
EMPLOYMENT LAND LOCAL PLAN

Employment Land Strategy and Distribution Options Report



October 2013

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1.0 Introduction

- 1.1 In order to assist with the preparation of the Proposed Draft Employment Land Local Plan, different strategic options for the delivery of employment land have been identified.
- 1.2 A number of potential strategies for how employment development could be delivered have been identified and evaluated, alongside a number of potential sites where each option can be delivered.
- 1.3 The outcome of this evaluation has informed the proposed strategy and policies within the Proposed Draft Employment Land Local Plan. The Proposed Draft Employment Land Local Plan also presents the other options that have been considered and invites comments on them.
- 1.4 A pre-production stakeholder engagement was undertaken between 23 June and 2 August 2013 in the form of a questionnaire. This has helped inform the options, alongside an Employment Land Review, which was produced on behalf of Eastbourne Borough Council by GVA, and other work that was undertaken in preparation of the Core Strategy.
- 1.5 The formulation of the options has taken into account the fact that Eastbourne is significantly constrained by the South Downs National Park to the west, the English Channel to the south, and Pevensey Levels to the east. In addition, much of the central and eastern parts of the town are subject to flood risk, particularly Eastbourne Park, which is also an important wetland habitat that is designated as a Biodiversity Opportunity Area.
- 1.6 Alongside the limited land resources, there is a high demand for residential development in order to meet the housing target of 2,055 between 2006 and 2027. A large number of sites in Eastbourne have been identified as having potential for residential development in the Strategic Housing Land Availability Assessment (2010), which informed the Core Strategy.
- 1.7 The evaluation of the options is closely linked to the sustainability appraisal process. A Sustainability Appraisal Scoping Report was published for consultation between 9 August and 13 September 2013. The results of this consultation have been taken into account in the production of the Initial Sustainability Appraisal Report, which has been published alongside the Proposed Draft Employment Land Local Plan. The options for the Proposed Draft Employment Land Local Plan have been fully assessed in the Initial Sustainability Appraisal Report.

2.0 Background

2.1 The Employment Land Local Plan will guide job growth and economic development in Eastbourne up to 2027 as well as identifying an appropriate supply of land for future employment development, in order to achieve a sustainable economy and make Eastbourne a town where people want to live and work. It will specifically relate to land and buildings within the B1 (Offices and Light Industry), B2 (General Industry) and B8 (Storage and Distribution) Use Classes.

2.2 The Employment Land Local Plan will provide a review of Core Strategy Policy D2: Economy, following concerns from the Planning Inspector who examined the Core Strategy. The Core Strategy was adopted in February 2013, with a requirement that the Employment Land Local Plan be adopted by the end of 2014.

2.3 Employment Land Requirements

2.3.1 Eastbourne Borough Council commissioned consultants GVA to produce an Employment Land Review (ELR) in order to identify the future requirement for employment land over the plan period and beyond. The ELR is available from the Eastbourne Borough Council website: www.eastbourne.gov.uk/ellp.

2.3.2 The ELR forecasts need for employment floorspace growth based upon sector specific growth and an increase in the available workforce. This growth scenario would create an additional 1,263 jobs within the B-class uses, which equates to a need for an additional 39,572 sqm of employment floorspace over the plan period up to 2027. This figure takes into an allowance for windfall losses and an allowance for churn¹.

Table 1 - Employment Land Requirements

B-space	Floorspace Demand 2012-2027 (m ²)	Allowance for windfall losses (m ²)	Allowance for Churn (m ²)	Change in floorspace (m ²)	Change in Land (ha)
Office	15,977	4,095	694	20,766	2.1
Industrial	-5,478	14,085	2,860	11,467	2.9
Warehouse	5,890	900	549	7,339	1.5
Total	16,389	19,080	4,103	39,572	6.4

2.5 In order to ensure that an appropriate supply and mix of sites is provided, there needs to be some headroom² allowance in case sites do not come forward. The ELR recommends that a 6% headroom capacity for B1c/B2 and B8 uses, and a 10% headroom capacity for B1a/B1b uses. This would

¹ Churn is the movement of businesses within the market, and sufficient floorspace provision should be made to allow this to happen.

² Headroom is a contingency reserve that continues to provide choice should some sites not come forward.

equate to approximately 43,000 sqm of additional class-B use space over the plan period.

- 2.3.3 The ELR also identifies that each site or location is not necessarily capable or suitable to accommodate each of the identified B-class uses. For example, the delivery of B2 or B8 space would not be appropriate in areas where the environment is high quality, or compatible with neighbouring residential uses. In addition, high quality office space is unlikely to be attractive to occupiers if it is located in older employment locations where the quality of the environment is poorer. Therefore there needs to be a degree of specialisation in terms of where B uses are located in order to find the most appropriate uses for the sites.

2.4 *Employment Land Local Plan Objectives*

- 2.4.1 A set of Plan Objectives have been identified for the Employment Land Local Plan through pre-production stakeholder engagement and through the production of a Sustainability Appraisal Scoping Report.
- 2.4.2 In considering options, it is important to consider how they would contribute to achieving the objectives.
- 2.4.3 The Objectives for the Employment Land Local Plan are:
- **ELLP1 - Stimulate Economic Growth** - To stimulate sustainable economic growth to meet the needs of the community within environmental constraints and encourage economic competitiveness through attracting increased investment and new and innovative businesses
 - **ELLP2 - Encourage Small and Start-up Businesses** - To diversify the local economy and deliver a variety of new employment opportunities by providing a range of flexible employment spaces that can be used by existing businesses and new start-up businesses
 - **ELLP3 - Diversify the Local Economy** - To diversify the local economy and support job growth, and broadening the economic base to enable innovation and entrepreneurship to flourish
 - **ELLP4 - Support Existing Businesses** - To support existing businesses to relocate to premises in the town that better meet their needs.
 - **ELLP5 - Promote Sustainable Employment Locations** - To promote the delivery of employment space in sustainable locations to accommodate an appropriate amount of additional employment floorspace by 2027.

3.0 Employment Land Strategy Options

3.1 A number of options have been identified for how additional employment land can be delivered in the future. Each option has been described, a potential amount and type of employment floorspace has been identified, the advantages and disadvantages have been evaluated, and it has been subject to a Sustainability Appraisal, which is contained in Appendix 1. A number of potential sites that would assist with the delivery of the strategic options have also been identified, and these sites have been assessed in Appendix 2. These sites have been identified to assist in the Sustainability Appraisal of the different options.

3.2 The strategic options for the development of employment land are:

- Scenario 1: Intensification of existing Industrial Estates
- Scenario 2: Extensions to Industrial Estates
- Scenario 3: Redevelopment of sites outside Industrial Estates
- Scenario 4: Town Centre
- Scenario 5: Sovereign Harbour
- Scenario 6: Greenfield Development

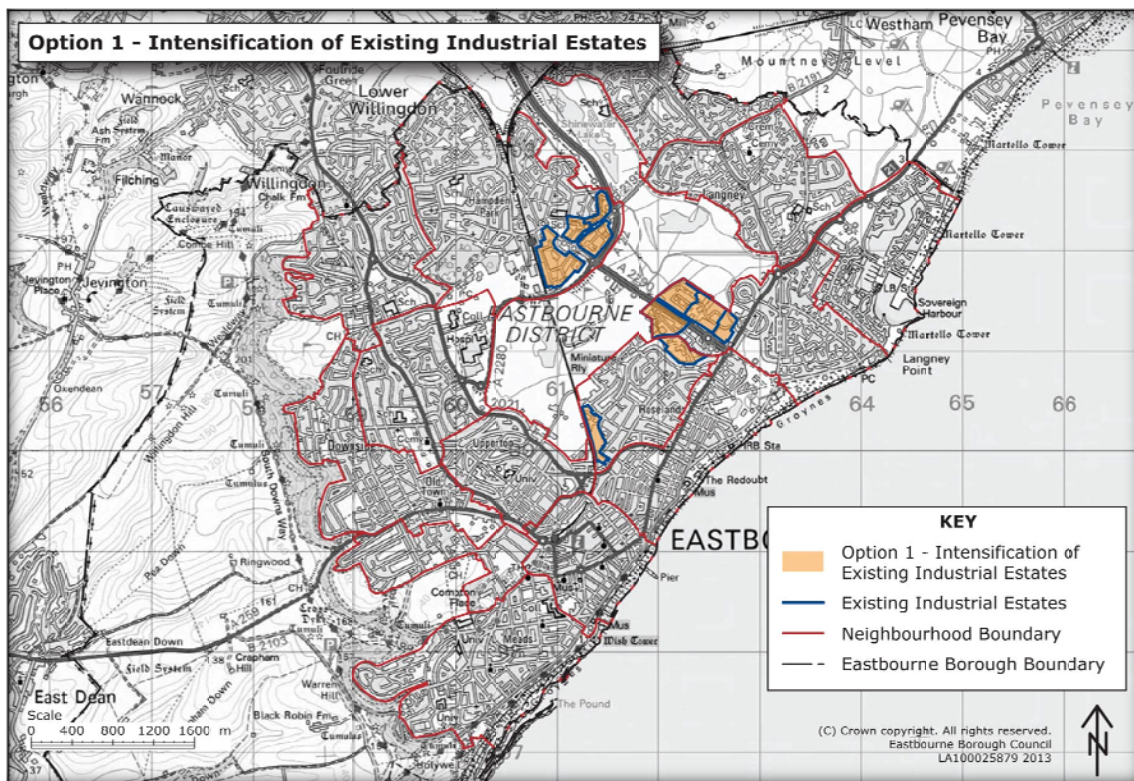
3.3 Scenario 1 - Intensification of existing Industrial Estates

3.3.1 The first strategic option is to provide additional employment floorspace on the existing Industrial Estates by redeveloping low density plots at a higher density in order to intensify the employment use. There are 11 main Industrial Estates in Eastbourne, taking up approximately 72 ha of land.

3.3.2 There have been examples of this intensification occurring on Eastbourne's Industrial Estates in the recent past, particularly at Courtlands Road and Brampton Road in the mid 2000s.

3.3.3 Additional employment floorspace that is created through the intensification of existing Industrial Estates is likely to be a mix of B-class uses, although it is unlikely that there will be demand for high quality office space in these locations.

3.3.4 The ELR has identified a number of employment sites that will come to the end of their nature life during the plan period and these sites could be redeveloped to provide additional employment floorspace at a higher density. The ELR identifies that intensification of existing employment locations could provide 20,000 sqm of additional employment floorspace across the B-uses. Some of the sites that could potentially be intensified to create additional employment floorspace include some sites that are currently vacant, bringing them back into use in the shorter term and improving the image and perception of the existing Industrial Estates as business locations.



3.3.5 The Industrial Estates that could be intensified are:

- Brampton Road Industrial Estate
- Highfield (North) and Highfield Park
- Highfield (South) Industrial Estate
- Birch Road Industrial Estate
- Hawthorns Industrial Estate
- Compton Industrial Estate
- Hammonds Drive Industrial Estate
- Finmere Industrial Estate
- Britland Industrial Estate
- Courtlands Road Industrial Estate

3.3.6 The advantages identified in relation to this option are:

- Re-use of previously developed land
- Infrastructure is already in place
- Encourages re-use of vacant sites
- Sites are suitable for B1, B2 and B8 uses
- Increases viability of public transport
- Increases perception as business location
- No flood risk or biodiversity issues
- Suitable for smaller units

3.3.7 The disadvantages identified in relation to this option are:

- Unlikely to attract larger employers
- Does not distribute employment opportunities across town
- Unsuitable for high quality office development
- There will be less space for other uses, e.g. car parking
- Increases traffic in heavy used and already congested areas

Compatibility with Objectives

3.3.8 It is considered that this option would assist in the achievement of all of the Employment Land Local Plan Objectives. This option would particularly assist with the achievement of Objective ELLP2 because the intensification of space would be likely to result in a larger number of smaller commercial premises that would suit small and start-up businesses. It will also help achieve ELLP3 through providing a variety of different B use spaces to help diversification in the economy.

Sustainability Appraisal

3.3.9 The Sustainability Appraisal of Intensification of Existing Industrial Estates identifies a number of positive impacts. These include high efficiency in land use and maximising use of existing employment land, promotion of business start-ups and small businesses due to the fact that intensification is likely to produce smaller commercial units, and no adverse impacts on biodiversity and flooding due to the fact that the land has been previously developed. In addition, an increased intensity of use makes sustainable modes of travel, particularly public transport, more viable.

3.3.10 There are no significant negative impacts associated with this option. The main negative would be increasing the amount of traffic travelling into one area that may already have congestion problems.

3.3.11 Overall, this option scores +23 through the Sustainability Appraisal.

Analysis

3.3.12 The intensification of existing Industrial Estates is likely to result in the creation of a number of smaller commercial units and spaces, rather than space that would attract larger businesses. There is evidence of this type of development occurring in the recent past.

3.3.13 It would have a positive effect in terms of re-use of land that is under-utilised or vacant, making the Industrial Estates more efficient and improving their image as business locations.

3.3.14 Although the requirement for employment space could not be met through this option alone, it could make a significant contribution of 20,000 sqm towards the overall requirement across a range of class-B uses. It would make a positive contribution towards achieving the Employment Land Local Plan Objectives, particularly in terms of encouraging small and start-up businesses.

3.3.15 The Sustainability Appraisal identifies that there are unlikely to be any significant impacts on biodiversity or flood risk and overall recognises that this option would have a positive effect.

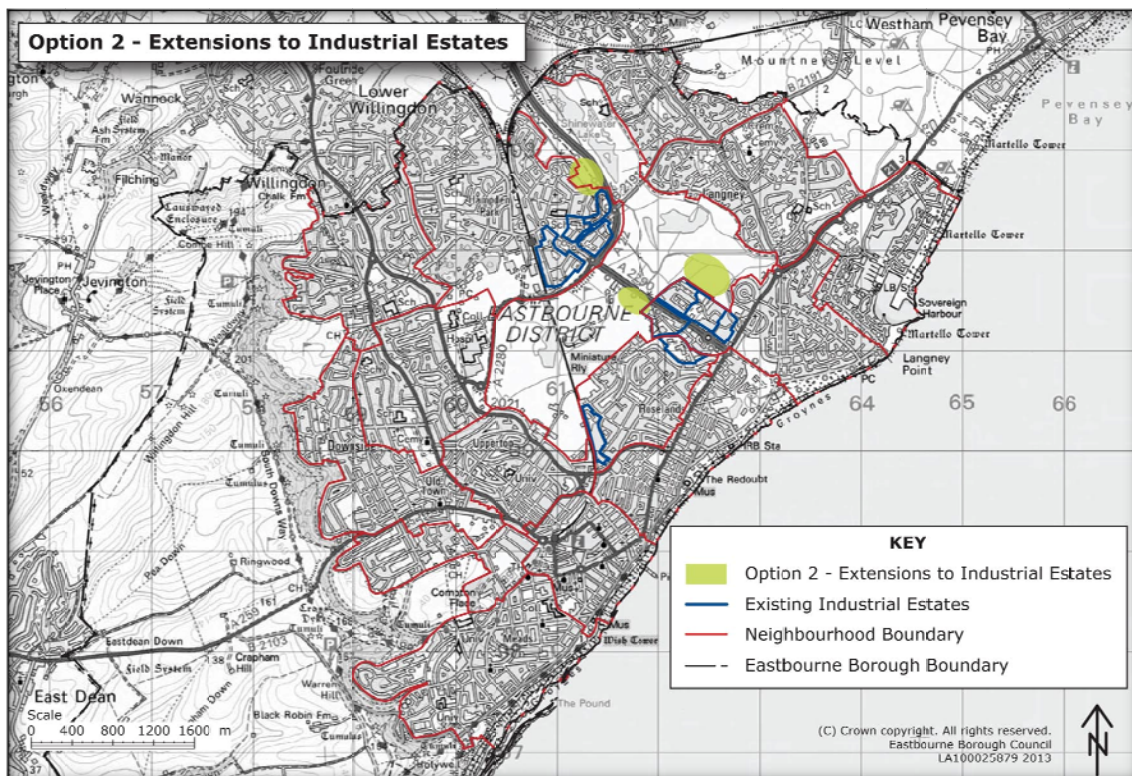
3.3.16 There are few negatives associated with this option. It would not be an attractive option for high quality office space and is unlikely to attract larger employers. It also retains employment opportunities within existing areas, rather than distributing them across the town. There are also issues relating

to transport, such as increasing the amount of travel into locations where there may already be congestion problems and reducing the amount of car parking space by developing areas that may currently be used for this purpose. However, intensifying employment use in a small number of specific areas means that more sustainable forms of transport, particularly public transport, becomes more viable.

3.4 Scenario 2 – Extensions to Industrial Estates

3.4.1 The second strategic option is to provide additional employment floorspace through extensions to existing Industrial Estates. Many of the town's Industrial Estates are on the edge of the built-up area, and share a boundary with Eastbourne Park. In some locations it would be possible to extend the Industrial Estates by developing land on the edge of industrial estates and within Eastbourne Park for employment use.

3.4.2 Sites identified under this option could potentially provide approximately 85,000 sqm of employment floorspace, based on a plot ratio of 0.65 sqm of floorspace per sqm of site area (to allow for a mix of B class uses). Additional employment floorspace that is created through extensions to Industrial Estates is likely to be a mix of B-class uses. These locations are considered to be most appropriate for B1(c), B2 and B8 uses, although B1a uses may be considered appropriate depending on location and quality of environment.



3.4.3 Examples of potential sites identified for this option include:

- Land North of Hammonds Drive
- Land NW of St Anthony's Hill
- Land off Fletching Road

3.4.4 The advantages identified in relation to this option are:

- Fewer design and layout constraints
- Sites are suitable for B1, B2 and B8 uses
- Increases viability of public transport
- Increases perception as business location

3.4.5 The disadvantages identified in relation to this option are:

- Greenfield land outside the built-up area boundary
- Does not distribute employment opportunities across town
- Adverse flood risk impacts and mitigation costs
- Adverse impacts on biodiversity
- Contrary to Eastbourne Park policies in the Core Strategy
- Adverse impacts on landscape
- Increases traffic in heavy used and already congested areas

Compatibility with Objectives

3.4.6 Generally it is considered that this option would help meet most of the objectives. It would particularly assist with the achievement of ELLP2 and ELLP3 by providing a range of different types and styles of employment floorspace. It would also help in achieving ELLP4 by providing space to create churn and allow existing businesses to relocate. However, it is not considered that this option would be compatible with ELLP1 because it would result in the development of Greenfield land within Eastbourne Park, and therefore it would not be within environmental constraints as identified in Objective ELLP1.

