

Appendix A



Uckfield Town Council 'Focused' Local Plan (Regulation 18) Consultation response

Comments and supporting information in response to contents of the full documentation

Chapter 1 – Introduction

1.1 and 1.2 - these paragraphs could also reference the need to reflect the consultation undertaken to influence the policies incorporated within the final Local Plan.

1.3 – this is a lovely aspiration but in reality, the local planning authority relies heavily on others for the delivery of infrastructure.

Recent planning applications, such as reference WD/2023/2399/RM, have demonstrated a concerning trend where the drive to meet developers housing targets appears to override fundamental infrastructure requirements. Development should not proceed in isolation from the essential consideration of environmental impact, community character, and the capacity of existing services and infrastructure.

The loss of valued community spaces, as seen in this application, undermines the sustainability and cohesion of local communities. Meeting housing needs must be balanced with safeguarding the infrastructure the area's environmental quality and maintaining the facilities that support residents' wellbeing.

1.10 – we would be very interested to understand how the amount of non-allocated sites coming forward as a result of having no Local Plan/5-year housing and land supply has affected the 'call for site' processes.

UTC is deeply concerned that the mandatory national *standard method* for calculating housing need bears no meaningful relationship to Uckfield's actual local need, environmental capacity or infrastructure limits. The figure it generates is inflated and does not reflect local wages, affordability patterns or the physical constraints that shape development in this part of Wealden. It also fails to recognise that affordability will not improve unless land values are addressed and the housing mix includes a far greater proportion of one to three-bedroom homes, which remain consistently under-delivered in most schemes. The Housing Delivery Test further distorts the picture because delivery is controlled by developers rather than councils. Yet, WDC is penalised for slow build-out rates it cannot influence (outlined numbers approved and included in WDC 5YHLS), as demonstrated by the large number of outline permissions that remain unbuilt. The additional 20% buffer applied to the already high requirement of 1,457 homes per year means the HDT will continue to override any Local Plan, regardless of local constraints or community impacts.

UTC is also concerned that Uckfield is being asked to absorb a disproportionate share of growth simply because it lies (we do question this further into our response, see 2.35 and 3.12) outside the 65% of the district covered by designated landscapes. This approach ignores the town's own significant environmental, hydrological and infrastructure constraints and risks doubling the size of Uckfield in a way that is neither justified nor supported by the community. The two Call for Sites exercises have produced a list of locations that do not reflect genuine spatial planning or environmental capacity. Several sites previously rejected have reappeared as "possible" or "potential" in other Local Plan documents, even though UTC's own assessments show they are not sustainable. The constraints affecting land around Uckfield—including ancient woodland, priority habitats, heritage settings, hydrology and settlement separation—far outweigh any justification for allocating them. The current strategy does not demonstrate how such growth could be delivered without significant and irreversible harm.

1.11 – we will continue to raise our serious concerns about the facilities and the capacity of the Uckfield Sewage Treatment works. This site needs moving to remove the risk of flies and subsequent impact on residential properties as well as free up additional Brownfield space for infrastructure to support adjacent developments. Originally there were four filter tanks with the sprinkler system next to the old railway line, now there are six which have been sited next to a site proposed and now approved for development without any form of buffer zone. The moving of this site would allow new technologies, expansion should all this proposed development come to Uckfield. This is not just down to UTC to take forward, WDC have a responsibility to stand with us as the LPA.

Too much focus is given to Arlington and Broad Oak, Kent reservoirs. South East Water discuss increasing capacity with the introduction of new reservoirs however nothing is considered to expand existing water storage such as the tank reservoir at Tower Ride, Uckfield. We have seen water being taken from a standpipe on the A22 near the East Sussex National, which we assume is water being moved around the area; we have seen water shortages and restrictions increase, so consideration must be given for more storage in the Uckfield area.

1.14 – we wish to see that any applications relating to PPTS are considered on full planning grounds in terms of the right place, access, infrastructure, ecological impacts, proximity to ancient woodland etc and required buffers etc.

1.15 – to what extent has climate change data or statistics been considered in the impact of coastal changes, and higher water levels to reduce the risk of affecting river levels and directions upstream. We are very concerned about the changes we are seeing to watercourses in and around Uckfield, and the past three to four winters have seen particularly higher water levels in River Uck and Framfield Stream. Has any UK Flood Science and policy been included within reports to factor in this concern? Has the Environment Agency ascertained any changes to flood modelling and river planning?

Town Councillors are seeing the Uck flood into areas not on the flood maps. Rapid run-off is impacting streams which flood and it appears the surface water maps are not consistent with the flooding and increased water we see in our town. The Uck has flooded Waitrose car park and in 2025, Hempstead Meadows LNR flooded so rapidly that walkers were at risk. Photos of the flooding are visible on Facebook groups, showing a large extent of the Uck and Owlsbury under water. The risks of the Uck flooding and SANGs separates walkers from safe routes, or their homes. This is not accounted for in the site plans. The danger of risk of life through flood. The CSO discharges into all of our watercourses are increasing, and pollution and river health are not accounted for.

Chapter 2 – Key Characteristics

2.4 - some of the numbers from the larger sites should be shared with development more central to or close to village and town centres with the inclusion of infrastructure such as small shop units that the major super stores can operate their express facilities from. Or a mixed-use unit with a post office and the inclusion of a small medical building to help reduce the travel into larger towns. This could reduce traffic movements and the current oversubscription to urban medical services. It's about trying to create communities with services on their doorsteps. At present, we are not seeing this in Uckfield. We are seeing major developments with either no or next to no facilities onsite.

2.6 – often the considerations given to the older population are just extra care facilities or care homes. We are not seeing a variety of level access options delivered such as bungalows with small gardens or apartments with balconies to meet those with accessibility needs or older age.

2.9 – Bus and Rail infrastructure has been poorly invested in, in this area. The closure of the railway link to Lewes had a substantial impact on Uckfield. Existing services were used by many. Various railway documentation also mentions that there were proposed but never built

connections to Hailsham and Sheffield Park. The use of the railway line as a Greenway has mixed feelings amongst residents. A similar model to the Cuckoo trail would be very well received with a lack of places to cycle for instance in the Uckfield area. But others are concerned the delivery of this proposal, would instigate further housing towards Lewes to meet housing quota requirements.

The availability of taxi services in Wealden is reducing.

Bus Services are being referenced and proposed within major planning applications on the periphery of Uckfield, with some of the larger sites promising the provision of contributions for bus routes. This is not sustainable. Each year bus services are changing and reducing in this area. We are therefore very concerned that even if there is an initial increase in services, in reality this will be short lived. The bus companies are also hesitant to add too many stops to existing routes as it affects their schedules.

Just recently we have seen the withdrawal of a bus service for the Manor Park Estate in Uckfield, inhabits approx. 900 houses.

2.11 – we would agree. Access to public transport in the rural areas is incredibly limited.

2.12 - these routes have many constrictions as there are limitations as to what can be done. The proposals for Owlsbury Farm and the 4000 plus units at East Hoathly will have significant impact on an already congested A22. Junctions including Little Horsted roundabout, Copwood roundabout, Blackdown roundabout, Budletts roundabout and Batts Bridge roundabout are already understood to be operating beyond capacity., even before the existing 2,000 plus approved dwellings in Uckfield have been built out. Additional pressure is now being experienced on Budletts Lane, Framfield Road, London Road and Church Street, where traffic attempting to cross the town is seeing gridlock at peak times. There are no alternative routes for people to use apart from narrow country lanes which will subsequently affect air pollution and more. We are not like the A259 and have the A27 as an alternative route. Our bypasses do not have alternative routes, the land cannot take it.

We are not aware of any road modelling data provided for the A22, High Street, A272 or A26. The town centre traffic light system was previously described as being future proofed, yet recent planning applications now refer to the need for further software synchronisation. The combination of the unmodelled strategic growth, congested junctions and rising cross-town traffic movements raises serious concerns about the deliverability and soundness of the proposed spatial strategy.

2.13 – it should be noted that for many in the North of the District it is hard to access this route due to limitations at Lewes which are being exacerbated more by development in and around Ringmer so alternative routes are being used to get to the coast i.e. A272/ A267.

2.15 – this is an aspiration and not achievable within this plan.

We are also deeply concerned about the volume of traffic, HGVs, vans and other commercial vehicles, and subsequent impact on air quality. Cross-town movements required to reach the A22 intensify the impacts, funnelling commercial vehicles through residential areas. The cumulative effect of these pressures is significant and the Local Plan does not provide a credible strategy to prevent further deterioration and air quality testing is needed on these impacted routes outside of the Ashdown Forest.

2.17 - once again a great aspiration but is it achievable? Much of our development since the last local plans has been ad hoc and connectivity has been limited in planning proposals and approvals. As noted above, many of the applicants reference bus services. At present, services are not frequent nor can they meet the needs of all Uckfield developments.

2.18 – UTC struggles with this. For the simple reason, features such as the elevation, railway, floodplain, linear High Street and close frontages of properties onto roads such as Framfield

Road, restrict the ability to be flexible. Proposals along this road for example should not remove resident parking to facilitate traffic movements as there is no land to provide alternative parking.

2.19 – we are proud of this performance and particularly proud of Uckfield's thriving High Street during the past few challenging years for retail and hospitality.

2.20 – Health care services are also a major employer in this area.

2.21 - is this because the wages are low and people are moving away to seek higher salaries and lower priced housing?

2.24 – is there a policy that could be included that should a premises not be suitable due to age and constraints that it is rebuilt fit for purpose? Perhaps a lobby to the UK Government? This would then give new opportunities for brownfield sites. The 10-year delay on the business space on the Ridgewood Farm site has not helped. More needs to be included in policy to prevent these delays.

Has consideration been given to business space on the Owlsbury Farm site, with a reduction in housing numbers? We also referenced the need to move the sewage treatment works.

The site at Ashdown Business Park is totally impractical as there are limited buses, no connectivity to the railway network. To get from the Uckfield railway line to the site is virtually impossible. There is also an argument that if the UK Government focused on infrastructure as a priority, the house building would come. Out of town retail parks are of concern to Uckfield's thriving High Street. Outdated industrial stock should be modernised, repurposed or rebuilt within existing brownfield estates before any expansion into the countryside is considered. Major industrial areas should remain located on the strategic road network, rather than being pushed onto rural roads or the already congested A22 and A272 corridors, which are unsustainable for additional HGV movements that also impact the HRA of Ashdown Forest SAC SPA 7km zone.

2.31 - we have noticed that a number of employment/business spaces have been converted to dwellings in the last few years. UTC has found it hard to support these proposals as these smaller units should be opportunities for business start-ups. In Uckfield, we have seen new businesses grow and expand their premise on the High Street and Framfield Road such as Hartfields, Ma Maison, Cranwell Solutions and Absolum & Durrant.

It is important to ensure that the resilience and vitality of Uckfield High Street is protected and that free car parking facilities remain to support the businesses of Uckfield.

2.32 - absolutely. However with more development and our increasing dependency on the car isn't going to help, especially with development being moved further away from the town centres affecting the 20 min neighbourhoods and the high reliance of developers on this mode of transport which isn't up to city standards.

The proposed sites on the Hempstead Farm side of the Town/Railway line cause great concern on the impact they may cause to flooding in this area and further downstream in the town centre. As well as the proximity of SUDS near the existing three rivers that run through our town (*with the addition of the Tickerage Stream which comes into the Uck on the Buxted Park SSSI site*). All must be avoided until a full flood impact and risk assessment is made of this line from Hempstead Farm to Bird in Eye North. We only have limited flood plains (Hempstead Meadows and the Waitrose Car Park). If this small network is breached, we will see impacts as we saw in 2000 and that is a major risk to life and property and retail.

2.33 – to reduce emissions, more work needs to be done over and above traffic light operations to prevent congestion in the town centres and surrounding highway infrastructure. Can we not also include policy to ensure new builds reduce the amount of water used on a site? Perhaps reconsider the materials used. UTC would also support a mandatory solar rooftop policy for all new builds and commercial roof space.

2.34 - I cannot see how WDC can meet their Climate Emergency policies and become neutral by 2044 unless radical decisions are made with regards to planning decisions. At present we are seeing development too far away from infrastructure, thus an increase in vehicle movements, air pollution where traffic is stationary, construction methods changed, and limited use of alternative technologies onsite.

We are also concerned with the availability of water. What is the source of Uckfield's water supply? There is a tank on Tower Ride and a treatment works in Hempstead Road. Is it from the Ouse Catchment or does it get supplemented from elsewhere?

