



# Rother District Council

## Local Development Framework

### Draft Rural Settlements Study



### Appendices and Maps

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Parker Dann  
Dra be bemen b ra egy – Ro her Dis ric Counci b

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## Appendix H AHeHaHve MeHhods H

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Ab. b The bexamina ion bo b he bhierarchy bo b se bemen s bhas b een bdevised busing b he bmos b appropria e bme hod biden i ed b y bGovernmen b guidance, the experience o o her oca au hori ies, b an bunders anding bo b he bissues bacing bRo her b Dis ric and an assessmen o a erna ive me hods. b

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Ab.2 b This bsec ion bexamines b he ba erna ives b considered and rejec ed, in the igh o the specic b circums ances in Ro her Dis ric . b

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Ab.3 b An ini ia b era ure review es a bished tha b me hods bno busing bhe bcri eria-based bapproach, b a hough bsuppor ed b y bvarious bExamina ions bin b Pu bc, did no have a su cien y spa ia dimension b and wou d resu in a need bor bur her research b work in bhe bu ure. For bhis reason, approaches b ha b rep y b on b sec or b reviews b (housing, b emp oyment , re ai e c) or exis ing s ra egic po icy b ( he b ruc ure Pan) wou d no be appropria e in b Ro her Dis ric . b

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Ab.4 b Ro her bDis ric bCounci bhas bproduced ba b number bo b evidence b ased bdocumen s b ha b cumu a ive y cou d have provided bhe bframework b wi hin bwhich b he bques ion bo b housing b and b emp oyment grow h cou d have been b es ed. buch b documen s include: b

- The Annua Moni ring Repor (moni ring b performance bo b exis ing b po icy b and b in orming b u ure bpo icy) bproduced b y b Ro her Dis ric Counci . b
- The Has ings and Ro her Housing Marke b assessmen b (an b examina ion bo b he b housing marke su region) prepared by b DTZ. b
- The Ro her Communi y Pan produced by b he Ro her Communi y Par nership. b
- Ro her bDis ric bCounci 's bHousing bNeeds b urvey 2005 (prepared by DCA.) b
- Housing b ra egy b(reviewed bannua y b y b Ro her Dis ric Counci ) b
- Housing Land buppy bAssessmen . b
- Emp oyment Land Review. b
- ra egic Food Risk bAssessmen b
- Tra ic Impac Eva ua ion and, b
- Re ai brecas ing. b

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Ab.5 b The ba er bive sudies were iden i ed by b he bLoca bDeve opment bcheme bas bin orma ion b required bo bsuppor the Core b ra egy. b

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Ab.6 b Ro her Dis ric is spread on a wide b and bdispara e bgeographica b area, b wi h b considera b b environmen a b cons rain s. b There bis bwide bdispari y bo bwea h band b emp oyment prospec s, iso a ed se bemen s b and bse bemen s bwi h b bcomp ex brange bo b in er-re a ionships. bOn bhis b asis, band bin b view bo b he bcommen s bo b Inspec ors b considering a erna ive me hods adop ed by b oca panning au hori ies (see ear ier in bhis b documen ), ba bcri eria-based bapproach bin b seeking bo b es a lish b he b unc ion bo b se bemen s b was b considered b he b mos b appropria e s ra egy bor the sudy area. b

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Ab.7 b The bcri eria-based bapproach b a ows b he sudy area bo be the su jec o a spa ia b ana ysis b ha bwou d be btransparen band b per inen bo Ro her Dis ric . b

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## C iHeHa-based appbba h H

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Ab.8 b Wi hin bhe bcri eria based approach b here are a number o a erna ive ways bhis b assessmen cou d have been carried ou . b

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## SeHvice Leve indica b b H

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Ab.9 b A brange bo bservice beve bndica ors b was bchosen bo brepresen bhe bday bo bday b needs o a residen popu a ion. The bis has b een bcompi ed busing bknowledge bo b he b oca e band bservices baken bin o baccoun b y b o her au hori ies. b

b

Ab. 0 bThe bis cou d have been ex ended b o include o her services. bimi ary i cou d b have b een bshor ened bo bexcude bsome b services. However i is considered tha bhe b is bused bis bcomprehensive band bwou d be b recognised b y b mos bee men s bo b he b popu a ion as necessary bor day bo day se -b con ained exis ence. b

b

Ab. b bAn ba erna ive bpresen a ion bo bhis b in orma ion cou d have included a weigh ing b o each service indica or. This wou d have b given ba bhigher bva ue bo bhe binc usion bo b some services and no o hers. Whi s bhis b may be bappropria e bin bhe bcase bo bsome b services, i wou d open bhe bcri eria up bor b signi can b scrui ny, b and b in roduce b

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arguments for the relative merits of each service. This is because it may appear that, in each broader context, it would have a differing perception of the merits of each service.

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Ab. 2 b Ibis is here more recommended than he because of the beach service is superior or is it is contribution to be included.

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Ab. 3 b Another alternative presentation could be to outline the occurrence of each service type. Again this may appear appropriate, it could add significance to the main service indicators on the basis that they occur in multiples. Particularly this would be the case for public buildings, which although are of high crucial value to the community, should not be regarded as excessive weight.

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### **Economic Indicators H**

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Ab. 4 b The economic profile of the study area is via the coherent planning of the area and to work towards the equitable opportunity and accessibility to work for all residents. In Rother District there is a wide divergence of work skills, opportunity and accessibility.

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Ab. 5 b Ibis was the basis for examining the economic factors on a spatial basis would inform the Rother District Strategy of the patterns of movement and settlement function in its economic context.

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Ab. 6 b The indicators chosen were those determined to paint an economic picture of each settlement using available data. It is seen that has a high proportion of economically active residents and higher levels of unemployment, it points to the need to provide higher levels of economic development. Much of Rother District is characterised by high levels of retired professional people and it may result in the injection of family homes to a community.

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Ab. 7 b Excluding these factors would be an alternative method of presentation, but this would be unlikely to provide the information that is vital to address the disparity of wealth and employment prospects across the study area.

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### **Environmental Indicators H**

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Ab. 8 b Rother District is affected by a wide range of habitat and landscape designations.

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Ab. 9 b The importance of the local environment, which is largely covered by national designations, cannot be overlooked.

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Ab.20 b The option of assessing whether a settlement is a ready-made development boundary is one that the indicators was considered to be dismissed as such designations were set in a previous development plan and the purposes of this study is to provide fresh and current evidence for the forthcoming Local Development Framework. The development boundaries were determined using a set of principles included in the RUC Urban Plan, and judgements are made based also on whether binarisation for development would be acceptable in principle. Given that the RUC Urban Plan will be replaced by the forthcoming South East Plan, this is appropriate to preview the development boundaries.

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Ab.2b b The use of a bathymographic by contours indicated or was also given careful consideration as this would ensure a specific local characteristic of the settlement pattern of the District was used (the need to include a local dimension in the settlement strategies has been identified as an important by Inspectors appointed to consider the approaches used by other authorities – see earlier). However, it was concluded that this may be difficult to measure and therefore not relevant. Nevertheless, in order to have a balanced assessment of the local dimension was retained, it was decided that the specific commentary on settlements was adopted which allowed an assessment to be specific environment features to be carried out.

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### **Town Parks and Accessibility H**

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Ab.22 b Rother District covers a wide geographical area and some settlements are relatively isolated. Planning Policy Guidance Note 3 and Planning Policy Statement 3 and 7 are unequivocal in their requirements that development is located in accessible locations, well served by public transport.

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Ab.23 b The level of service provision for public transport is clearly an important consideration.

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Ab.24 b O ſen ſin ſo her ſimi ar ſ ſudies b y ſo her b au hori ies b his biſſue biſ baddreſſed ba ongside b ſervice b eve biſdica ors. b bGiven b he bre a ive b iſo a ion o ſome ſe bemen s in bhe ſudy area b and bhe po en ia bor deve opmen bo a ec bhe b movemen bpa erns bo b he bpopu a ion, bi bwas b conſidered b ha bi bneeded b o b e baddreſſed b ſepara e y. b

b

Ab.25 b There is ſome de a e a ou bhe uſe o b ſervices and whe her boca ſervices are uſed b y b oca peop e. The High Wea d Area o Ou s anding b Na ura l Beau y b udy, b which biſ breviewed ſin bhe b Li era ure b Review b a ove, b under ook b de ai ed b e ephone and bace bo bace in erviews o peop e in b oca communi ies bo de ermine how peop e uſed b oca ſervices. b

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Ab.26 b However bwi hou b carrying bou b ſimi ar b de ai ed ſudies, i iſ no poſſi e bo be whe her b oca ſervices are uſed b y oca peop e. b

b

Ab.27 b I bcan b e baſſumed b however b ha bi ba b ſe bemen bies bwi hin bquick band b easy brave ing b ime o a barge ur an area or a ſe bemen which b qua i ies ba b ba b ſervice b Cen re bor b Loca b ſervice b Vi age, b biſ bike y bha bhe b ſhops, b ſervices band b in raſ ruc ure wi hin i wi be uſed b y ou ſide and b near y reſiden s. b

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Ab.28 b A b hreſho d bo b2 b1/2 bmi es bdiſ ance, ba b rave ing b ime bo b5 bminu es ba b30 bmph, bwas b choſen b y Ro her Diſ ric aſ bhe moſ appropria e b given bhe charac er o bhe area. b

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Ab.29 b A ſhor er diſ ance and brave bime wou d b have been o i e aſſiſ ance o he prepara ion o b he b ſ ra egy b given b he bgeographica b ſpread bo b ſe bemen s wi hin bhe Diſ ric . A longer diſ ance b and b rave b ime bwou d b have b ſuppor ed b eſſ b ſuſ aina e brave pa erns which wou d no have b compied wi h re evan panning po icy a na iona , b regiona or oca eve . b

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A .30 b The op ion o uſing car ownſhip eve s b wi hin ſe bemen s bo aſſiſ in bhe aſſeſſmen o b rave bpa erns band baccessi i i y bwas bconſidered b u u ima e y diſmiſſed aſ i was conclud ed bha b i may no be a brue guide bo bhe aſſeſſi i i y o b he ſe bemen . b

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## ousing and CommuniH H

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Ab.3b b This b ſeries bo bda a bſe s bou ban b aſſeſſmen o needs b rom a wide varie y o b oca ſources. I repreſen s a ſnapſho b rom b various bda es, b u baken boge her b gives b a b road biſdica ion bo b he b types bo bneeds b iden i ied bon ba bſe bemen b y bſe bemen b aſiſ. b

b

Ab.32 b When bdeve opmen biſ ba oca ed ſin b cer ain areas, i a ows bhe key preſſures bo b e bquick y biden i ied bo b e bhe bocus bo b ur her work on bhe vo ume and de ai o b ha need. b

b

Ab.33 b I iſ been a bea ure o a propo ion b o Core b ra egies bha deve opmen ſhou d b re a e bo an iden i ied oca need. There iſ ſome bdanger b ha , baſ ba bſnapſho , b his b in orma ion bcou d b ecome bou da ed band b here ore b eſſ bre evan baſ b ime bpaſſes. b However, bhe bexercise biſ buſe u ſin bha bi b draws b oge her b in orma ion b rom b many b ſources in o one easy re erence. b

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Appendix 2 Service Level Indicators