Sustainability Appraisal

3.4.7 The Sustainability Appraisal of Extensions to Industrial Estates identifies a number of significant negative impacts that would need to be mitigated, mainly due to the Greenfield nature of the sites. Many of the negative impacts are environmentally-related, including the negative impact on biodiversity and landscape due to the fact that the extensions are likely to be located within Eastbourne Park. This option is also likely to increase the risk of flooding by creating more impermeable surface on what was previously undeveloped.

3.4.8 The main positives associated with this option are related to the fact that there are fewer constraints in terms of developing the land for specific purposes and allowing employment space that is built to specification. Extensions are also located adjacent to existing Industrial Areas. Development of these sites will also allow existing businesses to re-locate to larger or more appropriate premises.

3.4.9 Overall, this option scores +6 through the Sustainability Appraisal.

Analysis

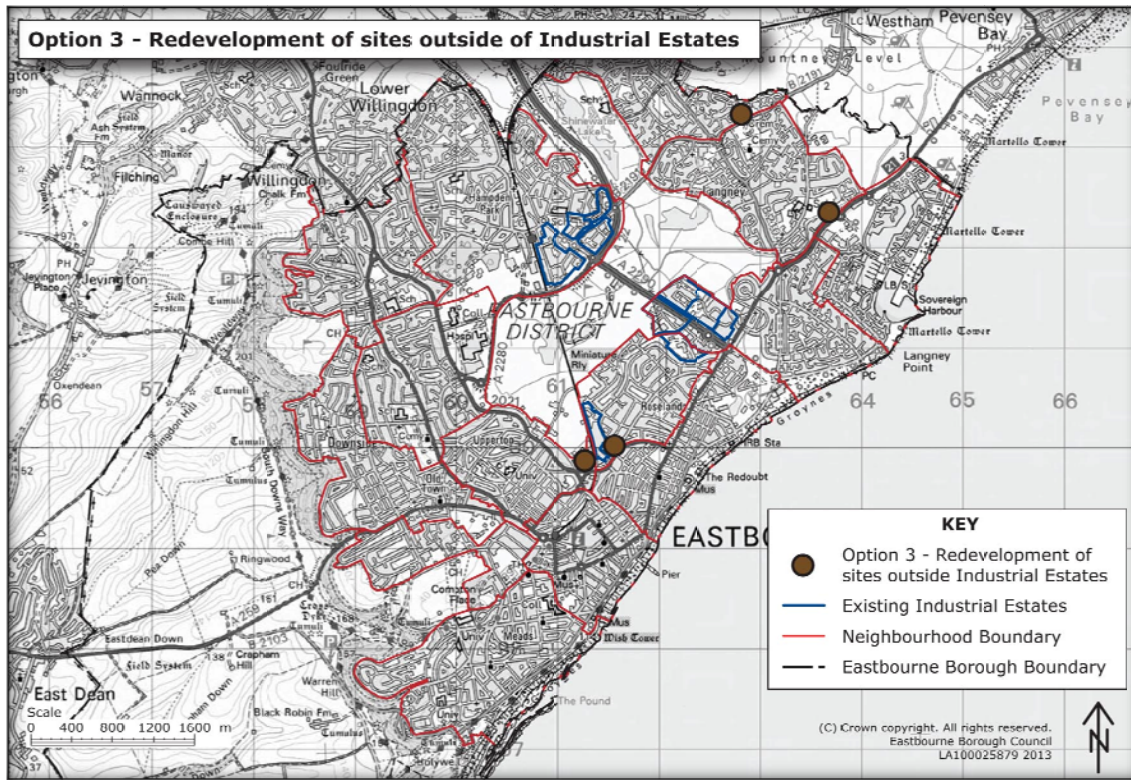
3.4.10 The Extension to Industrial Estates is likely to be on Greenfield land within Eastbourne Park. The benefits of this option are that there are fewer design

and layout constraints to employment development, which means that the sites can accommodate a range of different types and sizes of employment space. The entire employment floorspace requirement could be accommodated through this option, and these sites could accommodate a range of different class-B uses. The fact that they would form an extension to existing Industrial Estates means that this option would help improve the image of Industrial Estates as employment locations.

- 3.4.11 This option would make a contribution towards meeting the Employment Land Local Plan objectives, particularly relating to providing a range of different types and sizes of business unit, although there would be some conflicts in terms of environmental constraints. It could also increase traffic going through the Industrial Estates but it would also increase the viability of public transport.
- 3.4.12 The negatives of this option relate to the fact that the extensions would be on previously undeveloped land within Eastbourne Park. Any development within Eastbourne Park would be contrary to adopted policy in the Core Strategy.
- 3.4.13 This option would have an adverse effect on biodiversity within a significantly important area for biodiversity. Being a Greenfield site within Tidal Flood Zone 3a, it is likely that development of these sites would increase flood risk and adverse effect water quality. In addition, as the development would be outside of the built-up area boundary, it is likely that there would be adverse landscape impacts.
- 3.4.14 The fact that the Sustainability Appraisal identified a number of sustainability issues and scored this option poorly means that there would be a number of issues that would need to be overcome for this option to be taken forward, for example land raising and flood mitigation, which would impact on viability.

3.5 Scenario 3 – Redevelopment of Sites Outside Industrial Estates

- 3.5.1 The third option is the development of sites outside the existing Industrial Estates for employment use. There are a number of sites that have been identified in the Strategic Housing Land Availability Assessment that may have potential for development for employment use.
- 3.5.2 The majority of these sites would be located outside of existing employment areas, and mostly within predominantly residential areas. It is considered that the sites identified under this option could potentially provide approximately 30,000 sqm of employment floorspace, based on a plot ratio of 0.65 sqm of floorspace per sqm of site area (to allow for a mix of B class uses).
- 3.5.3 Additional employment floorspace that is created through redevelopment of sites outside of existing Industrial Estates is most likely to be B1 uses. This is because these locations are most likely to be close to existing residential areas, and B2 and B8 uses would not be compatible with the residential use.



3.5.4 Examples of potential sites identified for this option include:

- 2-4 Moy Avenue
- Hide Hollow
- Bedfordwell Road
- Belmont Nursing Home, Pevensey Bay Road
- 87-89 Pevensey Bay Road
- Former St Wilfrid’s Hospice site, Mill Gap Road

3.5.5 The advantages identified in relation to this option are:

- Increases distribution of employment opportunities across town
- Development on previously developed land
- Increases opportunities for sustainable travel

3.5.6 The disadvantages identified in relation to this option are:

- Removes land that has potential for residential development
- Could create amenity issues with surrounding residential areas
- Isolated from other employment uses

Compatibility with Objectives

3.5.7 Overall, this option would be compatible with the objectives, although it would not play a significant role in achieving them due to the fact that employment floorspace created would be isolated from existing employment areas. This option would assist in meeting ELLP1 because it would create employment floorspace in locations close to communities on previously developed sites. On the other hand, commercial premises close to housing may create some amenity issues.

Sustainability Appraisal

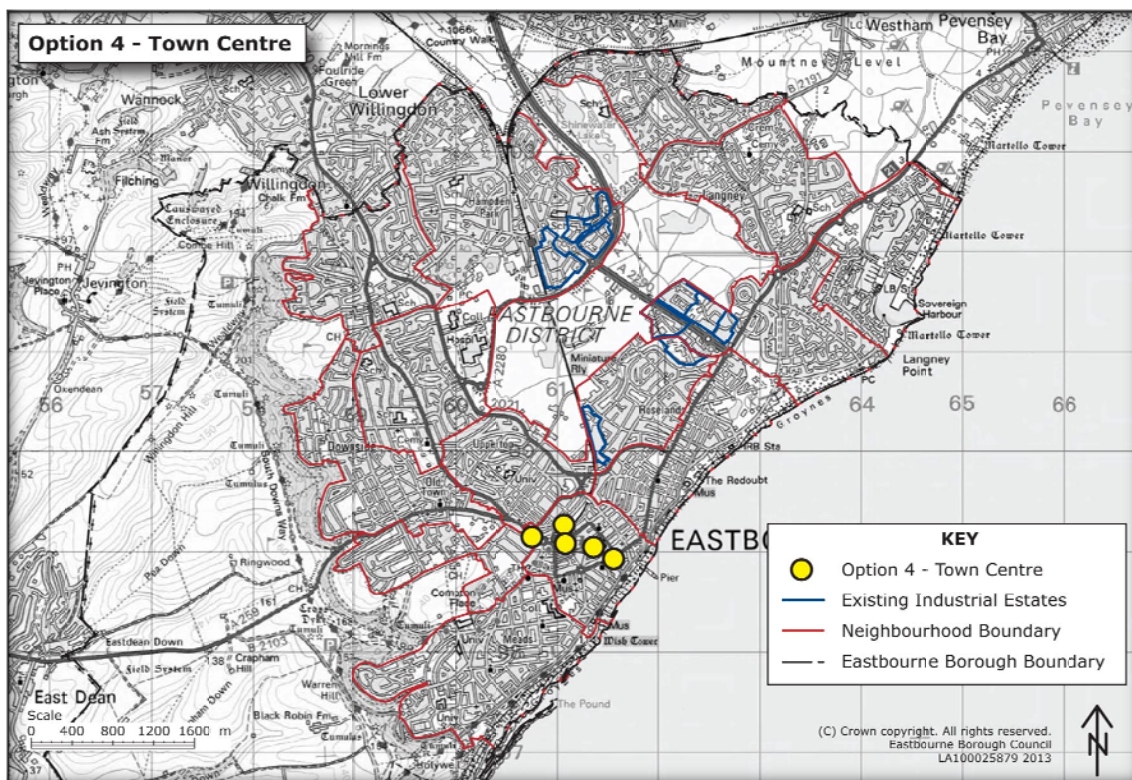
- 3.5.8 The Sustainability Appraisal of Redevelopment of Sites Outside of Industrial Estates identifies some positive impacts. These include high efficiency in land use, promotion of business start-ups and small businesses due to the fact that intensification is likely to produce smaller commercial units. In addition, the distribution of employment opportunities to other locations can help increase sustainability of neighbourhoods and means that walking and cycling to work becomes a more viable option.
- 3.5.9 There is one significant negative associated with this option, and that is that fact that employment development would remove the potential to develop the site for residential use, which reduces opportunities for everyone to live in decent affordable homes and would compromise the meeting of housing targets. In addition, there may be a negative noise impact on residential communities due to location outside existing Industrial Estates.
- 3.5.10 Overall, this option scores +7 through the Sustainability Appraisal.

Analysis

- 3.5.11 The redevelopment of sites outside Industrial Estates is likely to have impacts on the delivery of housing development. This is because these sites have the potential to be developed for residential use and contribute to achieving housing targets set out in the Core Strategy.
- 3.5.12 This option would not meet the entire employment space requirement, although it could make a contribution towards it. However, it is likely that these sites could only accommodate B1 uses that are compatible with fact that the majority of these sites are in or adjacent to predominantly residential areas. It would also help distribute employment opportunities across the town, bring employment into communities, giving more opportunity to walk and cycle to work and making neighbourhoods more sustainable.
- 3.5.13 However, this option would mean that the employment development is isolated from other employment uses, and it could create amenity issues with surrounding residential areas.
- 3.5.14 This option would be compatible with the Employment Land Local Plan objectives, but it would not make a significant contribution to achieving them.
- 3.5.15 The fact that this option scored +9 through the sustainability appraisal indicates that whilst there are no significant sustainability problems, there are not many benefits either.
- 3.6 Scenario 4 - Town Centre
- 3.6.1 The fourth strategic option is delivery of employment land through the regeneration of the Town Centre. The Town Centre neighbourhood has been identified in the Core Strategy as a Sustainable Centre, in which housing growth will be balanced by significant improvements in the provision of

services and facilities. Employment opportunities within the neighbourhood are an important element of creating a sustainable centre.

- 3.6.2 The Town Centre Local Plan states that the Employment Land Local Plan will quantify the amount of office floorspace that should be provided within the Town Centre. It also identifies five Development Opportunity Sites, and all of those sites identify office use as an acceptable use.
- 3.6.3 Additional employment floorspace that is provided in the Town Centre would be B1a (office) floorspace. Other B-class uses would not be considered to be appropriate in this location. The ELR recommends that 3,000 sqm of additional B1a (office) floorspace would be appropriate for the Town Centre.



3.6.4 Examples of potential sites identified for this option include:

- Development Opportunity Site 1: Land at the junction of Terminus Road and Ashford Road
- Development Opportunity Site 2: Land adjoining the railway station and Enterprise Centre
- Development Opportunity Site 3: Land between Upperton Road and Southfields Road
- Development Opportunity Site 4: Land at south-eastern end of Arndale Centre
- Development Opportunity Site 5: Land at the former Co-Op on Terminus Road
- Transition Areas
- Potential Areas of Change

3.6.5 The advantages identified in relation to this option are:

- Increases employment within Sustainable Centre

- Within Sustainable Neighbourhood
- Assists with Town Centre regeneration
- Accessible location with good public transport links
- Close to other employment uses
- Suitable for high quality office space
- Opportunities for businesses that would prefer to be located within the Town Centre

3.6.7 The disadvantages identified in relation to this option are:

- Other forms of development may be more viable
- Not suitable for other non-office B uses
- Potential adverse impact on the delivery of housing
- Land in different ownerships and assembly may be difficult

Compatibility with Objectives

3.6.8 It is considered that this option would contribute to achieving the Employment Land Local Plan objectives. It would particularly assist in achieving ELLP1 and ELLP5 because it would create high quality office floorspace in a sustainable location. It is unlikely to have such a significant effect on ELLP3 because the employment floorspace delivered would only be B1a (office) floorspace.

Sustainability Appraisal

3.6.9 The Sustainability Appraisal of the Town Centre option identifies a number of positive impacts. These include significant positives in relation to the fact that the Town Centre is a sustainable location where there are high levels of accessibility via sustainable modes of transport. It would also promote efficiency in land use as the sites are previously developed, and it would provide opportunities for businesses that want to be within the Town Centre. In addition, the development of high grade office space in the Town Centre may attract inward investment and stimulate economic growth.

3.6.10 There are no significant negatives associated with this option, apart from the fact that the land may otherwise be available for residential development.

3.6.11 Overall, this option scores +21 through the Sustainability Appraisal.

Analysis

3.6.12 Development of employment space within the Town Centre is most likely to be in the form of office development. The Town Centre Local Plan makes allowance for office development on each of the five Development Opportunities sites. Office development would assist in the regeneration of the Town Centre by improving the vitality of the Town Centre through providing a mix of uses.

3.6.13 The Town Centre is identified in the Core Strategy as a Sustainable Centre and a Sustainable Neighbourhood. The Town Centre is a sustainable location for employment development due to high levels of accessibility through sustainable modes of transport, particularly public transport.

3.6.14 This option would only provide approximately 3,000 sqm of office space towards the requirement for additional employment floorspace. However it would make a good contribution towards achieving the Employment Land Local Plan Objectives, particularly the creation of employment space in sustainable locations. Office development would likely be high quality space, which would attract higher-value jobs. It would also provide opportunities for businesses that would prefer to be within the Town Centre rather than in out of centre locations.

3.6.15 The main negative of this option is that it can only deliver B1a (office) floorspace. There would be no scope to provide other class-B uses. In addition, the sites used for office development may have alternatively been available for residential development. The Sustainability Appraisal identifies that there would be few sustainability issues relating to this option, and generally would have a positive effect.

3.7 Scenario 5 - Sovereign Harbour

3.7.1 The fifth strategic option is the development of land at Sovereign Harbour for employment use. The Sovereign Harbour neighbourhood has been identified in the Core Strategy as a Sustainable Centre, in which housing growth will be balanced by significant improvements in the provision of services and facilities. Employment opportunities within the neighbourhood are an important element of creating a sustainable centre.

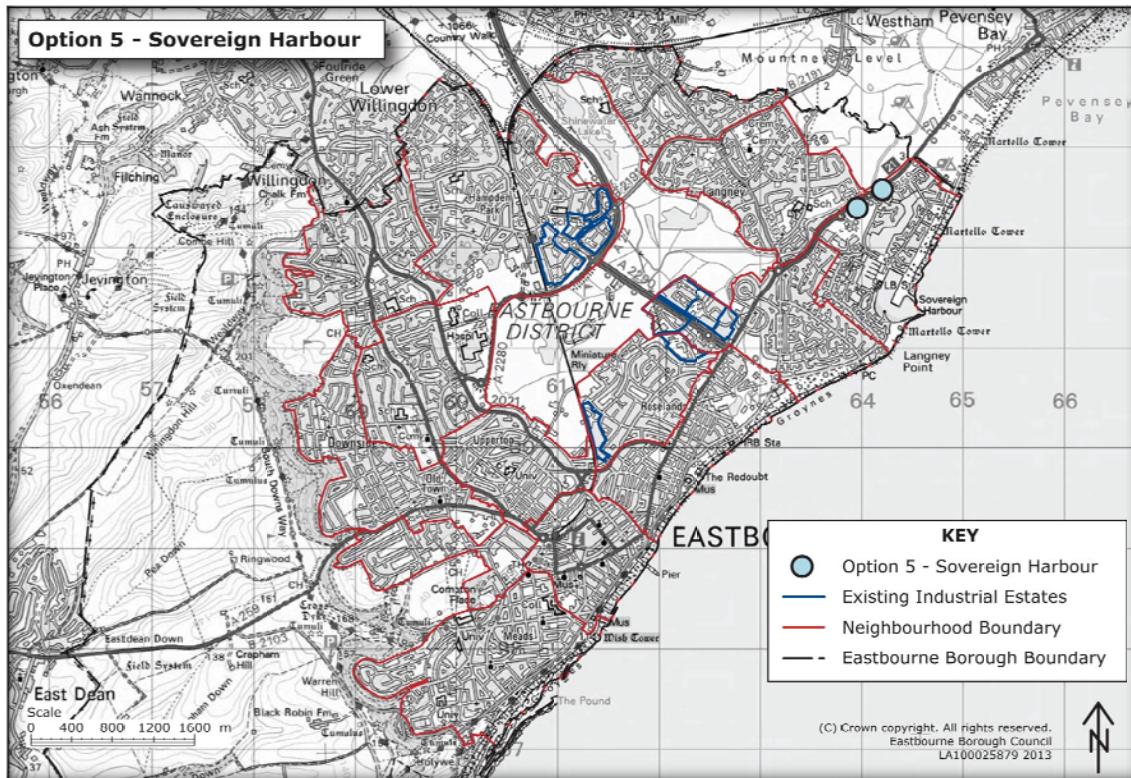
3.7.2 In addition, the development of employment space at Sovereign Harbour is a long-standing Council corporate priority that is specified in the Eastbourne Borough Council Corporate Plan 2010-2015 (2012 refresh).