Climate change and build development related to carbon sequestration does not appear to be accounted for in planning decisions.

2.35 – according to a number of planning documents, Uckfield sits in the Low Weald, but this is inaccurate. There are features of the High Weald as far south as Lewes Road, Uckfield. The sandy outcrop features (rocks) similar to Tunbridge Wells High Rocks, and Common, are evident in the area of Budletts Common with Durrants House in particular, Lake Wood, Downlands Farm, West Park Local Nature Reserve, Lewes Road near Sandridge as an example. There are further outcrops seen on LiDAR but not on records through Budletts, Budletts Wood and Longwood Gill. There is also an archaeological evidence base of Mesolithic flints and blades in this northern Uckfield corridor.

2.37 - it was a positive step forward to see a 50m buffer applied to ancient woodland on two sites in the area, the first being Bird in Eye South. This should be reflected on all sites. More policy is needed to protect ancient woodland where public rights of way are proposed to go through the woodland. Boothland Wood being an example – this has been significantly impacted as a result. We should reflect on the NPPF Policy of damage equals loss and development. Irreplaceable habitats such as Boothland Wood are in danger of more footfall, light and noise pollution.

UTC's position on ancient woodland and priority habitat is grounded in long-term, practical management experience and direct evidence of cumulative harm. Cysleys Farm demonstrates that WDC has already accepted the need to increase buffers to 50m to remove the Woodland Trust objection, confirming that wider buffers are both justified and deliverable.

Buffer design must also account for tree height on ancient woodland edges, including fall zones for mature oak and other veteran species (typically 30-40m), and the need for deadwood to remain in situ to support the woodland eco system processes. We are deeply concerned about the indirect and direct harm now being experienced across the green and blue infrastructure we manage. National Ancient Woodland Standing Advice needs to be applied as well as consideration of significant buffers to SSSIs and designated local wildlife sites.

2.43 - The green infrastructure area around towns and villages are our experience, our enjoyment and can enhance our mood. They can make us feel at home and if designed well, they can impact our health and wellbeing through feelings of belonging, safety, security, inclusion and can provide us with a sense of community cohesion

Durrants House, Spring Cottage, Budletts House, Budletts Common, Mockbeggars farm - safeguarding policies are needed for these heritage sites. The Oast at Bird in Eye South took three planning inquiries to protect and it wasn't until the last one that we saw the local planning authority fight for its protection. Durrants got listed after the Coopers Green site and Mockbeggars Farm applications were approved.

Chapter 3 – Spatial Strategy

Introduction

3.1 - Being without an up to date and adopted Local Plan for so long, has resulted in planning applications being received in an ad hoc manner. This has caused a serious issue for settlements such as Uckfield which already have a number of constraints with the railway line and floodplain. Unfortunately, it's too late now for much needed holistic approach and vision-based transport planning that the NPPF now wishes to see, being delivered in our area. There is a serious lack of joined up thinking when considering sites for residential or business use. The delivery of infrastructure then consequently suffers.

3.2 – We don't recall seeing the outcomes of this consultation. It would have also been a very difficult question to respond to as even focused growth patterns are likely to hit various obstacles due to the inconsistency of current development and the lack of any infrastructure within those proposals such as the lack of community space, doctors surgeries, open space connectivity etc.

Defining our Spatial Strategy

3.6 - This does not allow for applications which already have outline planning applications approved. And Uckfield is currently seeing a large number of applications coming forward for sites on the periphery of the town, in adjacent parishes, with the developments outside of the town's boundary but also remote from the village centres of Framfield, Isfield and Little Horsted. The residents in these properties/developments feel isolated from both the village and the town centres, and therefore neither part of either community. We are already aware that Ridgewood Place residents feel isolated.

Housing

3.11 – There are concerns with the “sustainable settlements” approach in that it doesn't bring the right infrastructure to the parishes the sites are actually within! Hempstead farm and Eastbourne Road developments all refer to Uckfield yet no S106 or CIL contributions are allocated to the urban settlement of Uckfield, neither will we see a change in our council tax base upon which we calculate our precept. Do we need to consider boundary changes to ensure Uckfield receives finance to ensure our infrastructure can take on these sites on our boundaries/edges?

3.12 – Please note that a more detailed review of the High Weald/Low Weald Character areas needs to be undertaken, as Uckfield has a number of High Weald features even within the southern half of the town, which is currently designated as Low Weald. The planned proposals to deliver more in the Low Weald, still sees the deterioration of important green infrastructure. Green spaces are now in greater distance to reach, and SANG areas such as Horsted Green see more people drive to reach it, which defeats the object of promoting sustainable transport methods.

The spatial strategy does not demonstrate that WDC has applied the exceptional circumstances national policy allows for reducing housing targets. The draft NPPF makes clear that where protected landscapes and environmental constraints provide a strong reason for restricting development, the housing requirement may be adjusted down. WDC is one of the most environmentally constrained districts in the South East, with around 65% of its land covered by national and international designations. The remaining 35% contains further constraints such as ancient woodland, priority habitats, sensitive hydrology, steep topography and local green spaces.

Although the strategy seeks to reduce development within the designated High Weald National Landscape, it shifts disproportionate pressure onto the remaining parts of the district. The assumption that the unconstrained 35% of the district can absorb the majority of unmet needs does not reflect Uckfield's environmental realities and infrastructure capacity. The strategy does not explain how the proposed scale of development can be delivered without significant environmental harm. UTC therefore expects the Council to apply the exceptional circumstances

provisions in Policy S1 of the draft NPPF and adjust the housing target down to a level that reflects the district's environmental constraints. It therefore questions soundness, a reliance on areas already environmentally constrained, inconsistencies with national policy, and a lack of balance in the distribution of growth.

The Economy

3.14 – we agree with the provision of help and support to High Street businesses. We also agree there is a need for new homes, but these need to be provided in the right place at the right price for local people.

The updating and replacement of existing business units is just as important a priority as the provision of new business space, to ensure sustainability. It would also meet brownfield requirements and saves building on green infrastructure. We have asked on numerous occasions if the business space on the Ridgewood Farm (Seghers Place) site could be built prior to the phased plans for development. This is vital to support the local economy and retain business within the Uckfield area.

A more stringent policy is needed for the protection of change of use in town or village centres to avoid the change of use of business to residential. Uckfield has seen this in the upper High Street, Framfield Road and Church Street. Surely space such as the Old Post Office central within the High Street and Canadines bathrooms building, should be retained for employment space.

The off street car parks in Uckfield are currently at capacity and this is before the town sees further growth. Parking provision needs to be factored into the Local Plan, and forward planning, to support the growth of town and village settlements, particularly where there is increased vehicular usage due to the distance between new developments and service centres. We also believe the off-street car parks should remain free, if not for a period of time before being chargeable to support our High Street.

Longer term planning also needs to be factored in for parking associated with business parks. Uckfield's Bellbrook Industrial estate sees vehicles parked both sides of the road daily, affecting large HGVs with deliveries and visibility for road users. Permission has been granted for new businesses without full consideration of the impact on parking on street. This is also exacerbated by commuters parking here instead of the station car park due to fees.

Infrastructure

3.16 – Policy is required to ensure important new infrastructure is built first or at least after the first 50 homes are occupied. A policy is required for the protection of new community space.

UTC like many other parishes, would like to see sight of the full Infrastructure Delivery Plan before the point of consultation at Regulation 19. The current timescales would only give a short time for evaluation whereas we feel this is paramount to the future growth of our town and service catchment area.

The Concept of 20minute neighbourhoods

3.17 – 3.25:

UTC supports the principle of 20-minute neighbourhoods but does not agree with how the concept is being applied in Uckfield; the current approach requires significant improvement. Supporting information on this, is available below.

Green box point 1. The Council will expect development proposals and the use of land to contribute positively to the social, economic and environmental enhancement of Wealden. Planning applications that are consistent with the policies in the plan will be supported, unless material considerations indicate otherwise.

Green box point 2c) Support our towns and villages to be 'complete, compact and connected neighbourhoods' to help provide health, social, environmental and economic benefits to our communities.

UTC have reviewed and applied 2c as the concept aspirations for 20minute neighbourhoods. Amendments to the WDC aspirations are required and the policy as it stands is not acceptable, it is not fit for purpose, developments to date have not supported these concepts in a meaningful way across Uckfield, negatively impacting the possible future provision of 20-minute plans.

The Local Plan's application of the 20-minute neighbourhood concept is believed to be unsound and over-optimistic. The Plan should not treat the mere presence of a bus stop or low-frequency bus service as equivalent to genuine walkable access to daily needs which the concept of a 20 minute neighbourhood is founded on. The Council should require network-based 10-minute isochrones (800m) measured along the pedestrian network, apply a topography adjustment for hilly areas (for example treating 800m as 600m where gradients become hilly or exceed a local threshold), and insist on continuous, safe active-travel links including LTN1/20 (Local Transport Note) compliant 3m segregated and connected safe cycle provision on primary routes connecting the bus hub, railway station, secondary college and primary schools before a site may claim 20-minute status. Public transport may only be counted as a supporting accessibility layer where daytime frequency is at least every 15–20 minutes and there is demonstrable long-term funding or contractual commitment; short-term pilot services or a single bus stop must not be relied upon.

The Plan must also recognise and protect historic town settings and settlement identity by mapping definitive settlement edges and designating Local Green/Parish Gaps where evidence shows a risk of coalescence. Where development crosses parish boundaries the Council must require Statements of Common Ground, Parish Impact Assessments and legally binding cross-parish management and funding agreements secured by S106. Without these measures the Plan will permit dispersed, car-dependent development and will over-inflate sustainability claims for remote or edge-of-town sites.

Buses should not be used to claim that a settlement is a 20minute neighbourhood. They cannot justify remote or dispersed development patterns that would remain car dependent, even with a bus service. WDC should avoid claiming that villages or towns with a bus stop are 20-minute neighbourhoods as that is not based on walking distances - in line with national best practice. This challenges any attempts by WDC to over-inflate sustainability claims for remote sites or the edge of towns.

WDC have stated in key facts that access to town centres - "it is possible to reach town centres from anywhere in the district within 30 minutes by car. It is not possible to however reach town centres from anywhere in the district by walking, cycling or public transport from some rural areas".

Car ownership is approximately 89.6% of households, less than 1% of commuting trips are made by bicycle, under 3% of travel to work journeys are made by rail or bus and the dominant mode of transport via car/van, and walking to key service destinations averages 24 minutes. This indicates that the aspirations of a 20-minute neighbourhood should not be reliant on sustainability aspirations.

The figures show high car reliance and how the 20-minute neighbourhood aspiration cannot be assumed to deliver sustainable travel outcomes. The 20-minute neighbourhood concept for Uckfield is currently undeliverable based on the evidence we have reviewed; therefore it cannot be relied upon to justify the scale or location of further development

Buses cannot be treated as a substitute for the core principles of a 20-minute neighbourhood, because most daily needs must be reachable on foot or by mobility aid, including food shops, GP and pharmacy services, primary schools, green space, community facilities and safe walking and cycling routes. In Uckfield there is no coordinated network of safe cycling routes to the primary schools or to Uckfield College, and where the terrain is steep this further increases dependence on car use. This falls short of both LTN 1/20 standards and the expectations of a 20-minute neighbourhood as set out by the TCPA (Town and Country Planning Association).

The core principle is a 10-minute walk each way, approximately 800metre is the standard method, but we need to allow for the hills in Uckfield and other factors such as lack of a coherent Active Travel Plan connecting the railway station and bus hub and the primary / secondary schools with safe

connected cycling and difficult or unpleasant footpaths. In addition, the air quality of the town centre with congestion during walking school times has not been accounted for. The Uckfield bus corridor is not high-frequency, so much so, an estate with more than 900 houses has stopped bus services (Manor Park), with a long hill this is now likely to lead to more car dependency.

Further context.