Settlement Hierarchy	Settlement	Parish	Ward	Settlement Population (approx.) <sup>y</sup>	Households (approx.)	Key Services		Useful Services												Score	Settlement
						Convenience shopping	Primary school	Secondary School	Doctors Surgery	Dentist	Chemist	Post Office	Public House	Community Hall	Play Area	Sports Pitch	Place of Worship	Library (Permanent or mobile)	Nursery/Pre-School		
Small Market Towns	Battle	Battle	Battle Town	5040	2252	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	15	Battle
	Rye	Rye	Rye	4945	2436	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	15	Rye
Rural Service Centres	Ticehurst	Ticehurst	Ticehurst and Etchingham	1676	704	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	14	Ticehurst
	Robertsbridge	Salehurst	Salehurst	2343	908	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	14	Robertsbridge
Local Service Villages	Burwash	Burwash	Darwell	1377	586	✓	✓		✓			✓	✓	✓	✓	✓	✓		✓	11	Burwash
	Sedlescombe	Sedlescombe	Ewhurst and Sedlescombe	976	426	✓	✓		✓			✓	✓	✓	✓	✓	✓	✓		11	Sedlescombe
	Northiam	Northiam	Rother levels	1854	806	✓	✓		✓			✓	✓	✓	✓	✓	✓	✓		11	Northiam
	Catsfield	Catsfield	Crowhurst	341	133	✓	✓		✓			✓	✓	✓	✓	✓	✓	✓		11	Catsfield
	Hurst Green	Hurst Green	Salehurst	1130	452		✓		✓			✓	✓	✓	✓	✓	✓	✓	✓	10	Hurst Green
	Peasmarch	Peasmarch	Rother levels	1076	468	✓	✓					✓	✓	✓	✓	✓	✓	✓	✓	10	Peasmarch
	Westfield	Westfield	Brede Valley	1463	612	✓	✓					✓	✓	✓	✓	✓	✓	✓	✓	10	Westfield
	Camber	Camber	Eastern	1275	616	✓			✓			✓	✓	✓	✓	✓	✓	✓		10	Camber
Other Villages and Hamlets	Broad Oak	Brede	Brede Valley	1014	443	✓	✓		✓			✓	✓	✓	✓	✓	✓	✓		9	Broad Oak
	Winchelsea	Icklesham	Eastern	580	267	✓	✓					✓	✓	✓	✓	✓	✓	✓		9	Winchelsea
	Icklesham	Icklesham	Eastern	869	404		✓		✓			✓	✓	✓	✓	✓	✓	✓		9	Icklesham
	Crowhurst	Crowhurst	Crowhurst	697	268		✓		✓			✓	✓	✓	✓	✓	✓	✓		9	Crowhurst
	Beckley	Beckley	Rother levels	357	155		✓			✓			✓	✓	✓	✓	✓	✓	✓	9	Beckley
	Fairlight Cove	Fairlight	Marsham	1406	689	✓						✓	✓	✓	✓	✓	✓	✓		9	Fairlight Cove
	Staplecross	Ewhurst	Ewhurst and Sedlescombe	360	157	✓	✓					✓	✓	✓	✓	✓	✓	✓		9	Staplecross
	Etchingham	Etchingham	Ticehurst and Etchingham	413	167	✓	✓					✓		✓	✓		✓	✓		8	Etchingham
	Netherfield	Battle	Crowhurst	336	150	✓	✓					✓	✓	✓	✓	✓	✓	✓		8	Netherfield
	Iden	Iden	Eastern	331	162	✓						✓	✓	✓	✓	✓	✓	✓		8	Iden
	Winchelsea Beach	Icklesham	Eastern	587	267	✓						✓	✓	✓	✓	✓	✓	✓		8	Winchelsea Beach
	Pett	Pett	Marsham	370	169							✓	✓	✓	✓	✓	✓	✓		7	Pett
	Bodiam	Bodiam	Salehurst	202	73		✓						✓	✓	✓	✓	✓	✓	✓	7	Bodiam
	Udimore	Udimore	Brede Valley	188	78								✓	✓	✓	✓	✓	✓	✓	7	Udimore
	Mountfield	Mountfield	Darwell	220	88		✓							✓	✓	✓	✓	✓	✓	7	Mountfield
	Guestling Green	Guestling	Marsham	159	72		✓		✓			✓		✓	✓	✓	✓	✓		7	Guestling Green
	Flimwell	Ticehurst	Salehurst	626	263								✓		✓	✓	✓	✓	✓	6	Flimwell
	Stonegate	Ticehurst	Ticehurst and Etchingham	229	96		✓							✓	✓	✓	✓	✓		6	Stonegate
	Rye Harbour	Icklesham	Eastern	449	209	✓							✓	✓	✓	✓	✓	✓		6	Rye Harbour
	Ashburnham	Ashburnham	Crowhurst	153	60								✓	✓	✓	✓	✓	✓	✓	6	Ashburnham
	Dallington*	Dallington	Darwell	86	36		✓							✓	✓		✓	✓	✓	5	Dallington
	Playden	Playden	Eastern	92	37		✓							✓	✓		✓	✓		5	Playden
	Three Oaks	Guestling	Marsham	298	135								✓	✓	✓	✓	✓	✓		5	Three Oaks
	Brightling	Brightling	Darwell	86	20									✓		✓	✓	✓		4	Brightling
	Johns Cross	Mountfield	Darwell	50	20		✓						✓			✓		✓	✓	4	Johns Cross
	Brede	Brede	Brede Valley	165	72								✓	✓			✓	✓		3	Brede
	Woods Corner	Dallington	Darwell	30	72								✓	✓						3	Woods Corner
	Fairlight	Fairlight	Marsham	251	123	✓							✓							3	Fairlight
	Burwash Common	Burwash	Darwell	338	144										✓	✓	✓			3	Burwash Common
	Pett Level	Pett	Marsham	438	200								✓				✓			3	Pett Level
	Cripp's Corner	Ewhurst	Ewhurst & Sedlescombe	109	46								✓							1	Cripp's Corner
	Mill Corner	Northiam	Rother Levels	152	67																Mill Corner
	Ewhurst	Ewhurst	Ewhurst and Sedlescombe	96	40								✓		✓		✓			3	Ewhurst
	Cackle Street	Brede	Brede Valley	355	155				✓					✓	✓			✓		3	Cackle Street
	Burwash Weald	Burwash	Darwell	181	77									✓				✓		2	Burwash Weald
	Four Oaks	Beckley	Rother levels	318	132										✓			✓		2	Four Oaks
	Normans Bay	Bexhill	Bexhill	177	84								✓					✓		2	Normans Bay
	Batchelors Bump	Guestling	Marsham	151	74														✓	2	Batchelors Bump
	Friars Hill	Guestling	Marsham	367	180															0	Friars Hill
	Westfield Lane	Westfield	Brede Valley	356	149															0	Westfield Lane

# The approximate population figures are for villages only and not the wider parishes. Villages are defined by Local Plan development boundaries, or the contiguous built area if development boundaries are not present. Population figures if have been estimated by counting the number of dwellings within the main built form of each of the settlements, and multiplying this figure by the parish average household size as identified in the 2001 Census.

Bold = Villages with a development area boundary (as defined by local plan policy DS3)

Appendix 3: Accessibility Indicators

Settlement	Parish	Ward	Settlement Hierarchy	Accessibility by train (Full Service=F , Partial Service =P ). Station within 2km.	Accessibility by local bus (Peak hour services only)	Accessibility by Car (Trunk Roads, A or B roads)	Settlement
Rye	Rye	Rye	Small Market Town	F	312 - Coastal Coaches 325, 342, 343, 326	A259 Trunk Road, A268, B2089	Rye
Battle	Battle	Battle Town	Small Market Town	F	304, 305 - Countryliner, Hastings, Robertsbridge Hastings	A271, A2100, B2088	Battle
Hurst Green	Hurst Green	Salehurst	Local Service Village	F- (Etchingham 2km)	318 - Renown Heathfield	A265, A21Trunk Road, A229 (0.2 Miles)	Hurst Green
Etchingham	Etchingham	Ticehurst and Etchingham	Other settlement	F	318 - Renown - Heathfield 304 - Countryliner - Hawkhurst	A265	Etchingham
Robertsbridge	Salehurst	Salehurst	Rural Service Centre	F	304 - Countryliner Hastings, Battle	A21 Trunk Road	Robertsbridge
Batchelors Bump	Fairlight	Marsham	Other settlement	0	347 - Coastal Coaches Hastings 711 - Stagecoach Hastings	A271, A2100, B2095	Batchelors Bump
Flimwell	Ticehurst	Salehurst	Other settlement	0	254 - Countryliner Tunbridge Wells Hawkhurst	A21Trunk Road, A268, B2087	Flimwell
Guestling Green	Guestling	Marsham	Other settlement	P - (Three Oaks 1.5km)	347 - Coastal Coaches Hastings 711 - Hastings	A259 Trunk Road	Guestling Green
Northiam	Nothiam	Rother levels	Local Service Village	0	344 - Coastal Coaches Rye	A28, A268, B2088	Northiam
Winchelsea	Icklesham	Eastern	Local Service Village	P - 1km	344 - Coastal Coaches Rye 711 Hastings (Stagecoach)	A259 Trunk Road	Winchelsea
Catsfield	Catsfield	Crowhurst	Local Service Village	0	328 - Renown Bexhill Hastings 395 - Renown Battle	B2204, B2095 (0.2 Miles)	Catsfield
Cripp's Corner	Ewhurst	Ewhurst & Sedlescombe	Other settlement	0	349 - Stagecoach, Hastings	B2089, B2165, B2244.	Cripp's Corner
Westfield Lane	Westfield	Brede Valley	Other settlement	0	No peak time service	A28, A21 Trunk Road	Westfield Lane
Brede	Brede	Brede Valley	Other settlement	P - (Doleham 2km)	343 - Coastal Coaches Rye - Hastings	A28	Brede
Westfield	Westfield	Brede Valley	Local Service Village	0	343 - Coastal Coaches Hastings Rye 340	A28	Westfield
Broad Oak	Brede	Brede Valley	Local Service Village	0	343 - Coastal Coaches Rye - Hastings	A28, B2089	Broad Oak
Four Oaks	Beckley	Rother levels	Other settlement	0	344 - Coastal Coaches Rye	A268, B2088	Four Oaks
Playden	Playden	Eastern	Other settlement	F - 1.5km	344 - Coastal Coaches, Rye	A268	Playden
Icklesham	Icklesham	Eastern	Other settlement	0	711 - Hastings	A259	Icklesham
Iden	Iden	Eastern	Other settlement	0	312 - Coastal Coaches Rye, Tenterden	B2082	Iden
Udimore	Udimore	Brede Valley	Other settlement	0	342, 343 - Coastal Coaches Rye	B2089	Udimore
Ticehurst	Ticehurst	Ticehurst and Etchingham	Rural Service Centre	0	254 - Countryliner Tunbridge Wells Hawkhurst	B2099, B2087	Ticehurst
Rye Harbour	Icklesham	Eastern	Other settlement	0	325 - Coastal Coaches Rye	None	Rye Harbour
Winchelsea Beach	Icklesham	Eastern	Other settlement	0	344 - Coastal Coaches Rye	A259 Trunk Road	Winchelsea Beach
Crowhurst	Crowhurst	Crowhurst	Other settlement	F	No peak time service	None	Crowhurst
Cackle Street	Brede	Brede Valley	Other settlement	0	343 - Coastal Coaches Rye - Hastings	A28	Cackle Street
Peasmarsh	Peasmarsh	Rother levels	Local Service Village	0	344 - Coastal Coaches Rye	A268	Peasmarsh
Burwash	Burwash	Darwell	Local Service Village	0	318 - Renown Heathfield	A265	Burwash
Bodiam	Bodiam	Rother levels	Other settlement	0	349 - Stagecoach Hastings	A28	Bodiam
Burwash Common	Burwash	Darwell	Other settlement	0	318 Renown - Heathfield	A265	Burwash Common
Burwash Weald	Burwash	Darwell	Other settlement	0	318 Renown - Heathfield	A265	Burwash Weald
Sedlecombe	Sedlecombe	Ewhurst and Sedlescombe	Local Service Village	0	349 - Stagecoach Hastings	B2244 (A21 0.4 Miles)	Sedlecombe
Three Oaks	Guestling	Marsham	Other settlement	P	No peak time service	None	Three Oaks
Dallington	Dallington	Darwell	Other settlement	0	355 - Countryliner Battle	B2096	Dallington
Staplecross	Ewhurst	Ewhurst and Sedlescombe	Other settlement	0	349 - Stagecoach, Hastings	B2165	Staplecross
Netherfield	Battle	Crowhurst	Other settlement	0	355 - Countryliner Battle	B2096	Netherfield
Stonegate	Ticehurst	Ticehurst and Etchingham	Other settlement	F - 1.5km	No peak time service	None	Stonegate
Normans Bay	Bexhill	Bexhill	Other settlement	P	No peak time service	None	Normans Bay
Mill Corner	Northiam	Rother Levels	Other settlement	0	343 - Coastal Coaches Rye - Hastings	A28	Mill Corner
Friars Hill	Fairlight	Marsham	Other settlement	0	347 - Coastal Coaches, Hastings	None	Friars Hill
Pett	Pett	Marsham	Other settlement	0	347- Coastal Coaches, Hastings	None	Pett
Fairlight	Fairlight	Marsham	Other settlement	0	344 - Coastal Coaches Rye	None	Fairlight
Fairlight Cove	Fairlight	Marsham	Other settlement	0	344 - Coastal Coaches Rye	None	Fairlight Cove
Pett Level	Pett	Marsham	Other settlement	0	344 - Coastal Coaches, Rye	None	Pett Level
Beckley	Beckley	Rother levels	Other settlement	0	344 - Coastal Coaches, Rye	None	Beckley
Brightling	Brightling	Darwell	Other settlement	0	355 - Countryliner Battle	None	Brightling
Johns Cross	Mountfield	Darwell	Other settlement	0	304 - Countryliner, Hastings	None	Johns Cross
Woods Corner	Dallington	Darwell	Other settlement	0		B2096	Woods Corner
Camber	Camber	Eastern	Other settlement	0	711 - Stagecoach Rye Hastings	None	Camber
Ewhurst Green	Ewhurst	Ewhurst and Sedlescombe	Other settlement	0	No peak time sevice	None	Ewhurst Green
Mountfield	Mountfield	Darwell	Other settlement	0	No peak time service	None	Mountfield
Ashburnham	Ashburnham	Crowhurst	Other settlement	0	No peak time service	None	Ashburnham

