

SHELAA sites Laughton Parish Council Comments.

- 1) 2019 SHELAA: 171/3060: Land between Long Barn and Home Farm Cottages- undetermined planning application encompassing this site. The Parish council remains concerned about scale of development proposed for a site on national speed limit road with a history of serious accidents, lack of regular public transport service which could be an alternative to the car, no footpath on south side of road, no cycle route, not well connected to limited facilities in the village.
- 2) 2019 SHELAA: 170/3060: Land at Church Lane (opposite Church and adjacent to Church Cottages) - Grade 1 listed church, Grade 2 Old Vicarage and Coach House, Grade 2 listed former parish work house surround the site. No change to availability of public transport or local facilities since 2019 SHELAA. No footpath adjacent to site to link to centre of village. Despite site being in area of mains sewerage it is unlikely that connection could take place due to lack of capacity in the 4-inch pipe which connects the Laughton pumping station to the Ringmer treatment works. Southern Water discharged untreated sewage for at least 52 hours last year from the Laughton pumping station but their monitoring equipment was not working for 51% of the time so this is likely a significant understatement of the pollution.
- 3) 2019 SHELAA: 442/3060: Land to south of Laughton Lodge hospital: Farmland. Common Lane is single track lane along its length, no footpath to the Lewes Road, no crossing point on that national speed limit road, no cycle route and there is a lack of a regular public transport service which could be an alternative to the car. The site is some distance from the limited facilities in centre of village. Connection to mains sewer unlikely as a legacy NHS sewage system serves Laughton Lodge. Nothing has changed since 2019 to suggest a change in assessment of the site as unsuitable.
- 4) 2019 SHELAA: 498/3060: Land to north of Laughton Lodge hospital: Farmland. Common Lane is single track along its length, there is no footpath along the lane anywhere, no cycle route and there is a lack of any regular public transport service which could be reached safely on foot, particularly on dark winter days, which could be any alternative to the car. The site is some distance from the limited facilities in centre of village. No mains sewer anywhere nearby. There would need to be major investment by Southern Water to connect the site to a treatment facility.
- 5) 2019 SHELAA: 636/3060: Land at Dukes House: There has been no change to the availability of public transport since the 2019 SHELAA. Connection to NHS legacy sewer system likely to be problematic so site would highly likely have to be serviced by a private treatment plant thereby adding to unsustainability of the location. Nothing has changed since 2019 to suggest a change to the assessment of the site as unsuitable.
- 6) 2019 SHELAA: 810/3060: Chelwood, Pound Lane: A planning application for 2 houses on this site has been refused since the publication of the 2019 SHELAA because the planning officer said "The proposed two dwellings would result in the extensive loss of a priority habitat and unacceptable impacts on the setting of a designated heritage asset, and the proposal would not result in a sustainable pattern of development. There would be a heavy reliance on the

private car which does not meet the spatial planning objective of reducing the need to travel and it is not demonstrated that the development would provide significant benefits to existing rural services or communities to outweigh the significant conflict with environmental protection policies.” A TPO protects the majority of the site and the listed Chelwood dwelling is now in separate ownership from the southern part of the site. Nothing else has changed since the refusal of WD/2020/0972/F.

- 7) 2019 SHELAA: 840/3060: Stream Farm, Mill Lane: Access would either be via accident prone 60mph B2124 or national speed limit single-track Mill Lane. Neither ideal. No footpaths, very limited public transport availability, too far to walk to village or Golden Cross along the B2124, no cycle lane and no footpath. Connection to mains sewer unlikely-it's a long way to the Ripe treatment plant which overflowed untreated effluent for 342 hours in 2020 suggesting no capacity for additional sewage from this site. Laughton only has a pumping station which utilises a 4-inch pipe to Ringmer and that pipe is at capacity. For the 51% of the time the recording equipment was working at Laughton in 2020 the station recorded discharges of untreated effluent for 52 hours. This site is open countryside distant from local facilities so nothing has changed since the 2019 SHELAA conclusion.
- 8) 1095/3060: Land to north of the Roebuck Inn. This land only came forward previously as a Rural Exception Site. The off-site highway improvements required to make it acceptable were never able to be agreed. The access shown to Shortgate Lane is not in the ownership or control of the landowner. That access is immediately adjacent to the national speed limit on Shortgate Lane with limited visibility to the north. There are a number of trees with TPOs on the land. The layby is of significant local amenity to residents, their visitors and walkers given limited parking nearby. Mains sewer capacity issues in Laughton mean that a less sustainable treatment plant would be required, and would be located uphill from the pub and nearby dwellings. Heavy rainfall sees flooding in the centre of the village. Loss of land and trees which delay rain run-off will exacerbate an already precarious situation for dwellings downhill of the site. ESCC is currently investigating the flood issue. There is no footpath from the site to reach the limited services in the village. The village has insufficient services to support everyday living or a bus service which could replace the private car. The location is therefore unsustainable. Laughton has already had at least 28 windfall dwellings approved since the first NPPF.
- 9) 1083/3060 and 1093/3060: Land at The Weald, Church Lane. The 2019 SHELAA assessed land 300 metres further south on Church Lane (170/3060) as “an isolated rural site, remote from public transport and local services and facilities, and visually and functionally separated from nearby settlements. Housing development would be unsuitable in this location, and out of keeping with the generally rural character and appearance of the countryside.” The parish council believes this statement applies to land at The Weald and nothing has changed since 2019. The field forms an important ecological haven: Great Crested newts were present on the field when South East Water surveyed it for equipment storage in 2019/20. Although the mains sewer passes the field, capacity constraints are likely to result in any dwellings never being able to connect. Laughton has already had permissioned about 28 dwellings through agricultural conversions and other processes since the first NPPF, all of which are completely dependent on private transport because of a lack of a suitable alternative.

- 10) SHELAA sites alongside the A22 from Uckfield to Hailsham and sites in the parish of Halland with East Hoathly (too many to list):

Growth along this corridor is already causing traffic related problems on the “C” and “U” lanes and “B” through roads in the Parish of Laughton because of congestion on the A22. Where are all the new residents going to work or school? It is impossible to see how more development along this corridor will not increase the traffic volume related problems experienced by everyone who already lives in the Low Weald.

Development of any of this land without a significant increase in public transport is going to make the Low Weald a polluted and even more traffic dominated place to live. ESCC won't do anything to ensure that the country lanes are safe for existing residents which is already making parishioners use their cars rather than walk or cycle. The speed limit is lower in many places on the A22 than on the rural lanes and “B” roads thereby encouraging much faster traffic on these routes which are not engineered to cope with such volumes and speed.

The ecology of ancient Vert Woods and Park Corner SSSI appear to be a planning inconvenience. Vert Woods lacks the infrastructure to deal with numbers of recreational users arriving by car already. Laughton is under pressure from the ever-expanding Ringmer as not everyone who lives there hops on the bus and goes to work in Lewes. Indeed, children who could walk to primary school in Ringmer are driven to school in Laughton, as are children from Hailsham and Heathfield.

It is unacceptable to allow major development along the A22 corridor without proper infrastructure planning-public transport, sewage, schools and doctors in place before any more houses are built- in order to ameliorate the wider impacts or do more than pay lip service to climate change emergency.

Laughton Parish Council

3/1/2022