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1 Introduction

1.1 This Background Paper outlines the approach that has been taken to considering and drawing development boundaries for settlements included in the Wealden Local Plan (WLP). The work is linked to the identification of the settlement hierarchy and the sustainability of settlements and locations across Wealden District, as presented in the Council's detailed Sustainability Appraisal. This Background Paper describes the national and local policy background that has informed the definition of development boundaries. It details the methodology and approach undertaken in reviewing development boundaries throughout the Local Plan process, and then a justification statement for the development boundaries that have been proposed.

1.2 This document should be read in conjunction with the Council's Sustainability Appraisal (SA) (2017 and 2018 update), which assesses in detail the development boundaries for settlements, looking at existing boundaries and options for extension or reduction based on identified and available sites. The SA considers planning permissions and identified site as assessed in the Strategic Housing and Employment Land Availability Assessment (SHELAA).

1.3 This Background Paper therefore does not duplicate the work and purpose of the SA, primarily presenting a summary of the settlements and definitions of their boundaries.
2 What is a Development Boundary?

Policy Background

National Policy

2.1 National policy remains largely silent on any specific requirement for development boundaries. The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) do identify the need for certain specific policy boundaries, with town centres for retail-planning purposes and Green Belt being the main areas that feature.

2.2 It therefore falls to Local Planning Authorities (LPAs) to consider what is appropriate in terms of development within various settlements and the resultant need for specific boundaries around settlements.

Local Policy

2.3 Development Boundaries feature in the extant Local Plans for Wealden (1998) and the 2013 Core Strategy Local Plan. Each of the plans has a number of policies (primarily related to housing development and development within the open countryside) that implicitly refer to development boundaries defined on the proposals maps for the relevant plan. The general intention of the policies was to guide development to appropriate settlements thereby promoting sustainable development patterns within Wealden.

2.4 A development boundary marks the limits of towns and villages, being the dividing line between built-up/urban areas (the settlement) and non-urban or rural areas (the countryside), to define where planning policies apply.
3 Purpose of Development Boundaries

3.1 In planning terms, development boundaries are a policy tool used to indicate on a map where particular policies in the Local Plan apply, that either permit development within settlements or restrict development outside settlements. As such they prevent unplanned and inappropriate expansion into the countryside.

3.2 A development boundary can serve a number of related, but separate, purposes such as:

- creating an edge to existing development thereby encouraging consolidation;
- helping to separate settlements and communities, therefore retaining their individual identities; and
- defining the logical boundary between areas with different features and purposes, e.g. between areas with environmental or landscape designations and those suitable for development.

3.3 There are a number of advantages of settlement boundaries:

- They provide an easy to understand tool that gives certainty for landowners, developers and community over where development is likely to be acceptable and where it is not;
- They can direct development to specific parts of the District and this can help increase the viability of local services, as well as encourage new ones to establish;
- They ensure a plan-led and more controlled approach to future development, providing a firm basis for protecting the countryside from unnecessary encroachment;
- They can allow a presumption in favour of development of sites that are too small to be identified as formal allocations in a Local Plan.

3.4 There are however some disadvantages of settlement boundaries, as follows:

- By restricting development, settlement boundaries can artificially increase land values within the settlement compared with land outside, as the likelihood of successfully gaining planning permission differs.
- Where land directly adjoins a settlement boundary, landowners often give it ‘hope value’ because they are waiting for the possibility of the boundary being realigned at some point in the future to accommodate future growth of the settlement.
- The general presumption that development within settlement boundaries is acceptable can result in pressure for the development of valued open spaces within settlement boundaries.
- The use of settlement boundaries can lead to the perception that they result in cramming development into already well-developed settlements, e.g. within the gardens of houses.
4 Location of Development Boundaries

4.1 The settlement hierarchy identifies those towns and villages which are sustainable. These include:

Table 1 Sustainable Towns and Villages

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<th>Crowborough</th>
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4.2 The National Planning Policy Framework favours policies which support sustainable development. In accordance with the National Planning Policy Framework this means that all types of growth will generally be acceptable within sustainable locations. Historically, development boundaries have been used to identify where development and change is acceptable. In the Core Strategy, development boundaries were used to identify sustainable settlements, where the presumption in favour of sustainable development was accepted. However, there may be circumstances where land uses may need to be safeguarded within and outside development boundaries, for example employment areas or housing allocations.
5 Why Review the Boundaries?

5.1 It is important to note at the outset that the purpose of development boundaries is to define where particular Local Plan policies apply. In effect, they are defining where the countryside policies (which covers the majority of the Local Plan area) end and where other policies relating to the Settlement Hierarchy start. Consequently, a development boundary is not intended to include all the buildings within the immediate vicinity of the settlement. This means that a settlement boundary does not necessarily include all the dwellings and other developments that may be locally regarded as part of a given settlement; and this is often because there is a discernible open gap between the main body of the settlement and an outlying property.

5.2 In addition to this, the existing development boundaries were set in 1998 and in an era when the approach was to restrict development rather than accommodate full objectively assessed housing need. Moreover, significant growth has occurred since 1998 and settlements are now considered beyond the previously adopted development boundaries in 1998.

5.3 The WLP Issues and Options Paper sets out a preferred Option for Testing:

To use development boundaries to identify the extent of sustainable settlements where the presumption in favour of sustainable development applies, subject to other policies within the Plan, particularly regarding design and safeguarding infrastructure.

5.4 Overlaid on this is a preferred Option for Testing 10, which sets the extent of Development Boundaries as:

Subject to landscape and other environmental considerations such as flood risk, development boundaries should initially include all land accessible to public transport provision (usually within 400 metres by foot for a bus stop and 800 metres for a railway station). If the concentration of a built up area is beyond reasonable walking distance then consider the implications of not including the built up area within the development boundary. Only in exceptional circumstances should the development boundary exceed the built up area, which may include the inclusion of brownfield opportunities and the incorporation, where appropriate, of intervening greenfield land. Any opportunities for housing land created by the review of development boundaries will be considered as providing housing, to meet the total need as if it were an allocation.
6 Defining Development Boundaries - Methodology / Criteria

Methodology

6.1 A four staged approach will be implemented to review development boundaries. This will include:

Stage 1 - Desk Top Review

A desk top review will be undertaken as follows:

GIS mapping, aerial and satellite imagery and street view technology will be used alongside internal knowledge to identify areas where:

i) development has taken place or where planning permission has been granted.

ii) existing development boundaries (1998 WLP / 2004 Non Statutory Wealden Local Plan) and the current built form of a settlement taking into account the criteria outlined below.

Method of Approach

- To consider development boundaries with fresh eyes. However, it is useful to look at previous development boundaries drawn (WLP 1998 and Non-Stat Plan 2005) as there is sometimes a difference.

- Load Datamap (GIS software) and review information, including:
  a. SHELAA information
  b. The network of green spaces
  c. Flood risk
  d. Ancient woodland
  e. Biodiversity sites and other environmental designations
  f. Bus stop and train station information.

- Draw a draft boundary using the above and identify areas that may need checking on site. Number these areas to be checked so that they can be referred to when note taking on site. This may include:
  a. Properties with large curtilages;
  b. Areas previously excluded but using this methodology could be included at desktop stage;
  c. Small SHELAA sites;
  d. Adjacent land to existing development boundary currently excluded and not a SHELAA site. The question is could or should this land be included?
Stage 2 - Site Visits

6.2 It will be necessary to gain an appreciation of the form and character of the settlement and its relationship to the countryside, environment and landscape and test any proposed amendments to the boundary from Stage 1 and identify whether further amendments are required. Observations will be noted and where necessary photographs taken.

Stage 3 - Consultation

6.3 Following Stages 1 and 2, draft development boundaries will be drawn and a justification statement prepared for the way boundaries are drawn will be provided for discussion with planning policy officers, relevant development management officers and where appropriate with Council or Parish Council members prior to the publication of the Proposed Submission Document.

Stage 4 - Drafting and Mapping Development Boundaries

6.4 Development boundaries will then be mapped on GIS taking into account Stages 1-3 above.

Criteria

6.5 The following criteria will be used to review and define development boundaries:

1. Development boundaries will follow clearly defined physical features such as hedgerows, walls, roads or watercourses to define the built area of a settlement. In exceptional circumstances it may be necessary to consider the impact of backland development on the basis of other policy considerations to restrict development by drawing a tighter boundary to the extent where development would be considered appropriate.

2. Boundaries will include:
   a. New development allocations proposed within the WLP;
   b. Existing commitments for built development that are physically connected to the built form of the settlement;
   c. Built out development that is physically connected to the built form of the settlement;
   d. Contained residential curtilages that are functionally associated to the dwelling and visually form part of the urban area and are separated from the open countryside;
   e. Small scale development opportunities or land too small for allocation which would provide rounding off opportunities or infill in areas physically and visually related to the settlement that would not result in environmental impacts including when considered either alone or in combination with other development;
   f. Existing employment sites if physically related to the settlement;
g. Existing retail sites if physically related to the settlement.

h. Existing community facilities on the edge of settlements will be included within the development boundary.

3. **Boundaries will exclude:**

   a. Isolated, freestanding, individual / loose knit dwellings or sporadic development which is clearly detached from the main built up area or which relates more to the open landscape or countryside;
   
   b. Loose knit dwellings or buildings on the edge of the built up area or settlement, including that which may relate to the economic or social function of a settlement. This could include buildings relating to schools, employment, churches, community halls etc.
   
   c. Farmsteads and other agricultural buildings on the edge of the built up area where these relate more to the countryside than the settlement;
   
   d. Large gardens or residential curtilages and other open areas (paddocks, orchards) that are functionally separate to the dwelling or where land has capacity to significantly extend the built form of the settlement.
   
   e. Existing or proposed playing / sports fields or other open / green space at the edge of settlements such as allotments, Millennium Greens, cemeteries etc.
   
   f. Agriculture, forestry, equestrian development, tourism assets, camping and caravanning sites, minerals extraction, landfill, water features, public utilities which are not viewed in association with the settlement.
   
   g. Peripheral undeveloped or undefined areas that are isolated or are associated with flood risk;
   
   h. Listed Buildings and / or associated curtilage with important landscape settings on the edge of the built up area.

4. **It may be appropriate for more than one development boundary (co-located boundaries) to be identified for one settlement, where a continuous development boundary is not suitable.**

5. **It will be necessary to consider proposed changes taking into account other legislation such as the General Permitted Development Order (GPDO) and other policy considerations such as those provided in the NPPF or other legislation such as the Habitat Regulations.**

6. **The criteria will need to be applied consistently as part of the development boundary review and judgements will require suitable justification.**
7 Consultation to Date

7.1 Consultation was undertaken on the Wealden Local Plan Issues and Options report in 2015 (19 October - 14 December 2015). A key consultation question presented was in relation to development boundaries and how they are defined. Several responses commented in support of the development boundary concept suggesting that development boundaries are necessary so that communities know and agree where development can or cannot take place. It was considered that they can: provide certainty to the community, protect the countryside; and stop villages co-joining through ribbon development. As the NPPF does not explicitly mention development boundaries as a planning policy tool, the responses were balanced with regards to whether the approach taken to development boundaries accords with the NPPF and the presumption in favour of sustainable development.

7.2 Where there were comments in opposition or other factors raised, the following issues are of importance to this report:

- Development boundaries need to be included for each sustainable settlement, with a distinction and clarity between existing and proposed boundaries;
- The development of designated boundaries should not stifle self build projects;
- Development boundaries should be considered alongside development allocations and extant permissions;
- Development boundaries should not be drawn with prime regards to access to public transport, it should be a combination of factors;
- Recognition that land may need to be safeguarded outside existing development boundaries for current or future housing need.
8 Review of Development Boundaries

8.1 The next section of this report sets out the review of the development boundaries on a settlement by settlement basis. For each settlement there is a map showing the existing boundary and the newly defined boundary, to demonstrate where changes are proposed. The maps should be cross referenced with the Sustainability Appraisal (SA) (2017 and 2018 update), which provides an overarching view and sustainability assessment of sites that have been considered as part of the development boundary review.

8.2 There is a distinction drawn between parcels of land lodged to the SHELAA that are close to, but beyond the development boundary and these are assessed individually as part of the SA process, along with other larger development areas (defined as sectors if within Hailsham, as larger land parcels were considered).