Why buses should not be substituted for walkable access across the Uckfield parish

- **Core principle of 20-minute neighbourhoods** is access to most daily needs **on foot, by wheeling or by mobility aid**. Public transport is a secondary layer, not the primary test of neighbourhood completeness. <https://www.tcpa.org.uk/collection/the-20-minute-neighbourhood/>
- Wheeling should be discounted in an Uckfield 20 minute neighbourhood, due to lack of connected, safe, 3m cycleways. The hilly topography is generally not safe for children to access schools in any meaningful numbers. Safe 3m has not been connected to primary schools or Uckfield College, doctor surgeries, bus hub or railway station hub. Cycle rack provision is not evidence of a modal shift to cycling, and is certainly not indicative of safe accessible cycling across the town.
- **Bus services are variable** in frequency, routing and hours; a single bus stop does not guarantee practical access for everyday trips, especially for families carrying shopping, older people, or people with mobility impairments.
- **Topography matters**. Hills and poor pedestrian routes make nominal distances much harder to walk; a 10-minute isochrone on flat ground is not equivalent to a 10-minute isochrone in hilly Uckfield.
- **Evidence from local experience** shows services can be withdrawn when patronage is low (e.g., Uckfield Manor Park example bus service withdrawn for an estate of 900 houses), leaving developments effectively car-dependent despite initial bus claims.
- **Active travel infrastructure must be continuous, safe and coherent**. Without segregated cycling routes and safe walking connections linking homes to schools, shops and the station, the 20-minute neighbourhood claim cannot be met. WDC planning decisions have repeatedly allowed non-compliant applications to proceed without addressing the lack of pavements and cycling provision across Uckfield, thereby entrenching car dependence rather than creating the modal shift required by LTN1/20 and the TCPA's 20-minute neighbourhood principles.

Definitions and thresholds to improve the aspirational policy

- **10-minute walk standard**: use **800 metres network distance** (walking along the pedestrian network) as the baseline for a 10-minute walk; **400 metres** is closer to a 5-minute walk and is helpful for village centres and parish neighbourhoods.
- **Uckfield requires a Topography adjustment**: Where average gradient exceeds a local threshold, apply a **reduced effective catchment** (for example treat 800m as equivalent to 600m) and require additional mitigation (e.g., step-free routes, improved pavement widths and provision, resting places, improved crossings).
- **Public transport reliability threshold**: Only count bus services in sustainability scoring where daytime frequency is **at least every 15–20 minutes** on weekdays and **hourly or better** at evenings/weekends, with evidence of long-term commitment (contracted service or BSIP funding). As shown at Manor Park, a bus service serving a town estate of 900 has been withdrawn as it is not sustainable. Indicating that the concept of a 20-minute neighbourhood is aspirational and should not be reliant on “buses”, and on a 10 minute walk accounting for the Uckfield hills.
- **Service resilience test**: Requires evidence that bus services serving a proposed development are **contracted, funded or commercially viable** for the medium term. Short-term pilot services should not be relied upon. Agents creating site applications sell the sites to developers and there are no guarantees that viability in future will deliver these services.
- Therefore, the principle of a 20-minute neighbourhood in Uckfield applies only to a 10 minute walk into town, using flat pathways, and the centre based at the Uckfield Railway Station as the core point. Hills should reduce the distance to about 600m instead to account for this.

How to test developer claims at validation and decision stage

Require applicants to submit a **20-minute neighbourhood statement** that includes:

- **Network isochrones** (800m, 600m with hills) measured along the pedestrian network to key daily needs.
- **Topography analysis** showing gradients on main walking routes and any mitigation proposed.
- **Active travel audit** demonstrating continuous, safe walking and cycling links to schools, shops, station and bus hub; show compliance with LTN1/20 3m connectivity.
- **Public transport evidence:** Timetable, frequency, operator commitment, funding source, and contingency if service is withdrawn. A bus stop does not constitute a 20 minute neighbourhood, and should have bus services **every 15–20 minutes**” (daytime) and add an evening/weekend threshold (e.g., hourly)
- **Trip mode share modelling** showing realistic modal shift assumptions and sensitivity tests if bus service is reduced.
- **Accessibility for mobility-impaired users:** step-free routes, dropped kerbs, seating, lighting and crossing safety.
- **Pavements** Which pavements need upgrading between the development and an open primary school, college, town centre to ensure a safe accessible surface to access the town centre for all, including disability and mobility.

Policy wording to be proposed for the Local Plan. 20-Minute Neighbourhoods Policy

UTC supports a principle of 20-minute neighbourhoods but will only accept developer claims where evidence demonstrates that most daily needs can be reached on foot, by wheeling or by mobility aid within a **10-minute walk (800m network distance)**. Bus services will not be considered as part of the concept first layer, only as a supporting secondary accessibility layer where daytime frequency is **at least every 15–20 minutes** and there is demonstrable long-term commitment to the service and proven. Proposals must provide a 20-minute neighbourhood statement including network isochrones, topography analysis, an active travel audit (showing continuous, safe walking and cycling routes), and public transport evidence. Where topography, lack of active travel infrastructure or unreliable public transport would result in continued car dependency, the proposal will be refused or required to deliver the necessary infrastructure before occupation.

- **Reject blanket counting of bus stops** as evidence of 20-minute neighbourhood status
- **Insist on network-based isochrones** (800m, 600m) and topography adjustments for Uckfield and other hilly settlements.
- **Require LTN1/20 compliance** safe 3m cycleways and cycle provision on primary routes linking new developments to schools and the station. Where this is not possible, the site is not deemed sustainable. <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>
- **Require developer risk mitigation:** if a bus service is counted, secure S106 obligations or other guarantees to maintain service for a defined period for the life of the local plan (to 2042) and provide fallback active travel infrastructure where services are not started or withdrawn in later years.
- **Highlighted local evidence:** Manor Park bus withdrawal and lack of coordinated cycling routes to schools as is already an example of where policy claims have failed in practice.
- **Monitoring:** require post-occupation travel surveys and trigger mechanisms (e.g., additional mitigation if car use remains high) and reporting back to the parishes in question.
- A mechanism to assess the concept and if it is working. If it is not working, no further settlement additions will be made.

The Council should adopt a single, enforceable **20-Minute Delivery and Review** clause that ties future allocations to measurable delivery: require developers to submit a 20-Minute Neighbourhood Statement.

The Uckfield Active Travel plan Sustrans 2018 (https://consultation.eastsussex.gov.uk/economy-transport-environment/escc-lcwip-2020/supporting_documents/Appendix%2051%20%20Sustrans%20LCWIP%20Report%20Uckfield%20Final.pdf) is out of date and must be revised and re-consulted before WDC commits to any 20-minute neighbourhood: a new separate consultation for the masterplan of Uckfield town and parish on the specific measures proposed, so the update must be redrafted to include Uckfield-specific GIS

route maps, topography-adjusted walking catchments, continuous step-free pedestrian links and LTN1/20-compliant cycle provision to schools, the railway station and the bus hub, connecting provision from the new estates, existing services, set clear delivery milestones and funding commitments (S106/BSIP/developer contributions), require developer-funded post-occupation travel surveys (years 1, 3 and 5) with remedial triggers, and be subject to a formal public consultation with Uckfield residents and the parish council, with the revised Active Travel Update published and agreed prior to any further allocations or claims of 20-minute neighbourhood status. UTC has many residents with mobility issues who deserve a new consultation to improve their well-being and better accessibility to Uckfield town centre, through improving the 2018 East Sussex Cycling and Walking Strategy Uckfield LCWIP which highlights some of the issues. However, since that time, additional constraints and new issues are materially affecting the ability of some of our residents' accessibility.

The LTP4 ESCC proposals are also incomplete for the needs of the town and require updating before any 20-minute concept can be aspired to. Developer-led design is not effective at this time because LTN1/20 compliance has not been implemented, resulting in fragmented, car-dependent infrastructure and failing to deliver safe, continuous active-travel routes.

If WDC intends to deliver the scale of development proposed, the spatial strategy for Uckfield and the associated 20-minute neighbourhood policy will need further strengthening to ensure it is effective and deliverable. This includes updating the Uckfield Active-Travel Masterplan, engaging meaningfully with Uckfield Town Council and adjoining parishes, and establishing a clearer, independently verified and properly funded mechanism for delivering and reviewing 20-minute neighbourhood outcomes. These elements cannot be achieved through piecemeal, developer-led proposals; they require a coordinated, evidence-based and publicly consulted policy framework that secures the necessary infrastructure, funding and long-term implementation.

ESCC LTP4 Active Travel

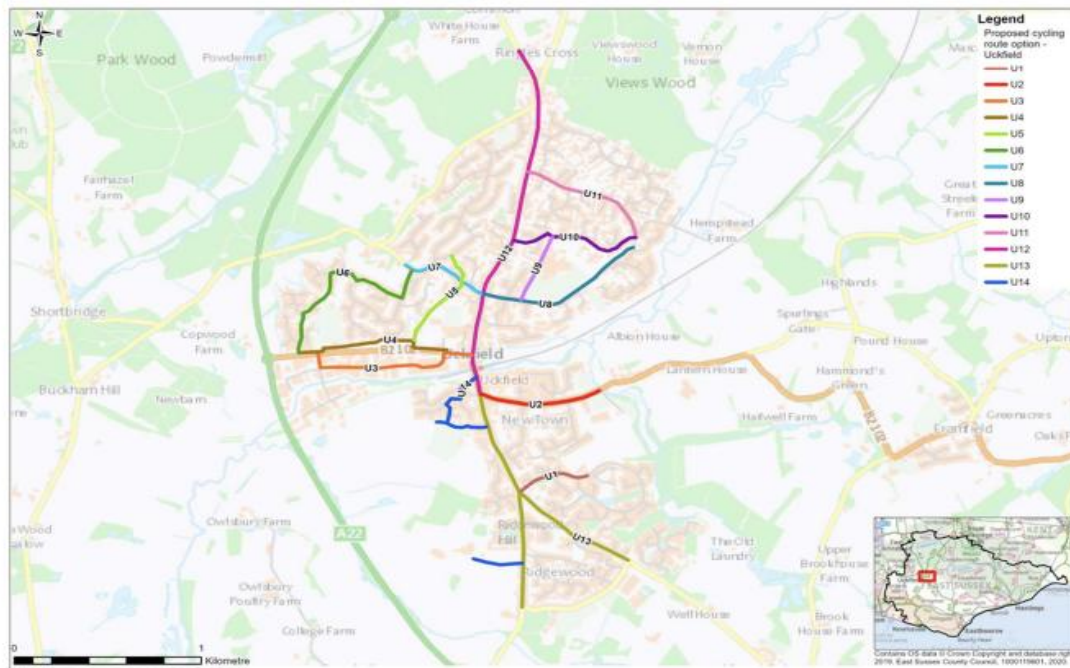
<https://www.eastsussex.gov.uk/roads-transport/cycling-walking-cycling-plans/cycling-walking-infrastructure-plan>

UTC Town Councillors can see there are gaps in the ESCC LTP4 analysis Table 13 and map Figure 29 proposed Uckfield network, which therefore also needs to be improved, not through a piecemeal approach by developers - this needs to involve the communities with a targeted consultation. Developments approved to date have continued to see piecemeal developer-led planning.

Table 13 Scheme Number	Scheme Names Uckfield
U1	Mallard Drive
U2	Framfield Road
U3	Belfarm Road to Bell Lane
U4	Belfarm Road Greenway
U5	Belmont Road - Manor Way
U6	Batchelor Way - Rocks Park
U7	Church Street
U8	Hempstead Lane
U9	Lime Tree Avenue
U10	Southview Drive/ Downsview Crescent
U11	Browns Lane
U12	B2102 Ringles Cross – Framfield Road
U13	New Town - Ridgewood
U14	New Town to Railway Station (via Victoria Pleasure Ground)

Appendix 51 outlines the network development work for Uckfield

Figure 29 -Proposed network – Uckfield



Question 1

a) Do you agree with the updated draft Policy SS1: Spatial Strategy for Wealden, and if not, why?

Yes, we agree with the updated draft Policy SS1: Spatial Strategy for Wealden but UTC regard it as an aspiration.