3.7.3 There are two sites in Sovereign Harbour that have been identified in the Sovereign Harbour Supplementary Planning Document³ as having potential to accommodate 30,000 sqm of B1a (office) use. Known as Sites 6 and 7, these sites were committed for employment use through an outline application for the development of the North Harbour in 1995, and kept alive through Borough Plan Policy BI5: Retention of Employment Commitments.

3.7.4 Additional employment floorspace in Sovereign Harbour would be B1 uses. This is because of the close proximity of residential areas, and the incompatibility of B2 and B8 uses. The ELR recommends that the sites at Sovereign Harbour should accommodate 20,000 sqm of employment floorspace, and that the allocation should be widened to allow a mixture of B1 uses.

3.7.5 In addition, £6 million has been secured from the Growing Places Fund for the development of an Innovation Mall at Sovereign Harbour, which will provide 3,000 sqm of serviced office and workspaces.

³ The Sovereign Harbour Supplementary Planning Document provides additional detail to Core Strategy Policy C14: Sovereign Harbour Neighbourhood Policy



3.7.6 Examples of potential sites identified for this option include:

- Site 6 (Alongside Pevensey Bay Road)
- Site 7 (Land fronting Pevensey Bay Road and Pacific Drive)
- Site 4 (Land adjacent to the Waterfront)

3.7.7 The advantages identified in relation to this option are:

- Achievement of Corporate Plan priority
- Money already committed for development of Innovation Mall
- Fewer design and layout constraints
- Increases distribution of employment opportunities
- Increases employment within Sustainable Centre
- High quality environment
- Could attract a mixture of businesses sizes
- Sites ready to develop

3.7.8 The disadvantages identified in relation to this option are:

- Unsuitable for B2 and B8 uses
- Access predominantly by private car
- Potential noise issues on residential amenity

Compatibility with Objectives

3.7.9 This option would make a significant contribution to achieving all of the Employment Land Local Plan objectives. The attractive location and ‘blank canvass’ would attract increased investment in line with ELLP1. It would also help to achieve ELLP5 because Sovereign Harbour has been designated as a Sustainable Centre. It would help existing businesses by creating new space into which some could relocate, creating churn and available space for other

businesses to move in order to help achieve ELLP4. This option also has the potential to provide a mix of different spaces and sizes, particularly smaller spaces, that would encourage small and start-up businesses (ELLP2).

Sustainability Appraisal

- 3.7.10 The Sustainability Appraisal of development at Sovereign Harbour identifies a number of positive impacts. Development of this land, especially of the type of the proposed Innovation Mall, will enable and encourage entrepreneurship and innovation. The Sovereign Harbour SPD allows the development to be masterplanned, and the fact that the land is previously developed means that it is efficient in terms of land use. High quality development in this attractive location could attract inward investment, especially if there is a range of different types and sizes of employment space. It will also assist with businesses relocating to more appropriate space, creating churn and making other space available.
- 3.7.11 The negative impacts associated with this option include the fact that access to the site would almost exclusively be via car, and mitigation measure for this would need to be considered, such as a new bus link between the North and South Harbour areas. In addition, the site is a shingle habitat so there could be a negative impact on biodiversity and possible water issues due to close proximity to marine environment. Also, it is close to residential areas so there could be noise issues
- 3.7.12 Overall, this option scores +15 through the Sustainability Appraisal.

Analysis

- 3.7.13 Development of land at Sovereign Harbour for employment use would help achieve one of the Council's corporate priorities. Sovereign Harbour has been identified in the Core Strategy as a Sustainable Centre, and employment space within this location would help distribute employment opportunities more widely across the town. The site could also provide a range of different sizes of business space due to fewer design and layout constraints. Sovereign Harbour has the potential to provide high quality employment space in an attractive location due to its proximity to the Harbour.
- 3.7.14 These sites have been identified for employment development for a span of time with no development coming forward. However, there is now a commitment towards developing employment land at this location following the grant of £6 million from the Growing Places Fund towards the development of an Innovation Mall.
- 3.7.15 Although the requirement for employment space could not be met through this option alone, it could make a significant contribution of 20,000 sqm towards the overall requirement, although this is likely to only be within B1 uses. It would make a positive contribution towards achieving the Employment Land Local Plan Objectives, particularly in terms of providing employment in a sustainable location and encouraging small and start-up businesses.

3.7.16 The Sustainability Appraisal identifies that one of the main negatives associated with this site is accessibility as travel to this site is going to be predominantly by car. In addition, there would only be potential to provide B1 uses due to proximity of residential areas. There may also be noise issues relating to the residential area. However, the fact that this option scores +16 in the Sustainability Appraisal means that the positives would outweigh the negatives.

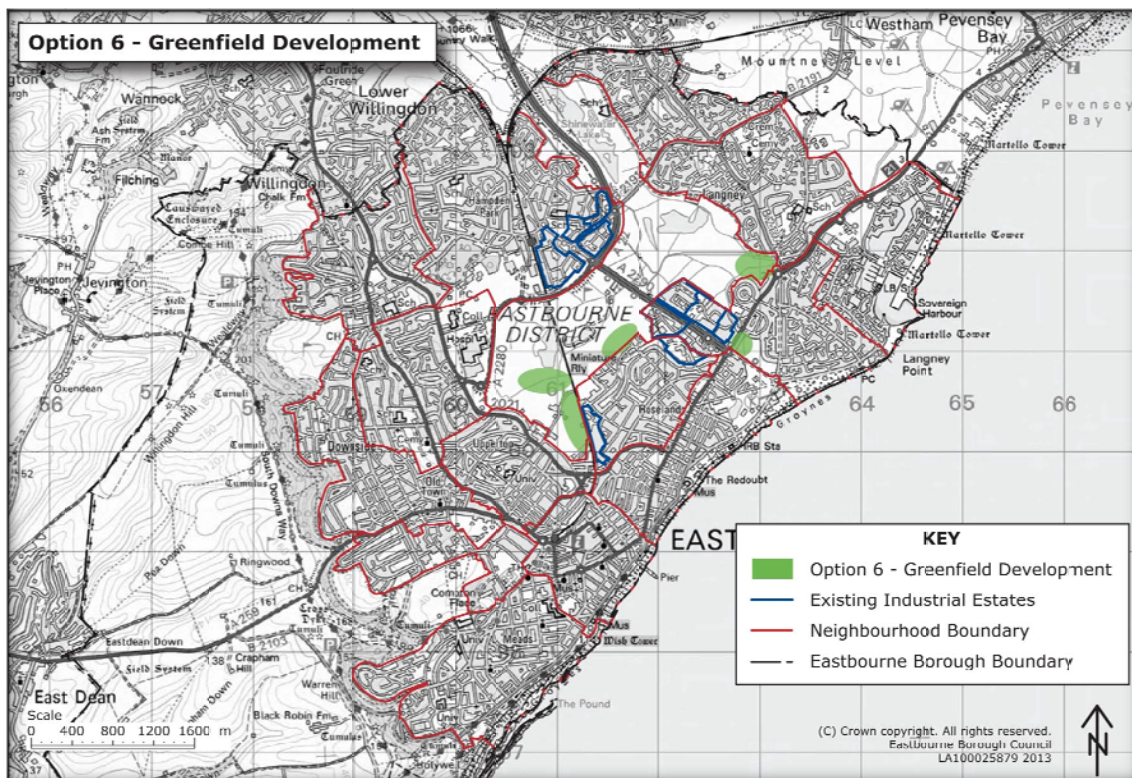
3.8 Scenario 6 – Greenfield Development

3.8.1 The sixth strategic option is to allocate Greenfield sites outside of the built-up area boundary and not adjacent to existing Industrial Estates for employment use.

3.8.2 There are a number of such sites that have previously been identified for development that have not come forward and were subsequently de-allocated during the Core Strategy process. These are a mixture of sites that were previously allocated for both housing and employment use. The majority of these sites are located within Eastbourne Park.

3.8.3 The sites identified under this option could potentially provide 160,000 sqm of employment floorspace, based on a plot ratio of 0.65 (to allow for a mix of B class uses).

3.8.4 Additional employment floorspace that is delivered in these Greenfield locations are likely to be a mix of B-class uses. Such locations may be appropriate for B2 and B8 uses, but they also may be attractive for high quality office development.



3.8.5 Examples of potential sites identified for this option include:

- Lottbridge Drove/Seaside
- Land off Bridgemere Road
- Land NE of St Anthony's Hill
- South Broadwater
- Land East of Tutts Barn

3.8.6 The advantages identified in relation to this option are:

- Fewer design and layout constraints
- Distributes employment opportunities across town
- Could potentially accommodate all B uses
- Could attract larger employers

3.8.7 The disadvantages identified in relation to this option are:

- Greenfield land outside the built-up area boundary
- Infrastructure not in place
- Poor accessibility
- Isolated from other employment uses
- Adverse flood risk impacts and mitigation costs
- Adverse biodiversity impacts
- Contrary to Eastbourne Park policies in the Core Strategy
- Adverse landscape impacts

Compatibility with Objectives

3.8.8 Generally it is considered that this option would not meet the most of objectives. As the option includes Greenfield sites that are isolated from existing employment areas, it would be contrary to ELLP1 and ELLP5. Also, the cost of developing the sites due to flood mitigation measures required may mean that it would be too expensive to encourage small and start-up businesses (ELLP2). However, it may assist with the achievement of ELLP3 and ELLP4 by providing a range of different types and styles of employment floorspace that would also attract existing businesses.

Sustainability Appraisal

3.8.9 The Sustainability Appraisal of Greenfield Development identifies a number of significant negative impacts that would need to be mitigated, mainly due to the Greenfield nature of the sites. Many of the negative impacts are environmentally-related, including the negative impact on biodiversity and landscape due to the fact that the sites are likely to be located within Eastbourne Park. This option is also likely to increase the risk of flooding by creating more impermeable surface on what was previously undeveloped.

3.8.10 The main positives associated with this option are related to the fact that there are fewer constraints in terms of developing the land for specific purposes and allowing employment space that is built to specification. It will also allow existing businesses to re-locate to larger or more appropriate premises.

3.8.11 Overall, this option scores -3 through the Sustainability Appraisal.

Analysis

- 3.8.12 The Greenfield development is likely to be within Eastbourne Park. Any development within Eastbourne Park would be contrary to adopted policy in the Core Strategy.
- 3.8.13 This option would have an adverse effect on biodiversity within a significantly important area for biodiversity. As Greenfield sites within Eastbourne Park, they are likely to be in Tidal Flood Zone 3a, and it is likely that development of these sites would increase flood risk and adversely effect water quality. As the development would be outside of the built-up area boundary, it is likely that there would be adverse landscape impacts. In addition, these sites are likely to be isolated from other employment locations and there is unlikely to be existing infrastructure supporting development.
- 3.8.14 The entire employment floorspace requirement could be accommodated through this option, and these sites could accommodate a range of different class-B uses. The benefits of this option are that there are fewer design and layout constraints to employment development, which means that the sites can accommodate a range of different types and sizes of employment space.
- 3.8.15 This option would not make a significant contribution toward achieving the Employment Land Local Plan objectives. It would provide a range of different types and sizes of business unit, however there would be some significant conflicts in terms of environmental constraints.
- 3.8.16 This option scores poorly in the Sustainability Appraisal, mainly due to the environmental impacts of development on Greenfield sites. A number of these issues would need to be mitigated if this option was to be taken forward.

4.0 Conclusions

- 4.1 Six options for delivering employment land through the Employment Land Local Plan have been identified. Each option has been evaluated through identifying where the option could be delivered, the advantages and disadvantages of the approach, and how it performs against the Sustainability Appraisal.
- 4.2 Following evaluation of the options, it is considered that the options that should be taken forward in the Proposed Draft Employment Land Local Plan are:
- Scenario 1 – Intensification of Industrial Estates
 - Scenario 4 – Town Centre
 - Scenario 5 – Sovereign Harbour
- 4.3 It is considered that these options would be the most appropriate combination of options for delivering the required amount of employment floorspace in the most sustainable way. None of the options would be able to deliver the requirement for employment floorspace on their own, so they have been combined in order to meet the requirement.
- 4.4 The Sustainability Appraisal has assisted in the assessment of the options. A summary of how each option performed in the Sustainability Appraisal is provided in Table 2.

Table 2 – Summary Assessment of Options using SA matrix

Scenario	✓✓	✓	○	?	*	**	Score	Rank
Scenario 1: Intensification of existing Industrial Estates	5	15	11	3	3	0	23	1
Scenario 2: Extensions to Industrial Estates	4	14	6	3	4	6	6	5
Scenario 3: Redevelopment of sites outside Industrial Estates	2	13	10	3	8	1	7	4
Scenario 4: Town Centre	5	14	12	3	3	0	21	2
Scenario 5: Sovereign Harbour	8	9	8	3	9	0	15	3
Scenario 6: Greenfield Development	3	13	3	4	6	8	-3	6

- 4.5 Scenario 1 – Intensification of Industrial Estates would make the most efficient use of existing employment land and would help improve the image and perception of the town's Industrial Estates. In addition, there are few environmental issues associated with this option and it scores well in the Sustainability Appraisal process.

- 4.6 Scenario 4 – Town Centre would provide additional floorspace in a sustainable location with good transport links. It would provide opportunities for businesses that prefer to be located within the Town Centre and it would assist with the regeneration of the Town Centre through the Town Centre Local Plan.
- 4.7 Scenario 5 – Sovereign Harbour is a corporate priority for the Council. It is also in a sustainable centre and has the potential to provide high quality employment space in an attractive location. Funding has already been secured to help deliver employment space in this location.
- 4.8 These three options are recommended by the Employment Land Review, and would provide the required amount of employment floorspace, plus provide the headroom required in order to ensure an appropriate supply and mix of sites come forward.
- 4.9 The other options have been discounted for a number of different reasons.
- 4.10 The significant environmental issues associated with Scenario 2 – Extensions to Industrial Estates and Scenario 6 – Greenfield Development mean that they will not be taken forward as they would involve development of Greenfield land in areas where there are flood risk and biodiversity issues. This is demonstrated through the low scores in the Sustainability Appraisal. In addition, the implementation of these options would be contrary to Core Strategy Policy D11: Eastbourne Park.
- 4.11 Scenario 3 – Redevelopment of sites outside of Industrial Estates would not involve Greenfield development but would compromise the delivery of housing in meeting targets in the Core Strategy. In addition, the likely location of such sites close to residential areas means that there may be amenity issues associated with this option.
- 4.12 It is considered that Scenarios 2, 3 and 6 would not be appropriate options to take forward into the Employment Land Local Plan.
- 4.13 In summary, the Preferred Option for the strategy for delivery of employment land through the Employment Land Local Plan will be the delivery of 20,000 sqm of floorspace through intensification of existing Industrial Estates, the development of 20,000 sqm of employment floorspace at Sovereign Harbour, and the provision of 3,000 sqm of office floorspace in the Town Centre.
- 4.14 All options will be identified within the Proposed Draft Employment Land Local Plan and these can be commented upon at the public consultation stage.