**Notes**  
**Buses:** The bus routes and destinations identified in Appendix 2, indicate peak hour services that run from the settlement before 9.30 in the morning with a return journey before 6.30 in the evening.  
**Drive Times:** \*As defined by AA Routeplanner estimated drive time from centre to centre of settlement.

Appendix 4: Relationships between Settlements

Settlement	Hierarchy Role	Parish	Ward	Larger Towns and Cities within 10 minutes drive time	Larger Towns and Cities within 15 minutes drive time	Village Clusters (Names of other district settlements within 5 minute drive time)
Ashburnham	Other Village or Hamlet	Ashburnham	Crowhurst			None
<b>Batchelors Bump</b>	<b>Other Village or Hamlet</b>	<b>Fairlight</b>	<b>Marsham</b>	Hastings	Hastings	Lower Order Villages and Hamlets: Icklesham, Three Oaks, Friars Hill, Guestling Green, Pett, Fairlight
<b>Battle</b>	<b>Small Market Town</b>	<b>Battle</b>	<b>Battle Town</b>		Hastings	Local Service Villages: Catsfield Lower Order Villages and Hamlets:Netherfield, Johns Cross
<b>Beckley</b>	<b>Other Village or Hamlet</b>	<b>Beckley</b>	<b>Rother levels</b>		Hastings	Local Service Villages: Northiam, Peasmarsh Lower Order Villages and Hamlets: Four Oaks, Mill Corner
Bodiam	Other Village or Hamlet	Bodiam	Rother levels			Lower Order Villages and Hamlets: Ewhurst, Staplecross
<b>Brede</b>	<b>Other Village or Hamlet</b>	<b>Brede</b>	<b>Brede Valley</b>			Local Service Villages: Broad Oak, Westfield. Lower Order Villages and Hamlets: Cackle Street, Udimore
Brightling	Other Village or Hamlet	Brightling	<b>Darwell</b>			Lower Order Villages and Hamlets: Dallington, Netherfield, Woods Corner
<b>Broad Oak</b>	<b>Local Service Village</b>	<b>Brede</b>	<b>Brede Valley</b>		Hastings	Lower Order Villages and Hamlets: Cackle Street, Brede, Udimore
<b>Burwash</b>	<b>Local Service Village</b>	<b>Burwash</b>	<b>Darwell</b>			Lower Order Villages and Hamlets: Burwash Common, Burwash Weald, Etchingham
<b>Burwash Common</b>	<b>Other Village or Hamlet</b>	<b>Burwash</b>	<b>Darwell</b>			Local Service Villages: Burwash Lower Order Villages and Hamlets: Burwash Weald
<b>Burwash Weald</b>	<b>Other Village or Hamlet</b>	<b>Burwash</b>	<b>Darwell</b>			Local Service Villages: Burwash Lower Order Villages and Hamlets: Burwash Common
<b>Cackle Street</b>	<b>Other Village or Hamlet</b>	<b>Brede</b>	<b>Brede Valley</b>		Hastings	Local Service Villages: Broad Oak, Westfield Lower Order Villages and Hamlets: Brede, Udimore.
<b>Camber</b>	<b>Other Village or Hamlet</b>	<b>Camber</b>	<b>Eastern</b>			None
<b>Catsfield</b>	<b>Local Service Village</b>	<b>Catsfield</b>	<b>Crowhurst</b>		Bexhill	Small Market Town: Battle Rural Service Centres: Robertsbridge Lower Order Villages and Hamlets: Mountfield
Cripp's Corner	Other Village or Hamlet	Ewhurst	Ewhurst & Sedlescombe		Hastings	Local Service Villages: Westfield, Sedlescombe.
<b>Crowhurst</b>	<b>Other Village or Hamlet</b>	<b>Crowhurst</b>	<b>Crowhurst</b>		Hastings	None
Dallington*	Other Village or Hamlet	Dallington	Darwell			Lower Order Villages and Hamlets: Brightling, Woods Corner
<b>Etchingham</b>	<b>Other Village or Hamlet</b>	<b>Etchingham</b>	<b>Ticehurst and Etchingham</b>			Local Service Villages: Burwash, Hurst Green
Ewhurst	Other Village or Hamlet	Ewhurst	Ewhurst and Sedlescombe			Lower Order Villages and Hamlets: Bodiam, Staplecross
Fairlight	Other Village or Hamlet	Fairlight	Marsham	Hastings	Hastings	Lower Order Villages and Hamlets: Batchelors Bump, Friars Hill, Guestling Green, Pett, Fairlight Cove
<b>Fairlight Cove</b>	<b>Other Village or Hamlet</b>	<b>Fairlight</b>	<b>Marsham</b>	Hastings	Hastings	Lower Order Villages and Hamlets: Friars Hill, Pett, Pett Level, Fairlight
<b>Flimwell</b>	<b>Other Village or Hamlet</b>	<b>Ticehurst</b>	<b>Salehurst</b>			Rural Service Centres: Ticehurst
<b>Four Oaks</b>	<b>Other Village or Hamlet</b>	<b>Beckley</b>	<b>Rother levels</b>			Local Service Villages: Northiam, Peasmarsh. Lower Order Villages and Hamlets: Beckley.
<b>Friars Hill</b>	<b>Other Village or Hamlet</b>	<b>Fairlight</b>	<b>Marsham</b>	Hastings	Hastings	Lower Order Villages and Hamlets: Icklesham, Three Oaks, Batchelors Bump, Guestling Green, Pett, Pett Level, Fairlight, Fairlight Cove.
<b>Guestling Green</b>	<b>Other Village or Hamlet</b>	<b>Guestling</b>	<b>Marsham</b>	Hastings	Hastings	Lower Order Villages and Hamlets: Icklesham, Three Oaks, Batchelors Bump, Friars Hill, Pett, Pett Level, Fairlight
<b>Hurst Green</b>	<b>Local Service Village</b>	<b>Hurst Green</b>	<b>Salehurst</b>			Rural Service Centres: Robertsbridge Lower Order Villages and Hamlets: Etchingham
<b>Icklesham</b>	<b>Other Village or Hamlet</b>	<b>Icklesham</b>	<b>Eastern</b>	Hastings	Hastings	Lower Order Villages and Hamlets: Winchelsea, Three Oaks, Guestling Green, Friars Hill, Batchelors Bump, Pett
<b>Iden</b>	<b>Other Village or Hamlet</b>	<b>Iden</b>	<b>Eastern</b>			Small Market Towns: Rye Local Service Village: Peasmarsh Lower Order Villages and Hamlets: Playden
Johns Cross	Other Village or Hamlet	Mountfield	Darwell		Hastings	Small Market Town: Battle Rural Service Centres: Robertsbridge Lower Order Villages and Hamlets: Mountfield
Mill Corner	Other Village or Hamlet	Northiam	Rother Levels			Local Service Village: Northiam Lower Order Villages and Hamlets: Beckley
Mountfield	Other Village or Hamlet	Mountfield	Darwell		Hastings	Rural Service Centres: Robertsbridge Lower Order Villages and Hamlets: Johns Cross
<b>Netherfield</b>	<b>Other Village or Hamlet</b>	<b>Battle</b>	<b>Crowhurst</b>			Small Market Town: Battle Lower Order Villages and Hamlets: Brightling, Mountfield, Dallington
<b>Normans Bay</b>	<b>Other Village or Hamlet</b>	<b>Bexhill</b>	<b>Bexhill</b>	Bexhill	Bexhill	None
<b>Northiam</b>	<b>Local Service Village</b>	<b>Nothiam</b>	<b>Rother levels</b>		Tenterden, Kent	Lower Order Villages and Hamlets: Beckley, Four Oaks, Mill Corner
<b>Peasmarsh</b>	<b>Local Service Village</b>	<b>Peasmarsh</b>	<b>Rother levels</b>			Small Market Towns: Rye Lower Order Villages and Hamlets: Four Oaks, Beckley, Iden, Playden
<b>Pett</b>	<b>Other Village or Hamlet</b>	<b>Pett</b>	<b>Marsham</b>		Hastings	Lower Order Villages and Hamlets: Icklesham, Three Oaks, Friars Hill, Guestling Green, Batchelors Bump, Pett Level, Fairlight, Fairlight Cove
<b>Pett Level</b>	<b>Other Village or Hamlet</b>	<b>Pett</b>	<b>Marsham</b>			Lower Order Villages and Hamlets: Guestling Green, Friars Hill, Pett, Fairlight Cove
<b>Robertsbridge</b>	<b>Rural Service Village</b>	<b>Salehurst</b>	<b>Salehurst</b>		Hastings	Local Service Village: Hurst Green Lower Order Villages and Hamlets: Mountfield, Johns Cross.
<b>Rye</b>	<b>Small Market Town</b>	<b>Rye</b>	<b>Rye</b>			Local Service Village: Peasmarsh Lower Order Villages and Hamlets: Iden, Playden, Rye Harbour, Winchelsea
<b>Sedlecombe</b>	<b>Local Service Village</b>	<b>Sedlecombe</b>	<b>Ewhurst and Sedlescombe</b>		Hastings	Lower Order Villages and Hamlets: Mill Corner
<b>Staplecross</b>	<b>Other Village or Hamlet</b>	<b>Ewhurst</b>	<b>Ewhurst and Sedlescombe</b>			Lower Order Villages and Hamlets: Bodiam, Ewhurst
<b>Stonegate</b>	<b>Other Village or Hamlet</b>	<b>Ticehurst</b>	<b>Ticehurst and Etchingham</b>			Rural Service Centres: Ticehurst
<b>Three Oaks</b>	<b>Other Village or Hamlet</b>	<b>Guestling</b>	<b>Marsham</b>		Hastings	Local Service Village: Westfield, Lower Order Villages: Icklesham, Batchelors Bump, Friars Hill, Guestling Green, Pett
<b>Ticehurst</b>	<b>Rural Service Village</b>	<b>Ticehurst</b>	<b>Ticehurst and Etchingham</b>			Lower Order Villages and Hamlets: Stonegate, Flimwell
Udimore	Other Village or Hamlet	Udimore	<b>Brede Valley</b>			Local Service Village: Broad Oak, Lower Order Villages and Hamlets: Cackles Street, Brede
<b>Westfield</b>	<b>Local Service Village</b>	<b>Westfield</b>	<b>Brede Valley</b>	Hastings	Hastings	Lower Order Villages and Hamlets: Brede, Cackle Street, Three Oaks, Westfield Lane
<b>Westfield Lane</b>	<b>Other Village or Hamlet</b>	<b>Westfield</b>	<b>Brede Valley</b>	Hastings	Hastings	Local Service Villages: Westfield
<b>Winchelsea</b>	<b>Other Village or Hamlet</b>	<b>Icklesham</b>	<b>Eastern</b>		Hastings	Small Market Towns: Rye Lower Order Villages and Hamlets: Winchelsea Beach, Icklesham
<b>Winchelsea Beach</b>	<b>Other Village or Hamlet</b>	<b>Icklesham</b>	<b>Eastern</b>		Hastings	Lower Order Villages and Hamlets:Winchelsea
Woods Corner	Other Village or Hamlet	Dallington	Darwell			Lower Order Villages and Hamlets: Dallington, Brightling