8.3 The following sections of this report provide: a description of the settlement, a map of sites that have been assessed and the resulting proposed development boundary, and a justification statement for the proposed boundary.

8.4 The process of reviewing the development boundaries has been undertaken in conjunction with the Sustainability Appraisal as this provides the more detailed assessment and justification for the inclusion and omission of sites from the development boundary. The maps included in the SA provide an overlay of the SHELAA sites along with other parcels of land that have been assessed, but not all of these may be annotated on the plans. Sites not annotated are not considered relevant to the assessment of the boundary and as such have been discounted.
Summary of Recommendations

8.5 The following table summarises the key recommendations for each settlement as part of the process of undertaking the development boundary review and Sustainability Appraisal.

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<th>Settlement</th>
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<td>Berwick Station</td>
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<td>Westham</td>
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8.6 The settlement of Frant has not been reviewed on the basis of a development boundary within this document. A full assessment of Frant has been undertaken in the Sustainability Appraisal as well as a full justification within the Core Area and Boundary Review Background paper, confirming its designation as a Core Area.
9 South Wealden Growth Area

9.1 The Local Plan identifies the South Wealden Growth Area (SWGA) as a key area of change. The South Wealden Growth Area (SWGA) encompasses the Parish of Hailsham and parts of Hellingly, Polegate, Willingdon and Jevington and Westham. The area is formed of the Hailsham Development Boundary, the Polegate and Willingdon Development Boundary, the Stone Cross Development Boundary, growth identified at Lower Horsebridge and Employment Land on the A22. The majority of the SWGA is made up of the urban areas of Hailsham, Polegate and Willingdon and Stone Cross.

9.2 This area has significant potential for sustainable development to not only meet housing needs but to improve the economic performance of the area and to provide for facilities and infrastructure.

9.3 The Vision for the SWGA is to accommodate significant growth around Hailsham with change also taking place in the settlements of Willingdon, Polegate, Stone Cross, Berwick Station and Lower Horsebridge. The growth within this area is intrinsically linked with the need for critical transport infrastructure provisions alongside other strategic infrastructure requirements including education, wastewater, employment and community provision. The amended development boundary for Hailsham has not followed the same criteria as the review to all other boundaries identified in this Background Paper, a result of the significant amount of land that has come forward through the SHELAA process for Hailsham and areas within the SWGA. The review for this settlement is therefore presented slightly differently in the accompanying Sustainable Appraisal.
10 Development Boundaries

Crowborough

10.1 Crowborough is situated six miles to the south of Tunbridge Wells and approximately nine miles to the northwest of Uckfield, in the north of Wealden. The town occupies a prominent position on the northern forest ridge of the High Weald, approximately six miles to the east of the Ashdown Forest.

10.2 Crowborough is a large nucleated town which is dissected by the A26 main road corridor. The western edge of the town is served by a mainline railway which connects the town of Uckfield in the south, with the London mainline to the northeast. The majority of business activity within the town is contained on the Millbrook, Farningham Road and Lexden Lodge Business Areas and in the Park Road Area of the town centre, which also houses a variety of offices and other businesses. Elsewhere in the town, there are smaller areas of industrial and commercial activity at Park Road, Connors Yard and on the former railway goods yard off Western Road.

10.3 The town centre provides the commercial core of the settlement with a variety of shops and offices which have developed in linear form from London Road, north of The Cross, along the High Street, Broadway and Croft Road to the south, and in an east-west direction either side of The Cross.

10.4 Crowborough also contains a large amount of residential development ranging from Victorian terraces, through post-war to modern housing estates. These housing areas or estates are set out along a network of roads and closes leading east-west off the main A26 road corridor. Crowborough has experienced significant growth over the last decade with the highest rate of new housing development among the Wealden towns. On the western side of the town, Crowborough Warren has a distinctive character of detached properties set within extensive gardens, where tree cover, hedgerows and landscaping are the dominant visual elements that result in an arcadian quality. There are several small pockets of woodland and open space scattered within the urban fabric, in addition to Wolfe Recreation Ground to the east of the town, providing one of the largest areas.

10.5 The location of the town in close proximity to the Ashdown Forest Special Protection Area (SPA) and Special Area of Conservation (SAC). The development boundary is largely retained in order to deliver some of the unmet allocations left from the CSLP and to allow other windfall development to be promoted that does not adversely affect the Ashdown Forest SPA and SAC. In addition, there is the opportunity to adjust the boundary to reflect land with commitment for development, most notably at Walshes Farm, but also a handful of other sites delivered in other development plan documents.
Map 1 - Crowborough Development Boundary

Key
- Adopted 1998 Development Boundary
- Proposed Development Boundary

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Description of Development Boundary Crowborough

10.6 The development boundary for Crowborough seeks to protect the sensitive landscape setting of the town and prevent outward encroachment of development into the High Weald AONB and other areas of attractive countryside on the eastern and southern edges of the town, which would be intrusive and detrimental to its character. The development boundary follows existing development, including current housing and industrial commitments, but excludes some peripheral areas in order to prevent an intensification of development that would be detrimental to their loose-knit, more rural character or an extension of ribbon development along the roads into the town.

10.7 Along the northern edge of the town, the development boundary follows the clear physical boundary provided by Eridge Road and the built-up area to the east of London Road. Development in this area occupies a prominent ridge-top location with extensive views over open countryside of the High Weald Area of Outstanding Natural Beauty. Any outward encroachment of development would be intrusive in the landscape.

10.8 The development boundary includes the ribbon of development around Steel Cross which relates well to the town. Land west of Green Lane has extensive tree cover and rises to a ridge at Pellings Wood, whereas to the east the open land falls to the wooded area around Crowborough Ghyll. These areas have generally been excluded in order to protect their landscape character. At Beacon Community College, the upper school buildings and playing field to the east are included, but the extensive areas of playing fields and woodland elsewhere on the campus have been excluded. This is in view of the open nature of much of the landscape which is exposed to long distance views to the north and where new development would be intrusive and detrimental to the rural character on the edge of the town.

10.9 Along the eastern edge of the town, the development boundary follows the existing built-up area in order to protect the landscape and character of Crowborough Ghyll and the Palesgate area. The Crowborough Ghyll is extensively wooded along its length and provides a buffer which screens the eastern edge of the town. Beyond the Ghyll, the land rises steeply to Palesgate Lane and is exposed to long distance views. The development boundary includes the Forest Rise housing development together with Millbrook Business Area. Land further to the east is excluded in view of the open nature of the landscape and other constraints.

10.10 To the south-east the development boundary includes Millbrook Garden Centre, which although prominent, the land is previously developed and already accommodates somewhat intensive built form. Further south, the more loose-knit development around Clackhams Lane, Tubwell Lane and Tollwood Road has been excluded as intensification of development here would be detrimental to their more rural character. There are also constraints to the highway network. Elsewhere along the southern edge of the town, the commitment to develop large parts of Walshes Farm is included in the boundary, but otherwise the development boundary tightly follows the built-up area to prevent encroachment of development into the countryside, parts of which are within the High Weald AONB.
10.11 At St John's, the area west of properties fronting Coopers Lane and north of properties in Innhams Wood has been excluded from the development boundary in view of the loose-knit nature of development, together with the significant areas of open land and gaps between buildings which create a more rural character. Further west, the Horder Centre is excluded in view of its countryside setting and proximity to the Ashdown Forest.

10.12 Land within the Crowborough Warren is deleted from the development boundary in order to safeguard its Arcadian and low density character. The boundary follows Beacon Road to Goldsmiths Avenue and then to St Johns Road. There are two factors in the omission of this part of the town which in previous Plans has been included in a development boundary. The area continues to exhibit Arcadian character comprising large houses in substantial landscape plots. Obvious opportunities for infilling have been exhausted and further development here is likely to be detrimental to the more rural character as well as existing residential amenities. Secondly, significant parts of the western edge of Crowborough are within 400m of the Ashdown Forest Special Protection Area, Special Area of Conservation and Site of Special Scientific Interest. In this boundary, it is not possible to mitigate the effects from residential development. These factors, when considered together with the absence of any housing allocations for Crowborough, justify exclusion of this part of the town from the development boundary.

10.13 Taking into account the revised Sustainability Appraisal for the Local Plan, and further consideration of land within the development boundary it is proposed to amend the boundary in the north to include land at Steel Cross and land to the south of the settlement to include land at Kemps Farm (to the north of Walshes Road). These amendments have been selected based on the assessment of the areas against the SA objectives as set out in the tables below.

10.14 In summary, the part selection of land at Steel Cross has been included in the development boundary due to the planning inspectorate agreeing with the principle of development in this location. However, more sensitive land which impacts on the AONB and biodiversity has been removed as they are not required for development. This land will therefore provide additional land within the development boundary to accommodate the additional growth identified in MSOA 003.

10.15 The selection of land at Kemps Farm to the north of Walshes Road has been included in the development boundary to provide additional land within the development boundary to accommodate the additional growth identified in MSOA 006, which is in the least sensitive location in landscape terms as this area is outside the High Weald AONB. The development boundary in Crowborough therefore has been amended to include land at Steel Cross and land at Kemp’s Farm, north of Walshes Road.
Berwick Station

10.16 Berwick is a small, primarily residential settlement with a train station to the north of the A27. It has developed in a linear form along Station Road, either side of the Eastbourne to Brighton railway line.

10.17 Set within the attractive, gently rolling open countryside of the Low Weald, Berwick Station comprises essentially frontage development along the Alfriston to Upper Dicker road. The single depth frontage is punctuated by incursions of open agricultural land forming gaps in development. There are attractive outward views, particularly towards the South Downs. On rising ground to the north-west of the village, an area of regenerating scrub and woodland covers the site of an old Brickworks.

10.18 A little to the north-east of the village lies Arlington Reservoir, a designated Site of Special Scientific Interest which is managed as a Local Nature Reserve because of its ornithological importance.

10.19 The development boundary for Berwick Station as originally defined within the Wealden Local Plan (1998) was reviewed as part of the 2013 Core Strategy process. At that stage the boundary was withdrawn albeit that the 2013 Plan identifies Berwick Station as a suitable location for limited development (Figure 11 of that Plan - 11 and 50 dwellings).

10.20 The I&O document identified a Core Area for Berwick Station effectively drawn either side of Station Road. The preferred option envisaged in effect providing 26 units over the plan period (the 11 provided previously via a determined planning application in 2013 being in addition to this figure).

10.21 This indicates that Berwick Station currently continues to be identified as suitable for some development based on its sustainability and that the site falls directly within the area within which such development would be supported.

Justification for no Development Boundary at Berwick Station

10.22 In Berwick Station, land came forward during the post WLPI&O work for 600 dwellings and although there was concern over the lack of a primary school, it was considered that in combination with potential development of land at west Hailsham (considered as part of the higher housing growth scenarios that are no longer planned) there would be opportunities to provide public transport provision for school purposes between these two settlements. However, as part of further modelling work it became apparent overall that development would need to be reduced across the District in order meet the requirements of the Conservation of Habitats and Species Regulations 2010. As part of the lower housing growth scenarios, sites that were subject to favourable pre application discussions were kept in and any development influenced by planning decisions already made. This amounted to the inclusion of 32 dwellings at Berwick Station. The 600 dwellings were removed in conjunction with the removal of land at West Hailsham.
10.23 It is therefore not proposed to allocate any additional housing growth above the 32 influenced by planning consents and favourable pre application discussions. It is therefore not necessary to afford Berwick Station a Development boundary as the appropriate level of growth has already been achieved or permitted in principle. A Core Area boundary is recommended so that the settlement can be afforded a modest amount of windfall development within the Plan period, which aligns with its settlement capacity. The Sustainability Appraisal provides more detail on Berwick Station’s assessment in relation to development boundaries.
Forest Row

10.24 Forest Row is one of the largest villages in the District and is situated about three miles south-east of East Grinstead. The village lies on the northern edge of the Ashdown Forest where the Forest descends steeply to the Medway Valley. The village has grown along the main A22 road and eastwards along Hartfield Road between the edge of the Ashdown Forest and the disused railway. The village serves as an established residential area, as a local employment centre and as an important local shopping centre for its residents and surrounding rural area. The current population of the village is around 4,162 (1).

