Sustainable Settlement Survey Responses

Consultee	Types of Services and Facilities Covered	Category of Services and Facilities	Scoring System	Accessibility Scoring System	Accessibility	Other
Arlington	- **Allotments** - Access to large (over 20 hectares) 'wild' **public green space** - Not possible to quantify **groups and societies** - We consider **Public Rights of Way** (not just national trails) and **Cycle routes** (protected from motor traffic) to be of high importance in the current environment. There is a reluctance to cycle along fast country lanes where space is shared with motor vehicles.		-weightings should not be given as facilities have varying levels of importance for different residents. The only exception to this is access to an integrated public transport system – as above – which must underlie any definition of sustainability in a climate emergency.	-	- Any facility, to be sustainable, must be accessible by residents in reasonable walking distance, say a 10 minute walk or 1 kilometre - Healthy residents must be able to live without the use of a private car, of any type, and to have access to large employment/entertainment centres using integrated public transport from (at a minimum) 6am to midnight with no more than one change of carrier – more than this and we know that people won't use it.	- Climate Emergency should be at the forefront of the classification system - Local food production needs to be protected
Berwick	Local services and facilities important to Berwick: - **Doctors surgery** - **Local Shop** - **Post office** - **Pub** - **Better broadband** - **Improving public transport**					- Keep traffic speeds down - Improve public transport
Central East Cluster	- **Cycle routes** should not be used as a measure of sustainability (see accessibility comments) unless the level of cycle route has been deemed safe and advisable.		- If taken forward, cycling to have weight according to population who cycle. - The scoring system proposed would be a good improvement on the previous system. However, caution about stage 2 where some settlements with the same	- Accessibility score / criteria needs more differentiation to make it credible.	- In rural areas public transport is little used and cycling is unsafe on many roads and not all residents will have the ability to cycle. - WDC to define what is the minimum effective bus service to be considered	- Covid causing an increasing in home working may not be a long term impact. But home-working must be a factor in terms of future planning and considerations. - Settlements should not be excluded from the

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	- **Local Employment and infrastructure** should be included		scores may be categorised differently in the end. A good ranking system should come up with a similar result. - The list of Service and Facility Indicators (Page 5 and 6) needs to have much more detail to show how the points are to be awarded. For example, is it 10 points if you have a primary school or 1-10 points dependant on size and capacity, and potential for expansion. Places of worship – is it 5 points or 1-5 points depending on denomination. How is the contribution to the local community assessed and scored?		as a factor for sustainability? - View – should be 7 days a week, 2 buses an hour, include evenings also and include routes to all local service centres. However, doubtful that the use of public transport would rise unless more convenient, cheap and comfortable. - Accessibility can be measured by numbers of people on the bus.	potential of large developments because they are considered 'not sustainable'. - Consider that employment and infrastructure should be included. We are in a "climate emergency", and this is the most critical factor in sustainable development. - The paper contains no mention of capacity. Having a School with no capacity and a waiting list must make a settlement less sustainable than one with a School that has spare capacity. - If a service or facility is already working at or over capacity, then it should not form part of any consideration towards sustainability for further development unless there is a clear and funded plan to enhance the capacity.
Fletching	• **Broadband** cannot simply be a Yes or No answer. In rural parishes the broadband connectivity can vary enormously. More details on broadband across a parish is required as it is now a vital utility. • **Parking** this may not be applicable to all settlements. In our Parish Fletching, we have a real parking issue. Taking account of parking both current and future demand		Grade service and facility indicators relative to their importance: • a doctor's surgery would get a very high score. • other facilities would be graded according to importance. • maybe a primary school would score differently to a secondary school (people can and will travel further to a			