- Whilst balancing the impact of growth, it needs to include in the policy that build out has to have taken place within five years, and commence within three years in order to stop land banking, and construction being impacted by increasing build costs;
- The policy needs something that prevents developers from reducing the affordable homes allocation in Reserved Matters in order to make a larger profit after the ratio has been agreed;
- UTC ask that the reduction of affordable housing from 35% is no longer an officer or portfolio holder delegated decision. It should not be an automatic “commutable sum.” The planning application should be returned to the Plans committee;
- Finding a balance between making a development sustainable, meeting local housing needs and meeting WDC’s annual quotas for delivery, is nigh on impossible;
- In these circumstances, UTC would underline the challenges currently experienced with land banking especially around Uckfield;
- UTC hear that sustainable development can contribute to meeting housing need, but the housing register is still oversubscribed. This adds further pressure;
- This would reduce conflict against the various policies that we have, like with Ridgewood Farm and the much-needed protection of Boothland Wood. When the application was made, they thought they only had to have a 15m buffer zone as per the NPPF, yet Natural England Ancient Woodland Standing Advice is clear about this only being a starting point, it is not a fixed buffer as is often promoted by developers or agents, and that other direct and indirect impacts should have been accounted for and were not as per the Forestry Commission advice during the application.
- As UTC are experts in managing ancient woodland and priority habitats, and in assessing direct, indirect and cumulative development impacts, UTC requests that the proposed WDC ancient woodland 25 m buffer is amended to a preferably more than 50 m buffer zone for irreplaceable habitats including ancient woodland; UTC can robustly

support and evidence this uplift with WDC. National reviews indicate that Wealden's ancient woodlands are among the most damaged by development in England, and in our view therefore require stronger safeguards in the Local Plan.

- Reference needs to be given within the policy to the importance of community infrastructure (space) and wider infrastructure;
- There is a specific request from town councillors to increase and support buffers around Sewage Treatment Works of more than 600m in the updated local plan policies - due to the experience of continued fly infestations from the Uckfield treatment works (the latest being experienced by the Uckfield Ridings Estate, and Uckfield Cricket nets during March 2026 and dry weather). It is untested that the impact of removing tall vegetation and riparian habitats along the A22 for the extension of Bellbrook Industrial estate and Seghers Place in terms of how these flies will react. These flies also move towards tall vegetation when there is an outbreak, we understand the flies are from the filter beds in the treatment works and will not be controlled by the provision of odour hoods. Therefore, a 600m exclusion zone around sewage treatment plants, is a pragmatic sensible approach to avoid future environmental health issues by avoiding development within 600m of such styled treatment works.

The wording of the policy should read 'deliver environmentally sustainable and high-quality development that meets the needs of our communities, for homes and jobs and community space and infrastructure.' We should not forfeit community buildings, or additional facilities needed by the town, provided as part of the outline permission. An example – the loss of the farm buildings at Ridgewood Farm, and the lack of provision of sport facilities, cycling, walking or community facilities and allotments.

This also has to be balanced with the protection of the environment and landscape characteristics. It is the land agent that gets planning permission, and it's a developer that builds it out, and the two are not necessarily the same. One of the problems on Ridgewood Farm (1000 units) was that they said they couldn't find a developer to develop the site. There was no end of legal loopholes which can delay commencement.

b). Is there an alternative spatial strategy that we should be considering through this Local Plan? If so please set out what the alternative spatial strategy should contain and why?

UTC only supports the *least environmentally and infrastructurally damaging* option available, with the Alternative Scenario of fewer than 15,109 dwellings—reduced further by the adjustments set out in our response—representing the only level of growth that could be tolerated over the 17-year period. Delivering more than the currently planned 16% growth per decade would still place a significant and unsustainable strain on surrounding villages and Uckfield, its environment, its heritage assets and its already overstretched infrastructure.

It was noted that the Uckfield site map was incorrect. It did not include Whitehouse Farm and the northern end of the parish. The site of Whitehouse Farm (Policy UCK 11) is mentioned in the documents but that area is not included in the map.

UTC is concerned that the larger housing targets presented, represent an unrealistic and damaging approach to growth, placing unacceptable pressure on the environment, landscape and heritage of Wealden. The scale proposed would erode natural capital that is already under significant stress and fails to recognise that Uckfield infrastructure is beyond capacity to support further expansion.

It is deeply concerning that other council papers refer to Spatial Strategies 3 and 4, yet these options are not presented clearly in the main proposal document, undermining transparency for both councillors and the public. Uckfield and its immediate boundary area already have nearly 2,100 dwellings with outline or agreed permissions—equating to around 32% growth—yet WDC

appears to be considering more than 6,500 or more dwellings in the immediate area, in other documents outside the main proposal. This scale of development would effectively double the town, erode parish boundaries through coalescence, and place intolerable pressure on roads, public services and infrastructure that are already congested, overstretched or operating beyond capacity.

WDC appears to be directing this level of growth towards Uckfield and villages, simply because it lies outside designated landscapes such as Ashdown Forest SAC/SPA/SSSI, the South Downs National Park and the Pevensy Levels SAC/SSSI/Ramsar. This approach does not constitute sustainable spatial planning for Uckfield or for the surrounding villages.

UTC is extremely concerned about safeguarding the natural environment, as large-scale development in and around Uckfield places increasing pressure on protected woodland already suffering from high visitor numbers, as well as on water and sewage systems and sensitive ecosystems. These pressures are contributing to habitat loss, pollution and wider environmental degradation.

This plan, in its current form, would lead to the loss of—and both direct and indirect harm to—irreplaceable habitats, which UTC cannot support. The countryside policy must be significantly strengthened so that WDC provides far greater protection for irreplaceable habitats, designated reserves and local wildlife sites. It should actively safeguard and reinforce ecological corridors rather than allowing them to be fragmented on a site-by-site basis.

The transition between the High Weald and Low Weald is already being eroded, with ecologically important corridors broken apart by development added to the settlement edge in neighbouring parishes. With around 2,100 dwellings already permitted—equating to approximately 32% growth—Uckfield has more than fulfilled its share, delivering roughly 16% growth per decade. Further expansion would intensify environmental pressures and undermine the landscape character that the Local Plan is required to conserve and enhance.

All of the town's natural assets (green and blue infrastructure GBI) are already experiencing direct and indirect harm, and a further 2,100 dwellings with outline or reserved matters approval have yet to be built. The HDT 85% and five-year supply position are not valid reasons to impose additional environmental, landscape or heritage harm on Uckfield.

The Alternative Scenario—at fewer than 15,109 dwellings, and reduced further by the adjustments set out in our response—remains the only level of growth that Uckfield could realistically accommodate without unacceptable damage to its natural capital and infrastructure.

It is difficult for residents to understand why WDC is not safeguarding these important heritage landscapes and instead appears to prioritise numerical housing targets that have no meaningful connection to the capacity of the town or its surrounding parishes. UTC cannot support spatial strategies that generate this level of harm.

Spatial Strategies 3 and 4—broadly 25,000-/+ units—are not supported. UTC rejects any further development outside our proposed revised settlement boundaries, and any development that contributes to harm within the Ashdown Forest 7km zone.

New development added onto the settlement boundary is already causing significant harm, and WDC should return to the drawing board to reduce the impact on Uckfield. The situation is now intolerable for the town and its surrounding parishes, and the Local Plan in its current form requires a substantial reduction in the numbers directed to Uckfield and the villages that rely on its services.

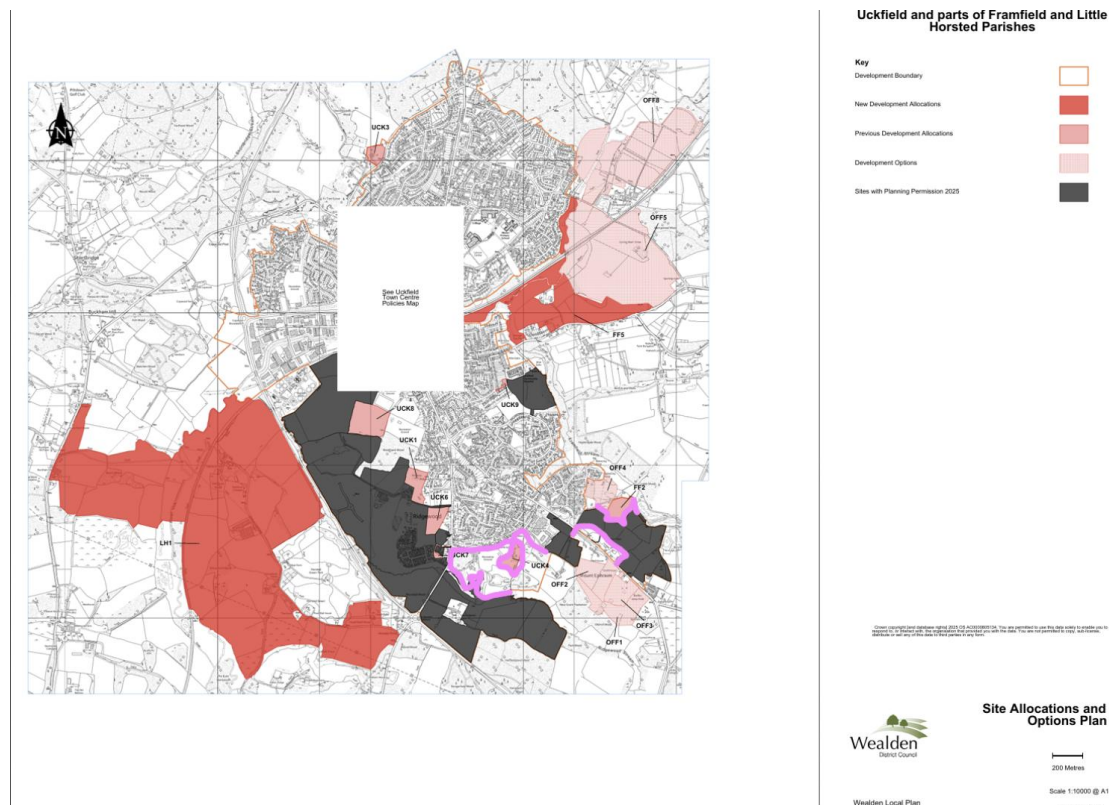
Development Boundary Position

In relation to development boundaries and the map for Uckfield, UTC supports the orange-marked boundary line, subject to a minor modification. The Chair of Plans and the Chair of the Environment Committee recommend a small adjustment to the development boundary, shown in pink on the map below, to ensure it reflects the town’s agreed position and protects sensitive areas from inappropriate expansion.

Ensuring that no coalescence occurs between Uckfield parish and Framfield, Buxted, Maresfield or Little Horsted is essential to maintaining the historic pattern of dispersed parish settlements and protecting the rural landscape that defines the setting of Uckfield. The development boundary must therefore be drawn in a way that prevents any physical or perceived merging of these distinct communities, safeguarding their identity and the green countryside gaps that separates them - see later policy request for settlement green gaps in the local plan. UTC notes that Mid Sussex and Lewes Local Plans both have settlement gap policies and prevent coalescence policy

The Boundary Amendment Change Required

A small number of adjustments are necessary for the orange boundary line to be acceptable to UTC. These refinements—shown by the pink lines on the map below—ensure the boundary accurately reflects local circumstances, avoids harm to sensitive landscapes and ecological corridors, and maintains a defensible and sustainable settlement edge, with settlement green gaps between parishes.



UTC would also like this policy on Countryside strengthened and our supporting information is outlined below;

Green box point 9. Countryside - **“Land outside development boundaries will be considered as countryside. The countryside will be protected unless development is supported by a specific policy referenced elsewhere in this plan”**.

UTC is deeply concerned about how this policy is framed and believes it will encourage further sprawl. It is poorly representative of existing communities and parish requests, and appears not to have applied the requirement to deliver sustainable development for current residents.

UTC remains committed to supporting the delivery of the existing approved or outline applications. Development permissions are now thought to be broadly more than **32%** growth of the town currently which is placing severe stress on the Uckfield area, infrastructure and services. This scale of change and growth is unaccounted for in the Plan and places strain on all services needed by Uckfield residents.

The new Local Plan is proceeding at the expense of Uckfield’s adjoining parishes and historic landscapes and green countryside gaps between parishes. Of deep concern is that Policies **EN17** and **EN18** contribute positively to a sound and justified plan yet WDC have chosen not to carry these important policies forward in the rush to allocate sites all over the Low Weald and transition area of High Weald, thereby introducing significant harm to the character of Uckfield and nearby parishes (Wealden Environment [Chapter04.doc](#)).

The cumulative patchwork of allocations permits incremental coalescence, fails to apply available spatial constraints (habitat, heritage and landscape-first tests), and omits clear, mapped boundaries for many villages and towns; the omission of Little Horsted from any meaningful boundary treatment, and its apparent merging into Uckfield, exemplifies this lack of spatial rigour.

