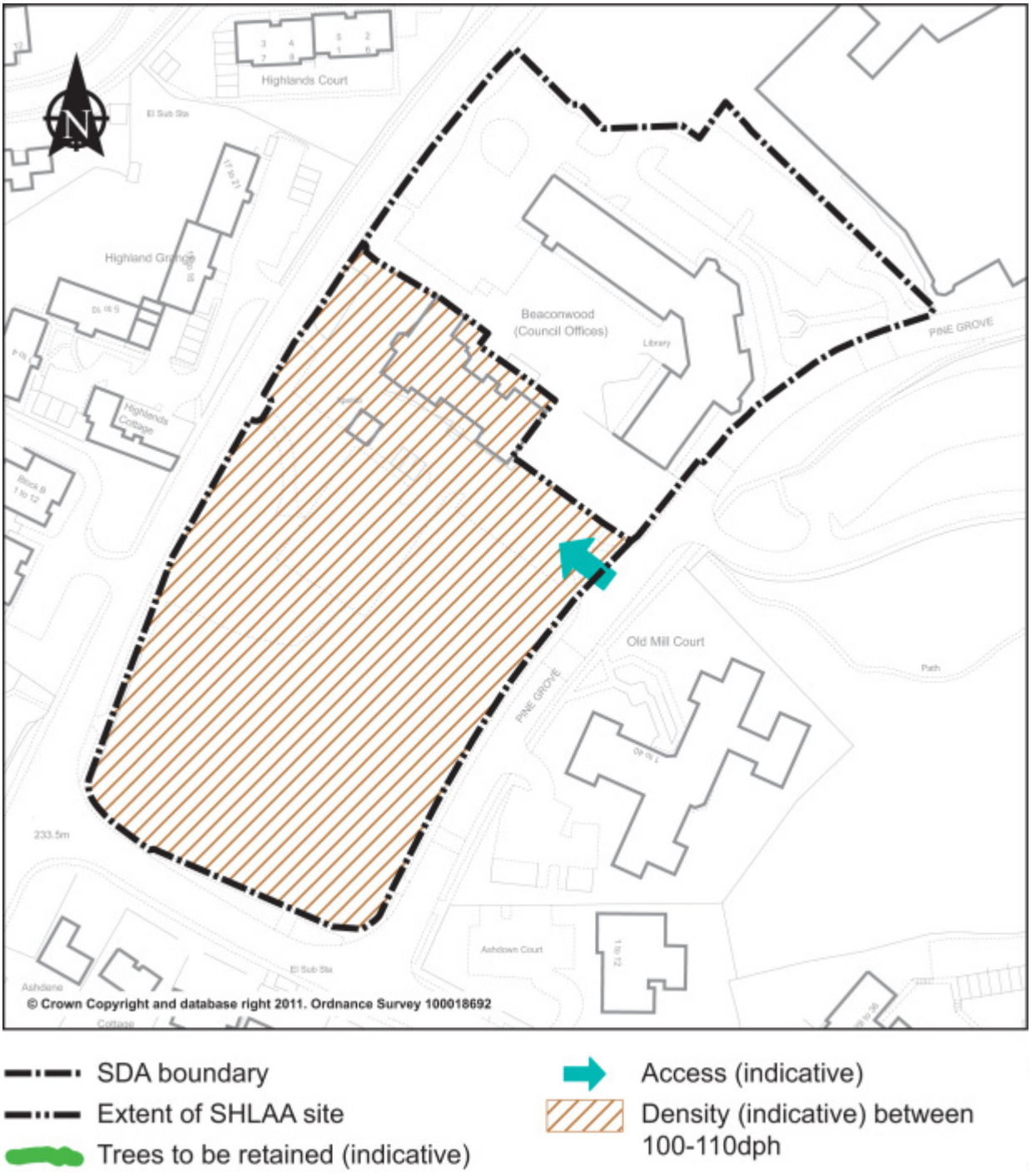
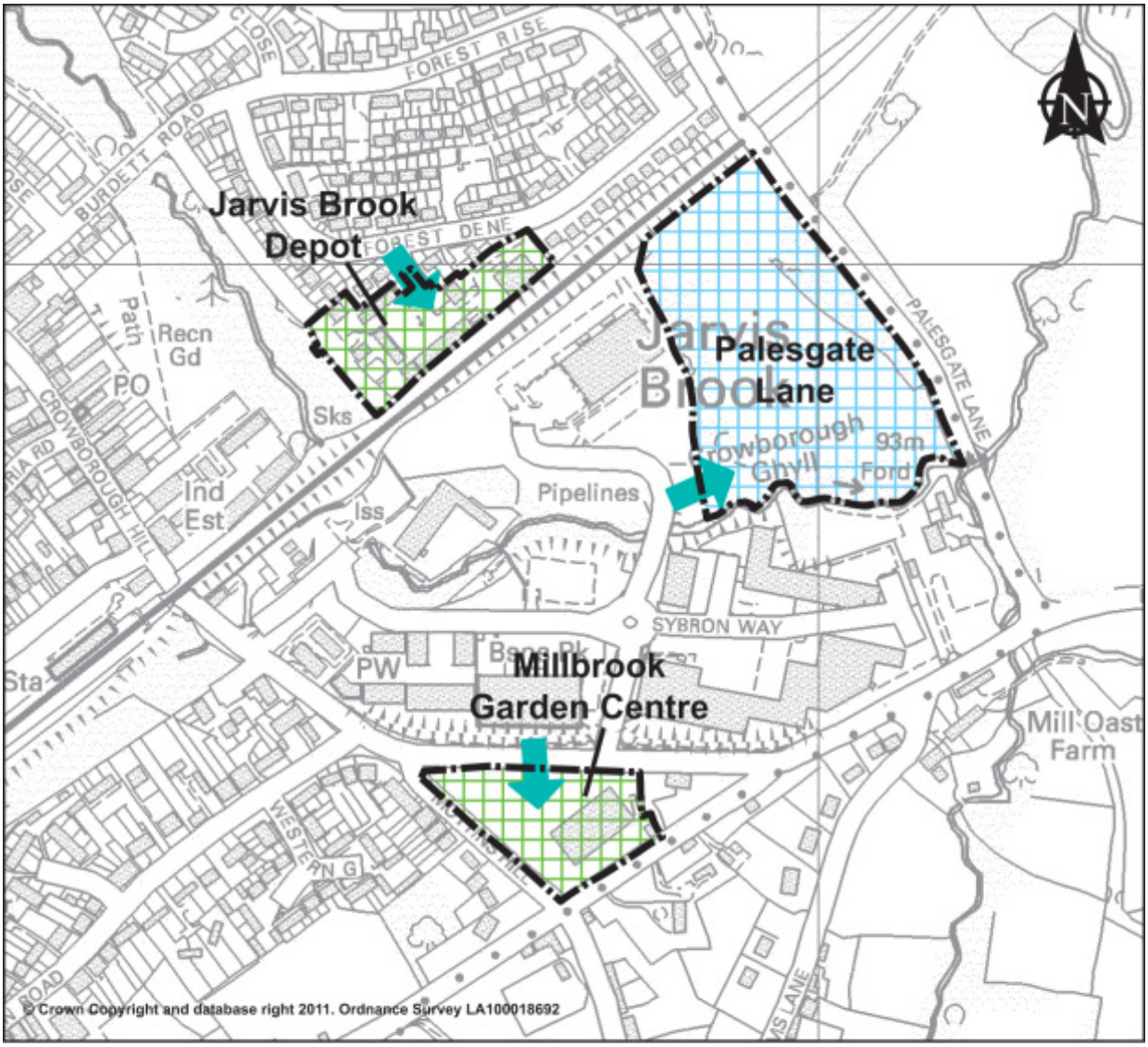


Figure 11.15 SDA 9 Jarvis Brook, Crowborough Option for development 3



11.71 This option involves a number of sub options including, the development of approximately 100% of the Pine Grove site, retaining selected trees and boundary features, and the development of one of the Jarvis Brook sites.

11.72 The development of only one of the Jarvis Brook sites allows options which retain at least one or both of the local employment sites and also options not to develop the Palesgate Lane site, thereby protecting the ecological and biodiversity value of the site.

11.73 The density of proposed development of the sites at Jarvis Brook has been increased to enable more housing to be provided on the chosen sites within this area, whilst reducing slightly requirements on the Pine Grove Site.

11.74 The density of the Palesgate Lane site has also been increased to 30 dwellings per hectare, which is considered to be the highest level that this site can achieve given its constraints. The development of the Pine Grove Site reflects a higher density of development more appropriate to a town centre location than the Jarvis Brook sites. The densities for this option are set out in the table below:

Table 11.4 Option 3: SDA 8 & 9 Area of land developed, density and housing numbers achievable

Option	SDA	Site	Area of land developed	Density[1]	Approximate Housing Numbers
3a	**8**	Pine Grove	1.00 ha	104dph	104
	9	Jarvis Brook	0.90 ha	40dph	36
Total			**1.90ha**		**140**
3b	**8**	Pine Grove	1.00 ha	102ph	102
	9	Millbrook Garden Centre	0.96 ha	40dph	38
Total			**1.96ha**		**140**
3c	**8**	Pine Grove	1.00 ha	106dph	106
	9	Palesgate Lane	1.15ha	30dph	34
Total			**2.15ha**		**140**

1. This is the number of dwellings per hectare with higher numbers indicating a higher density of development

11.75 Development of the whole of the Pine Grove site would result in the loss of the majority of boundary tress and woodland making the site more open to views, especially long ranging views from the north and views from surrounding roads and residential areas. Retention of specific trees within the woodland area and other forms of habitat creation would be required to mitigate the loss of woodland and help support the existing biodiversity of the site.

11.76 To balance the reduction of sites used for development, a higher density is proposed for the Jarvis Brook Depot site in option 3a. There is potential to widen the range of housing in the area through development of this site at a higher density to include flats and houses. This is due to this site's location adjacent to the railway, closeness to the railway station and local facilities in Jarvis Brook and the surrounding residential development which includes flats and maisonettes. Development of this site would also eliminate the industrial traffic accessing the site making the surrounding residential areas a more attractive living environment.

11.77 In Option 3b the density at Millbrook Garden Centre site is also increased to balance the reduction in sites available for development. Due to its location and close proximity to local facilities and public transport there is potential to widen the range of housing in the area with development of flats and houses enabling a higher density to be achieved. Suitable measures to reduce the impact of any road noise will be required.

11.78 This option provides substantial new housing close to Crowborough town centre, in particular supporting shops and services and the overall regeneration of the town centre. This option results in higher density development at the Pine Grove site and therefore higher storey heights than in Option 2.

11.79 Option 3c, which includes the land west of Palesgate Lane, would involve the loss of ecological habitat and could result in the creation of an isolated community within the Jarvis Brook area with access solely through the existing Business Estate.

Sustainability Appraisal of Options

11.80 There are a number of options for SDA 8 and 9, many with common themes due to the land arrangements. The Sustainability Appraisal of the options against the 22 Sustainability Appraisal objectives shows the differences between the options and outlines some of the issues that need to be considered.

Table 11.5 The Potential Benefits and Problems of the Sustainability Appraisal of the Options for SDA 8 & 9 against the 22 Sustainability Appraisal Objectives

Potential Benefits	Potential Problems and Mitigation
• Option 1 retains the biodiversity and landscape character of the Pine Grove Site, whilst providing lower densities in the Jarvis Brook area. • The development of Millbrook Garden Centre and Jarvis Brook will have no or negligible effect on Western Road, as it will be replacing an employment use. • Loss of Jarvis Brook Depot as an employment use (Options 1, 2A, 3A and 2B) may benefit the wider community by reducing traffic and noise on site in a residential setting. • Maximising the amount of housing at Pine Grove will assist in the regeneration of the town centre, and although all options will contribute to this, Options 3A, 3B and 3C maximise the number of dwellings. • Options increasing the amount of dwellings at Jarvis Brook can take advantage of the railway link in this area, but takes away development from the town centre. • All options would be able to sustain some form of renewable energy for individual properties in Jarvis Brook. • Increased development at Jarvis Brook will allow greater potential for mitigation of visitor pressure on the Ashdown Forest	• Option 1 does not make the most efficient use of land in the Jarvis Brook area • Options 1, 2B, 2C and 3C include land at Palesgate lane which is significantly isolated from the existing community, does not reduce the need to travel by car and does not promote walking. In addition, residential amenities may be affected due to the proximity of Millbrook Industrial Estate. There is also concern regarding the deliverability of the site due to impact on ancient woodland and the presence of a High Pressure Gas Main. The potential loss of biodiversity compared to the other brownfield sites in Jarvis Brook is significant. Increased traffic resulting from development at Palesgate land may have an impact on Western Road, and increase congestion thereby impacting upon local air quality. • Option 2 increases the use of the land at Pine Grove but, with reduced density compared to option 1, means that the land is not being used most efficiently. However, the heights of the building(s) may be reduced and therefore have a lesser impact on the street scene. • Options 1, 2A, 2C and 3B involves the loss of an existing garden centre, and loss of employment. • High density development in Pine Grove would not be able to provide significant quantities of renewable energy unless linked into a District heating scheme.

	• Options 2 and 3 reduce the tree screening at Pine Grove with Option 3 removing the vegetation. • Significant development at Pine Grove will require mitigation to prevent harm to the Ashdown Forest by providing alternative recreational facilities and potentially more mitigation on the Ashdown Forest itself.

Question 23

Options for development within SDA 8 and SDA 9

Please tell us whether you agree or disagree, and your reasons for doing so, with the following options for development within SDA 8 and SDA 9

Question 23a

Option 1

Use 50% of Pine Grove and all 3 Jarvis Brook sites

Question 23b

Option 2a

Use 75% of Pine Grove and the Jarvis Brook Depot & Millbrook Garden Centre sites

Question 23c

Option 2b

Use 75% of Pine Grove, and the Jarvis Brook Depot & Palesgate Lane sites

Question 23d

Option 2c

Use 75% of Pine Grove and the Millbrook Garden Centre & Palesgate Lane sites

Question 23e

Option 3a

Use 100% of Pine Grove and the Jarvis Brook Depot Sites

Question 23f

Option 3b

Use 100% of the Pine Grove and Millbrook Garden Centre Sites

Question 23g

Option 3c

Use 100% of the Pine Grove and Palesgate Lane Sites

Question 23h

Please tell us any further comments that you have in relation to options for SDA 8 or SDA 9, including any further locations or options that you wish us to consider

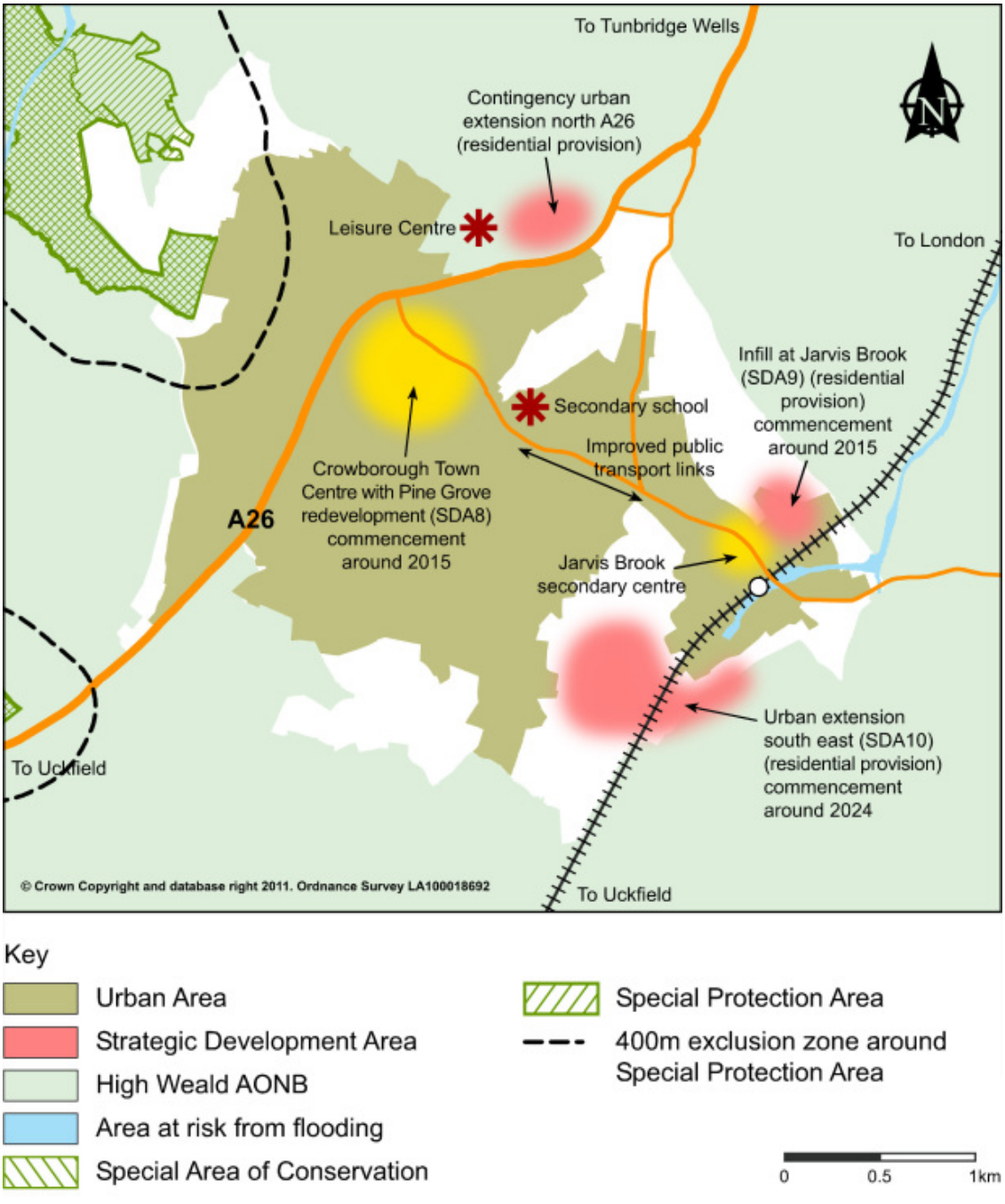
Link to online questionnaire

11 SDAs 8 & 9: Pine Grove & Jarvis Brook, Crowborough

12 SDA 10: Land at South East Crowborough

Location	Growth identified in the Core Strategy
Land to the south-east of the urban area of Crowborough (See Figure 12.2: SDA 10 South East Crowborough Land Availability Plan)	160 new homes

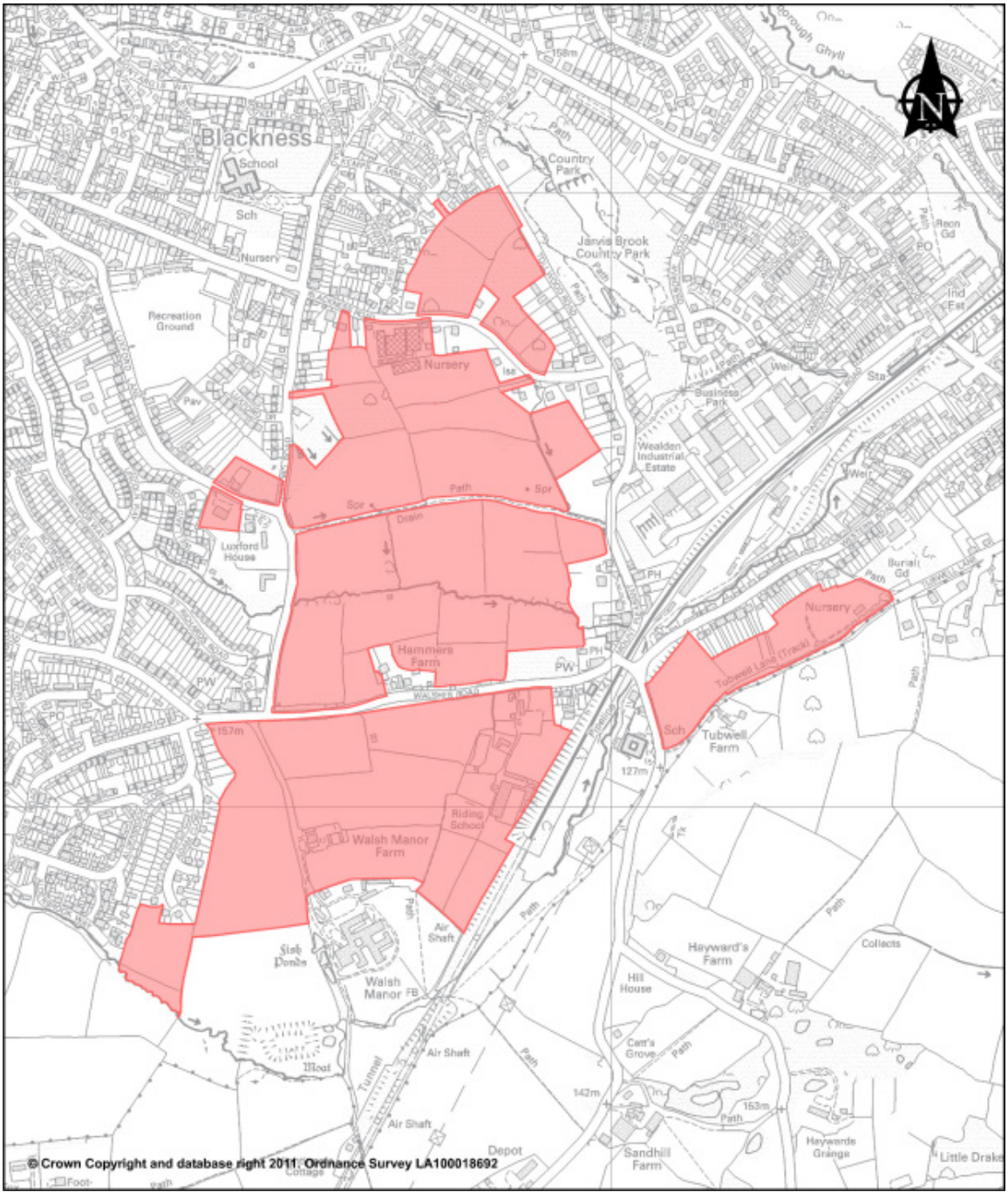
Figure 12.1 SDA 10: South East Crowborough Core Strategy Strategic Sites Context Plan



Land Available for Development

12.1 There are approximately 48 hectares of land put forward for housing development in this location (SDA 10). This area of land has been identified in the Wealden Strategic Housing Land Availability Assessment (SHLAA)[35] and is shown on Figure 12.2. This includes land between the existing built up area and the High Weald Area of Outstanding Natural beauty.

Figure 12.2 SDA 10: South East Crowborough Land Availability Plan



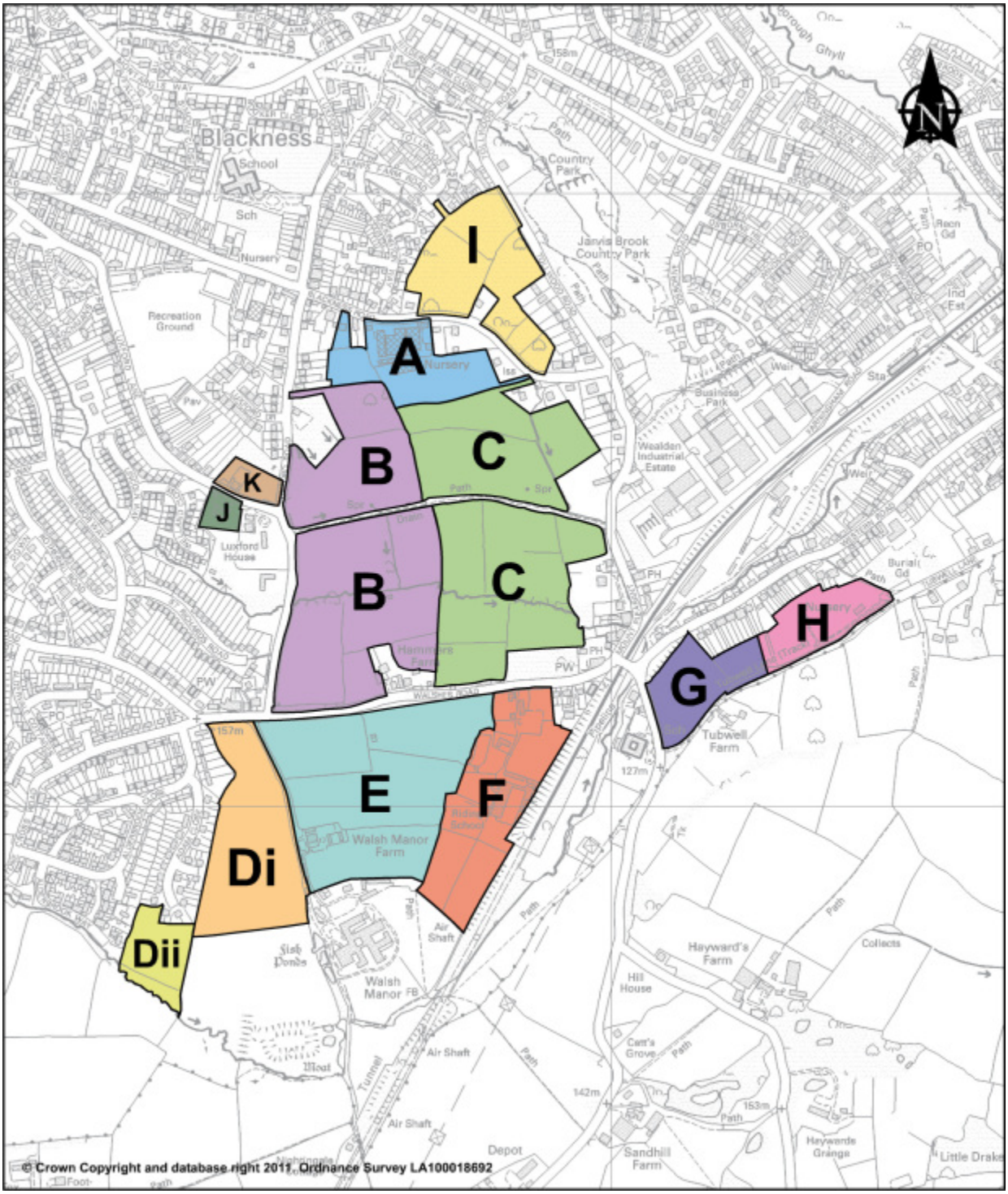
35 See Part 1 for more information on the Wealden SHLAA

Introduction

12.2 This development area consists of a number of sites from which a choice needs to be made in order to provide a total of 160 new residential dwellings. These sites vary significantly in size, with some sites being large enough to accommodate the construction of 160 dwellings or more whilst others are too small to achieve this. For this reason the overall area has been sub-divided into different areas in order to aid analysis, with some of these sub-areas comprising of more than one SHLAA site whilst others may comprise just part of a single SHLAA site. The purpose of this analysis is to provide meaningful areas which could be developed in order to help provide the 160 dwellings needed to meet the Core Strategy requirements.

12.3 There are 11 sites being considered as part of SDA 10. These are shown on Figure 12.3.

Figure 12.3 SDA 10: South East Crowborough Sub Areas



12.4 The site details are shown in Table 12.1: Details of available land, below.

Table 12.1 Details of available land within land at South East Crowborough (SDA 10)

Site	SHLAA Reference	Location	Greenfield/ Brownfield	Gross area (Hectares)
A	281/1110 284/1110	Rockington Nursery, Blackness Road Sandygate, Blackness Road	Part Brownfield/ Part Greenfield Part Brownfield/ Part Greenfield	2.04 0.56
B (1)	285/1110 177/1110	Kemps Farm North (W) Kemps Farm South (W)	Greenfield Greenfield	3.93 6.46
C (2)	285/1110 177/1110	Kemps Farm North (E) Kemps Farm South (E)	Greenfield Greenfield	3.93 6.46
Di (3)	151/1110	Land south of Walshes Road (West)	Greenfield	4.17
Dii	472/1110	Play area off Adams Close, Alderbrook	Greenfield	1.30
E (4)	151/1110	Land south of Walshes Road (Central)	Part Brownfield / Part Greenfield	6.56
F (5)	151/1110	Land south of Walshes Road - Riding School (East)	Part Brownfield / Part Greenfield	4.53
G	065/1110	Junction of Western Road/Hadlow Down Road	Greenfield	1.87
H	112/1110	Cherry Tree Nursery, Western Road	Part Brownfield / Part Greenfield	1.68
I	095/1110	Land south of Tollwood Road	Greenfield	3.61
J	038/1110	Kingswood, Luxford Lane (South)	Part Brownfield / Part Greenfield	0.35
K	050/1110	Tarka, Luxford Lane (North)	Part Brownfield / Part Greenfield	0.50
Total				**47.95**

1. Sites B and C each comprise half of SHLAA Sites 285/1110 and 177/1110 (split west/east) so half of the SHLAA land available is shown for each site
2. Sites B and C each comprise half of SHLAA Sites 285/1110 and 177/1110 (split west/east) so half of the SHLAA land available is shown for each site
3. Sites Di, E and F, are all part of SHLAA site 151/1110, but have been subdivided for the purposes of option generation
4. Sites Di, E and F, are all part of SHLAA site 151/1110, but have been subdivided for the purposes of option generation
5. Sites Di, E and F, are all part of SHLAA site 151/1110, but have been subdivided for the purposes of option generation

Objectives

12.5 A number of objectives which relate to the Core Strategy and Sustainability Appraisal are particularly important in relation to this development area as described below.