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	as a result of growth might be included?		secondary and there are less of them) • a secondary would therefore be more appropriate for a larger settlement than a smaller settlement. • The relevance of the scoring will be more important depending on whether the settlement is a town, village or small village local settlement etc?			
Frant	**See submission for detailed justification** - The Council agrees broadly with the list of services and facilities. - A **post office** should be included – important service for the elderly who can carry out financial transactions through a post office but may not use online banking and/or cannot travel to a bank. Also with the increase in homeworking, businesses may need their workers to use a post office for sending products, correspondence, invoices, etc. The remit of post offices is ever-increasing, meaning that local people can access further services through them. -	The services and facilities under each category? - Key facilities (10 points for each) to include a post office, community space i.e. village hall, broadband, recreational green areas as all are important for communities to thrive, social interaction etc. - Frant PC acknowledges that much depends on the size of the community i.e. comparison shopping not used frequently and people are willing to therefore travel. - Optician / dentist is not as important in Frant and could be other services and facilities (1 point). - The Council considers that recreation (teenage area / outdoor gym),	- A weighted scoring system is sensible, in theory. But concern that it may fail due to being too generic and not taking into account the unique characteristics/nuances and needs of individual communities. - Agrees with a sensitivity check of any weighted scoring system. - Do you have any suggestions or a preference as to how we should weight the scoring system at this stage? In relation to how the scoring system should be weighted, it is considered that introducing a greater breakdown in categories and corresponding points may allow it to be less generic.	-	- Accessibility criteria still relevant. However, decisions about settlement category should not be based on generic transport data such as timetables as these do not take into account reality i.e. reliability, issues with parking at train stations, cost of transport may exclude some users. - Cycle routes may not start / end within settlement and maybe difficult to use by some groups. - Greater thought needed to take account of accessibility to ensure that the criteria are fit for purpose and do not over-simplify the situation of transport 'on the ground' and to take into account the experiences of the end users of various transport options. -	- Recommends intensive consultation with local communities to build up a 'true' picture of what our communities across the district look like and how they behave today; this will further allow the district council to be more 'in touch' and ultimately make the Local Plan, and town/country planning generally, more relevant. - These criteria appear to still be relevant. However, the Parish Council is very concerned that decisions about accessibility and which category an area falls within are not based purely on generic transport data and taking information, such as bus timetables, at face value. The reality of local residents being able to access transport services is often quite different; they may not be able to travel and/or park to/at a railway station. A bus

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		other convenience shops, recycling centre - should be moved from the lowest category (1 pt) to the middle category (5 pts) for reasons of accessibility for all to services and facilities, to provide choice, reduce travel time and encourage recycling. - Cafes/restaurants –a more 'low key' category of 'coffee shops / tea houses' could be incorporated into the middle category (5 pts); - Meeting places, which at the same time boost local employment, should be given greater weight also. - Employment and infrastructure should be included. Should also include local employment opportunities i.e. small businesses etc as these help communities to thrive.				timetable may suggest two buses an hour when, in reality, this regularly does not occur and they cannot be relied on – not helpful if one needs to get to work or an appointment by a certain time (a reason why people often revert to using their cars to have some degree of control). Cycle routes may start/end some distance from the local settlement, may not be adequately maintained, or prove too remote for certain groups to use safely (e.g. young people, lone females, etc). - Costs of transport can also be prohibitive and thus while a settlement could be characterised as having 'good accessibility', some residents may be excluded because they cannot afford the fares (including socially-mobile young people who are more likely to want or need to leave their communities - eg. to travel to college or work; also, the elderly and low-income families)
Framfield	- **Wildlife verges** - **Cycle routes** need careful consideration especially in relation to rural areas.					
Little Horsted	Broadly agree with the services and facilities but	- More importance should be given to	- the methodology needs to reflect different priorities	- Agree that scoring must be weighted and in a way to	Accessibility rating needs to be more detailed e.g. does	