Note: Settlements in bold indicate a settlement that has a Local Plan development boundary  
Drive Times: \*As defined by AA or RAC Routeplanner estimated drive time from centre to centre of settlement.



Appendix 5 Economic Indicators

Parish	Villages within Parish	Number and % of unemployed (Parish level)	Economic activity rate	Ratio of in:out commuting	% Commuting other than by car	East Sussex rank of areas of multiple deprivation 2007 (super output area level)	Commentary
				By ward			
Ashburnham and Penshurst Battle	Ashburnham	6 2.2%	71%	0.51	14%	110	Average unemployment and high activity rate, combine with limited employment base and reliance on car suggests <i>limited employment development if housing growth</i> .
	Netherfield	71 1.8%	64%	1.00	20%	Battle Town East - 301, Battle Town South – 105 Battle Town West - 219	Difficult to draw out specific conclusions on Netherfield as statistics cover much wider Battle area. Battle East is least deprived parish in district.
Beckley	Beckley, Four Oaks	17 2.4%	63%	0.43	12%	145	Average unemployment and activity rate, combined with limited employment base and reliance on car suggests <i>limited employment development</i> .
Bexhill	Normans Bay						No reliable information can be drawn out for Normans Bay as it is within wider Bexhill parish.
Bodiam	Bodiam	11 4.2%	70%	0.46	22%	115	Relatively higher job need combined with higher activity rate, low job provision and reliance on public transport suggest <i>need for employment development if housing growth</i> .
Brede	Brede, Broad Oak, Cackle Street	35 2.9%	60%	0.31	11%	162	Moderate unemployment and EA rate combined with very low job provision and reliance on car suggests <i>need for employment development if housing growth</i>
Brightling	Brightling	7 2.6%	68%	0.72	17%	152	Moderate unemployment and EA rate combined with high job provision and reliance on car suggests <i>not strong need for employment development</i> .
Burwash	Burwash, Burwash Common, Burwash Weald	34 1.8%	67%	0.72	17%	218	Lowish unemployment, highish EA rate, fairly high economic base. <i>liot strong need for employment development</i> .
Camber	Camber	36 3.8%	65%	0.63	35%	54	High unemployment and comparatively high levels of deprivation. Average EA rate and economic base. Suggests area would benefit from some additional local employment, or if that is not possible then restrictions should be placed upon new housing.
Catsfield	Catsfield	6 1.0%	65%	0.52	12%	110	Low unemployment, average EA rate. Low economic base, reliance on car. Suggests a fair amount of out commuting.
Crowhurst	Crowhurst	14 2.3%	64%	0.51	14%	168	Average unemployment and EA rate. Lowish economic base. Reliance on car. Suggests acts as a commuter base for neighbouring Hastings. <i>Some limited employment development may be appropriate if housing growth</i> .
Dallington	Dallington, Woods Corner	0 0.0%	61%	0.72	13%	152	Zero unemployment. Average EA rate, reasonable economic base. <i>Suggests no real need for new employment</i> .
Etchingham	Etchingham	8 1.4%	71%	0.62	27%	231	Low unemployment, high EA, average economic base, strong relaince on non-car modes. No real issues with deprivation. <i>Not strong need for new employment uses, just possible small-scale potential</i> .
Ewhurst	Staplecross, Ewhurst, Cripp's Corner	13 1.8%	63%	0.46	12%	187	Lowish unemployment, average EA rate, low economic base, reliant on car. <i>Suggests some need for employment uses if there is new housing</i> .
Fairlight	Fairlight, Fairlight Cove, Friars Hill.	22 1.9%	48%	1.10	8%	171	Low unemployment, very low EA rate. High car use, high economic base. Suggests acts as a commuter base for neighbouring Hastings. Suggests no need for more employment uses, unless significant numbers of new housing.
Guestling	Three Oaks, Guestling Green, Batchelors Bump.	11 1.1%	63%	1.10	11%	181	Low unemployment, average EA rate, high economic base, reliance on car for commuting. <i>Suggests no need for employment</i>
Hurst Green	Hurst Green	27 2.7%	71%	0.46	17%	208	Above average unemployment and EA rate. Low economic base. <i>Suggests need for employment uses</i> .
Icklesham	Icklesham, Winchelsea, Winchelsea Beach, Rye Harbour	61 3.2%	59%	0.63	13%	120 – Winchelsea and Icklesham 49 – Winchelsea Beach	High unemployment, average EA rate and economic base. High reliance on car. Rye Harbour and Winchelsea Beach is most deprived area in Rother outside Bexhill. <i>Suggests need for some employment uses</i> .
Iden	Iden	7 2.0%	58%	0.63	13%	54	Average unemployment, EA rate and economic base. Reliance on car. Comparatively high levels of deprivation. <i>This suggests a need for new employment if there is new housing</i> .
Mountfield	Mountfield, Johns Cross	3 0.9%	70%	0.72	11%	131	Very low unemployment, highish EA rate. Reasonable base. Reliance on car. Suggests not strong need for more employment opportunities.
Northiam	Northiam, Mill Corner	28 1.9%	60%	0.43	11%	145	Average %EA. Lowish unemployment. Low economic base and heavy relaince on car. Suggests a high level of out-commuting and <i>some need for local job opportunities</i> .
Peasmarsh	Peasmarsh	14 1.7%	65%	0.43	14%	160	Low unemployment. Low economic base. Average EA rate. Reliance on car. Suggests a high level of out-commuting and <i>some need for local job opportunities</i> .
Pett	Pett, Pett Level	7 1.4%	58%	1.10	7%	145	Low unemployment. Very high base suggest already has sufficient local employment opportunities, but not accessible by non-car modes.
Salehurst and Robertsbridge	Robertsbridge, Salehurst,	41 2.2%	62%	0.46	22%	Robertsbridge C, E & S - 115 Robertsbridge NW - 277	Average unemployment and EA rate. Very low economic base. Robertsbridge NW very low levels of deprivation, other areas more deprived. <i>Suggest need for new employment</i> .
Sedlescombe	Sedlescombe	29 3.0%	61%	0.46	13%	Sedlescombe North 187 Sedlescombe South 190	Fairly high unemployment, combined with very low economic base. Low public transport usage suggests <i>need for employment</i> .
Ticehurst	Ticehurst, Flimwell, Stonegate	48 2.1%	67%	0.62	20%	167 Ticehurst Central - 227	Average unemployment and fair economic activity rate. Average economic base. Reasonable reliance on public transport and non-car modes. <i>This suggests the need for some new employment if new housing were to be considered appropriate</i> .
Udimore	Udimore	11 4.2%	67%	0.31	9%	165	High unemployment, reasonable economic activity rate. Very low economic base. Very high reliance on car. <i>Suggests need for employment if new housing, although provision in neighbouring Rye may meet local need</i> .
Westfield	Westfield, Westfield Lane	47 2.6%	65%	0.31	12%	154	Above average unemployment. Reasonable numbers economic active, low economic base. Heavy reliance on car. <i>Suggests need for employment</i> .
Whatlington		6 2.6%	73%	0.72	14%	131	Above average unemployment. High numbers economic active, reasonable economic base. Reliance on car.
Village Averages		2.2%	61%	0.61	19%		

Economic Activity Rate: The number of people, who are economically active aged 16 to 59/64, expressed as a percentage of all people aged 16 to 59/64.

Appendix 6 Rural Area Industrial Estates

Name	Location	Parish	No. of Sites	Number Vacant Sites	Total Floorspace (sq.m)	Total Vacant Floorspace	% of Vacant Floorspace	Use Class	General age, nature and use of stock	Market position/function	Accessibility and development potential
Bodiam Business Park	Bodiam	Bodiam	5	0	3,065	0	0	B1	10 – 30 years Mixed industrial and offices	Variety of single-occupied and multi-occupied units of varying quality	Rural Location, accessible to A21. Possible scope for further development
Brick House Estate	Between Burwash & Brightling	Brightling	1	0	388	0	0	B1	N/a	N/a	N/a
Perrymans Lane	Between Burwash, Burwash Weald & Brightling	Burwash	3	1	935	592	63	B2	N/a	N/a	N/a
Coldharbour Farm	Between Dallington & Brightling	Dallington	1 (multi-occ)	0	278	0	0	B2	N/a	N/a	N/a
Seacox Farm	Flimwell	Ticehurst	10	0	1,848	0	0	Mostly B1, one B2	N/a	N/a	N/a
The Old Dairy	Iden	Iden	2	0	557	0	0	B1	N/a	N/a	N/a
Vine Hall Farm Industrial Park	Mountfield	Mountfield	9	2	2,958	591	20	B1	N/a	N/a	N/a
British Gypsum	Between Mountfield & Netherfield	Mountfield	1	0	38,932	0	0	B2	N/a	N/a	N/a
Coppards Lane	Northiam	Northiam	5	0	1,660	0	0	B1	N/a	N/a	N/a
The Maltings	Peasmarsch	Peasmarsch	6	1	290	45	16	Mostly B1, one A1	10 – 15 years old (?) small standard light industrial units	Workshop / storage	Rural location close to residential. Suits small local businesses. No further development potential
Avimax Centre	Robertsbridge	Salehurst & Robertsbridge	3	3	582	582	0	B1	N/a	N/a	N/a
Gibbs Read Farm	Ticehurst	Ticehurst	18	2	2,290	151	7	Predominantly B1, but also A1 and D2	N/a	N/a	N/a
Parsonage Farm	Ticehurst	Ticehurst	5	0	516	0	0	B1	N/a	N/a	N/a
Udimore Road	Udimore	Udimore	2	2	129	129	100	B1	N/a	N/a	N/a
Wheel Farm	Westfield	Westfield	15	1	3,782	90	2	B1	Pt converted agric. bldgs; plus 3 modern workshop buildings	Light industrial / workshop uses.	Rural location; close to Hastings and accessed via A28. Scope for further expansion on adjoining land
Sutton Industrial Park	Winchelsea	Icklesham	15	2	1,060	143	13	Mostly B2, some B1	20+ yrs old. Small-medium standard light industrial units	Workshop / storage	Close to A259 but in remote location. No further development potential.
<b>Total Rural Area</b>			<b>104</b>	<b>14</b>	<b>59,270</b>	<b>2,323</b>	<b>4</b>				