10.25 The village draws its name from its proximity to the Ashdown Forest and has grown from its origins as a small hamlet, first with the establishment of a turnpike road in the 18th century and later with the opening of the railway line between East Grinstead and Tunbridge Wells in 1866 (which had an intermediate station at Forest Row). This line closed in 1967.

10.26 The historic core of the village lies around the convergence of the A22, B2110 Hartfield Road and Priory Road. Several buildings here, including the Holy Trinity Church and Village Hall, are Listed as being of special architectural and historic importance and the environmental quality of the historic core has been recognised through the designation of a Conservation Area in 1992. There are also a number of Listed Buildings around the village along the B2110; the A22 southwards and Priory Road.

10.27 Forest Row is situated within the High Weald AONB and as such enjoys a high quality and scenic setting. Ashdown Forest surrounds the village on three sides, and the upper reaches of the River Medway flow to the north. Weir Wood Reservoir is a Site of Special Scientific Interest (SSSI) to the west of the village; is also one of the largest areas of open water in the county and is an important recreational facility. To the south-east of the village lies Kidbrooke Park, a landscaped garden and park dating from the 17th century.

10.28 Forest Row also has very good accessibility with the A22 running north/south to the west of the village providing links to East Grinstead and beyond and the B2110 Hartfield Road running east/west connecting the village to Hartfield and Tunbridge Wells. There are 16 local bus services to and from Forest Row, many of these providing links to East Grinstead, Crawley, Eastbourne and Tunbridge Wells. The majority of these operate Monday to Friday with some Saturday services.

10.29 A large proportion of the village to the north of the B2110 Hartfield Road is located within Flood Zones 2 and 3 which constrains development opportunities beyond the existing urban area. There are also smaller areas in these flood zones at the eastern and western ends of the village.
Map 2 - Forest Row Development Boundary

Key
Adopted 1998 Development Boundary
Proposed Development Boundary
Description of Development Boundary at Forest Row

10.30 A key aspect of the conservation of the environment at Forest Row is the restriction of further outward growth into the countryside which is recognised as having an outstanding quality through national designations. The development boundary, described below, reflects this aim and in a number of cases deliberately leaves peripheral housing areas outside the boundary in order to recognise and protect their scattered and more rural character.

10.31 The scattered form of development on the southern edge of Forest Row is more rural in character and it is considered important to resist any intensification of development in this sensitive location. The development boundary therefore delineates the change between the dense development in Highgate Road and the more loose knit and scattered development along the roads and tracks extending further south into the sensitive Ashdown Forest. Similarly, the boundary excludes development south of Primrose Lane, where the detached residential properties set back in large gardens form an important transition between the golf course and the more densely built-up parts of Forest Row.

10.32 The Rystwood Road area is characterised by low density development of large residential properties set well back into spacious grounds with extensive landscaping and mature tree cover, including areas of Ancient Woodland. Situated on the eastern approach to Forest Row, it represents a transitional area of a more rural character adjacent to the SSSI. In order to protect its high environmental quality and distinctive character, the area has been excluded from the development boundary. Further development in this area would be intrusive on the landscape, which is visible from the B2110 road and from Ashdown Forest. Furthermore, to the south of Rystwood Road there are few dwellings and the significant gaps between them afford long distance views over open countryside and Ashdown Forest. Any further development would be intrusive in the landscape and an undesirable encroachment into the countryside.

10.33 Along Hartfield Road, the development boundary includes existing development, together with a recent development towards Limes Corner that had been just outside the boundary on previously developed land. The more open land to the north has been excluded in view of its countryside character and the fact that it lies within the flood plain of the River Medway.

10.34 Along Station Road the development boundary includes a number of commercial uses, including the Pilstye site but further outward development into the adjoining water meadow, countryside areas and the flood plain of the River Medway is to be resisted.

10.35 On the western edge of the village, the development boundary includes the ribbon development along Priory Road which relates well to the central part of the village. Development in the attractive valley between this area and the Freshfield Bank estate would be intrusive in this sensitive landscape, and further development in a southerly direction along Lewes Road would be an encroachment into the countryside. On this basis, the development boundary includes the Freshfield Bank estate but excludes land to the south and west.
Hailsham

10.36 Hailsham is situated approximately three miles to the north of Polegate, in the central southern part of Wealden. It is the largest settlement in the southern half of the District and is situated between the middle reaches of the River Cuckmere to the west and the Pevensey Levels to the east. The extensive Wilmington Wood abuts the south-western edge of the town.

10.37 Hailsham is a historic market town which developed from the 13th century. The town expanded, especially during the 19th century, and contained many trades and industries, including rope works, brick works, an important livestock market and breweries. Trade was boosted by the development of the railways, firstly with the Polegate line in 1849 and then the Heathfield line in 1880. Many Victorian buildings survive in the town from this phase of expansion. In the modern era the railway line was disbanded and more recently has been redeveloped into a cycle and footpath connecting the town to both Polegate and Heathfield. It is a large nucleated settlement, which has grown around several north-south orientated road corridors. The town has experienced considerable growth during this century, with significant residential estate development occurring in the Post-War years. More recently, house building has taken place on the western and southern edges of the town. Hailsham also boasts the only stretch of dual carriage way in the District which separates it from the adjoining Arlington Parish.

10.38 Shops are concentrated within the town centre and also at The Quintins and St Mary’s Walk. A variety of shops, offices and other businesses provide facilities for the town. The majority of the town’s business activity is contained within two business areas at Diplocks Way and Station Road. A number of smaller, light industrial units are also located at Old Swan Lane and Leap Cross Business Centre on London Road. There are few large areas of recreational open space or playing fields within the town.

Site Assessment and Sustainability Appraisal

10.39 Several sites around the existing development boundary of Hailsham have been assessed within the SHELAA. The consideration of the development boundary for Hailsham was not as simplistic as following the standard methodology outlined in this report, as there were a number of factors, including significant infrastructure constraints that had to be considered. The supporting Sustainability Appraisal for the Local Plan evaluates these in detail. In summary the development boundary for Hailsham has been impacted and constrained by the amount of development that is sustainable, to be delivered within the plan period up to 2028. This takes account of several sites that currently have planning permission and may be being built out.

10.40 The Sustainability Appraisal goes into significant detail to discuss how much development could be distributed within Hailsham. The relative merits of each sector have been considered throughout the document and the sites have also been considered in this regard. Some sites had been reduced in North Hailsham where they were in multiple ownership and the need to work collaboratively in terms of delivery had been questioned. In addition a site for East Hailsham that had been previously withdrawn due to odour issues (and the need to contribute to odour mitigation had prevented the development
from taking place). South Hailsham development had also been reduced owing to concern regarding the need for significant infrastructure to deal with road capacity in this area and to also pull back development from a Scheduled Ancient Monument. In terms of selecting North Hailsham over South Hailsham this is explained elsewhere but in summary, North Hailsham is seen to be a more viable prospect with less infrastructure issues than South Hailsham. Land values are higher and there are greater links to the new employment sector and in terms of public transport provision this is significantly better than south Hailsham. Having said this, development alone and in combination will have a likely significant effect and adversely affect the integrity of the Ashdown Forest SAC. Compensatory measures will not be able to be sought to undertake consideration of Imperative Reasons For Overriding Public Interest. In this regard, development will not be able to progress in accordance with Conservation of Habitats and Species Regulations 2010.

10.41 A revised and up to date Sustainability Appraisal was undertaken for the latest version of the Local Plan in 2018. This undertook an assessment of options for amendment to Hailsham’s policy, with the major impact being transferring the Contingency Site at South Hailsham to be designated as land identified for growth to accommodate windfall allowance (associated with Policy SWGA27 and 28 in the WLP), and as such revising the development boundary to include this parcel of land.
Map 3 - Hailsham Development Boundary
Description of Development Boundary at Hailsham

10.42 The Hailsham development boundary has been carefully considered taking into account a number of factors including location of existing development, existing physical and natural barriers, land availability, landscape impact and landscape character. Towards the north of Hailsham the development boundary respects the areas of flood risk and functional flood plain of the River Cuckmere. It respects the natural severance of Lower Horsebridge from Hailsham by the flood risk areas which surround the settlement and protects the rural character of the land to the north of Lower Horsebridge. Towards Upper Horsebridge the development boundary in the most part follows the edge of the Cuckoo trail to the end of the built development within Hellingly Parish. This part of the development boundary encompasses a number of small developments which were once rural and disjointed but are now consolidated by development proposed in the previous Wealden District Core Strategy and this Local Plan. The development boundary seeks to maintain the character of Hellingly village and forms a definitive barrier to this village which prevents encroachment into the substantial conservation area which would not benefit from modern housing estate development.

10.43 The development boundary encompasses the Roebuck development and follows the edge of Park Wood Ancient Woodland. This part of the development boundary encompasses both new proposed development and that contained within the Wealden Local Plan and connects North Hailsham to Roebuck Park, which is severed from Hailsham and acts as a standalone housing area.

10.44 From Amberstone, where it joins with North Hailsham, the development boundary runs roughly parallel to Battle Road and seeks to respect the eastern edge of Hailsham which dominates the Pevensey Levels. The development boundary seeks to protect the functioning of the Hailsham North Waste Water Treatment works as well as following natural features and hedgerows whilst also acknowledging the listed farmstead buildings that form part of the historic fabric of the landscape.

10.45 The development boundary then follows the rear of Marshfoot Lane where linear development sits in an elevated position above the Pevensey Levels. Moving to the south east of Hailsham the development boundary allows the development of land up to the flood risk area, which form the natural boundary to development. The development in the most part follows the flood risk area to the south of Hailsham where it meets the Cuckoo Trail and then where the Cuckoo Trail meets Ersham Road. Outside of the development boundary in this area is particularly rural and has features similar to the Pevensey Levels crossed with drainage ditches and the Pevensey Levels itself.

10.46 From Ersham Road the development boundary takes into account the existing consent at Oaklands and the ancient woodland edge that bounds small areas of fields. Outside of this part of the development the area as a whole has a rural character which the development boundary is seeking to maintain.

10.47 Following further assessment of land within MSOA 016 and the additional quantum of growth identified in the Local Plan, in summary, it is selected that this site becomes an area identified for growth to accommodate windfall allowance (associated with Policy
SWGA27 and 28 in the WLP) within the development plan rather than a Contingency Site based on the assessment undertaken in the Wealden Local Plan Sustainability Appraisal 2017, as this has been previously assessed as a suitable site for growth. The development boundary has been amended to include this site.
Heathfield

10.48 Heathfield is situated within the central eastern part of the District, approximately eight miles to the east of Uckfield and approximately nine miles to the north of Hailsham. It is a small rural town located within the Parish of Heathfield and Waldron. The town itself is located in a prominent position on one of the principal ridges crossing the High Weald landscape in the heart of Wealden District, approximately 26km in between Tunbridge Wells and Eastbourne, near the junction of two main roads the A267 and the A265 from Hawkhurst.

10.49 The original settlement, Old Heathfield, dates back to the 11th century and was granted its market charter in the 13th century. Old Heathfield is now a small village detached from the much larger market town that we now know as Heathfield.

10.50 Historically, the town owes its popularity as a place to live and work to the railway which arrived in 1880 providing access to the London market. The station was located 1.6km away from the existing settlement to reduce construction costs. Naturally, this attracted development in its immediate vicinity and along the A265. Development included a new generation of shops, where the High Street is now situated, as well as a number of new houses.

10.51 The town occupies an elevated location on one of the principal east-west ridges crossing the High Weald. The settlement is located within the High Weald AONB and has a current population of 6658 (2011 Census).

10.52 Heathfield is a predominantly residential, nucleated town which has grown around the A265 and B2203 road corridors, which are lined with several local shops and businesses. The town witnessed considerable growth in housing throughout the 1980s and predominantly comprises of a series of housing estates at the edges of the town, adjacent to older terraces within the town centre. There are two business areas within the town, at Ghyll Road and Browning Road. Small pockets of open spaces are scattered within the urban fabric, however, there is an absence of large playing fields within the town.