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	not all of the categorisations Some of the listed services / facilities have much less relevance now than given. - **pharmacy** - a free prescription delivery service is available to elderly and disabled and over the counter medication is available from supermarkets. - Local **convenience store** more important than **supermarket** with increased online shopping. **Post Office** counter is more useful to many older people and those without online financial services than a bank Include strategic employment and infrastructure.	community hall and recreation space.	of a rural and urban community. Using the same criteria and scoring scale is unrealistic, despite "sense checking". - Agree that scoring must be weighted Agree that a check is required - why not call it reality check! - Scoring urban and rural settlements on a different scale	include issues of accessibility to services/facilities by footpath or safe cycle route.	the service stop out of office hours and what key services can be accessed without a car?	
Hailsham	- List of services should include **post office** since this can fulfil many functions of a bank and may also house an **ATM**. Only free for use ATM machines should be counted. - Broadly the list seems sensible. - Facilities / key services points should be based on capacity rather than	- Services under each category. Some classifications would depend on size of settlement. I.e. a supermarket in a larger development may equal convenience store in smaller development, which may be a case of basic sustainability	- Consider weighted scoring system to be essential. But this may be too linear. Other options i.e. a Sports centre might score 5 if available in your locality but only score 2 if it is between 5 and 10 miles away. Bus services likewise, this might score 10 in a location where buses	- Accessibility criteria is still broadly relevant but should be weighted. If you live near a rail station it is one thing, if you live on the opposite side of town and have to drive and pay large parking fees then it's quite another. So accessibility could be scored by points, weighted by distance from the station / road etc.	- If trying to reduce travel then Train Station and Regular Bus service ("regular" to be defined) should definitely be introduced in the highest scoring category. -	- Services / facilities such as playing fields have a higher function in a community if they are close, as do bus stops and schools. Otherwise development is just generating traffic. 3) I have already alluded to employment above, and in Wealden I think this is particularly important to assess since it is difficult to see how jobs might be

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	availability. E.g **doctors** with capacity would score, doctors without should not. - **Employment** in the locality should also be considered, perhaps with a measure of "jobs available as a % of calculated demand of permitted developments?". - Availability of **electric charging** is also a MUST, developers providing this could effectively "Boost their score". - **Broadband connectivity, cycle routes, local hubs / spaces** should all be measured, - Agree that employment should be included. This should include strategic employment areas and also total jobs.	vs what may be considered ideal.	pass but only 5 if it is 15 minute walk to a bus stop (additionally weighted by frequency of service). - Agree to sensitivity check. Test be by assessing locations where development has already taken place. Then a simple measure - does the system rate it well or badly, versus opinion and measurement of people living there? A big piece of work but would give a very robust picture of whether an assessment system is reliable to any extent. - The scoring system should prioritise the most important factors but also weight services by capacity AND distance. Things like playing fields have a higher function in a community if they are close, as do bus stops and schools. Otherwise development is just generating traffic.			provided for the large number of homes proposed by the government. There is a risk that London boroughs could purchase property in Wealden on an even bigger scale (we know it takes place already) to locate problem social housing families and building houses without visibility of employment could over time build a significant social problem for the area, putting significant strain on local services and the local economy. The resident population, which is getting increasingly older, therefore already increasing demand on local services and healthcare, could potentially face spiralling costs in Council tax and other costs as a result. So not only large strategic employment areas, but as measure of total job opportunities in the area.
Herstmonceux	- **Transport** and **Parking Facilities**	-	-			• Facilities needed before any further growth can be sustained • Improvement in parking facilities for shoppers

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						and employees and visitors to this historic area • Extension to school • Improvement to transport facilities. Current bus is one p/h and none on Sundays 6.• Improvement to the roads to access the rest of the country i.e. getting out to the A22 M25. This takes ages with sometimes long tailbacks on a regular basis, i.e. at the Bowship Roundabout
Maresfield				-	-	- Is any pre-assessment done on the demand for relatively large scale, affordable housing development in a rural area such as Maresfield, bearing in mind the comparative lack of local employment mentioned earlier. Whilst we could satisfy many of the settlement requirements on facilities raised at the meeting, as an example the local newsagent/shop in Maresfield can only provide a relatively uncompetitive and limited shopping facility.
Mayfield and Five Ashes	- The number of **care homes/ elderly residential homes**. - Good broadband connection.					
Isfield	Suggest that the following be added: • **Pavements** • **Sewerage** • **Care Home** • **Food Bank**			-	- Add to the accessibility criteria: • Congestion • Is there on-street parking?	