In addition, **reviewing the Lewes DC Local Plan 2026 Regulation 18 consultation**, East Sussex neighbours of WDC, they have maintained a sound policy and continued a settlement strategic green gap approach with “the purpose of Strategic Green Gaps described as:

- a. provide long-term protections from coalescence,
- b. retain the separate identities of settlements and
- c. protect settlements’ open or rural settings.
- 3. Within designated green gaps, minor development proposals (extensions to existing buildings or new ancillary buildings) may be supported where the purpose and function of the Strategic Green Gap is not undermined, individually or collectively, including the physical or visual separation of settlements, **including maintaining green gaps between settlements has been long standing in the Local Plan area**, where settlement boundaries have been used to make a clear distinction between town and village locations and the countryside.
- The purpose of settlement boundaries has been to positively focus **growth within settlements while protecting the character and beauty of the countryside**.
- Although the primary function of the green gaps is to **avoid coalescence they have secondary benefits for biodiversity, green infrastructure and flood mitigation and storage**.
- While these areas are protected by Policy SDS3 **Settlement Boundaries it is considered that the strategic green gaps policy is of additional value**, helping to ensure that development that is otherwise appropriate in the countryside does not contribute to coalescence and the character of the settlements is maintained”.

For continuity, and to protect local character during and after this transition, UTC requests that the prevention-of-coalescence policy be retained and that Settlement Green Gaps continue, with policies EN17 and EN18 reinstated as they appear in other existing Sussex local plans.

UTC requests that existing policies EN17 and EN18 are restored and returned to the FLP2026 Regulation 19 draft. Uckfield’s historic town character—and the distinctly unique identity of neighbouring parishes—is lost in the current plan. The visual separation between settlements must be

safeguarded and protected from development that would erode their setting.

The Local Plan states that settlements with an identified development boundary are shown on the Policies Map. UTC has recommended a small number of modifications to the Uckfield boundary map, as set out above, and therefore the reinstatement of EN17 and EN18 is necessary to ensure that the Local Plan provides a coherent and defensible framework for settlement separation, ecological corridors, landscape protection and long-term spatial integrity.

The plan in its current form reads as a list of developments dispersed across open rural countryside, without a coherent landscape-led strategy. Open, historic and rural character countryside must be safeguarded and protected in policy. WDC should introduce clear safeguards to keep historic landscapes and parishes visually separate from one another, conserving their identity and preventing the progressive merging of distinct communities.

Wealden District Council should also include maps of Local Green Space (LGS) and Parish Gaps to preserve the setting and special character of Uckfield and the surrounding parishes, and the LGS designated in Neighbourhood Plans. These areas safeguard important landscapes, heritage settings and ecological corridors. Uckfield's historic town character, the distinct identity of neighbouring parishes, and the visual separation between settlements must be protected from large-scale development that would erode their setting. Land that makes a considerable contribution to the town's special character and is visually important to its historic aspects—and which does not contain existing development—should be identified and safeguarded, not weakened.

Existing Local Plan policies EN17 and EN18 should be retained, strengthened and carried forward into the new Local Plan. The Council should reaffirm the long-standing objective to contain urban sprawl, safeguard surrounding countryside from encroachment and prevent the coalescence of neighbouring settlements. Land within identified gaps should be treated as an additional constraint beyond normal countryside policy: allocations or proposals that would materially reduce physical or visual parish separation, harm the setting or special character of historic settlements, or erode locally valued open land must be excluded from the Plan. Site availability or numerical targets do not justify merging parishes or sacrificing unique historic town character; site selection must be landscape-led.

Policy EN17 should be continued in the FLP2026 Regulation 19, it states;

EN17 Development will not be permitted which would **reduce countryside gaps between the following settlements**:- (1) Polegate and Hailsham; (2) Eastbourne, Pevensey, Westham, Stone Cross, Pevensey Bay and Polegate; (3) Hailsham and Hellingly; (4) Uckfield, Maresfield and Five Ash Down; (5) Forest Row and Ashurstwood; (6) Heathfield and Cross-in-Hand, Broad Oak, Cade Street, Old Heathfield and Maynards Green; (7) Rotherfield and Town Row.

Suggested specific amendment and update EN17(4) with:

- **4a Uckfield, Maresfield, Five Ash Down, Buxted,**
- **4b Uckfield, Buxted, Framfield, and**
- **4c Uckfield and Little Horsted**

to ensure the Uckfield heritage area gap is explicitly safeguarded in the Plan. UTC asks that WDC respect and apply this policy to protect the town and its surrounding parishes from coalescence.

Policy EN18 — Open Areas Within Settlements (revised wording) should also be continued in the FLP2026

“The Council will resist the loss of open areas and undeveloped gaps within settlements which contribute to the character, amenity and ecological functioning of the locality. The value that such open spaces and gaps in development have for local amenity and character is reflected in national concern about town and village ‘cramming’. Open spaces may include village greens, ponds, lakes, parks and gardens, playing fields, churchyards, small woodlands, farmland and private gardens, local

green space; verges, commons, SSSI, ancient and long established woodlands, Millennium Greens, priority habitats, allotments, local wildlife sites and designated nature reserves, sport pitches, footpaths, recreation, wildlife refuges and, where linked to the surrounding countryside, important wildlife corridors etc. While such areas may sometimes fall within development boundaries, their inclusion within a boundary does not diminish their importance. Proposals that would result in the loss, fragmentation or material harm to these open areas or to the visual separation between settlements will be refused unless it can be demonstrated, through proportionate landscape, heritage and ecological evidence, that there will be no material harm”

UTC has reviewed parts of the Draft NPPF 2026 ([National Planning Policy Framework: draft text for consultation](#)) and considers that our evidence supports including this modification by WDC based on evidence-led plan-making, place-based protections and the clear decision tests suggested — all of which support locally-specific gap and settlement-edge policies as promoted by other Sussex plans and by taking forward existing WDC policy areas.

UTC regarding item 3. The Council should therefore reinstate and ensure **Defined Settlement Edges without merging parishes together**, retain and carry forward gap protections (policies EN17 and EN18), and apply a landscape-led site selection process that: checks for unrestricted urban sprawl; prevents the merging of neighbouring towns, parishes and villages; safeguards countryside from encroachment; preserves the setting and special character of historic settlements; and conserves natural features of demonstrable local significance (beauty, heritage, recreation, tranquillity or wildlife value).

1. These areas have significant visual importance to the historic character of the town, either through a direct visual, physical or experiential relationship with historic features, or through the way existing topography and landscape create separation. Together, they contribute to the historic town's special character and setting; inappropriate development would weaken that contribution.
2. Settlement identity and heritage landscapes must be a primary spatial constraint. A landscape-first approach ensures allocations respect character, avoid parish coalescence and protect ecological networks and veteran tree corridors.
3. Parish identity and governance impacts. There is no policy or process to restrict developments that cross parish boundaries, one area impacted and the parish precepts go to another, or secure cross-parish management of infrastructure and green spaces. Leaving these matters to individual parishes is unfair and risks inconsistent outcomes.
4. Open rural countryside is not a development boundary
5. Site availability is no reason to merge parishes into blobs which are not respectful of the heritage, landscape and ecological connectivity.

UTC believes policy should apply parish spatial constraints and a landscape-first approach to site selection, not permitting the progressive merging of parishes and towns.

Point 9. Countryside Policy wording.

Wealden's current countryside policy is too weak to prevent the outward expansion of towns into neighbouring parishes. The wording — “The countryside will be protected unless development is supported by a specific policy referenced elsewhere in this plan” — creates a loophole that allows almost any policy to override countryside protection. This is inconsistent with the Draft NPPF (Dec 2025), which strengthens national policy on settlement boundaries, countryside protection, and preventing sprawl. A sound Local Plan should ensure that settlement identity, rural character, and parish boundaries are not eroded by incremental expansion. The current wording does not achieve this.

The problem with the proposed policy:

- treats countryside protection as conditional, not absolute
- allows other policies to override it
- does not define what “protection” means
- does not reference the Draft NPPF's strict limits on development outside settlements
- does not prevent town sprawl, coalescence, or erosion of parish identity

- does not safeguard heritage, landscape character, tranquillity, or biodiversity etc.

Settlement boundaries must prevent sprawl and maintain settlement identity. A growth of Uckfield above 30% is harming the area. Countryside has intrinsic value and protecting the countryside for its character, beauty, biodiversity, and tranquillity should be emphasised. Weak wording encourages “town creep”. Without strong protection, towns expand outward into rural parishes, eroding:

- rural character
- landscape setting
- wildlife corridors
- agricultural land
- parish identity

It undermines the spatial strategy. If countryside protection is weak, the settlement hierarchy becomes meaningless — because any settlement can expand into the next parish.

How should the policy work instead? A sound countryside policy should;

- make countryside protection the default presumption
- allow only the limited forms of development
- explicitly prevent sprawl, coalescence, and ribbon development
- protect settlement separation
- safeguard landscape character, biodiversity, and tranquillity
- ensure housing-led development cannot occur outside settlement boundaries, without policy to ensure that the town settlement also receives CIL and precept.
- Align with national policy and provide real protection for rural parishes.

Change the wording (NPPF-aligned) that *will* prevent town urban sprawl into open countryside to:

“Land outside settlement boundaries will be treated as countryside and will be safeguarded for its intrinsic character, landscape value, biodiversity, tranquillity, and the separation of settlements. Development outside settlement boundaries will not normally be permitted, and only be permitted where it meets limited forms of development and where it does not result in the outward expansion of towns, the coalescence of settlements, or the erosion of rural character. Estate development will not be supported outside settlement boundaries.”

This wording:

- closes the loophole
- prevents sprawl
- protects parish identity
- aligns with the Draft NPPF
- strengthens the spatial strategy
- ensures countryside protection is meaningful

The current countryside policy is too weak to prevent town sprawl into neighbouring parishes and does not reflect the strengthened protections in the Draft NPPF (Dec 2025). To ensure a sound Local Plan, Wealden should adopt wording that:

- safeguards countryside for its intrinsic value
- restricts development to the limited forms allowed under national policy
- prevents coalescence and outward expansion
- protects the identity and setting of rural parishes

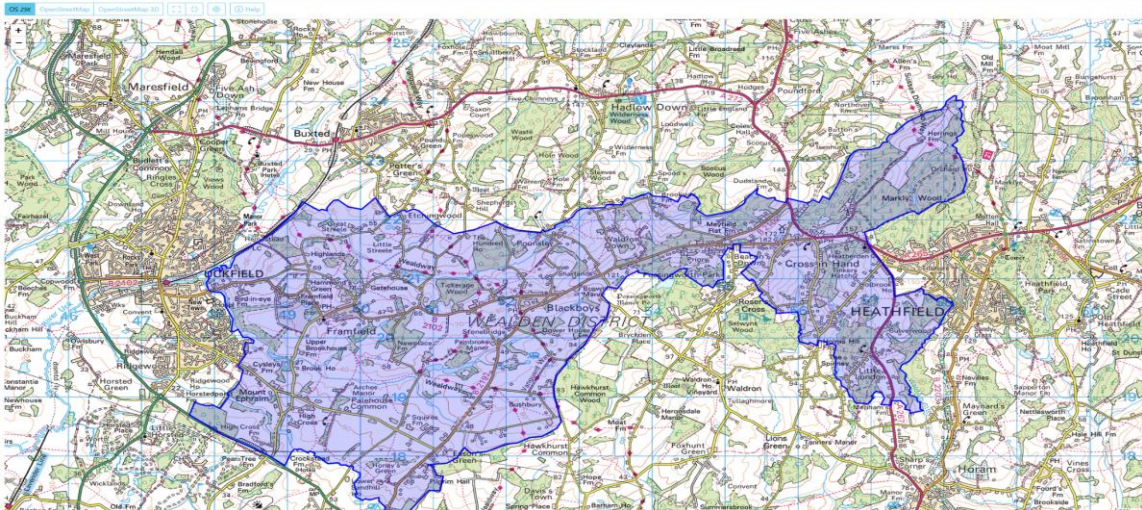
The revised wording above provides a clear, defensible, and nationally compliant approach that will protect the countryside and maintain the distinct character of Wealden’s settlements.