10.53 The town is surrounded by the valued landscape of the High Weald Area of Outstanding Natural Beauty and its elevated setting provides long distance views out into the surrounding countryside, including views towards historic Mayfield to the north and towards the South Downs National Park to the south. Heathfield Park, a registered Historic Park and Garden, lies to the east of the town.

10.54 Heathfield Park is a large wooded parkland comprising areas of Ancient Woodland, trees protected by Tree Preservation Orders and a steep ghyll cutting through the parkland. The eastern half of Heathfield Park is also designated as a Site of Special Scientific Interest for its ancient ghyll woodland habitat and associated flora and fauna. Gibraltar Tower, a scheduled Ancient Monument and a Grade II* Listed Building is located in the north west of the park and is a prominent feature in the landscape. The elevated position of the Park and its character contributes to its overall value to the setting of the town and its nearby villages.
10.55 The High Weald Area of Outstanding Natural Beauty including Heathfield Park are important considerations in the growth strategy for Heathfield where its environmental, topographical and landscape constraints must be balanced alongside the role of Heathfield as a town centre. The town is bisected by the A265 and many of the roads around the periphery of the town are B roads or narrow country lanes creating access difficulties. Heathfield is served by direct bus services to Tunbridge Wells, Eastbourne and Haywards Heath. However, the service is limited in the evenings. The town’s poor transport links, restricted evening bus service, lack of deliverable employment land and its AONB location, suggest that the town is not suitable for strategic growth on any significant scale. However, there is a current need for affordable housing and a need to deliver housing at a District scale in sustainable locations that will not impact on other environmentally sensitive locations within the District. The strategy therefore seeks to allocate land for housing and retail growth in sustainable locations where it is considered to have minimal impacts on the environment and its protected and valued landscape.

10.56 The WLP identifies Heathfield as a Sustainable Settlement and proposes growth of just above 750 dwellings (between 2013-2028) within the Parish of Heathfield and Waldron. Around half of this proposed growth has already benefited from planning permission or has already been built out. It is clear that growth in the town cannot occur without adjustment to the development boundary.
Map 4 - Heathfield Development Boundary

Key
Adopted 1998 Development Boundary
Proposed Development Boundary
Description of Development Boundary at Heathfield

10.57 Heathfield is a sustainable settlement, albeit constrained by its sensitive High Weald rural setting. The boundary seeks to manage and deliver growth to the town, whilst safeguarding more open and sensitive parts of the town from the intrusion of new development. To the north of the built-up edge of the town, the land slopes away into the Rother Valley and to the east the town abuts Heathfield Park. Beyond the southern and western edges of the town, the land generally falls away into the undulating farmland and countryside of the High Weald. The development boundary recognises the existing pattern of development. However, it seeks to prevent outward encroachment to the north and east whilst facilitating growth to the west and south-west.

10.58 The development boundary generally follows the line of existing development on the northern edge of the town. Planning permission has been granted for development north-west of the High Street and so the boundary is adjusted to reflect this commitment together with adjacent land to Nursery Way, and another commitment north of Tilsmore Lodge. Any further outward encroachment of development into the wooded slope of the AONB would be inappropriate and visually intrusive. To the north-east of the town, the boundary includes frontage development to Burwash Road and the commercial estate east of Newick Lane. Closer to Vines Corner, the boundary excludes land below the ridge and either side of Markylee Lane which is exposed and highly sensitive in the AONB landscape.

10.59 To the east, the development boundary follows the built up edge to the town where it adjoins Heathfield Park. The Council considers that any development beyond Park Road would be detrimental to the character and setting of the Park and should be firmly resisted.

10.60 The Parkside Primary School is retained within the development boundary but the land immediately adjoining it to the south is excluded. The Council considers this to be more in keeping with the rural character of the gently undulating landscape beyond Sandy Cross Lane. The rural character of the lane itself is emphasised by its narrowness, and the mature tree cover and hedgerows. It therefore forms a well defined southerly edge to development beyond which any intensification of development would not be appropriate.

10.61 To the south-west, the development boundary wraps around the edge of existing development around Theobalds Green and the Ghyll Road Business Area. There is a small area to the south-west of the commercial area where the boundary is re-drawn to reflect constraints and lack of development potential. Beyond the Business Area lies the mature woodland of Geer’s wood and the High Weald AONB where there is no development potential and so the land is excluded from the boundary.

10.62 To the north-west of the Business Area, the development boundary follows the clearly defined edge of the Geers Wood Estate and the well established area of residential development to the north of Pook Reed Lane. The exception is the land rear of the Millennium Green where the boundary extends southwards off Ghyll Road and abutting Pook Reed Lane. Whilst the land here is in the AONB, the development boundary is
adjusted to include land that is visually well enclosed and would be read against Ghyll Road, Pook Reed Close and Wayside Walk. Any further outward encroachment of development would be detrimental to the attractive ghyll and woodland setting beyond.

10.63 Elsewhere, Sheepsetting Lane provides clear physical boundaries to further development on the north-western edge of the town. The development boundary excludes the recreation ground and community buildings, and the large detached properties south of Sheepsetting Lane opposite the Cross-in-Hand Primary School, which are set within spacious grounds. Here the mature landscape and tree cover contribute to the more rural character. Below this, the boundary extends southwards to include dwellings fronting the A267 and south of the recreation ground and extending past the junction of New Pond Hill, up to St Bartholomew's Church and close to the junction of A267 and A265. Whilst parts of the land here is within the High Weald AONB, the boundary is not consistent and there is significant land outside the AONB. The Council considers this part of the town can deliver housing growth close to the town centre without causing significant harm to the AONB.

10.64 A revised Sustainability Appraisal for development boundaries was undertaken for the Local Plan (June 2018). Taking into account this assessment and further consideration of land within the development boundary, it has been necessary to amend the boundary in the north east of the settlement to exclude land at The Old Half Moon. This amendment has been selected based on the assessment of the area against the SA objectives, as its inclusion would cause harm to the setting of the Listed Building at the Old Half Moon.

10.65 Following further consideration of the boundary in the north and west of the settlement, the development boundary has been redrawn in these locations to exclude the area of the High Weald AONB other than those sites that have been granted planning permission (The Cart Barn, Land to the rear of the Police Station and Land at Tilsmore Lodge).

10.66 These amendments has been selected based on the assessment of the area against the SA objectives, as their inclusion would cause harm to the setting and landscape of the High Weald AONB.
Polegate and Willingdon

10.67 Polegate is situated at the south-eastern edge of the District, to the north of Willingdon/Eastbourne and south of Hailsham. The south-western edges of the settlement abut the northern edge of the South Downs National Park. The town is situated on an east-west ridge and has a population of just over 5,000 (2011 census).

10.68 Polegate (with Willingdon) is a medium-sized linear town, which has developed along the Lewes to Hastings railway line and the A27 main road corridor. The A22 road corridor also passes north to south through the town. The town comprises a series of post-war housing estates, with a High Street shopping area running through the centre of the town. In the east of the town, Chaucer Industrial Estate provides a key employment base. There is some formal recreational use of the large tract of open, relatively low-lying fields between Polegate and Willingdon at the eastern edge of the town, however this area is predominantly agricultural.

10.69 Polegate supports the only traditional high street in the area of Polegate, Willingdon and Stone Cross, although shopping provision is dominated by nearby Eastbourne. Polegate is home to a train station that links Eastbourne to Lewes and then onto Brighton and London. This train station also serves the population of Hailsham which are without a train service. The use of Polegate as a hub for a number of nearby settlements results in parking issues. Although there are a number of visits to the town to use this facility, it has not demonstrably had a positive impact on the economy and in particular the vitality of retail.
Map 5 - Polegate and Willingdon Development Boundary

Key

Adopted 1998 Development Boundary

Proposed Development Boundary
**Description of Development Boundary at Polegate and Willingdon**

**10.70** There are clear landscape and environmental constraints to the further outward expansion of Polegate and Willingdon. The proximity of the South Downs National Park and the severance of the A27, constrains significant expansion to the west of the area.

**10.71** The hard northern edge of Polegate is further defined by the line of protected trees between Sayerland Road and Levett Road. Whilst the A27 Polegate Bypass cuts through the open countryside to the north, the intervening land between this and the existing built edge of Polegate is included in an expanded development boundary in order to reflect recent growth and the physical boundary of the A27.

**10.72** At the eastern end of Polegate the development boundary includes frontage development along Dittons Road but incorporates rear curtilages where significant development has been permitted in the perimeter formed by the A27, Dittons Road and Golden Jubilee Way. The edge of the Chaucer Industrial Estate and the former railway line to the south provide clearly defined physical limits to the town in this area. The exception is the Polly Arch Site, Lynholm Road which is included in the boundary, adjacent to the sewage treatment works.

**10.73** To the south of Lower Willingdon, it follows the District boundary. To the west of Polegate and Willingdon, the development boundary is drawn tightly to the existing built-up area at the foot of the Downs where the Low Weald meets the South Downs National Park.
**Stone Cross**

**10.74** Stone Cross is situated on an east-west ridge of the high ground at the cross roads of A27 and A22, four miles north of Eastbourne and four miles east of the eastern edge of the South Downs National Park.

**10.75** It is a large residential settlement with many recent buildings and housing developments. The A27 bypass to the north reduces the traffic volume from the Dittons/Rattle Road which runs east-west through the settlement and parallel to the A27. A train line cuts through the middle of the settlement, also running east-west.

**10.76** The Shinewater Lake area (Part of Eastbourne Park) is a purpose built wetland area to the south-west. Built on a marshland dating back to the Bronze Age, this area provides an open amenity space.
Map 6 - Stone Cross Development Boundary

Key
Adopted 1998 Development Boundary
Proposed Development Boundary

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Description of Development Boundary at Stone Cross

10.77 The development boundary proposed for Stone Cross reflects development which has been granted planning permission and incorporates the existing core settlement of Stone Cross together with further opportunities for growth within the settlement. The boundary seeks to prevent further outward expansion of the proposed new development in view of the environmental, landscape and physical constraints affecting the settlement.

10.78 In the east of the settlement, the development boundary takes into account planning permissions granted to the north and south of Rattle Road. In addition two further sites have been included within the boundary within the extent of the development boundary being constrained by the identified flood zone. To the north east the development boundary follows the well-defined physical barrier of Peelings Lane.

10.79 To the south of the settlement the development boundary incorporates Land at Friday Street Farm, part of which has been built out. The development boundary follows the administrative boundary between Wealden and Eastbourne and follows the clear physical barrier of the active and disused railway lines which run along the southern edge of the settlement. The recreational ground immediately adjacent to the active railway line provides both a necessary public recreation facility and a valuable break in development between Eastbourne and Stone Cross and consequently has not been included in the development boundary.

10.80 In the north east of the settlement the development boundary has been drawn to include land adjoining Pickens Wood following the line of the A27 bypass which is elevated to the north of the site.

10.81 The development boundary is drawn tightly around properties on St Michaels Close and The Crossways to prevent further encroachment northwards to protect the thick tree line adjacent to the A27 bypass to the north. Moving east, the development boundary has been drawn to incorporate land with planning permission to the north of Dittons Road and follows the line of the A27 up to and including land to the west of Dittons Nursery. The development boundary follows the A22 as a physical boundary incorporating land to the south of Dittons Road.
Uckfield

10.82 Uckfield is situated approximately eight miles to the south-west of Crowborough and eight miles to the west of Heathfield. It is situated in close proximity to the southern edge of the High Weald AONB.

10.83 The town is one of the largest settlements in the District and serves as a local employment and shopping centre. The current population is 13,563 (Census 2011).

10.84 Uckfield is a large linear town which has developed at the crossroads between two B roads running north-south, east-west. The town is bypassed by the A22 main road corridor which runs to the west of the settlement. Uckfield has experienced significant growth over the last decade, resulting in a pattern of several large-scale housing estates at the edges of the town.

10.85 The town centre provides the commercial core of the settlement with a variety of shops and offices which have developed in linear form along the High Street (the former A22). The historic core of Uckfield is situated at the northern end of the High Street, with a concentration of Listed Buildings resulting in a historic character. More recently the focus of shopping activity has shifted southwards at the bottom on the High Street, with a small shopping complex at Bell Walk and the large supermarket to the south of Luxford Field.