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	• **Air Quality Monitors** (Isfield has one) • **Low congestion zone designation** • **Livery yard** • **Footpaths (rights of way);** not sure that 'National Walking Trail' has much relevance • **Bridleways** • **Farm Shop** • **Bio-diversity eg Ancient woodlands, SSI** • **Is it in AONB, National Park, etc** • **Current housing mix** (owned, affordable, social, rented, etc) • **Crematorium/burial services** - Remove the word 'designated' from **cycle route** and maybe replace the item with 'cycle lanes' or low traffic area. - **Broadband** connectivity – is the provision mainly: • Copper to exchange • Wi-Max • Fibre from cabinet to exchange • Fibre from house to exchange • Other • **Schools** %age occupied and size of waiting list • **Doctors/Dentist** Are they accepting new clients? • **Village Hall**				• Is there a public parking area? Bus Service • Add something about duration of service. i.e. start and end time • Frequent bus service that stops at 18.30 is not helpful	

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	How active is it? No. of groups and/or number of monthly sessions					
Rotherfield	- Replace **bank/atm** with **post office**. - **Farm shops** should be added. - As more people work and shop from home and **mobile phone coverage**. -	- Also preschool should be upgraded to a key service for working parents. - All the listed other community services should be upgraded to important community services. - Include broadband as a key service.	- Every service and facility has importance to somebody in a community, and this changes with age. But there are some core essential services/facilities, so agree that a weighted system is best. - Services and facilities need more detail. The categories need to be changed to just essential and important. Should be either essential ten or important between three and five. Small communities are appreciative of any facility or service and none should be scored as low as one.	-	- This does need to be reconsidered considering the present circumstances as more people work from home. Some parish councils now work together to finance bus services which are more in tune with the residents needs who do not have cars. - If we successfully come out of the pandemic and people start to commute more.	- Agree that classification of settlements should be simpler. Qualitative check - - is there sufficient parking around transport systems such as railway and bus stations which provide routes to main towns and employment locations - Is there capacity to accommodate development - The question should define infrastructure its importance and capacity. Taking into account roads, sewers, water systems schools, medical facilities and the effect of development on the AONB. - Evidence of local housing need should include more consultation at a local level as to what amount and type of housing is required.
Ninfield	- Agree with list of services and facilities. - Add **fire stations and offices** open to the public. - Also consider access to **higher education** facilities - (3) Employment and infrastructure was included / scored in the Winchester example. Should we consider		- Question whether a small convenience store is equal to a supermarket or a doctors surgery (or regularity of access to doctor) equal to a health centre or a frequent bus service equal to a train station. - Consideration should also be given to capacity of schools.	- But there needs to be clear guidance on accessibility to those sites (ie distance and public transport). Cannot assume that employment within 10 miles = accessible. - The 4 categories seem justified but some of the criteria requirements lack clarity and there need to be substantial 'weighted'	- Public transport should not just be based on regularity but also first and last service. I.e. first before 7am and last after 10pm.	- Statement that more people are working from home, but growing evidence that this is temporary. Business are thinking about hybrid working (home and office). What % of WDC working population are in employment that allows them to work from home – apart from public sector isn't tourism and retail

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	including large strategic –employment areas in the assessment? Yes and also other significant employment sites (over a defined size). - Should include employment and infrastructure but also consider accessibility to this.		- For H.E .facilities (colleges) is there reliable public transport. - The status of convenience shops attached to petrol stations needs clarifying. Agree with weighted scoring system and the set weighted scoring categories (10 points, 5 points, 1 point) look to be worthy of support for the most part. - agree with sensitivity check. Does not want to see the number of settlement categories reduced. - Where is this supporting climate emergency? Should there be a weighting based on REAL and PROVEN capacity to reduce car usage?	point's differences between the categories given their importance to 'sustainability'.		the highest employment sector? - Clarify what WDC mean by 'just outside' – is that within 1 mile or 10 miles? Which links to interpretation of 'local need'. We would consider local need to be within our parish – but what's WDC interpretation of local? - Development should promote social interaction. Building of multiple developments with no supporting infrastructure over a shortened period of time does not promote social interaction. - An inability to access local schools (where many families build relationships) does not promote social interaction
Uckfield	- Include services such as **emergency services; police, fire and paramedic units, valuable services**. - Include **strategic employment** as this will show a pattern of travel to work and how it affects the road / bus and rail infrastructure. The location of the settlement within its part of Wealden. How it fits in and operates within the district?		- Take away points if services/facilities cannot be improved/increased. - scoring system needs to include capacity to expand as housing/populations increases. - Yes to qualitative check. Should include also the accessibility of areas outside the settlement. Also the role and character of a settlement; the identification of protected areas,	-	- It's not going to help travel infrastructure or services in other towns if folk have to go outside their own towns/villages to access dentists/doctors for example. This type of movement will not help climate change, encouragement of sustainable transport and walking/cycling. - However some figures need reassessing as vehicle movements have increased again and more people have had to return to work and travel. Use of	- Everything needs to be done with respect to current residents and the way in which the settlements currently operate. Everything needs a sympathetic approach to include existing and past history/operations/activity in each settlement.