12.6 The objectives we are seeking to achieve on these sites include the aim to protect and enhance biodiversity features and to protect the distinct landscapes of the District by including appropriate features within the site. We will aim to create high quality, safe and attractive living environments and development should be planned to ensure that it is not unduly affected by any traffic or other source of noise. Another key objective is the aim to reduce travel by car by making it easier to travel by more sustainable means of transport including by foot, cycle and public transport and development should be concentrated where it can most closely relate to existing services and facilities and public transport opportunities and other means of sustainable transport.

Infrastructure Requirements

12.7 The strategic infrastructure requirements are common to all sites within Crowborough. Key amongst these strategic infrastructure requirements is the provision of SANGS (Suitable Alternative Natural Green Space) and other measures relating to the protection of the Ashdown Forest Special Protection Area (SPA) and Special Area of Conservation (SAC). In the case of SDA 10, SANGS may be provided either within the site or off site. Other strategic infrastructure requirements are shown below, with local infrastructure requirements for each individual site detailed in the following sections.

12.8 Through the preparation of the Core Strategy and accompanying Infrastructure Delivery Plan, a number of key infrastructure requirements have been identified in relation to the provision of new dwellings on these sites. Those relevant to the development in Crowborough include:

Biodiversity

- Due to this area being within 7 km of Ashdown Forest it will be necessary for development to contribute towards the provision of SANGS (Suitable Alternative Natural Green Space) as well as a number of other measures required in relation to the Forest, including visitor management measures.

Schools

- There is a requirement for up to 0.5 form entry (30) places for early years provision, either as an extension of existing provision or in the form of new land and buildings.

Transport

- There are parking and traffic issues on Western Road which may be a potential limiting factor to development south of the town. Further work is required to identify constraints relevant to specific sites.

12.9 The development of sites in this development area will be expected to contribute towards the funding of these strategic infrastructure requirements for Crowborough.

12.10 There are also additional infrastructure requirements which may be required to support the development within SDA 10, which are common to all sites but which may be provided on or off site. These may include:

- Provision of new vehicular access roads to serve the development.
- New planting to compensate for any trees or woodland lost as a result of development.
- Provision of new pedestrian crossing facilities and signage (to local facilities, footpath and cycle routes) along Walshes Road, Western Road and other roads to improve access to local facilities, bus stops and the railway station.
- Financial contribution towards the provision of footpath and cycle links and pedestrian crossings within the local area and to Jarvis Brook local centre and Crowborough town centre.
- Provision of appropriate children's play facilities.
- Financial contributions towards the provision of additional green infrastructure and recreational provision in the local area - particularly the provision of additional bowling greens, rugby pitches, 'park like' space and amenity green spaces.
- Financial contributions towards the improvement of existing open space and recreational facilities within the local area including enhancement of teen facilities, and improvements to the quality and accessibility of rugby pitches, football pitches and tennis courts.
- Financial contributions towards the improvement of existing amenity green spaces and the Jarvis Brook Country Park.
- Provision of appropriate sustainable drainage solutions within the site, associated with open space and green infrastructure provision.

Affordable Housing

12.11 In the case of Crowborough, the evidence[36] suggests that it is appropriate to set an overall proportion of affordable housing of 40%[37], but that a higher percentage could be considered on allocated greenfield sites. The appropriate percentage for a particular site is, however, dependent on how economically viable a site is and the need to promote mixed and balanced communities.

12.12 In relation to this development area, there is a requirement for the developer to contribute towards the provision of SANGS and the funding of up to 0.5 form entry (30) school spaces for early years provision. There will be other additional requirements for individual sites. The cost of providing these may affect the amount of affordable housing that is viable for the site.

12.13 We would be very interested to hear your views about the provision of affordable housing on this site.

36 Housing Viability Assessment Final Report, August 2009. Three Dragons Consultants
37 This means that 40% of the total housing on the site should be affordable

Question 24

Affordable Housing Provision within SDA 10

Please tell us whether you agree or disagree, and your reasons for doing so, with the following possible proportions of affordable housing within SDA 10

Question 24a

40% of the total housing provided on the site should be affordable housing

Question 24b

45% of the total housing provided on the site should be affordable housing

Question 24c

If there is another proportion of affordable housing that you wish us to consider within SDA 10, please tell us what it is and your reasons for suggesting it

Link to online questionnaire

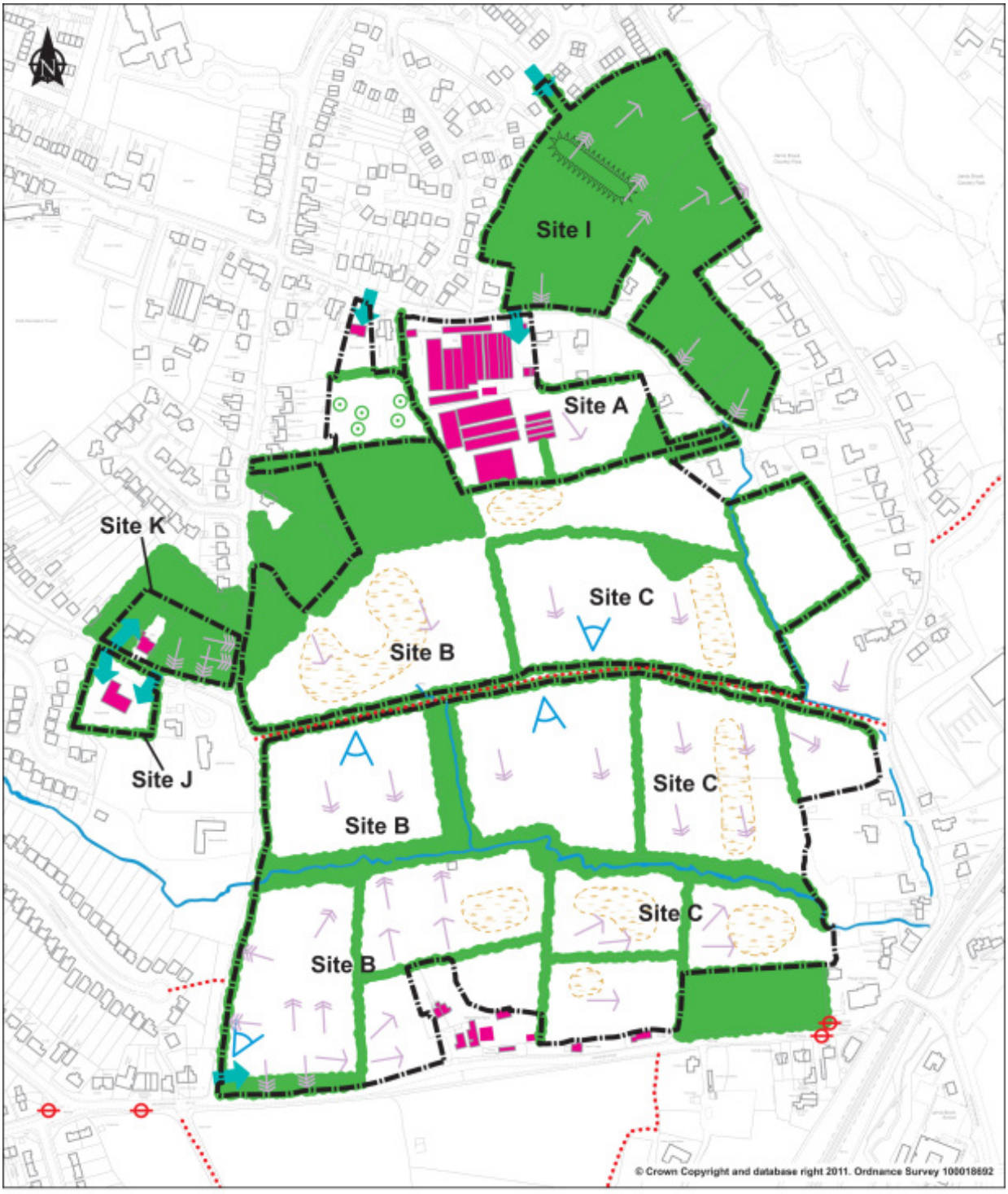
Site A - Rockington Nursery and Sandygate, South of Blackness Road

12.14 This area consists of 2 sites comprising a total site area of 2.6 hectares located to the south of Blackness Road, in the northern part of the development area, closest to Crowborough Town Centre.

Character Appraisal

12.15 The character appraisal plan shows the key features of the site (see Figure 12.4).

Figure 12.4 SDA 10 South East Crowborough Sites A, B, C, I, J & K Site Appraisal



12.16 This area is located to the south of Blackness Road, Crowborough, with access directly onto Blackness Road. The western site consists of a house, residential curtilage and grassland to the rear and has an area of just over half a hectare. There are five mature oaks within the grassland area and a wooded area lying immediately to the south, which has a good site boundary of tall Douglas fir and an established boundary of Douglas fir conifers to the east.

12.17 The eastern site comprises a garden plant nursery and includes large areas of glasshouse and other buildings as well as surfaced areas used for vehicle and other storage, and has an area of 2.5 hectares. There are trees on its southern and eastern boundary and an important hedgerow on the northern boundary.

12.18 Both sites front onto Blackness Road, which is a narrow country lane with no footways.

12.19 There are particular issues as regards pedestrian and vehicular access to the site as Blackness Road is narrow and there are no footways on this road or Luxford Road. Due to this, access for vehicles would not be acceptable from Blackness Road and therefore any road access would need to be from the south. However, the site's distance from Walshes Road to the south makes this a difficult proposition - even if the land between (Site B) were to be developed, that development would not reach far enough north to join up with Site A. For this reason, Site A is not included within the range of options for this development area.

Site B - Kemps Farm north and south - East of Luxford Road, north of Walshes Road

Character Appraisal

12.20 The site appraisal plan shows the key features of the site (see Figure 12.4).

12.21 There are just over 10 hectares of land available for housing development within Site B. The part of Site B north of the bridleway, is approximately 4 hectares in size. The southern part of Site B lies between the bridleway and Walshes Road and comprises approximately 6.5 hectares. The site contains a number of fields which are currently used as pasture.

12.22 Both parts of Site B comprise a patchwork of fields with strong hedgerows. The land slopes steeply down to the ghyll on both sides. The bridleway is tree lined and has the character of an ancient route. The Landscape Character Assessment[38] noted the area to be good quality landscape and records the ghyll and bridleway (green lane) as positive landscape features. Development in this location would impact upon these strong landscape features. The Landscape Character Assessment also identifies the need to create a green network around this green lane and the ghyll.

12.23 In summary, Sites B and C comprise a strong field system with boundaries of hedgerows and trees with many significant features.

38 Wealden Landscape Character Assessment 2009 Landscape and Biodiversity - Evidence Base for the LDF

Suggested Guiding Principles for Development

12.24 The key guiding principles are shown on Figure 12.5, and include:

- Contribute towards the provision of SANGS (Suitable Alternative Natural Green Space), possibly off site.
- Measures to Ashdown Forest to mitigate the recreational pressures arising from the development.
- Include pedestrian and cycle links through to the existing bridleway and neighbouring facilities including the Jarvis Brook local centre, employment areas, Crowborough railway station and Jarvis Brook Country Park.
- Provide access to the site which should preferably be from Walshes Road, but may also be from Luxford Road.
- Seek financial contributions towards the provision of additional highway improvements in the area to reduce congestion and improve access, which may include junction improvements, footpaths and crossing facilities, pedestrian and cycle routes.
- Create a high quality, safe and attractive living environment at a density suitable to the area. The development should promote local distinctiveness through good design, whilst appreciating the visual impact that the development may have on views from the south.
- Provide and reinforce landscaping along Walshes Road and Luxford Road to provide adequate screening to residential areas.
- Retain boundary and internal field hedgerows, woodland to the south west of the site adjacent to Walshes Road and the boundaries of the ghyll and other appropriate measures.
- The development should support and encourage the use of a variety of sustainable transport modes, particularly given the proximity to the railway station and local bus routes.

Figure 12.5 SDA 10 Guiding Principles for development of South East Crowborough Sites B, C I J & K



Infrastructure Requirements

12.25 Strategic infrastructure requirements relating to all SDA 10 sites have been outlined in previous sections. Additional requirements specific to Site B may include:

- New access onto Walshes Road and/or Luxford Road and local road and junction improvements, including the provision of footways and crossing facilities.
- Provision of pedestrian and cycle links to the bridleway crossing Site B, and to local facilities such as the Jarvis Brook Country Park, the railway station and the Jarvis Brook Neighbourhood centre.
- Provision of a bridge over the ghyll to access areas to the north.

Site C - Kemps Farm north and south - Eastern part of site, north of Walshes Road

12.26 Site C comprises the eastern part of the area of land to the north of Walshes Road and to the west of Mount Pleasant.

12.27 There are just over 10 hectares of land available for housing development within Site C. The northern part of Site C, north of the bridleway, is approximately 4 hectares in size. The southern part of Site C lies between the bridleway and Walshes Road and comprises approximately 6.5 hectares. The site contains a number of fields which are currently used as pasture.

Character Appraisal

12.28 The site appraisal plan shows the key features of the site (see Figure 12.4).

12.29 As with Site B, both parts of Site C comprise a patchwork of fields with strong hedgelines. The land slopes steeply down to the ghyll on both sides. The bridleway is tree lined and has the character of an ancient route. The Landscape Character Assessment[(39)] noted the area to be good quality landscape within the 2009 Landscape Character Assessment and records the ghyll and bridleway (green lane) as positive landscape features. Development in this location would detract from these features and the study identifies the need to create a green network around this green lane and the ghyll.

12.30 There is no current access to the land and a new access would need to be created. The only possible access appears to be from Walshes Road from a point to the west of Hammers Farm. This potentially involves a lengthy access road in order to access Site C.

Suggested Guiding Principles for Development

12.31 The key guiding principles are shown on Figure 12.5, and include:

- Contribute towards the provision of SANGS (Suitable Alternative Natural Green Space), possibly off site.

39 Wealden Landscape Character Assessment 2009 - Landscape and Biodiversity - Evidence Base for the LDF

- Measures to Ashdown Forest to mitigate the recreational pressures arising from the development.
- Include pedestrian and cycle links through to the existing bridleway and neighbouring facilities including the Jarvis Brook local centre, employment areas, Crowborough railway station and Jarvis Brook Country Park.
- Provide sustainable drainage solutions as part of the green infrastructure on site. Provide access to the site, which should preferably be from Walshes Road via Site B, but may also be from Luxford Road, subject to highway authority comments.
- Contribute towards the provision of additional highway improvements in the area to reduce congestion, which may include junction improvements, footpaths, cycle routes and pedestrian crossing facilities.
- Create a high quality, safe and attractive living environment at a density suitable to the area. The development should promote local distinctiveness through good design, whilst appreciating the visual impact that the development may have on views from the south of Walshes Road.
- Provide and reinforce landscaping along Walshes Road and Luxford Road to provide adequate screening to residential areas.
- Retain boundary and internal field hedgerows, woodland in the south western part of the site adjacent to Walshes Road and adjacent to the ghyll.
- The development should support and encourage the use of sustainable transport , particularly given the nearness to the railway station and local bus stops and routes.

Infrastructure Requirements

12.32 Strategic Infrastructure requirements relating to all SDA 10 sites have been outlined in previous sections. Additional requirements specific to Site C may include:

- New access onto Walshes Road and/or Luxford Road, through Site B (subject to highway authority comments). Direct access is not currently possible from Walshes Road or Mount Pleasant to the East, as the site does not extend to these frontages.
- Provision of financial contributions towards pedestrian crossing facilities in the vicinity.
- Provision of pedestrian and cycle links to the bridleway crossing Sites B and C, and to local facilities such as the Jarvis Brook Country Park, the railway station and the Jarvis Brook local centre.

Site D - Land south of Walshes Road - western site

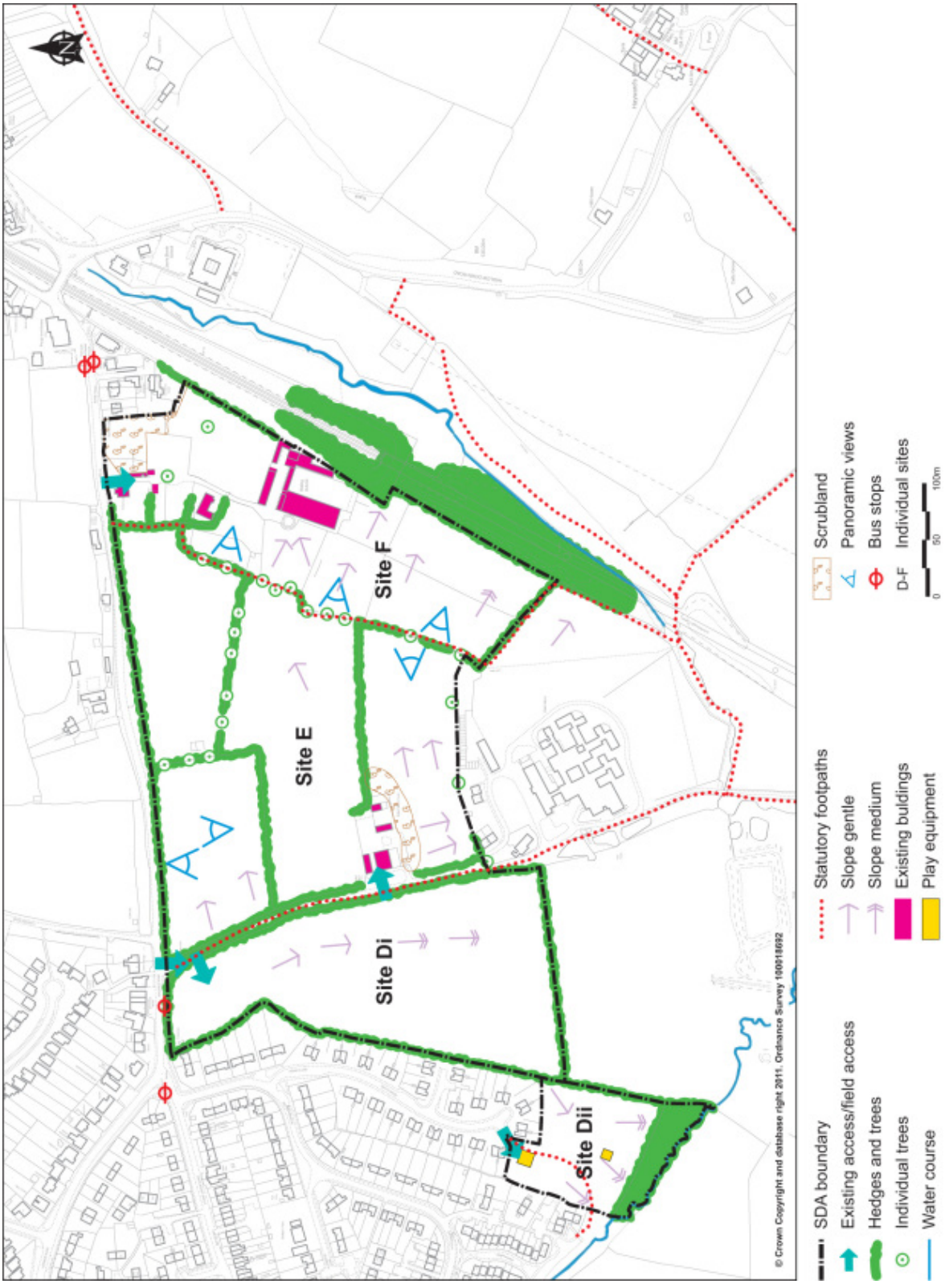
12.33 Site D comprises the western part of the area of land to the south of Walshes Road, and lies to the east of a residential part of Crowborough.

12.34 There are approximately 5.5 hectares of land available for housing development within site D. The area immediately to the west of the access to Walsh Manor Farm (Di) is approximately 4 hectares in size and the area of land to the south of Adam Close (Dii) is approximately 1.3 hectares in size.

Character Appraisal

12.35 The character appraisal plan shows the key features of the site (see Figure 12.6).

Figure 12.6 SDA 10 South East Crowborough Sites D, E & F Site Appraisal



12.36 The site is located on the south-eastern outskirts of Crowborough. There is residential development to the north and west and open countryside immediately to the east and south with the High Weald AONB further east and south. The site lies outside of the formally designated AONB.

12.37 Site Di consists of a single field which is used as pasture. Site Dii is used as public open space including a children's play area, teenager facilities and a picnic area.

12.38 Site Di comprises one large field which slopes downwards to the south, widening considerably at its southern end. The Landscape Character Assessment records the landscape of this area to be of ordinary quality and highlights the area as being a potential development area. There are particularly noteworthy trees around the periphery of this area, particularly in the north-east and north-west corners and south-east corner.

12.39 Site Dii is steeply sloping downwards towards the south-west and is, particularly steep at its southern end where the land falls away to a ghyll. Site Dii is shown as a proposed woodland buffer within the Landscape Character Assessment. The trees adjacent to the ghyll in Site Dii form part of the UK Biodiversity Action Plan area. It would not appear appropriate to develop Site Dii due to the steeply sloping nature of the land, the important woodland within the site and the loss of important children's play facilities that this would entail.

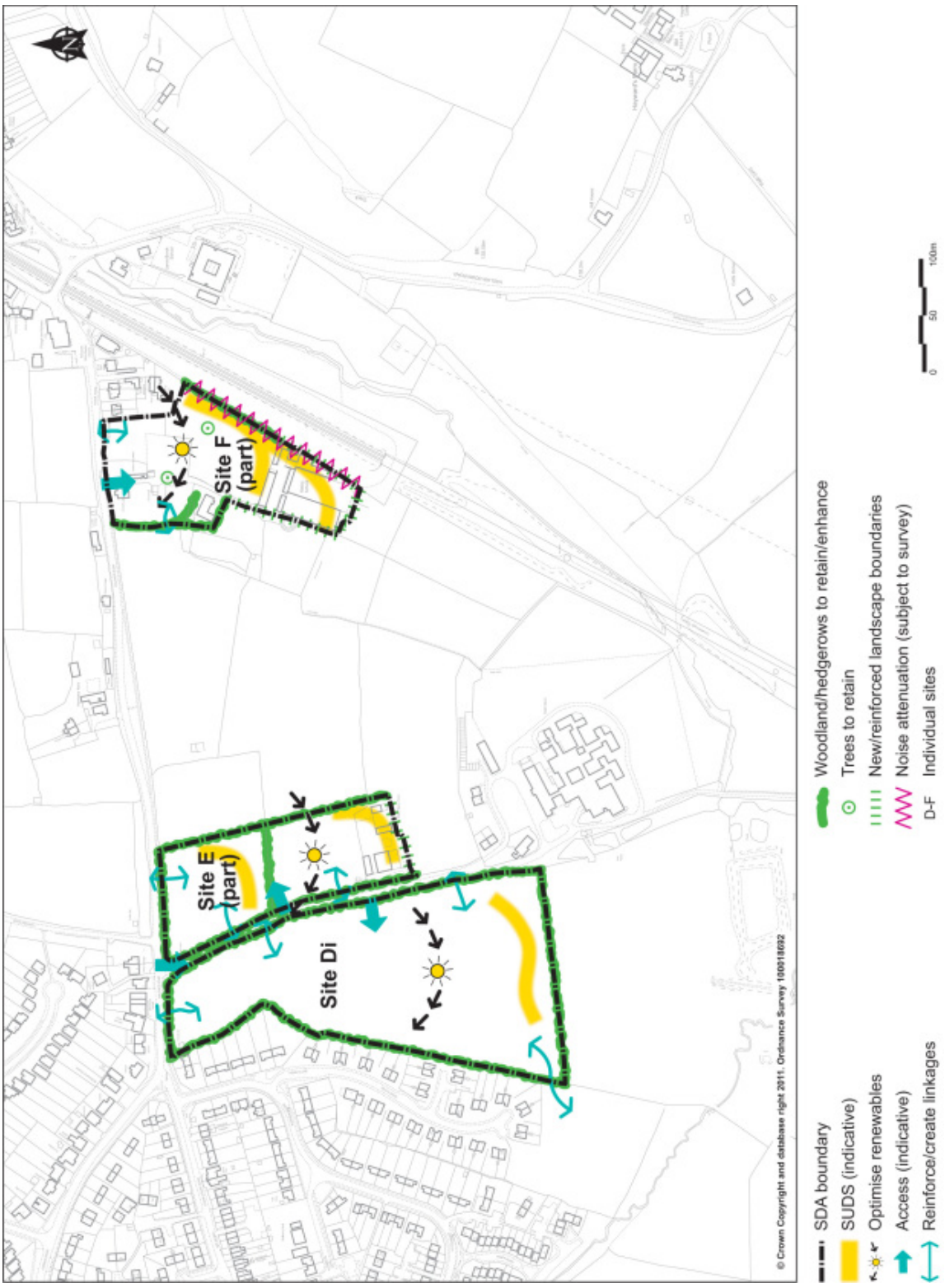
Suggested Guiding Principles for Development

12.40 The key guiding principles are shown on Figure 12.7, and include:

- Contribute towards the provision of SANGS (Suitable Alternative Natural Green Space), possibly off site.
- Measures to Ashdown Forest to mitigate the recreational pressures arising from the development.
- Seek contributions towards the provision of pedestrian and cycle links through to the existing bridleway and neighbouring facilities including the Jarvis Brook local centre, employment areas, Crowborough railway station and Jarvis Brook Country Park.
- Provide sustainable drainage solutions as part of the green infrastructure on site.
- Provide access to the site which should preferably be from the access to Walsh Manor Farm, subject to highways comments, or direct from Walshes Road.
- Contribute towards the provision of additional highway improvements in the area to reduce congestion, which may include junction improvements, footpaths, cycle routes and crossing facilities.
- Create a high quality, safe and attractive living environment at a density suitable to the area. The development should promote local distinctiveness through good design, whilst appreciating the visual impact that the development may have on views from the AONB to the south of the site.
- Retain and reinforce landscaping along Walshes Road and the site boundaries, to provide screening to residential areas.

- Retain boundary and internal field hedgerows and the boundaries of the ghyll.
- The development should support and encourage the use of sustainable transport, particularly given the nearness to the railway station and local bus stops and routes.

Figure 12.7 SDA 10 Guiding Principles for development of South East Crowborough Sites D, E & F



Infrastructure Requirements

12.41 Strategic Infrastructure requirements relating to all SDA 10 sites have been outlined in previous sections. Additional requirements specific to Site D, may include:

- A new or improved road access from Walshes Road.
- Provision of contributions towards pedestrian crossing facilities in the vicinity.
- Provision of or financial contribution towards the provision of pedestrian and cycle links to local facilities such as the Jarvis Brook Country Park, the railway station and the Jarvis Brook local centre.

Site E - Land south of Walshes Road - Central Site

12.42 Site E comprises of the central part of the area of land to the south of Walshes Road which is available for housing development.

12.43 There are approximately 6.5 hectares of land available for housing development within Site E. The western boundary of the area is the road which provides access to Walsh Manor Farm and the eastern boundary is formed by field boundaries around the adjacent Riding School.

Character Appraisal

12.44 The site appraisal plan shows the key features of the site (see Figure 12.6).

12.45 The site is located on the south-eastern outskirts of Crowborough. The area is surrounded by countryside. Walshes Road runs along the northern edge of this area and on the opposite side of Walshes Road is Hammers Farm in addition to other residential properties on this road.

12.46 The High Weald AONB is located further to the east and south. The site lies outside of the formally designated AONB.

12.47 The land falls gently towards the east, with this slope becoming steeper on the most eastern part of the site. The Landscape Character Assessment notes that part of this land, a strip of land extending as far eastwards as the limit of the farm buildings within the area, would potentially be suitable for development.

12.48 A group of farm buildings belonging to Walsh Manor Farm are located on the western part of the area and to the south west of the area is a group of buildings used as a residential education and leisure facility.

12.49 To the east of the area is a riding school which includes paddocks as well as a number of buildings associated with the use of the land for riding stables.

12.50 The area contains important hedgerows and trees including importantly the boundary trees on the eastern boundary.

Suggested Guiding Principles for Development

12.51 The key guiding principles are shown on Figure 12.7, and include:

- Contribute towards the provision of SANGS (Suitable Alternative Natural Green Space), possibly off site.
- Measures to Ashdown Forest to mitigate the recreational pressures arising from the development.
- Provide access to the site which should preferably be from the access to Walsh Manor Farm or direct from Walshes Road.
- Contributions towards the provision of pedestrian and cycle links to the neighbouring facilities including the Jarvis Brook local centre, employment areas, Crowborough railway station and Jarvis Brook Country Park.
- Provide sustainable drainage solutions as part of the green infrastructure on site.
- Contribute towards the provision of additional highway improvements in the area to reduce congestion, which may include junction improvements, footpaths, cycle routes and pedestrian crossing facilities.
- Create a high quality, safe and attractive living environment at a density suitable to the area. The development should promote local distinctiveness through good design, whilst appreciating the visual impact that the development may possibly have on views from the AONB to the south of Site E.
- Provide and reinforce landscaping along Walshes Road and site boundaries, particularly to the east and south to provide adequate screening to views from the AONB.
- The development should support and encourage the use of sustainable transport, particularly given the nearness to the railway station, local bus stops and routes and employment areas.