Source: Locate East Sussex Website and Rother Employment Strategt Review 2008

[Link: Click Here](#)

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Appendix 7: Housing Indicators

Parish	Villages within Parish	Number of households in housing need	Number of households in housing need as a % of all households	% of social rented housing (RSL/LA) in the existing stock	Number of households on the housing register seeking accommodation	Number of households on housing register seeking accommodation as a % of all households in the parish	Commentary
Ashburnham and Penshurst	Ashburnham	4	2.5%	6.2%	0	0	Low absolute and relative need/demand; low % of RSL accommodation.
Battle	Netherfield	98	3.50%	12.80%	3	2.9	Difficult to draw conclusions regarding Netherfield village within wider Battle parish.
Beckley	Beckley, Four Oaks	16	3.4%	8.6%	16	3.5	Low need/fair demand and average % of RSL stock.
Bexhill	Normans Bay	N/a	N/a	N/a	N/a	N/a	Difficult to draw conclusions regarding Normans Bay village within wider Bexhill parish.
Bodiam	Bodiam	7	4.8%	20.0%	7	4.8	Low need/ high demand. Very high number of RSL in housing stock. Relatively sought after location from households on housing register.
Brede	Brede, Broad Oak, Cackle Street	19	2.5%	6.1%	16	2.1	Low need/moderate demand and low-medium % of stock; limited need for some further affordable housing
Brightling	Brightling	2	1.3%	1.3%	1	0.6	Very low absolute and relative need. Very low proportion of RSL in stock and little demand for this location.
Burwash	Burwash, Burwash Common, Burwash Weald	19	1.6%	6.8%	22	2	Has above average need for RSL accommodation with below average % in housing stock. Exception site could ameliorate need
Camber	Camber	25	4.0%	8.0%	27	4.5	Relatively low levels of housing need. Average RSL% in stock. Relatively sought after location from households on housing register.
Catsfield	Catsfield	10	3.1%	8.0%	14	4.4	Relatively low levels of housing need. Average RSL% in stock. Relatively sought after location from households on housing register.
Crowhurst	Crowhurst	18	5.4%	7.8%	9	2.7	Average RSL% in stock. Average demand from housing register . Low-medium levels of housing needs.
Dallington	Dallington, Woods Corner	1	0.7%	2.9%	4	2.9	Low housing need, low % of social rented housing in stock, average number of households on register seking accommodation.
Etchingham	Etchingham	15	11.0%	5.0%	5	1.6	High housing need, low % of RSL in stock. Low demand from register.
Ewhurst	Staplecross, Ewhurst, Cripp's Corner	8	5.2%	8.8%	2	0.43	Lowish need. Average % of RSL in stock. Very low demand from register.
Fairlight	Fairlight, Fairlight Cove, Friar's Hill	18	6.3%	0.1%	10	1.2	Average need and % of RSL in stock. Low demand from register.
Guestling	Three Oaks, Guestling Green, Batchelors Bump	21	11.1%	5.1%	11	1.9	High need but low demand from register. Lowish proportion of RSL in stock. May suit exception site.
Hurst Green	Hurst Green	18	9.9%	10.6%	14	2.4	High need and %RSL in stock. Average demand from register.
Icklesham	Icklesham, Winchelsea, Winchelsea Beach, Rye Harbour	44	11.7%	5.5%	18	1.3	High need, low %of RSL in stock. Low demand from register. May suit exception site.
Iden	Iden	5	6.3%	13.1%	13	5.8	Average need, high proportion of RSL in stock. High demand from register.
Mountfield	Mountfield, Johns Cross	9	18.0%	1.0%	1	0.5	Very high need, very low %RSL stock. Very low demand from register. May suit exception site.
Northiam	Northiam, Mill Corner	23	6.6%	12.9%	24	2.6	Average need, high % of RSL. Average demand from register.
Peasmarsh	Peasmarsh	23	14.5%	12.2%	26	5.1	High need, high %RSL in stock, high demand from register. Suggests strong need for more housing.
Pett	Pett, Pett Level	13	10.0%	5.8%	12	3.3	High need, lowish %RSL in stock. Fair demand from register.
Salehurst and Robertsbridge	Robertsbridge, Salehurst,	30	8.6%	12.3%	24	2.3	Fairly high need. High % RSL in stock. Average demand from register.
Sedlescombe	Sedlescombe	27	4.1%	15.8%	26	4.4	Lower need/higher demand from register. High proportion of RSI in stock.
Ticehurst	Ticehurst, Flimwell, Stonegate	52	10.4%	10.4%	38	2.6	High need, fairly high% RSI in stock. Average demand from register.
Udimore	Udimore	7	11.8%	5.5%	1	0.6	High need. Low % of RSL in stock. Very low demand from register. May suit exception site.
Westfield	Westfield, Westfield Lane	37	3.4%	12.0%	34	3.1	Low need, high % of RSL in stock, fair demand from register.
Whatlington		3	3.4%	0	2	1.2	
Villages Average			6.6%	8.0%		2.5	

**Appendix 8: Environmental Factors**

Settlement	Parish	Ward	Areas of Outstanding Natural Beauty (AONB)	Site of Special Scientific Interest (SSSI)	Site of Nature Conservation Importance (SNCI)	International and European Designations	Ancient Woodland	Floodplain	Settlement
Rye	Rye	Rye	1	1	1	1	1	2	Rye
Winchelsea Beach	Icklesham	Eastern	2	1	1	1	0	2	Winchelsea Beach
Normans Bay	Bexhill	Bexhill	0	2	0	2	0	2	Normans Bay
Camber	Camber	Eastern	0	2	0	1	0	2	Camber
Crowhurst	Crowhurst	Crowhurst	2	1	1	0	0	1	Crowhurst
Fairlight Cove	Fairlight	Marsham	1	1	1	1	1	0	Fairlight Cove
Pett Level	Pett	Marsham	2	1	1	0	0	1	Pett Level
Sedlecombe	Sedlecombe	Ewhurst and Sedlescombe	2	0	1	0	1	1	Sedlecombe
Winchelsea	Icklesham	Eastern	2	1	1	0	0	1	Winchelsea
Ashburnham	Ashburnham	Crowhurst	2	1	0	0	0	1	Ashburnham
Broad Oak	Brede	Brede Valley	2	0	1	0	1	0	Broad Oak
Burwash Weald	Burwash	Darwell	2	0	1	0	1	0	Burwash Weald
Hurst Green	Hurst Green	Salehurst	2	0	1	0	1	0	Hurst Green
Netherfield	Battle	Crowhurst	2	0	1	0	1	0	Netherfield
Robertsbridge	Salehurst	Salehurst	2	0	0	0	1	1	Robertsbridge
Cripp's Corner	Ewhurst	Ewhurst & Sedlescombe	2	0	1	0	1	0	Cripp's Corner
Batchelors Bump	Fairlight	Marsham	2	0	0	0	1	0	Batchelors Bump
Battle	Battle	Battle Town	2	0	0	0	1	0	Battle
Beckley	Beckley	Rother levels	2	0	0	0	1	0	Beckley
Brede	Brede	Brede Valley	2	0	0	0	1	0	Brede
Burwash Common	Burwash	Darwell	2	0	0	0	1	0	Burwash Common
Cackle Street	Brede	Brede Valley	2	0	0	0	1	0	Cackle Street
Etchingham	Etchingham	Ticehurst and Etchingham	2	0	0	0	0	1	Etchingham
Flimwell	Ticehurst	Salehurst	2	0	0	0	1	0	Flimwell
Four Oaks	Beckley	Rother levels	2	0	0	0	1	0	Four Oaks
Friars Hill	Fairlight	Marsham	2	0	0	0	1	0	Friars Hill
Guestling Green	Guestling	Marsham	2	0	0	0	1	0	Guestling Green
Icklesham	Icklesham	Eastern	2	0	1	0	0	0	Icklesham
Northiam	Nothiam	Rother levels	2	0	0	0	1	0	Northiam
Peasmarsh	Peasmarsh	Brede Valley	2	0	0	0	1	0	Peasmarsh
Pett	Pett	Marsham	2	0	0	0	1	0	Pett
Staplecross	Ewhurst	Ewhurst and Sedlescombe	2	0	0	0	1	0	Staplecross
Stonegate	Ticehurst	Ticehurst and Etchingham	2	0	0	0	1	0	Stonegate
Three Oaks	Guestling	Marsham	2	0	0	0	1	0	Three Oaks
Ticehurst	Ticehurst	Ticehurst and Etchingham	2	0	0	0	1	0	Ticehurst
Westfield	Westfield	Brede Valley	2	0	0	0	1	0	Westfield
Westfield Lane	Westfield	Brede Valley	2	1	0	0	0	0	Westfield Lane
Bodiam	Bodiam	Rother levels	2	0	0	0	0	0	Bodiam
Brightling	Brightling	Darwell	2	0	0	0	0	0	Brightling
Burwash	Burwash	Darwell	2	0	0	0	0	0	Burwash
Dallington	Dallington	Darwell	2	0	0	0	0	0	Dallington
Fairlight	Fairlight	Marsham	2	0	0	0	0	0	Fairlight
Iden	Iden	Eastern	2	0	0	0	0	0	Iden
Johns Cross	Mountfield	Darwell	2	0	0	0	0	0	Johns Cross
Mountfield	Mountfield	Darwell	2	0	0	0	0	0	Mountfield
Udimore	Udimore	Brede Valley	2	0	0	0	0	0	Udimore
Catsfield	Catsfield	Crowhurst	1	0	0	0	0	0	Catsfield
Mill Corner	Northiam	Rother Levels	0	0	0	0	0	0	Mill Corner

If settlement completely covered by designation - score 2

If settlement partially covered by designation, or designation on settlement edges - score 1