Appendices

Appendix 1 – Sustainability Appraisals

Appendix 2 – Site Assessments

Appendix 1 – Sustainability Appraisals

✓✓ - Likely to have a strong positive effect (+2)

○ - Unlikely to have any effect (0)

✖✖ - Likely to have a strong negative effect (-2)

✓ - Likely to have a positive effect (+1)

✖ - Likely to have a negative effect (-1)

? - Effect unclear/unknown (0)

SCENARIO 1: INTENSIFICATION OF EXISTING INDUSTRIAL ESTATES

Sustainability Objective		Assessment	
CS1	To provide the opportunity for everyone to live in a decent, sustainably constructed and affordable home	✓	Will help create economic growth, which supports housing. Sites on Industrial Estates are unlikely to be used for residential development
CS2	To improve the health and well-being of the population and reduce inequalities in health	○	Although job creation goes hand in hand with quality of life, minimal impact
CS3	To reduce poverty and social exclusion and to close the gap between the more deprived areas in the Borough and the rest of the town	○	Will create jobs with smaller employers, but unlikely to have a significant effect on poverty and social exclusion
CS4	To raise educational achievement levels across the Borough and develop opportunities for everyone to acquire the skills needed to find and remain in work	○	Economic growth can support educational achievement by creating higher value jobs, but impact considered to be minimal
CS5	To reduce crime and the fear of crime	○	Unlikely to have any effect on crime
CS6	To create sustainable, vibrant communities where everyone participates in local governance and that each person is important to the future of the town	○	Retains employment opportunities in existing locations rather than distributing employment opportunities across neighbourhoods.
CS7	To improve accessibility by sustainable modes of transport to jobs, health, education, shops, leisure, cultural and community facilities to everyone	✓	Maximising employment in existing locations will make sustainable forms of transport, particularly public transport more viable. Existing centres should be more accessible as the infrastructure is already in place.
CS8	To develop and ensure a broad, low-impact economic base and encourage entrepreneurship to create diverse employment opportunities, particularly in the tourism sector so that everyone can benefit from economic growth	✓	Intensification is likely to create smaller units, which could be attractive for start-up businesses. This could encourage entrepreneurship and create more employment opportunities.
CS9	To ensure development is masterplanned to provide effective commercial infrastructure that will support continued economic growth and not just housing growth	✓	Infrastructure is already in place within existing Industrial Estates, so no requirement for new infrastructure to support development.
CS10	To develop a dynamic, diverse and knowledge-based economic sector that excels in innovation with higher-value, lower-impact activities	✓	Intensification will support economic growth and start up businesses, although they are unlikely to be knowledge-based
CS11	To develop and maintain a skilled and adaptable workforce to match local employment opportunities	✓	Intensification will create more smaller units, which means more job creation.
CS12	Conserve and enhance the Borough's biodiversity and landscape, and ensure species sustainability	○	Although intensification involves the re-use of previously developed land, a higher level of use may have an impact on infrastructure and existing Industrial Estates are in close proximity to Eastbourne Park.
CS13	To protect, enhance, exploit the learning potential and make accessible for enjoyment by sustainable modes of transport the Borough's parks, gardens, countryside, recreation areas and historic environment	○	Unlikely to have any impact on access to Eastbourne Park
CS14	To improve efficiency in land use through the re-use of previously developed land and existing buildings first, and encourage urban renaissance	✓✓	Intensifying use will have a very positive effect on efficiency in land use

SCENARIO 1: INTENSIFICATION OF EXISTING INDUSTRIAL ESTATES

Sustainability Objective		Assessment	
CS15	To maintain and enhance the quality of landscapes and townscapes	✓	Development will be within built up area and will not extend area of built form, so should therefore not adverse impact on landscapes.
CS16	To reduce air pollution and ensure air quality continues to improve	✗	Any new development will create some form of air pollution, directly or indirectly
CS17	To maintain and improve the water quality of freshwater bodies, groundwater, waterways and the marine environment	○	Intensification involves the re-use of previously developed land, but unlikely to improve water quality
CS18	To reduce the risk of flooding and resulting detriment to public well-being, the economy and the environment	○	Intensification involves the re-use of previously developed land, but unlikely to reduce risk of flooding. Also, the majority of Industrial Estates are within Tidal Flood Zone 3a.
CS19	To address the causes of climate change through reducing emissions of greenhouse gases and ensure Eastbourne is prepared for the impacts of climate change	✗	Any new development will create some form of air emissions, directly or indirectly
CS20	To reduce road congestion and pollution levels by encouraging mixed-use development, traffic calming measures, improving travel choice, reducing the need for travel by car, and shortening the number, length and duration of journeys	○	Intensification means a higher concentration of development, which means there are more opportunities for reducing number of car trip. However, it also means creating more car trips in an area that may already be congested, rather than spreading impact across road network.
CS21	To reduce the amount of waste for disposal by addressing and promoting the waste hierarchy of minimisation, re-use, recycling and composting	?	Impact unknown
CS22	Reduce the use of non-renewable forms of energy and ensure the prudent use of natural resources	?	Impact unknown
EL-SA1	To promote sustainable economic growth	✓	Intensification will create jobs, but not going to attract big inward investment and employers who will make a big impact
EL-SA2	To maximise use of existing employment land	✓✓	Intensifying use with have a very positive effect on maximising use of existing employment land
EL-SA3	To diversify the local economy and support businesses across a range of sectors	✓	Intensification will create jobs, but in limited sectors
EL-SA4	To increase the overall number of business enterprises operating in the town	✓	Intensification is likely to create smaller units, helping smaller and start-up businesses, which will increase the number of businesses operating.
EL-SA5	To promote and encourage business start ups and small businesses	✓✓	Intensifying use with create more smaller business units which will help small and start-up businesses
EL-SA6	To increase the number and range of employment opportunities in the town	✓✓	Will create an increased number and size of business units, which means more opportunities for employment
EL-SA7	To support existing businesses to continue trading in Eastbourne	✓	Will support business looking to relocate to small but modern premises, but not others looking to relocate to larger premises
EL-SA8	To improve local business linkages	✓✓	Providing employment space within existing Industrial Estates will provide good opportunities to link with other existing businesses
EL-SA9	To reduce economic deprivation in the resident population	✓	Will create job opportunities, which will help reduce economic deprivation
EL-SA10	To increase the average incomes of residents in the town	○	Intensification is likely to create smaller units for smaller employers, so not going to have massive effect on quality/pay of jobs

SCENARIO 1: INTENSIFICATION OF EXISTING INDUSTRIAL ESTATES

Sustainability Objective		Assessment	
EL-SA11	To reduce levels of unemployment	✓	More units, more jobs, less unemployment
EL-SA12	To ensure no adverse impact on the road network	✗	Will create more jobs in same location, which means more journeys to same locations, which may have adverse effect on road network
EL-SA13	To provide employment opportunities in locations that are accessible for local people and commuters	✓	Industrial Estates are already accessible for local people and commuters
EL-SA14	To reduce resource use from commercial & industrial premises	?	Impact unknown
EL-SA15	To reduce the impact of noise from commercial premises on residential areas	✓	Increased employment use within existing Industrial Areas, including taking commercial uses away from residential areas, will minimise noise impact on residential areas.
Score		23	

SCENARIO 2: EXTENSIONS TO INDUSTRIAL ESTATES

Sustainability Objective		Assessment	
CS1	To provide the opportunity for everyone to live in a decent, sustainably constructed and affordable home	✓	Will help create economic growth, which supports housing. Sites on adjacent to Industrial Estates are unlikely to be used for residential development
CS2	To improve the health and well-being of the population and reduce inequalities in health	○	Although job creation goes hand in hand with quality of life, minimal impact
CS3	To reduce poverty and social exclusion and to close the gap between the more deprived areas in the Borough and the rest of the town	✓	Extensions give more scope to provide higher value jobs, which may help reduce poverty
CS4	To raise educational achievement levels across the Borough and develop opportunities for everyone to acquire the skills needed to find and remain in work	○	Economic growth can support educational achievement by creating higher value jobs, but impact considered to be minimal
CS5	To reduce crime and the fear of crime	○	Unlikely to have any effect on crime
CS6	To create sustainable, vibrant communities where everyone participates in local governance and that each person is important to the future of the town	○	Retains employment opportunities in existing locations rather than distributing employment opportunities across neighbourhoods.
CS7	To improve accessibility by sustainable modes of transport to jobs, health, education, shops, leisure, cultural and community facilities to everyone	✗	Extensions may not have the same levels of accessibility as existing Industrial Estates
CS8	To develop and ensure a broad, low-impact economic base and encourage entrepreneurship to create diverse employment opportunities, particularly in the tourism sector so that everyone can benefit from economic growth	✓	Extensions will create more units and wider range of types of units, and therefore increase job opportunities
CS9	To ensure development is masterplanned to provide effective commercial infrastructure that will support continued economic growth and not just housing growth	✓	There is more opportunity for consideration of masterplanning and infrastructure issues as it is not constrained by previous development
CS10	To develop a dynamic, diverse and knowledge-based economic sector that excels in innovation with higher-value, lower-impact activities	✓	Extensions will create more units and wider range of types of units, and therefore increase job opportunities
CS11	To develop and maintain a skilled and adaptable workforce to match local employment opportunities	✓	Extensions will create more units and wider range of types of units, and therefore increase job opportunities

SCENARIO 2: EXTENSIONS TO INDUSTRIAL ESTATES

Sustainability Objective		Assessment	
CS12	Conserve and enhance the Borough's biodiversity and landscape, and ensure species sustainability	xx	Extensions are likely to have a significant impact on Eastbourne Park, which is an area of high landscape and biodiversity importance
CS13	To protect, enhance, exploit the learning potential and make accessible for enjoyment by sustainable modes of transport the Borough's parks, gardens, countryside, recreation areas and historic environment	o	Extensions are likely to be developed within Eastbourne Park, which will remove existing open space. However it may increase accessibility to Eastbourne Park
CS14	To improve efficiency in land use through the re-use of previously developed land and existing buildings first, and encourage urban renaissance	xx	Greenfield site
CS15	To maintain and enhance the quality of landscapes and townscapes	x	Development will be outside built up area, and will therefore have a negative impact on Greenfield landscape
CS16	To reduce air pollution and ensure air quality continues to improve	x	Any new development will create some form of air pollution, directly or indirectly
CS17	To maintain and improve the water quality of freshwater bodies, groundwater, waterways and the marine environment	xx	Extensions will create additional impermeable area, which will result in more run-off and leaching into the water network in Eastbourne Park
CS18	To reduce the risk of flooding and resulting detriment to public well-being, the economy and the environment	xx	Extensions will be on greenfield sites in tidal flood zone. It will create additional impermeable area, leading to more run-off, which will increase flood risk
CS19	To address the causes of climate change through reducing emissions of greenhouse gases and ensure Eastbourne is prepared for the impacts of climate change	xx	Any new development will create some form of air emissions, directly or indirectly. Also, the removal of green areas does not prepare for impacts of climate change.
CS20	To reduce road congestion and pollution levels by encouraging mixed-use development, traffic calming measures, improving travel choice, reducing the need for travel by car, and shortening the number, length and duration of journeys	o	Extensions mean a higher concentration of development, which means there are more opportunities for reducing number of car trip. However, it also means creating more car trips in an area that may already be congested, rather than spreading impact across road network.
CS21	To reduce the amount of waste for disposal by addressing and promoting the waste hierarchy of minimisation, re-use, recycling and composting	?	Impact unknown
CS22	Reduce the use of non-renewable forms of energy and ensure the prudent use of natural resources	?	Impact unknown
EL-SA1	To promote sustainable economic growth	✓✓	Extensions will create more commercial units, and there will be fewer restrictions on type and size. This gives more potential for inward investment and attracting larger employers
EL-SA2	To maximise use of existing employment land	xx	Development not in existing employment land
EL-SA3	To diversify the local economy and support businesses across a range of sectors	✓✓	Extensions will create more commercial units, and there will be fewer restrictions on type and size. This means units can be built to specifications.
EL-SA4	To increase the overall number of business enterprises operating in the town	✓	Creation of more units will help increase the number of businesses operating
EL-SA5	To promote and encourage business start ups and small businesses	✓	More units mean more opportunities for businesses, but these may not specifically suit smaller and start up businesses.
EL-SA6	To increase the number and range of employment opportunities in the town	✓	Will create an increased number and size of business units, which means more

SCENARIO 2: EXTENSIONS TO INDUSTRIAL ESTATES

Sustainability Objective		Assessment	
			opportunities for employment
EL-SA7	To support existing businesses to continue trading in Eastbourne	✓✓	Extensions will mean that existing businesses can develop land to meet their requirements
EL-SA8	To improve local business linkages	✓✓	Providing new employment space adjacent to existing Industrial Estates will provide good opportunities to link with other existing businesses
EL-SA9	To reduce economic deprivation in the resident population	✓	Will create job opportunities, which will help reduce economic deprivation
EL-SA10	To increase the average incomes of residents in the town	✓	Extensions might attract larger employers with higher value jobs, which may increase average income
EL-SA11	To reduce levels of unemployment	✓	More units, more jobs, less unemployment
EL-SA12	To ensure no adverse impact on the road network	✗	Will create more jobs in same location, which means more journeys to same locations, which may have adverse effect on road network
EL-SA13	To provide employment opportunities in locations that are accessible for local people and commuters	✓	Industrial Estates are already accessible for local people and commuters
EL-SA14	To reduce resource use from commercial & industrial premises	?	Impact unknown
EL-SA15	To reduce the impact of noise from commercial premises on residential areas	✓	Increased employment use within existing Industrial Areas, including taking commercial uses away from residential areas, will minimise noise impact on residential areas.
Score		6	

SCENARIO 3: REDEVELOPMENT OF SITES OUTSIDE INDUSTRIAL ESTATES

Sustainability Objective		Assessment	
CS1	To provide the opportunity for everyone to live in a decent, sustainably constructed and affordable home	✗✗	Sites could be used for housing development so won't provide opportunity for people to live in decent home
CS2	To improve the health and well-being of the population and reduce inequalities in health	○	Although job creation goes hand in hand with quality of life, minimal impact
CS3	To reduce poverty and social exclusion and to close the gap between the more deprived areas in the Borough and the rest of the town	○	Will create jobs with smaller employers, but unlikely to have a significant effect on poverty and social exclusion
CS4	To raise educational achievement levels across the Borough and develop opportunities for everyone to acquire the skills needed to find and remain in work	○	Economic growth can support educational achievement by creating higher value jobs, but impact considered to be minimal
CS5	To reduce crime and the fear of crime	○	Unlikely to have any effect on crime
CS6	To create sustainable, vibrant communities where everyone participates in local governance and that each person is important to the future of the town	✓	Redevelopment of other sites will distribute employment opportunities across town rather than just in few locations, helping to create more vibrant communities.
CS7	To improve accessibility by sustainable modes of transport to jobs, health, education, shops, leisure, cultural and community facilities to everyone	✓	There will be more jobs located close to existing residential areas, making employment more accessible by walking and cycling.
CS8	To develop and ensure a broad, low-impact economic base and encourage entrepreneurship to create diverse employment opportunities, particularly in the	✓	Redevelopment is likely to create smaller units, which could be attractive for start-up businesses. This could encourage entrepreneurship and create more

SCENARIO 3: REDEVELOPMENT OF SITES OUTSIDE INDUSTRIAL ESTATES

Sustainability Objective		Assessment	
	tourism sector so that everyone can benefit from economic growth		employment opportunities.
CS9	To ensure development is masterplanned to provide effective commercial infrastructure that will support continued economic growth and not just housing growth	✓	Redevelopment gives the opportunity to masterplan and the sites should have a degree of existing infrastructure already in place
CS10	To develop a dynamic, diverse and knowledge-based economic sector that excels in innovation with higher-value, lower-impact activities	✓	New commercial development will support economic growth and start up businesses, although they are unlikely to be knowledge-based
CS11	To develop and maintain a skilled and adaptable workforce to match local employment opportunities	○	It will create more opportunities but only in uses that are compatible with residential uses
CS12	Conserve and enhance the Borough's biodiversity and landscape, and ensure species sustainability	○	Although redevelopment involves the re-use of previously developed land, it is unlikely to enhance biodiversity
CS13	To protect, enhance, exploit the learning potential and make accessible for enjoyment by sustainable modes of transport the Borough's parks, gardens, countryside, recreation areas and historic environment	○	Unlikely to have an impact on accessibility to parks, etc
CS14	To improve efficiency in land use through the re-use of previously developed land and existing buildings first, and encourage urban renaissance	✓✓	Intensifying use with have a very positive effect on efficiency in land use
CS15	To maintain and enhance the quality of landscapes and townscapes	✓	Development will be within built up area and will not extend area of built form, so should therefore not adverse impact on landscapes.
CS16	To reduce air pollution and ensure air quality continues to improve	✗	Any new development will create some form of air pollution, directly or indirectly
CS17	To maintain and improve the water quality of freshwater bodies, groundwater, waterways and the marine environment	○	Intensification involves the re-use of previously developed land, but unlikely to improve water quality
CS18	To reduce the risk of flooding and resulting detriment to public well-being, the economy and the environment	○	Intensification involves the re-use of previously developed land, but unlikely to reduce risk of flooding
CS19	To address the causes of climate change through reducing emissions of greenhouse gases and ensure Eastbourne is prepared for the impacts of climate change	✗	Any new development will create some form of air emissions, directly or indirectly
CS20	To reduce road congestion and pollution levels by encouraging mixed-use development, traffic calming measures, improving travel choice, reducing the need for travel by car, and shortening the number, length and duration of journeys	✗	Distribution of employment opportunities across town will result in increased number of car journeys to different areas.
CS21	To reduce the amount of waste for disposal by addressing and promoting the waste hierarchy of minimisation, re-use, recycling and composting	?	Impact unknown
CS22	Reduce the use of non-renewable forms of energy and ensure the prudent use of natural resources	?	Impact unknown
EL-SA1	To promote sustainable economic growth	✓	Redevelopment will create jobs, but only in B1 uses that are compatible with residential area, and therefore significance to economic growth will be limited
EL-SA2	To maximise use of existing employment land	✗	Does not involve the use of existing employment land
EL-SA3	To diversify the local economy and support businesses across a range of sectors	✓	Redevelopment will create jobs, but in limited sectors

SCENARIO 3: REDEVELOPMENT OF SITES OUTSIDE INDUSTRIAL ESTATES

Sustainability Objective		Assessment	
EL-SA4	To increase the overall number of business enterprises operating in the town	✓	Redevelopment is likely to create smaller units, helping smaller and start-up businesses, which will increase the number of businesses operating.
EL-SA5	To promote and encourage business start ups and small businesses	✓✓	Redevelopment is likely to create smaller units which will help small and start-up businesses
EL-SA6	To increase the number and range of employment opportunities in the town	✓	Will create an increased number and size of business units, which means more opportunities for employment
EL-SA7	To support existing businesses to continue trading in Eastbourne	✓	Will support business looking to relocate to small but modern premises, but not others looking to relocate to larger premises
EL-SA8	To improve local business linkages	✗	Unlikely to be existing businesses in close proximity
EL-SA9	To reduce economic deprivation in the resident population	✓	Will create job opportunities, which will help reduce economic deprivation
EL-SA10	To increase the average incomes of residents in the town	○	Redevelopment is likely to create smaller units for smaller employers, so not going to have massive effect on quality/pay of jobs
EL-SA11	To reduce levels of unemployment	✓	More units, more jobs, less unemployment
EL-SA12	To ensure no adverse impact on the road network	✗	Will result in people travelling to different locations across town, which will increase number of journeys and effect on road network.
EL-SA13	To provide employment opportunities in locations that are accessible for local people and commuters	✗	Sites unlikely to be accessible as removed from other employment locations
EL-SA14	To reduce resource use from commercial & industrial premises	?	Impact unknown
EL-SA15	To reduce the impact of noise from commercial premises on residential areas	✗	Will create more commercial premises near residential areas, which will mean more noise impacts
Score		7	