Infrastructure Requirements

12.52 Strategic Infrastructure requirements relating to all SDA 10 sites have been outlined in previous sections. Additional requirements specific to Site E may include:

- Provision of a new or improved road access from Walshes Road. This may be achieved through combining access to Walsh Manor.
- Financial contributions towards pedestrian crossing facilities in the vicinity.
- Provision of or contributions towards the provision of pedestrian and cycle links to local facilities such as the Jarvis Brook Country Park, the railway station and the Jarvis Brook local centre

Site F - Land south of Walshes Road - Riding School

12.53 Site F comprises the eastern part of the area of land to the south of Walshes Road.

12.54 There are approximately 4.5 hectares of land available for housing development within Site F. The western boundary of the area is the road which provides access to

Walsh Manor Farm and the eastern boundary is formed by field boundaries around the adjacent Riding School.

12.55 The site is located between Site E to the west and the railway line to the east. There is open countryside further to the east and to the south as well as to the west (Site E).

Character Appraisal

12.56 The site appraisal plan shows the key features of the site (see Figure 12.6).

12.57 The site is currently used as paddocks and a riding school and includes a number of buildings associated with the use of the land for riding stables.

12.58 The site is located on the south-eastern outskirts of Crowborough. The area is bounded by countryside to the west and south. To the north is Walshes Road and beyond this is a wooded area and countryside. On the eastern boundary of the site is a railway line which is partially within a tunnel, and beyond this is open countryside. To the north-east of the site are residential properties which lie on the outskirts of the urban area of Jarvis Brook. The site lies outside of the formally designated High Weald AONB which abuts the site to the south and east.

12.59 The land falls to the east down towards the railway line and rises again beyond. Due to the wooded areas and the hedgelines which surround the area, there are very limited long range views out of the site. The area includes a number of small paddocks which are separated by fences, stables and other buildings associated with the riding school and a ménage. At the northern end of the area is a house, a bungalow and a number of outbuildings along with an area which appears to be used for vehicle parking and storage. A wooded area fronts the road at the north-east corner and there are important boundary trees and hedges.

12.60 Although the site is within a dip in the landscape, development within the southern part of the site in particular would represent a relatively isolated intrusion into the countryside. The northern part of the site includes existing buildings and surfaced areas and development on this area would be less obtrusive because, as seen from the west and south, it would be seen in the context of existing development on the outskirts of Jarvis Brook. For these reasons, we have only included the northern part of the site within the options for this site.

Suggested Guiding Principles for Development

12.61 The key guiding principles are shown on Figure 12.7, and include:

- Contribute towards the provision of SANGS (Suitable Alternative Natural Green Space), possibly off site.
- Measures to Ashdown Forest to mitigate the recreational pressures arising from the development.

- Provide access to the site which should preferably be from the existing access to the Riding School, subject to highway authority comments, or direct from Walshes Road.
- Seek financial contributions towards the provision of pedestrian and cycle links to neighbouring facilities including the Jarvis Brook neighbourhood centre, employment areas, Crowborough railway station and Jarvis Brook Country Park.
- Provide sustainable drainage solutions as part of the green infrastructure on site.
- Contribute towards the provision of additional highway improvements in the area to reduce congestion, which may include junction improvements, footpaths, cycle routes and crossing facilities.
- Create a high quality, safe and attractive living environment at a density suitable to the area. The development should promote local distinctiveness through good design, whilst appreciating the visual impact that the development may possibly have on views from the AONB to the south of the site.
- Provide and reinforce landscaping along site boundaries, particularly to the west and south to provide adequate screening to views from the AONB.
- The development should support and encourage the use of sustainable transport, particularly given the nearness to the railway station, local bus stops and routes and employment areas.
- Provision of any measures required to reduce the impact of noise from the adjacent railway line.

Infrastructure Requirements

12.62 Strategic infrastructure requirements relating to all SDA 10 sites have been outlined in previous sections. Additional requirements specific to Site F may include:

- A new or improved road access would need to be provided from Walshes Road. The provision of this access would require further investigation due to the gradient of Walshes Road and bends in the road to both the east and west, which may restrict visibility. However, it may be possible to improve and utilise existing accesses, such as the access to the Riding school, to serve part of the development site.
- Provision of or contributions towards the provision of pedestrian and cycle links to local facilities such as the Jarvis Brook Country Park, the railway station and the Jarvis Brook local centre.
- Provision of contributions towards pedestrian crossing facilities nearby.

Site G - Junction of Western Road/Hadlow Down Road

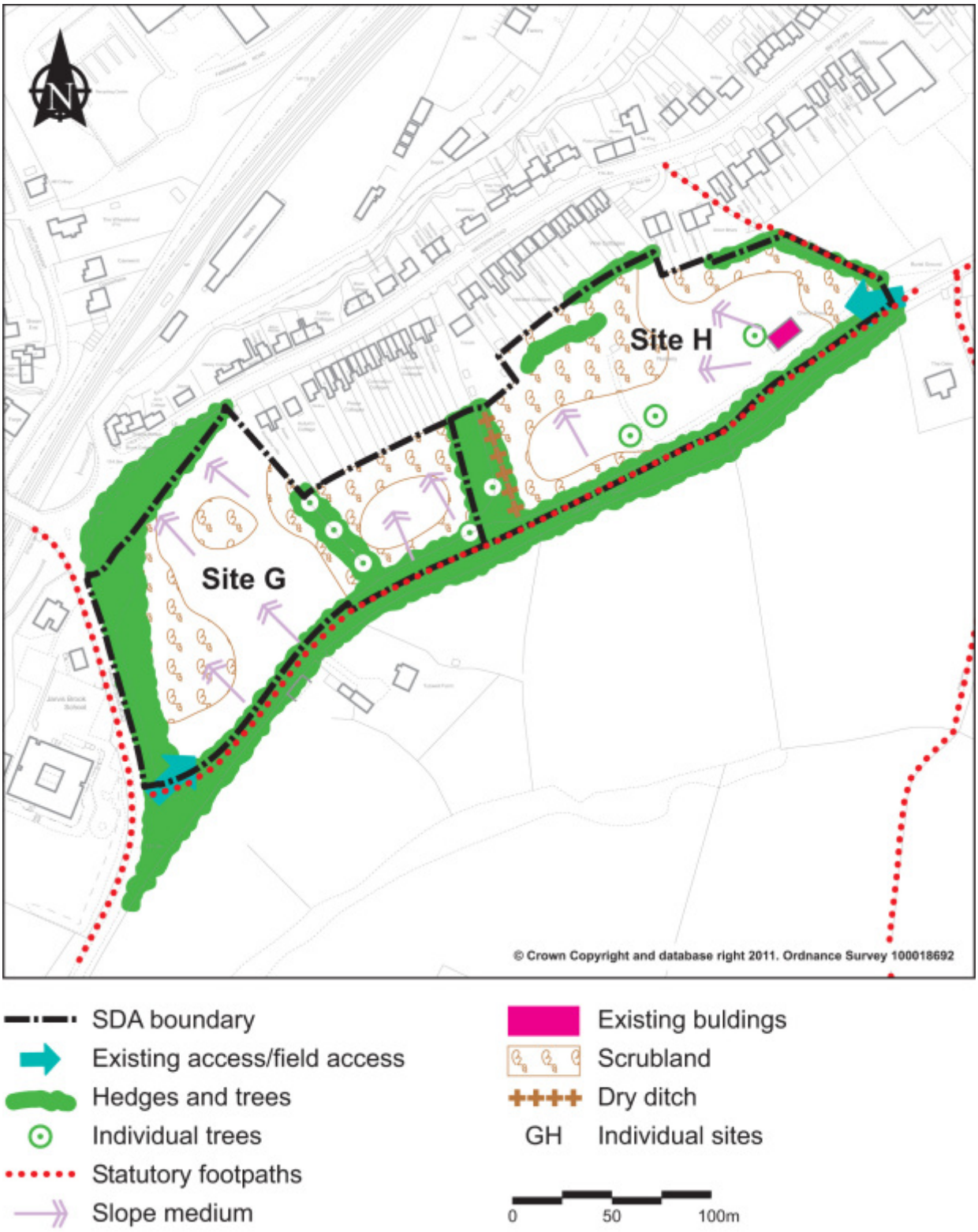
12.63 Site G is located on the south-eastern outskirts of Crowborough. It is located close to the junction of Western Road and Hadlow Down Road being to the south of Western Road and to the east of Hadlow Down Road.

12.64 There are approximately 2 hectares of land available for housing development within Site G.

Character Appraisal for Site G

12.65 The site appraisal plan shows the key features of the site (see Figure 12.8).

Figure 12.8 SDA 10 South East Crowborough Sites G & H Site Appraisal



12.66 The site slopes down fairly steeply, from south to north or north-west with particularly steep slopes immediately adjacent to Western Road and Hadlow Down Road. On the eastern part of the site, the site backs onto the gardens of residential properties which front Western Road. This is a greenfield site and is bordered by trees along all boundaries other than the boundary with the gardens of the residential properties. There is a further line of trees running north to south through the site.

12.67 A track used as a bridleway and an access to a residential property (Tubwell Lane) runs along the southern edge of the area, and to the south of the bridleway lies the High Weald AONB. The verges of the bridleway support ancient woodland flora and its hedgerows form an important boundary to the area. There are also other important areas of trees on the periphery of the site as well as some within the site.

12.68 The adjacent land to the east (Site H) is also considered as part of this development area.

12.69 The area is located to the west of Jarvis Brook local centre and, along with Site H, is the closest of the sites within SDA 10 to the services and facilities offered within this local centre.

12.70 There are traffic and parking issues in Western Road and these would need to be addressed as part of the development of this site.

12.71 Further traffic studies are required to determine the amount of development which could be achieved on this site.

Suggested Guiding Principles for the Development of Site G

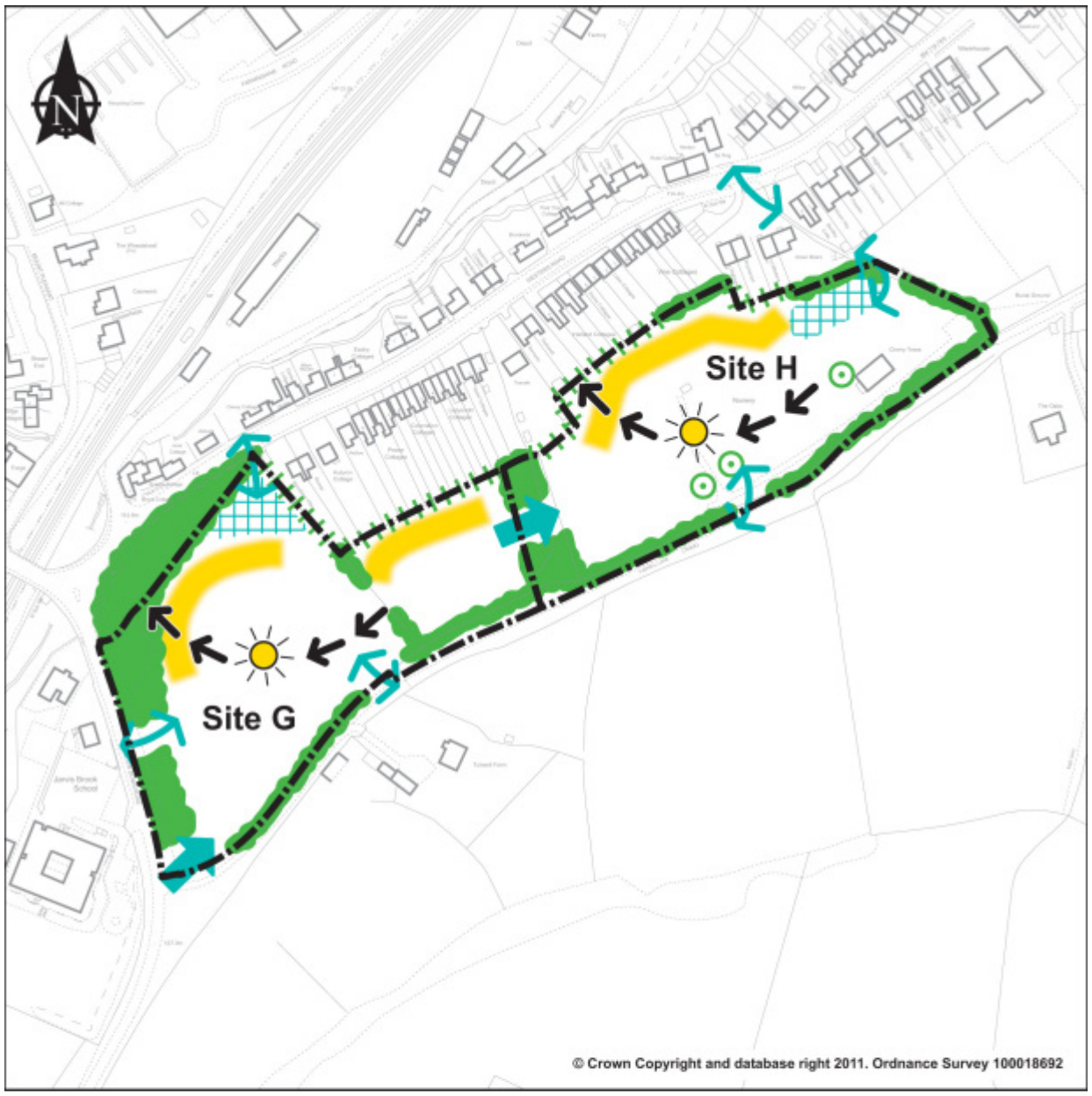
12.72 The key guiding principles are shown on Figure 12.9, and include:

- Contribute towards the provision of SANGS (Suitable Alternative Natural Green Space), possibly off site.
- Measures to Ashdown Forest to mitigate the recreational pressures arising from the development.
- Provide access to the site which should preferably be from Hadlow Down Road, possibly in the same location as the existing right of way.
- Seek contributions towards the provision of pedestrian and cycle links to neighbouring facilities including the Jarvis Brook local centre, employment areas, Crowborough railway station and Jarvis Brook Country Park.
- Provide sustainable drainage solutions as part of the green infrastructure on site.
- Provision of additional car parking specifically for residents fronting Western Road, if required as part of wider traffic and transport improvements, and footpath links from Western Road into the site to facilitate access. Contribute towards the provision of additional highway improvements in the area to reduce congestion, which may include junction improvements, footpaths, cycle routes and pedestrian crossing facilities.
- Create a high quality, safe and attractive living environment at a density suitable to the area. The development should promote local distinctiveness through good design,

whilst appreciating the visual impact that the development may possibly have on views from the AONB to the south of the site.

- Provide and reinforce landscaping along site boundaries, particularly to the north adjacent to existing properties, to the west and to the south to provide adequate screening to views from the AONB.
- The development should support and encourage the use of sustainable transport, particularly given the nearness to the railway station, local bus stops and routes and employment areas.

Figure 12.9 SDA 10 Guiding Principles for development of South East Crowborough Sites G & H



Infrastructure Requirements for Site G

12.73 Strategic Infrastructure requirements relating to all SDA 10 sites have been outlined in previous sections. Additional requirements specific to Site G may include:

- A new or improved road access would need to be provided from Hadlow Down Road. Additional improvements may also be required to the junction of Hadlow Down Road with Western Road, and to footway provision and pedestrian crossing facilities in the nearby area.
- Provision of a footway on the eastern side of Hadlow Down Road should be investigated. This is likely to require felling of trees and the excavation of the bank at the northern end and to include additional tree planting. An alternative pedestrian access should also be investigated to either Hadlow Down Road (at a point further south from the potential vehicular access point) or direct to Western Road.
- Provision of contributions towards pedestrian crossing facilities in the vicinity.
- Provision of pedestrian and cycle links to local facilities such as the Jarvis Brook Country Park, the railway station and the Jarvis Brook local centre.

Site H - Cherry Tree Nursery - Western Road

12.74 Site H is located on the south-eastern outskirts of Crowborough. It is located immediately to the east of Site G and lies between properties fronting Western Road and a bridleway (Tubwell Lane).

12.75 There are just over 1.5 hectares of land available for housing development within Site H.

Character Appraisal for Site H

12.76 The site appraisal plan shows the key features of the site (see Figure 12.8).

12.77 The land falls quite steeply to the north down towards Western Road and the site backs onto the gardens of residential properties which front Western Road. The site is bordered by trees along all boundaries other than the boundary with the gardens of the residential properties. It is principally greenfield but with some redundant glasshouses which relate to the site's former use as a nursery and there is also a bungalow within the site.

12.78 A track used as a bridleway and an access to a residential property (Tubwell Lane) runs along the southern edge of the area and to the south of the bridleway lies the High Weald AONB. The verges of the bridleway support an ancient woodland flora and its hedgerows form an important boundary to the area. There are also other important areas of trees on the periphery of the site as well as some within the site.

12.79 The site can be accessed by foot from the bridleway which runs to the south of the site and there is a footpath link (unsurfaced) to Western Road on the eastern boundary of the site although this is very narrow, passing between residential properties.

12.80 The adjacent land to the west (Site G) is also considered as part of this growth area. The area is located to the west of Jarvis Brook local centre and is the closest of the sites within SDA 10 to the services and facilities offered within this local centre. There are traffic and parking issues in Western Road and these would need to be addressed as part of the development of this site. Further traffic studies are required to determine whether development could be achieved on this site.

Suggested Guiding Principles for the Development of Site H

12.81 The key guiding principles are shown on Figure 12.9, and include:

- Contribute towards the provision of SANGS (Suitable Alternative Natural Green Space), possibly off site.
- Measures to Ashdown Forest to mitigate the recreational pressures arising from the development.
- Provide access to the site from Hadlow Down Road via Site G. This will be subject to highway authority comments as to the amount of development which is acceptable from this access and therefore whether site H is suitable for housing development.
- Contribute towards the provision of pedestrian and cycle links to neighbouring facilities including the Jarvis Brook local centre, employment areas, Crowborough railway station and Jarvis Brook Country Park.
- Provide sustainable drainage solutions as part of the green infrastructure on site.
- Provision of additional car parking specifically for residents fronting Western Road, if required as part of wider traffic and transport improvements, and improvements to existing footpath linkages at the eastern end of Site H from Western Road.
- Contribute towards the provision of additional highway improvements in the area to reduce congestion, which may include junction improvements, footpaths, cycle routes and crossing facilities.
- Create a high quality, safe and attractive living environment at a density suitable to the area. The development should promote local distinctiveness through good design, whilst appreciating the visual impact that the development may possibly have on views from the AONB to the south of the site.
- Provide and reinforce landscaping along site boundaries, particularly to the north adjacent to existing properties, and to the south to provide adequate screening to views from the AONB.

12.82 The development should support and encourage the use of sustainable transport, particularly given the nearness to the railway station, local bus stops and routes and employment areas.

Infrastructure Requirements for Site H

12.83 Strategic Infrastructure requirements relating to all SDA 10 sites have been outlined in previous sections. Additional requirements specific to Site H may include:

- As independent access to the site is not available, road access would need to be created to the area through the adjacent Site G, to the west, although this would be subject to detailed traffic studies.
- Provision of a footway on the eastern side of Hadlow Down Road should be investigated. This is likely to require felling of trees and the excavation of the bank at the northern end and to include additional tree planting. An alternative pedestrian access should also be investigated either through Site G to Hadlow Down Road (at a point further south from the potential vehicular access point) or direct to Western Road at the eastern end of the site.
- Provision of contributions towards pedestrian crossing facilities in the vicinity.
- Provision of improved pedestrian and cycle links to local facilities such as the Jarvis Brook Country Park, the railway station and the Jarvis Brook local centre.

Site I - Land South of Tollwood Road

12.84 Site I is located between Tollwood Road and Blackness Road and is immediately to the south-east of modern residential development in this area. There are just over 3.5 hectares of land available for housing development within Site I.

Character Appraisal for Site I

12.85 The site appraisal plan shows the key features of the site (see Figure 12.4). Site I is a wooded area which consists of mixed native woodland. It slopes downwards to the north and east and is banked down to both Tollwood Road and Blackness Road. It is located adjacent and to the west of Jarvis Brook Country Park, which is wooded and contains much Ancient Woodland. The trees on the boundary are particularly important and surveys would be required to establish other trees of particular note.

12.86 There is currently no access for vehicles to the site. As both Tollwood Road and Blackness Road are narrow and winding in nature, it would not be possible to access the site from these roads. Access to the site would therefore need to be provided from Kemps Farm Road. This road currently provides access to a residential area. It is quite heavily parked and therefore further studies would be required to assess its suitability and measures might be required to ensure that parking overspill onto the highway does not obstruct possible new traffic movements.

Suggested Guiding Principles for the Development of Site I

12.87 The key guiding principles are shown on Figure 12.5, and include:

- Contribute towards the provision of SANGS (Suitable Alternative Natural Green Space), possibly off site.
- Measures to Ashdown Forest to mitigate the recreational pressures arising from the development.
- Include pedestrian and cycle links to neighbouring facilities including the Jarvis Brook neighbourhood centre, employment areas, Crowborough railway station and Jarvis Brook Country Park.
- Provide sustainable drainage solutions as part of the green infrastructure on site.

- Provide access to the site which should be from Kemps Farm Road.
- Contribute towards the provision of additional highway improvements in the area to reduce congestion and facilitate ease of access, which may include additional parking facilities on site for use by residents of Kemps Farm Road, junction improvements, footpaths, cycle routes and crossing facilities.
- Retain and reinforce landscaping and trees along Tollwood Road and Blackness Road to provide adequate screening to residential areas, and to retain some of the landscape character of the site.
- Retain areas of woodland within the site, to retain biodiversity, landscape character and local amenity features.
- The development should support and encourage the use of sustainable transport, particularly given the nearness to the railway station and local bus stops and routes.

Infrastructure Requirements for Site I

12.88 Strategic Infrastructure requirements relating to all SDA 10 sites have been outlined in previous sections. Additional requirements which may be required to support the development of Site I, may include:

- Provision of a new access for vehicles to the site from Kemps Farm Road via the development to the north west of the site, as access would not be acceptable from either Tollwood Road or Blackness Road.
- Additional highway improvements may also be required in Kemps Farm Road to ensure that parking overspill onto the highway does not obstruct possible new traffic movements.
- Financial contributions towards pedestrian crossing facilities in the vicinity.
- Provision of pedestrian and cycle links from the site to facilities in the general area including access to bus stops on Crowborough Hill as well as to Jarvis Brook local centre and Crowborough railway station, possibly through or adjacent to Jarvis Brook country park.

Site J - Kingswood, south of Luxford Lane

12.89 Site J consists of a residential property and its garden which is located on the south side of Luxford Lane on the outskirts of south-east Crowborough. It is approximately a third of a hectare in size.

Character Appraisal for Site J

12.90 The site appraisal plan shows the key features of the site (see Figure 12.4).

12.91 This is a small site which consists of a single residential property and its associated garden area. The land slopes downwards to the south-east in this area. The site contains a number of trees around all sides and trees on the road frontage are protected with preservation orders. Access to the site is currently from Luxford Lane which is a narrow road without pavements and which has quite a steep gradient. The site is close to the junction of Luxford Lane and Luxford Road.

Suggested guiding principles for the development of Site J

12.92 The key guiding principles are shown in Figure 12.5, and include:

- Contribute towards the provision of SANGS (Suitable Alternative Natural Green Space), possibly off site.
- Measures to Ashdown Forest to mitigate the recreational pressures arising from the development.
- Provide pedestrian and cycle links to neighbouring facilities including the Jarvis Brook neighbourhood centre, employment areas, Crowborough railway station and Jarvis Brook Country Park.
- Provide a footpath link, if possible, to the existing footpath link to Welland Close, to assist pedestrian safety and connections to local bus stops and bus services.
- Provide sustainable drainage solutions as part of the green infrastructure on site.
- Improve the current access to the site from Luxford Lane in accordance with highway authority requirements.
- Contribute towards the provision of additional highway improvements in the area to reduce congestion, which may include junction improvements, footpaths, cycle routes and crossing facilities.
- Retain existing tree belt along the site frontage and reinforce landscaping along the boundaries to provide adequate screening to residential properties.
- The development should support and encourage the use of sustainable transport, particularly given the nearness to the railway station and local bus stops and routes.

Infrastructure Requirements for Site J

12.93 Strategic Infrastructure requirements relating to all SDA 10 sites have been outlined in previous sections. Additional requirements specific to Site J may include:

- A new or improved road access would need to be provided onto Luxford Lane and may need to include footway provision, including possible improvements to link to the surfaced footway which links Luxford Lane with Welland Close. This footway provides access to pedestrian links to the town centre as well as to nearest bus services.
- The provision of contributions towards pedestrian crossing facilities nearby.
- The provision of pedestrian and cycle links to local facilities such as the Jarvis Brook Country Park, the railway station and the Jarvis Brook local centre.

Site K - Land at Tarka, north of Luxford Lane

12.94 Site K consists of a residential property and its garden which is located on the north side of Luxford Lane on the outskirts of Crowborough. It is approximately half a hectare in size.

Character Appraisal for Site K

12.95 The site appraisal plan shows the key features of the site (see Figure 12.4).

12.96 This is a small site which consists of a single residential property and its associated garden area. The land slopes downwards to the south-east in this area. The site is wooded with the exception of the residential property and a small grassed area. The majority of trees on the site are protected by preservation orders. Access to the site is currently from Luxford Lane which is a narrow road without pavements and which has quite a steep gradient. The site is close to the junction of Luxford Lane and Luxford Road.

Suggested Guiding Principles for the Development of Site K

12.97 The key guiding principles are shown on Figure 12.5, and include:

- Contribute towards the provision of SANGS (Suitable Alternative Natural Green Space), possibly off site.
- Measures to Ashdown Forest to mitigate the recreational pressures arising from the development.
- Provide pedestrian and cycle links to neighbouring facilities including the Jarvis Brook local centre, employment areas, Crowborough railway station and Jarvis Brook Country Park.
- Provide footpath link, if possible, to the existing pedestrian link to Welland Close, to assist pedestrian safety and connections to local bus stops and bus services.
- Provide sustainable drainage solutions as part of the green infrastructure on site.
- Improve the current access to the site from Luxford Lane.
- Contribute towards the provision of additional highway improvements in the area to reduce congestion, which may include junction improvements, footpaths, cycle routes and pedestrian crossing facilities.
- Retain existing Tree Preservation Order trees on site and reinforce landscaping along the Luxford Lane and Luxford Road boundaries to provide adequate screening to residential properties to the south, and to retain some of the landscape character of the site.
- The development should support and encourage the use of sustainable transport, particularly given the proximity to the railway station and local bus stops and routes.

Infrastructure Requirements at Site K

12.98 Strategic Infrastructure requirements relating to all SDA 10 sites have been outlined in previous sections. Additional requirements which may be required to support the development of Site K, may include:-

- A new or improved road access would need to be provided onto Luxford Lane and may need to include footway provision, including possible improvements to link to the surfaced footway which links Luxford Lane with Welland Close. This footway provides access to pedestrian links to the town centre as well as to nearest bus services.
- Provision of contributions towards pedestrian crossing facilities in the vicinity.
- Provision of pedestrian and cycle links to local facilities such as the Jarvis Brook Country Park, the railway station and the Jarvis Brook local centre.

Question 25

Suggested Guiding Principles for SDA 10

Please tell us whether you agree or disagree, and your reasons for doing so, with the suggested guiding principles for the following Sites within SDA 10 [40]

Question 25a

Do you agree with the suggested guiding principles for **Site B - Kemps Farm North and South East of Luxford Road, North of Walshes Road**

Question 25b

Do you agree with the suggested guiding principles for **Site C - Kemps Farm North and South East of Site, North of Walshes Road**

Question 25c

Do you agree with the suggested guiding principles for **Site Di - Western Site, South of Walshes Road**

Question 25d

Do you agree with the suggested guiding principles for **Site E - Central Site, South of Walshes Road**

Question 25e

Do you agree with the suggested guiding principles for **Site F - Riding School, South of Walshes Road**

40 There are no Guiding Principles for Site A 'Rockington Nursery and Sandygate, South of Blackness Road' and Site Dii 'Adams Close, Alderbrook' as these sites have been considered unsuitable for further development

Question 25f

Do you agree with the suggested guiding principles for **Site G - Junction of Western Road and Hadlow Down Road**

Question 25g

Do you agree with the suggested guiding principles for **Site H - Cherry Tree Nursery, Western Road**

Question 25h

Do you agree with the suggested guiding principles for **Site I - South of Tollwood Road**

Question 25i

Do you agree with the suggested guiding principles for **Site J - Kingswood, South of Luxford Lane**

Question 25j

Do you agree with the suggested guiding principles for **Site K - Tarka, North of Luxford Lane**

Question 25k

Please tell us any further comments that you have in relation to the general guiding principles for SDA 10, including any further guiding principles that you consider to be important

Link to online questionnaire

Options for the Development of Land at South East Crowborough (SDA 10)

12.99 The Core Strategy identifies land at South East Crowborough as one of the broad locations for development around Crowborough. The Core Strategy allocates **160 new homes** to land at south east Crowborough.