10.86 There are two main business/commercial centres within Uckfield, at Bellbrook and Ridgewood. These areas comprise modern business units and warehouses. There are several key areas of open space within the town, which provide a range of outdoor recreational facilities. There include Victoria Pleasure Ground, the New Road Recreation Ground at Ridgewood, Hempstead Lane, Luxford Field, New Barn Farm and at West Park.

10.87 Whilst Uckfield is identified as a Sustainable Settlement, it is not allocated any growth due to proximity to the Ashdown Forest Special Protection Area (SPA) and Special Area of Conservation (SAC). The development boundary is, however, retained in order to allow windfall development to be promoted that does not adversely affect the Ashdown Forest SPA and SAC. In addition, there is the opportunity to adjust the boundary to reflect land with commitment for development, most notably the Ridgewood Farm site, but also a handful of other sites.
Map 7 - Uckfield Development Boundary

Key
- Adopted 1998 Development Boundary
- Proposed Development Boundary
Description of Development Boundary at Uckfield

10.88 The development boundary for Uckfield seeks to conserve the rural setting of the town and prevent significant outward encroachment of development into the surrounding countryside, though includes a number of sites which have been permitted since the last designation. The development boundary follows existing development, including current housing and industrial commitments.

10.89 In the northern part of the town, the development boundary follows Snatts Road and the edge of Manor Park but excludes land and buildings beyond where there is a distinct change to a more rural character, emphasised by Views Wood, Paygate Wood and other areas of attractive woodland which are prominent in the landscape. Properties at Ringles Cross are included in order to round off the boundary at this point, albeit land beyond is excluded to prevent outward expansion between Uckfield and the villages of Maresfield and Five Ash Down.

10.90 Along the eastern edge of the town, the development boundary follows the curtilages of existing properties and includes the committed housing sites south of Hempstead Road and at Harlands Farm, together with the community hospital. However, land within the floodplain of the River Uck and Framfield Stream, the wider areas of farmland and woodland to the east, and the small ribbon of properties along Bird-in-Eye Hill have been excluded to prevent an outward encroachment of development into an essentially rural landscape.

10.91 To the south, in the Ridgewood area, New Road marks a notable change in character between the relatively compact built-up area and the more rural character created by the wooded grounds of Ridgewood House, the recreation ground, allotment gardens and countryside beyond. For these reasons the development boundary follows New Road, includes the business area, but excludes adjoining land where it is considered that new development would be intrusive on the landscape and detrimental to its rural character.

10.92 Along the western edge of the town the development boundary generally follows the edge of the built-up area. To the south of Bell Farm Road, the development boundary follows the edge of Bellbrook Business Area and is drawn to the A22 bypass southwards to the Little Horsted roundabout. There is a commitment for an urban extension here on Ridgwood Farm and adjoining land parcels and as such the boundary is drawn to incorporate this land. To the north of Bell Farm Road, the development boundary includes Rocks Park but excludes the public parkland further west and the buildings and grounds of Buckswood Grange, where the mature tree cover creates a distinctly rural character on the fringe of the town. Further north, areas of mature woodland are prominent features in the landscape and have therefore been excluded from the development boundary.
Buxted

10.93 Buxted is one of the District’s larger villages. Using data from the 2011 Census, Buxted Parish has a population of 3,343 people. The village is predominantly residential in character with a range of local shops, services and some employment provision serving the local community and surrounding rural area.

10.94 Buxted is located on the A272 which runs east to west connecting with the A26 and a number of smaller settlements by a network of minor roads. The village developed originally with frontage properties along the A272 but has subsequently grown north and south of the main road with estate development in the 1980s. The most recent development including the provision of the medical centre has taken place at Beechbrook Park.

10.95 Uckfield is the nearest town located approximately 2km to the south and provides a good range of shops, services and facilities including a secondary school and a hospital. Buxted has a train station which is served by the Oxted line between Uckfield and London Bridge providing good access to Uckfield and other centres for employment, shopping and leisure. Although not as regular as the trains, a number of bus services call at Buxted providing access to the centres of Uckfield, Tunbridge Wells, Eastbourne and Haywards Heath. Brighton can also be accessed via Uckfield.

10.96 Although Buxted is not situated within the High Weald Area of Outstanding Natural Beauty (AONB), the north east of Buxted lies within the High Weald landscape character area where the village sits on a plateau, providing long range views across the countryside, towards the AONB, which is located 0.5km to the north and 0.2km to the east. The south western part of Buxted lies within the Upper Ouse Valley Character area. Buxted Park, a large property set in extensive parkland, is located to the south west of the village and is a registered park and garden as well as a Site of Special Scientific Interest (SSSI). The property at Buxted Park estate is a country house hotel and therefore contributes to tourism in the local area.
Description of Development Boundary at Buxted

10.97 The development boundary for Buxted takes full account of the environmental considerations and seeks to prevent outward encroachment of development from its elevated position into the attractive, relatively open countryside, ribbon development along the main roads and an intensification of development in a number of rural fringe locations.

10.98 Along Framfield Road, the development boundary includes the doctors surgery and other community facilities now grouped in the area enclosed by the railway line. To the south, the development boundary excludes rear curtilages of larger houses abutting the recreation ground which provides a soft transition with the countryside. Land south and east of Lower Totease Farm continues to provide an important open setting to Taylors Shaw and the designated Ancient Woodland. Development projecting into these rural fringe areas would affect the character and setting of the village.

10.99 Along the southern edge of the village, the development boundary excludes land beyond the clearly defined edge to residential development and to prevent encroachment into the attractive countryside around Potters Green. Further east, the development boundary excludes the full depth of curtilages of properties fronting the A272 in order to avoid backland development, which would be detrimental to its rural character. Properties along Limes Lane are relatively isolated from the main confines of the village and visually separated by Ancient Woodland and a copse of protected trees. These dwellings are therefore excluded from the development boundary in order to prevent an intensification of development or expansion in this countryside location.

10.100 On the eastern edge of the village, the development boundary excludes properties along the A272 beyond Pound Green which are more scattered and rural in their character. Along Redbrook Lane a number of large properties in spacious grounds have also been excluded from the development boundary due to their more rural character and exposure to the Area of Outstanding Natural Beauty to the north east. The dense woodland to the north of Littlewood Lane is excluded due to rural character and its contribution to the setting of the village.

10.101 Along the western edge of the village, the development boundary includes land to the west of Church Road and north of the Buxted Inn where residential development has now been completed. Along the High Street, west of Buxted station, ribbon development is loose knit and rural in character. This area has therefore been excluded from the boundary.
East Hoathly

10.102 East Hoathly is located approximately 6.5km south east of Uckfield and 10km northwest of Hailsham. The village is located just east of the A22. East Hoathly is located in the Low Weald landscape which is between the High Weald and the South Downs. Its slightly elevated position affords wide ranging views southwards to the South Downs National Park. The appearance of the village is enhanced by its provision of green assets including Moat Wood an area of Ancient Woodland that lies to the south-west.

10.103 East Hoathly has a historic interest with the village dating back to Anglo Saxon times and contains a number of Listed Buildings within its original linear settlement form and it has a designated Conservation Area. Post war development has taken place to the east and west of South Street and the High Street.

10.104 Uckfield is the nearest town centre in which services and facilities can be accessed. The nearest secondary school and train station is located in Uckfield also. There is a regular daily bus service providing access to Uckfield, Tunbridge Wells, Brighton, Polegate, Hailsham and Eastbourne which operates Monday to Saturday. Uckfield train station provides regular and direct trains to London.
Map 9 - East Hoathly Development Boundary

Key
Adopted 1998 Development Boundary
Proposed Development Boundary

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Description of Development Boundary at East Hoathly

10.105 The development boundary at East Hoathly seeks to prevent significant outward encroachment of development into the surrounding open countryside. To the south, the development boundary follows the clear physical edge to development backed by Moat Wood and open fields. The isolated ribbon of development fronting the A22 to the south of Park Lodge has been excluded since the intervening open land is considered to be an important and integral part of the countryside surrounding East Hoathly where any extension or consolidation of development would be harmful to the character and landscape setting of the village.

10.106 West of South Street, the development boundary is drawn tightly around existing development. Elsewhere, the recreation ground clearly defines the edge of the built up part of the village and provides a visual link with the countryside beyond.

10.107 To the north of the village, the development boundary includes Thomas Turner Drive and Carpenters Croft. Large houses set well back from the road in extensive, landscaped grounds have been excluded from the development boundary, since further building in this area would conflict with its essentially rural character.

10.108 To the east, the development boundary includes dwellings in the block formed by Mill Lane and Buttsfield Land. However, further outward expansion onto adjoining land would not be considered acceptable due to significant highway constraints.

10.109 The Development Boundary Map for East Hoathly does not show an existing boundary as the boundary was revoked in the Core Stratgy Local Plan (adopted 2013), which is the last adopted version of the Council's Local Plan. This background document therefore seeks to reinstate a development boundary for this settlement.
Groombridge

10.110 Groombridge is a small village on the B2110 in the High Weald AONB which straddles the border between Kent and East Sussex, about four miles north of Crowborough and 4.5 miles west of Tunbridge Wells. The village is primarily residential in character, providing a number of local services and recreational facilities for its residents and the surrounding rural area. It has an estimated population of around 1,120\(^{(2)}\). The main part of the village lies within Withyham Parish, whilst across the border in Kent lies the much smaller and older part of the village.

10.111 Groombridge has an attractive setting within the undulating landscape of the High Weald AONB. There are fine views from the village out into the surrounding countryside and floodplain of the River Grom, and northwards to the historic Bird in Hand Street and Groombridge Place.

10.112 Within the village there is a tight-knit older core around Station Road and Corseley Road, whilst to the south there are a number of more extensive estate developments. Along the southern edge of the village the mature gardens, substantial tree cover, embankments and hedgerows all contribute to the more rural character of Corseley Road and Florance Lane.

10.113 To the north of the main village, over the Kent border, the special architectural and historic character around Bird in Hand Street and Groombridge Place has been recognised by its designation as a Conservation Area. Groombridge Place is itself a Grade I Listed Building set amidst a Registered Historic Park and Garden. Groombridge Place has become a tourist attraction and is noted for its formal gardens, vineyards and a bird of prey sanctuary. The gardens at Groombridge Place were opened to the public for the first time in 1993, thereby providing a major tourism attraction adjoining the village.

10.114 Groombridge stood on the Three Bridges to Tunbridge Wells Central Line and had a station, which was closed in 1985. The village now forms the southern terminus of the Spa Valley Railway, a heritage railway which runs between Tunbridge Wells west railway station to High Rocks in Groombridge and beyond to Eridge where it links with the Oxted Line. This is a popular visitor attraction in the area. The current Groombridge Station is on the east side of Station Road.
Map 10 - Groombridge Development Boundary
**Description of Development Boundary at Groombridge**

10.115 The development boundary seeks to prevent an intensification of development in the rural fringe areas of Groombridge, further ribbon development and an outward encroachment of the village into the surrounding open countryside.

10.116 On the western side of the village, Withyham Road provides a well defined boundary beyond which development would encroach into open countryside and have a detrimental impact. Land to the south of properties along Florence Lane slopes in a southerly direction and any development would be an intrusion on the rural fringe of the village, hence it has been excluded from the development boundary. However, the large curtilages of properties along Florence Lane and Corseley Road have been subject to some recent residential development, albeit restricted to the existing curtilages, and so they have been included in the development boundary to reflect this. Along Florence Lane the development boundary is drawn tightly to the existing curtilages to prevent any further encroachment into the countryside here. The railway line to the south of Corseley Road provides a well defined boundary beyond which development would be detrimental to the character of the area and adversely impact on the wider landscape. The railway line therefore forms the southern part of the development boundary in the Corseley Road area.

10.117 Station Road and the former railway line east of Corseley Road both form well defined boundaries on the eastern side of the village, beyond which development would encroach into open countryside. For similar reasons the countryside to the south of Station Road and Lealands Close has been excluded from the development boundary.

10.118 The ribbon of development westwards along Withyham Road is excluded from the development boundary to prevent any intensification of development.