SCENARIO 4: TOWN CENTRE

Sustainability Objective		Assessment	
CS1	To provide the opportunity for everyone to live in a decent, sustainably constructed and affordable home	✗	May mean commercial development on land that may be available for residential development
CS2	To improve the health and well-being of the population and reduce inequalities in health	○	Although job creation goes hand in hand with quality of life, minimal impact
CS3	To reduce poverty and social exclusion and to close the gap between the more deprived areas in the Borough and the rest of the town	○	Employment development in the Town Centre will be limited to office uses, and therefore it isn't going to help whole community
CS4	To raise educational achievement levels across the Borough and develop opportunities for everyone to acquire the skills needed to find and remain in work	○	Economic growth can support educational achievement by creating higher value jobs, but impact considered to be minimal
CS5	To reduce crime and the fear of crime	○	Unlikely to have any effect on crime
CS6	To create sustainable, vibrant communities where everyone participates in local governance and that each person is important to the future of the town	○	Retains employment opportunities in existing locations rather than distributing employment opportunities across neighbourhoods.
CS7	To improve accessibility by sustainable modes	✓✓	A very sustainable location with good

SCENARIO 4: TOWN CENTRE			
Sustainability Objective		Assessment	
	of transport to jobs, health, education, shops, leisure, cultural and community facilities to everyone		accessibility and linked trips. Close to health, education, shops, leisure uses etc.
CS8	To develop and ensure a broad, low-impact economic base and encourage entrepreneurship to create diverse employment opportunities, particularly in the tourism sector so that everyone can benefit from economic growth	✓	Provides more opportunities for businesses that need or want to be in the Town Centre
CS9	To ensure development is masterplanned to provide effective commercial infrastructure that will support continued economic growth and not just housing growth	✓	Development would form part of the Town Centre regeneration. The Town Centre Local Plan has policies that masterplan a mix of uses across sites.
CS10	To develop a dynamic, diverse and knowledge-based economic sector that excels in innovation with higher-value, lower-impact activities	✓	Will create quality office accommodation to help businesses that are high-value, low-impact.
CS11	To develop and maintain a skilled and adaptable workforce to match local employment opportunities	✓	Will create more job opportunities, but only in jobs that are office-based
CS12	Conserve and enhance the Borough's biodiversity and landscape, and ensure species sustainability	○	The Town Centre is not located close to biodiversity important areas. Involves the re-use of previously developed land, but unlikely to enhance biodiversity.
CS13	To protect, enhance, exploit the learning potential and make accessible for enjoyment by sustainable modes of transport the Borough's parks, gardens, countryside, recreation areas and historic environment	○	Unlikely to have any impact on accessibility to park and gardens etc
CS14	To improve efficiency in land use through the re-use of previously developed land and existing buildings first, and encourage urban renaissance	✓✓	Located on previously development land, and will have a very positive effect on efficiency in land use
CS15	To maintain and enhance the quality of landscapes and townscapes	○	Town Centre is an already built up area and does not extend the area of built form, so there will be no adverse impact on landscapes. Parts of the Town Centre are in Conservation Areas, but the Town Centre Local Plan has policies on design.
CS16	To reduce air pollution and ensure air quality continues to improve	✗	Any new development will create some form of air pollution, directly or indirectly
CS17	To maintain and improve the water quality of freshwater bodies, groundwater, waterways and the marine environment	○	Located on previously development land, but unlikely to improve water quality
CS18	To reduce the risk of flooding and resulting detriment to public well-being, the economy and the environment	○	Located on previously development land, and mostly outside flood zones, but unlikely to reduce risk of flooding.
CS19	To address the causes of climate change through reducing emissions of greenhouse gases and ensure Eastbourne is prepared for the impacts of climate change	✗	Any new development will create some form of air emissions, directly or indirectly
CS20	To reduce road congestion and pollution levels by encouraging mixed-use development, traffic calming measures, improving travel choice, reducing the need for travel by car, and shortening the number, length and duration of journeys	✓	The Town Centre is a location that is well served by sustainable travel alternatives and measures to reduce car travel.
CS21	To reduce the amount of waste for disposal by addressing and promoting the waste hierarchy of minimisation, re-use, recycling and composting	?	Impact unknown
CS22	Reduce the use of non-renewable forms of energy and ensure the prudent use of natural	?	Impact unknown

SCENARIO 4: TOWN CENTRE			
Sustainability Objective		Assessment	
	resources		
EL-SA1	To promote sustainable economic growth	✓✓	The creation of high grade office development will attract inward investment and promote economic growth
EL-SA2	To maximise use of existing employment land	○	Parts of the Town Centre are in employment use, but not necessarily the sites for development
EL-SA3	To diversify the local economy and support businesses across a range of sectors	✓	Town Centre office development will support diversification of the local economy but only in limited sectors
EL-SA4	To increase the overall number of business enterprises operating in the town	✓	More office space in Town Centre will have some effect on the number of businesses
EL-SA5	To promote and encourage business start ups and small businesses	✓	Will result in more business space being created, but not necessarily for business start-ups. It depends on how the space is provided.
EL-SA6	To increase the number and range of employment opportunities in the town	✓	An increased number and size of office spaces will provide more opportunities for employment.
EL-SA7	To support existing businesses to continue trading in Eastbourne	✓	It will offer more opportunities for businesses that want to be in town centre
EL-SA8	To improve local business linkages	✓✓	Providing employment space within the Town Centre will provide good opportunities to link with other existing businesses
EL-SA9	To reduce economic deprivation in the resident population	✓	Will create job opportunities, which will help reduce economic deprivation
EL-SA10	To increase the average incomes of residents in the town	✓	High quality office space will attract higher value jobs, which will increase average income.
EL-SA11	To reduce levels of unemployment	✓	More units, more jobs, less unemployment
EL-SA12	To ensure no adverse impact on the road network	✓	The Town Centre is a sustainable location with a range of travel alternatives therefore impact on road network should be minimised
EL-SA13	To provide employment opportunities in locations that are accessible for local people and commuters	✓✓	The Town Centre is already a location that is very accessible for local people and commuters
EL-SA14	To reduce resource use from commercial & industrial premises	?	Impact unknown
EL-SA15	To reduce the impact of noise from commercial premises on residential areas	○	Offices unlikely to have a significant noise impact on residential uses
Score		21	

SCENARIO 5: SOVEREIGN HARBOUR			
Sustainability Objective		Assessment	
CS1	To provide the opportunity for everyone to live in a decent, sustainably constructed and affordable home	✓	Economic growth on land that is not available for residential development will support housing growth
CS2	To improve the health and well-being of the population and reduce inequalities in health	○	Although job creation goes hand in hand with quality of life, minimal impact
CS3	To reduce poverty and social exclusion and to close the gap between the more deprived areas in the Borough and the rest of the town	○	Will create jobs, but unlikely to have a significant effect on poverty and social exclusion
CS4	To raise educational achievement levels across the Borough and develop opportunities for everyone to acquire the skills needed to find and remain in work	○	Economic growth can support educational achievement by creating higher value jobs, but impact considered to be minimal

SCENARIO 5: SOVEREIGN HARBOUR			
Sustainability Objective		Assessment	
CS5	To reduce crime and the fear of crime	○	Unlikely to have any effect on crime
CS6	To create sustainable, vibrant communities where everyone participates in local governance and that each person is important to the future of the town	✓	Will result in the creation of employment space in a 'Sustainable Centre', improving the sustainability of the Sovereign Harbour neighbourhood
CS7	To improve accessibility by sustainable modes of transport to jobs, health, education, shops, leisure, cultural and community facilities to everyone	✗	It is located outside of existing employment areas, and access is likely to be car-based due to relatively poor public transport
CS8	To develop and ensure a broad, low-impact economic base and encourage entrepreneurship to create diverse employment opportunities, particularly in the tourism sector so that everyone can benefit from economic growth	✓✓	The sites can provide more opportunities for all types of B1, particularly high quality space as demonstrated by the application for an Innovation Mall.
CS9	To ensure development is masterplanned to provide effective commercial infrastructure that will support continued economic growth and not just housing growth	✓✓	The Sovereign Harbour SPD masterplans all of the remaining development sites in Sovereign Harbour.
CS10	To develop a dynamic, diverse and knowledge-based economic sector that excels in innovation with higher-value, lower-impact activities	✓	Development at Sovereign Harbour can create better linkage opportunities to knowledge based economy
CS11	To develop and maintain a skilled and adaptable workforce to match local employment opportunities	✓	Will create more job opportunities, but only in uses that are compatible with residential area
CS12	Conserve and enhance the Borough's biodiversity and landscape, and ensure species sustainability	✗	Will result in the loss of shingle habitat
CS13	To protect, enhance, exploit the learning potential and make accessible for enjoyment by sustainable modes of transport the Borough's parks, gardens, countryside, recreation areas and historic environment	○	Development of office will assist in opening up part of site for park as identified in the SPD, but will result in some lost open space
CS14	To improve efficiency in land use through the re-use of previously developed land and existing buildings first, and encourage urban renaissance	✓✓	The development is on previously developed land in a sustainable centre, and therefore has a very positive effect on efficiency in land use.
CS15	To maintain and enhance the quality of landscapes and townscapes	○	Development will be within built up, so should therefore not adverse impact on landscapes. A quality development in this location will also act as a gateway into the town.
CS16	To reduce air pollution and ensure air quality continues to improve	✗	Any new development will create some form of air pollution, directly or indirectly
CS17	To maintain and improve the water quality of freshwater bodies, groundwater, waterways and the marine environment	○	Development would be on previously developed land, but proximity to harbour may mean potential impact on marine environment
CS18	To reduce the risk of flooding and resulting detriment to public well-being, the economy and the environment	✗	Location within Sovereign Harbour means that there may be a potential risk of flooding.
CS19	To address the causes of climate change through reducing emissions of greenhouse gases and ensure Eastbourne is prepared for the impacts of climate change	✗	Any new development will create some form of air emissions, directly or indirectly
CS20	To reduce road congestion and pollution levels by encouraging mixed-use development, traffic calming measures, improving travel choice, reducing the need for travel by car, and shortening the number, length and duration of journeys	✗	Access is likely to be via car through already congested locations.

SCENARIO 5: SOVEREIGN HARBOUR			
Sustainability Objective		Assessment	
CS21	To reduce the amount of waste for disposal by addressing and promoting the waste hierarchy of minimisation, re-use, recycling and composting	?	Impact unknown
CS22	Reduce the use of non-renewable forms of energy and ensure the prudent use of natural resources	?	Impact unknown
EL-SA1	To promote sustainable economic growth	✓✓	High quality development in this high quality location may attract large employers and inward investment
EL-SA2	To maximise use of existing employment land	✓	Development of this land has already identified for employment use
EL-SA3	To diversify the local economy and support businesses across a range of sectors	✓✓	Potential to create a large number of new jobs across range of B1 sectors
EL-SA4	To increase the overall number of business enterprises operating in the town	✓	More business space, especially if space available for small and start-up businesses, will increase number of businesses operating
EL-SA5	To promote and encourage business start ups and small businesses	✓✓	More spaces of the type of the Innovation Mall will benefit small and start-up businesses
EL-SA6	To increase the number and range of employment opportunities in the town	✓✓	Will result in more business space and therefore more employment opportunities
EL-SA7	To support existing businesses to continue trading in Eastbourne	✓✓	Existing businesses can relocate to Sovereign Harbour, creating churn and making other sites available for improvement and relocation
EL-SA8	To improve local business linkages	○	There are some existing businesses within Sovereign Harbour. Will help create new business linkages
EL-SA9	To reduce economic deprivation in the resident population	✓	Will create job opportunities, which will help reduce economic deprivation
EL-SA10	To increase the average incomes of residents in the town	✓	High quality office space will attract higher value jobs, which will increase average income.
EL-SA11	To reduce levels of unemployment	✓	More units, more jobs, less unemployment
EL-SA12	To ensure no adverse impact on the road network	✗	Access is likely to be via car, which will have adverse impact on road network
EL-SA13	To provide employment opportunities in locations that are accessible for local people and commuters	✗	Sovereign Harbour not particularly accessible for local people and commuters
EL-SA14	To reduce resource use from commercial & industrial premises	?	Impact unknown
EL-SA15	To reduce the impact of noise from commercial premises on residential areas	✗	It is close to existing residential areas, and therefore there may be some noise impact.
Score		15	

SCENARIO 6: GREENFIELD DEVELOPMENT			
Sustainability Objective		Assessment	
CS1	To provide the opportunity for everyone to live in a decent, sustainably constructed and affordable home	✓	Economic growth on land that is not available for residential development will support housing growth
CS2	To improve the health and well-being of the population and reduce inequalities in health	○	Although job creation goes hand in hand with quality of life, minimal impact
CS3	To reduce poverty and social exclusion and to close the gap between the more deprived areas in the Borough and the rest of the town	✓	There is more scope to deliver higher value employment space, which may help to reduce poverty.

SCENARIO 6: GREENFIELD DEVELOPMENT			
Sustainability Objective		Assessment	
CS4	To raise educational achievement levels across the Borough and develop opportunities for everyone to acquire the skills needed to find and remain in work	○	Economic growth can support educational achievement by creating higher value jobs, but impact considered to be minimal
CS5	To reduce crime and the fear of crime	○	Unlikely to have any effect on crime
CS6	To create sustainable, vibrant communities where everyone participates in local governance and that each person is important to the future of the town	✓	Redevelopment of other sites will distribute employment opportunities across town rather than just in few locations, helping to create more vibrant communities.
CS7	To improve accessibility by sustainable modes of transport to jobs, health, education, shops, leisure, cultural and community facilities to everyone	✗	Majority of Greenfield sites are isolated from existing centres, and therefore accessibility to other uses is poor.
CS8	To develop and ensure a broad, low-impact economic base and encourage entrepreneurship to create diverse employment opportunities, particularly in the tourism sector so that everyone can benefit from economic growth	✓	Greenfield development will create an increased number and range units, and therefore more job opportunities
CS9	To ensure development is masterplanned to provide effective commercial infrastructure that will support continued economic growth and not just housing growth	✓	Greenfield sites give more opportunity for consideration of masterplanning and infrastructure issues as they are not constrained by previous development
CS10	To develop a dynamic, diverse and knowledge-based economic sector that excels in innovation with higher-value, lower-impact activities	✓	Greenfield development will create an increased number and range units, and therefore more job opportunities
CS11	To develop and maintain a skilled and adaptable workforce to match local employment opportunities	✓	Greenfield development will create an increased number and range units, and therefore more job opportunities
CS12	Conserve and enhance the Borough's biodiversity and landscape, and ensure species sustainability	✗✗	Greenfield development will have a significant impact on Eastbourne Park, which is an areas of significant landscape and biodiversity importance.
CS13	To protect, enhance, exploit the learning potential and make accessible for enjoyment by sustainable modes of transport the Borough's parks, gardens, countryside, recreation areas and historic environment	✗✗	Greenfield sites are generally quite isolated but are likely to be developed within Eastbourne Park, which will remove existing open space.
CS14	To improve efficiency in land use through the re-use of previously developed land and existing buildings first, and encourage urban renaissance	✗✗	Greenfield site
CS15	To maintain and enhance the quality of landscapes and townscapes	✗✗	Development will be outside built up area, and will therefore have a negative impact on Greenfield landscape
CS16	To reduce air pollution and ensure air quality continues to improve	✗	Any new development will create some form of air pollution, directly or indirectly
CS17	To maintain and improve the water quality of freshwater bodies, groundwater, waterways and the marine environment	✗✗	Extensions will create additional impermeable area, which will result in more run-off and leaching into the water network in Eastbourne Park
CS18	To reduce the risk of flooding and resulting detriment to public well-being, the economy and the environment	✗✗	Extensions will be on greenfield sites in tidal flood zone. It will create additional impermeable area, leading to more run-off, which will increase flood risk
CS19	To address the causes of climate change through reducing emissions of greenhouse gases and ensure Eastbourne is prepared for the impacts of climate change	✗✗	Any new development will create some form of air emissions, directly or indirectly. Also, the removal of green areas does not prepare for impacts of climate change.
CS20	To reduce road congestion and pollution levels by encouraging mixed-use development,	✗	Distribution of employment opportunities across town will result in increased number

SCENARIO 6: GREENFIELD DEVELOPMENT			
Sustainability Objective		Assessment	
	traffic calming measures, improving travel choice, reducing the need for travel by car, and shortening the number, length and duration of journeys		of car journeys to different areas.
CS21	To reduce the amount of waste for disposal by addressing and promoting the waste hierarchy of minimisation, re-use, recycling and composting	?	Impact unknown
CS22	Reduce the use of non-renewable forms of energy and ensure the prudent use of natural resources	?	Impact unknown
EL-SA1	To promote sustainable economic growth	✓✓	Greenfield sites give the opportunity to create more commercial units with less restrictions on type and size. This give more potential for inward investment and attracting larger employers
EL-SA2	To maximise use of existing employment land	✗✗	Greenfield does not involve existing employment land
EL-SA3	To diversify the local economy and support businesses across a range of sectors	✓✓	Greenfield sites give the opportunity to create more commercial units with less restrictions on type and size. Less constraints means that employment space can be built to specifications
EL-SA4	To increase the overall number of business enterprises operating in the town	✓	Greenfield sites give the opportunity to create more commercial units with less restrictions on type and size. Less constraints means that employment space can be built to specifications
EL-SA5	To promote and encourage business start ups and small businesses	✓	More units will result in more opportunities, although units are less likely to be smaller units
EL-SA6	To increase the number and range of employment opportunities in the town	✓	More units will result in more employment opportunities
EL-SA7	To support existing businesses to continue trading in Eastbourne	✓✓	Greenfield development means that existing businesses have the potential to develop land to met their requirements
EL-SA8	To improve local business linkages	✗	Unlikely to be existing businesses in close proximity
EL-SA9	To reduce economic deprivation in the resident population	✓	Will create job opportunities, which will help reduce economic deprivation
EL-SA10	To increase the average incomes of residents in the town	✓	Employment space built to specifications might attract larger employers and higher value jobs, which will increase average income
EL-SA11	To reduce levels of unemployment	✓	More units, more jobs, less unemployment
EL-SA12	To ensure no adverse impact on the road network	✗	Access is likely to be via car, which will have adverse impact on road network
EL-SA13	To provide employment opportunities in locations that are accessible for local people and commuters	✗	Sites unlikely to be accessible as removed from other employment locations
EL-SA14	To reduce resource use from commercial & industrial premises	?	Impact unknown
EL-SA15	To reduce the impact of noise from commercial premises on residential areas	?	Employment development may or may not be close to existing residential areas
	Score	-3	

Appendix 2 – Site Assessments

In order to assist with the identification and evaluation of options, a number of potential sites for the development of employment land have been identified. These sites have been assessed against criteria related to their potential for development for employment uses.