12.100 There is more land available than is required to provide the housing allocated to south east Crowborough. However, some sites are constrained by site topography, infrastructure requirements, ecological interest and/or the likely visual impact on the wider landscape. The local road network also constrains the development of certain northern sites, where the only appropriate means of access is via an adjacent site, which would require long access roads.

12.101 Through the assessment of sites and consideration of local infrastructure, environmental constraints and issues involved in the possible development of certain sites, the following sites or parts of sites have not been considered further in the generation of options:-

- Site A - due primarily to access issues;
- Site B - area north of the ghyll, due primarily to access and ecological issues and the steeply sloping nature of the land;
- Site C - area north of the ghyll, due primarily to access and ecological issues and the steeply sloping nature of the land;
- Site Dii - due to other appropriate land being available and therefore no need to incur the loss of children's play facilities;
- Site E - Central part - due to potential impact upon the AONB; and
- Site F - southern part - due to potential impact upon the AONB.

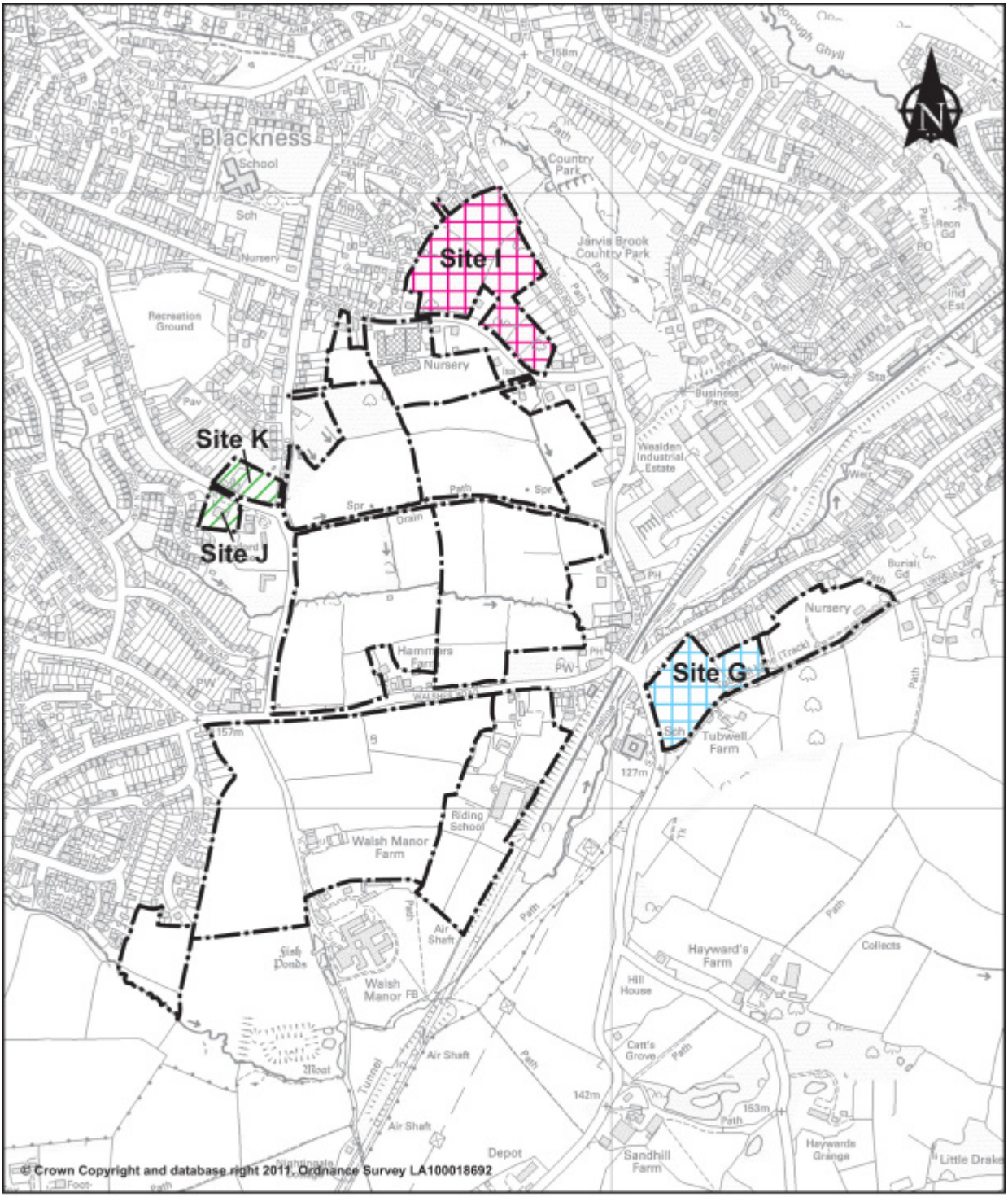
12.102 In order to determine the most appropriate distribution of growth, a range of options for development in SDA 10 have been considered in relation to all or parts of the remaining sites, namely Sites, B (south of the ghyll), C (south of the ghyll), Di, E (western part of the site), F (northern part of the site), G, H, I, J & K.

12.103 For the purpose of options, a density of 30 dwellings per hectare is adopted for the most part, as this is generally similar to the density of surrounding areas. However, this is reduced where particular constraints or requirements need to be accommodated. The options that have been considered are:-

Option 1

Focus on sites adjacent to the existing urban area of South Crowborough (See Figure 12.10)

Figure 12.10 SDA 10 South East Crowborough Option for development 1



12.104 This option uses sites adjacent to existing residential development, thus leaving the central part of the area as undeveloped land.

12.105 The option includes development of the wooded area of Site I; Site G in the south eastern part of the SDA, and the two small sites on Luxford Lane (J and K), which may be developed for small scale, probably flatted development.

Table 12.2 Option 1: SDA 10 Area of land developed, density and housing numbers achievable

Site	Location	Area of land developed	Density(1)	Approximate Number of houses
I	Land south of Tollwood Road	3.61ha	24dph	87
J	Kingswood, Luxford Lane (South)	0.35ha	20dph	7
K	Tarka, Luxford Lane (North)	0.50ha	20dph	10
G	Junction of Western Road and Hadlow Down Road	1.87ha	30dph	56
Total		**6.33ha**		**160**

1. This is the number of dwellings per hectare with higher numbers indicating a higher density of development

12.106 A relatively low density of development is proposed on Site I which is currently heavily wooded, to enable some of the trees to be retained as boundary features and amenity trees within the site. This will keep a proportion of the amenity, landscape, ecological and biodiversity value of the site. The site would be accessed off Kemps Farm Road, through the new development to the north west of the site, and from there onto Montargis Way.

12.107 Site G is located off Western Road and Hadlow Down Road, and is the closest site to the existing amenities of Jarvis Brook. The site would be accessed via Hadlow Down Road and would be subject to local highway improvements.

12.108 Site J and K are both small and have fairly steep gradients. Site K is also currently very heavily wooded. The density proposed of 20 dwellings per hectare is intended to reflect the difficulty of developing these small sites and the limitation on the existing Luxford Lane. Although it is anticipated that small flatted developments will probably be a more likely form of development than family housing, the development is restricted due to access limitations. Both sites would be accessed off the narrow Luxford Lane, and financial contributions may be required to improve footpaths and road safety in this area.

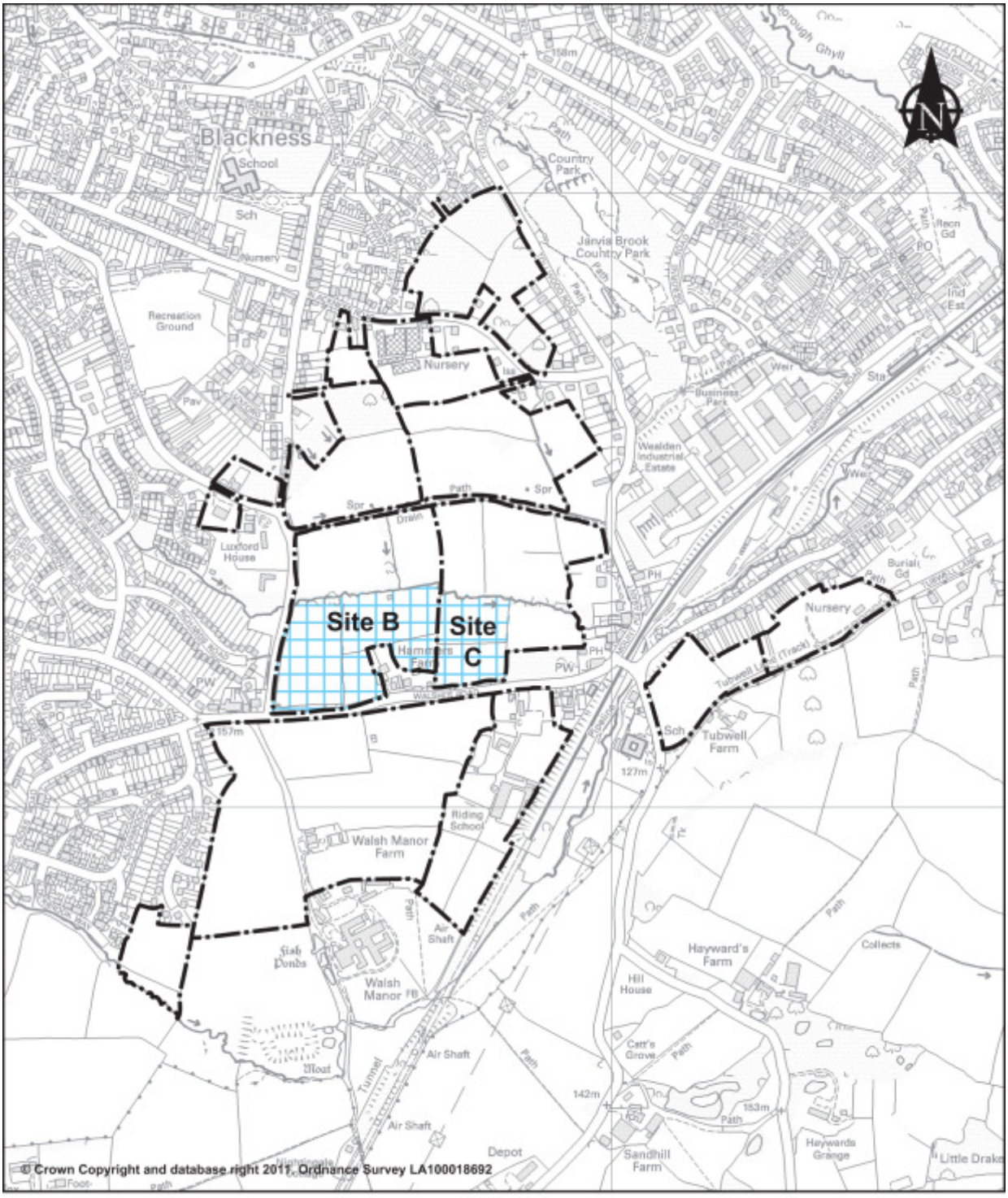
12.109 Good high quality and innovative design will be essential to ensure that the development of all sites contributes positively to the local area.

12.110 This option achieves development to the edge of the existing urban area and keeps open land to the centre and south of the development area, adjacent to the AONB. No substantial change in the 'landscape' of the area north of Walshes Road would result. The retention of existing boundary trees, strong hedgerow features and woodland in Site I will help to reduce the possible impact of development on local landscape and ecology. This option could also have the advantage of dispersing the traffic generated from development through the provision of a number of accesses onto different local roads and thereby minimising the possible impact of traffic on Western Road. It would, however, lead to possible increased traffic impacts on the local area around Kemps Farm Road, Luxford Lane and Hadlow Down Road and Western Road.

Option 2

Focus on land to the north of Walshes Road (See Figure 12.11)

Figure 12.11 SDA 10 South East Crowborough Option for development 2



12.111 This option uses part of the land available for development in Sites B and C for the development of all of the allocated 160 new homes.

Table 12.3 Option 2: SDA 10 Area of land developed, density and housing numbers achievable

Site	Location	Area of land developed	Density[1]	Approximate Number of houses
B (part)	Kemps Farm (South) Western site	3.75 ha	30dph	112
C (part)	Kemps Farm (South) Eastern site	1.60ha	30dph	48
Total		**5.35ha**		**160**

1. This is the number of dwellings per hectare with higher numbers indicating a higher density of development

12.112 This option restricts development in Sites B and C, to the south of the ghyll and adjacent to Walshes Road. This land is less steeply sloping than the rest of Sites B and C, to the north of the ghyll.

12.113 As Site C does not have any frontage onto Walshes Road, this site will need to be accessed from Walshes Road via Site B. If this access were possible from the eastern part of Site B, this would enable the retention of the woodland along the Walshes Road frontage, providing screening to the development. This option would also enable substantial boundary trees and woodland to be retained, on both sites, with ensuing biodiversity benefits, particularly as wildlife corridors. Good high quality and innovative design will be essential to ensure that the development of Sites B and C contributes positively to the local area.

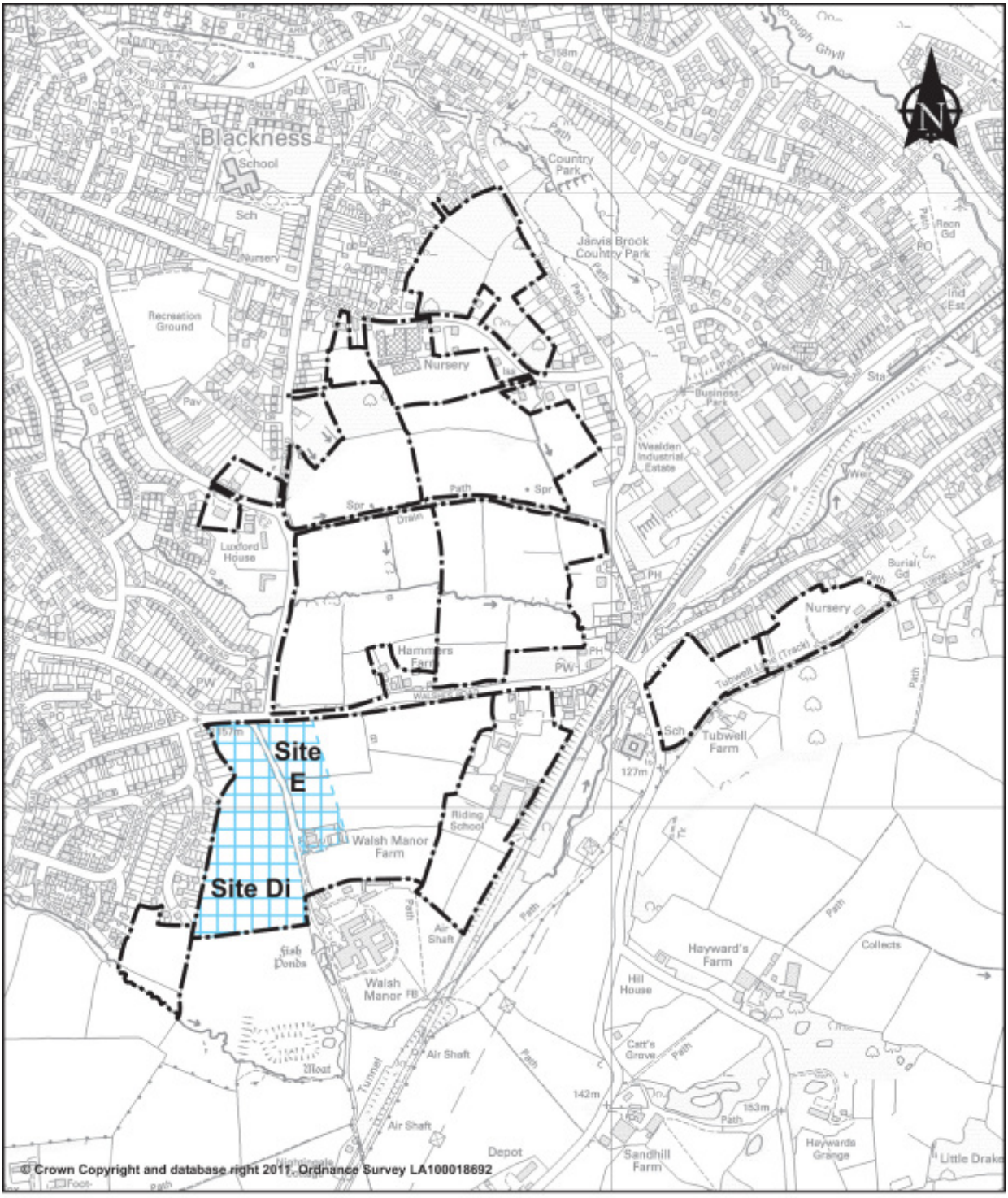
12.114 This option achieves development in a fairly narrow strip to the north of Walshes Road and keeps open land to the north of these sites and to the south, adjacent to the AONB. It enables the retention of existing boundary trees, strong hedgerow features and woodland along the ghyll. Development in this area could, however, reduce the visual perception of openness in this area, although this might be minimised through the retention of existing boundary vegetation along Walshes Road. This option would also lead to possible increased traffic impacts on Walshes Road and Western Road in particular.

12.115 This option locates development further away from the local centre at Jarvis Brook in comparison to most of the proposed development in Option 1. There may therefore be a greater reliance on car travel to access the local centre and railway station.

Option 3

Focus on land to the south west of Walshes Road (See Figure 12.12)

Figure 12.12 SDA 10 South East Crowborough Option for development 3



12.116 This Option focuses development in the south-western part of the development area, south of Walshes Road, using Site Di and part of Site E.

Table 12.4 Option 3: SDA 10 Area of land developed, density and housing numbers achievable

Site	Location	Area of land developed	Density(1)	Approximate Number of houses
Di	Land south of Walshes Road (West)	4.18ha	30dph	125
E (part)	Land south of Walshes Road (Central - part)	1.20ha	30dph	35
Total		**5.38ha**		**160**

1. This is the number of dwellings per hectare with higher numbers indicating a higher density of development

12.117 This option concentrates development in one area to the south of Walshes Road, adjacent to existing residential development, as a 'natural' extension of the urban area.

12.118 Site Di would not provide enough land to achieve the required development at a density of 30 dwellings per hectare, and would require additional land from the western part of the adjacent site - Site E. However, both areas could potentially be accessed from a single access road from Walshes Road. Both sites are currently fairly open and free of constraint. Landscaping along the eastern boundary of the development area would help to soften the urban edge.

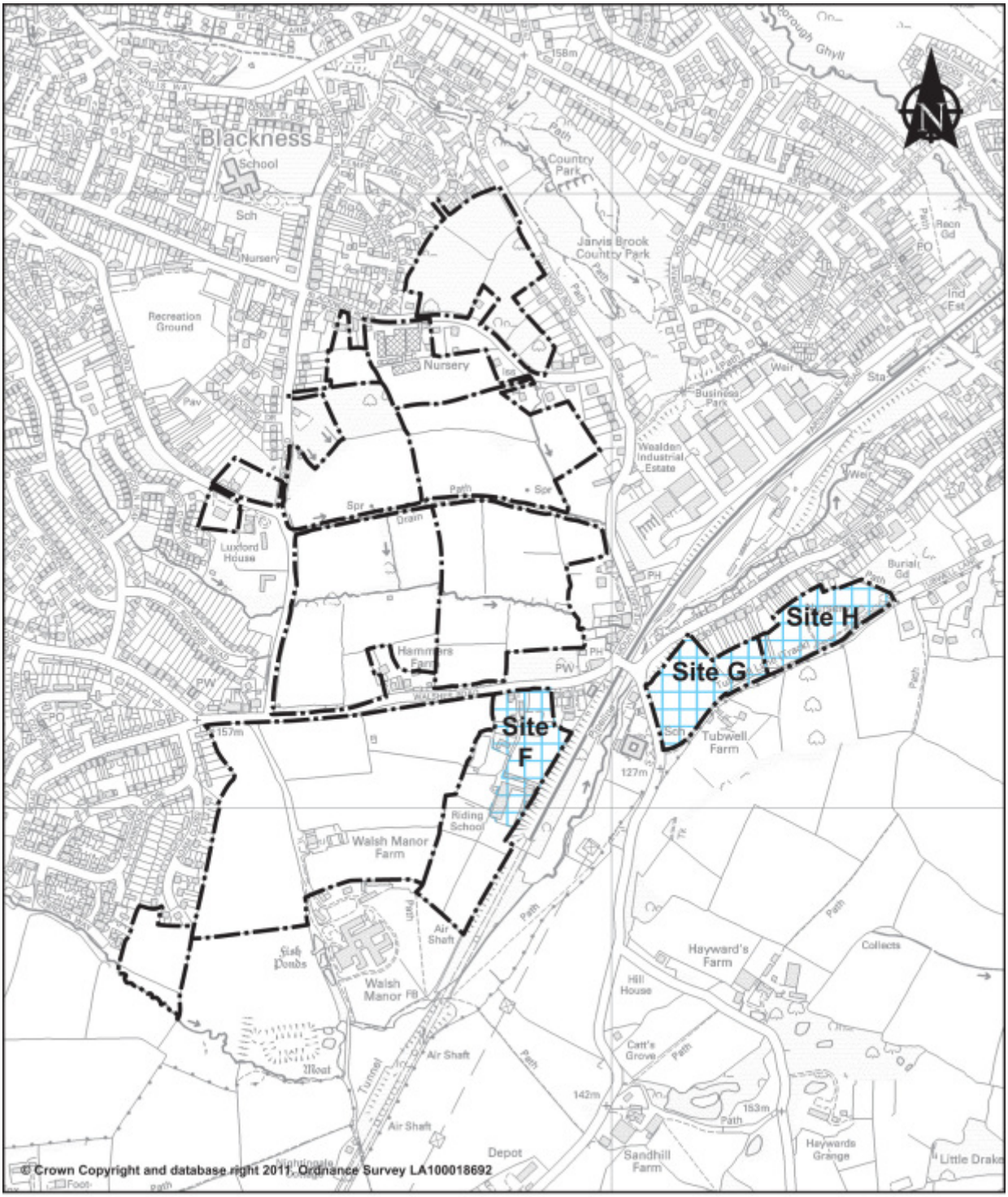
12.119 This option would enable the area to the north of Walshes Road, which is constrained by access options, environmental and ecological issues, to remain as open land, lessening the potential impact of development in the area.

12.120 This option concentrates development to the south of Walshes Road as a more natural extension of the existing urban area, and enables the retention of the open land between the built up edge of Crowborough north of Walshes Road and the AONB to the south, reducing the overall potential visual impact of the new development. This option would, however, lead to traffic impacts on Walshes Road and Western Road in particular. Development in this area would also be a significant distance from any local neighbourhood shopping facilities, but no more so than the existing adjacent development in the locality.

Option 4

Focus on land closer to Western Road and Jarvis Brook (See Figure 12.13)

Figure 12.13 SDA 10 South East Crowborough Option for development 4



12.121 This option focuses development in the south-eastern part of the development area, using part of Site F to the south of Walshes Road, and Sites G and H to the south of Western Road.

Table 12.5 Option 4: SDA 10 Area to be developed, density and housing numbers achievable

Site	Location	Area to be developed	Density(1)	Approximate Number of houses
F (part)	Land South of Walshes Road (East - part)	1.80ha	30dph	54
G	Junction of Western Road and Hadlow Down Road	1.87ha	30dph	56
H	Cherry Tree Nursery, Western Road	1.68ha	30dph	50
Total		**5.35ha**		**160**

1. This is the number of dwellings per hectare with higher numbers indicating a higher density of development

12.122 All of these sites are relatively close to the local Jarvis Brook Primary School, railway station, employment areas and the facilities at the Jarvis Brook local centre.

12.123 This option proposes the use of all of Sites G and H and part of Site F to achieve the new homes required for this development area. This would help to retain most of the open land between the southern edge of Crowborough and the AONB.

12.124 Site H has no independent means of access and can only be accessed via Site G. Sites G and H would therefore be accessed via Hadlow Down Road, and would be subject to further highways studies in order to establish whether this amount of development is achievable.Access to Site F would be from Walshes Road, subject to highways authority comment, possibly using the access to the existing Riding School.

12.125 This option concentrates development in the south-eastern part of the development area, on land mainly to the rear of existing frontage development and nearer to the local primary school, railway station, employment areas and local facilities at Jarvis Brook. It retains the open land between the built up edge of Crowborough north of Walshes Road and the AONB to the south, reducing the overall potential visual impact of the new development.

12.126 This option would, however, lead to increased traffic impacts on Walshes Road and Western Road and particularly the junction of Western Road and Hadlow Down Road.

12.127 There is also doubt as to whether the access from Hadlow Down Road would be suitable for the amount of development proposed on Sites G and H, and further traffic studies will be required.

Sustainability Appraisal of Options

12.128 There are a number of options for SDA 10. The Sustainability Appraisal of the options against the 22 Sustainability Appraisal objectives shows the differences between the options and outlines some of the issues that need to be considered.

Table 12.6 The Potential Benefits and Problems of the Sustainability Appraisal of the Options for SDA 10 against the 22 Sustainability Appraisal Objectives

Potential Benefits	Potential Problems and Mitigation
• Option 1 has the least landscape impact, spreading development across a number of sites close to the urban edge. • Options 2 and 3 have greater potential to accommodate Suitable Alternative Natural Green Space. • With the exception of Site G, Option 1 is most likely to have less effect on Western Road. However the location of the site would not assist the objective to reduce the need for car travel. • Option 3 is limited in terms of biodiversity impact. • Option 4 provides an extension to Jarvis Brook. However, Site F is the most isolated of the sites for links with existing communities. • Option 2 limits the biodiversity impact of development of land in the Walshes Farm area but consideration and mitigation of land drainage will be required. • Sites G & H shown in Options 4 and 1 are closest to Jarvis Brook and have the greatest potential to reduce car travel.	• Option 1 has the least ability to provide Suitable Alternative Natural Green Space on site and, as a result, will have an issue in terms of deliverability. • Option 1 is the most biodiversity sensitive in particular with regard to Sites I, K and J. • Sites G & H, contained within Option 1 and Option 4, are likely to have the most impact upon Western Road contributing to parking issues, congestion and increasing air pollution. • Option 2 spreads development in a previously undeveloped sector of Crowborough coalescing with south east and south west Crowborough. • Option 2 and Option 3 have the potential to impact on Western Road.