Landscape-led; Uckfield Green gaps between Maresfield - Five Ash Down - Budletts - Buxted - Framfield - Little Horsted



Examples Parish Boundary Maps

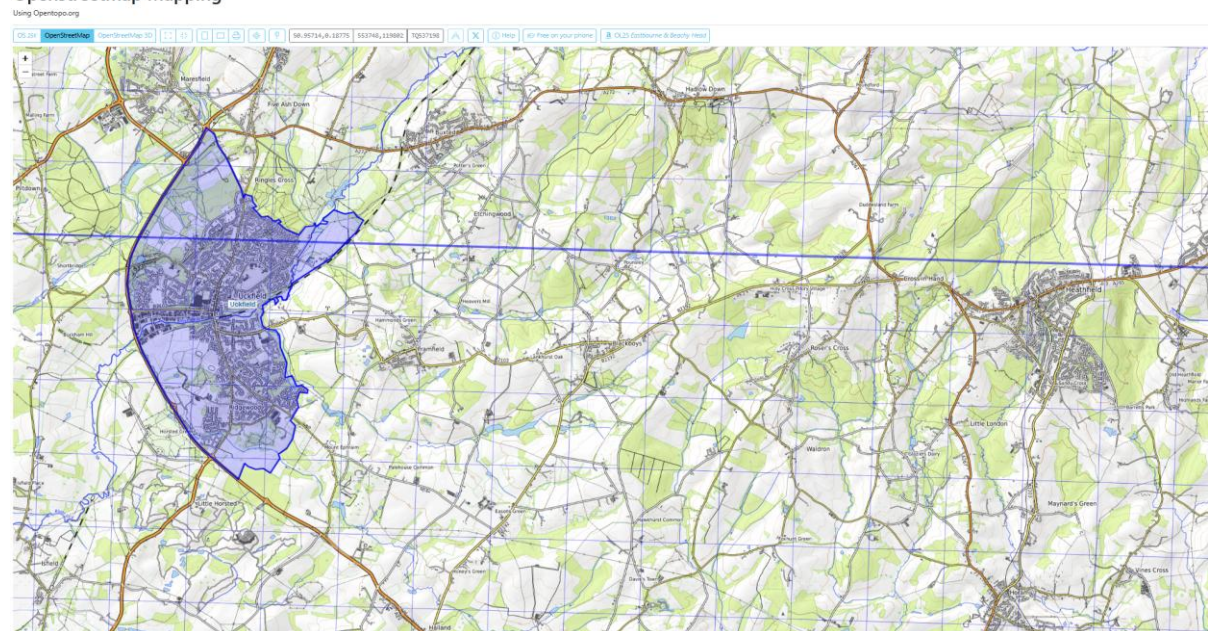
Framfield & Cross-in-Hand ward map



Uckfield Parish Boundary Uckfield parish map



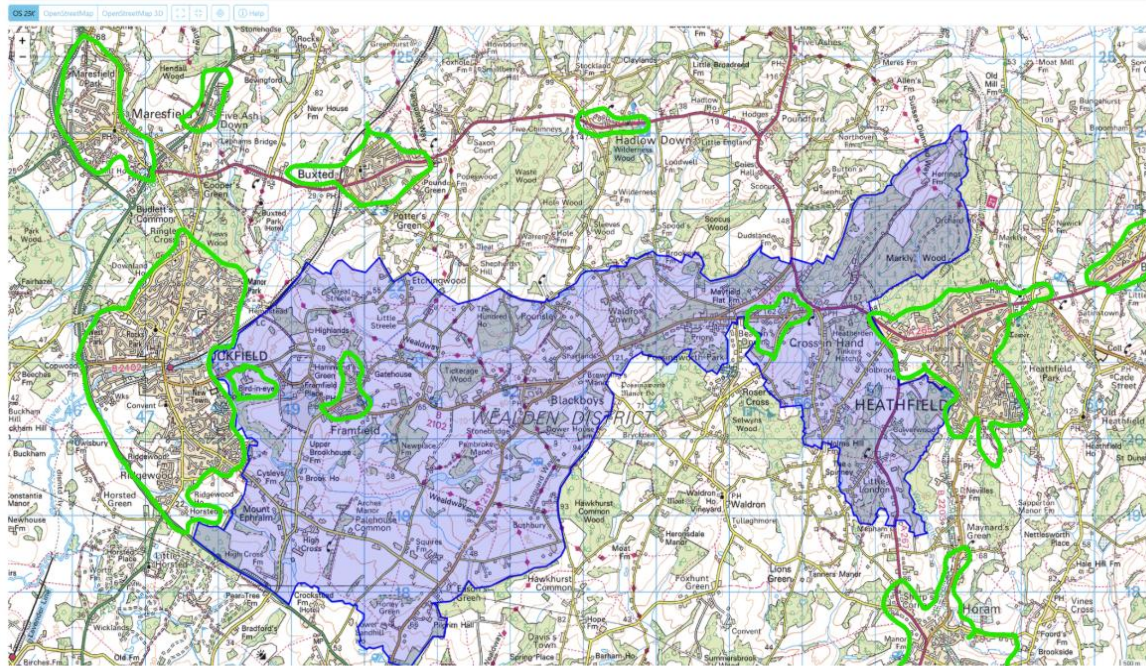
Openstreetmap Mapping



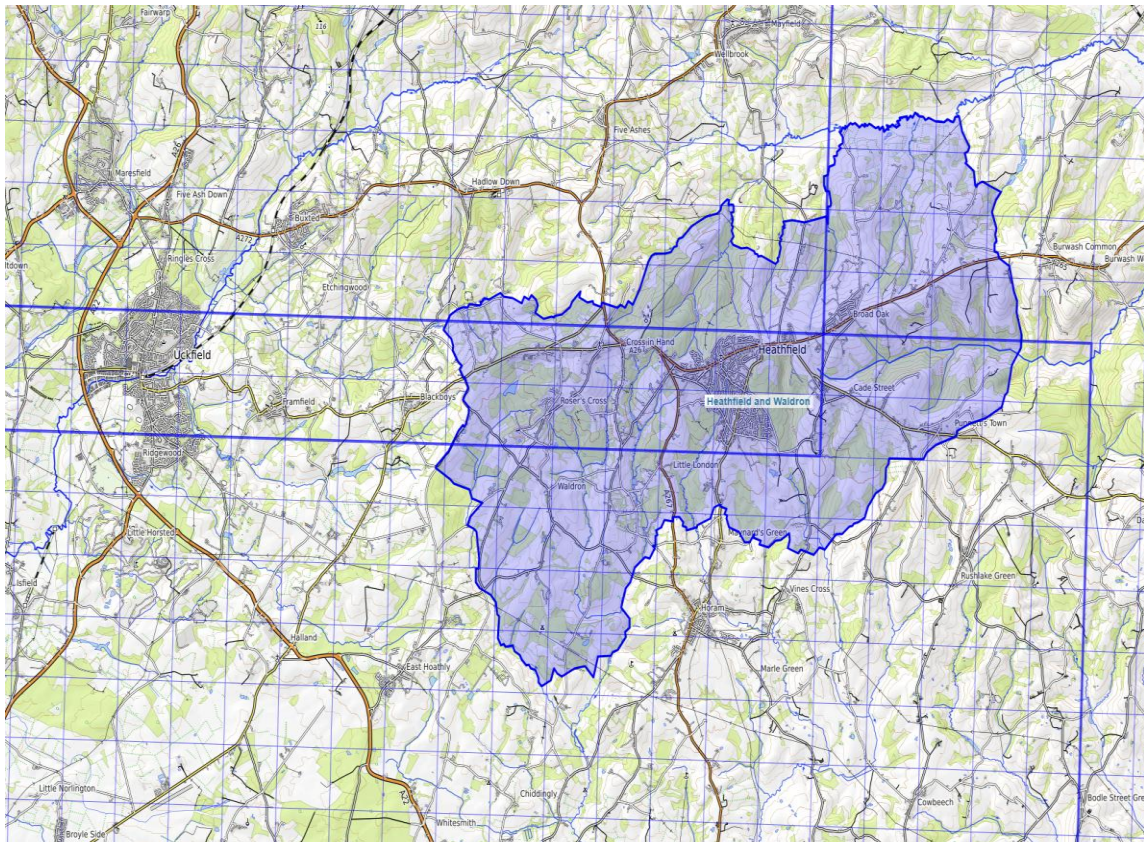
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Example settlement boundaries to safeguard historic landscapes from coalescence between parishes - example green outline

Framfield & Cross-in-Hand ward map

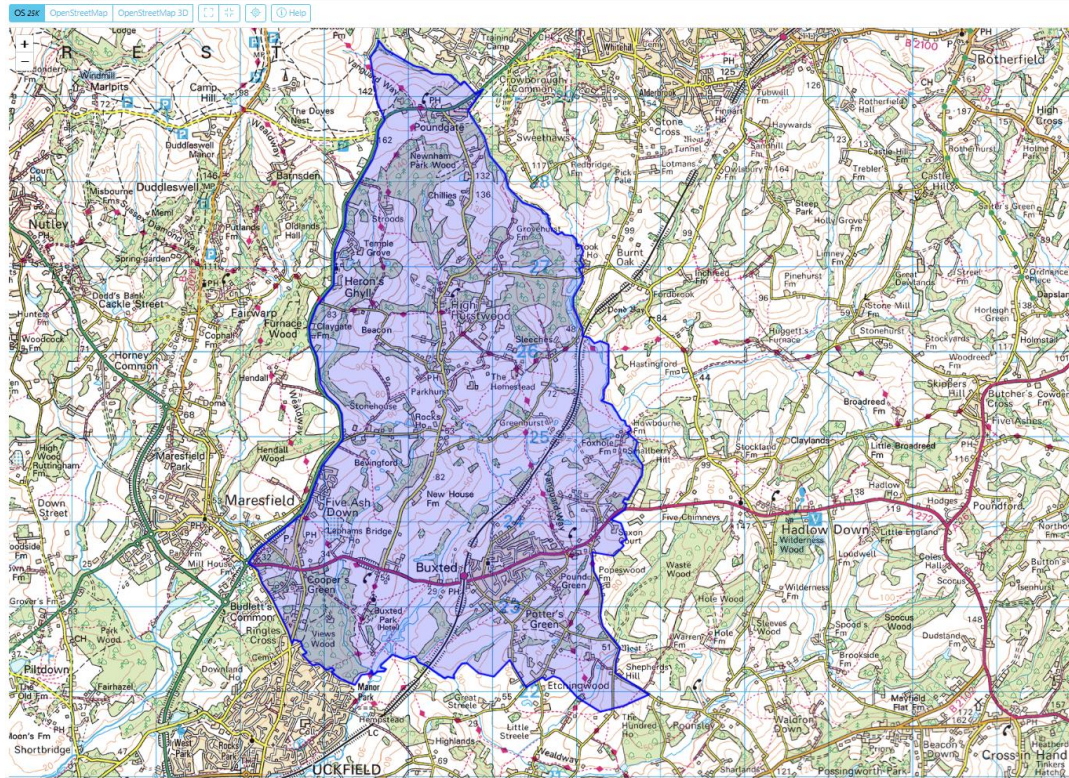


Example Heathfield and Waldron Map Parish Boundary - settlement gaps are needed to prevent coalescence



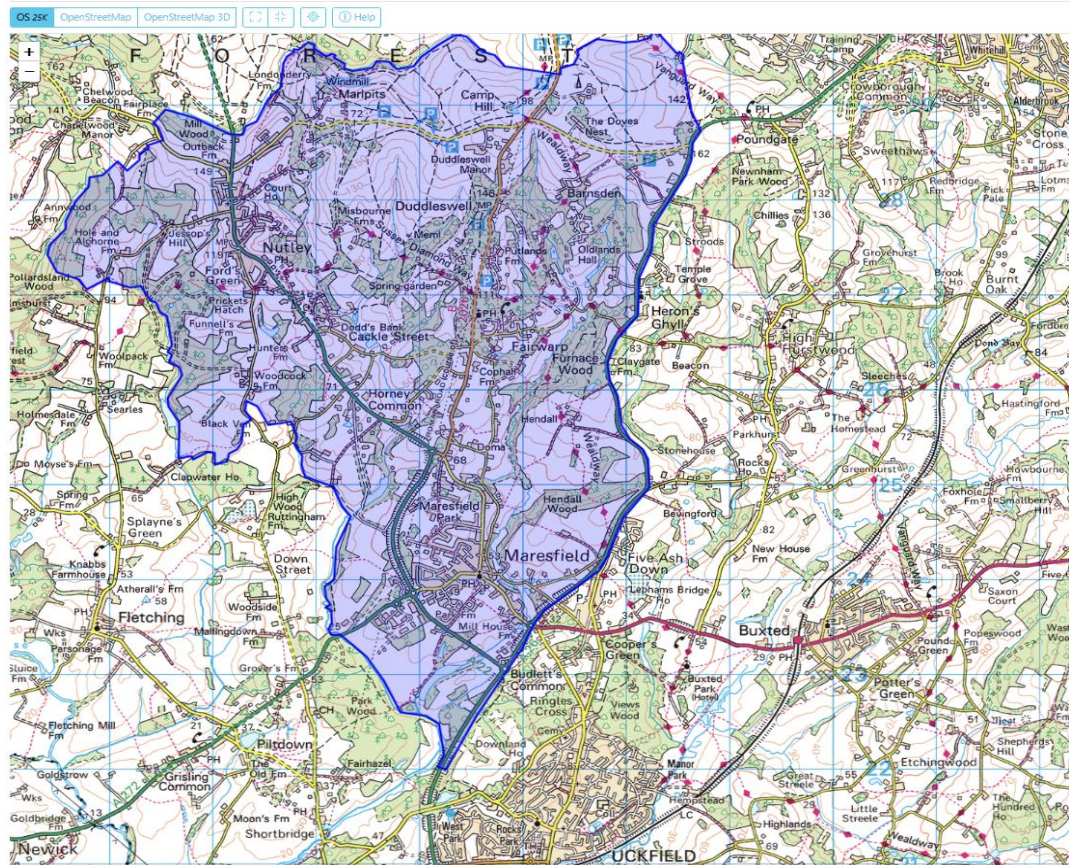
Buxted should not merge into Uckfield in heritage landscapes