The sites do not necessarily provide an exhaustive list of the potential sites. The sites have been used to assist the evaluation of the options, including assessment through the Sustainability Appraisal process.

The assessments of the site are based on the following questions:

Base Information

- **Option** – which spatial distribution option would this site belong to?
- **Site Status** – description of the site, including type, previously developed etc etc
- **Planning Status** – are there any current allocations or applications affecting the site?
- **Market Sector** – what market sector is the site within, e.g. what uses are located within the site, or what uses could the site accommodate?
- **Overall Size (ha)** – what is the overall size of the site in hectares?
- **Approximate existing floorspace / vacant land** – how much existing floorspace is there on the site and how much of it is vacant?

Quality of Existing Portfolio and Internal Environment

- **Age and Quality of Buildings** – what state are the existing buildings in and how old are they?
- **State of Internal environment** – description of the site in terms of shape and topography, any distinct features, quality of the public realm, or any other comments relating to the physical features of the site

Quality of wider environment

- **Adjacent land uses constraining operations or quality of uses** – description of the uses that surround the site and how that may affect employment development
- **Perception of wider environmental quality** – what is the quality of the wider environment?
- **Local facilities for workforce** – how close are local facilities for the workforce, such as retail centres, shops or other relevant facilities?

Access and Accessibility

- **Access to the site** – how is the site accessed or how could it be accessed, and how difficult would it be to create this access
- **Ease of access to main road network** – how easy it is to access the main road network and approximate time to access trunk road network (distance divided by speed limits + 10%)

- **Access by public transport** – how is the site served by public transport, or how close are the nearest public transport nodes.

Development Constraints

- **Wider Environment** – are there any wider environmental constraints that may affect development?
- **On-site environmental** – are there any environmental constraints affecting development, such as flood risk, biodiversity etc?
- **Amenity of adjacent occupiers** – will development have adverse impact on the amenity of adjacent occupiers?
- **Ease of development** – how easy would it be to develop the site and what mitigation measures would be required?

Ownership – who owns the site?

Social Impacts – what are the social impacts on the community are a result of the development of this site for employment use?

Analysis and comment -

Site/Area	Base Information						Quality of Existing Portfolio and Internal Environment		Quality of wider environment		
	Option	Site Status	Planning Status	Market Sector	Overall Size (ha)	Approximate existing floorspace / vacant land	Age and Quality of Buildings	State of Internal environment	Adjacent land uses constraining operations or quality of uses	Perception of wider environmental quality	Local facilities for workforce
Brampton Road Industrial Estate	Option 1	Existing Industrial Estate	Designated Industrial Area in the saved Policy BI2 of the Eastbourne Borough Plan and in the Core Strategy.	B1a, B1c, B2, B8, Sui Generis	14.062 ha	79,200 sqm / 7,500 sqm (9.5% vacancy)	Contains buildings of different ages with oldest dating back to 1960s. Some in poor condition. Some new units developed in early 2000s.	Estate is roughly triangular in shape and generally level. High site coverage. One green space present, and some sites used for car parking.	Bounded by railway line to the west, Lottbridge Drove and retail park to the east, Cross Levels Way to the south and residential area to the north.	Located within area that is predominantly commercial.	Close to Supermarket (100m) and District Shopping Centre (250m)
Highfield (North) Industrial Estate / Highfield Park	Option 1	Existing Industrial Estate	Designated Industrial Area in the saved Policy BI2 of the Eastbourne Borough Plan and in the Core Strategy.	B1a, B8, C1, A3, Sui Generis	2.179 ha	18,000 sqm / 0 sqm (0% vacancy)	Relatively modern business space, mainly built early 2000s. Good quality space	Irregular, roughly 'L-shaped' site. Recently developed so relatively high quality public realm	Adjacent to supermarket, which has been recently developed on what was part of the Industrial Estate. Bounded by Willingdon Drove to the south, A22 to the east, and water course to the north.	Located within area that is predominantly commercial. Residential area located over the water course to the north.	Adjacent to Supermarket (200m)
Highfield (South) Industrial Estate	Option 1	Existing Industrial Estate	Designated Industrial Area in the saved Policy BI2 of the Eastbourne Borough Plan and in the Core Strategy.	B1c, B2, B8, D1, Sui Generis	6.436 ha	39,500 sqm /	Mix of buildings dating from 1970s and 1980s. Most in reasonable condition.	Dominated by two large units occupied by Gardners Books. Green space to the west, historically protected for landscape/amenity reasons.	Bounded by roads on all sides (Willingdon Drove to west, Highfield link to north and east, and Willingdon Drove to south)	Located within area that is predominantly commercial.	Adjacent to Supermarket (100m)
Birch Road Industrial Estate	Option 1	Existing Industrial Estate	Designated Industrial Area in the saved Policy BI2 of the Eastbourne Borough Plan and in the Core Strategy.	B1a, B1c, B2, B8, Sui Generis	11.542 ha	45,600 sqm / 2,500 sqm (5.5% vacancy)	Mix of buildings dating from 1970s and 1980s. Most in reasonable condition, some in poor condition.	Estate is generally level. Includes a number of low density sites, including motor trade and bus depot. Significant parking on estate roads. Some green areas/verges.	Bounded by existing industrial estates to the east and west, Lottbridge Drove to the south, and Eastbourne Park to the north.	Located within area that is predominantly commercial.	Supermarket and retail park nearby on Lottbridge Drove (100m)
Hawthorn Industrial Estate	Option 1	Existing Industrial Estate	Designated Industrial Area in the saved Policy BI2 of the Eastbourne Borough Plan and in the Core Strategy.	B1a, B1c, B2, B8, A1, Sui Generis	7.857 ha	43,000 sqm / 4,800 sqm (11.2% vacancy)	Mix of buildings dating from 1970s and 1980s. Most in reasonable condition.	Regular in shape and generally level. Relatively high density and includes a mix of unit sizes.	Bounded by Lottbridge Drove to the west, Birch Road Industrial Estate to the south, and Eastbourne Park to the north and east.	Located within area that is predominantly commercial.	Supermarket and retail park nearby on Lottbridge Drove (approx. 500m)
Compton Industrial Estate	Option 1	Existing Industrial Estate	Designated Industrial Area in the saved Policy BI2 of the Eastbourne Borough Plan and in the Core Strategy.	B1a, B1c, B8, D2, Sui Generis	1.994 ha	16,300 sqm / 1,500 sqm (9.2% vacancy)	Mix of buildings dating from 1970s and 1980s. Most in reasonable condition, some in poor condition.	Regular in shape and generally level. Relatively high density and includes a mix of unit sizes.	Bounded by Birch Road Industrial Estate to the north and west, Eastbourne Park to the east, and existing residential area to the south.	Located within area that is predominantly commercial.	Supermarket and retail park nearby on Lottbridge Drove (approx. 200m)
Hammonds Drive Industrial Estate	Option 1	Existing Industrial Estate	Designated Industrial Area in the saved Policy BI2 of the Eastbourne Borough Plan and in the Core Strategy. Permission granted for intensification of White Knight	B1a, B1c, B2, B8, Sui Generis	9.529 ha	30,000 sqm / 500 sqm (1.7% vacancy)	Mainly built 1980s and 1990s, with some more recent units. Generally good quality.	Predominantly low density	Bounded by Lottbridge Drove to the east, a retail park to the south, and Eastbourne Park to the north and west.	Located within area that is predominantly commercial.	Supermarket and retail park nearby on Lottbridge Drove (approx. 500m)

Site/Area	Base Information						Quality of Existing Portfolio and Internal Environment		Quality of wider environment		
	Option	Site Status	Planning Status	Market Sector	Overall Size (ha)	Approximate existing floorspace / vacant land	Age and Quality of Buildings	State of Internal environment	Adjacent land uses constraining operations or quality of uses	Perception of wider environmental quality	Local facilities for workforce
			Laundry Site								
Finmere Road Industrial Estate	Option 1	Existing Industrial Estate	Designated Industrial Area in the saved Policy B12 of the Eastbourne Borough Plan and in the Core Strategy.	B1b, B2, B8, Sui Generis	5.644 ha	5,900 sqm / 0 sqm (0% vacancy)	Mainly built 1960s/70s. Some poor quality buildings.	Relatively high density. Contains a number of 'bad neighbour' uses, including scrap yard. No green spaces.	Bounded by gas storage station to the north, Britland estate to the west, service areas for retail park to the east, and residential area to the south.	Located close to predominantly residential area. Adjacent to Gas storage station, which has a development exclusion zone around it.	Close to Supermarket (500m) and Local Shopping Centre (600m)
Britland Industrial Estate	Option 1	Existing Industrial Estate	Designated Industrial Area in the saved Policy B12 of the Eastbourne Borough Plan and in the Core Strategy.	B1a, B1c, B8, D2, Sui Generis	1.292 ha	4,400 sqm / 750 sqm (17% vacancy)	Mainly built 1960s/70s. Traditional industrial units. Reasonable quality.	Relatively low density. Undeveloped area immediately to north of units.	Bounded by gas storage station to the east, Finmere estate to the south, residential area to the west, and undeveloped land to the north, which is border by the Horsey Sewer.	Located close to predominantly residential area. Adjacent to Gas storage station, which has a development exclusion zone around it.	Close to Supermarket (500m) and Local Shopping Centre (600m)
Courtlands Road Industrial Estate	Option 1	Existing Industrial Estate	Designated Industrial Area in the saved Policy B12 of the Eastbourne Borough Plan and in the Core Strategy.	B1a, B1c, B2, B8, D1, D2, Sui Generis	5.971 ha	37,500 sqm / 5,200 sqm (13.9% vacancy)	Mix of buildings, some dating back to 1960s, but a large number developed within the last 10 years as part of redevelopment. Mainly in good condition.	Roughly triangular in shape. New development is smaller units at relatively high density, although some sites are lower density.	Bounded by railway line to the west, a large shop to the east and residential areas to the north and south.	Located close to residential areas. Opposite ESK shop, which have low site coverage.	No facilities in immediate vicinity. Approx 900m from District Shopping Centre
Land North West of St Anthony's Hill	Option 2	Vacant site - greenfield	Previously allocated for employment development in the Eastbourne Borough Plan 2001-2011. Within Eastbourne Park, which is protected by Core Strategy Policy D11	Potential for Industrial - Class B1, B2 and B8	7.532 ha	Undeveloped	n/a	Greenfield site. Grassed farmland. Generally level but irregular shape. Water courses present. Area at risk of flooding.	Adjacent to existing Industrial Estate but overlooked by neighbouring residential areas	Farmland on edge of built up area	Supermarket and retail park nearby on Lottbridge Drive (approx. 600m)
Land North of Hammonds Drive	Option 2	Vacant site - greenfield	Within Eastbourne Park, which is protected by Core Strategy Policy D11	Potential for Industrial - Class B1, B2 and B8	1.705 ha	Undeveloped	n/a	Greenfield site. Generally level and of regular shape. Grassland and scrub. Few water courses.	Bounded by farmland to west, existing Industrial Estate to east, Police Custody Centre to South and Lottbridge Drive to North	Edge of existing Industrial Estate	Supermarket and retail park nearby on Lottbridge Drive (approx. 800m)
Land off Fletching Road	Option 2	Vacant site - greenfield	Previously allocated for residential development in the Eastbourne Borough Plan 2001-2011. Within Eastbourne Park, which is protected by Core Strategy Policy D11	Potential for Industrial - Class B1, B2 and B8	4.373 ha	Undeveloped	n/a	Greenfield site. Generally level but irregular shape. Grassland and scrub. Some trees. Water courses present.	Bounded by residential to the west, the A22 to the east, existing Industrial Estate to the south, and open space to the North. Overlooked by residential areas.	Scrubland on edge of built up area adjacent to existing Industrial Estate	Supermarket nearby (approx. 800m)
Hide Hollow Farm	Option 3	Vacant site - brownfield	Previously allocated for residential development in the Eastbourne Borough Plan 2001-2011	Currently C3 use, potential for B1 uses	0.949 ha	Currently occupied by a single private dwelling (vacant) within a large plot of land	Poor quality building, built pre-war	Part brownfield, part Greenfield. Relatively level and Regular in shape. Covered by trees, some with TPOs. Ponds present.	Bounded by residential on all sides. Within built up area boundary. Close to	Within predominantly residential area, off Willingdon Drive.	Close to District Shopping Centre (600m)

Site/Area	Base Information						Quality of Existing Portfolio and Internal Environment		Quality of wider environment		
	Option	Site Status	Planning Status	Market Sector	Overall Size (ha)	Approximate existing floorspace / vacant land	Age and Quality of Buildings	State of Internal environment	Adjacent land uses constraining operations or quality of uses	Perception of wider environmental quality	Local facilities for workforce
									Crematorium.		
Bedfordwell Road Depot	Option 3	Vacant site, former depot and car mechanics. Some existing buildings, including Building of Local Interest	Identified in the SHLAA as having potential for residential development. Extant permission for redevelopment to residential	Sui Generis, Class B8, potential for other B uses	2.424 ha	Approx 2,000 sqm	Building of Local Interest, built in 1880s, in reasonable condition. Other buildings from around 1970s.	Regular shaped site, mainly level. Site mainly cleared. Mostly hardsurfaced with some trees along boundaries of the site	Bounded by allotments to the north and west, residential to the south, and railway line to the east.	Semi-rural feeling, especially to the north of the site. Close to main road out of the Town Centre	Approximately 800m from the Town Centre. No other smaller facilities in the vicinity.
2-4 Moy Avenue	Option 3	Existing building, vacant, formerly in B8 use	Identified in the SHLAA as having potential for residential development	Currently Class B8, potential for other B uses	0.665 ha	2,536 sqm	Occupied by a single 4 story brick building, built in 1970s, currently in a poor state	Generally level and regular shape. Large hard surfaced car parking area to rear of site, with some non-permanent shed structures	Bounded by residential area on south, east and west, and Industrial Estate to north	Within predominantly residential area	Seaside District Shopping Centre nearby (800m)
Belmont Nursing Home, Pevensey Bay Road	Option 3	Vacant former Nursing home	Identified in the SHLAA as having potential for residential development	Currently Class C2, potential for B1 use	0.736 ha	Approx. 4,000 sqm of class C2 use	Former Nursing Home, built in 1960s, vacant and boarded up for considerable time	Mainly hard surfaced with some grassed area. Some trees to rear of site.	Bounded by A259 to the south, Langney Sewer to the north and east, and car showroom to the west.	Located off roundabout on A259, opposite Retail Park, with school located behind. Some residential close by.	Close to Sovereign Harbour District Shopping Centre (100m)
87-89 Pevensey Bay Road	Option 3	Current use as a car showroom	Identified in the SHLAA as having potential for residential development	Currently Sui Generis, potential for B1 use	0.140 ha	Approx. 500 sqm of Sui Generis use	Currently a car showroom with associate repair facilities. Site used for a variety of purposes since 1940s including petrol filling station	Mainly hard surfaced with a variety of small buildings on site.	Bounded by A259 to the south, Langney Sewer to the north, residential development to the east, and a vacant former nursing home to the west.	Located off roundabout on A259, opposite Retail Park, with school located behind. Some residential close by.	Close to Sovereign Harbour District Shopping Centre (100m)
Former St Wilfrid's Hospice Site, Mill Gap Road	Option 3	Vacant building, formerly used as hospice	Identified in the SHLAA as having potential for residential development	Currently D1 use, potential for B1 use	0.320 ha	Approx. 700 sqm of D1	Vacant building, formerly used as a hospice. Locally listed, built around 1880s.	Irregular shaped site. Building within garden curtilage. A number of trees within the garden area.	Surrounded by residential to north, south and west. University of Brighton educational facility to the west of the site.	Located within the heart of the residential area, adjacent to a Conservation Area.	Close to District Shopping Centre (500m). Also approx 800m from Town Centre.
Development Opportunity Site 1	Option 4	Currently part of Arndale Centre and shopping centre servicing	Allocated for a mix of uses in the Town Centre Local Plan. Permission granted for extension to Arndale Shopping Centre.	Currently A1 use, potential for B1a use	1.164 ha	Approx 7,000 sqm of retail uses	Servicing for Arndale Centre and some small shop units along Terminus Road, developed in 1980s	Generally level but irregular shape. Occupied by shops and servicing. All hard surfaced.	Bounded by retail area to the east and south, and town centre ring road to the west and north. Adjacent to the railway station.	Located close to the centre of the Town Centre within the main shopping area.	Excellent access to facilities as within Town Centre. Adjacent to the Primary Shopping Area.
Development Opportunity Site 2	Option 4	Currently used as car park, with small shopping centre and some parades of shops	Allocated for a mix of uses in the Town Centre Local Plan	Currently A1 use, potential for B1a use	3.070 ha	Approx 3,000 sqm of retail uses	Site includes a mix of uses, including car parking, shopping centre, shopping parade and railway land.	Generally level but irregular shape. Predominantly hard surfaced. Possible land contamination.	Bounded by residential and commercial uses to the north, railway and sidings to the east, the main town centre ring road to the west and the railway station to the south	Located on the northern edge of the Town Centre. Site hidden behind railway station and parade of shops. Mix of buildings and styles in vicinity.	Excellent access to facilities as within Town Centre. 100m from Primary Shopping Area.
Development Opportunity Site 3	Option 4	Currently used as a sorting office and delivery yard by the Post Office	Allocated for a mix of uses in the Town Centre Local Plan	Currently A1 and Sui Generis uses, potential for	0.743 ha	Approx 2,500 sqm of Sui Generis uses	Site occupied by Royal Mail Delivery office and yard. Still occupied, built pre-	Regular shape but with level changes across site. Occupied by buildings with rest of site hard surfaced.	Located alongside main road out of the town centre. Located adjacent to	Located on northern edge of town centre alongside main road out of town centre.	Excellent access to facilities as within Town Centre. 100m from Primary