Question 26

Options for development within SDA 10

Please tell us whether you agree or disagree, and your reasons for doing so, with the following options for development within SDA 10

Question 26a

Option 1

Focus on sites adjacent to the existing urban area of South Crowborough

Question 26b

Option 2

Focus on land to the north of Walshes Road

Question 26c

Option 3

Focus on land to the south west of Walshes Road

Question 26d

Option 4

Focus on land closer to Western Road and Jarvis Brook

Question 26e

Please tell us any further comments that you have in relation to options for SDA10, including any further locations or options that you wish us to consider

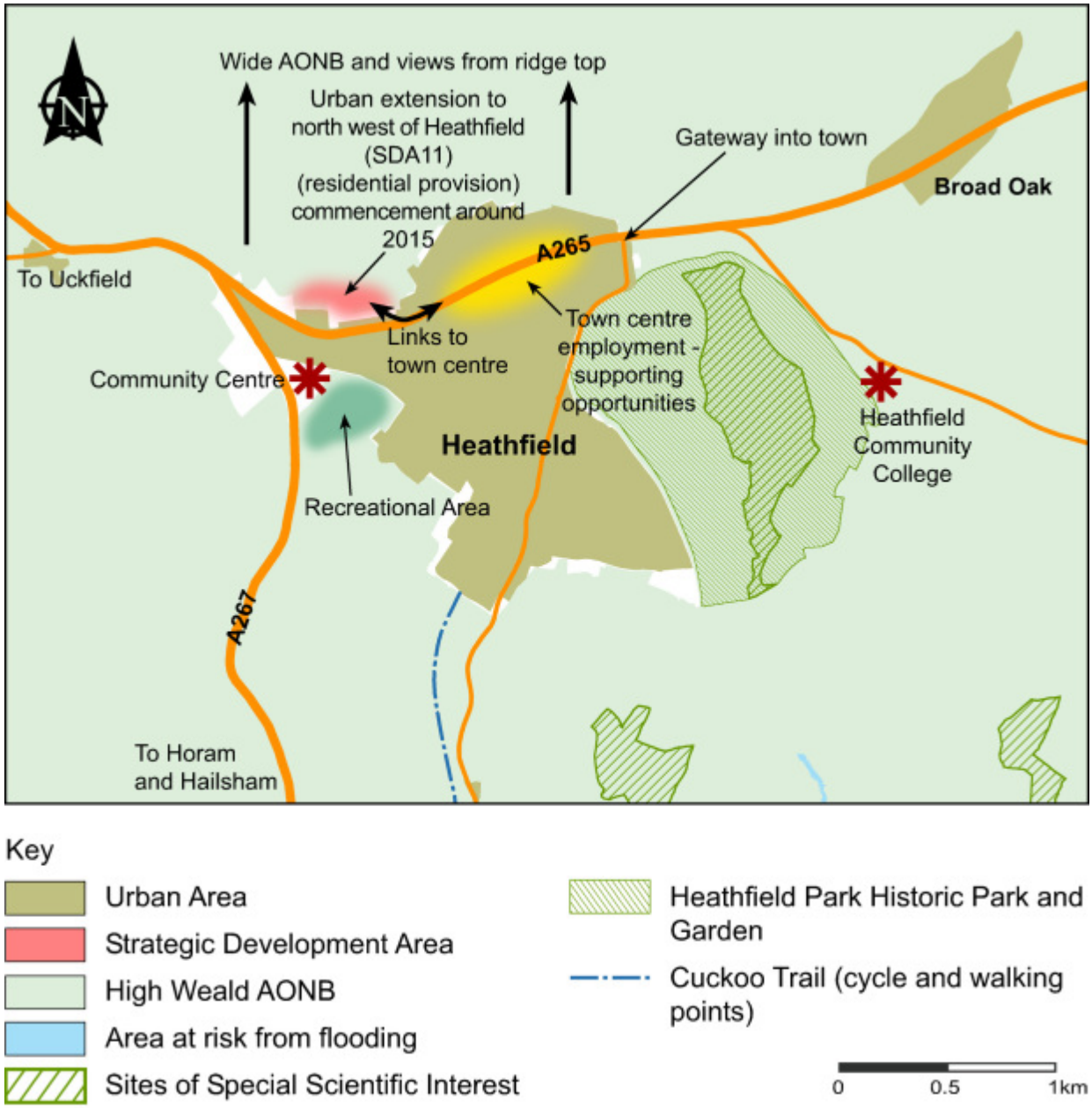
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12 SDA 10: Land at South East Crowborough

13 SDA 11: Land at North West Heathfield

Location	Growth identified in the Core Strategy
Land at North West Heathfield (See Figure 13.2: SDA 11 North West Heathfield Land Availability Plan)	160 new homes

Figure 13.1 SDA 11: North West Heathfield Core Strategy Strategic Sites Context Plan

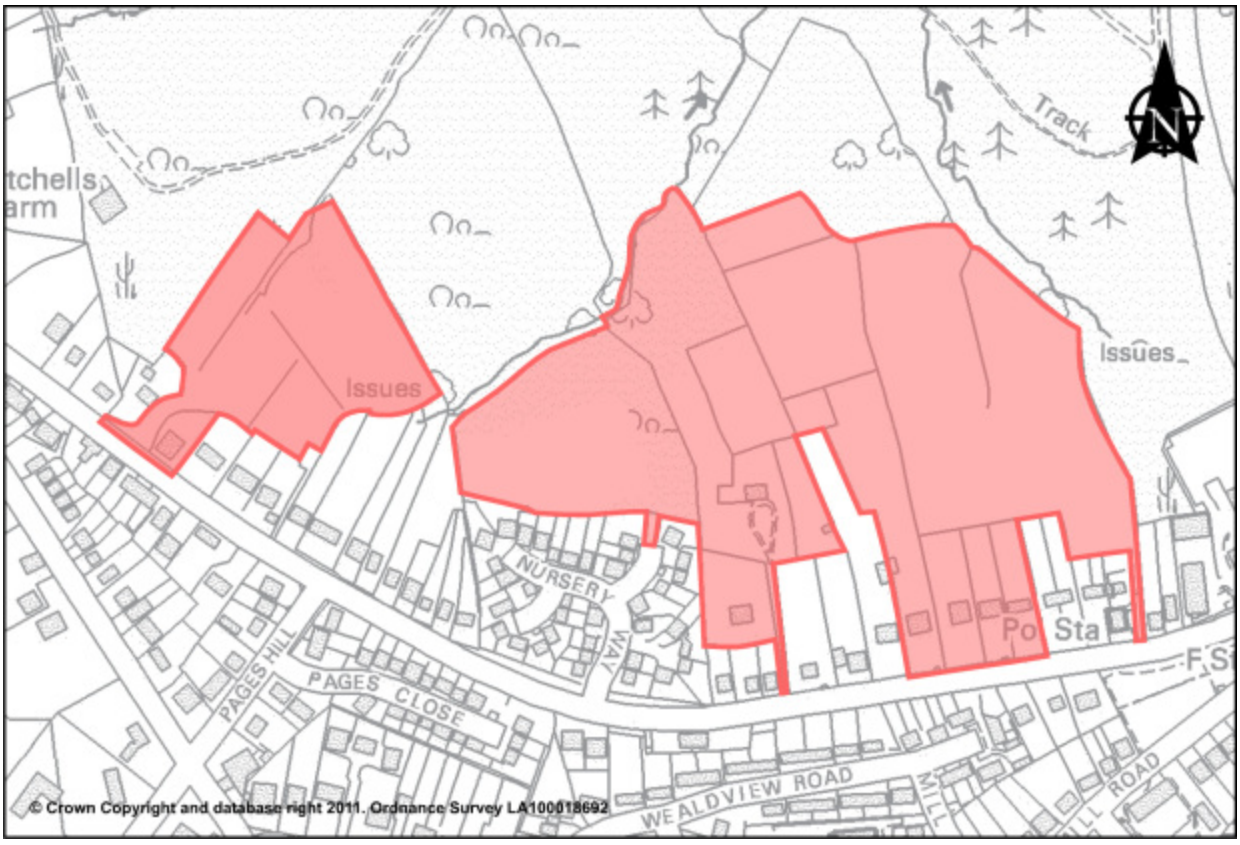


Land Available for Development

13.1 There are approximately 10 hectares of land put forward for housing development in this location (SDA 11) which have been identified in the Wealden Strategic Housing Land Availability Assessment (SHLAA)[41]. In addition to this, a further two sites have subsequently been submitted to the Council for consideration for housing development and these together amount to approximately a further one third of a hectare. The land available in north west Heathfield is shown on Figure 13.2.

13.2 This land is to the north-west of Heathfield town centre, mainly to the rear of residential properties which front the A265.

Figure 13.2 SDA 11: North West Heathfield Land Availability Plan



Character Appraisal

13.3 This development area is made up of a number of parcels of land from west to east mainly behind the residential properties which front the A265.

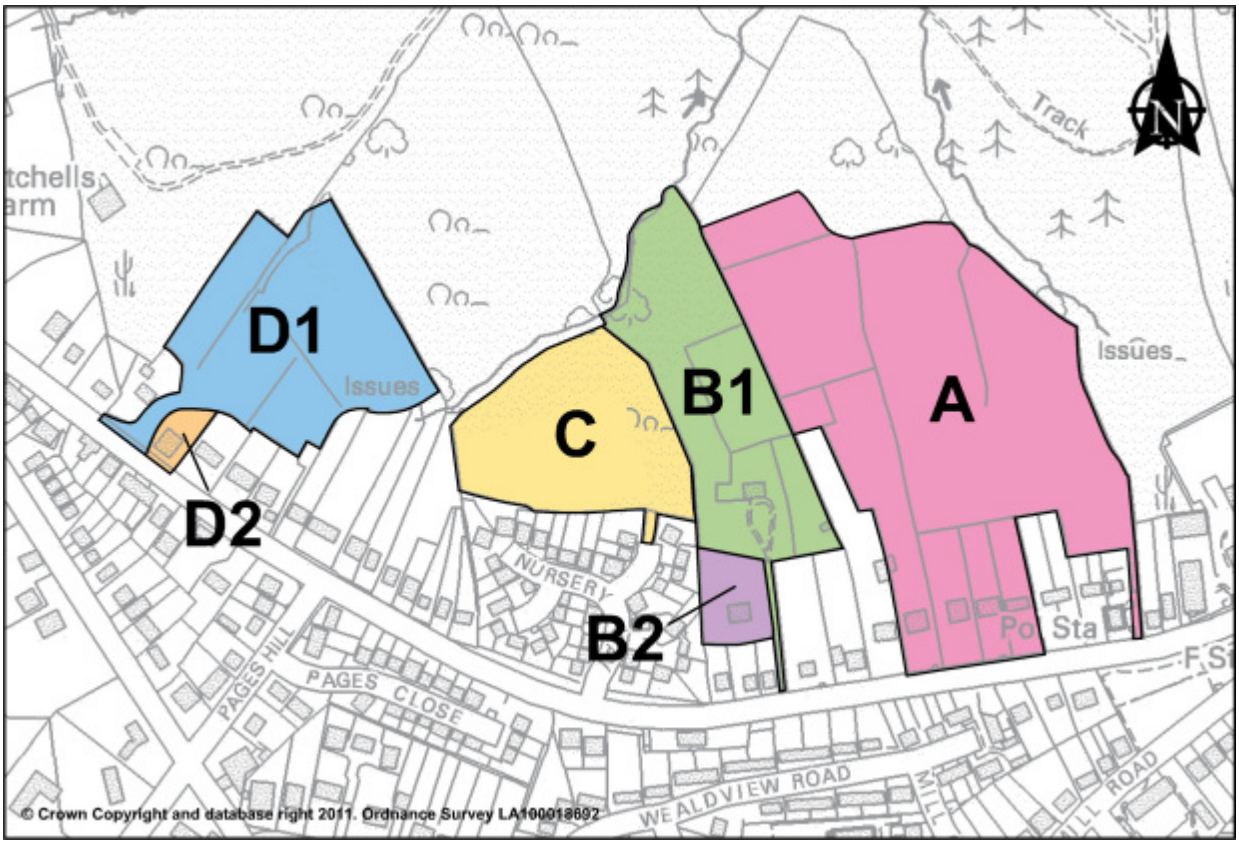
13.4 The various parcels of land, as shown on Figure 13.3, are as follows:

- **Site A -** Land to the rear of the Police Station - Site area = 4.9 hectares.
- **Site B1** - Land at Rothershaw - Site area = 1.8 hectares.

41 See Part 1 for more information on the Wealden SHLAA

- **Site C** - Land at Tilsmore Nurseries - Site area = 1.45 hectares.
- **Site D1** - Land to the rear of Tilsmore Lodge - Site area = 1.87 hectares.

Figure 13.3 SDA 11: North West Heathfield Sub Areas



13.5 Subsequent to the SHLAA, two additional sites have been put forward to be considered in relation to their potential suitability for housing, of which both are considered to be suitable. They are:-

- **Site B2** - Rutherford - Site area = 0.26 hectare.
- **Site D2** - Tilsmore Lodge - Site area = 0.1 hectare.

13.6 The site appraisal plan shows the key features of the site (see Figure 13.4). This development area is located to the north west of Heathfield town centre. It is to the south of woodland and to the north of residential properties which front onto the A265 (Heathfield High Street). The site is well located in relation to existing services, local facilities and public transport. The development area contains a small element of previously developed land, which is currently in residential use. The majority of the site is greenfield land.

13.7 The landscape character of the area is predominately green field and contains wooded areas with a stream, pond and a number of field drainage ditches. The central part of the area (Sites B1 and C) is bordered by a ghyll at its northern boundary. The eastern part of the area (Site A) is fairly open in character and this area is the most visually prominent. The west of the area (Site D1) is enclosed by surrounding woodland. The western part is less visually sensitive in landscape terms although the central and western

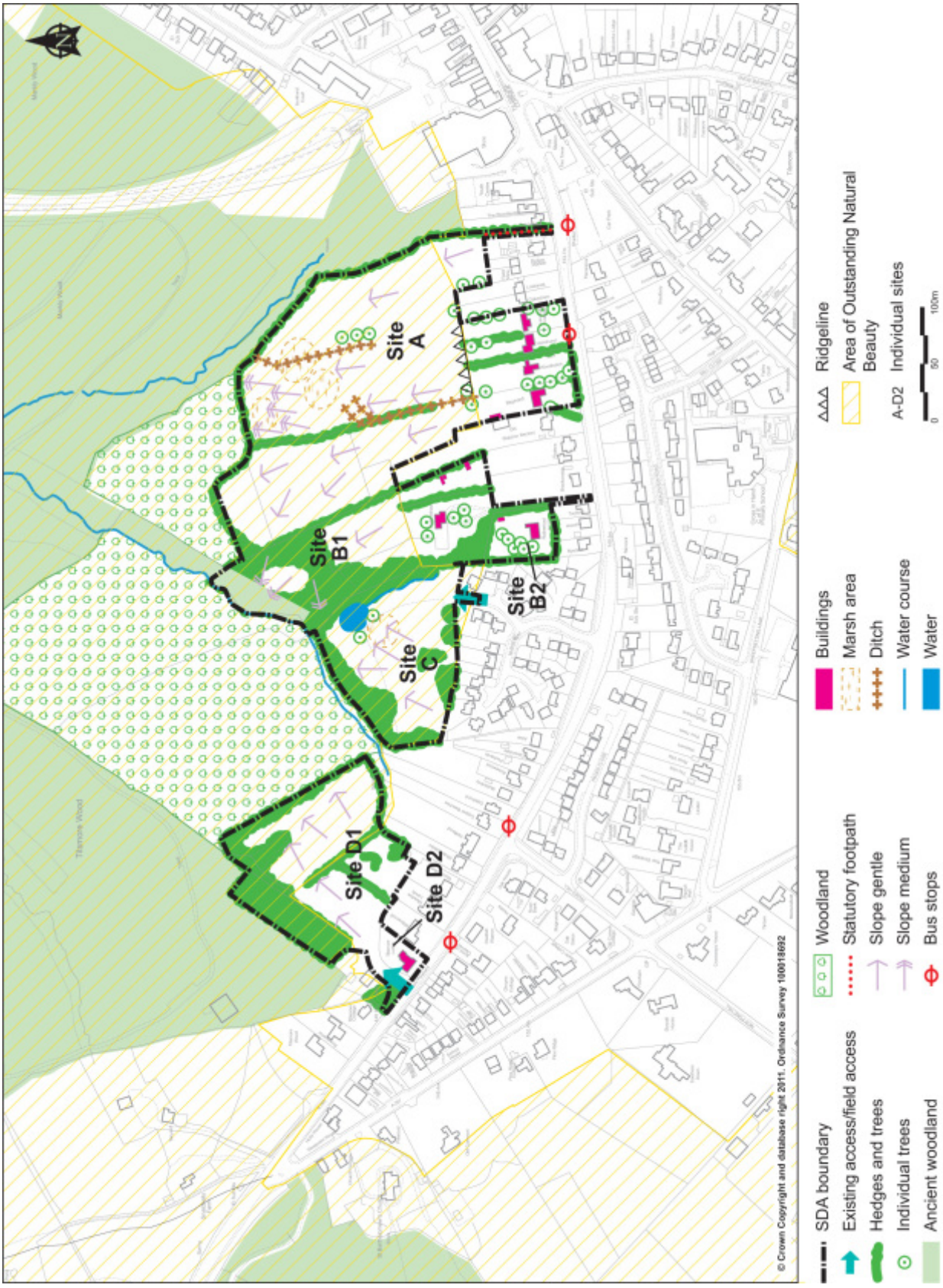
parts of the site are of significant ecological value. Most of the area, with the exception of the residential properties and the south west part of the area, is within the High Weald AONB.

13.8 The north, east and western boundary of the area is bordered by woodland including Ancient Woodland on the eastern and western boundary. Ancient woodland also extends into the development area at its most northern tip (Site B1). The area also includes seven residential dwellings, each with a varying but generally large residential curtilage, located in the southern part of the area.

13.9 The development area lies on the north side of a local ridge. The High Weald AONB is characterised by fine views from settlement to settlement. In this case there are long ranging views between Heathfield and Mayfield. There are, however, parts of the area less prominent in long range views due to their close proximity to surrounding woodland and therefore of a lower landscape sensitivity.

13.10 The area slopes downwards towards the north, with the slope being more prominent at the eastern edge of the area. Existing modern properties fronting the A265 are visible along the ridgeline at some distance from the north. The eastern edge of the area is located closest to Heathfield town centre and is within approximately 200 metres of the central shopping area. The Millennium Green is located adjacent to the eastern boundary of the area and the Cuckoo Trail national cycle route is located just to the east of the boundary.

Figure 13.4 SDA 11 North West Heathfield Site Appraisal



Objectives

13.11 A number of objectives which relate to the Core Strategy and Sustainability Appraisal are particularly important in relation to this development area as described below.

13.12 In order to achieve the objectives in the Core Strategy we are seeking to protect the landscape characteristics of the District, including the High Weald AONB wherever possible. In this respect, development should be located and designed to minimise any impact on the landscape characteristics of the AONB. To encourage the reduction of the need to travel by car, development should be concentrated where it can most closely access existing services, facilities and public transport opportunities along with other means of sustainable transport. In this respect connections to existing recreation facilities and sustainable means of transport should be maximised.

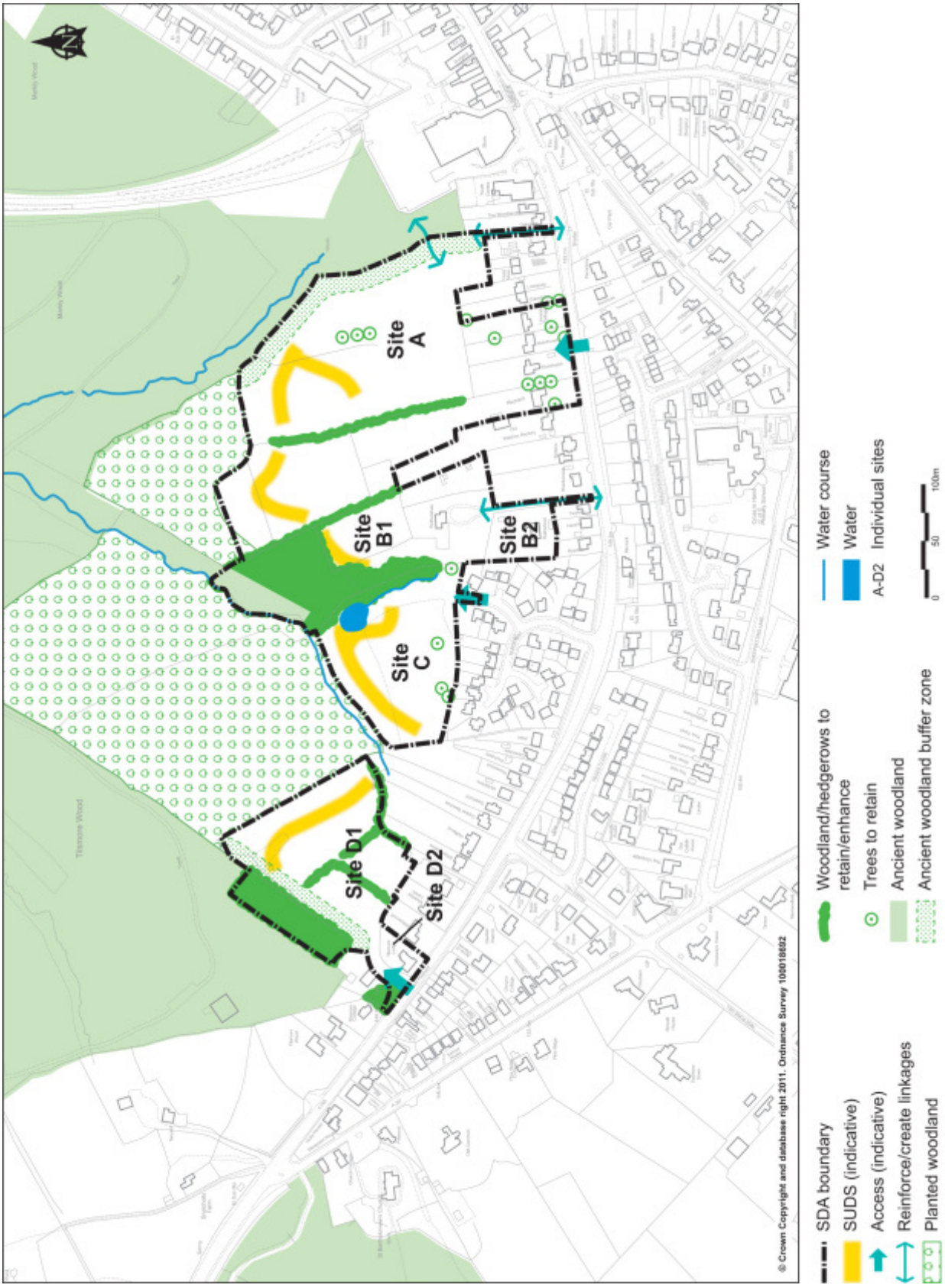
13.13 In addition, it will be necessary to make the most efficient use of land by ensuring housing densities are compatible with the location and maximise the use of previously developed land wherever possible. The opportunity should be taken to protect and enhance biodiversity wherever possible including on site opportunities to help create a network of green infrastructure in and around Heathfield.

Suggested Guiding Principles for the Development of SDA11

13.14 The key guiding principles are shown on Figure 13.5, and include:

- To provide improved and suitable access for vehicles, pedestrians and cyclists from the A265 and Nursery Way, as appropriate.
- To provide footpaths and cycle paths through the development to improve access to the town centre, surrounding countryside, green spaces and the Cuckoo Trail national cycle route.
- To optimise the use of previously developed land in residential use situated outside the designated AONB.
- To optimise the use of green infrastructure including green roofs and walls, tree retention and tree planting to soften and improve the visual impact of the development.
- To provide a suitable 15 metre landscape buffer to the surrounding ancient woodland and a landscape buffer to the surrounding woodland of at least 10 - 15 metres.
- To incorporate biodiversity as an integral part of the design of the development, taking into account on and off site biodiversity opportunity areas, retaining valuable habitats, enhancing existing linear tree features and wildlife corridors. Where necessary, the loss of habitats will be compensated with enhancements to existing habitats and tree replacement.
- To incorporate SUDS as part of the green infrastructure planning on the site; incorporating where possible existing water features, addressing possible existing drainage issues and reducing the impact of development on local water courses - especially those located in the adjacent woodland.

Figure 13.5 SDA 11 Guiding Principles for development of North West Heathfield



Question 27

Suggested Guiding Principles for SDA 11

Question 27a

Please tell us whether you agree or disagree, and your reasons for doing so, with the suggested guiding principles for SDA 11

Question 27b

Please tell us any further comments that you have in relation to the general guiding principles for SDA 11, including any further guiding principles that you consider to be important

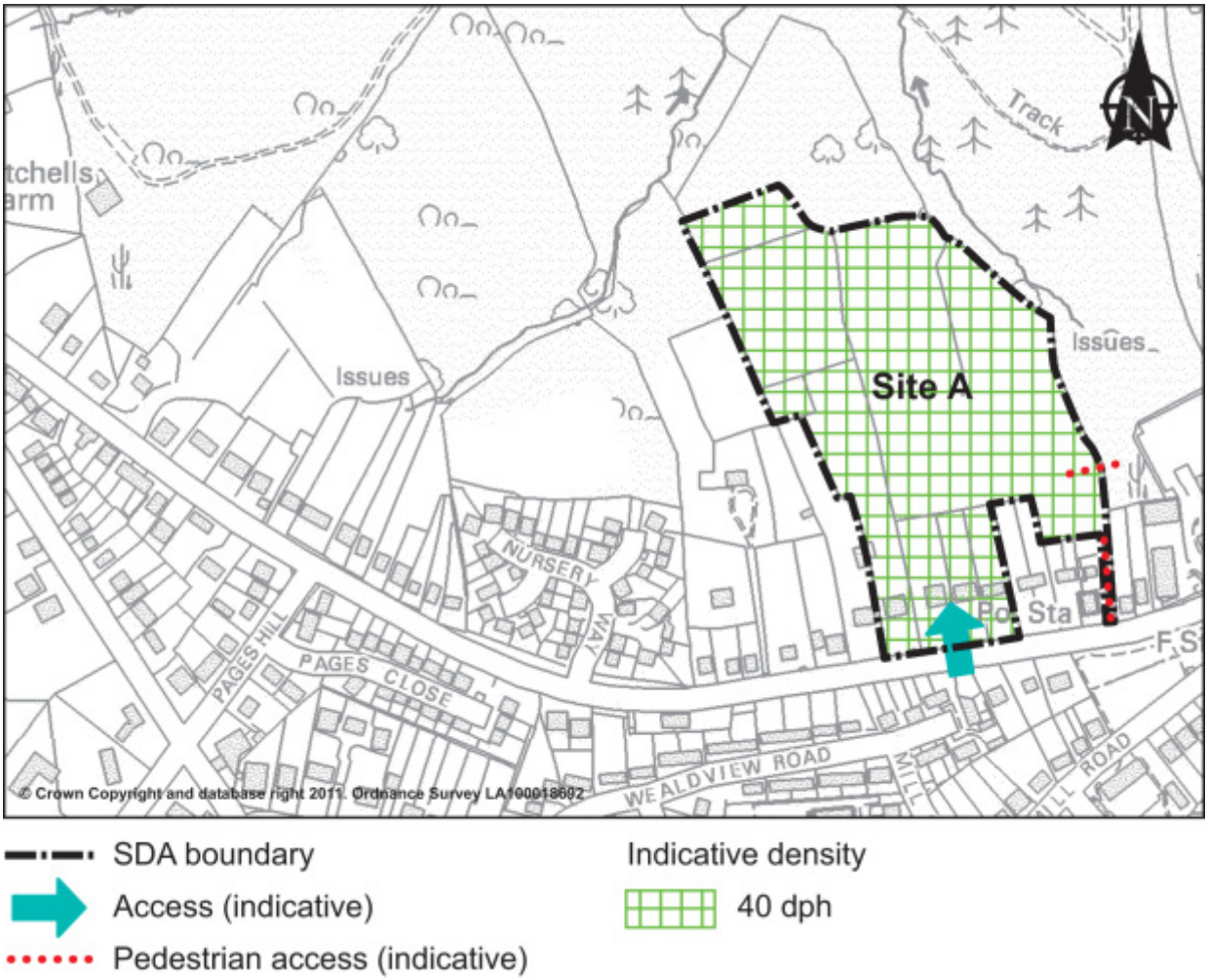
Link to online questionnaire

Options for the Development of Land at North West Heathfield (SDA 11)

Option 1

Focus development on sites closest to the town centre within the east of the SDA, whilst retaining open land to the west and centre of the SDA (see Figure 13.6)

Figure 13.6 SDA 11 North West Heathfield Option for development 1



13.15 This option locates development closest to the town centre in order to maximise access to the services, facilities and public transport available in Heathfield.

13.16 This option uses the site closest to the town centre only and includes four residential properties located in the southern part of the area.

13.17 This option seeks to provide new housing at the site which is located adjacent to the town centre and the Heathfield Millennium Green. Access for vehicles will be from the A265. Additional pedestrian and cycle access can be provided from the pathway in the south-eastern corner of the site adjacent to the Police Station. There is also potential to create links to pathways located within Heathfield Millennium Green and connect the site with the Cuckoo Trail via an access point located on the eastern boundary of the site.