Buxted parish map



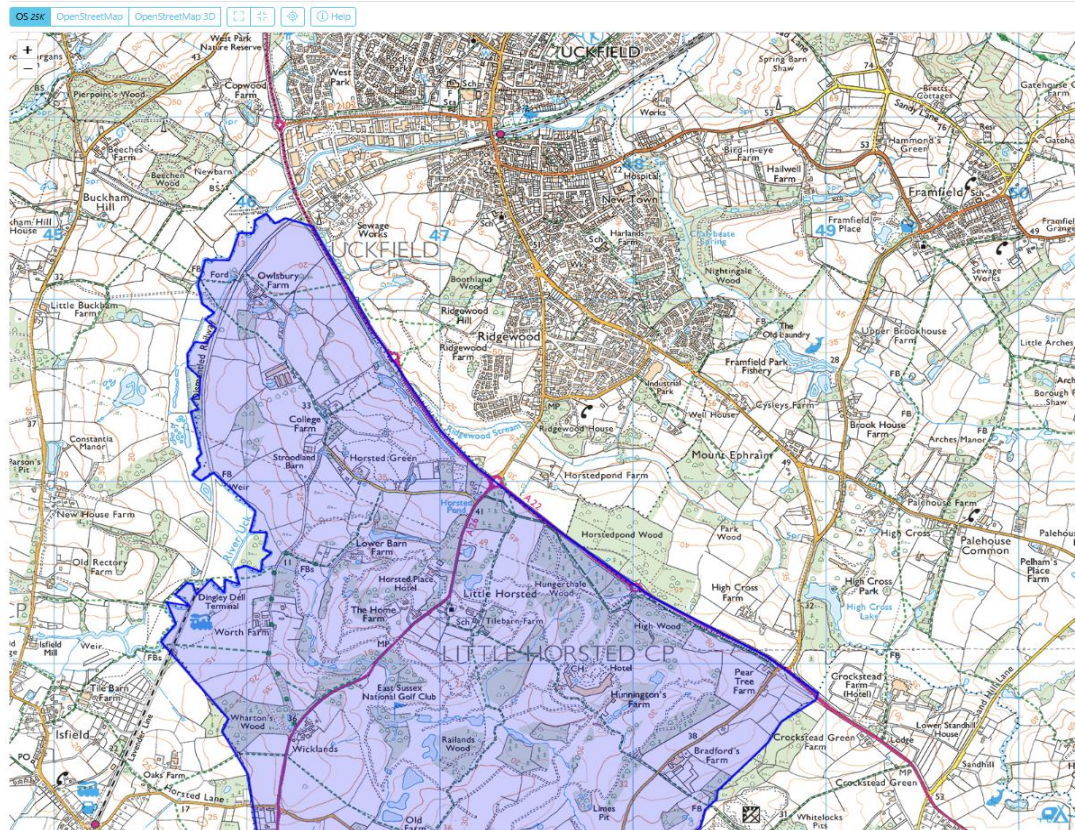
Maresfield policy gap, settlement separation

Maresfield parish map



Little Horsted agricultural parish is not part of Uckfield and should have a green heritage gap

Little Horsted parish map



See appendix B.

Achieving Sustainable Housing Growth

3.26 – Unfortunately, we are still not seeing the fast delivery of housebuilding. Building on brownfield sites would assist with timeframes, and the issue of landbanking is still being omitted from important conversations and policy such as the NPPF.

Housing Evidence Base

3.40 - Affordable housing is critical, as well as housing to meet the local wage structure. There's a need for levelling up between south and north Wealden regarding pricing alongside levelling up with other districts.

3.43 – the biggest challenge is the speed at which developments are being built. In reality, only the sites of 100 or below are actually being built. Ridgewood Farm site has taken in the region of 10 years to get to Reserved Matters stage for Phase 2.

Sustainable Settlements and the Settlement Hierarchy

3.46 – members question how it can be sustainable if the settlement the site is “attached to” and not located within are not the same. Boundaries should be changed. For WDC not to have considered this and made reference to this within this focused consultation is a key omission.

The proposed offer of contributions by developers to support bus services is not enough, especially when bus companies are already cancelling routes (Manor Park).

Once again UTC stresses the need to see documentation prior to Regulation 19. The sustainable settlement study will be updated prior to that stage and we would like sight of this prior. There is also a need to recognise the importance of hamlets in rural landscapes and design. Uckfield has Budletts Common and Ringles Cross for example in Buckham Hill.

Current and future housing supply

3.49 – this paragraph references that the current application on the table is only ‘part of the site.’ This is news to us! This paragraph also doesn’t reflect the recent proposed change in housing numbers to 1,550. The majority of this site would be better used for infrastructure to meet the needs of growth within the Uckfield and surrounding catchment area. For example – increasing sewage capacity with a new sewage treatment works. Also, the need to have consideration for any future reinstatement of the railway line, requires the need to protect the dual trackbed and important corridor at this stage. Housing along the old line could hinder the ability for transport infrastructure to be modernised. We also have concerns for water supply, and question whether this would be a suitable site for a further water tank to supply the surrounding area.

3.51 - Is the countywide transport model going to include the A272 and A267?

Further testing of the Distribution of Housing Growth

Table 6 - Option Sites for Further Assessment and Consultation

Please see appendix C for sustainability assessments for each of these sites.

Question 2

Q2. Do you agree with draft Policy SS2 (Provision of Homes), and if not, why not?

We do not agree with this policy. Once again it appears aspirational.

White House Farm should be included within the boundary. Other sites are also not included; Please present the figures in a clearer way – at present they are impossible to reconcile and should be more transparent.

b) Do you agree with the list of potential sites, the amount of development, and/or the issues identified in table 6 (alternative scenario) associated with draft Policy SS2 – Provision of Homes?

Please see appendix C for sustainability assessments for each of these sites.

Gypsy, Traveller and Travelling Showpeople

Question 3

a) Do you agree with draft Policy SS3 Gypsy, Travellers and Travelling Showpeople – Accommodation Needs, and if not, why?

Members supported the policy.

We only wish to ensure that planning applications for such sites take into consideration, the impacts on adjacent land in terms of any ecological impacts, infrastructure etc.

b) Do you agree with the list of potential sites, the amount of development, and/or the issues identified in table 7 associated with draft Policy SS3 – Gypsy, Traveller and Travelling Showpeople – Accommodation Needs?

No comment.

Achieving Sustainable Economic Prosperity and Increasing Local Job Provision and Skills

Town Centres and Retail

3.82 - If sites are not in our boundaries, how can we support growth and development? There is next to no financial support from these planning applications particularly if they are outside of our development/parish boundary. Pre-CIL applications Ridgewood Farm and Mallards Drive in Uckfield saw 1,119 homes delivered with no financial contribution to the town. Both sites provide us with a small section of footpath, and impact the adjacent ancient woodlands, which we then have to invest heavily in to preserve flora and fauna for the future.

We support reference to the importance of leisure and social space in village and town. This is just as important for the community as retail space. Luxford Field for example in Uckfield is a key

central site for community activities, and workers to gather on their lunch breaks during the summer.

We desperately wish to retain the former Holy Cross Primary School site for sports, leisure and recreational space to meet the current need for increased recreational facilities and community space.

We are keen to see the improvement of retail units within the town centre that are currently in a state of disrepair. Despite correspondence from the Town Council with the landlords, of these premises, no action is being taken. Support with enforcement is necessary to improve the standard of the High Street.

3.83 - an idea from a resident Mrs Watts suggests that flats should be above and if the space below is small make it into a work place unit for people to hook up on computers.

Members also felt that statistics on the number of empty retail units within a town or village centre did not define whether it was underperforming. There were a number of factors that influence a thriving centre – such as the size of retail units, parking capacity and provision, accessibility into the centre, and the nearby transport network to name a few. By keeping traffic moving and having a good system for parking to enable a continuous flow and easy access and movement, keeps a High Street thriving.

Question 4

Do you agree with the updated draft Policy SS4: Retail Provision and Town Centres, and if not, why?

We would have reservations about the volume,

Members had reservations that in order to meet these revised targets, the majority would be relocated out of town and potentially see trade being taken away from town centres.

The policy has changed with proposed doubling of the floor space, which UTC objects to.

They mention the High Street, but they don't talk about any existing facilities out of town. They cannot get the proposed amount of floorspace within the High Street, so the majority of that proposed floor space has got to be out of town, which would be highly detrimental to the High Street.

If WDC cease to exist under LGR, and UTC are not able to acquire the car parks, then then the High Street will be decimated. Partly by out-of-town shopping, and partly by migration to all the large adjoining centres, Lewes, Tunbridge Wells, Eastbourne, Brighton, East Grinstead.

Members referred to the proposals for units at Seghers Place. It still wasn't clear if this was for retail or not.

There have been prior discussions involving redeveloping the area of the High Street near to Hartfields down to Nationwide, as some of the properties were in a state of disrepair. Difficulties had been experienced however with landlord engagement.

The number of vacant units in Uckfield had decreased since 2021 largely in thanks to local commercial estate agents.

The report noted buildings throughout the town, with notable examples of the Picture House in the High Street, two buildings on the corner of the High Street, Grange Road, historic Bridge Cottage Centre. Committee members commented that Uckfield had an awful lot to be thankful for and proud of. Uckfield has, generally speaking, a thriving High Street.

The Holy Cross School site was needed to support the town centre's facilities as well as provide important green and community infrastructure for the centre of the town.

It raised the question once again that if part of the Owlsbury site was used for the creation of key infrastructure and utilities such as the creation of a new sewage treatment facility, and a new railway station, this would free up the site of the existing sewage works, and enable the expansion of the business space on the Seghers Place site, as well as the potential to create a link over the river to the existing Bellbrook Industrial park.

We therefore believe this policy provides the bare minimum and lack of vision longer-term.

Economy

3.92 – interesting that Uckfield isn't mentioned despite being a key service centre with existing business space utilised by global companies.

UTC has heard that some businesses are struggling to find employees because the current younger generation cannot afford to stay living in Uckfield as house prices are too high. Even those educated to degree level are looking outside of the district. An example, one employee within a large Uckfield based company who was tutored through their inhouse scheme, is now leaving, because they want to buy their own house. This could have a knock-on effect on the local economy. Surely if this and the next generations are moving away due to house prices then the need for employment space will not rise as businesses can't go forward and or expand.

3.93 – Uckfield's housing challenge is rooted in the widening gap between local wages and local house prices. As a result, many young people who grew up in the Uckfield area are having to leave, because they cannot afford to rent or buy in the town. The loss of younger residents directly affects local employers, who report that its increasingly difficult in recruiting and retaining staff. This can subsequently have an impact on the local economy, which then loses spending power. If the next generation continue to leave due to unaffordable housing, the demand for employment land will not rise because businesses cannot expand without a stable, locally based workforce.

3.94 – with office demand now lower, members questioned whether coworking spaces would be an option. This would bring business to the town centre in multiple ways - bringing many businesses into one space, encouraging networking, and raising the potential for more employment opportunities.

UTC also agree with Fletching PC's response on their assessment of Strategic employment sites.

3.95 – It was questioned – is this site suitable for distribution centres or warehousing if the road network is under pressure. An example is John Lewis who left the Ashdown Business Park.