Site/Area	Base Information						Quality of Existing Portfolio and Internal Environment		Quality of wider environment		
	Option	Site Status	Planning Status	Market Sector	Overall Size (ha)	Approximate existing floorspace / vacant land	Age and Quality of Buildings	State of Internal environment	Adjacent land uses constraining operations or quality of uses	Perception of wider environmental quality	Local facilities for workforce
				B1a use			var.	Some large trees within site.	the railway station. Close to residential area to the north and west.	Prominent position.	Shopping Area.
Development Opportunity Site 4	Option 4	Currently occupied by shops	Allocated for a mix of uses in the Town Centre Local Plan	Currently A1 and B1a uses	0.300 ha	Approx. 3,000 sqm of retail uses	Site occupied by shops, built around 1970s. Reasonable condition.	Irregular shape with retail use dominating. Occupied by three storey buildings	Bounded by shops and servicing on all sides.	Located within shopping area, although on periphery.	Excellent access to facilities as within Town Centre. Adjacent to the Primary Shopping Area
Development Opportunity Site 5	Option 4	Vacant building, previously shops.	Allocated for a mix of uses in the Town Centre Local Plan. Permission granted for conversion to hotel and retail.	Currently A1 use, potential for B1a use	0.109 ha	Vacant – approx 1,500 sqm	Site currently vacant, previously used as shop.	Regular shape, but relatively small site. Occupied by single, three storey building.	Bounded by shops to the north, with roads on east, south and west, with shops adjacent on west and south. Church to east.	Located within Town Centre, but on edge of shopping area. Prominent position on entrance to shopping area from seafront.	Excellent access to facilities as within Town Centre. 100m from Primary Shopping Area.
TC Transition Areas	Option 4	Mix of buildings and uses	Allocated for a mix of uses in the Town Centre Local Plan	A1, A3, A4, A5	1.428 ha	Unknown	Occupied by building predominantly in use as shops and restaurants. Average quality.	Irregular shapes. Lacking frontage on key routes. No clearly identifiable sites.	Bounded by shopping streets, with some residential in the surrounding area.	Located within Town Centre, but on edge of shopping area.	Excellent access to facilities as within Town Centre. Adjacent to the Primary Shopping Area
TC Potential Areas of Change	Option 4	Mix of buildings and uses	Allocated for a mix of uses in the Town Centre Local Plan	A1, A3, A4, A5	0.804 ha	Unknown	Occupied by building predominantly in use as shops and restaurants. Average quality.	Irregular shapes. Lacking frontage on key routes. No clearly identifiable sites.	Bounded by shopping streets, with some residential in the surrounding area.	Located within Town Centre, but on edge of shopping area.	Excellent access to facilities as within Town Centre. 100m from Primary Shopping Area
Sovereign Harbour Site 6	Option 5	Undeveloped site at entrance to Sovereign Harbour	Allocated for Office use as part of 30,000sqm in Sovereign Harbour	B1 Office	3.412 ha	Undeveloped	n/a	Irregular shaped site, undulating. Contains some banks. Predominantly shingle. Former landfill site.	Bounded by open space to the south, car park to the west and roads/Site 7 to the east and Pevensey Bay Road to the north.	Located at the gateway to Sovereign Harbour. Generally high quality surroundings.	Excellent access to District Shopping Centre (100m)
Sovereign Harbour Site 7	Option 5	Predominantly undeveloped site, although with Health Centre in SW corner	Allocated for Office use as part of 30,000sqm in Sovereign Harbour	B1 Office	5.947 ha	Undeveloped	n/a	Irregular shaped site, undulating. Contains some banks. Predominantly shingle. Former landfill site.	Bounded by Pevensey Bay Road to the North, Site 6 to the west and residential to the south and east.	High quality residential environment. Located at the gateway to Sovereign Harbour	Excellent access to District Shopping Centre (200m)
Sovereign Harbour Site 4	Option 5	Undeveloped site at heart of Sovereign Harbour	Identified in the Sovereign Harbour SPD for retail and office development	A1 Retail, B1 Office	0.397 ha	Undeveloped	n/a	Irregular, curving shaped site on edge of water, but level. Predominantly hard surfaced	Bounded by water to the north and east, and retail development to the south and west.	High quality environment. On edge of 'The Waterfront', good quality shopping area.	Excellent access to District Shopping Centre (100m)
Lottbridge Drive / Seaside	Option 6	Vacant site - greenfield	Previously allocated for residential development in the Eastbourne Borough Plan 2001-2011	Potential for Industrial - Class B1, B2 and B8	0.873 ha	Undeveloped	n/a	Greenfield site. Generally level but irregular shape. Covered by trees and scrub.	Bounded by residential to the west, and open space to the north and east. Adjacent to Lottbridge Drive to the south. Adjacent to Crumbles Sewer.	Undeveloped site within built up area boundary, surrounded by open space	Relatively close to a Supermarket and retail park on Lottbridge Drive (350m)
Land off Bridgemere Road	Option 6	Vacant site - greenfield	Previously allocated for residential development in the Eastbourne Borough	Potential for Industrial - Class B1, B2	2.528 ha	Undeveloped	n/a	Greenfield site. Grassed farmland. Generally level but irregular shape. Water courses present. Area at	Bounded by farmland to the north, east and west and	Farmland on edge of built up area	Relatively close to a Supermarket and retail park on Lottbridge Drive

Site/Area	Base Information						Quality of Existing Portfolio and Internal Environment		Quality of wider environment		
	Option	Site Status	Planning Status	Market Sector	Overall Size (ha)	Approximate existing floorspace / vacant land	Age and Quality of Buildings	State of Internal environment	Adjacent land uses constraining operations or quality of uses	Perception of wider environmental quality	Local facilities for workforce
			Plan 2001-2011. Within Eastbourne Park, which is protected by Core Strategy Policy D11	and B8				risk of flooding.	residential to the south. Overlooked by residential area.		(900m)
Land North East of St Anthony's Hill	Option 6	Vacant site - greenfield	Previously allocated for residential development in the Eastbourne Borough Plan 2001-2011. Within Eastbourne Park, which is protected by Core Strategy Policy D11	Potential for Industrial - Class B1, B2 and B8	3.273 ha	Undeveloped	n/a	Greenfield site. Grassed farmland. Generally level but irregular shape. Water courses present. Area at risk of flooding.	Bounded by farmland to the north, east and west and residential to the south. Overlooked by residential area.	Farmland on edge of built up area	Relatively close to a Local Shopping Centre (600m)
South Broadwater between Upperton Farm and Broadwater Lake	Option 6	Vacant site - greenfield	Previously allocated for employment development in the Eastbourne Borough Plan 2001-2011. Within Eastbourne Park, which is protected by Core Strategy Policy D11	Potential for Industrial - Class B1, B2 and B8	8.574 ha	Undeveloped	n/a	Greenfield site. Grassed farmland. Generally level but irregular shape. No direct vehicular access. Water courses present. Area at risk of flooding.	Bounded by farmland on all sides with Broadwater lake located to the north of the site.	Farmland outside of built up area boundary	No local facilities in the immediate vicinity.
Land East of Tutts Barn	Option 6	Vacant site - greenfield	Previously allocated for employment development in the Eastbourne Borough Plan 2001-2011. Within Eastbourne Park, which is protected by Core Strategy Policy D11	Potential for Industrial - Class B1, B2 and B8	9.417 ha	Undeveloped	n/a	Part Greenfield, part brownfield site. Generally level but of irregular shape. Some trees on site. Currently in use as farmland and paddocks	Bounded by railway to east and farmland on remaining sides	Farmland outside of built up area boundary	No local facilities in the immediate vicinity.

Site/Area	Access and Accessibility			Development Constraints				Ownership	Social Impacts	Analysis and comment
	Access to the site	Ease of access to main road network	Access by public transport	Wider Environment	On-site environmental	Amenity of adjacent occupiers	Ease of development			
Brampton Road Industrial Estate	Good existing access of Willingdon Drive, and adjacent to A22	2½ mins to trunk road network. Very good. Easy access onto A22.	Very well served. Hampden Park railway station within 400m of site. Bus stops on Lottbridge Drive, approx 200m (5 routes)	No significant wider environmental considerations	Within Tidal Flood Zone 3a but previously developed site. Some amenity grassland habitat on road verges.	Unlikely to have significant impact on amenity of residential.	Fairly easy. Would involve redevelopment of existing sites. Some vacant and underused sites within estate.	Land in multiple ownership, including part in EBC ownership	Development will increase the number of businesses in the Industrial Estate, helping the creation of business linkages.	Brampton Road Industrial Estate contains some vacant and under-utilised sites that have significant potential for intensification to provide additional, better quality B space. It is an important area for employment given its strategic access, collection of large employers and range of stock.
Highfield (North) Industrial Estate / Highfield Park	Good existing access of Willingdon Drive, and adjacent to A22	2 mins to trunk road network. Very good. Direct access onto A22.	Well served. Bus stops on Willingdon Drive, approx 100m (3 routes)	Adjacent to SNCI that may affect development	Within Tidal Flood Zone 3a but previously developed site. Some amenity grassland habitat on road verges.	Unlikely to have significant impact on amenity of residential.	Few opportunities to intensify use within Industrial Estate	Land in multiple ownership	Development will increase the number of businesses in the Industrial Estate, helping the creation of business linkages.	Highfield North and Highfield Park is a relatively new Industrial Area that provides modern floorspace for local business. There are few vacant and underused sites that could be intensified. It is an important area for employment given its strategic access, collection of large employers and range of stock.
Highfield (South) Industrial Estate	Good existing access of Willingdon Drive, and adjacent to A22	2 mins to trunk road network. Very good. Direct access onto A22.	Well served. Bus stops on Willingdon Drive, approx 100m (4 routes)	No significant wider environmental considerations	Within Tidal Flood Zone 3a but previously developed site. Some amenity grassland habitat on road verges.	Unlikely to have significant impact on amenity	Few opportunities to intensify use within Industrial Estate	Land in multiple ownership	Development will increase the number of businesses in the Industrial Estate, helping the creation of business linkages.	The Highfield South Industrial Estate contains one of town's largest employers (Gardners Books). There are few vacant and underused sites that could be intensified. It is an important area for employment given its strategic access, collection of large employers and range of stock.
Birch Road Industrial Estate	Good access off Lottbridge Drive, with access via both ends of estate road.	4 mins to trunk road network. Relatively easy access to A22 via Lottbridge Drive	Well served by bus, with bus stops within Ind Est. (9 routes)	Close proximity to Eastbourne Park but unlikely to be significant constraint	Within Tidal Flood Zone 3a but previously developed site. Some amenity grassland habitat on road verges. Open Water (saline) habitat in sewer that runs through estate.	Unlikely to have significant impact on amenity	Fairly easy. Would involve redevelopment of existing sites. Some vacant and underused sites within estate.	Land in multiple ownership, including part in EBC ownership	Development will increase the number of businesses in the Industrial Estate, helping the creation of business linkages.	The Birch Road Industrial Estate is well used and provides stock at a size and type that is in demand with the local economy, although some is of poorer quality. There are existing vacant and underused sites and the nature of Birch Road suggests there are opportunities for intensification of activity over time, however this would require reconfiguration of key sites and potentially have an impact on existing occupiers.
Hawthorn Industrial Estate	Access via Birch Road Industrial Estate roads from Lottbridge Drive. No through roads.	4 mins to trunk road network. Relatively easy access to A22 via Lottbridge Drive	Well served. Bus stops on Birch Road, approx 100m (9 routes)	Close proximity to Eastbourne Park but unlikely to be significant constraint	Within Tidal Flood Zone 3a but previously developed site. Some amenity grassland habitat on road verges. Some trees to north of site	Unlikely to have significant impact on amenity	Few opportunities to intensify use within Industrial Estate	Land in multiple ownership	Development will increase the number of businesses in the Industrial Estate, helping the creation of business linkages.	The Hawthorn Industrial Estate is well used and provides stock at a size and type that is in demand with the local economy, although some is of poorer quality. There are few vacant and underused sites that could be intensified. However, there may be opportunities for intensification over time as existing buildings come to the end of their economic life.
Compton Industrial Estate	Access via Birch Road Industrial Estate roads from Lottbridge Drive. No through roads.	4 mins to trunk road network. Relatively easy access to A22 via Lottbridge Drive	Well served. Bus stops on Birch Road, approx 100m (9 routes)	Close proximity to Eastbourne Park but unlikely to be significant constraint	Within Tidal Flood Zone 3a but previously developed site. Some amenity grassland habitat on road verges.	Unlikely to have significant impact on amenity	Fairly easy. Would involve redevelopment of existing sites. Some vacant and underused sites within estate.	Land in multiple ownership	Development will increase the number of businesses in the Industrial Estate, helping the creation of business linkages.	The Compton Industrial Estate does contain some vacant and underused buildings with potential for intensification. There may be opportunities for intensification over time as existing buildings come to the end of their economic life.
Hammonds Drive Industrial Estate	Good access off Lottbridge Drive, opposite junction with Birch Road. No through roads. One way access could be problematic at junction of	4 mins to trunk road network. Relatively easy access to A22 via Lottbridge Drive	Not particularly well served. Closest bus stop on Birch Road, across Lottbridge Drive where there are no pedestrian crossing points	Adjacent to SNCI that may affect development	Within Tidal Flood Zone 3a but previously developed site. Some amenity grassland habitat on road verges.	Unlikely to have significant impact on amenity	Fairly easy. Would involve redevelopment of existing sites. Some vacant and underused sites within estate.	Land in multiple ownership	Development will increase the number of businesses in the Industrial Estate, helping the creation of business linkages.	The Hammonds Drive Industrial Estate is a key component of Eastbourne's employment land supply, providing a range of predominantly light industrial units. The application for intensification of the White Knight Laundry indicates that intensification within the estate may have significant potential in the future as buildings come to the end of their economic life

Site/Area	Access and Accessibility			Development Constraints				Ownership	Social Impacts	Analysis and comment
	Access to the site	Ease of access to main road network	Access by public transport	Wider Environment	On-site environmental	Amenity of adjacent occupiers	Ease of development			
	Lottbridge Drive									
Finmere Road Industrial Estate	Narrow access to estate through residential area	5 mins to trunk road network. Partly through residential area and via some congested junctions.	Reasonably well served by buses. Closest bus stop on Seaside, approx 300m (14 routes)	Adjacent to SNCI that may affect development	Partly within Tidal Flood Zone 3a but previously developed site.	Unlikely to have significant impact on amenity Adjacent to Gas storage station, which has a development exclusion zone around it.	Gas storage exclusion zone may constrain development	Land in multiple ownership	Development will increase the number of businesses in the Industrial Estate, helping the creation of business linkages.	The Finmere Estate contains a number of 'bad neighbour' uses and is unlikely to provide any significant opportunity for intensification in the short term, unless some occupiers relocate. However, if the gas storage site become available there may be opportunity for redevelopment in the long term if remediation issues can be overcome.
Britland Industrial Estate	Narrow access to estate through residential area	5 mins to trunk road network. Partly through residential area and via some congested junctions.	Reasonably well served by buses. Closest bus stop on Seaside, approx 300m (14 routes)	Adjacent to SNCI that may affect development	Amenity grassland site to north of site	Possible impact on residential due to close proximity. Adjacent to Gas storage station, which has a development exclusion zone around it.	Gas storage exclusion zone may constrain development	Land in multiple ownership	Development will increase the number of businesses in the Industrial Estate, helping the creation of business linkages.	The Britland Estate is a small estate that is well used. It is adjacent to the Finmere Estate which contains a number of 'bad neighbour' uses. The site to the north of the estate may provide opportunity for intensification in the future.
Courtlands Road Industrial Estate	Access through residential area, and via residential estate roads.	6½ mins to trunk road network. Partly through residential area and via some congested junctions.	Not particularly well served. Closest bus stop on Ringwood Road, approx 500m (1 route)	No significant wider environmental considerations	Partly within Tidal Flood Zone 3a but previously developed site.	Possible impact on residential due to close proximity.	Fairly easy. Would involve redevelopment of existing sites. Some vacant and underused sites within estate.	Land in multiple ownership	Development will increase the number of businesses in the Industrial Estate, helping the creation of business linkages.	The Courtlands Road area is a successful small to medium sized employment location with high levels of occupancy and recent investment in new floorspace. There are some sites that are currently vacant and underused that may come forward for redevelopment in the future.
Land North West of St Anthony's Hill	No direct access to the site and difficult to provide access via existing Industrial Estate	4 mins to trunk road network. Relatively easy access to A22 via Lottbridge Drive	Well served. Bus stops on Birch Road, approx 200m (9 routes)	Surrounded by farmland to the north and existing Industrial Estate to the south	Greenfield site within Tidal Flood Zone 3a and Fluvial Flood Zone 3b. Within Eastbourne Park	Adjacent to farmland but highly visible from surrounding residential area	Poor. On floodplain and need for new access road	Trustees of the Chatsworth Settlement	The site is located within Eastbourne Park, and the protection of Eastbourne Park is a key consideration for Eastbourne.	Land NW of St Anthony's Hill would be able to provide an extension to the Birch Road Industrial Estate, but there are significant barriers include flood risk and the need for a new access road, meaning development is unlikely to be viable.
Land North of Hammonds Drive	Could be accessed directly off Lottbridge Drive or via adjacent Industrial Estate	4 mins to trunk road network. Relatively easy access to A22 via Lottbridge Drive	Not particularly well served. Closest bus stop on Birch Road, across Lottbridge Drive where there are no pedestrian crossing points	On edge of existing Industrial Estate.	Greenfield site within Tidal Flood Zone 3a. Within Eastbourne Park. Contains woodland and reed bed habitat	On edge of existing Industrial Estate. Unlikely to have significant impact on amenity	Potentially difficult due to need for flood mitigation measures	Richard Maile	The site is located within Eastbourne Park, and the protection of Eastbourne Park is a key consideration for Eastbourne.	This site could provide an extension to Hammonds Drive Industrial Estates, however this Greenfield site is within Eastbourne Park, which has a policy for protection, and would involve the disturbance of a number of biodiversity habitats.
Land off Fletching Road	No existing access. Site could be accessed through Highfield Park (Edward Road)	2 mins to trunk road network. Very good. Direct access onto A22.	Poorly served by buses. 600m to nearest bus stop.	On edge of existing Industrial Estate and within Eastbourne Park. Cycle path runs adjacent. Also important archeologically sites in the vicinity. n	Greenfield site within Tidal Flood Zone 3a. Includes pasture and woodland habitat. Open water (freshwater) in the form of a stream	On edge of existing Industrial Estate. Some residential nearby that may be adversely affected	Potentially difficult due to need for new access and flood mitigation measures	EBC	The site is located within Eastbourne Park, and the protection of Eastbourne Park is a key consideration for Eastbourne.	This site could provide an extension to Highfield Park with good access to the A22. However it is a Greenfield site within Eastbourne Park, and there are important archaeological sites in close vicinity.
Hide Hollow Farm	Good direct access off Willingdon Drive	4 mins to trunk road network.	Well served by buses, approx 100m to bus stop (2 routes)	Within predominantly residential area.	No flood risk. Trees with TPOs. Sites contains small waterbody	Possible amenity issues with surrounding residential uses	Good, if impact can be avoided on trees.	O'Brien Homes	This site has been identified as having potential for housing development, and use of the site for employment could compromise the	Hide Hollow Farm is close to existing residential areas so the scope of employment use would be limited. However it is PDL and would provide jobs close to communities. The site has been identified as a potential housing site and is important for the supply of