10.119 The compact nature of the existing housing within the development boundary provides few opportunities for new housing development other than through the redevelopment of existing sites; backland development and the conversion of non-residential buildings.
Hartfield

**10.120** The village of Hartfield lies 7 miles south west of Tunbridge Wells, where the B2110 between Groombridge and Forest Row meets the B2026 road between Edenbridge and Maresfield. The Ashdown Forest lies to the south of the village. The village grew from its agricultural roots until it became a centre for iron and timber. The wealth from the iron can be seen from the construction of the church and the buildings in the village. Hartfield Village is located in the broad gentle valley of the upper reaches of the River Medway. The central core of the village has been designated a Conservation Area of special architectural and historic interest and was designated in 1983. The 2011 Census states the population of the village to be 650.

**10.121** Cotchford Farm in Hartfield was the home of A.A Milne, the author of the Winnie the Pooh stories, and was the setting for many of the books. A small bridge was built over the stream at the end of the families land in 1925 and is the place where Poohsticks were invented. There is a shop in the village dedicated to all things connected with Winnie the Pooh, called Pooh Corner, which also contains a tea room. The village is extremely popular as a visitor destination as a result of the associations with Winnie the Pooh; the bridge and Pooh Corner. As a result the centre can get very congested in the summer months due to the fact that access to the village is primarily by car.

**10.122** The whole of Hartfield has an attractive setting within the undulating landscape of the High Weald AONB near the northern edge of Ashdown Forest. There are clear views of the surrounding countryside from many parts of the village and this contributes to its more rural character. Within the village there are a large number of Listed Buildings, which together with other attractive buildings, mature trees, hedgerows and open spaces give the settlement its particular character.

**10.123** In the north eastern part of the village there is some older estate development around Castlefields and Motte Field whilst to the north west there is a new small estate development at Sackville Lane. This development includes the medical centre and a farm/coffee shop. The historic character and tightly-knit nature of much of the development fronting the High Street and along Church Street is a distinct feature of the village.
Map 11 - Hartfield Development Boundary
Description of Development Boundary at Hartfield

10.124 The development boundary for Hartfield seeks to prevent the outward encroachment of the village into the surrounding countryside and an intensification of development in a number of rural fringe areas, as well as those parts of the village where new development would be detrimental to its special architectural and historic character.

10.125 The development boundary includes the estate development at Castlefields and Motte Field but excludes adjoining land to the north and at Castle Farm. This is to prevent an outward expansion into the countryside, and in particular into the open area separating the estates from the scattered frontage development eastwards along the B2110 or onto the ancient earthworks abutting the estates to the north. Similarly, land adjoining Rectory Field has been excluded from the development boundary in order to prevent outward encroachment. The development boundary is drawn tight around these estates to protect the sensitive urban edge and the wider landscape which is highly sensitive and contains small blocks of woodland and ancient field patterns, which provide a wooded backdrop to views from the village.

10.126 The village green is an important visual and amenity feature, and is therefore excluded from the development boundary.

10.127 The small development at Sackville Lane is included within the development boundary as it is visually and functionally connected to the main village. However, the development boundary follows tightly the curtilages of the properties and medical centre so as to prevent further backland development that would be detrimental to the highly sensitive wider landscape of the High Weald Area of Outstanding Natural Beauty (AONB).

10.128 The recreation ground and pavilion on the north west side of the High Street have been excluded from the development boundary in order to retain their existing use and prevent intrusive development.

10.129 The development boundary includes properties on the west of the High Street and incorporates the full depth of their curtilages, although it follows tightly to these to prevent extensive backland development that would impinge on the wider landscape of the High Weald AONB, characterised here by undulating ridges and valleys. The gap between the post office and Chestner House has been excluded from the development boundary to protect and maintain the attractive views it provides over the open countryside.

10.130 The detached property at the far eastern end of the High Street, on the junction of the B2110 and Jib Jacks Hill, is excluded from the development boundary due to its historic and sensitive setting on the approach to the village from the east. The land opposite this property on the east side of the High Street is also excluded from the development boundary as it contributes towards the rural setting of the village, being open fields and farmland, and this should be protected from intrusive development which would harm the village setting.

10.131 The development boundary includes properties on the east side of the High Street and extends to incorporate the former Haywagon pub and its associated car park,
the land to the rear of the pub, which has had recent planning permission granted for 1 dwelling and the War Memorial. The boundary tightly follows along the curtilages of these properties. Despite the War Memorial being included within the development boundary, it is considered an important feature at the heart of the Conservation Area and a community asset and therefore should be retained, together with the open space adjoining it which provides its setting.

10.132 The detached property on the south side of Church Street is excluded from the development boundary due to its spacious setting and more rural character and to prevent further encroachment southwards into the open countryside.

10.133 The development boundary includes the properties on the north side of Church Street/east side of High Street (opposite the recreation ground) and this incorporates the Anchor Pub and the St Mary the Virgin C of E Primary School. Although the built form here is loose knit, it is physically and functionally related to the village, however the development boundary is drawn tight to the curtilages of the properties to prevent further encroachment into the wider sensitive landscape of the High Weald AONB.

10.134 Development on the former coal yard, now called Railway Cottages and situated to the north of the Motte Field estate, is excluded from the development boundary. Despite it being a relatively large scale development for Hartfield, it was a rural exceptions site consisting of 9 affordable houses and is detached from the existing village. The area is excluded so as to prevent any extension of the village through ribbon development along the Edenbridge road and to prevent any encroachment onto the ancient earthworks southwards.
Herstmonceux

10.135 Herstmonceux is a historic village which lies approximately 4 miles to the east of Hailsham, along the A271, with the High Weald AONB adjoining the village to the north and the Pevensey Levels a little way to the south. The wider settlement of Herstmonceux has developed around several historic cores; Gardner Street; Chapel Row; Flowers Green and the original village site in the vicinity of the church. Herstmonceux has grown from a linear settlement which followed the route of the A271 to a larger built up area extending principally to the North West. The Parish has an overall population of 2,163(3).

10.136 Herstmonceux Castle lies just 2 miles south east of the village and is one of the oldest significant brick buildings still standing in England. In 1957 the Herstmonceux Castle grounds became the home of the Royal Greenwich Observatory and remained so until 1988, when the observatory relocated to Cambridge. The Castle is now home to the Bader International Study Centre of Queen's University, Kingston, Canada.

10.137 Herstmonceux has a reasonable provision of services and facilities including a village hall, primary school, pre-school and two public houses, as well as a variety of stores, a health centre and pharmacy, a post office and small eateries.

10.138 The Parish possesses a diverse set of landscapes, being primarily located within the Low Weald, its northern part is within the High Weald AONB, whilst its southern tip falls within the Pevensey Levels RAMSAR site and Special Area of Conservation (SAC). The surrounding countryside is gently undulating and of high scenic quality with far reaching views extending southwards across the Pevensey Levels.

10.139 The landscape around the village is varied in its nature and value. Small pockets of Ancient Woodland and extensive tracts of small-scale fields provide the historic setting to the settlement. The presence of ancient landscape features is particularly pronounced to the north and west of the settlement but is more dispersed to the south and east. The AONB to the north of the village provides an attractive, open and rural backdrop to the settlement with key views northwards.

10.140 Herstmonceux has good accessibility, with the A271 running through it linking the settlement with Hailsham to the west and Ninfield and Bexhill to the east. There are two bus services serving Herstmonceux, most notably the No 98 bus which operates 7 days a week on an hourly basis up until 7pm between Hastings and Eastbourne. The No 195 operates once a week on a Wednesday and links Herstmonceux with Waldron and Eastbourne. Despite this, many people still rely on their car to travel with just over 90% of households owning at least one car(4). The nearest train station is at Pevensey Bay.

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3 Census 2011
Map 12 - Herstmonceux Development Boundary

Key
- Adopted 1998 Development Boundary
- Proposed Development Boundary

This map shows the adopted 1998 development boundary and the proposed development boundary for Herstmonceux. The area is marked in green for the adopted boundary and in pink for the proposed boundary. The map is used to illustrate the development boundary background paper for the Wealden Local Plan as of August 2018.
Description of Development Boundary at Herstmonceux

10.141 The development boundary for Herstmonceux takes full account of the environmental considerations and seeks to prevent outward encroachment of development into the attractive, relatively open countryside and an intensification of development in some fringe locations. There are no new development allocations for the village.

10.142 The northern side of the village, along West End and Gardner Street, is adjacent to the High Weald AONB and as such the majority of the land beyond the exiting built edge of the village is highly sensitive. The AONB boundary provides a clear demarcation for the development boundary to follow in this part of the village.

10.143 The development boundary is drawn tightly to the existing residential curtilages along West End and James Avenue in order to prevent further encroachment into the AONB. There are two parcels of land, one to the north west of the properties at the end of West End, and one to the rear of James Avenue which are not included within the AONB, however, they have a similar landscape value to it and are important to the rural setting of West End and James Avenue. Therefore, they have been excluded from the development boundary. Development projecting into these rural areas would affect the character and setting of the AONB and affect the rural setting of this part of Herstmonceux.

10.144 To the rear of properties in James Avenue, planning permission has been granted for a development of two pairs of semi detached houses on a small part of a larger site, some of which extends into the AONB. In light of the planning permission, the development boundary has been drawn to include that part of the site but is drawn tightly to the boundary of the application site to prevent further encroachment towards and into the AONB. Along Fairfield, the limits to the built-up area are clearly defined by the rear gardens of the properties which abut the boundary of the AONB, and so the development boundary here is drawn tightly to the existing curtilages.

10.145 To the east of Bagham Lane, the development boundary excludes the large rear curtilages of Braemar and Wallscroft, seeking to prevent any undesirable and intrusive backland development and to protect the sensitive urban edge. At the eastern end of Herstmonceux along Gardner Street, the Sundial Restaurant, Meadow View and Elm Tree House are included in the development boundary as is land adjacent to Elm Tree House fronting Gardner Street, which has received planning permission for 4 houses. However, the development boundary is tightly drawn to the existing curtilages here to protect the AONB and wider open countryside from intrusive development.

10.146 The furthest eastern end of the village has a very spacious and open feel and is visually prominent within the wider area. In particular Higham Farm on the northern side of Gardner Street occupies an area of higher ground and as such is extremely prominent in views northwards across the AONB. Therefore, Higham Farm has been excluded from the development boundary in order to resist any intensification of development which would adversely affect the entrance to the village.

10.147 Again at the eastern end of the village but to the south of Gardner Street, there is planned development to deliver up to 70 dwellings on land adjacent to the Lime Cross
Recreation Ground and the existing properties fronting the main road. Therefore, these areas are included within the development boundary. The recreation ground itself is also included within the development boundary, however, although within the development boundary, the recreation ground is considered an important community asset to the village contributing to open space provision and residential amenity.

10.148 In the southern part of the village along Hailsham Road, the development boundary includes the school grounds to the south east to ensure there is flexibility in the future should the school or East Sussex County Council make plans. The new Integrative Health Centre and village hall are also included within the development boundary as they clearly have a visual and functional connection to the village. The development boundary also includes the land to the south of the health centre, which has been granted planning permission but it is tightly drawn to the site boundaries to prevent harm or encroachment into the Ancient Woodland which lies adjacent to the sites south eastern boundary.

10.149 At the western end of the village there is the Collins Honda Garage with an associated field adjacent to the garage. Both of these areas are included within the development boundary, however as with the recreation ground, although included within the boundary the garage site is considered an important employment asset.

10.150 The housing on the western side of the village provides a well-defined limit of development, and hence the development boundary follows tightly to the existing curtilages.
Horam

10.151 Horam is one of the District's larger villages and is situated approximately 2.5km from Heathfield on the A267 which runs between Hailsham and Tunbridge Wells.

10.152 Horam lies immediately south of the High Weald AONB, positioned on the side of a valley above Waldron Ghyll, which affords views out into the surrounding countryside. The High Weald AONB countryside to the north of Horam is characterised by stream corridors lined with mature trees and belts of Ancient Woodland. To the south west, long ranging views are afforded over the Low Weald countryside which includes large areas of Ancient Woodland. The landscape to the south east is fairly enclosed characterised by a patchwork of fields and east to west running stream corridors.