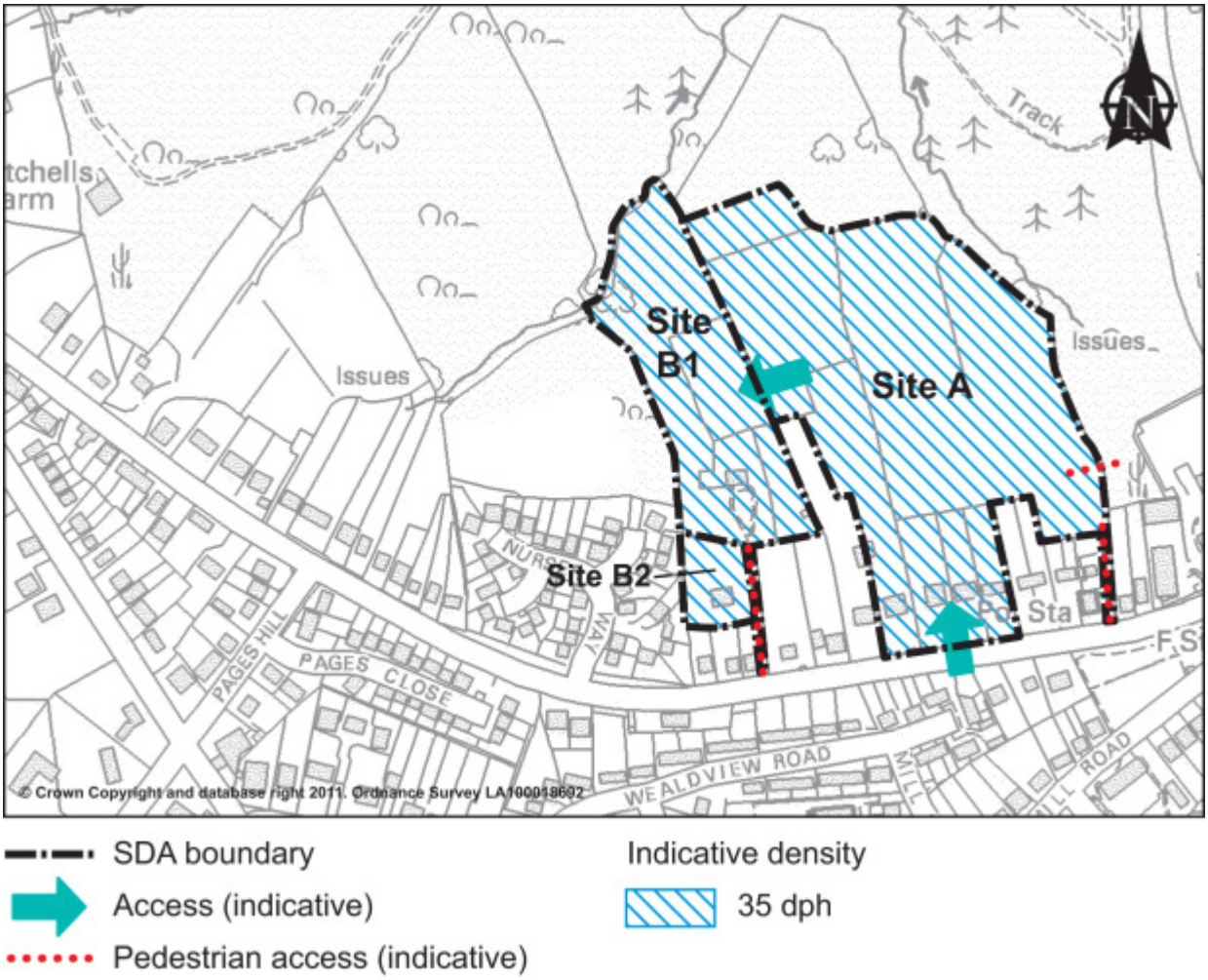
13.18 Once account is taken of some parts of the site not being developable due to steeply sloping land and the need to set aside land for recreational space and as a buffer to Ancient Woodland, development would need to be at a density of at least 40 dwellings per hectare

13.19 This option optimises the town centre location enabling easy access to existing services, facilities and public transport. The option also minimises the amount of land area developed overall and specifically avoids developing the most ecologically sensitive areas within the development area (namely Sites B1, C and D1). This option, along with others that involve the development of Site A, could create a positive frontage to the Heathfield Millennium Green and encourage greater use of this green space as well as footpath and cycle path provision linking with the town centre, Heathfield Millennium Green and the Cuckoo Trail. This option does, however, involve development at a density which would be significantly higher than that in the surrounding residential areas involving development in an area which is visually sensitive - especially in the southern part of the site with its ridge top location. Green infrastructure provision for open spaces and recreation may be limited on site due to the majority of the land being required for the 160 new homes.

Option 2

Focus development on the sites closest to the town centre but with slightly lower densities and extending further westwards (See Figure 13.7)

Figure 13.7 SDA 11 North West Heathfield Option for development 2



13.20 Option 2 seeks to focus development close to the town centre but includes additional land to provide a lower density housing development when compared to Option 1. It is considered that a density of approximately 30 - 35 dwellings per hectare could be achieved. There would be a single access for vehicles from Site A and there will be the opportunity for an additional pedestrian and cycle access to Sites B1 and B2.

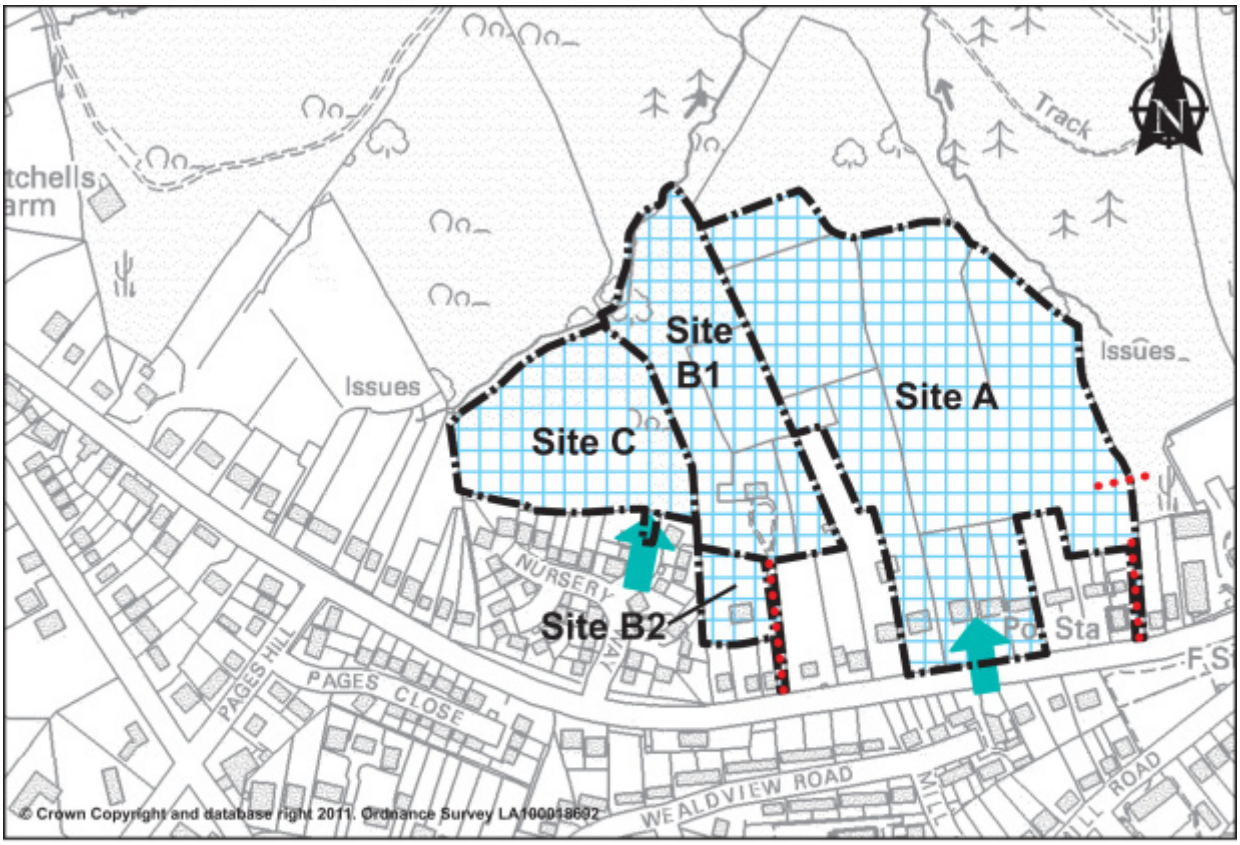
13.21 This option also focuses on developing areas in close proximity to the town centre with easy pedestrian and cycle access through the site to existing services, facilities and public transport. It also avoids developing some of the most ecologically sensitive areas within the development area (Sites C and D1). However, it does involve developing land which has been identified as being of ecological value in relation to its grassland habitat (the northern section of Site B1). Again this option involves the development of land which is visually sensitive in the southern part of Site A due to its ridge top location, although

with a lower density than in option 1 there may be the opportunity, with careful design, for building heights to be lower.

Option 3

Focus development on sites closest to the town centre but with lower densities and including the central section of the SDA (See Figure 13.8)

Figure 13.8 SDA 11 North West Heathfield Option for development 3



13.22 This option would enable the provision of a lower density development where development at 30 dwellings per hectare could be achieved. This gives greater scope for biodiversity enhancements and the provision of open space within the development. There is the opportunity for an additional access for vehicles from Nursery Way and to link all parts of the development area.

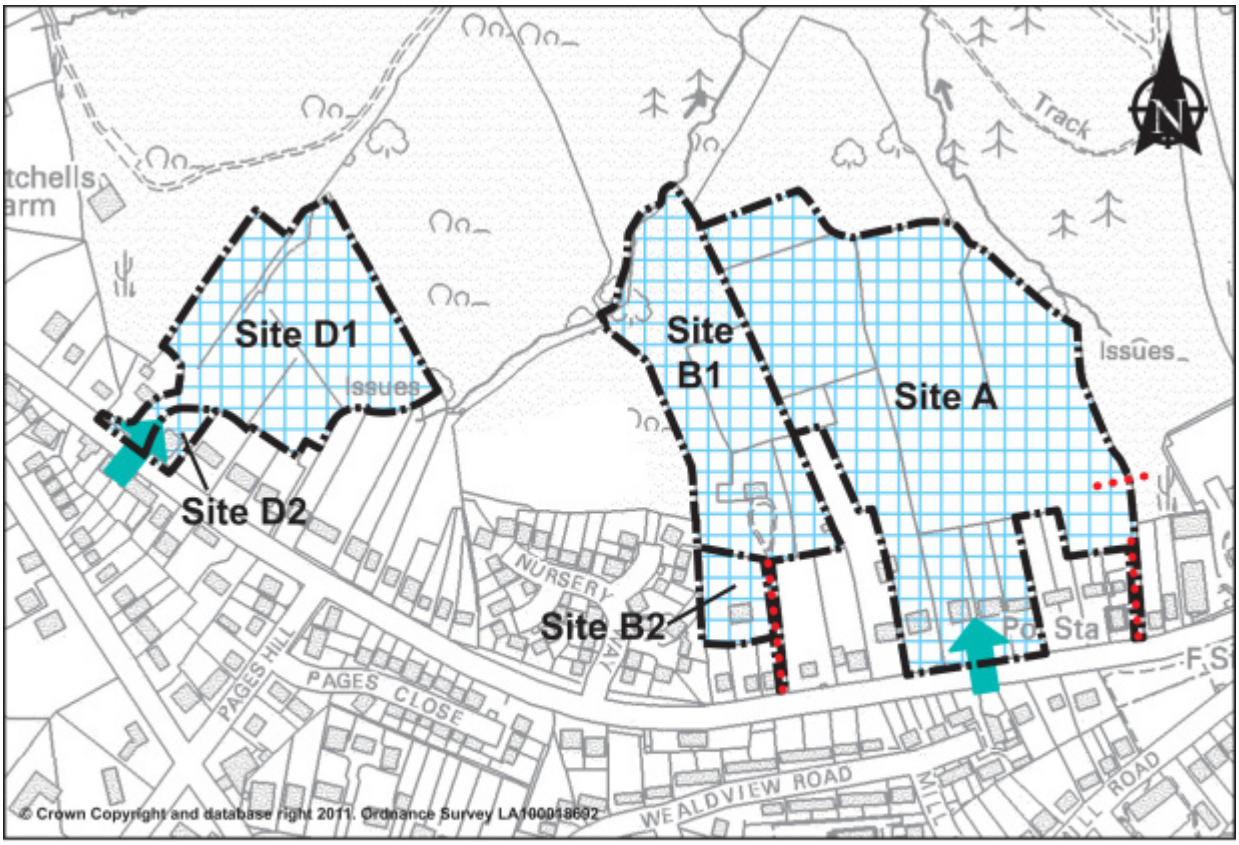
13.23 This option provides housing close to the town centre with the opportunity to maximise housing density in locations closest to the town centre whilst reducing density in locations which are more visually sensitive in relation to the AONB. The option provides for the enhancement of a strip of land bordering Sites B and C which has been identified as a Biodiversity Opportunity Area improving connectivity for wildlife. It does, however,

involve the loss of land which has been identified as being of ecological value as grassland habitat.

Option 4

Focus of development split between the eastern and western sections of the SDA whilst retaining open land in the central section (See Figure 13.9)

Figure 13.9 SDA 11 North West Heathfield Option for development 4

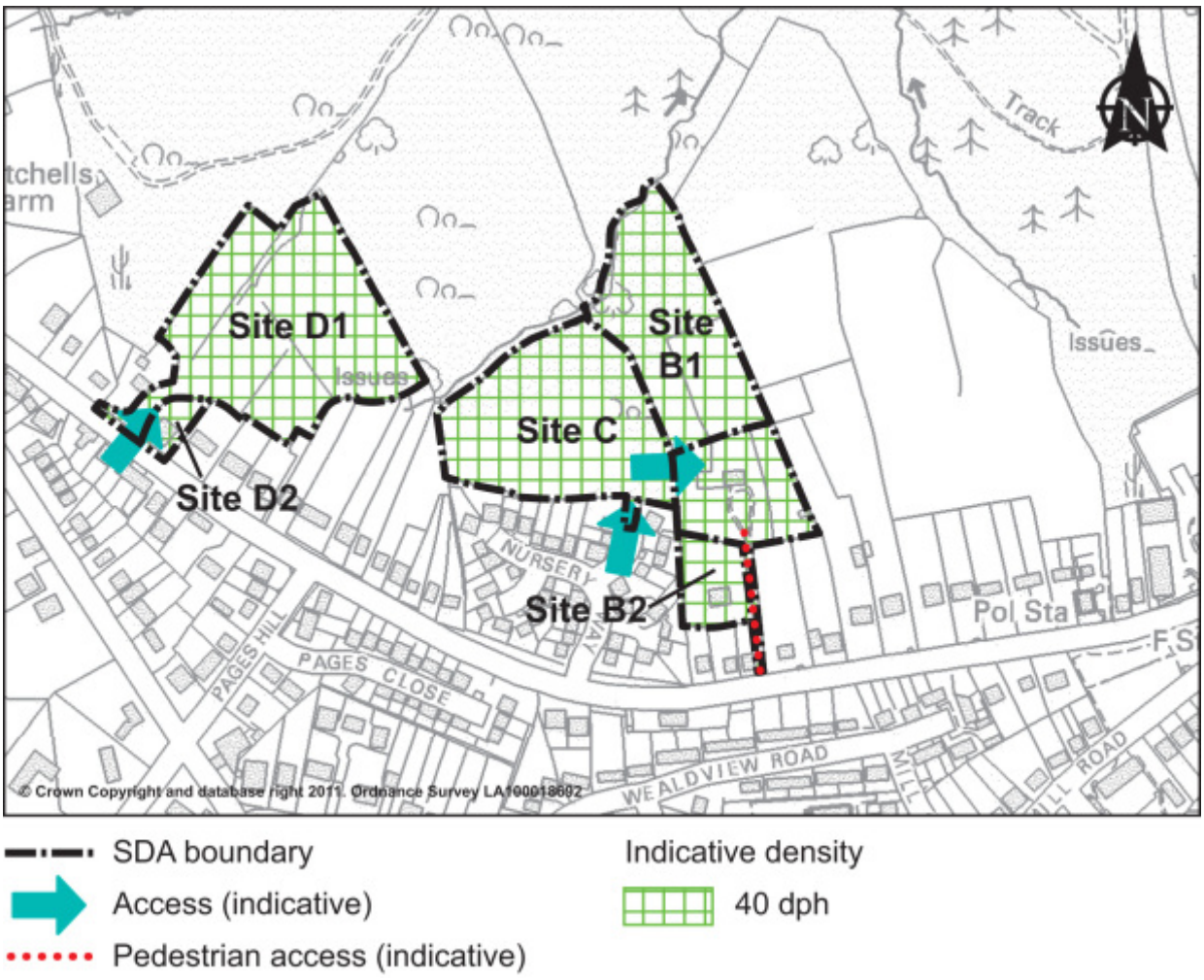


13.24 Similar to Option 3, this option would enable the provision of a development at 30 dwellings per hectare with opportunities for biodiversity enhancements and the provision of open space within the development. This option provides a separate access to Sites D1 and D2 and would not involve linking the different sites. It does, however, involve the development of more land outside of the High Weald AONB and maximises the use of previously developed land in relation to the redevelopment of land containing all seven residential properties within the development area. The option also involves the development of land which is not as prominent in landscape terms (Sites B1, B2, D1 and D2). In particular, however, this option involves the development of more land than in Options 1 and 2.

Option 5

Focus development on the western and central sections of the SDA whilst retaining open land to the east (See Figure 13.10)

Figure 13.10 SDA 11North West Heathfield Option for development 5



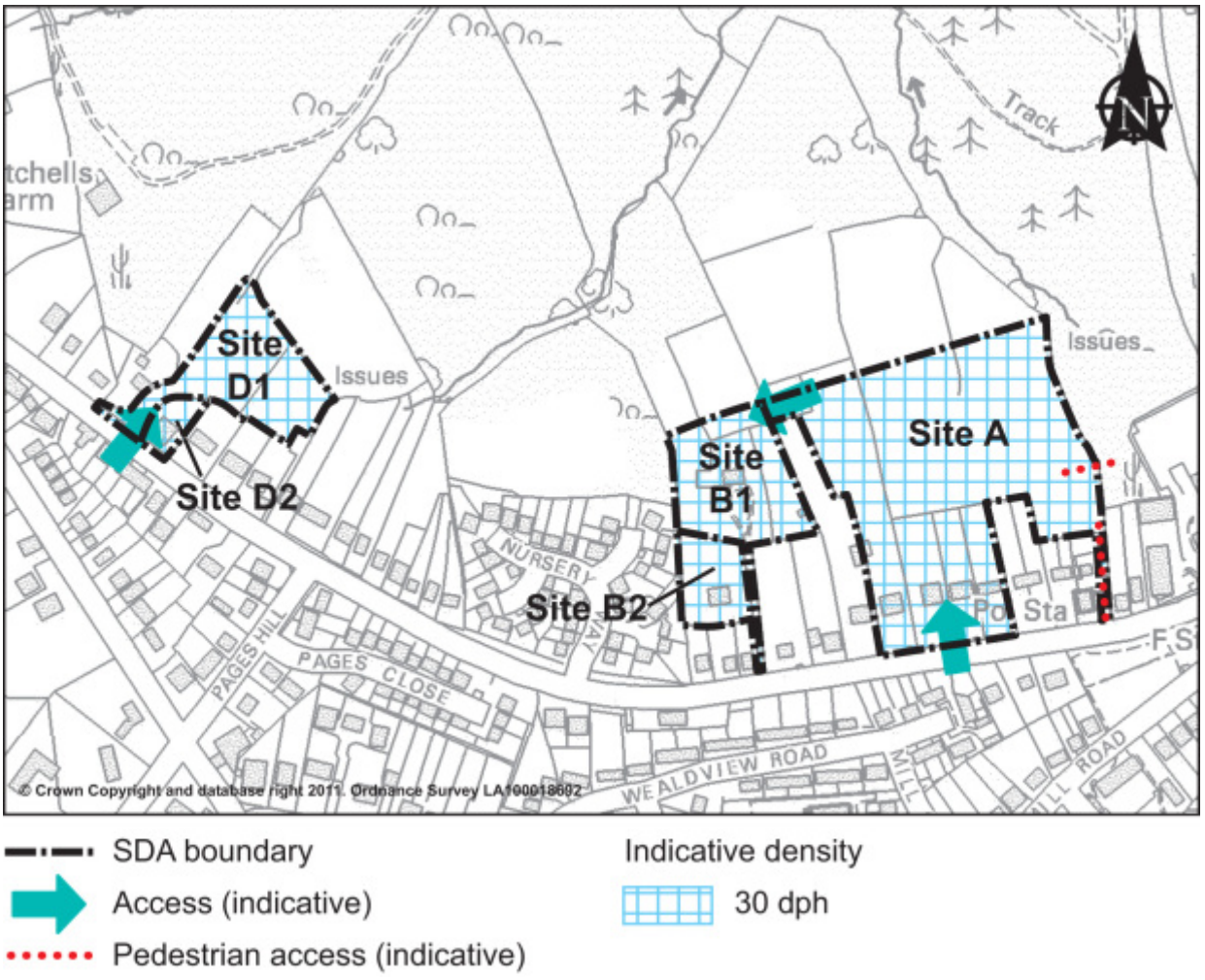
13.25 This option seeks to locate development on those sites located in the western part of the development area with the aim of retaining Site A as urban fringe greenfield land and retaining the existing residential frontage to the A265. There would be a separate access to Sites D1 and D2 from that provided to the rest of the sites to be developed and there is also the opportunity for an additional pedestrian and cycle access to the A265. This option involves development at quite a high density of approximately 40 dwellings per hectare and would be relatively efficient in terms of land use because it does not involve as much land being developed. The option specifically avoids developing the most visually sensitive and open part of the development area (Site A). The option provides the opportunity to enhance a strip of land bordering Sites B1 and C which has been identified as a Biodiversity Opportunity Area to improve connectivity for wildlife. The option does, however, develop those sites located furthest away from the town centre services, amenities and public transport. It will also not be possible to link the development with

the Heathfield Millennium Green, associated pathways and cycle links as do the other options involving Site A. This option also involves the development of land which has been identified as being of ecological value because of its grassland habitat (Sites C, D1 and the northern section of Site B1).

Option 6

Focus development on the land outside of the designated AONB area (See Figure 13.11)

Figure 13.11 SDA 11 North West Heathfield Option for development 6



13.26 All options involve some development within the High Weald AONB but this option focuses on maximising development on land outside of it. The option therefore only includes the southern part of Site A. There would be a separate access to Sites D1 and D2 from that provided to the rest of the sites to be developed and there is also the opportunity for an additional pedestrian and cycle access. The option involves an overall low density of development and therefore the opportunity for biodiversity enhancements and open space provision. It also involves the development of land which is not visually prominent (Sites B1, B2, D1 and D2). This option is relatively efficient in terms of land use as it does not involve as much land being developed as in many of the other options.

It also provides the opportunity to maximise use of previously developed land consisting of all residential properties within the development area. This option does, however, involve the development of land which is visually sensitive (the southern part of Site A due to its ridge top location) and the potential loss of land which has been identified as being of ecological value in relation to its grassland habitat (Site D1). It also involves the development of sites (Sites D1 and D2) which are furthest from the town centre and therefore not as sustainable as other sites within the development area.

Sustainability Appraisal of Options

13.27 The assessment of options against the 22 Sustainability Appraisal objectives of the Local Development Framework is contained within the Strategic Sites DPD Issues and Options Consultation Background Paper. There are distinct differences between options and there are a number of advantages and disadvantages to each option, which should be considered when choosing the most suitable option. These are summarised below.

Table 13.1 The Potential Benefits and Problems of the Sustainability Appraisal of the Options for SDA 11 against the 22 Sustainability Appraisal Objectives

Potential Benefits	Potential Problems and Mitigation
• Option 1 makes the most effective use of land. • Option 6 minimises impact on biodiversity and deliverability by limiting the use of sloping land and the margins of the biodiversity rich area (ancient woodland and Biodiversity Opportunity Area). • Option 1 is the most accessible land in terms of proximity to the town centre • Option 3 takes into account the sloping nature of the site and the need to provide greater amounts of land to ensure an effective design in close proximity to the Town Centre. However the option does include biodiversity sensitive land (Site c). • Option 6 minimises incursion upon the AONB. • Option 1 and 3 seeks to minimise the impact of development on biodiversity sensitive areas D1 and D2.	• In terms of biodiversity, options 4 and 5 develops one of the most rich and sensitive parts of the SDA (Site D1), furthest from the town centre. • Option 1 proposes development on a sloped site requiring greater land take to ensure a suitable design. • Sites D1 and D2 are the most isolated from the existing community and therefore options 4, 5 and 6 are not as inclusive as other options. • All options will require drainage to mitigate the impact of development by protecting the ghyll streams in the ancient woodland.

Question 28

Options for development within SDA 11

Please tell us whether you agree or disagree, and your reasons for doing so, with the following options for development within SDA 11

Question 28a

Option 1

Focus development on sites closest to the town centre within the east of the SDA, whilst retaining open land to the west and centre of the SDA

Question 28b

Option 2

Focus development on the sites closest to the town centre but with slightly lower densities and extending further westwards

Question 28c

Option 3

Focus development on sites closest to the town centre but with lower densities and including the central section of the SDA

Question 28d

Option 4

Focus of development split between the eastern and western sections of the SDA whilst retaining open land in the central section

Question 28e

Option 5

Focus development on the western and central sections of the SDA whilst retaining open land to the east

Question 28f

Option 6

Focus development on the land outside of the designated AONB area

Question 28g

Please tell us any further comments that you have in relation to options for SDA 11, including any further locations or options that you wish us to consider

Link to online questionnaire

Infrastructure Requirements

13.28 At this current time there are no critical strategic infrastructure requirements which have been identified for the Heathfield area.

13.29 There are, however, local infrastructure requirements , which may be provided on or off site and which may include:

- New access for vehicles into the site from the A265 and Nursery Way as appropriate.
- New pedestrian crossing facilities and signage to local facilities and footpath and cycle routes, within the site and along the A265 and from Heathfield High Street.
- Provision of footpath and cycling facilities within the site and suitable links to existing footpaths and cycle routes and the High Street, to improve access to facilities and assist the regeneration of Heathfield town centre.
- Provision of additional children's play facilities for the under 8's and 8-12 year olds and new teen facilities to cater for the increased population, and to increase the variety of, choice and access to these facilities.
- Provision of new open space and recreation facilities (Some of this provision may need to be provided off site) in the form of:
    - new allotments
    - additional adult and junior football pitches

- 2 multi-sports courts
- 2 tennis courts
- a multi-functional green space - particularly 'park-like' space

- Contributions towards the improvement of existing recreational facilities in the local area.
- Provision of sustainable drainage solutions within the site associated with open space and green infrastructure provision. This may include possible existing drainage ditches and ponds on site.

Affordable Housing

13.30 In the case of Heathfield, the evidence[42] suggests that it could be appropriate to set an overall proportion of affordable housing of 50%[43], but that a higher percentage could be considered on allocated greenfield sites. The appropriate percentage for a particular site is, however, dependent on how economically viable a site is and the need to promote mixed and balanced communities.

13.31 In relation to this development area, there are various infrastructure requirements and the cost of providing these may affect the amount of affordable housing that is viable for the site.