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	- Yes to space for **recreation** within a settlement, but also access to recreational space outside the settlement… i.e. walking distance to the countryside and the Public Rights of Way network.		historic/listed buildings/monuments, conservation areas, ancient woodlands, SSSI areas, green belts and areas used for recreation, health and well-being, Habitat protected areas. Water courses with special scientific protection (water frame work directive - although not an EU member should this also be considered, to avoid pollution with nitrates etc. Positions of Veteran/TPO trees etc. and to ensure land offered under the SHEELA won't have a detrimental effect on these areas.		the trains for commuting has also seen a slight increase. This needs to be monitored closely to see what the next 12 months brings.	
Wadhurst	- Agree with **primary school, secondary school, doctors** but should be weighted by capacity. - Agree with **supermarket** but size should be defined (sqm) v **convenience store**. - Agree with **bank** but **ATM** is not equivalent to a bank. - Agree with pharmacy. - **Allotments** to be removed as not a statutory requirement. - **Local groups / societies** consider that nationally recognised	- Key services should also include post office, recycling facilities, broadband connectivity (coverage), publicly accessible green space, fire service response times, hospital proximity (weighted by accessibility), ambulance response times.	- There should be two aspects to the weighting. Firstly, the importance of the facility or service. An equitable way to do this might be to consider the percentage of the population that would use it. - Agree with sensitivity check.	- Secondly, the spare capacity of the service or facility / its accessibility. A full capacity service or one that is not easily accessible cannot be considered sustainable for further population growth. - Daily bus service should be weighted by choice of destinations and frequency.	- Accessibility is important to all services and facilities (especially those that need to be accessed most frequently or in emergencies). - - Accessibility should be considered for all services not just bus and trains with journey times used to evaluate accessibility.	- • What environmental studies and consultees will be consulted? - • What transport, traffic and congestion studies and consultees will be used? (as the environmental impact is at the heart of any sustainability assessment) - When you consider access to secondary healthcare, I think you need to consider the breadth of services provided at the location you consider - I think that you need to consider market research such as Mintel in order to

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	groups such as U3A, scouts, guides etc. - Don't agree with including **employment** due to home working increase. Digital connectivity is more crucial. - Critical to include **infrastructure**. - **Car parking** close to facilities and services should be one of the criteria, capacity for further vehicles considered as part of the assessment. - **Swimming** is on the national curriculum, so a swimming pool in the settlement should also be scored.					decide which leisure activities are important, and the settlement should also be scored for these – such as cinemas and theatres. - I also think that AONB status ought properly to be considered when determining sustainability and therefore scored as part of this assessment. Sustainability is referred to 27 times in the AONB management plan.
Westham (Mike Haffner)						- The parameters under which a study of this nature is conducted should, in my opinion, be the responsibility of those who have made a professional study of planning. - It is surely also the responsibility of the Wealden Planning Department to study and report on each settlement rather than rely on possibly subjective assessments by others.
Willingdon and Jevington	- **Local shops** are vital to communities. - **Medical Centre** and **Cottage Hospital** needed rather than having to travel so far.	-	- Communities are all different and it is difficult to come up with a "one size suits all" scoring system. -	- When scoring the individual items, care needs to be taken to ensure that the particular facility can be accessed by the whole of the community.	- Yet to be seen the impact of home working and could result in reduction in travel services. - a daily bus service may not serve the whole community	- Yet to be seen the impact of home working and could result in reduction in travel services. - A daily bus service may not serve the whole community Scores are

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	- No large **supermarkets** in the area without having to travel - only **Convenience Store** - Climate - no solar panels for every house in the policy for electric or hot water - **No car charging points** - needs a policy					given for shops and post offices but unless those facilities are protected, under the planning system they could be gone tomorrow.