10.153 Although there are houses dotted along the many rural lanes that lead into Horam, development is mostly concentrated on the eastern side of the A267 around its commercial core located on the High Street near to the junction of the B2203 Heathfield Road. The village centre provides a good range of shops, services and community facilities including a GP surgery, dentist, pharmacy, two churches, a village hall, post office and public space. There are also a number of leisure and tourism facilities located both within and on the edge of the village including a recreation ground, campsites, Sussex Farm Museum and two golf clubs. The leisure and tourism facilities along with the many businesses located within Horam provide opportunities for local employment.

10.154 Until 1965, Horam had a railway station and was on the Eastbourne to Tunbridge Wells route. The former railway line now forms part of the Cuckoo trail, which is a major route for recreation providing a 13 mile footpath and cycleway (National Cycle Network Route 21) between Eastbourne and Heathfield. The Cuckoo Trail passes through the centre of the village contributing to its tourism and boosting business. A number of other footpaths also connect with the Cuckoo Trail providing good accessibility to the surrounding countryside.

10.155 The nearest junior and secondary schools are in nearby Maynards Green and Heathfield, respectively. A once daily school bus runs from Horam to Heathfield and back again. Horam is served by a regular bus service which runs seven days a week to Heathfield, Hailsham, Polegate and Eastbourne. The nearest A&E is the Eastbourne District General Hospital (EDGH) and takes 1hr by bus. The nearest train stations are Polegate (approx. 9km) and Stonegate (approx. 9.4km) providing regular services to London, Brighton and the South East.
Map 13 - Horam Development Boundary

Key
Adopted 1998 Development Boundary
Proposed Development Boundary

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Description of Development Boundary at Horam

10.156 The development boundary at Horam seeks to provide and manage growth in locations adjacent to built up areas, whilst preventing significant outward encroachment of development into the surrounding countryside, particularly to the north, west and south.

10.157 The development boundary extends on the western side of the village to incorporate the former Merrydown Wines site, which is being redeveloped for mixed housing and employment uses. To the west, land is more scattered and rural in character. This includes Horam Manor which is a Grade II Listed Building. To the north-west (Furnace Close) and on the west of the A267 are large houses in substantial landscape plots. Some are on higher ground and are exposed in long range views. These are all excluded from the boundary in order to prevent any outward extension of development.

10.158 To the north, the development boundary tightly envelops the more compact development along the eastern side of the A267 around Manor Close, Manor Road and The Avenue. Dwellings fronting the B2203 to Stream Bridge are also included, but land beyond this is recognised for its landscape value by its inclusion within the High Weald Area of Outstanding Natural Beauty.

10.159 The development boundary includes the curtilages of some houses between the B2203 and Vines Cross Road, although this part of the village is subject to flooding and this is a constraint that may limit intensification in this location. Beyond Horeham Bridge, the development boundary includes houses north and south of Vines Cross Road up to the Thatched Cottage. It does not include the full length of curtilage in order to control backland development and the fringes of the High Weald AONB. Beyond the Thatched Cottage, the character of Vines Cross Road is more sporadic and is therefore excluded from the boundary.

10.160 On the eastern side of the village, the development boundary is drawn to include land either side of Horebeech Lane up to Laundry Lane which is considered a natural break and therefore forms the boundary. This includes the commitment at Rosemead Farm. Land north of this has not been included within the development boundary due to its undulation and prominence from the AONB to the north. To the south of Horebeech Lane, the development boundary includes the commitment at Colyet Farm, but excludes the full depth of curtilages in places in order to prevent inappropriate in-depth development and an intrusion into Toll Wood which is Ancient Woodland. Land to the south of Grange Close, part of Coxlow Farm, has been included in the development boundary in order to include the housing allocations identified in the Local Plan.

10.161 Development to the south of the May Garland Public House, in a block formed by Chiddingly Road and the A267, is included within the development boundary in order to accommodate some growth in the village. Whilst the area has pockets of mature hedging and trees within the land parcel, the busy A267 to the east, High Voltage Pylons in the southern half of the land and Chiddingly Road (with commercial sites and golf club further to the west) present strong urban influences. Development in this part of the village presents an opportunity to provide some growth in an area with existing housing provision and includes land with planning permission for a crematorium. Further to the west, the
boundary includes dwellings facing Chiddingly Road and their gardens. Close to the junction with the A267, the boundary also includes land with an existing commitment for residential development.
Mayfield

10.162 Mayfield is situated in the north of the District, to the east of the A267 Tunbridge Wells to Eastbourne Road approximately nine miles south of Tunbridge Wells, on the northern side of the Rother Valley.

10.163 Mayfield is a historic linear residential village and one of the larger villages in the District with a population of 3,718 using data from the 2011 Census. The village is predominantly residential in character with a good range of shops and services which are focused around the High Street. The village has a strong history with the village centre comprising many attractive late medieval buildings including the Middle House Public House which dates back to 1575 and St Dunstan’s Church which dates back to 1389. The village has developed around the former A267 which has now been bypassed.

10.164 The village is on a ridge top wholly within the High Weald Area of Outstanding Natural Beauty (AONB). The village has ribbons of developments along adjoining ridges which afford long distance views to and from the village from its landscape setting within the High Weald AONB.

10.165 The nearest town is Crowborough which is located three and a half miles to the north west and Heathfield which is located five miles to the south of Mayfield. Both towns have good facilities and services with Crowborough having a hospital and both have secondary school provision and leisure facilities.

10.166 The closest railway station is Stonegate which is located three miles to the east of Mayfield. Stonegate is on the Hastings Line providing hourly train services to London Charing Cross via Tunbridge Wells and Hastings. Crowborough also has a railway station which is on the Uckfield branch of the Oxted line which connects to London Bridge.
Map 14 - Mayfield Development Boundary
**Description of Development Boundary at Mayfield**

**10.167** The development boundary for Mayfield encompasses the village in a generally tight manner in order to protect the sensitive rural fringe locations and surrounding open countryside from inappropriate and intrusive development.

**10.168** Along the western edge of the village, limits to the built-up area are clearly defined by the A267 Mayfield Bypass and part of the former railway line. Significant development in this area would be remote from the main village centre with poor pedestrian connectivity back to key services.

**10.169** The development boundary follows the physical demarcation of the A267, excluding land further to the west in order to prevent any encroachment of development into the countryside beyond. The Wellbrook area where the three cul-de-sacs of Roselands Avenue, Rothermead and Berkley Road are situated is considered to be located beyond the main confines of the village where the prevailing character is more rural. This area is therefore excluded from the development boundary. Additionally, the land between Rothermead and Berkley Road is an area of open countryside which makes a positive contribution to the landscape of the locality. It is also an area subject to flooding constraints and is therefore beyond the boundary.

**10.170** The Rotherfield Lane area in the north-western part of the village has a very tranquil rural character where any new development would be inappropriate. For this reason, the development boundary excludes the full depth of the long rear curtilages of properties along Victoria Road and other areas of land in order to prevent any intensification of development in this rural fringe location and to protect the sensitive countryside from intrusive development.

**10.171** Further east, the development boundary follows closely the rear of frontage properties along the High Street. A built commitment between the primary school and memorial hall is included. Development further to the north would be inappropriate in this prominent Conservation Area location, intruding particularly upon the setting of St Dunstan's Church and St Leonard's School, and encroaching into the open and exposed north-facing slope. The development boundary excludes properties along the old A267 where it extends north of the High Street in order to protect the rural fringe character of this locality.

**10.172** On the eastern side of the village the development boundary follows the well-defined edge to the built-up area but excludes ribbon development extending to the north-east of the village along Coggins Mill Road. These large detached houses, several set above road level, are considered to lie outside the built-up limits of Mayfield in the semi-rural area separating the village and the small settlement of Coggins Mill. Intensification of development along this road, which would prejudice this character and lead to coalescence of the settlements, is to be resisted.

**10.173** To the south of East Street, the development boundary excludes The Warren which has historically been included in the boundary but subject to character policy the aim of which was to permit low density development only and not all the full depth of curtilages. Bearing in mind the character here, large dwellings in mature landscaped
plots, coupled with exposure to the countryside, the area is excluded from the boundary in order to safeguard the setting of the village and wider AONB, which would be intrusive upon the landscape setting of the area.

10.174 The development boundary excludes the sloping land to the south of the village in order to protect the openness of the northern valley side. This excludes the car park and allotments on South Street. This part of the village is constrained by levels and exposure to the south, together with existing uses which provide important public benefit. Similarly, the development boundary excludes the properties south of West Street where the gaps in development provide a more open and fringe appearance. The development boundary excludes properties in the Knowle Hill area and land to the south here in order to protect both the rural fringe character of the area and the surrounding countryside.

10.175 The development boundary extends to the south west of the settlement to incorporate land at and adjoining Mayfield Cricket Club and to the south of Stone Cross Road in order to accommodate housing growth.
Ninfield

10.176 Ninfield is a village located approximately 3.5 miles to the north-west of Bexhill at the junction of the A271 to Hailsham and the A269 from Bexhill and Battle.

10.177 Ninfield is mainly residential in character. The village originally developed along the High Street and Manchester Road, giving the village a predominantly linear form. However, estate development consolidated the settlement between these and to the west of Church Lane and Lower Street.

10.178 Ninfield is considered to have good accessibility being located relatively close to the town of Bexhill which provides a good range of services and facilities. Ninfield is served by a regular bus service running Monday to Saturday providing access to Bexhill, Eastbourne and Tunbridge Wells. However, there is no bus service returning to Ninfield in the evenings. The nearest train station is located in Battle or Bexhill. Both stations provide a service to Eastbourne and Hastings providing access to Brighton, Tunbridge Wells and London. The nearest hospital is the Conquest in Hastings and takes an hour by bus.

10.179 The village is situated in the Combe Haven Valley area of the High Weald. The boundary of the High Weald AONB is located just to the north west of the village. Ninfield is situated on a prominent ridge and is elevated from its surrounding landscape with long distance views afforded from the villages existing settlement edge. The 2014 Landscape Assessment identifies Ninfield to have a sensitive edge with a more prominent edge in certain places. The surrounding landscape is characterised by ancient fieldscapes, blocks of Ancient Woodland and a patchwork of cohesive and aggregate assarts.

10.180 Standard Hill located on the south western tip of Ninfield is considered culturally important as the place where William the Conqueror placed his flag after the Battle of Hastings. From this location long views across the Levels can be gained. The South Downs National Park is also visible from the south western edge of Ninfield. The northern edge of Ninfield also provides extensive views across the countryside towards the High Weald AONB.
Map 15 - Ninfield Development Boundary

Key
Adopted 1998 Development Boundary
Proposed Development Boundary

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Description of Development Boundary at Ninfield

10.181 The development boundary is drawn in order to accommodate some growth within and around the village, whilst preventing significant development either side of the ridge top setting to the village.

10.182 The boundary includes properties fronting High Street and Manchester Road westwards to Coombe Lane. Encroachment of the village into Coombe Wood and the adjoining countryside within the High Weald Area of Outstanding Natural Beauty, as well as the intensification of development to the north and north west, would adversely affect the more rural character and landscape setting of this area. Land to the north east of Manchester Road is included in the boundary in order to accommodate housing growth.

10.183 The boundary excludes land close to the junction with the High Street and B2204 which is visually prominent and exposed in distant views to the north and north-east. The boundary includes the commitment for residential development on part of Ingrams Farm south-east of the petrol station. Land east of the petrol station and commercial buildings (also part of Ingrams Farm) is excluded from the boundary since although visually well contained, the land slopes significantly and has access constraints.

10.184 The development boundary to the south-east follows the existing development at Lower Street and existing dwellings on the north side of the A269. Land bounded by the A269, Lower Street and Crouch Lane is included in the boundary in order to accommodate housing growth.

10.185 The recreation ground and allotment gardens have been excluded from the development boundary as it is considered that this area has a distinct open character which links the village to countryside south of Church Path. The Parish Church, primary school and adjoining properties have also been excluded to resist intensification of development which would adversely affect the loose-knit character of this part of the village.
Rotherfield

10.186 Rotherfield is located in the north of the District approximately 2km to the east of Crowborough town centre and 6km to the south of Tunbridge Wells. Town Row, a small linear settlement is located to the east of Rotherfield extending along the eastern extent of New Road. Rotherfield Parish has a population of 3,208 people (5).