## Appendix 9: Sustainability Appraisal of Spatial Development Options

Strategy Options Rural Villages				
Option 1: Continue to Focus on Service Centres (main areas of change: rural service centres and to a lesser extent local service villages; strategy emphasis: service role of settlements)				
Sustainability Appraisal Objectives	Assessment			Comments / Proposed Mitigation
	Short Term	Medium Term	Long Term	
To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home	~	~	~	The scale of overall growth for the rural villages has been set at the higher level of the options hierarchy and does not change between options. Therefore the overall provision of housing here will be the same. The ability to provide affordable dwellings does not change between options as there are different approaches that can be taken to ensure provision, small rural exception sites could deliver 100% affordable, as well as larger sites providing say 40% affordable.
To improve the health and well-being of the population and reduce inequalities in health	✓	✓	✓	This option seeks to locate growth where there are existing health facilities and therefore a greater number of people will benefit from good access to them. Furthermore given the existing health infrastructure is in place expanding the service as a result of new development through additional doctors, dentists, pharmacists, for example is more easily achievable than if new facilities were needed.
To reduce crime and the fear of crime	~	~	~	All new development should follow 'secured by design' principles and minimise future fear of crime issues.
To reduce deprivation and social exclusion	?	?	?	The opportunity exists for new development to address



				deprivation and social exclusion through regeneration of an area or the provision of much needed facilities for example. The detail of where development will be located specifically is more a matter for the Site Allocations DPD.
To raise educational achievement levels and develop the opportunities for lifelong learning	(✓)	(✓)	(✓)	By locating growth in settlements with educational facilities allows greater numbers of people access to this provision locally. Investment in school facilities may be possible through planning gain which should improve the quality of provision and benefit the wider community.
To sustain economic growth and competitiveness and encourage innovation in higher value, lower impact activities	(✓)	(✓)	(✓)	This option allows the maximum amount of people to benefit from the provision of services, which in turn increases the economic viability of services themselves. This option then serves to strengthen the economies of the service role settlements.
To improve accessibility to services and facilities for all ages across the District	✓	✓	✓	This option allows the maximum amount of people to benefit from the provision of services.
To encourage and facilitate increased engagement in cultural and leisure activities	✓	✓	✓	In analysing the service role of settlements sports facilities, community halls, libraries, play spaces and places of worship were included. This should mean that locating growth in areas with these provisions should facilitate increased engagement in cultural and leisure activities.
To improve efficiency in land use and encourage the prudent use of natural resources	?	?	?	Unclear at this stage the options ability to reuse land and buildings – this will be better assessed at Site Allocations.
To reduce road congestion and pollution levels and ensure air quality continues to improve by increasing travel choice and reducing car usage	~	~	~	Whilst the option seeks to locate residents near to services and facilities and therefore to some job opportunities, it does not take into account transport infrastructure. Therefore it can be assessed as neutral insofar as the positive effects of locating people to reduce their need to travel may be neutralised by poor transport choice and lack of a wider range of job opportunities.
To reduce emissions of Greenhouse gases	(✓)	(✓)	(✓)	The option seeks to locate residents where their need to travel may be reduced and should therefore help to reduce emissions.

				may be reduced and should therefore help to reduce emissions of greenhouse gases. The options beneficial effect may be slightly weakened by encouraging car use through poor transport choice or individual commuter decisions.
To minimise the risk of flooding and resulting detriment to people and property	?	?	?	This will be assessed at Site Allocations.
To maintain, improve and manage water resources in a sustainable way	?	?	?	All new development should be built with water efficiency in mind. Unclear at this stage whether there will be any issue with water supply or treatment.
To conserve and enhance biodiversity	?	?	?	This will be assessed at Site Allocations.
To protect and enhance the high quality natural and built environment	?	?	?	Considering the rural villages and AONB holistically it could be argued that focusing development in existing service centres helps preserve the AONB by restricting growth to a few key settlements. The counter argument to this is that the rest of the villages within the District and AONB would suffer decline due to lack of investment and growth to support them.
To reduce waste generation and disposal, and achieve the sustainable management of waste	(✓)	(✓)	(✓)	This option could have beneficial effects for reducing waste generation as focussing on existing service centres means greater opportunities to upgrade existing infrastructure rather than constructing new – which could be more waste intensive.
<b>Conformity with other policy/initiatives:</b> PPS7 Development in Rural Areas; The Preferred option at District-wide level.				
<b>Non-conformity:</b>				
<b>Summary:</b> there are many uncertainties assessing this level of option as detail on precise locations within or around the settlements is still unknown, the impacts would become much clearer at Site Allocations stage. The option performs well in respect of access to services and facilities including health, education, cultural and leisure activities and some job opportunities and consequently has the potential for beneficial effects against the objective to reduce greenhouse emissions. The option has the potential to generate less waste than the other options in this set due the potential for upgrading existing service provision rather than building new.				

## Strategy Options Rural Villages

**Option 2: Development to Support Community Needs and deficiencies (main area of change: east and north of District centred on Rye and Ticehurst – no need in centre of District; strategy emphasis: led by housing needs with secondary emphasis need for supporting services)**

Sustainability Appraisal Objectives	Assessment			Comments / Proposed Mitigation
	Short Term	Medium Term	Long Term	
To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home	~	~	~	The scale of overall growth for the rural villages has been set at the higher level of the options hierarchy and does not change between options. Therefore the overall provision of housing here will be the same. The ability to provide affordable dwellings does not change between options as there are different approaches that can be taken to ensure provision, small rural exception sites could deliver 100% affordable, as well as larger sites providing say 40% affordable.
To improve the health and well-being of the population and reduce inequalities in health	(✓)	(✓)	(✓)	Theoretically this option could have beneficial effects for the health and well-being of the population as it would be providing for need as identified by residents' preferences. This being the case perceived health and well-being should increase given the known links between good accommodation and health. However the access to health facilities may not be as good as with other options, though clearly there could be room to improve the provision with the right level of growth.
To reduce crime and the fear of crime	~	~	~	All new development should follow 'secured by design'

				principles and minimise future fear of crime issues.
To reduce deprivation and social exclusion	(✓)	(✓)	(✓)	The opportunity exists for new development to address deprivation and social exclusion through regeneration of an area or the provision of much needed facilities for example. There are high levels of deprivation in Rye – where this option would direct a significant proportion of growth. The component of this option that seeks to locate growth where there is an identified need for supporting services in order to secure such services could also help to reduce social exclusion through improved accessibility.
To raise educational achievement levels and develop the opportunities for lifelong learning	?	?	?	The provision of or improvements to education facilities is triggered by a set level of growth which may not be reached in some locations with this option and consequent pressure could be placed on existing provision.
To sustain economic growth and competitiveness and encourage innovation in higher value, lower impact activities	?	?	?	This option relies on need identified by residents themselves, which may be based upon work place orientation, their choice of school or other amenity issues such as visual attraction to a place, recreational facilities etc. It is unclear how this pattern of development will support economic growth.
To improve accessibility to services and facilities for all ages across the District	(X)	(X)	(X)	Potentially negative effects against this objective because this option directs development towards where services are lacking. Whilst there may be some opportunities to deliver new services and facilities alongside development this will not always be the case.
To encourage and facilitate increased engagement in cultural and leisure activities	?	?	?	There could be mixed results for progress against this objective because in some areas, for example Rye, where a strong 'need' is identified there is good provision in cultural and leisure facilities, but this may not be the case for other preferential locations.
To improve efficiency in land use and encourage the prudent use of natural resources	?	?	?	Unclear at this stage the options ability to reuse land and buildings – this will be better assessed at Site Allocations.

To reduce road congestion and pollution levels and ensure air quality continues to improve by increasing travel choice and reducing car usage	?	?	?	Unclear the exact nature of locations across the District and how this will effect car movements, commuter patterns, public transport use etc. There are known congestion problems in Rye and the location of development here should consider minimising the impacts on the road network through good pedestrian and cycle access to service and facilities including public transport. Potential for increased car movements District wide as people travel to service centres for their work and life needs.
To reduce emissions of Greenhouse gases	(X)	(X)	(X)	Potential for adverse effects against the objective to reduce greenhouse gas emissions due to the potential for increased trips by car to reach everyday services and facilities. Furthermore potential for increased construction due to the need to provide facilities in some cases and increased emissions associated with construction and operation of these new facilities.
To minimise the risk of flooding and resulting detriment to people and property	?	?	?	This will be assessed at Site Allocations.
To maintain, improve and manage water resources in a sustainable way	?	?	?	All new development should be built with water efficiency in mind. Unclear at this stage whether there will be any issue with water supply or treatment.
To conserve and enhance biodiversity	?	?	?	This will be assessed at Site Allocations.
To protect and enhance the high quality natural and built environment	?	?	?	Unclear at this stage the final distribution of growth and how it will effect the high quality natural and built environment. The potential for Rye to accommodate significant levels of growth for example are severely constrained by its environmental assets including high quality built environment.
To reduce waste generation and disposal, and achieve the sustainable management of waste	(X)	(X)	(X)	This option has greater potential than option 1 to have adverse effects for reducing waste generation as there is a likelihood of building more new facilities which will generate waste in construction and operation.
<b>Conformity with other policy/initiatives:</b>				



**Non-conformity:** PPS7 Development in Rural Areas

**Summary:** there are many uncertainties assessing this level of option as detail on precise locations within or around the settlements is still unknown, the impacts would become much clearer at Site Allocations stage. There is potential for beneficial effects for improving health and well being and reducing social exclusion. There is potential for adverse effects on reducing greenhouse gas emissions and waste arising due to the likely need to build and operate a supply of new facilities.

## Strategy Options Rural Villages

**Option 3: Focus development of Few Larger Villages (main areas of change: Robertsbridge, Northiam, Ticehurst, Hurst Green; strategy emphasis: settlements with service role and good accessibility)**

Sustainability Appraisal Objectives	Assessment			Comments / Proposed Mitigation
	Short Term	Medium Term	Long Term	
To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home	~	~	~	The scale of overall growth for the rural villages has been set at the higher level of the options hierarchy and does not change between options. Therefore the overall provision of housing here will be the same. The ability to provide affordable dwellings does not change between options as there are different approaches that can be taken to ensure provision, small rural exception sites could deliver 100% affordable, as well as larger sites providing say 40% affordable.
To improve the health and well-being of the population and reduce inequalities in health	~	~	~	Concentrating development in a few larger villages would ensure new residents had good access to health facilities; however the effect is marked as neutral as the option does not consider the potential and needs of other villages and their populations.
To reduce crime and the fear of crime	~	~	~	All new development should follow 'secured by design' principles and minimise future fear of crime issues.
To reduce deprivation and social exclusion	?	?	?	The opportunity exists for new development to address deprivation and social exclusion through regeneration of an area or the provision of much needed facilities for example.

To raise educational achievement levels and develop the opportunities for lifelong learning	~	~	~	The villages at the focus of this option are concentrated in the north and northeast of the District, so if educational facilities in these villages were to be upgraded the benefits would only be felt by those areas served by these four villages. There is not a good geographical spread across the rural villages' area so whilst there would be some localised benefits – considering the whole of the rural villages' area – the effects are judged to be neutral.
To sustain economic growth and competitiveness and encourage innovation in higher value, lower impact activities	?	?	?	The four villages at the focus of this option are recognised as providing greater access to jobs than others, so in terms of supporting these economies the option performs well. However, restricting development across the rest of the rural area could be detrimental to the rural economy as a whole.
To improve accessibility to services and facilities for all ages across the District	~	~	~	Whilst the option aims to focus development in four villages with greater access to services than others and with better public transport links it cannot address service provision in the other villages which cover a large geographical area. Therefore the benefits that may be possible in some areas are neutralised when considering the rural area as a whole.
To encourage and facilitate increased engagement in cultural and leisure activities	~	~	~	Similar issues arise with this objective; whilst there may be some benefits in the locality of new development a large area of the District is neglected.
To improve efficiency in land use and encourage the prudent use of natural resources	?	?	?	Unclear at this stage the options ability to reuse land and buildings – this will be better assessed at Site Allocations.
To reduce road congestion and pollution levels and ensure air quality continues to improve by increasing travel choice and reducing car usage	~	~	~	The option considers public transport provision and focuses on areas well served by public transport, theoretically resulting in beneficial effects for improving travel choice. This is somewhat counterbalanced by the fact that all new provision of facilities will be focused in the north and northeast of the rural area potentially encouraging car use from other areas where public transport options are reduced or more cumbersome than

				taking the car.
To reduce emissions of Greenhouse gases	(X)	(X)	(X)	Due to the geographical concentration of the villages identified for growth in this option there is a likelihood that car use will continue to increase in the rest of the rural area which would have a negative effect on reducing greenhouse gas emissions.
To minimise the risk of flooding and resulting detriment to people and property	?	?	?	This will be assessed at Site Allocations.
To maintain, improve and manage water resources in a sustainable way	?	?	?	All new development should be built with water efficiency in mind. Unclear at this stage whether there will be any issue with water supply or treatment.
To conserve and enhance biodiversity	?	?	?	This will be assessed at Site Allocations.
To protect and enhance the high quality natural and built environment	?	?	?	Considering the rural villages and AONB holistically it could be argued that focusing development in four key villages helps preserve the AONB by restricting growth to a few key settlements. The counter argument to this is that the rest of the villages within the District and AONB would suffer decline due to lack of investment and growth to support them.
To reduce waste generation and disposal, and achieve the sustainable management of waste	(✓)	(✓)	(✓)	This option could have beneficial effects for reducing waste generation as focussing on four key villages with good service provision means greater opportunities to upgrade existing infrastructure rather than constructing new – which could be more waste intensive.
<b>Conformity with other policy/initiatives:</b>				
<b>Non-conformity:</b>				
<b>Summary:</b> This option results in a number of neutral effects against SA Objectives – this is often due to the positive and negative effects balancing each other out. This is primarily due the geographical concentration of the four villages which are the focus of development for this option and therefore the relative neglect of a large geographical area of the District – home to a significant number of smaller villages.				