13.32 We would be very interested to hear your views about the provision of affordable housing on this site.

Question 29

Affordable Housing Provision within SDA 11

Question 29a

Please tell us whether you agree or disagree, and your reasons for doing so, with the suggested provision of **50%** affordable housing for SDA 11

Question 29b

If there is another proportion of affordable housing that you wish us to consider within SDA 11, please tell us what it is and your reasons for suggesting it

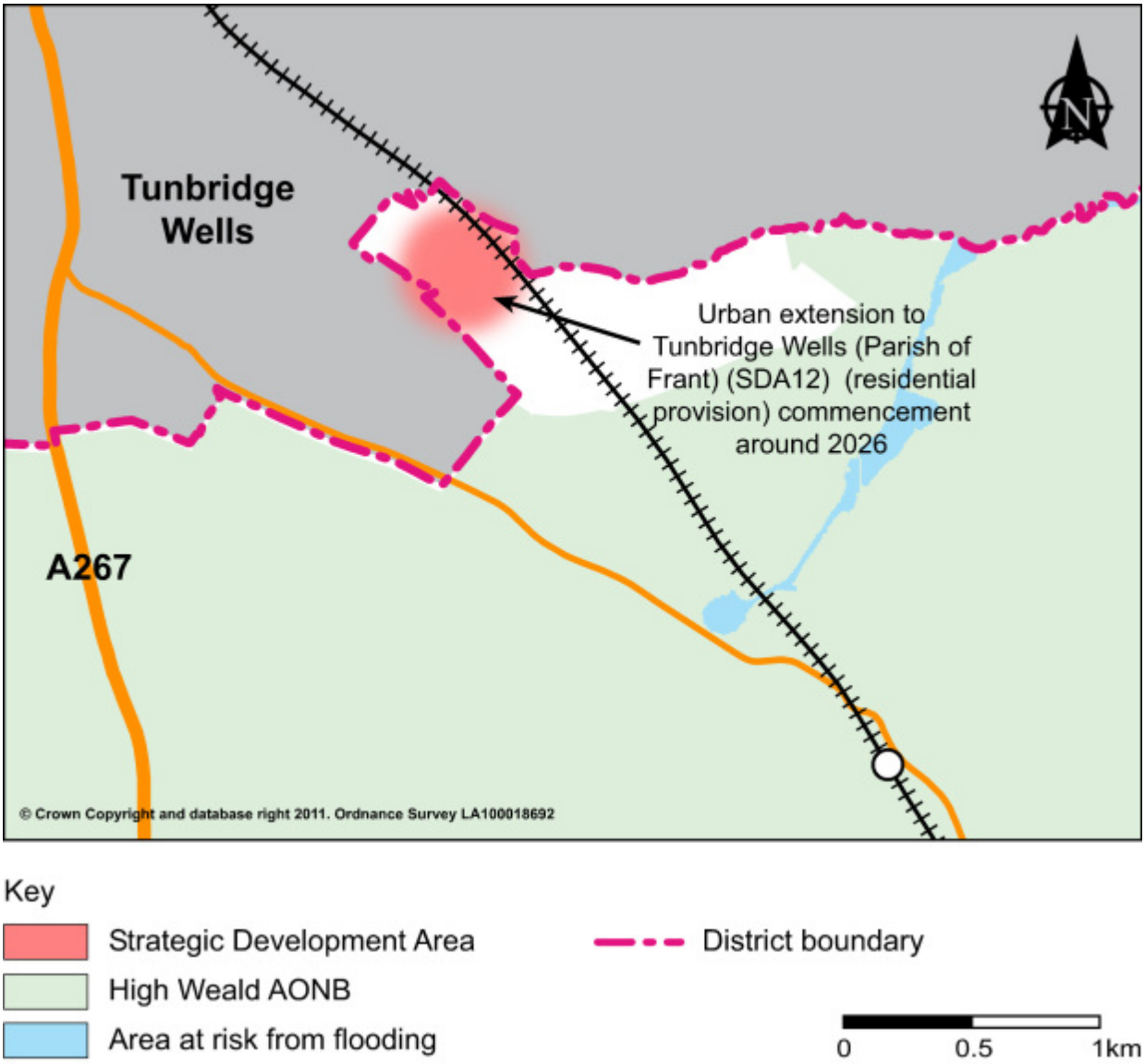
42 Housing Viability Assessment Final Report, August 2009. Three Dragons Consultants
43 This means that 50% of the total housing on the site should be affordable

Link to online questionnaire

14 SDA 12: Adjacent to Tunbridge Wells (Frant Parish)

Location	Growth identified in the Core Strategy
Land adjacent to Tunbridge Wells, in the Parish of Frant (See Figure 14.2 SDA 12 Land adjacent to Tunbridge Wells (Parish of Frant) Land Availability Plan)	120 new homes

Figure 14.1 SDA 12: Land Adjacent to Tunbridge Wells (Parish of Frant) Core StrategyStrategic Sites Context Plan



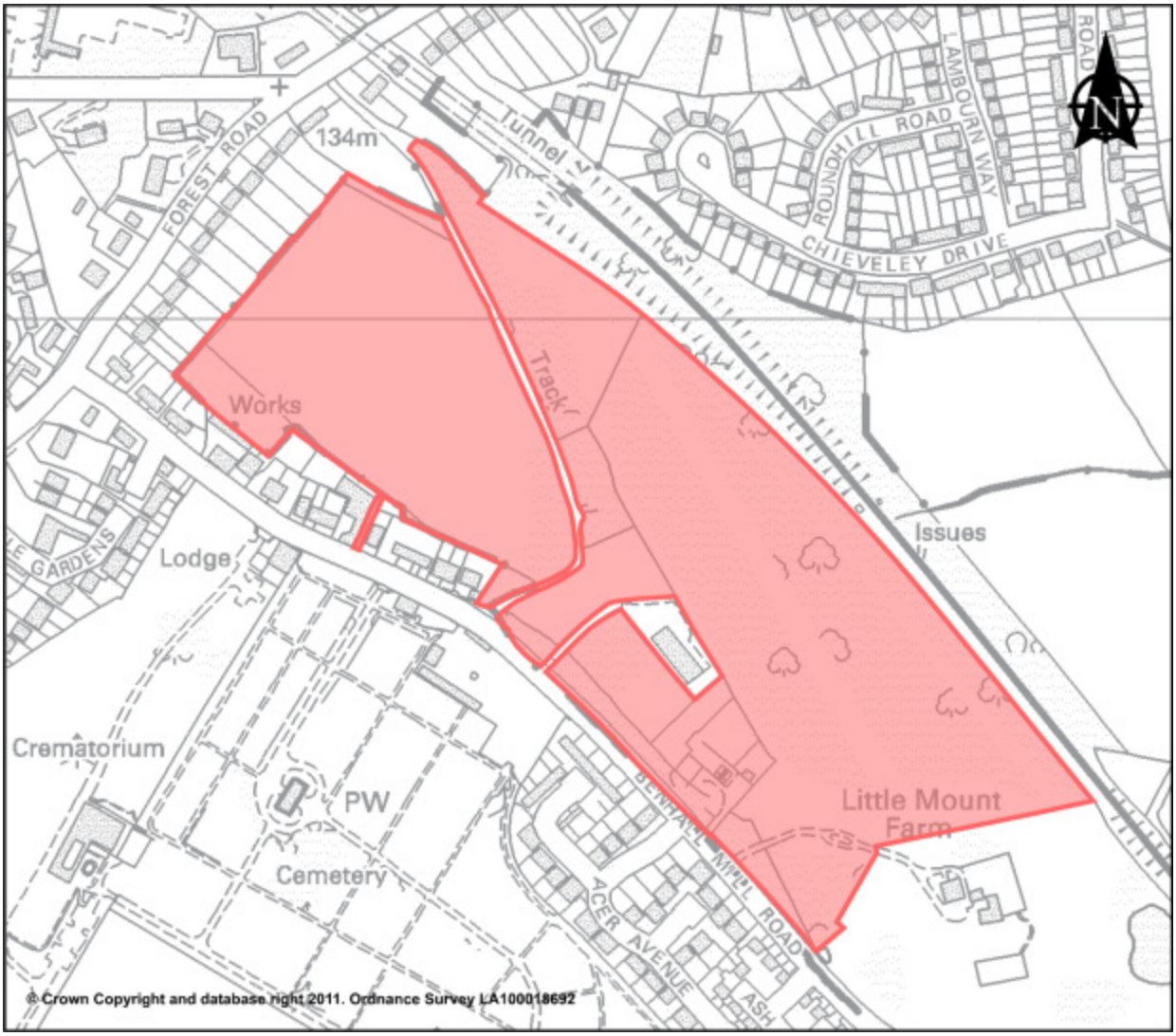
Land Available for Development

14.1 There are approximately 13 hectares of land put forward for housing development in this location. This includes land which has been identified in the Wealden Strategic Housing Land Availability Assessment (SHLAA)[44] as well as land submitted to the Council since the publication of the SHLAA report March 2010 and the Addendum Report October 2010.

14.2 The site is bounded to the west by the railway line, to the north by buildings fronting on to Forest Road and to the east by buildings fronting on to Benhall Mill Road. The site excludes a business centre located within the area, which will remain in situ.

14.3 The land available is shown on Figure 14.2.

Figure 14.2 SDA 12: Land adjacent to Tunbridge Wells (Parish of Frant) Land Availability Plan

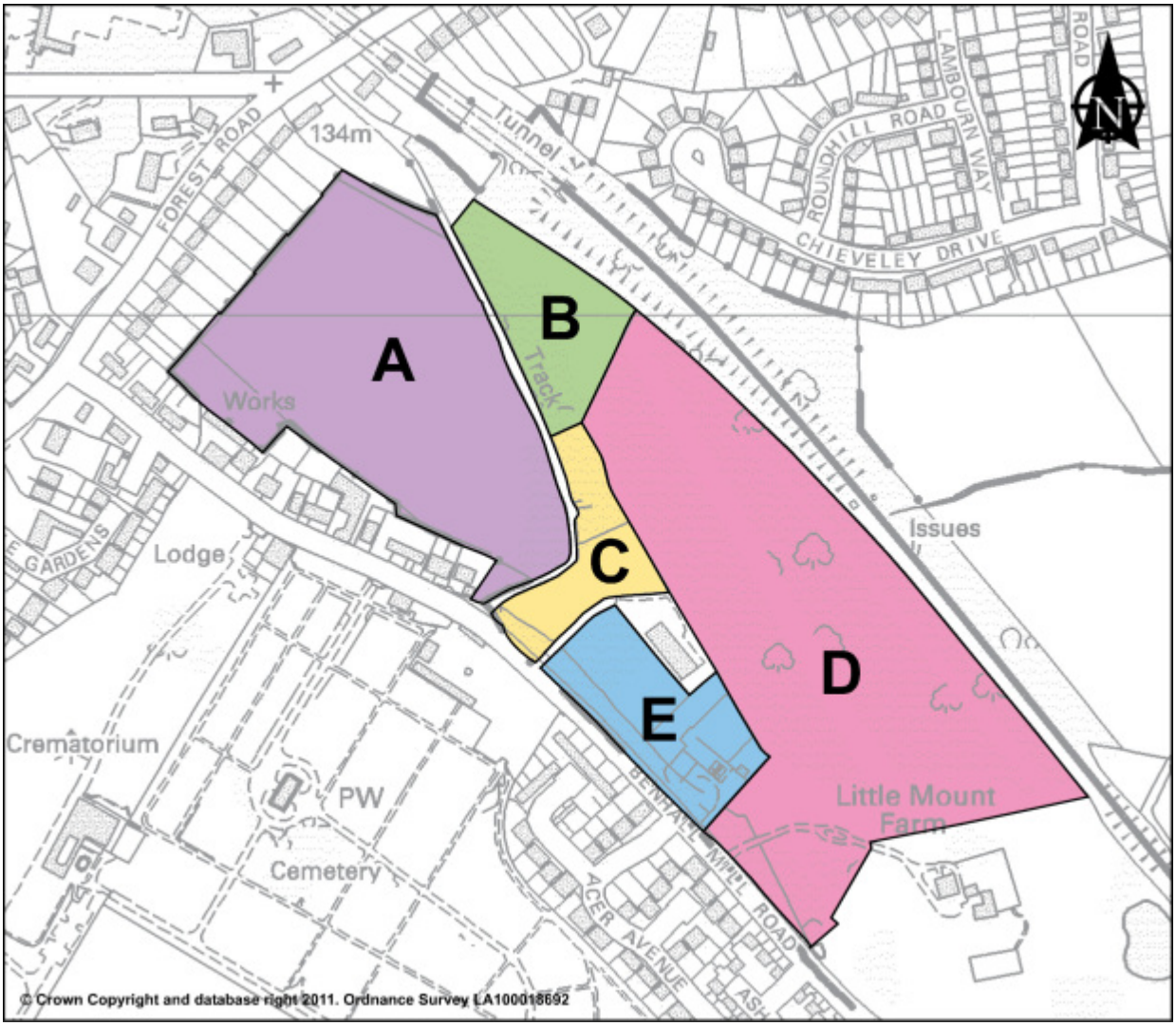


44 See Part 1 for more information on the Wealden SHLAA

Character Appraisal

14.4 The separate parts of the SDA are shown on Figure 14.3.

Figure 14.3 SDA 12: Land adjacent to Tunbridge Wells (Parish of Frant) Sub Areas



14.5 The site appraisal plan shows the key features of the site (see Figure 14.4). The north-western part of the site (Site A) consists of open grassland, scrub and scattered trees and is bordered by woodland on its eastern side adjacent to a tree-lined footpath. This part of the site is at the rear of buildings which front onto Benhall Mill Road and Forest Road. The tree-lined footpath crosses the site between Benhall Mill Road and Forest Road. It is lined with mature oak trees and important hedgerows and acts as a corridor for wildlife. To the east of the footpath is a wooded area which slopes downwards towards the railway line (Site B). This area includes some contaminated land due to former use, including some tipping and commercial use. Land to the east and west of the tree-lined footpath is designated as the Hawkenbury Meadows Site of Nature Conservation Importance (See Figure 14.4), although the nature conservation value of this area has deteriorated since its original designation due to lack of management of the area.

14.6 The remainder of the site has frontages with Benhall Mill Road with mixed woodland fronting the road. There are three separate land parcels in this area (Sites C, D and E). The area stretches back to the railway line to the east. The northernmost part of the area consists of scrub and trees, and is located between the road which provides access to the business centre and the tree-lined footpath. Immediately to the south of the access to the Business Centre is an area which includes a residential property and glasshouses and which has been used for the purposes of a small horticultural business. Part of the area is used for grazing horses and there are some areas of scattered trees and shrubs. The land to the east of this, beyond a tall hedge, includes an area of plantation woodland. This includes land which was formerly a Local Authority commercial and household landfill site. To the south of this landfill site is an area of land which is grassed and is part of the gardens and surrounds of Little Mount Farm.

Figure 14.4 SDA 12 Land adjacent to Tunbridge Wells (Parish of Frant) Site Appraisal



Objectives

14.7 A number of objectives which relate to the Core Strategy and Sustainability Appraisal are particularly important in relation to this development area as described below.

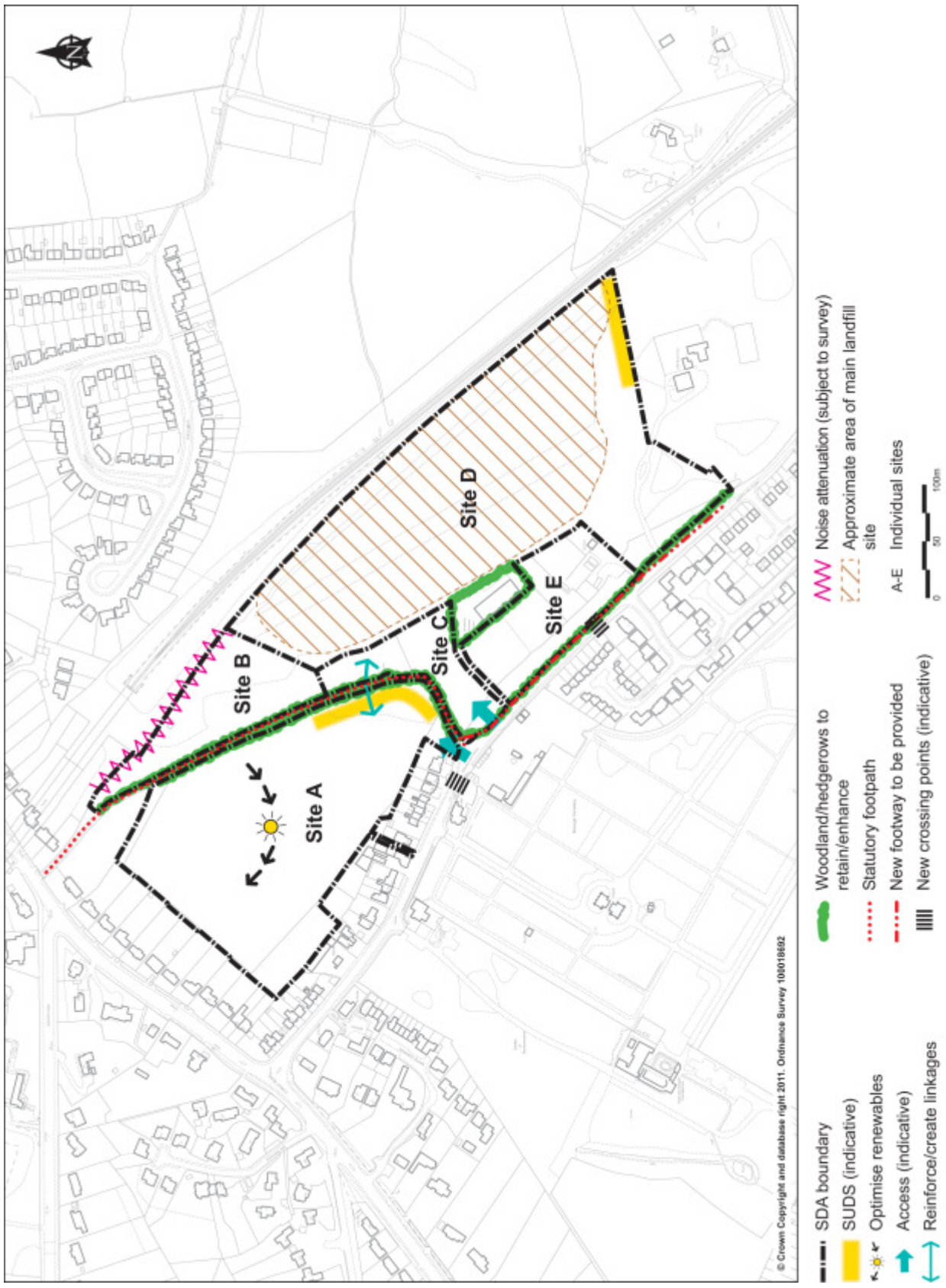
14.8 The Council's objectives seek to ensure that an attractive living environment is created whilst protecting and enhancing biodiversity. We will seek to ensure a network of green infrastructure in the area and the aim should be to retain and incorporate trees and hedgerows and other features wherever possible. The location and design of development should ensure that best use is made of opportunities to encourage sustainable transport through providing good pedestrian and cycle connections through the site as well as opportunities for public transport use. The development should also make the most efficient use of land by ensuring housing densities are compatible with the location and through the use of previously developed land for development wherever possible. An attractive living environment for new residents should be created with no undue noise or other factors which could detract from the general living conditions.

Suggested Guiding Principles for the Development of SDA12

14.9 The key guiding principles are shown on SDA 12: Figure 14.5, and include:

- Retain those areas of greatest landscape and biodiversity value - in particular, retaining and enhancing part of the Hawkenbury Meadows SNCI.
- Mitigation measures for protected species.
- Financial contributions and arrangements to be put in place for the enhancement and future management of the retained part of the Hawkenbury Meadows SNCI.
- Retain and upgrade the existing tree-lined footpath link between Benhall Mill Road and Forest Road and incorporate this into the development.
- Retain trees which provide screening to the business centre.
- Access to be provided from Benhall Mill Road which will also provide access to the existing business centre.
- Retain trees within the site wherever possible, in particular retaining some trees fronting Benhall Mill Road.
- Provide improved linkage between the development and town centre facilities through more frequent bus services, with extended operating hours and improved bus stopping and turning facilities.
- Investigate the provision of improved pedestrian facilities in Benhall Mill Road and Forest Road to include new pedestrian footways and crossings where appropriate.
- Provide sustainable drainage solutions as part of the Green infrastructure on site.
- Further tests should be carried out to establish the boundary of the landfill area and appropriate measures be put in place to ensure that the landfill area does not pose any health and safety concerns.

Figure 14.5 SDA 12 Guiding Principles for development of Land adjacent to Tunbridge Wells (Parish of Frant)



Question 30

Suggested Guiding Principles for SDA 12

Question 30a

Please tell us whether you agree or disagree, and your reasons for doing so, with the suggested guiding principles for SDA 12

Question 30b

Please tell us any further comments that you have in relation to the general guiding principles for SDA 12, including any further guiding principles that you consider to be important

Link to online questionnaire

Options for the Development of Land adjacent to Tunbridge Wells, in the Parish of Frant (SDA 12)

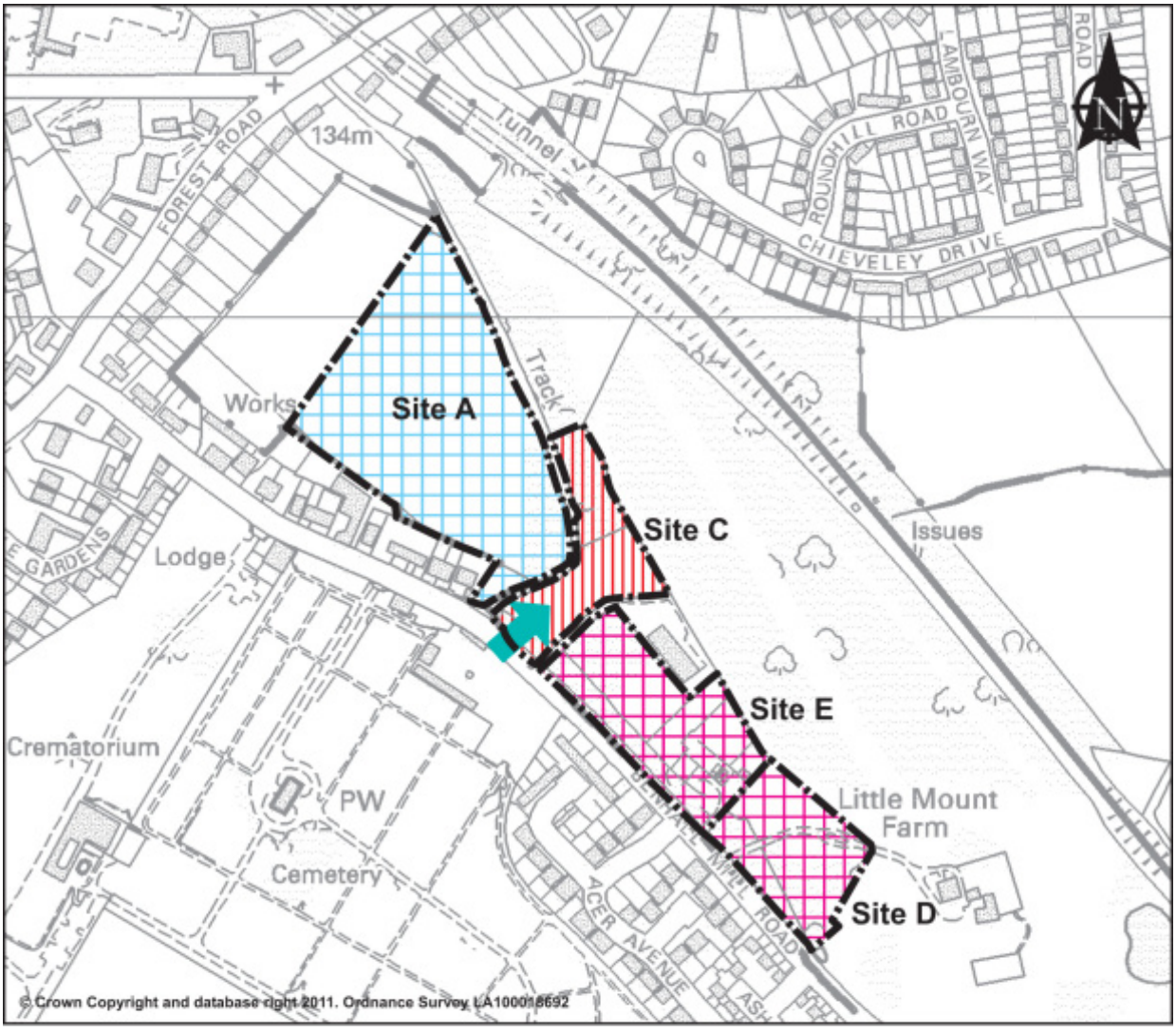
14.10 A range of options have been explored for the possible development of this site, based on the provision of 120 new homes as an extension to the urban area of Tunbridge Wells as outlined in the Council's Core Strategy document.

14.11 The four options described below relate mainly to which areas of the site are developed. In the case of all of the options, there will be different possibilities as regards access and these will need to be resolved in discussion with the highway authority. The options are as follows:

Option 1

Maximise development in the southern part of the SDA (See Figure 14.6)

Figure 14.6 SDA 12 Land adjacent to Tunbridge Wells (Parish of Frant) Option for development 1



14.12 This option involves developing the land in the southern part of the site, as shown in the table below.

Table 14.1 Option 1: SDA 12 - Area of land developed, density and housing numbers achievable

Site	Area of land developed	Density (1)	Approximate Housing Numbers
Site A (part)	2.30ha	30dph	69
Site C	0.70ha	18dph	12
Site D (part)	0.50ha	25dph	12
Site E	1.09ha	25dph	27
Total	**4.59ha**		**120**

1. This is the number of dwellings per hectare with higher numbers indicating a higher density of development

14.13 Option 1 involves development of the land adjacent to the road frontage (Sites C, E and part of site D) together with land in the north-western part of the development area (part of Site A). The land further away from the road to the north-east (part of Site D) is not developable as this land was previously used as a Local Authority commercial and domestic landfill site. Development along the road frontage is at a density that can mirror the existing development to the south of Benhall Mill Lane.

14.14 The existing business centre would remain but the land to both the north and south of this (Sites C and E) would be developed subject to the boundary of the landfill area being established. Further tests are therefore required to establish the specific boundary of the landfill.

14.15 The area of land located to the east of the public footpath (Site B) is not included. This site is quite isolated due to its location to the east of the footpath and to the west of the former landfill area. In this option, this area is retained for biodiversity purposes.

14.16 Development could also take place on some of the land to the west of the public right of way (Site A), retaining the north western part of this area for biodiversity purposes. The retained area would be enhanced for biodiversity purposes, and funding secured through the development for its effective management.

14.17 This option enables the retention of an area of land with biodiversity value, with the opportunity to enhance and manage this area in the future, although it also involves the development of land adjacent to Benhall Mill Road in the south-eastern part of the site which would involve the loss of some trees along this frontage. The option will provide the opportunity to locate development in close proximity to bus services operating from Benhall Mill Road.

14.18 This option also retains land adjacent to the railway as potential green space and this will help to reduce the impact of noise from the railway.

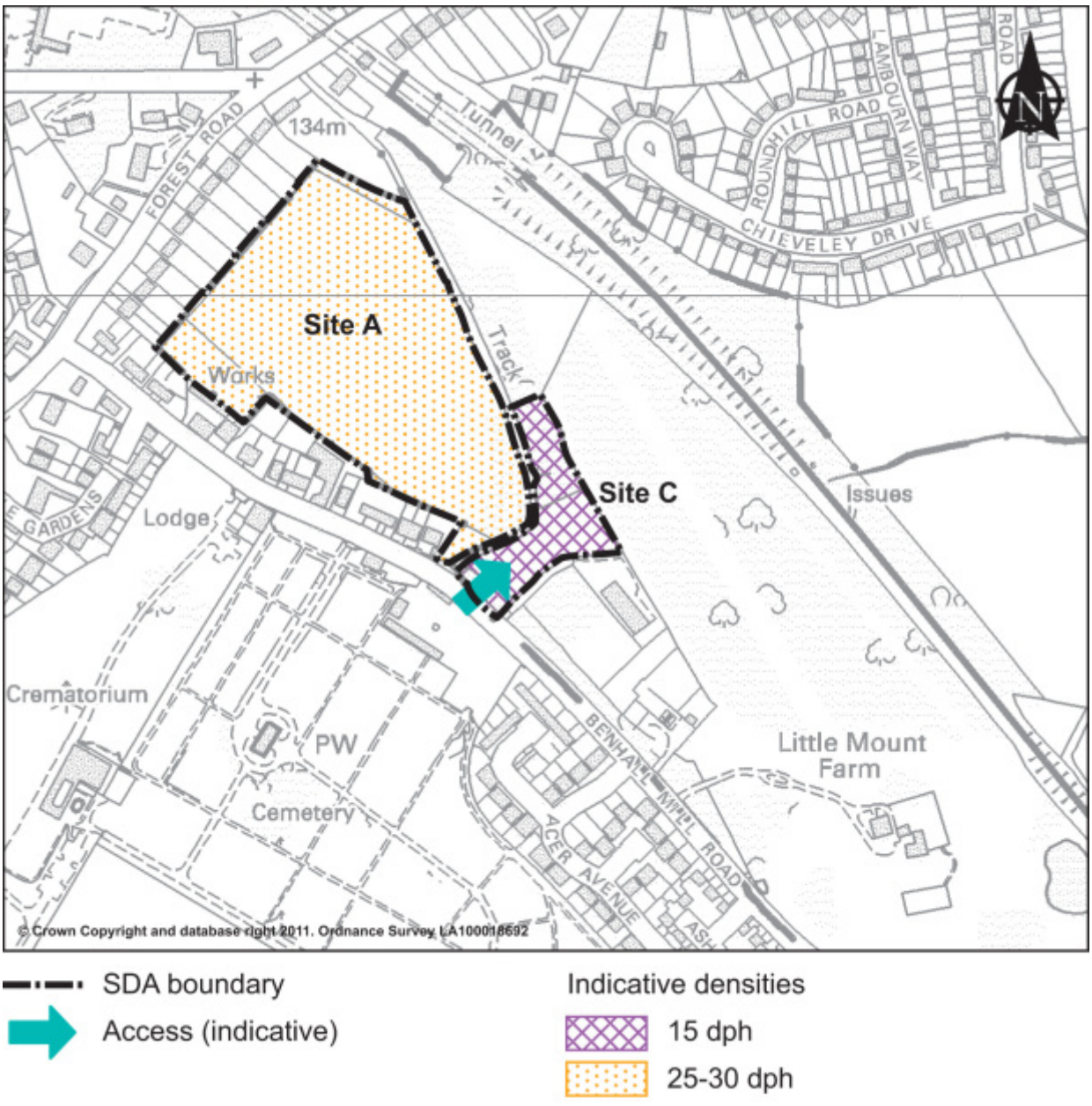
14.19 Additionally, open land would be retained to the rear of residential properties which front Forest Road and Benhall Mill Road, retaining the open outlook of these existing properties.

14.20 It also enables access to a number of sites from potentially one access point off Benhall Mill Road (via Site C) although providing a single access would mean that access to Site A will have to cross the footpath and the tree line associated with this.

Option 2

Focus development closer to Forest Road, whist retaining open land in the southern part of the SDA (See Figure 14.7)

Figure 14.7 SDA 12 Land adjacent to Tunbridge Wells (Parish of Frant) Option for development 2



14.21 This option focuses development in the northern part of the site as shown in the table below, and would be a contingency option if the landfill area is found to extend further than previously thought, reducing the area available in the southern part of the site.