10.187 The village is predominantly residential in character, however, a number of shops, services and employment opportunities are provided in the village centre serving the local community. This includes a village hall, two churches, a post office, convenience store, primary school and a doctors surgery. Other amenities and services can be accessed in nearby Crowborough or Tunbridge Wells. The B2100 runs through the centre of the village, connecting Crowborough to Mark Cross on the A267 and further east to Wadhurst and Lamberhurst and via the B2101 with Mayfield and Heathfield. Rotherfield is served by a regular bus service providing access to Tunbridge Wells, Heathfield and Crowborough. Furthermore, Crowborough train station is located 1.5km from Rotherfield and Eridge train station is located 4.9 km away providing a regular service between Uckfield and London.

10.188 The whole of Rotherfield Parish is located within the High Weald AONB and its prominent position on the northern forest ridge of the Weald affords extensive views across the surrounding countryside, enhancing its rural setting. Rotherfield has a strong historic core with many large historic detached Listed Buildings providing an attractive, tight knit frontage along the High Street and around the Square. St Deny’s Church is Grade I Listed and is an important and prominent feature in the surrounding landscape and also provides a focal point within the village. The historic Core is designated as a Conservation Area. The village has ancient features and was mentioned in the Domesday Book and other medieval writings.
Map 16 - Rotherfield Development Boundary

Key
Adopted 1998 Development Boundary
Proposed Development Boundary
Description of Development Boundary at Rotherfield

10.189 The development boundary takes full account of the ridge top setting and historic core of the village within the High Weald Area of Outstanding Natural Beauty (AONB). The development boundary seeks to restrict encroachment into the countryside and also to prevent the village from merging with Town Row to the north-east in order to protect the character of both settlements.

10.190 Along Church Road the development boundary excludes the more loose-knit development to avoid intensification of development in this part of the village where the gaps and spaces around buildings contribute to the more rural character of the area. Whilst development has been permitted at Court Farm, including a number of buildings and covered stores, the boundary does not include this area due to its countryside location.

10.191 To the north of Church Road and west of North Street, the development boundary includes existing development but excludes the full depth of curtilage in some cases to prevent backland development. The open countryside and recreation ground beyond have also been excluded in order to protect an important community facility and prevent any encroachment of development into this attractive rural area. The open countryside to the north of Hornshurst Road has been excluded from the development boundary to prevent encroachment of development beyond the existing edge of the village.

10.192 The development boundary excludes the open countryside between Station Road and the rear of properties along New Road which extends into the heart of the village. It is considered that any development in this sensitive area would be detrimental to both the rural character of the village and the setting of the Conservation Area.

10.193 Beyond the ribbon of development along New Road there is a need to protect the countryside from intrusive development and prevent the coalescence of Rotherfield and Town Row. The development boundary includes properties south of New Road, Horsegrove Lane and around Horsegrove Farm but excludes backland areas and open countryside to the south in order to prevent outward encroachment of development.

10.194 To the south of Horsegrove Farm, the character of the landscape contrasts sharply with development fronting the road to the west. The area has several scattered dwellings but is characterised by the mature tree cover and pond in the grounds of Horsegrove Farm. It is considered that further development would be detrimental to the rural character of this area on the southern approach to the village and it has therefore been excluded from the development boundary.

10.195 In the southern part of the village, the development boundary excludes the more scattered development along South Street in order to prevent any intensification of development in this rural fringe location. The housing development at St Peter's Mead and at Court Meadow provides a well defined edge to development on the western side of the village beyond which an outward encroachment of development would be intrusive on the open landscape.
Wadhurst

10.196 Wadhurst is a historic settlement situated to the south of Tunbridge Wells on the B2100 and seven miles east of Crowborough. The settlement which includes two distinct areas is located within an attractive setting enhanced by its ridge top position within the High Weald AONB. Wadhurst village is centred around the former market place and Parish Church of St Peter and St Paul extending along the High Street and Lower High Street (B2099) and lies to the east of outlying settlements including Sparrows Green, Durgates and other smaller settlements. Accommodation in Wadhurst Parish is characterised by large detached and semi-detached dwellings. The Parish has an overall population of 5181\(^{(6)}\). The 2011 Census shows that the population structure for Wadhurst Parish is relatively similar to the Wealden average.

10.197 Wadhurst has a rich historic interest, having developed from a small medieval agricultural community in the 11th Century. In the vicinity of the High Street there are a large number of Listed Buildings and the historic character of the area is recognised by its designation as a Conservation Area.

10.198 Wadhurst has a good provision of services and facilities including the church, library, community hall, primary and secondary school and two public houses, as well as a variety of stores, a doctors surgery and pharmacy, a post office and a number of small eateries.

10.199 Wadhurst also has a train station located 1.5 miles north west of the town, which runs from London to Hastings. The service which is run by South Eastern operates a regular service of around 27 trains per week day in each direction. A bus service connects Wadhurst and the adjacent village of Durgates and Sparrows Green to the train station. Wadhurst is served by a regular bus service to nearby Tunbridge Wells, Eastbourne and Crowborough. The journey to Tunbridge Wells takes around 25 minutes providing access to other services and facilities such as ATMs, banks, supermarkets, petrol stations and leisure facilities.

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6 Source: 2011 Census, Office of National Statistics
Map 17 - Wadhurst Development Boundary

Key
Adopted 1998 Development Boundary
Proposed Development Boundary
Description of Development Boundary at Wadhurst

10.200 The development boundary has been defined to take full account of the sensitive ridge-top setting of the village within the High Weald Area of Outstanding Natural Beauty and the diverse character of existing development, in particular the separate identities of Mayfield Lane and Durgates from the High Street area. Whilst allowing some growth to the village, the boundary seeks to prevent outward encroachment of new development into the surrounding countryside and an intensification of development in a number of fringe areas which would be detrimental to their more rural character.

10.201 Balaclava Lane forms a clear northern boundary to development in Turners Green, beyond which any new development would erode the open countryside separating the village from the small rural hamlets of Woods Green, Osmers Hill and Pell Green. The development boundary follows Cousley Wood Road and the rear of properties along its eastern side, excluding further land to the south-east to prevent encroachment into open countryside. The primary school's playground and playing fields have not been included in view of their more open aspect, which makes an important contribution to the gap between Durgates and the High Street.

10.202 Land south of Castle Walk comprises of a number of large properties set in extensive curtilages and an expansive area of woodland around Wadhurst Castle which together contribute to a more rural character. Land to the north of Windmill House, east of Windmill Lane is included in the boundary since it has potential to accommodate a low density infill development in a location that is visually contained from the wider landscape.

10.203 Development extending out of the village along Mayfield Lane is distinctive in character created by large detached properties, set in extensive gardens, with mature tree cover and landscaping. The southern side of the road is located on a ridgetop, where long range views across the countryside are possible. For these reasons, it is considered appropriate to exclude Mayfield Lane from the development boundary.

10.204 The development boundary excludes areas of open countryside and woodland to the west along Tapsells Lane as any new development would be intrusive and detrimental to the rural character. Along Station Road there are a number of large detached properties set in extensive grounds which have been excluded from the development boundary to protect their more loose-knit rural character. Further new development beyond Great Durgates will be strongly resisted.

10.205 Along the north-western edge of Durgates and Sparrows Green, the development boundary includes land north of Jonas Drive and Queens Cottages. This offers a relatively visually contained area of the village to deliver housing growth. Land to the west of a commercial office development, to the north of Western Road is also included as an infill housing development site. Beyond this are a number of large properties along Old Station Road and these are excluded in view of their more rural character. Along South View Road the development boundary excludes the recreation ground and the properties at the junction with Balaclava Lane due to their open and more rural character.
10.206 Along the southern part of the High Street and the Lower High Street, the development boundary closely follows existing properties but includes a commitment on land South of Stone Cross Road. The boundary is drawn up to Foxhole Lane to include the housing allocation at Foxhole Farm. To the south of Lower High Street, there are a number of large detached properties which have been excluded from the development boundary in view of the spacious setting of the buildings, where new development would be detrimental to the more rural character.

10.207 The development boundary excludes the full depth of the Uplands Community College campus in view of its countryside location. However, land is included in order to accommodate the allocation of a mixed development at land south of the High Street and east of Washwell Lane.

10.208 It is important to continue to maintain the existing separation of Durgates and Sparrows Green from Wadhurst, as the characters of these two settlements are distinctly different. Separate development boundaries are drawn to prevent any intensification of the existing development north of the High Street or an encroachment of new development into the more rural area, to the south around Wadhurst Castle, which would lead to coalescence of the settlements. Any proposals for development in this gap will be strongly resisted.
Westham

10.209 Westham is a village located on the B2151 to the west of Pevensey and three miles north of Eastbourne. It is situated on a low ridge above the Pevensey Levels and is one of the larger villages in the District with the Parish having a population of 6314 in 2011(7).

10.210 Pevensey Castle is located to the east of the village and the Pevensey and Westham Conservation Area extends into the eastern edge of the village along the High Street.

10.211 Westham has very good accessibility, with Rattle Road running through it linking the settlement with the A259 to the east and Dittons Road (leading to the A27 and A22) to the west. The B2191 runs through the village from north to south creating strong links with Eastbourne whose boundary is located to the south of the village. There is also a train station located in the south east of the village with services to Hastings and beyond to the east and westwards to Eastbourne and London. There are also several frequent bus services serving Westham most notably from the village into Eastbourne.

10.212 Westham has an elevated position which offers extensive views across the surrounding flat, open countryside. To the north of the village, the wetlands of the Pevensey Levels Ramsar site and Special Area of Conservation (SAC) form an area of great landscape and wildlife value. Immediately to the east, Pevensey Castle is a scheduled Ancient Monument, while to the south there are views across the Mountney Levels towards the sea.

10.213 Whilst the character of Westham has inevitably been altered by new housing estates, it retains its historic core beside the West Gate of Pevensey Castle.

10.214 A number of attractive Listed Buildings front the High Street between the Castle and Peelings Lane, and the special architectural and historic character of this part of the village has been recognised by its inclusion within the Pevensey and Westham Conservation Area which was originally designated in 1976.
Map 18 - Westham Development Boundary

Key
Adopted 1998 Development Boundary
Proposed Development Boundary
Description of Development Boundary at Westham

10.215 In order to protect the sensitive landscape setting of Westham and to preserve the rural character of its historic core, it is important to resist significant outward encroachment of development into the surrounding countryside or intensification of development in the more rural fringe areas. Accordingly the development boundary is tightly drawn around the main confines of the village.

10.216 At the northern edge of Westham, the scatter of dwellings north of Peelings Lane have been excluded in view of their more rural character and sensitive rural fringe location and the development boundary drawn tight along Peelings Lane to the north of the village to protect this sensitive urban edge. To the west, the land beyond housing on Ash Grove and Oaklands is a sensitive urban edge. It is an integral part of the open countryside gap separating Westham and Stone Cross.

10.217 Along the south side of Rattle Road west of the B2191 Eastbourne Road, the development boundary is defined so as to prevent backland development extending to beyond the established road frontage and impinging upon the adjacent open countryside. South of the railway, the development boundary follows the rear curtilages of residential properties off Eastbourne Road, extending to incorporate the Westham Business Park and Mountney Bridge Business Park situated on the southern edge of the built up area. In view of the highly exposed nature of the land surrounding the business parks and their prominent urban edge it is considered important to restrict the outward expansion of the industrial areas.

10.218 The business areas are contained on its southern, western and eastern edges by the Mountney Sewer and a caravan park is located to the north of Westham Business Park which forms a physical limit to the north. The field to the north of the industrial estate on the western side of Eastbourne Road provides a gap in development and an important amenity buffer. It has therefore been excluded from the development boundary.

10.219 At its eastern extremity, the village retains much of its medieval setting intact, with the historic High Street aligned to the Roman West Gate of Pevensey Castle and flanked by open countryside to the north and south. The development boundary includes dwellings off Church Avenue and Church Bailey, but excludes open land further west in recognition of its contribution to the historic setting of the Castle and the Conservation Area, as well as to the countryside gap separating Westham from Pevensey. The majority of Listed Buildings and adjacent properties fronting the south side of the High Street are also excluded since it is considered that further intensification of development in this location would be detrimental to the character and appearance of the Conservation Area.