## Strategy Options Rural Villages

**Option 4a: Dispersed Development (main areas of change: spread based upon population size between all 45 villages identified in the Rural Settlement Strategy; strategy emphasis: manageable growth at a greater number of settlements and reinforcing historic pattern of development within High Weald AONB)**

Sustainability Appraisal Objectives	Assessment			Comments / Proposed Mitigation
	Short Term	Medium Term	Long Term	
To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home	~	~	~	The scale of overall growth for the rural villages has been set at the higher level of the options hierarchy and does not change between options. Therefore the overall provision of housing here will be the same. The ability to provide affordable dwellings does not change between options as there are different approaches that can be taken to ensure provision, small rural exception sites could deliver 100% affordable, as well as larger sites providing say 40% affordable.
To improve the health and well-being of the population and reduce inequalities in health	?	?	?	Unclear how this option would address the health and well-being of the rural population. Whilst there could clearly be some benefits to villages where the level of development leads to improvements in health facilities – or health facilities where there were none; there may also be a number of settlements where growth levels are not sufficient to warrant these improvements but instead serve to place a degree of additional strain on local health services / facilities or place new residents in areas with no local health facilities.
To reduce crime and the fear of crime	~	~	~	All new development should follow 'secured by design'



				principles and minimise future fear of crime issues.
To reduce deprivation and social exclusion	?	?	?	The opportunity exists for new development to address deprivation and social exclusion through regeneration of an area or the provision of much needed facilities for example.
To raise educational achievement levels and develop the opportunities for lifelong learning	?	?	?	Similar argument to that constructed under the health objective – it is unclear how the provision of new or upgraded educational facilities as a result of development would be distributed and what residual strains will result.
To sustain economic growth and competitiveness and encourage innovation in higher value, lower impact activities	(✓)	(✓)	(✓)	It could be argued that reinforcing the existing population pattern across the rural area would maintain economic growth in the rural economy.
To improve accessibility to services and facilities for all ages across the District	(X)	(X)	(X)	Population does not necessarily correspond to either accessibility, provision of services or local needs therefore to distribute new growth based upon population would not necessarily serve to improve accessibility and is perhaps more likely to reduce it by a resultant greater amount of people in areas which lack good service provision.
To encourage and facilitate increased engagement in cultural and leisure activities	(X)	(X)	(X)	A similar argument applies here that distribution by population size will not necessarily facilitate increased engagement in leisure and cultural activities and could actually hinder it.
To improve efficiency in land use and encourage the prudent use of natural resources	?	?	?	Unclear at this stage the options ability to reuse land and buildings – this will be better assessed at Site Allocations.
To reduce road congestion and pollution levels and ensure air quality continues to improve by increasing travel choice and reducing car usage	(X)	(X)	(X)	Potential for increased car use as population sizes of settlements do not reflect service provision or accessibility.
To reduce emissions of Greenhouse gases	(X)	(X)	(X)	Potential for increased car usage.
To minimise the risk of flooding and resulting detriment to people and property	?	?	?	This will be assessed at Site Allocations.
To maintain, improve and manage water resources in a sustainable way	?	?	?	All new development should be built with water efficiency in mind. Unclear at this stage whether there will be any issue

				with water supply or treatment.
To conserve and enhance biodiversity	?	?	?	This will be assessed at Site Allocations.
To protect and enhance the high quality natural and built environment	(✓)	(✓)	(✓)	The option protects and reinforces the historic settlement pattern which characterises the High Weald AONB.
To reduce waste generation and disposal, and achieve the sustainable management of waste	(X)	(X)	(X)	This option has potential to have adverse effects for reducing waste generation as there is a likelihood that new facilities which will generate waste in construction and operation will need to be built where populations exceed service provision and new development exacerbates this.
<b>Conformity with other policy/initiatives:</b> High Weald AONB Unit & English Heritage representations;				
<b>Non-conformity:</b> PPS7 Development in Rural Areas				
<b>Summary:</b> the option has a greater potential for adverse effects than options 1-3 due to its underlying principle of dividing growth on the basis of population with no regard to service provision, community needs or accessibility.				

## Strategy Options Rural Villages

**Option 4b: Dispersed Development including Historic Farmsteads (main areas of change: spread even more widely incorporating tiny hamlets and even smaller farmsteads; strategy emphasis: manageable growth at a greater number of settlements and reinforcing historic pattern of development within High Weald AONB)**

Sustainability Appraisal Objectives	Assessment			Comments / Proposed Mitigation
	Short Term	Medium Term	Long Term	
To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home	~	~	~	The scale of overall growth for the rural villages has been set at the higher level of the options hierarchy and does not change between options. Therefore the overall provision of housing here will be the same. The ability to provide affordable dwellings does not change between options as there are different approaches that can be taken to ensure provision, small rural exception sites could deliver 100% affordable, as well as larger sites providing say 40% affordable.
To improve the health and well-being of the population and reduce inequalities in health	?	?	?	Unclear how this option would address the health and well-being of the rural population. Whilst there could clearly be some benefits to villages where the level of development leads to improvements in health facilities – or health facilities where there were none; there may also be a number of settlements where growth levels are not sufficient to warrant these improvements but instead serve to place a degree of additional strain on local health services / facilities or place new residents in areas with no local health facilities.
To reduce crime and the fear of crime	~	~	~	All new development should follow 'secured by design'

				principles and minimise future fear of crime issues.
To reduce deprivation and social exclusion	?	?	?	The opportunity exists for new development to address deprivation and social exclusion through regeneration of an area or the provision of much needed facilities for example.
To raise educational achievement levels and develop the opportunities for lifelong learning	?	?	?	Similar argument to that constructed under the health objective – it is unclear how the provision of new or upgraded educational facilities as a result of development would be distributed and what residual strains will result.
To sustain economic growth and competitiveness and encourage innovation in higher value, lower impact activities	(✓)	(✓)	(✓)	It could be argued that reinforcing the existing population pattern across the rural area would maintain economic growth in the rural economy. It is recognised in the High Weald AONB Management Plan that there is a need for increased connection between settlements and that part of the economy based on the local countryside and development of the farmsteads could offer part of the solution.
To improve accessibility to services and facilities for all ages across the District	(X)	(X)	(X)	Wider dispersal of development would not necessarily correspond to either accessibility, provision of services or local needs, therefore to distribute new growth based upon general wide dispersal would not necessarily serve to improve accessibility and is perhaps more likely to reduce it by a resultant greater amount of people in areas which lack good service provision.
To encourage and facilitate increased engagement in cultural and leisure activities	(X)	(X)	(X)	A similar argument applies here that this distribution will not necessarily facilitate increased engagement in leisure and cultural activities and could actually hinder it.
To improve efficiency in land use and encourage the prudent use of natural resources	(✓)	(✓)	(✓)	Greater potential with this option to reuse land and buildings through the regeneration of farmsteads.
To reduce road congestion and pollution levels and ensure air quality continues to improve by increasing travel choice and reducing car usage	(X)	(X)	(X)	Potential for increased car use as distribution does not reflect service provision or accessibility.

To reduce emissions of Greenhouse gases	(X)	(X)	(X)	Potential for increased car usage.
To minimise the risk of flooding and resulting detriment to people and property	?	?	?	This will be assessed at Site Allocations.
To maintain, improve and manage water resources in a sustainable way	?	?	?	All new development should be built with water efficiency in mind. Unclear at this stage whether there will be any issue with water supply or treatment.
To conserve and enhance biodiversity	?	?	?	This will be assessed at Site Allocations.
To protect and enhance the high quality natural and built environment	(✓)	(✓)	(✓)	The option protects and reinforces the historic settlement pattern which characterises the High Weald AONB.
To reduce waste generation and disposal, and achieve the sustainable management of waste	(X)	(X)	(X)	This option has potential to have adverse effects for reducing waste generation as there is a likelihood that new facilities which will generate waste in construction and operation will need to be built where populations exceed service provision and new development exacerbates this.
<b>Conformity with other policy/initiatives:</b> High Weald AONB Unit & English Heritage representations;				
<b>Non-conformity:</b> PPS7 Development in Rural Areas				
<b>Summary:</b> Option 4b has similar effects to option 4a as would be expected given the underlying approach based upon a wide dispersal. Additionally this option may offer greater potential for the efficient use of land and resources through the ability to regenerate farmstead land and buildings.				



## Strategy Options Rural Villages

**Option 5 Focus Development on Transport Corridors (main areas of change: A21 and A259 transport corridors and the north/south and east/west railway corridors; strategy emphasis: economic development led – strengthening Rother’s role within the wider South East England context. Emphasis on connectivity to London and Europe)**