Site/Area	Access and Accessibility			Development Constraints				Ownership	Social Impacts	Analysis and comment
	Access to the site	Ease of access to main road network	Access by public transport	Wider Environment	On-site environmental	Amenity of adjacent occupiers	Ease of development			
									ability to meet housing targets	housing in the town.
Bedfordwell Road Depot	Existing good direct access off Bedfordwell Road/Lewes Road	7½ mins to trunk road network. Via some congested junctions.	Poorly served by buses. Closest bus stop on Carew Road, approx 600m	On edge of Eastbourne Park. Allotments to the west of site.	Within Tidal Flood Zone 3a but previously developed site. Some woodland habitat	Possible amenity issues with surrounding residential uses	Good. Potential access issues that could be easily resolved.	Orbit Housing Group	This site has been identified as having potential for housing development, and use of the site for employment could compromise the ability to meet housing targets	Bedfordwell Road Depot is close to existing residential areas so the scope of employment use would be limited. However it is PDL and would provide jobs close to communities. The site has been identified as a potential housing site and is important for the supply of housing in the town.
2-4 Moy Avenue	Access through residential area, and via residential estate roads.	6½ mins to trunk road network. Partly through residential area and via some congested junctions.	Not particularly well served. Closest bus stop on Ringwood Road, approx 600m (1 route)	Within predominantly residential area but adjacent to Industrial Estate	Within Tidal Flood Zone 3a but previously developed site.	Possible amenity issues with surrounding residential uses	Good. Would involve demolition of existing building	Telereal Trillium	This site has been identified as having potential for housing development, and use of the site for employment could compromise the ability to meet housing targets	Moy Avenue is close to both industrial and residential areas so the scope of employment use would be limited. However it is PDL and would provide jobs close to communities. The site has been identified as a potential housing site and is important for the supply of housing in the town.
Belmont Nursing Home, Pevensey Bay Road	Good access off A259, off Sovereign Harbour roundabout	4 mins to trunk road network. Relatively easy access to A259, although via Pevensey Bay	Reasonably well served by buses. Closest bus stop on Pevensey Bay Road, approx 200m (8 routes)	Adjacent to SNCI (Langney Sewer), Close to school and residential area	Within Tidal Flood Zone 3a. Some Fluvial 3a/3b to rear of site due to Langney Sewer. Some amenity grassland to front of site	Unlikely to have significant impact on amenity	Good. Would involve demolition of existing building		This site has been identified as having potential for housing development, and use of the site for employment could compromise the ability to meet housing targets	The Belmont is close to existing residential areas so the scope of employment use would be limited. However it is PDL and would provide jobs close to communities. The site has been identified as a potential housing site and is important for the supply of housing in the town.
87-89 Pevensey Bay Road	Direct access off eastbound A259 at Pevensey Bay Road	4 mins to trunk road network. Relatively easy access to A259, although via Pevensey Bay	Reasonably well served by buses. Closest bus stop on Pevensey Bay Road, approx 300m (8 routes)	Adjacent to SNCI (Langney Sewer), Close to school and residential area	Within Tidal Flood Zone 3a. Some Fluvial 3a/3b to rear of site due to Langney Sewer.	Unlikely to have significant impact on amenity	Good. Would involve demolition of existing building		This site has been identified as having potential for housing development, and use of the site for employment could compromise the ability to meet housing targets	87-89 Pevensey Bay Road is close to existing residential areas so the scope of employment use would be limited. However it is PDL and would provide jobs close to communities. The site has been identified as a potential housing site and is important for the supply of housing in the town.
Former St Wilfrid's Hospice Site, Mill Gap Road	Access through residential area, and via residential estate roads.	7 mins to trunk road network. Difficult access via smaller residential roads.	Reasonable access to buses. Approx 400m (7 routes)	No significant wider environmental considerations	No flood risk. Some trees. Building is locally listed.	Possible amenity issues with surrounding residential uses	Poor. Poor access to site and would involve demolition of existing locally listed building	St Wilfrid's Hospice	This site has been identified as having potential for housing development, and use of the site for employment could compromise the ability to meet housing targets	The former St Wilfrid's Hospice site is a locally listed building within a predominantly residential area. However it is PDL and would provide jobs close to communities. The site has been identified as a potential housing site and is important for the supply of housing in the town.
Development Opportunity Site 1	Good access to site off Town Centre ring road	8 mins to trunk road network	Excellent. Adjacent to railway station and main town centre bus interchange	No significant wider environmental considerations	No flood risk. No environmental constraints	Unlikely to have significant impact on amenity	Reasonable. Would cause significant disruption.		The site is in a Sustainable Centre and is a highly accessible location. Development of this site would assist with the regeneration of the Town Centre.	The future of the site appears settled following permission for the extension of the retail offer provided by the Arndale Centre. Shape of this site unlikely to be suitable for office uses.
Development Opportunity Site 2	Good access to site off Town Centre ring road	8 mins to trunk road network	Excellent. Adjacent to railway station. Main town centre bus interchange approx 200m	No significant wider environmental considerations	Partly within flood zone 3a, however PDL. No environmental constraints	Unlikely to have significant impact on amenity	Good. Few buildings on site to demolish.		The site is in a Sustainable Centre and is a highly accessible location. Development of this site would assist with the regeneration of the Town Centre.	At approximately 2.5ha the site offers considerable capacity to accommodate a mix of development as identified within the TCLP. A highly accessible location that would potentially be an attractive office area linking to the town centre and the existing cluster along Commercial Road. However, offices to the north of the site would not actively relate to the town centre and could have significant impact on existing residential uses. The area along Terminus Road will provide the key opportunity, with the potential to deliver

Site/Area	Access and Accessibility			Development Constraints				Ownership	Social Impacts	Analysis and comment
	Access to the site	Ease of access to main road network	Access by public transport	Wider Environment	On-site environmental	Amenity of adjacent occupiers	Ease of development			
										space alongside active ground floor frontages. This location would also provide good access to town centre amenities and parking.
Development Opportunity Site 3	Good access to site off Town Centre ring road	8 mins to trunk road network	Excellent. Adjacent to railway station. Main town centre bus interchange approx 200m	No significant wider environmental considerations	No flood risk. No environmental constraints	Unlikely to have significant impact on amenity	Reasonable. Would depend on Post Office making alternative site arrangements		The site is in a Sustainable Centre and is a highly accessible location. Development of this site would assist with the regeneration of the Town Centre.	Space at the eastern end of this opportunity site is likely to be attractive as an office location. It lies close to the town centre and provides access to the Station and car parks. It will also provide a high profile location at a key town centre gateway which already has an established office character.
Development Opportunity Site 4	Relatively poor, access via one-way shopping street	8 mins to trunk road network	Reasonably well served. TC bus interchange 400m. Railway station 600m	No significant wider environmental considerations	No flood risk. No environmental constraints	Unlikely to have significant impact on amenity	Poor. Would involve redevelopment of site currently occupied.		The site is in a Sustainable Centre and is a highly accessible location. Development of this site would assist with the regeneration of the Town Centre.	The location of the site is unlikely to prove an attractive location for office development. Capacity would be limited by the need to retain retail servicing within the site. Servicing will also impact the quality of the environment to office occupiers. Any office floorspace would be modest in scale. The site lies in an area dominated by retail activity, meaning modest floorspace provision would struggle to establish a presence.
Development Opportunity Site 5	Good access to site off Town Centre ring road	8 mins to trunk road network	Reasonably well served. TC bus interchange 400m. Railway station 600m	No significant wider environmental considerations	No flood risk. No environmental constraints	Unlikely to have significant impact on amenity	Good. Could involve conversion of existing building		The site is in a Sustainable Centre and is a highly accessible location. Development of this site would assist with the regeneration of the Town Centre.	The location and scale of the site mean Development Opportunity Site 5 is unlikely to be attractive for office development. It is unlikely to be able to accommodate an appropriate scale and nature of space.
TC Transition Areas	Relatively poor, access via one-way shopping street	8 mins to trunk road network	Excellent. Adjacent to railway station. Main town centre bus interchange approx 200m	No significant wider environmental considerations	No flood risk. No environmental constraints	Unlikely to have significant impact on amenity	Poor. Would involve demolition of existing building	Land in multiple ownership	The site is in a Sustainable Centre and is a highly accessible location. Development of this site would assist with the regeneration of the Town Centre.	This location is likely to be unsuitable to establish new office floorspace. There are no identifiable sites where a critical mass can be established. Given the nature of the area 'infill' is unlikely to be attractive. Any potential is limited by the size and shape of the site identified and the lack of presence from major access roads to the town centre.
TC Potential Areas of Change	Relatively poor, access via one-way shopping street	8 mins to trunk road network	Reasonably well served. TC bus interchange 400m. Railway station 600m	No significant wider environmental considerations	No flood risk. No environmental constraints	Unlikely to have significant impact on amenity	Poor. Would involve demolition of existing building	Land in multiple ownership	The site is in a Sustainable Centre and is a highly accessible location. Development of this site would assist with the regeneration of the Town Centre.	In general it would be unlikely to attract significant office interest given the challenges to establishing a frontage. Redevelopment could create frontage above ground floor level in the long term.
Sovereign Harbour Site 6	Good, easy and direct access to site via A259 and Sovereign Harbour roundabout	4 mins to trunk road network. Relatively easy access to A259, although via Pevensey Bay	Reasonable access to buses. Bus stop adjacent to site on Pevensey Bay Road (7 routes)	Close to Harbour. Close to residential and main road	Former landfill site. Within Tidal Flood Zone 3a but previously developed site. Predominantly shingle habitat. Some woodland habitat.	Possible amenity issues with surrounding residential uses	Potentially good, although possibility of need for specialist foundations.	Sovereign Harbour Ltd	The site is within a Sustainable Centre and would assist with the completion of the Harbour development	Developing employment space at Sovereign Harbour is a key priority for the Council. It would be part of the completion of the Harbour development, which has been lacking social infrastructure. Site 6 could have an important role to play in accommodating future economic growth by providing a new, high quality location that is considerably different to current employment areas
Sovereign Harbour Site 7	Good, easy and direct access to site via A259 and Sovereign Harbour roundabout	4 mins to trunk road network. Relatively easy access to A259, although via Pevensey Bay	Reasonable access to buses. Bus stop adjacent to site on Pevensey Bay Road (1 route)	Close to Harbour. Close to residential and main road	Former landfill site. Within Tidal Flood Zone 3a but previously developed site. Predominantly shingle habitat. Some woodland	Possible amenity issues with surrounding residential uses	Potentially good, although possibility of need for specialist foundations.	Sovereign Harbour Ltd	The site is within a Sustainable Centre and would assist with the completion of the Harbour development	Developing employment space at Sovereign Harbour is a key priority for the Council. It would be part of the completion of the Harbour development, which has been lacking social infrastructure. Site 7 could have an important role to play in accommodating future economic growth by providing a new, high quality location that is

Site/Area	Access and Accessibility			Development Constraints				Ownership	Social Impacts	Analysis and comment
	Access to the site	Ease of access to main road network	Access by public transport	Wider Environment	On-site environmental	Amenity of adjacent occupiers	Ease of development			
					habitat.					considerably different to current employment areas
Sovereign Harbour Site 4	Poor access to site, either through private estate road or through Waterfront car park	4 mins to trunk road network. Relatively easy access to A259, although via Pevensey Bay	Relatively poorly served. Closest bus stop in Waterfront car park approx 300m (3 routes)	On edge of Harbour. Close to retail areas.	Within Tidal Flood Zone 3a but previously developed site.	Unlikely to have significant impact on amenity	Good. Empty site.	Sovereign Harbour Ltd	The site is within a Sustainable Centre and would assist with the completion of the Harbour development	Developing employment space at Sovereign Harbour is a key priority for the Council. It would be part of the completion of the Harbour development, which has been lacking social infrastructure. Site 4 could provide office space above shop units to help increase the mix of uses at the Waterfront and complement the employment uses on Sites 6 and 7.
Lottbridge Drive / Seaside	No existing access, but potentially good direct access to site off Lottbridge Drive	4 mins to trunk road network. Relatively easy access to A22 via Lottbridge Drive	Bus stop adjacent to site on Lottbridge Drive (6 routes)	On edge of playing field.	Greenfield site within Tidal Flood Zone 3a. Heavy wooded. SNCI.	Possible amenity issues with surrounding residential uses	Poor. Mitigation for flooding and biodiversity required.	EBC	Would involve the loss of Greenfield site and biodiversity habitat	This site is a Greenfield site located off Lottbridge Drive. The irregular site shape and high environmental constraints on the site means that it is unlikely to be viable for employment development.
Land off Bridgemere Road	No existing access. Access through residential area, and via residential estate roads.	6 mins to trunk road network. Partly through residential area and via some congested junctions.	Bus stop adjacent to site on Bridgemere Road (1 route)	Within Eastbourne Park, on edge of residential area.	Greenfield site within Tidal Flood Zone 3a and Fluvial Flood Zone 3a/3b. Pasture habitat. Some woodland	Possible amenity issues with surrounding residential uses	Poor. Mitigation for flooding and biodiversity required.	EBC and ESCC	The site is located within Eastbourne Park, and the protection of Eastbourne Park is a key consideration for Eastbourne.	This site was formerly allocated for housing development. It is a Greenfield site within Eastbourne Park, which has a policy for protection, and would involve the disturbance of a number of biodiversity habitats.
Land North East of St Anthony's Hill	No existing access. Potentially good access off A259 at Langney roundabout, but would require new road	5½ mins to trunk road network. Via some congested junctions.	Reasonably served. Bus stop approx 200m on Langney roundabout (5 routes)	Within Eastbourne Park, on edge of residential area.	Greenfield site within Tidal Flood Zone 3a and Fluvial Flood Zone 3a/3b. Pasture habitat. Some reedbed habitat.	Possible amenity issues with surrounding residential uses	Poor. On floodplain and need for new access road	Trustees of the Chatsworth Settlement	The site is located within Eastbourne Park, and the protection of Eastbourne Park is a key consideration for Eastbourne.	This site was formerly allocated for housing development. It is a Greenfield site within Eastbourne Park, which has a policy for protection, and would involve the disturbance of a number of biodiversity habitats.
South Broadwater between Upperton Farm and Broadwater Lake	Very poor. No existing vehicular access	7½ mins to trunk road network. Potentially easy access to A22 via Cross Levels Way (A2280)	Poorly served. Closest bus stop on Kings Drive, approx 600m	Surrounded by farmland	Greenfield site within Tidal Flood Zone 3a and Fluvial Flood Zones 3a and 3b.	Adjacent to farmland but highly visible from surrounding residential areas. Potential impact on agriculture	Poor. On floodplain and need for new access road	Land in multiple ownership, including part in EBC ownership	The site is located within Eastbourne Park, and the protection of Eastbourne Park is a key consideration for Eastbourne.	This site is located on the middle of Eastbourne Park and would require new roads in order to access the site. The severe flood risk that would need mitigation, along with the heavy biodiversity on the site, means that the site is unlikely to be viable for development.
Land East of Tutts Barn	Existing access is via a long narrow unmade farm track. Potential access via Bedfordwell depot site	7½ mins to trunk road network. Potentially easy access to A22 via Cross Levels Way (A2280)	Poorly served. Closest bus stop on Kings Drive, approx 800m	Surrounded by farmland	Mainly greenfield, with part brownfield. Brownfield land potentially contaminated land as formerly part of railway sidings. Within Tidal Flood Zone 3a and Fluvial Flood Zones 3a and 3b.	Adjacent to farmland but highly visible from surrounding residential areas. Potential impact on agriculture	Poor. On floodplain and need for new access road	Land in multiple ownership	The site is located within Eastbourne Park, and the protection of Eastbourne Park is a key consideration for Eastbourne.	The site is located within Eastbourne Park, and would require new roads in order to access the site. The severe flood risk that would need mitigation, along with the heavy biodiversity on the site, means that the site is unlikely to be viable for development.