Table 14.2 Option 2: SDA 12 - Area of land developed, density and housing numbers achievable

Site	Land take	Density[1]	Approximate Housing Numbers
Site A	4.08ha	27dph	110
Site C	0.70ha	15dph	10
Total	**4.78ha**		**120**

1. This is the number of dwellings per hectare with higher numbers indicating a higher density of development

14.22 Option 2 enables the retention of all of the trees on the eastern side of Benhall Mill Road and it would focus development close to the existing built development of Tunbridge Wells. This option does, however, involve the development of a significant area of land in the north-western part of the site which has biodiversity value.

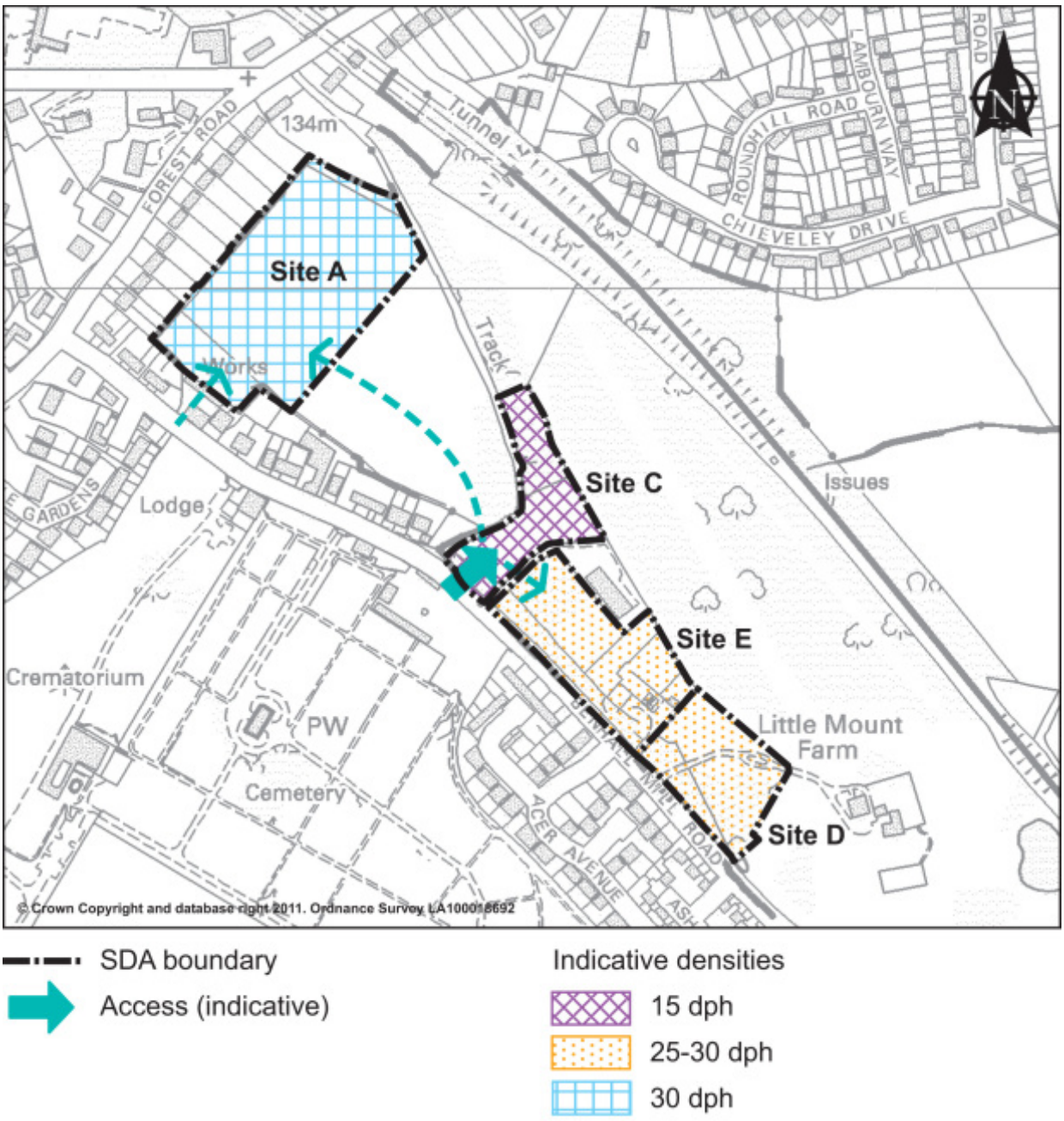
14.23 This option also retains land adjacent to the railway as potential green space and this will help to reduce the impact of noise from the railway. This option also enables access to a number of sites from potentially one access point off Benhall Mill Road (via Site C) although providing a single access would mean that access to Site A will have to cross the public right of way and the tree line associated with this.

14.24 Development in this option would be screened from view (with the exception of the access and part of Site C) and therefore the level of visual impact would be minimal from Benhall Mill Lane.

Option 3

Focus development in 2 areas in the north western and southern parts of the SDA whilst retaining the central area as open land (See Figure 14.8)

Figure 14.8 SDA 12 Land adjacent to Tunbridge Wells (Parish of Frant) Option for development 3



This option focuses development in the north-western part of the site (Site A) and the southern part of the site (Sites C, D and E) as shown in the table below.

Table 14.3 Option 3: SDA 12 - Area of land developed, density and housing numbers achievable

Site	Land take	Density[1]	Approximate Housing Numbers
Site A (part)	2.30ha	30dph	69
Site C	0.70ha	15dph	10
Site D (part)	0.50ha	25dph	12
Site E	1.09ha	27dph	29
Total	**4.59ha**		**120**

1. This is the number of dwellings per hectare with higher numbers indicating a higher density of development

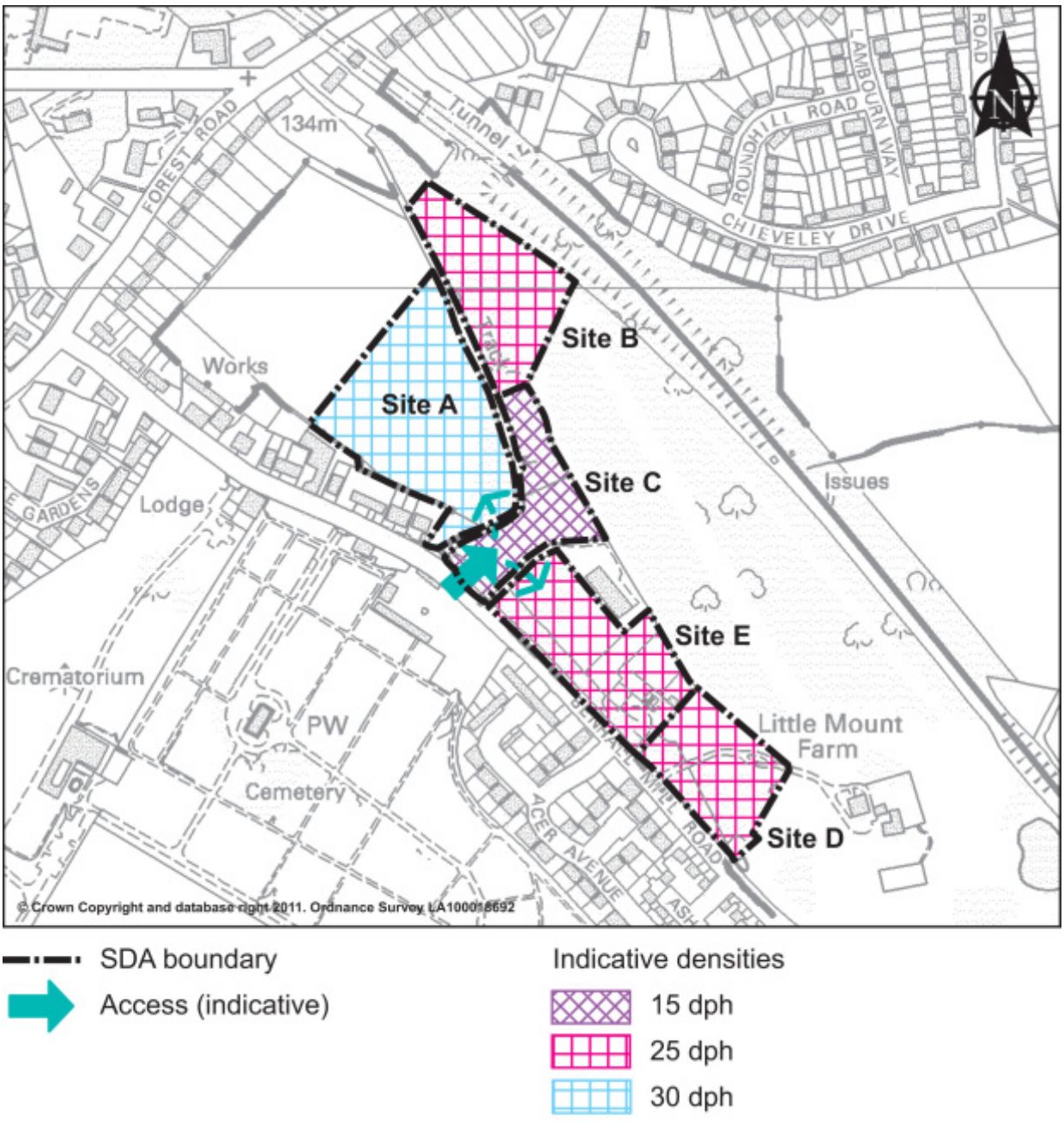
14.25 This option will enable land immediately to the west of the footpath to be retained for biodiversity purposes and as open space within the overall development. This area is adjacent to the line of mature trees and hedgerows which line the public right of way and would therefore help to complement this overall feature which would be of both landscape and ecological value.

14.26 To avoid a lengthy access road to the development, access from the north-west from a point along the most northerly part of Benhall Mill Road should be investigated. This option avoids development close to the railway line, which is a potential source of noise. It enables a range of densities to be achieved to provide a mix of dwelling types and sizes. Development of Sites D and E would mirror existing development to the south of Benhall Mill Lane and be at an appropriate density for this area without extending the urban area further south.

Option 4

Using all sites, including land to the east of the public right of way (See Figure 14.9)

Figure 14.9 SDA 12 Land adjacent to Tunbridge Wells (Parish of Frant) Option for development 4



14.27 This option is similar to Option 1 but proposes more land for development to the east of the public right of way meaning that a greater part of the area of land to the north and west of this right of way can be retained and managed for nature conservation and open space purposes, as shown on the table below.

Table 14.4 Option 4: SDA 12 - Area of land developed, density and housing numbers achievable

Site	Area of land developed	Density[1]	Approximate Housing Numbers
Site A (part)	1.60ha	30dph	48
Site B	1.09ha	21dph	22
Site C	0.70ha	15dph	10
Site D (part)	0.50ha	25dph	12
Site E	1.09ha	26dph	28
Total	**4.98ha**		**120**

1. This is the number of dwellings per hectare with higher numbers indicating a higher density of development

14.28 In this option, the additional area of land to the east of the right of way (Site B) slopes down towards the railway line and it would have to be demonstrated that development is achievable within this area and that there are no contamination issues which would make the land undevelopable. Development on this area may also require measures to reduce noise from the railway.

14.29 This option would help to retain more of the area of greatest nature conservation value, to the west of the public right of way, for biodiversity purposes.

14.30 Development of Sites D and E would mirror existing development to the south of Benhall Mill Lane and be at an appropriate density for this area without extending the urban area further south.

14.31 The option also enables open land to be retained to the rear of residential properties which front Forest Road and Benhall Mill Road and therefore retains the open outlook of these existing properties. It also enables access to a number of sites from potentially one access point off Benhall Mill Road (via Site C), although providing a single access would mean that access to Site A will have to cross the public right of way and the tree line associated with this.

14.32 This option enables a range of densities to be achieved to provide a mix of dwelling types and sizes.

Sustainability Appraisal of Options

14.33 The Sustainability Appraisal of the options against the 22 Sustainability Appraisal objectives of the Local Development Framework shows the differences between the options. SDA 12 options are focused with particular reference to impact on biodiversity and landfill site.

Table 14.5 The Potential Benefits and Problems of the Sustainability Appraisal of the Options for SDA 12 against the 22 Sustainability Appraisal Objectives

Potential Benefits	Potential Problems and Mitigation
• Option 4 limits the use of the most environmentally sensitive area • Option 1 allows direct access to all the development area • Option 2 is potentially the most deliverable due to the potential landfill issues	• Option 2 develops the most biodiversity sensitive part of the SDA and mitigation will be required in order to protect certain species • Development of Sites C, E and D as shown in Options 1, 3 and 4 have potential issues regarding deliverability as it is currently unclear as to the extent of the landfill site and the mitigation that may be necessary to make the development safe • Option 4 proposes development on the environmentally sensitive Site B, also the majority of the sites under the option will require further investigation in relation to the extent of the landfill site and any mitigation requirements • Option 4 proposes development the closest to the railway line and further investigation will be required as to the suitability of the site particularly in relation to noise and vibration • Option 4 develops on the sloping Site B which requires a greater amount of land to ensure effective design

Question 31

Options for development within SDA 12

Please tell us whether you agree or disagree, and your reasons for doing so, with the following options for development within SDA 12

Question 31a

Option 1

Maximise development in the southern part of the SDA

Question 31b

Option 2

Focus development closer to Forest Road, whist retaining open land in the southern part of the SDA

Question 31c

Option 3

Focus development in 2 areas in the north western and southern parts of the SDA whilst retaining the central area as open land

Question 31d

Option 4

Using all sites, including land to the east of the public right of way

Question 31e

Please tell us any further comments that you have in relation to options for SDA 12, including any further locations or options that you wish us to consider

Link to online questionnaire

Infrastructure Requirements

14.34 Through the preparation of the Council's Core Strategy and accompanying Infrastructure Delivery Plan, a number of key infrastructure requirements have been identified in relation to the provision of 120 new dwellings on the site. In relation to the development of this site these include:

Transport

- Improvements to the junction of Benhall Mill Road and Forest Road, if shown to be required by developer funded traffic assessments.

- Improved pedestrian facilities on Benhall Mill Road and Forest Road.
- Provision of a new bus turning facility within the site along with new bus stops and shelters.

Schools

- Requirement for an additional 10 nursery school places, as an extension of existing provision off site.
- Requirement for up to an additional 5 places per year group to raise capacity by 35 primary school places from 2025/26 onwards, as an extension of existing provision at Frant.

Waste Water Capacity

- Works required to Tunbridge Wells South Waste water treatment works, to be implemented 2017 at the earliest.

14.35 Additional requirements which will be specific to the site may include:

- Contributions towards improved bus services to Tunbridge Wells town centre, including more frequent services and extended operating hours.
- Upgrade to footpath link between Benhall Mill Road and Forest Road, to include new signage and links to the new development.
- Improved pedestrian facilities in Benhall Mill Road and Forest Road to include new pedestrian footways and crossings where appropriate.
- Financial contributions and management arrangements to be put in place in relation to enhancing and managing for biodiversity areas of land retained for this purpose.

Affordable Housing

14.36 In the case of this location, the evidence[45] suggests that it could be appropriate to set an overall proportion of affordable housing of 50%[46], but that a higher percentage could be considered on allocated greenfield sites. The appropriate percentage for a particular site is, however, dependent on how economically viable a site is and the need to promote mixed and balanced communities.

14.37 In relation to this development area, there are various infrastructure requirements and the cost of providing these may affect the amount of affordable housing that is viable for the site.

14.38 We would be very interested to hear your views about the provision of affordable housing on this site.

45 Housing Viability Assessment Final Report, August 2009. Three Dragons Consultants
46 This means that 50% of the total housing on the site should be affordable

Question 32

Affordable Housing Provision within SDA 12

Question 32a

Please tell us whether you agree or disagree, and your reasons for dong so, with the suggested provision of **50%** affordable housing for SDA 12

Question 32b

If there is another proportion of affordable housing that you wish us to consider within SDA 12, please tell us what it is and your reasons for suggesting it

Link to online questionnaire

14 SDA 12: Adjacent to Tunbridge Wells (Frant Parish)

Appendix 1

Glossary

Affordable Housing -

Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should:

- meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices; and
- include provisions for the home to be retained for future eligible households or, if these restrictions are lifted, for any subsidy to be recycled for alternative affordable housing provision.

Social rented housing is:

'Rented housing owned and managed by local authorities and HAs, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency as a condition of grant.'

Intermediate affordable housing is:

'Housing at prices and rents above those of social rent but below market price or rents, and which meet the criteria set out above. These can include shared equity (*eg HomeBuy*) and other low cost homes for sales, and intermediate rent.'

The definition does not necessarily exclude homes provided by private sector bodies or provided without grant funding. Where such homes meet the definition above, they may be considered, for planning purposes, as affordable housing. Those homes that do not meet the definition, for example, 'low cost market' housing, may not be considered as affordable housing for planning purposes.

(Source: Planning Policy Statement 3: Housing)

Ancient Woodland - areas which have had continuous woodland cover since at least 1600AD, and which have only been cleared of brush or for timber production. Provisional inventories of these woods have been produced by English Nature and are available at its regional offices.

Background Paper - A document providing detailed descriptions of issues relating to each Strategic Development Area and how the possible options for development have been produced.

Brownfield Land - This is land which has previously been developed. Brownfield land does not include land previously used as nurseries as this use is classified as an agricultural land use. Private residential gardens are also excluded from being classified as brownfield land.

Biodiversity - The variety of life forms in an area: the different plants, animals and micro organisms, the genes they contain and the eco systems they form.

Appendix 1

Community Infrastructure Levy (CIL) - A new planning charge that Local Authorities can choose to levy on developments in their area to fund infrastructure that is needed as a result of development.

Code for Sustainable Homes (CSH) - the national standard for the sustainable design and construction of new homes which aims to reduce carbon emissions and create homes that are more sustainable.

Core Strategy - The key document within the Local Development Framework. It sets out the overall vision for Wealden and how the places within it should develop, strategic objectives based on the key issues to be addressed, a delivery strategy to achieve these objectives, and a monitoring and implementation framework.

Cuckoo Trail - a 14 mile trail from Heathfield to Eastbourne along the disused Cuckoo Railway line.

Delivery and Site Allocations Development Plan Document - The third document which forms part of the Local Development Framework which allocates sites within rural areas and for Gypsies and Travellers. It will also contain policies to guide decisions on planning applications.

Development Plan - as set out in section 38(6) of the Planning and Compulsory Purchase Act 2004, an areas development plan consists of the relevant Regional Spatial Strategy and the Development Plan Documents contained within the Local Development Framework. The documents set out policies for the use and development of land. Planning applications must be determined in accordance with the development plan unless there are good reasons not to.

Development Plan Documents (DPDs) - Documents that form part of the Local Development Framework. They contain spatial planning policies and strategies that will guide development in conjunction with the Regional Spatial Strategy and national policy. The documents include the Core Strategy, Site Allocations Document and, where needed, Area Action Plans. There will also be an adopted Proposals Map which illustrates the spatial extent of policies. The documents are subject to rigorous procedures and an independent examination by the Planning Inspectorate.

Earth bunding - a wall of earth used to shield or provide a barrier.

Ecological Assessment - an assessment of the possible positive or negative impact that a proposed development may have on the social, economic and natural environment of an area.

Education Authority - a local authority responsible for education policy and provision within its area.

Greenfield land - Land that has not previously been developed, including agricultural land. This includes land used as nurseries, which is classified as an agricultural land use, as well as private residential gardens.

Green Infrastructure (GI) - Green Infrastructure is a strategically planned and delivered network of high quality green spaces and other environmental features including parks, open spaces, playing fields, woodlands, allotments and private gardens. (Source: Natural England)

Highways Authority - either a county council, a metropolitan council or a unitary authority. Responsible for producing the local transport plan and for managing existing or proposed new local roads in the area.

Housing densities - the amount of housing in a given area. Used in planning terms to refer to the amount of new housing to be built in a residential development area, e.g. "30 dwellings per hectare".

Infrastructure Delivery Plan (IDP)- a formal document setting out what physical, social and green infrastructure is required to support and enable the development proposed in the Core Strategy.

Landscape buffer - a natural or planted landscaped area intended to screen or separate incompatible land uses from one another.

Listed Building - buildings of special architectural or historic interest, classified in grades (1, 2*, 2) to shown their relative importance. The statutory list of such buildings is compiled by the Secretary of State on the advice of English Heritage. A listed building cannot be demolished, altered or extended without the express consent of the Local Authority.

Local Development Framework (LDF) - The collective term used for the portfolio of Local Development Documents, which includes the Development Plan Documents, Supplementary Planning Documents, Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports. Together these documents will provide the framework for delivering the spatial planning strategy for the local authority area.

Local Development Scheme - The time-scaled programme for the preparation of Development Plan Documents relating to the Local Development Framework.

Made-up ground - Ground formed by filling in natural or artificial pits with hardcore or rubbish.

Mixed use development - the use of a building, set of buildings or development site for more than one purpose (for example: residential, employment, education, leisure)

Multi functional green space - open space which is capable of a variety of uses.

Non Statutory Wealden Local Plan - this plan was approved in December 2005. It does not have statutory status, but is a material consideration in determining planning applications until replaced by the new plan.

Planning Inspectorate (PINS) - The body which supplies independent inspectors whose role includes the processing of planning and enforcement appeals, reporting on planning applications called in for decision by the Secretary of State and holding examinations into local development plans and Local Development Framework.

Quality Bus Corridor - an important strategic route along which bus use is increased by making buses more reliable, passenger waiting facilities more efficient and comfortable, and making conditions better for pedestrians and cyclists.

Appendix 1

Ramsar site - The Convention on Wetlands, signed at Ramsar, Iran in 1971, is an intergovernmental treaty which provides a framework for the conservation and wise use of wetlands and their resources. Ramsar sites are those protected by the Convention. The Pevensey Levels is a Ramsar site.

Real time bus information - innovative technology to monitor the location and movement of buses in service. Electronic display screens at bus stops use this information to inform passengers of the predicted arrival time of the next bus, which counts down in minutes until the bus arrives.

Regional Spatial Strategy (RSS) - sets out the vision for a region. The South East Plan is the RSS for the South East of England and is part of the statutory development plan for Wealden. It sets the strategic context for the Local Development Framework. It was adopted in May 2009 and covers the period up to 2026.

Regulation 25 stage - The first formal stage of public consultation on Development Plan Documents.

Renewable Energy - Energy flows that occur naturally and repeatedly in the environment and which are generated without the use of fossil fuels from sources that will not be depleted, for example from the wind, water flow, tides or the sun.

Small dwellings - 1 bedroom properties normally not exceeding 60 sq m internal floorspace and 2 bedroom properties not exceeding 80 sq m internal floorspace.

Special Area of Conservation (SAC) - European network of important high quality conservation sites that will make a contribution to conserving specified habitat and species identified in the EC Habitats Directive. Ashdown Forest is a SAC.

Special Protection Area (SPA) - sites identified as an important habitat for rare and vulnerable birds under the European Community Directive on Wild Birds. Its purpose is to protect internationally important bird species. Ashdown Forest is a SPA.

Strategic Development Areas (SDA's) - Broad growth areas within Wealden identified in the Core Strategy where major new housing, business and community uses can be built over the period up to 2030. These areas are of such a scale that they are considered critical to the delivery of the draft strategy.

Strategic Housing Land Availability Assessment (SHLAA) - A study to identify sites within Wealden that have potential for residential development.

Strategic Road Network (SRN) - All motorway and major trunk roads in England. The Highways Agency is responsible for the construction and maintenance of this network.

Strategic Sites - Key development sites central to achieving the objectives contained within the Core Strategy.

Strategic Sites Development Plan Document - The second document which forms part of the Local Development Framework and follows from the Core Strategy. It provides greater detail in relation to the growth areas identified in the Core Strategy in terms of their precise location, the specific nature of the development which could take place and the policies which apply.

Suitable Alternative Natural Greenspace (SANGS) - alternative open space similar in character to the Ashdown Forest SPA and SAC intended to provide mitigation for the potential impact of residential development on the SPA and SAC by attracting new residents away from the SPA and SAC.

Sustainable Transport - any form of transport that keeps damage to the environment to a minimum, including public transport, car sharing, walking, cycling and the use of electric, hybrid and biodiesel cars.

Sustainable Urban Drainage Systems (SUDS) - an alternative approach to traditional drainage using a variety of techniques to effectively manage drainage at source including dry ditches (swales), detention/attenuation ponds, and integrated constructed wetlands, all of which aim to collect run-off and release it slowly into watercourses or to ground.

Sustainability Appraisal - a process to ensure the social, environmental and economic effects of policies are assessed as part of the plan preparation process.

Section 106 planning agreements - a legally binding agreement or planning obligation between a Local Authority and a landowner , which identifies the contributions each partner will make towards the infrastructure (e.g. road improvements, bus stops, extra school places) necessary to serve the development in question.

Appendix 1

Appendix 2

Abbreviations

CIL - Community Infrastructure Levy

CSH - Code for Sustainable Homes

DPD - Development Plan Document

IDP - Infrastructure Delivery Plan

GI - Green Infrastructure

LDF - Local Development Framework

LDS - Local Development Scheme

PINS - Planning Inspectorate

RSS - Regional Spatial Strategy

SAC - Special Area of Conservation

SANGS - Sustainable Alternative Green Space

SDA - Strategic Development Area

SHLAA - Strategic Housing Land Availability Assessment

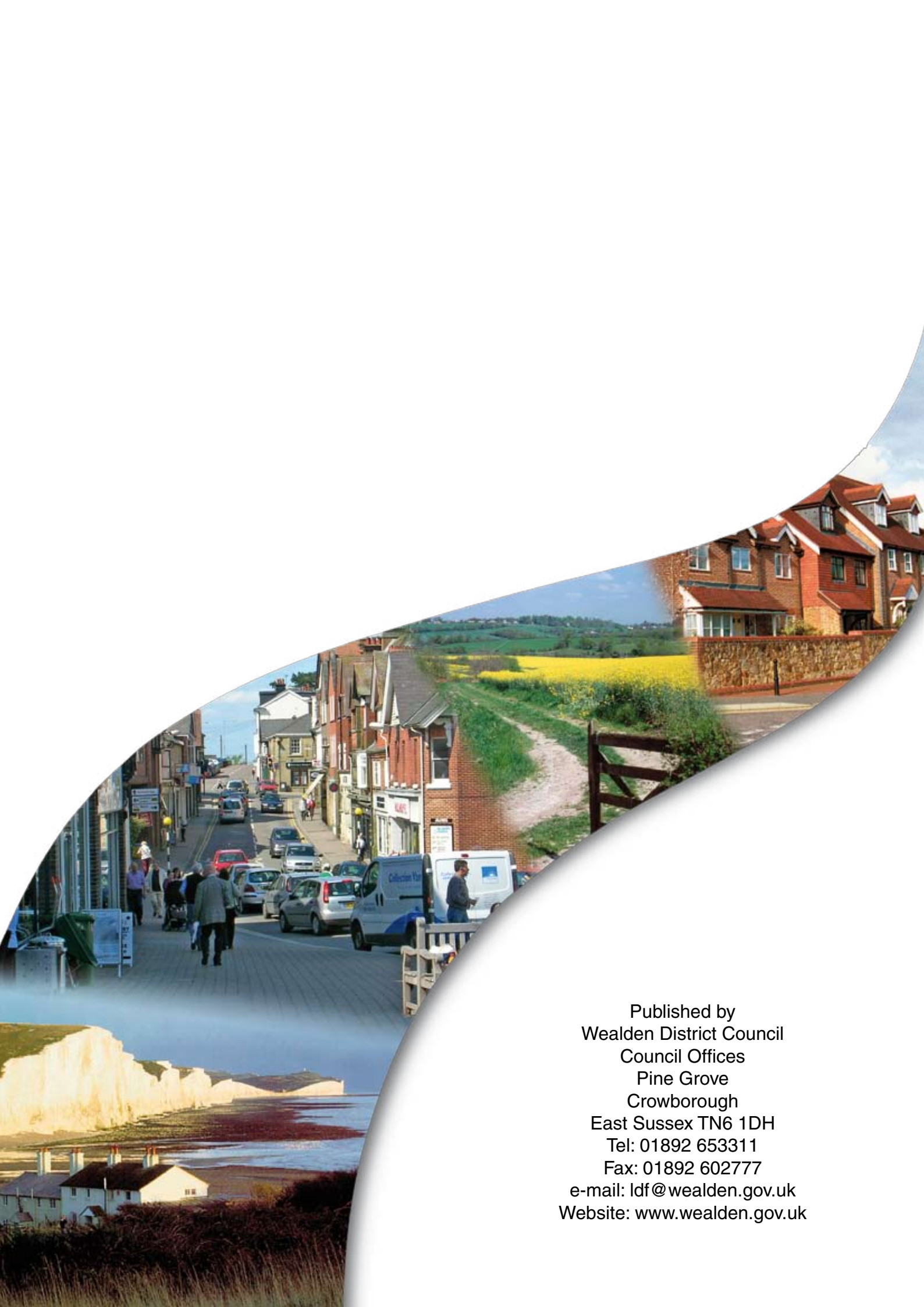
SNCI - Site of Nature Conservation Importance

SPA - Special Protection Area

SRN - Strategic Road Network

SUDS - Sustainable Urban Drainage Systems

Appendix 2



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