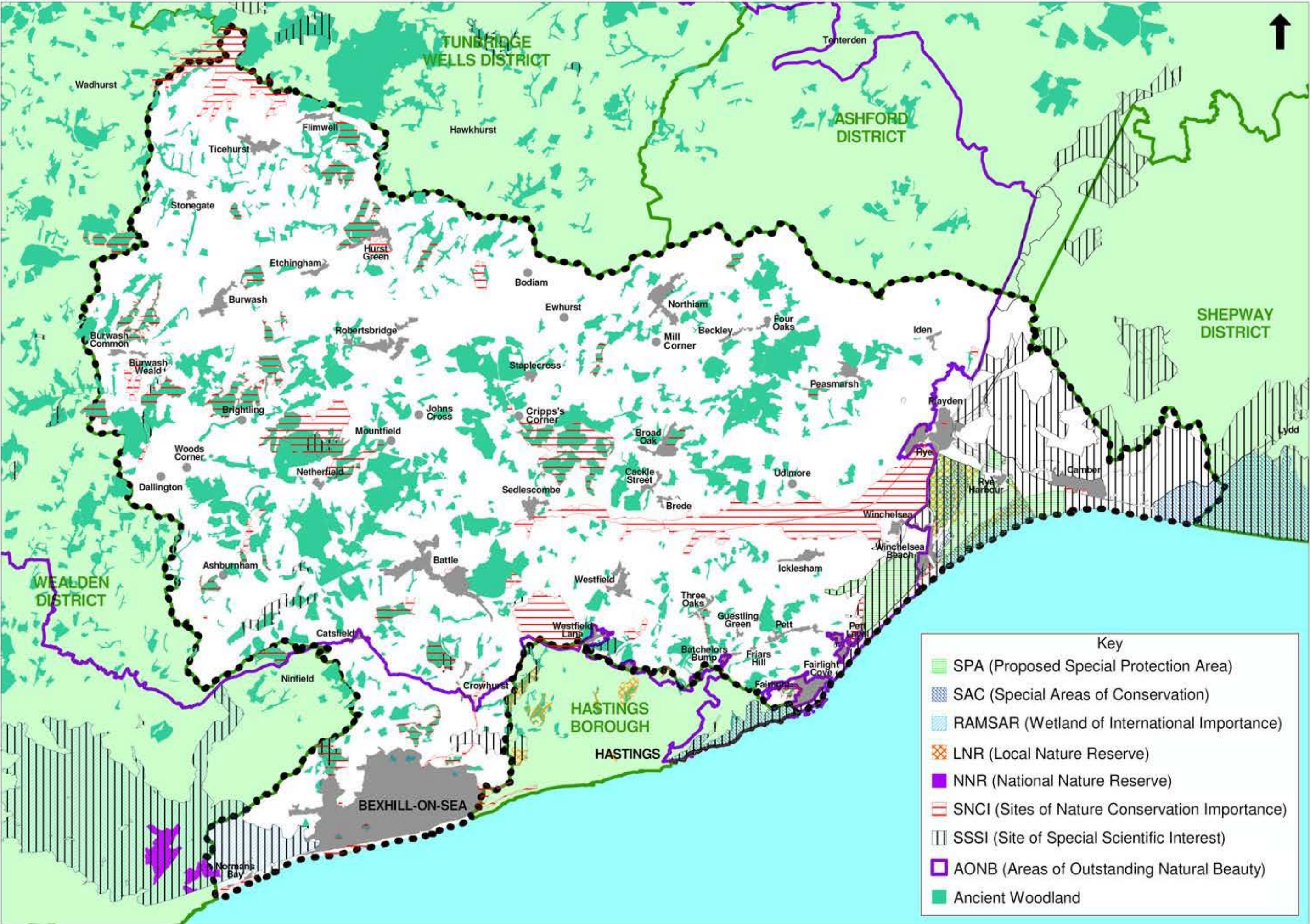
Sustainability Appraisal Objectives	Assessment			Comments / Proposed Mitigation
	Short Term	Medium Term	Long Term	
To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home	~	~	~	The scale of overall growth for the rural villages has been set at the higher level of the options hierarchy and does not change between options. Therefore the overall provision of housing here will be the same. The ability to provide affordable dwellings does not change between options as there are different approaches that can be taken to ensure provision, small rural exception sites could deliver 100% affordable, as well as larger sites providing say 40% affordable.
To improve the health and well-being of the population and reduce inequalities in health	?	?	?	This option seeks to locate growth irrespective of community need and service provision and may therefore not be addressing the requirements of existing and new residents in respect of improving health and well-being.
To reduce crime and the fear of crime	~	~	~	All new development should follow ‘secured by design’ principles and minimise future fear of crime issues.
To reduce deprivation and social exclusion	?	?	?	The opportunity exists for new development to address deprivation and social exclusion through regeneration of an area or the provision of much needed facilities for example.
To raise educational achievement levels	?	?	?	It is unclear how the provision of new or upgraded educational

and develop the opportunities for lifelong learning				facilities as a result of development would be distributed and what residual strains will result.
To sustain economic growth and competitiveness and encourage innovation in higher value, lower impact activities	✓	✓	✓	Potential for beneficial effects for the economy by focusing growth where people and businesses have good access to transport systems and links to the wider region and Europe via Ashford, Folkestone and Dover. Concentrating development along the best transport links in the District should help to reinforce Rother's role in the region and support rail services and general connectivity, which is fundamental to a thriving economy.
To improve accessibility to services and facilities for all ages across the District	~	~	~	Whilst the option may strengthen connectivity across the District it may not necessarily improve accessibility to local services and facilities used by residents on a day-to-day basis. Furthermore it may result that there is less incentive to provide jobs and services locally if development is situated near to good transport links, particularly if there are good public transport links.
To encourage and facilitate increased engagement in cultural and leisure activities	~	~	~	The effects may be judged as neutral insofar as any gains in accessibility to our major trunk roads and rail services which link our cultural and leisure facilities may be offset by the location of new development requiring residents to travel to reach them.
To improve efficiency in land use and encourage the prudent use of natural resources	(X)	(X)	(X)	Potential for negative effects as development is not guided to existing settlements where there are often more opportunities to improve efficiency in land use.
To reduce road congestion and pollution levels and ensure air quality continues to improve by increasing travel choice and reducing car usage	(X)	(X)	(X)	The option could encourage car use by locating along the main trunk road corridors. Furthermore growth along the trunk roads will include opportunities for businesses that may add traffic to these routes.
To reduce emissions of Greenhouse gases	(X)	(X)	(X)	The option is likely to lead to increased traffic movements on the trunk roads which would have an adverse effect on reducing greenhouse gas emissions.

To minimise the risk of flooding and resulting detriment to people and property	?	?	?	This will be assessed at Site Allocations.
To maintain, improve and manage water resources in a sustainable way	?	?	?	All new development should be built with water efficiency in mind. Unclear at this stage whether there will be any issue with water supply or treatment.
To conserve and enhance biodiversity	?	?	?	This will be assessed at Site Allocations.
To protect and enhance the high quality natural and built environment	(X)	(X)	(X)	The option is not reinforcing historic patterns of settlement or taking the opportunity to enhance existing settlements, as they are not the focus for growth. It does not aim to enhance the high quality natural environment and may be detrimental to village identity.
To reduce waste generation and disposal, and achieve the sustainable management of waste	?	?	?	Unclear at this stage what the effects on reducing waste generation will be. There may be requirements for additional services and facilities to be built alongside new development and these would generate waste in construction and operation. Conversely there may be opportunities to use the transport systems in place to link new residents to existing services and facilities.
<b>Conformity with other policy/initiatives:</b>				
<b>Non-conformity:</b>				
<b>Summary:</b> The effects of this option would become clearer when locations for development along the transport routes were known. There is the potential with this option for it to encourage car use and a general increase in travelling by road, which would result in adverse effects against the objectives to reduce car usage and greenhouse gas emissions. There would be a need to ensure that village and settlement identities were not adversely affected.				

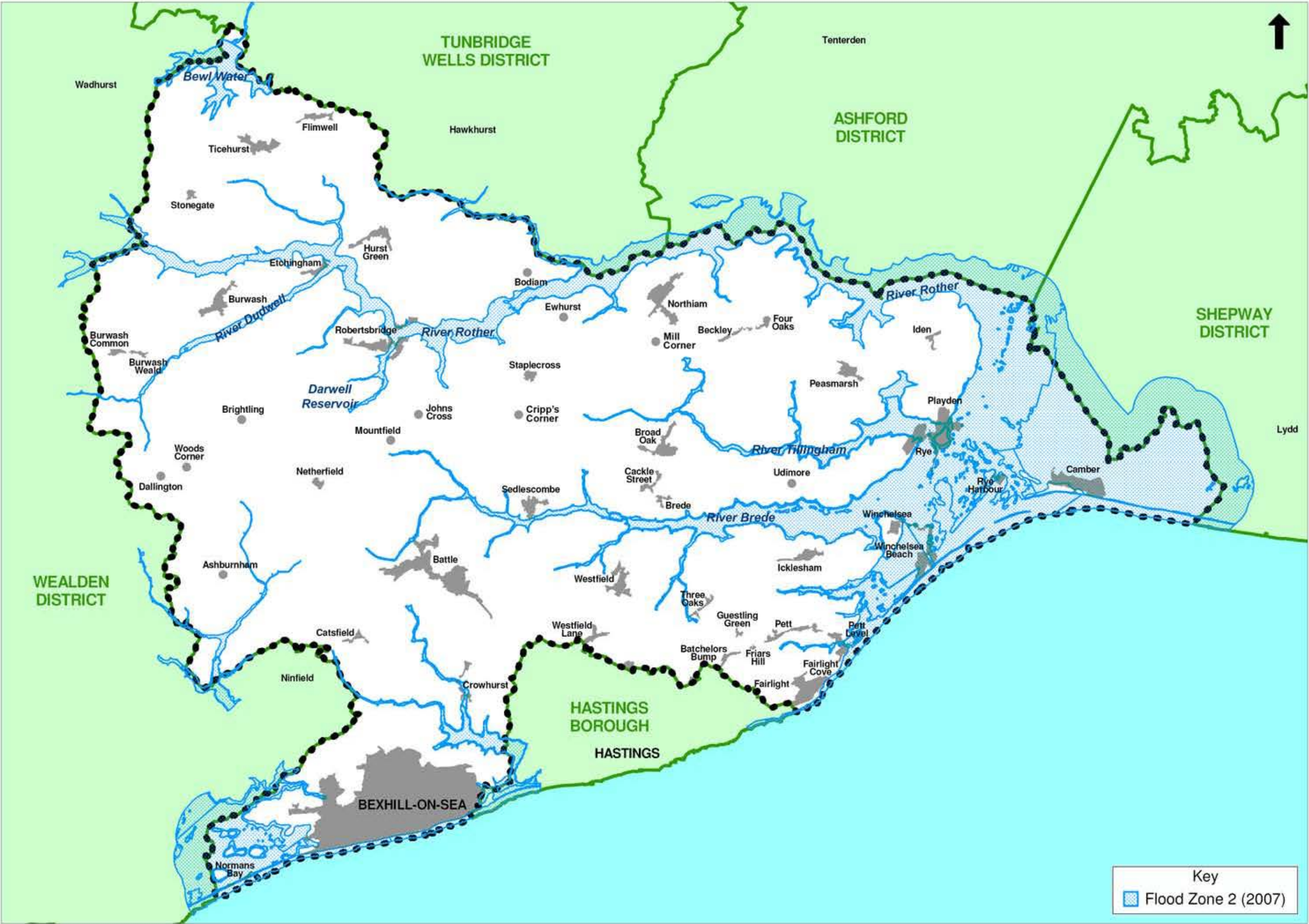


MAP 1: Environmental Designations





MAP 2: Flood Risk Areas





MAP 3: Roads





**Map of Hastings and Surrounding Districts**

**Districts:** Tunbridge Wells District, Ashford District, Shepway District, Wealden District, Hastings Borough.

**Towns and Villages:** Wadhurst, Flimwell, Ticehurst, Stonegate, Etchingham, Burwash, Robertsbridge, Bodiam, Ewhurst, Northiam, Beckley, Four Oaks, Iden, Peasmarsh, Playden, Rye, Camber, Lydd, Rye Harbour, Udimore, Brede, Cackle Street, Broad Oak, Sedlescombe, Cripp's Corner, Staplecross, Moulfield, Johns Cross, Brightling, Burwash Weald, Burwash Common, Woods Corner, Dallington, Netherfield, Ashburnham, Catsfield, Ninfield, Battle, Westfield, Westfield Lane, Crowhurst, Bexhill-on-Sea, Normans Bay, Hastings, Fairlight, Fairlight Cove, Pett Level, Pett, Guestling Green, Three Oaks, Doleham, Icklesham, Winchelsea, Winchelsea Beach, Rye.

**Public Transport - Bus:**

- Operates 7 days a week (Red line)
- Operates 5-6 days a week (Blue line)
- Operates less than 5 days a week (Green line)

**Public Transport - Rail:** (Black dots)

**Key:**

- Public Transport - Bus
- Operates 7 days a week
- Operates 5-6 days a week
- Operates less than 5 days a week
- Public Transport - Rail