Once again, we request that policy also requires the “updating” of existing units to ensure they meet the need, in terms of size and facilities.

Provision of Employment Space

Question 5

Do you agree with the updated draft Policy SS5: Provision of Employment Floorspace, and if not, why?

We need clarification of where they are going to put this floor space and why it's increased so much? How does this balance with environmental needs? Where is the strategy – needs to be addressed in their beginning statement about their spatial strategy?

We query how they will balance putting in that amount of housing and business space within Uckfield and balance the environmental need, which is what they said they wanted to do in question.

Should be in agreement with providing more employment space within Wealden, because if we are going to have all these extra houses, all these extra people, it is beneficial that they work locally, rather than having to travel out of the area. We need to encourage companies, businesses to come into the area, to provide the employment, it will improve the economic status.

We have got to provide local jobs and how will this be guaranteed.

We cannot see that expanding Ashdown Business Park is sustainable or even viable. There is an hourly bus service. There's no connectivity with the Uckfield town or even Maresfield Village.

There is 12,500 land west of Uckfield is Ridgewood Farm.

There is the potential of 60,000 square metres of floor space in of Maresfield.

There is 60,000 is the Ashdown Park, Ashdown Business Park.

So, the 12,000, presumably, must be Ridgewood Farm.

3.100 - with all the focus of employment land on the A22 and A27 corridors – it does present the issue of these sites only being accessible by vehicle thus adding to congestion.

We are unable to comment on the sites outside of Uckfield however the one on Ridgewood farm land east of Uckfield (3.104) is in a good position. We would like to see better connectivity from the Seghers Place site to the existing industrial estate by a footbridge to enable cars to be left at home.

With the recent refusal by WDC on grounds of the PFAS issue and the potential impact to the water course feeding into Shortbridge stream, the Ashdown Business Park site should not be developed further at this stage.

A good example of connectivity is Stockport. There is a large retail unit site in close proximity to the High Street which ensures people can walk easily between the two.

Distribution and type of employment space

Question 6

a) Do you agree with the updated draft Policy SS6: Strategic Employment Allocations, and if not, why?

b) Do you agree with the list of potential sites, the amount of development, and/or the issues identified in table 11 associated with draft Policy SS6 – Strategic Employment Allocations?

No, we don't agree with the potential sites and we do not agree with such a large site, because it does not balance with the environmental needs of the area.

Chapter 4 – Climate Change

Sustainable Drainage

4.4 – further consideration is needed to protect access to and areas adjacent to SuDS. An example -the close proximity of the ones on Seghers Place to the dual roundabout. There are no highway barriers. A past accident on the A22 saw a vehicle enter water and sadly the driver passed away. This therefore continues to worry us. A number are very deep. We also raise concerns with those maintaining the SuDS and ensuring their safety in terms of steps and rails.

In terms of the benefits identified:

Reduce the risk of flooding from surface water run-off:

Filtration has to be before and after entering the SuDS. We have to ensure that the water is clean before entering water courses. We also have to ensure that they don't cause flooding of the water course, with the added note that run off has to be calculated with all the other SuDS that may enter the same water course.

Reduce the risk of sewer flooding during heavy rainfall;

Many towns and villages still have combined systems. With new sites we are seeing a number of new systems which will increase the complexity and pressure on existing systems.

Recharge groundwater to help prevent drought;

Again filtration is needed as ground water is a source for people ecology and wildlife. How can a field become a housing estate and the SuDS recharge ground water?

SuDS should also not be located in flood zones, wetlands or near ancient woodlands, woodlands, Ghylls, or areas that need natural hydrology to survive.

4.5 – members struggled to understand how such systems can be retrofitted!

Supporting text

4.13 and 4.14 – importance of seeking the right knowledge.

4.16 - this needs to be applied to all systems. Each SuDS system ends up in an existing water course each of which has its own specialist conditions, whether it supports salmon breeding, otters, water vole or water flora.

Coastal Change Management

Question 7

Do you agree with the draft Policy CC8 Sustainable Drainage and Protection of the Pevensy Levels SAC and Ramsar Site, and if not why?

We need to ensure that policy protects extensively and that there is no damage from any development within Wealden.

We are not experts on the Pevensy Levels but we do support the policy. We would only note the importance of ensuring any works undertaken to protect the levels, also has consideration for any subsequent impact upstream.

Members for example asked - when we are in flood, will the erosion cause problems with the water leaving the river? For example, if the sea level is higher than the river, then the River Uck cannot go out. In terms of conflict between tidal line and floodline.

4.23 - are we able at this stage to get any information of how climate change would affect flood waters leaving any of the rivers/water courses in the district? That one year, 2000, saw extreme flooding in Uckfield. Many have discussed high tides, thus leading to the River Ouse being at a higher level plus waters coming into it including the River Uck being unable to flow away. Surely situations like this could be worse, and happen more often creating coastal changes, affecting longshore drift, and thus impacting upstream.

Question 8

a) Do you support the designation of the CCMA at Pevensy Bay and do you have any comments on its boundary?

b) Do you have any other comments on the wording of the draft policy?

c) Should the Council consider this policy now and include it within the Wealden Local Plan, or consider it as part of a future review of the Local Plan when funding for future delivery phases for the Shoreline Management Plan may provide more certainty on the protection of the coast?

d) Should an Article 4 Direction be applied to remove permitted development rights for residential and commercial properties within the CCMA? This would include extensions, outbuildings, hard surfacing, and other forms of development that could increase vulnerability or hinder managed retreat.

e) Do you support the removal of the development boundary for Pevensy Bay to ensure that new windfall development is steered away from this location, which is at risk from coastal change?

UTC would support all policies to protect the coastline but also recognises that it's very difficult to beat nature. Arun District Council for example has invested a lot at Pagham Harbour, but met challenges, and the same is being experienced at Seaford.

Chapter 5 – Housing

Introduction

5.1 - Members questioned whether policy should consider the materials used to build a house. With water supply becoming very relevant and water shortages occurring for longer periods, should we be at least be looking at alternative options for building materials, aware it won't help this plan but it does need to be considered along with all new developments not watering the grass to make it green and leaving water running during construction.

5.2. – the priority should be that provision meets local need and considers local wages in rental or purchase price.

5.3. – a variety of accommodation types should be considered to meet the needs of the population at various ages. Flats or apartments would support both the younger and older population, and accessible level access properties would support the older age group as well as those with accessibility needs. This needs to be reflected within the policy.

5.3 – sadly in reality developers are only submitting applications with the majority of housing 3 bed or greater. There is very little consideration for 'other' needs and communities.

Types of affordable homes

5.7 - we support the need for the provision of social rented and affordable rented but we must also include provision of homes affordable to purchase.

Affordable housing need

5.8 – we agree with and support this paragraph. But what can be done about this? If the younger generation cannot stay then everything else fails! It would have a subsequent impact on the economy and local infrastructure. If more pressure was placed on developers to build, and reduce the amount of land banking, they would need to sell at more affordable levels to sell the stock and gain a return on their investment.

Supporting text

Question 9

Do you agree with the updated draft Policy HO8: Affordable Housing, and if not, why?

Yes, we would support the updated policy.

We would like to see the Affordable housing requirement meet the district's needs for affordable housing - all residential development proposals of more than '6 units', net across the board. To clarify the current affordable housing requirements should be stipulated on sites of 6 units or more, not just 10.

If a development site is subdivided to create two or more separate development schemes, one or more of which falls below the relevant affordable housing threshold, the council would require an affordable housing sum to reflect the provision that would have been achieved on the site as a whole, had it come forward as a single scheme. That is positive with which we approve.

Agree with point no. 4 of that under tenure.

Need to make the point that the discount needs to be attached to the property in perpetuity for the Right to Buy and not only for 5 years. This needs to change.

If you were to buy through the first home scheme, the 30% award discount is applied in perpetuity. A restriction is registered on the property's title at HML magistrate, ensuring that when you sell the same percentage discount, must be passed on to the next eligible buyer. With the Right to Buy scheme, the discount is not applied in perpetuity. While you may have to repay some or all of the discount if you sell within the 1st 5 years after this period, you are generally free to sell the property at its full market value without passing on a discount to the next buyer. That's the bit members thought wasn't right.

We would also request that units allocated for social rented such as those built and managed by a Housing Association should not be singled out in new estates, i.e. different designs, colour roof tiles and any other aspects. Inclusion is vital in building thriving communities.

The policy also needs to have better criteria to ensure the affordable housing percentage isn't reduced. There needs to be a firmer tick box other than 'providers can't be found,' in which the developer builds them themselves and then hands the units over to the local authority who has its own housing stock.

Gypsy, Traveller and Travelling Showpeople

Question 10

Do you agree with the updated draft Policy HO9: Gypsy, Traveller and Travelling Showpeople – Site Criteria, and if not why?

As long as it meets the criteria, issued against these other sites then we can support it. We would prefer to see registered sites.

Chapter 6 – Site Allocations

Site Allocations

Question 11

a) Do you agree with the updated draft Policy SA1: Housing and Mixed-Use Site Allocations, and if not, why?

With site allocations being further from town centres and the 20min distance time to travel along with bus routes being changed or cancelled this questions the sustainability of key sites. In the case of Uckfield, this along with flood risk to the centre of town from sites alongside the River Uck and neighbouring Framfield and Ridgewood stream, not being fully assessed for flood risk raises concerns for the Town Council.

We also question whether the lack of infrastructure for those developments on the far periphery of the town or village, will leave residents feeling isolated, and thus see a decline in the local economy, and these residents accessing services elsewhere whilst at work or education during the day. We fully understand the 'call for sites' process, but a number put forward reflect this. Also, by including a site that isn't suitable at a later date leaves us in the same position as Bird in Eye South where it's been mentioned and dismissed at appeal twice but still goes through as its been considered.

Additional Questions

Question 12

Draft Site Allocations - Please provide the site reference and site name that you wish to comment on. You can comment on as many sites as you wish to. If you would like to comment on a SHELAA site or parish, please provide the SHELAA reference and site or parish name

UCK 4 Sun View, 46 New Road, Ridgewood Uckfield, SHELAA 198/1410 30 Dwellings.

Cllrs were concerned of impact on New Road. It was felt that 30 dwellings would exacerbate existing issues that exist on this narrow lane such as traffic volumes and it being used as a cut through. It is a narrow road with cars parked on street as the properties do not have frontages. It was suggested that the quantity be reduced to 15 or less houses.

Members were also concerned of the impact to the allotments in regards to noise, more traffic movements, road run off and pollution. Concerns regarding impact to Millennium Green and the water course that runs down the back of the site. Impacts to habitats and RPA's. Gradient of the site.

UCK Land South west of Ridgedown, Lewes Road SHELAA 1144/1410 55 Dwellings

Members viewed this site from the "bus route track/former entrance to Ridgewood Farm."

Access continues to be a topic of concern.

Concerns were raised on the proximity to existing housing on Lewes Road. Could there be a green buffer provided and a possible 20m gap. If access came off Red Clover Road, there would be further safety concerns during construction.

UCK7 Cress Farm, 20 Lewes Road. SHELAA REF 539/1410. Housing number 8

With the consent of the owners members visited the site. The site allocation shows 8 dwellings on this site, however the owners said they had agreed with 6.

It was noted that the access drive already had new housing built on it (formerly Siggs Yard) and this had been widened already, however the driveway past the new houses to Cress farm was narrow. Members noted the new development around the site from Ridgewood Place, especially the close proximity of one dwelling that was right on the border.

The group noted that it was a brownfield site and would in effect be an infill.

There were concerns regarding access onto Lewes Road, visibility splays, current traffic movements, impacts on the village stores.

UCK 8 Land South of Victoria Park SHELAA 346/1410 100 Dwellings.

Since been approved (26.03.26).

UCK10 Uckfield Police Station...956/1410. 10 Dwellings.

The existing buildings should be retained. This facility was an important part of the community and the existing buildings added character to the area with their Victorian design.

UCK 9 is Selby Meadow - UTC would not support.

UCK 11 is Whitehouse farm See appendix E for further detail.

Appendices:

Appendix B:	Settlement gaps and development boundaries
Appendix C:	Table 6 – Option site assessments
Appendix D:	Table 11 – Further option sites for employment use
Appendix E:	White House Farm and Owlsbury Farm assessments
Appendix F:	Q14 – Proposed changes to 'About Uckfield'
Appendix G:	Q14 – Proposed new policies
Appendix H:	Q15 – Supporting information